

#2 VOLUME 55

SAGE TICK

SILVER SAGE PCA NEWSLETTER ■ FALL 2022



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PORSCHE

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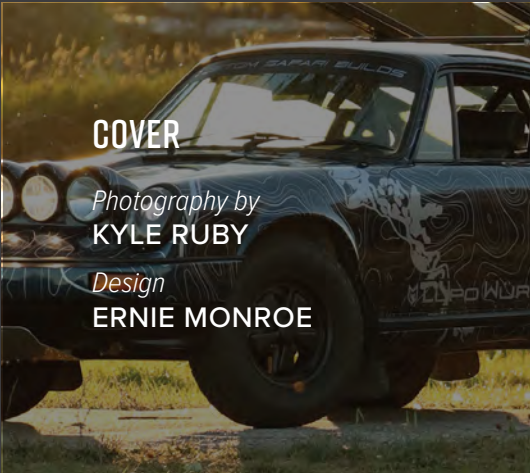
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GARY CUDDEFORD

*Sage Tick and Club
Sponsorships*
**ANDREW KING
(ACTING)**

**SILVER SAGE
REGION NATIONAL
ACCOMPLISHMENTS**

2020 and 1996
**PCA REGION
OF THE YEAR**

2017, 2012, and 2008
**PCA PUBLIC SERVICE
1ST PLACE**

2002 and 1971 PCA
**REGION HOST FOR
PORSCHE PARADE**

Founded in 1966,
**CELEBRATING
OUR 56TH YEAR**

2022 UPCOMING EVENTS



OCTOBER

- SAT, 10/1** Cars and Coffee
- SAT, 10/1** Winery Tour
- SUN, 10/2** Oktoberfest Car Show
- TUE, 10/11** General Membership Meeting
- WED, 10/12** Weeknight Drive
- SAT & SUN, 10/15-16** Fall Autocross

NOVEMBER

- TUE, 11/1** 2023 Officer Election Start
- FRI, 11/4** Charity Dinner and Auction
- TUE, 11/8** General Membership Meeting
- WED, 11/30** 2023 Officer Elections Conclude

DECEMBER

- SAT, 12/3** Holiday Party
- TUE, 12/13** General Membership Meeting

Check the weekly SS PCA Happenings emails for details and updates





ANDREW KING
*President,
Silver Sage Region
Porsche Club
of America*

On Order
2023 GT3 TOURING

Current
**2019 CARRERA 4
CABRIOLET**

1989 930 TURBO

1963 356 SUPER

Past
2018 GT3 TOURING

**2008 BOXSTER RS60
SPYDER**

1996 CARRERA 4S

PRESIDENT'S MESSAGE

Now 9 months into the role as the Silver Sage President, I am super pleased with the ongoing activities and accomplishments of our club. As I write this message, we are in the final days of preparation for Oktoberfest weekend which will include our largest Porsche car show yet. Thanks to the support from PCA National, Porsche Boise, The Village at Meridian, and our team of volunteers we will be able to donate most entry fees to our 2022 sponsored charity, Camp Rainbow Gold. Just 2 months ago, we hosted the first Tire Rack Street Survival event in Boise helping young drivers learn critical driving skills and understand the driving dynamics of their personal vehicles in a controlled environment before they encounter a critical situation on the open roads. These two high profile examples represent well the core values of the club; however, I would be remiss if I did not also highlight that we rely on many members that execute weekly and monthly the drives, tours, drivers' education, and social events that engage our general membership and keep our club thriving.

In this issue of the Sage Tick, you will find our first attempt at a new look of Silver Sage Magazine.

A new editor with the support of a professional graphic artist work to emulate some of the best PCA Regional Magazines. I personally have been focused on attracting old and new advertisers to support newsletter improvements and to provide a resource to members looking for local businesses aligned with our interests and values. It will be important to obtain member feedback on this effort over the first few issues to ensure that we are applying our resources to something that the general membership values.

As I have said in the past, there is always a need for more volunteers to participate in functional committees, to plan and execute membership events, to lead drives and tours, to promote community engagement and public service, and to get involved our media presence. If you are interested in volunteering, or have ideas on ways to improve the membership experience, please don't hesitate to get involved, attend an event, contribute at our General Membership meetings, or contact me directly at president@silversageporsche.com.

-Andrew



DOUG OOLEY
*Sage Tick Editor,
Silver Sage Region
Porsche Club
of America*

Current
2014 CAYMAN

Past
2012 CAYENNE

EDITOR'S NOTE

Welcome to the redesigned Sage Tick Newsletter presented to you digitally for Fall 2022. First and foremost, I want to personally thank all the content contributors, designers and editors, past and present, that make a club specific publication such as the Sage Tick possible.

A committee was formed to evaluate the Sage Tick publication and the resulting roadmap was to provide Silver Sage membership with a quality digital newsletter delivered quarterly emulating best-of-breed design elements found in award winning regional publications.

Please enjoy the cover story, An Adventurous 911, by Drake Beaudry that chronicles the creation of his amazing Porsche Safari project.

Recent tour and event articles such as Lochsha River Tour, Escape 2022 and Street Survival will continue to be the backbone of the publication to keep our readership informed and engaged in Silver Sage activities.

Constructive feedback from our membership is vital to refining the new format to meet your expectations. Please send your comments or concerns to: sagetick@silversageporsche.com.

-Doug

ADVERTISERS INDEX

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Real Estate**

To place your ad in the next issue of The Sage Tick, inquire to Advertise@SilverSagePorsche.com

WELCOME NEW & TRANSFERRING MEMBERS

JULY 2022

LORI BLALOCK
2022 Macan S

LEONARD BOSCH
2022 Macan

BRYAN CRAIG
2022 Cayenne

CHRISTY DAHER
2022 Macan GTS

MYLES DAVIS
2022 Cayenne

GREG DODGSON
2001 911 Carrera

JIM DRASDO
2022 Cayenne S

ERLING EIDE
2022 CAYENNE

HILARY GROUNDS
2022 Macan S

CHRISTIAN HORAK
2006 Cayman S

JENNIFER KOYL
2022 Macan

RUSSELL NAILL
2022 Cayenne

LUKAS NIKLASSON
2022 911 Carrera GTS

PHOEBE PILARO
2022 Macan

JONATHON ROBERTS
2022 Macan

TARA RODRIGUEZ
2022 Macan

RANDY STEWART
2022 Cayenne GTS

MICHAEL TROMBLY
2022 Macan

JENNIFER
ZIMMERMAN
2022 Macan

JASON AMARANT
(FROM DIABLO)
1989 911 Carrera
Cabriolet

DALE MONTZ (FROM
PNW)
1984 911 Carrera
2016 Macan S

JEFFERY AND
BRANDI PRITCHETT
(FROM DIABLO)
2000 Boxster

ADRIEN DON SMITH
(FROM PNW)
1988 944S

AUGUST 2022

BEN CECCARELLI
1998 Boxster

GREG FISHER
2011 911 Carrera 4S

ROBERT INMAN
2002 Boxster S

CHAD MOFFAT
2022 911 Carrera

LONNIE MORRIS
1974 911 Targa

NOELLE ODDO
2022 Macan

WILLIAM
ONDRECHEN
2022 Macan

HANNAH RICHARDS
2022 Cayenne

DAVID SMITH
1991 911 Carrera
4 Targa

ANDREW STUART
2022 Panamera

SHAUNA UNSER
2022 Cayenne

STEPHEN
WARRINGTON
2022 Cayenne

CRAIG AND JUDY
CARRION (FROM
GOLDEN GATE)
2016 Cayman GT4

TREVOR AND
REBECCA MCGUFF
(FROM ORANGE
COAST)
2019 Cayenne

SEPTEMBER 2022

ANGELA JAMES
2021 718 Cayman GT4

BRENDON MCQUEEN
2016 911 Turbo Cabriolet

JASON REYNOLDS
1982 911 SC Targa

JOHN ROTERS
2011 Boxster

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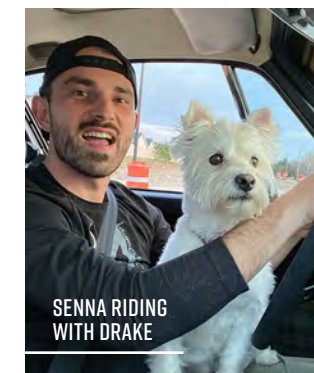
AN ADVENTUROUS

ARTICLE BY
DRAKE
BEAUDRY

Chonky the Safari started life as a track-focused 1976 911S Outlaw with a 300 hp 3.0-liter motor but was ultimately transformed into my dream 911 Safari due to some personal misfortune and a seized opportunity.



I purchased the Outlaw 911 along with a 10,000-mile bone stock Mazda RX-7 Turbo in the same area and arranged transport in a two-car enclosed trailer. During the transport journey, the transport driver decided to take the hotrod 911S out of the trailer for a joy ride and proceeded to run the car under a pickup, severely damaging the hood and drivers fender. In a panic, the driver tried to cover his tracks by stating; “the cars were damaged when they came loose in the trailer”. So, he wrecked my Porsche then untied the Mazda in the trailer just to make it look like an accident!



Given this unfortunate situation we had to decide what to do. On a positive note, the RX-7 was very lightly damaged, so some minor paint and dent repair was all that was needed for resell. The Porsche on the other hand, was quite

damaged and needed extensive work. I have been wanting to build a 911 Safari for years and I always seemed to come up with an excuse not to build one. Given these circumstances, we decided now was the time and the perfect opportunity to use our misfortune to create my vision of Chonky, an adventurous 911.

The battered car went to a friend in Monterey, CA for a complete glass out repaint including all the body work which in hindsight was a bit above and beyond since a vinyl wrap would be installed for the offroad excursions in its future. I can't seem to ever do anything half-assed. After being at the body shop for about a year, the paint work was finally finished, and the car was sent up to Sports Purpose Garage in the bay area for a coil over suspension conversion (this was before our full shop was up and running). They installed the coil over/custom Bilstein shocks conversion, weld in supports, skid plates, and hydraulic hand brake.

Unlike so many other 911 Safaris that just sit in collections, my vision for the Chonky build was to create a 911 Safari that looked great but would actually be driven off-road. I wanted to make the car nice but not too nice with every piece designed as useful and purposeful.

For instance, the Garmin GPS inside can be used to communicate with home or our mechanics if I or a customer is having issues in the back country. The custom hydraulic hand brake makes you feel like Ken Block drifting through the corners. The attached mountain bike racks used for storming up Bogus Basin Road to ride the mountain trails then storming back down...the list goes on and on.



WRAP DESIGN INCORPORATES TOPOGRAPHY OF LAKE COEUR D'ALENE

In my business I get to drive pretty much everything from multi-million-dollar Ferraris, Porsches, McLaren's to extreme offroad monsters. They have lost some of their luster over the years and I seem to only get truly excited about very special cars or custom cars people have made into something amazing. In my mind's eye, this 911 Safari build would meet my benchmark of a special car. It had been over a year and a half since I had last seen the car and was in shambles. The work had been completed and the day for Chonky's return was fast approaching. I don't think I have ever been more excited for a car to be delivered and then it was in a shambles.

After driving the car for a couple weeks, we started visualizing an elegant yet rugged design for the wrap. Some time ago I saw a Mulholland Edition Singer and loved how they incorporated the famous CA road design into the paintwork. I wanted to tie my Coeur d' Alene roots into our design so we integrated a topographical map image of Coeur d' Alene Lake into the wrap. Choosing the metallic silver base color for the wrap coordinated quite nicely into the painted silver jams and other parts of the car that could not be wrapped. Trying to keep everything purposeful, extra think vinyl laminate was used to add protection to the new paint when the car is offroad.



The work at Sports Purpose Garage had been completed, the Roadster show was coming up and installing the wrap live during the show put Lupo Motors over the top and drew a great crowd throughout the weekend.

Driving the car is really a special experience and is unlike anything I have ever driven. Chonky is like sitting in an old 911 but at the height of a SUV and still performs on road while driving extremely well offroad at high speeds. It is so much fun to drive! I find myself listening to Motley Crue or Def Leppard and driving much to fast everywhere with a constant smile on my face. This was more than apparent when I kept driving on the edge at the Silver Sage autocross and when I was pushing through the deep stuff at the Nitty Gritty RallyX.



PUSHING THROUGH THE DEEP STUFF AT THE NITTY GRITTY RALLYX



Everyone that sees the car are amazed by it, even at Monterey Car Week it stood out in the crowd. We had countless people in 30-million-dollar cars give us the thumbs up, stop us to talk about the car on the street, or want to go on a drive to take photos.

Soon Chonky will be turning into even more of an offroad beast and less of an on/off-road mixed build. The car as it sits now is what we at Lupo sell as a Stage 2 coil over Safari build and we are working on our Stage 3 prototyping.

The Stage 3 will have over 12" of usable suspension travel, larger skid plates, steel rails down the sides to protect the body and oil lines, and possibly even an engine conversion for lots more offroad power. First steps will be to start testing our suspension, rebuild the transmission to make the top speed around 100 mph and produce more low-end torque.

In my life it seems like everything, especially my cars, are always for sale. However, someone would be hard pressed to pry this one out of my hands. I have owned Chonky the Safari longer than any other car in my life. It is the only car I have modified and made my own without a profit in mind at the end of the tunnel. We have turned this car not just into an amazing thing to drive but now anyone can come to us at Lupo Motors and we will build their their own adventurous 911.



MANY RIVERS TOUR

BY CRAIG DOTY AND
DENISE SEINTURIER

Friday morning finds us last minute packing and checking as we head out to meet 13 other club members for a group of eight cars heading out on the tour. This was a special morning as it was much more than a four hour out and back drive, this felt like a vacation- three days and two nights on a central Idaho loop in late spring chasing rivers thru mostly pine forested Clearwater mountains and national forest areas. We left WinCo parking lot in Eagle heading north on 55 while a second similar sized group left from the east end of town up Idaho 21. The plan was to meet in the middle Saturday, effectively swapping hotels Saturday night.

Part of the fun on tours is our place in the constantly changing positions between lead and sweep cars. Reaching Cascade Chevron, with perhaps the most modern and cleanest restrooms of the trip, we had to compliment Bruce and Gretchen Young on their stunning red 2000 Boxster S. They just had it ‘ceramic coated’ and

fully detailed and it looked positively showroom new.

Shortly after we’re running thru Long Valley noticing the high-water table and feet high grasses.

To our left, the ski runs of Tamarack Resort radiate lush undergrowth as the hill faces primarily east/southeast. Timing of the tour reinforced the power of late spring rains as the forest canopy has its summer green while the undergrowth still shines with early growth color. We pass Donnelly and McCall with our next rest stop in New Meadows.

Highway 55 gives way to 95 and we soon join the Little Salmon River, fairly raging rather than flowing. Most all rivers are well above normal thanks to aforementioned rains and every little town bustles with people packing for or heading out on the water. The town of Riggins bills itself as the “Whitewater Capital of the US” and indeed- trivia time- “Idaho has more than 3,100 navigable white water river miles, more than any other state in the lower 48 or contiguous U.S.” In Riggins, it’s all about Hells Canyon.

Riggins also sends our clocks back an hour. Wait? What? Why? Who thinks these things up? Who decided on a north/south demarcation line cutting the state in half and putting central and north Idaho on time with lesser states?

TRIVIA:
The states name derives from a Native American word meaning ‘land of many waters’. I know we all passed fourth grade, but most folks didn’t go to elementary school in Idaho so I’m just the substitute.

TRIVIA:
North thru Cascade: Did you know there’s a tattoo shop directly across the street from Cascade High School?

I’d like to take those people and put them on a bus with no brakes with the crowd that continues to push daylight savings time. Uh oh, I feel the soap box failing...

Continuing north we’re into White Bird, population 91 or 91, it was hard to tell as the sign was faded. And we’re all anticipating a run up famous White Bird Grade. Technically, “White Bird Grade is a historic mountain highway along a former section of U.S. Route 95 near White Bird, Idaho. It is listed on the National Register of Historic Places as an engineering accomplishment, a “marvel” which was an achievement of the early good roads movement.”



Switchback city! Smiling yet? Thanks to a fresh coat of chip seal everyone had a rockin’ good time. There’s a lot of history behind the area including the first battle of the Nez Perce War.

Soon enough we hit Grangeville making a right on Hwy 13 and continuing north to Kooskia. A few miles east and we’re following the Clearwater River thru tall pines under high hills. When Ken & Lindsey signal a left turn the magic of the weekend kicks in... welcome to Reflections Inn. Set well off the road yet in sight of the river, this pine forest gem of a property rewards those looking for peace, quiet and serenity. The building is two story bunkhouse style cabin feel with nine rooms. The ninth is a shared kitchen so our group had the building to ourselves. The evening meal was potluck style on the lower patio and as the sun sank below the pines, we moved up the slope to the handmade river rock benches and fire pit area.

By this time name tags were old memories and we learned Cameron is a seventh generation Idahoan! We all learned a lot of things that night (!) and best of all, no mosquitos. We highly recommend a stay at the Inn...celebrate a birthday, propose marriage, mark an anniversary, do Arbor Day, whatever, just go!



TRIVIA:
What is the state horse of Idaho? The Appaloosa. Thank you, Brittany.

Saturday morning was glorious after a cool overnight and we’re running east on Hwy 12 along the Clearwater. Eyes on the road, bub but it’s

not easy...so much nature to soak in. At the town of Lowell, the road turns north along the Lochsa River towards Lolo Pass. Oh boy, Lolo Pass. This stretch of modern highway combines the thrill of Nurburgring with a nearly mile high summit. Oh boy. Ohhhhh boy did we have fun.

“A brilliant Red Barchetta from a better vanished time...wind in my hair, shifting and drifting, mechanical music, adrenaline surge...” (Rush, 1981 Moving Pictures album).

Hello Montana! Recommend a quick internet search for Lolo Pass, images. Stunning.

By now we know you love trivia: ... Route 12 is one of the last two-lane U.S. highways constructed, it was completed in the early 1960s, connecting Lewiston with Missoula over Lolo Pass.

TRIVIA:
Route 12 is one of the last two-lane U.S. highways constructed.



Lots of meadow and mountain views up the Lost Trail Pass (welcome back to Idaho and Mountain Time Zone) then down into Salmon at the Stagecoach Inn for our second night. Dinner at The Shady Nook with terrific people.

Two railroads, the Northern Pacific and Union Pacific, had originally planned to ascend the Lochsa; the Northern won the rights and even completed some grades in 1908, but abandoned the project in 1909.

Thanks to the two-way reverse loop plan of the tour, we met for lunch with Bob and Lucille Kunz's group at the Lolo Peak Brewery and Grill. Valley and mountain views from the upper deck or patio shade below, we enjoyed swapping road stories with our backward travelling friends.

South on Hwy 93, what's that sign say? "50-mile Garage Sale"? This is a thing. In Montana. It stretches Lolo south to Darby for a weekend of stuff-swapping.

I wonder if anything ever leaves the county or if locals just swap their old stuff for new stuff. "One man's trash is another man's treasure" they say. Fortunately, our schedule didn't allow time for shopping so think of all the money we saved!

TRIVIA:

Salmon is the birthplace of Sacajawea, God's gift to Lewis and Clark.

Sunday morning south on the Salmon River Scenic Byway...more roaring river and pine views. On thru Challis and west on Hwy 75 to Stanley and a brilliant side trip to Stanley Lake. Serenity redefined. Wildflowers give way to pines leading to 10,000-foot mountain peaks.. Leaving 75 we pick up Idaho 21. Do you know how many summits or passes there are on 21 between Stanley and Idaho City? All of them! Great fun with our final stop in Idaho City.

Kudos to all who joined the tour- what terrific friends and thanks to Lindsey & Ken Robinson for a well-planned tour.

CHEERS,

-Craig & Denise

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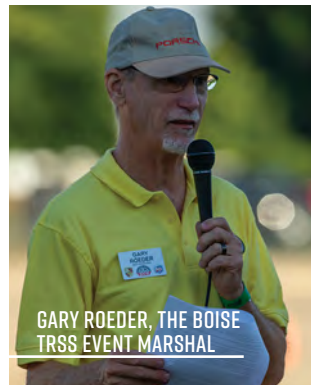
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TIRE RACK STREET SURVIVAL SCHOOL

ARTICLE BY
JOHN ANDREWS



As a PCA Drivers Education instructor I'm familiar with the benefits of car control skills. But it's been a long time since I learned to drive. When my daughter Jessie reached the age to pursue her driver's license last year it was an enlightening experience to work with her as she went through the driving learning curve. I felt that the basic driver school was only enough to get started. So, when the PCA Silver Sage Region, the Northwest Region BMW Club and Snake River SCCA collaborated to bring the Tire Rack Street Survival Course to Treasure Valley, I signed her up.

Even though she's been to the racetrack numerous times, she wasn't sure how car control skills applied to street driving. I assured her it would be fun and be helpful to be a good driver. She likes driving and is doing very well with the manual transmission in her 2003 BMW 530i but I could tell she was thinking how much fun would a "car control skills" course really be?

I volunteered as a student coach so I was busy when she arrived. She checked in at registration and parked her car for technical inspection with a Coach. This included checking tires and pressures, removing anything loose in the car and how to check the oil and wiper fluid. She said it was organized and clear what to do.

Gary Roeder, the Boise TRSS Event Marshal, gave the 19 students and the coaches an overview of the day. The students were split into two groups with one group doing classroom sessions while the other group was doing driving exercises. Then they would switch.



She started out in the classroom session where they talked about how to control the car, tire grip, braking, and stopping distance. Before the morning classroom session, the students

got to try threshold braking. I encouraged her to get up to about 35 mph and then brake hard. Most started out going slow and not braking hard at first but increased speed and braked harder with each run. Eventually she got on the brakes hard enough for the tires to chirp under braking! In the classroom session, she observed that it made sense how we could feel the car dive on its nose.

The morning driving session started with an emergency avoidance lane change exercise. Students drive toward a set of cones and then make a quick but controlled lane change to the left or right and come to a stop.

Jessie was still tentative at first but with each run could go faster and make the lane change. Next, to the obstacle avoidance drill where there was an obstacle, a cluster of cones, to drive directly at and then just before hitting the cones, at the direction of the coach, brake, turn and drive around it. With each run, we went a little faster and I had her wait until closer and closer to the cones. Once

it seemed we were right on the cones but she made it around. These were some of her favorite exercises of the day!



Then she went to the skid pad, which I explained was about getting to feel the car when it was sliding. She went around in circles slowly going faster until the front tires started sliding and the car wouldn't turn. Like everyone does initially, she first tried turning more but this didn't work. I explained about throttle steering and the turning radius.

We took a break for a good lunch and there were

demonstrations on the blind spots around a truck and of the explosive force of an airbag deploying. She thought the truck blind spot demonstration was illuminating due to not thinking about this before.

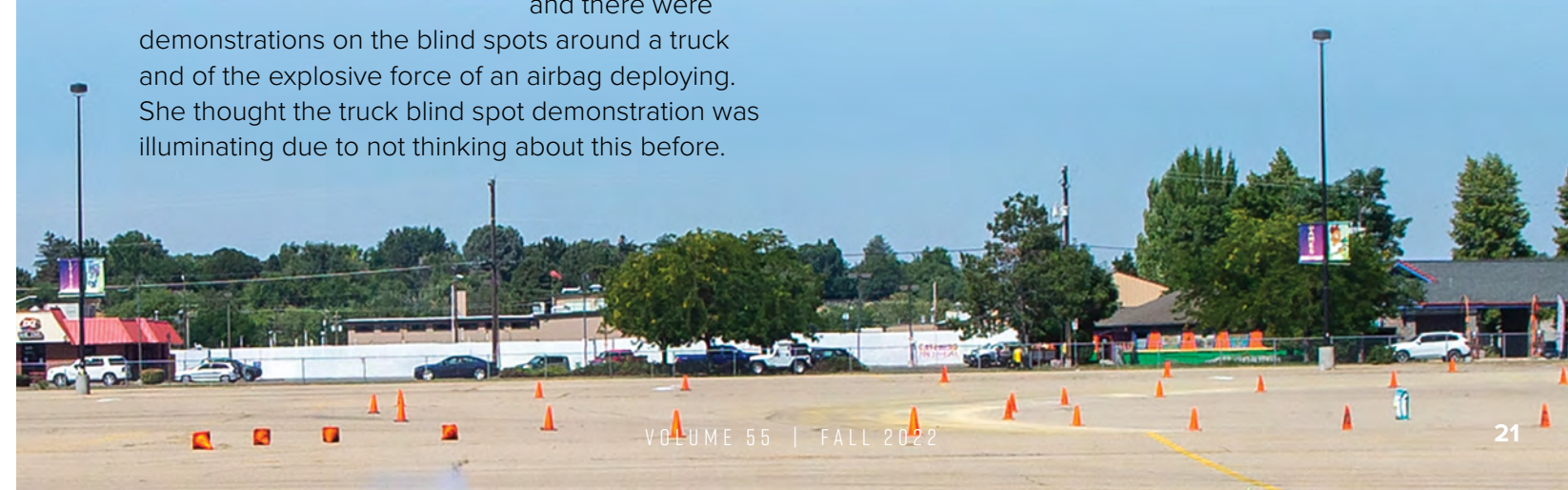
After another classroom session about vision, awareness, judgement and distractions, there were more driving exercises. First was a slalom which is to drive through cones set up in a line and feel the weight of the car shift side to side. Then was an exercise to simulate an accident happening right in front of you and avoiding it. Now feeling confident in the afternoon, with each run she could go a little faster and experience the car respond more. She observed that "it was surprising how much the car can do." Then back to the skid pad and I helped her experience when the rear tires loose grip, slide and how to recover and steer through it. Last was a tailgating simulation where we lined up parallel to

"IT WAS SURPRISING HOW MUCH THE CAR CAN DO."

a car driven by a coach, driving alongside as if following it and stopping before we would have rear-ended their car.



It was a full day but it went fast. Summing it up she said that "the course was successful in expanding my awareness and comfort in my car. I would recommend it for any teens."



ESCAPE 2022



HELMCKEN FALLS BRITISH COLUMBIA

ARTICLE BY BOB KUNZ



Silver Sage Region was well represented at this annual event hosted by Canada West Region. We had 10 cars make the trip for this long weekend adding a day or two before and after for some. Escape grew out of a Treffen like experience or perhaps I should say it's the other way around. One of the evening speakers explained how it came about and I'm pretty sure I heard that Escape is the older event and that Treffen planning moved into the national sphere using Escape as the template. Escape is very much like a Treffen with some tours and dinner events. It also has a car show (more later) and a trivia contest which Silver Sage won twice!

Being in Canada, there's a border crossing to contend with to get there. Most of the Silver Sage group overnighted in Omak, WA which is just about 45 minutes away from the border. Others joined in in Osoyoos, BC to meet up with Gary Glover from Canada West Region who was gracious enough to lead us on a tour through the wine country on our way to Sun Peaks. We even had a cold buffet lunch stop planned along the way. And we had Nanaimo bars for desert!

Crossing the border of course has changed over the years and most recently with Covid precautions in place. By the time we were to cross, restrictions had been relaxed and so it was only necessary to show proof of vaccination without needing to provide a negative test. Canada uses an app called ArriveCAN to record passport and vaccination data and one uses the app within 72 hours of crossing to set up the event.



At the border, the agent uses your passport which links to the ArriveCAN data, asks the standard questions and that's it.

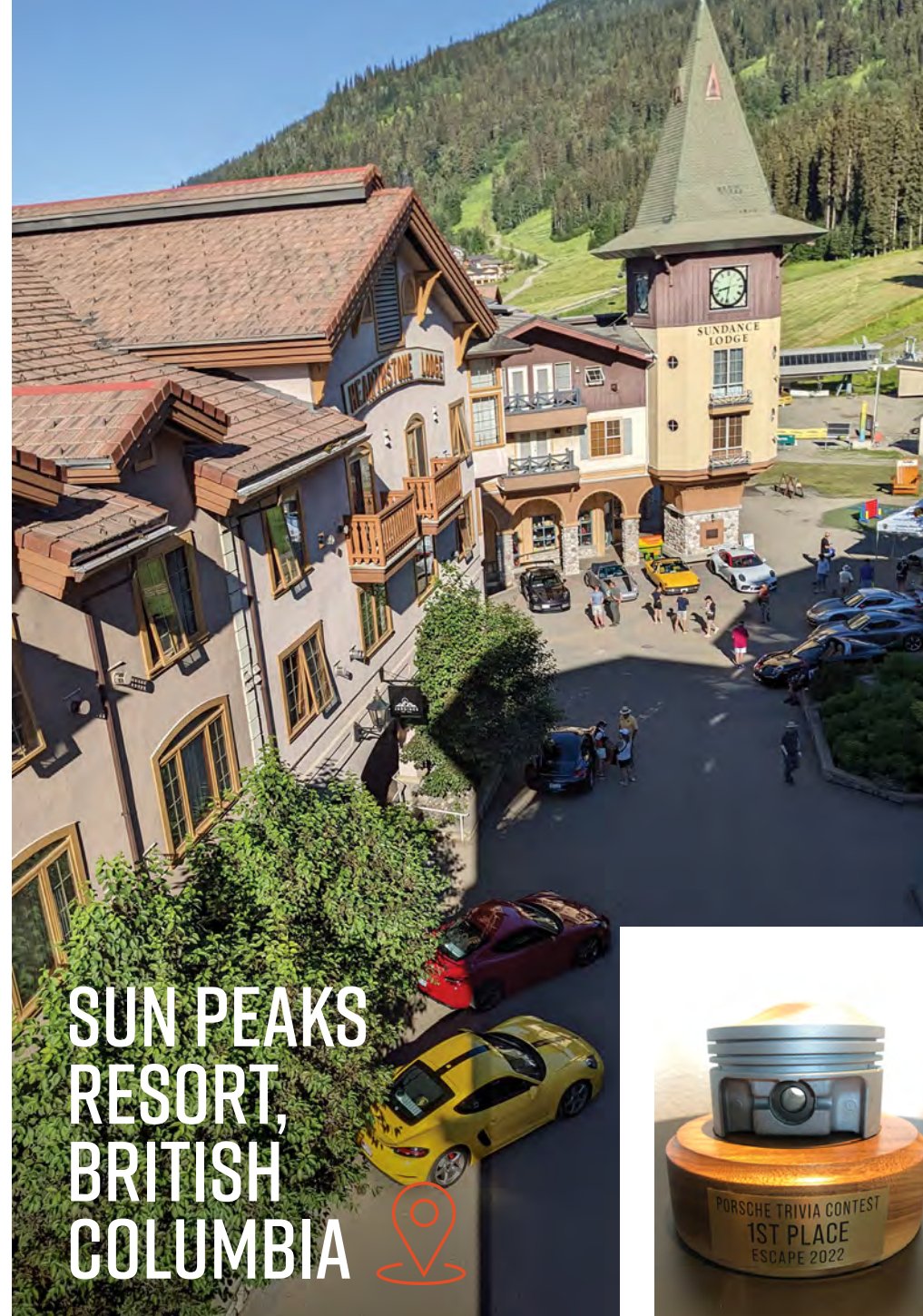
Of course we had all the cautionary stories about crossing. Make sure you take your sunglasses off, wear a mask, no hats, etc. Our agent knew we were going to Sun Peaks and said so because we were the third Porsche in line but she had ask anyway. With only the one lane open it was just a few minutes to get through and meet up at the visitor center in Osoyoos.



Fuel was another consideration as we traveled to Canada. After converting liters to gallons and CDN\$ into

US\$, a gallon of 91 octane was about US\$6.50. So we initially filled up prior to crossing the border. But then... I found out that Chevron stations in BC carry 94 octane no-ethanol fuel (US\$7.50/g) and so that's what my car got while there. I think it made a difference in performance. It was a treat for the car and its turbos for sure.

The resort is northeast of Kamloops on a somewhat twisty road. It is very much like Tamarack with a central village and a number of streets with plenty of housing options.



We all stayed at the Sun Peaks Grand Hotel which was the hosting venue. Canada West Region did a fantastic job of managing registration and all the nuances of running such an event. We all got bottles of wine, some crackers, cheese and a charcuterie board to go with it. Parking was underground in the resident section of the garage. It was nice to see so many different Porsche's there. Pretty much everything was represented including a 914, a 928, a 944, a 930, and plenty of modern water cooled models. Missing were the 924, and 968 models and the older air cooled cars (other than that 930).



Sunday was tour day and three tours were offered. A twisty turns drive, a visit to Helmcken Falls, and a wine tour. We opted for the Helmcken Falls tour and we were not disappointed! Spectacular views of this 460+ ft falls from a nice hiking trail just a few hundred feet from the parking. I got drafted to lead one of the groups since I had a radar detector. Good thing I had my navigator because the verbal directions were not detailed enough to get us there. If we followed those we would still be driving in the interior of BC to this day. In the end it was a great tour.

On Saturday around 30 of the registered cars joined in a "concours lite" event where the cars were moved into the walking paths throughout the village and club and public voting yielded some winners. That was also the day of the tech quiz and so Silver Sage put together a team to take home the win! I have to say out of the 60 or so questions I was only sure about a handful. It seemed that the questions were very detailed asking things like when did the gas flap move to the other side of the car (made that up, but you get the idea). Good thing we had the crack team in place. And we also won twice because another pair of Silver Sage contestants also had the same number of correct answers. So another prize was awarded.



And it was followed by lunch at a local BBQ place. From there everyone was on their own to get back.

The radar thing was interesting as well. We were cautioned that exceeding the speed limit (the highest posted speed was 100 kph or 62 mph) by a significant margin could result in one's car being confiscated. I never did pick up any patrols. Just an occasional Ka signal. But others reported speed traps that were using laser. In any event I kept the speed under 110 kph in those 100 kph zones.

Friday and Saturday evenings we had a buffet dinner showcasing some of the local foods along with a short speaker program. There were plenty of give-a-ways and raffle prizes at each dinner. A cash bar (we each had a few chits for drinks) had all the essentials and also featured some of the local breweries and wines. Sunday evening at the plated dinner everyone got to select a door prize and some prizes were awarded to raffle winners as well. Silver Sage cleaned up in the raffle. We did comprise a large (maybe 15%) of the attendees.

I didn't participate in the concours lite event and so we took that time to travel into Kamloops for some breakfast and shopping. Kamloops reminded me a lot of Vancouver, BC. It has that foreign vibe going for it. We found a nice coffee/breakfast shop and enjoyed a cappuccino, French toast, eggs benedict, and grilled smoked sausage. Had to visit the Costco in town of course just to see what's different and picked up a few items.

Many of the Silver Sage members planned extended stays in the area after Escape 2022 concluded.

We headed into wine country and stopped at three wineries on our way to Kennewick. These wineries were recommended by one of the chefs at the hotel. So we did just a little tasting and picked up 9 bottles. We knew about the limit of a liter per person of alcohol which usually translates into two bottles of wine to get back into the US. But it didn't matter to the agent. Turns out the tax would be somewhere between 25 cents to a dollar per bottle over the limit so it's not worth their time to send you to the tax collector.

However, we did bring back an unwelcome guest with us. Covid made its way through a number of Silver Sage members and we were feeling it that Monday. We made it home on Tuesday and tested positive and spent the next few days cycling a fever, aches, coughing and general malaise. We had to delay our next trip for two weeks to meet the isolation requirements.

The Escape organizers seemed really interested in holding the event in different regions and actually suggested Sun Valley as a great venue. We will have to see how something like that can be organized. But for now, expect another Escape in 2023.

IT'S HIGHLY RECOMMENDED FOR YOU TO ATTEND!

Bob



GOLDEN HOUR:

THE CAR THAT ADDS COLOUR TO A BLANK PAGE OF PORSCHE HISTORY

An article selected from the Porsche Newsroom for the Sage Tick. The article I have selected to feature in this Sage Tick is look back at the steps taken to reintroduce a 912 in the North American market. The 1976 912 E was needed to fill the gap between the outgoing 914 and the incoming 924 models.

PLEASE READ ON!

—Andrew

THIS FEATURE ARTICLE WAS WRITTEN BY THOMAS FUTHS WITH PHOTOGRAPHY BY ANDREAS LINDLAHR; ORIGINALLY PUBLISHED IN PORSCHE KLASSIK 20, JANUARY 2022. IT WAS SOURCED FROM PORSCHE.NEWSROOM.COM. PERMISSION TO REPRODUCE THE TEXT AND IMAGES WAS PROVIDED BY PORSCHE AG.





The 912 E was on sale in America for just one year – 1976. Porsche took out the prototype: number 0 of just 2,099 examples.

What a shade of yellow! Light Yellow, Porsche color code B6B6/117. A paint color reminiscent of the summer, applied to a 1974 Porsche 911 S powered by a 2.7-litre six-cylinder engine with an output of 175 PS and a top speed of 225 km/h. At least in theory. This 911 S actually has a different story to tell. Instead of making the journey from Stuttgart-Zuffenhausen to the port of Emden and then to New York, the US-spec car was taken off the assembly line during production and sent to the Development Centre in Weissach – without an engine, gearbox, engine oil tank or fuel pump. The sports car became a test vehicle – and probably the first 912 E prototype that could also be driven. It is a car that adds color to a blank page of Porsche history – and closes a gap in the story of the 912.

Somewhere on the River Weser in northern Germany, Jan Adams stands next to his 912 E on what is one of the first warm days of the year. Adams is a sommelier, for want of a better word, for selected automotive treasures: a passionate expert who knows just as much about the technology of cars as he does about their history. He restores and repairs them, acts as a broker, buys, sells, and collects them. He specializes in classic Porsche and Volkswagen models, but has also been known to search for a Lancia Delta Integrale or other exotic models on behalf of his clients.



A few weeks earlier, his travels took him to Auto Museum Prototype (an automobile prototype museum) in Hamburg, where he first saw the 912 E in Light Yellow. It had been at home in the Speicherstadt warehouse district of Hamburg since 2005. It was obvious that the rear end was housing a 90 PS flat-four boxer engine from Volkswagen – the same as that found in a VW bus, VW Type 4, and VW-Porsche 914.

Adams was compelled to buy the car. He wanted to hear what it sounded like, to feel how it drove. Oliver Schmidt and Thomas König, the Managing Directors of the museum, agreed to the deal. Which is how Adams comes to be standing beside the 912 E today. He gets in and starts the engine, ready to unleash the force of history, which sometimes develops only 137 Nm but is also capable of great power. Reduced to the essentials, this is a sports car in its purest form. A car of such uniqueness that it truly feels to have a soul.

356 feeling in the 911

The two-liter flat boxer engine sounds like a Volkswagen, but also produces a rich, burbling melody like a well-made T2 bus or a sporty 914. It might not unleash the most raw power, but its power development matches the five-speed gearbox surprisingly well – fascinatingly well, even. At 4,900 rpm the boxer engine screams out and transmits its maximum power to the rear axle. But it no longer has to rev up to these extremes today. Like many older sports cars, it feels most at home when cruising. As a driver, you might even forget the power back there in the rear end. In fact, there's still quite a 356 feeling to the 911 – even though it is naturally not a 356 four-cylinder in this case. It really is just like it is with the first generation of the 912 (1965 to 1969), but this time in a G Series.

American customers loved both versions of the 912, even if the Type 923 912 E was only on sale for one year – 1976.



In this color, the car could have settled beautifully into a city like San Francisco, where it would have been the perfect partner for driving from Fisherman's Wharf, past the Golden Gate Yacht Club and up onto the bridge, before heading towards Sausalito and continuing all the way up to Bolinas. This sort of trip was what the 912 E was built for: for US speed limits and the American style of driving that still exists today.

But before the first of only 2,099 examples could be sent to the US 45 years ago, the Light Yellow test car had to be put through its paces. Its back-story really begins in 1971, when a plan came into being to develop a new 912 that would be offered internationally as well as in Europe. Records show that there were internal discussions at Porsche about the economic viability and development of the 912 starting in 1972.



These were based on the 911 F Series line – the predecessor of the G Series – but development didn't make it beyond the prototype stage. The US dealer organization in particular was not interested in the car initially, because the 914 was already successful as an entry-level model and was not in competition with the 911.



An inexpensive 912 would have probably stolen a few customers away from the expensive 911 but a decision was taken in 1974 to launch the 912 E in the US and to cancel its worldwide distribution. The 912 E – now based on the 911 G Series – was to be exported to America for the following reason: the VW-Porsche 914 would be discontinued in 1976, but its successor, the Porsche 924, would not yet be available in the US – unlike in Europe. This is where the Light Yellow 912 E prototype came into play. It covered a total of 95,471 kilometers on the road and on test rigs. Porsche had not only upgraded the engine with a Bosch L-Jetronic system, but had also equipped the car with secondary-air injection and thermal reactors (reducing CO and HC emissions) as well as an exhaust gas recirculation system (less NOx), fine-tuning it to ensure compliance with US emission standards. Porsche received a Certificate of Conformity with the Clean Air Act from the State of California on 30 July 1975 and the 912 E prototype was retired a year later. It received a reconditioned engine and was sold to a private buyer from Leonberg – a transaction that was arranged by the then Porsche Head of Development, Helmuth Bott. The car remained in the customer's family for 29 years before it was sold to Auto Museum Prototype.

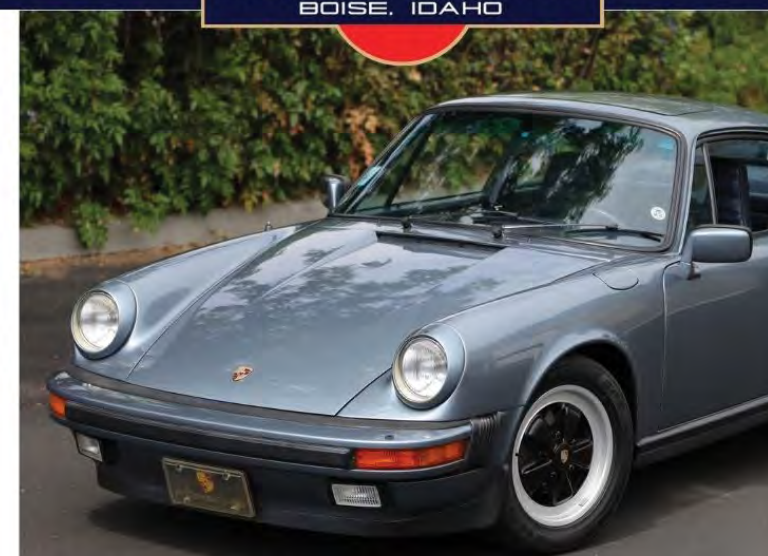


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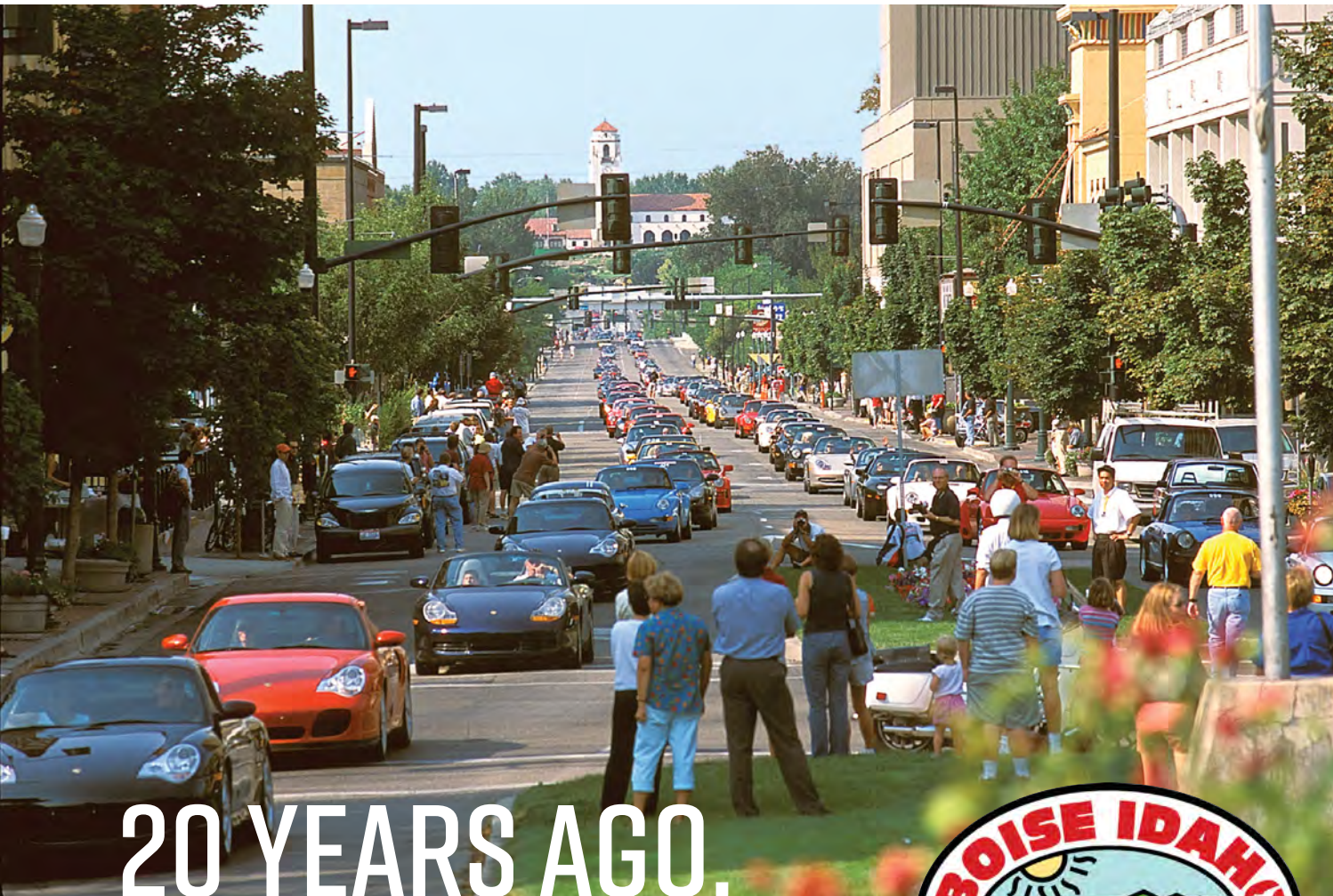


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20 YEARS AGO. PORSCHÉ PARADE IN BOISE



BY WALT THODE, SS PCA HISTORIAN

This article was adapted from a series of Facebook posts by Bob Pentecost commemorating the twentieth anniversary of the event.

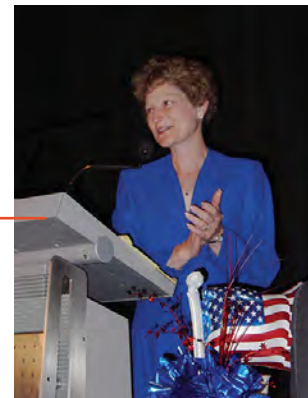


Twenty years ago (July 28 – August 3, to be precise), PCA's premier national event, the Porsche Parade, came to Boise. Planning began several years earlier once initial efforts to hold an event in Sun Valley, as a reprisal of the 1971 Parade, fell through. Talks with the national club and the city of Boise resulted in the Silver Sage Region hosting what would be the second largest event in Boise for 2002. A Parade Committee was formed with Vicki Pentecost as the Parade Chair and help was recruited from other Zone 6 regions for expertise that did not exist locally. With the support of many volunteers, the details for the week-long event were developed.



VICKI IN ACTION AS THE PARADE CHAIRPERSON

While Parade 2002 officially started on Sunday with a Welcome Party that evening, there was much work done in the days ahead to prepare for, and support, the early arrival of many Porsche Enthusiasts from across the country. The city had rearranged monthly parking assignments such that the entire 7 story garage at 9th and Front St was dedicated to Parade participants. The Grove Plaza and Grove Centre hosted many of the social activities.



On Sunday nearly everyone had arrived and registered. The lead Registrar was Mary Thode, helped by a large group of volunteers. The Hospitality room was where people gathered to socialize and obtain information when they were not busy with other Parade activities; Mike and Jan English from Silver Sage with Mike and Karen Holder from the Oregon Region, chaired this activity. The first major activity of the week took place in the evening with the Welcome Party on the Grove Fountain Area. It was held outside because there was not enough room inside for such a large crowd and luckily weather was very cooperative.

Monday's major event was the Concours D'Elegance with car placement planned for early Monday morning.



Concours participants had started arriving Friday and by Saturday concours preparations were in full swing.

The Concours, chaired by Bill Noblitt, started early for participants, who had to unwrap their cars (in some cases) and move them from the Front Street parking garage (which was almost all filled with Porsches) to the Veteran's Hospital grounds.

Back at the Grove Centre, the Goodie Store was in full swing as was an Art Show, chaired by Ernie Monroe.





HEADING OFF
ON THE RALLY

Tuesday's main event was the Rally, chaired by Bob Pentecost and Gunnar Lundgren. Participants were sent off at intervals and essentially toured most of the Treasure Valley and adjoining counties. An ice cream social and RC car autocross followed, at the Depot on the Boise bench in the afternoon.

Wednesday was the first day of the Autocross, held at the State Police Training facility in Meridian. Chair was Leeds Gulick from the Pacific Northwest Region. There was a morning Walk/Run, and Tech Sessions were held throughout the week. The Rally Awards Banquet was held that evening. The autocross continued Thursday. There was also the first ever Kids' Autocross (tricycles, etc.), and the Golf Tournament, chaired by Matt Sell, was held that day.



STAGING FOR THE PARADE

AUTOCROSS WAS POPULAR TO THE YOUNG AND OLD



The most unique feature of Parade 2002 was the fact that an actual "Parade" was reincorporated, after years of absence. This occurred on Friday morning, and went from Ann Morrison Park, up onto the Bench, past the Depot, down Capitol Blvd. past the Capitol, up Harrison Blvd. and onto Bogus Basin Road where it ended in a shopping center parking lot. Paul Kaczmarek and Mike Kruse chaired the event. The autocross banquet was held that evening.

Saturday was the final day for the Parade. It included the Technical Quiz in the morning, chaired by Walt Thode, the Worker Party at lunchtime, and the final dinner, traditionally called the Victory Banquet.

Parade 2002 was profitable for the Silver Sage Region. Half of the profits were donated to charities and the other half was banked by the region, which we still retain in the club's financial reserves. Vicki Pentecost, the overall chair of the week's activities, deserves much credit for the event's success. Parade-goers still talk about the Boise Parade as one of their favorites.

SEPT. 2022



**JOHN P
SOMMERWERCK**
PCA Zone 6 Rep

We are now home after enjoying the Treffen Bend. The weather mostly cooperated and the High Desert Region volunteers and the PCA National staff put on a great event. Special thanks go out to Pete Olsen and his High Desert Region team of volunteers for showing all a great time. Mark your calendars, in 2023, the Spring Treffen will be held in April at the Barnsley Resort in Adairsville, GA. The Fall Treffen will be held in September, in St Louis. These are great events, and we would strongly suggest you consider attending a Treffen in 2023.

While fall signals, for many of us, that we are nearing the end of our driving season, there are still many great Zone 6 region events; like Oktoberfest, Brian Redman Tech ED, Olympic Peninsula regions' wine tour. See the Zone 6 website for more information.

PCA now has more than 150,000 members! Our Zone continues to grow its membership. Through August, the ten Zone 6 Regions have added 222 new members. There are 6,916 PCA members in Zone 6.



Silver Sage region is the 4th fastest growing PCA region in factored growth among the 147 PCA regions!

Nancy and I are winding up our 2022 visits to the Zone 6 regions. As I pen this newsletter, we have been to all but two of the regions. We have been graciously welcome everywhere we have gone. Thank you. Zone 6 is spread across a large area – three US states and a Canadian province. As we traveled across the zone, we found a shared passion for the Porsche marque and we live up to the PCA mantra: 'It's not just the cars, It's the people'

We head out next to Pacific Northwest Region's North Cascades Highway tour and then to Olympic Peninsula's wine tour. We hope to see many of you as we travel around Zone 6.

STAY HEALTHY AND WE WILL SEE YOU IN THE ZONE.

John

Porsche Club of America ZONE 6 REGIONS



British Columbia Interior
President: TBD
<http://bci.pca.org/>



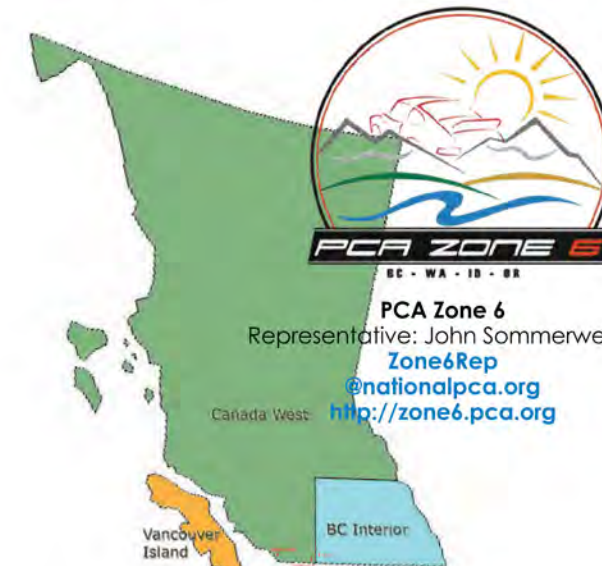
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