

#3 VOLUME 56

SAGE TICK

SILVER SAGE PCA NEWSLETTER  FALL 2023



2023 PALM SPRINGS PARADE HIGHLIGHTS



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PORSCHE

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BUNN, PAUL
KACZMAREK

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SILVER SAGE REGION NATIONAL ACCOMPLISHMENTS

2020 and 1996
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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 57TH YEAR**



2023 UPCOMING EVENTS

OCTOBER

- THU, 10/19** Operation Dinner Out
SAT, 10/21-22 Autocross Expo Idaho

NOVEMBER

- TUE, 11/7** Board Meeting at Porsche Boise
THU, 11/16 Charity Auction Riverside Hotel
WED, 11/29 Diva Drive and Brunch

DECEMBER

- SAT, 12/2** Holiday Party Hillcrest Country Club
TUE, 12/5 Board Meeting at Porsche Boise

JANUARY

- TUE, 1/9** Board Meeting at Porsche Boise
SAT, 1/13 New & General Membership Meeting



→ Check the weekly SS PCA Happenings emails for details and updates



VICKI PENTECOST
*President,
 Silver Sage Region
 Porsche Club
 of America*



Thanks to everyone who attended the President's Mystery tour. We had 54 members on the tour to drive the scenic route and learn some history of the trains in the area as we traveled to Kuna, Celebration Park, Melba, Murphy and ending for lunch at the Snake River Diner in Grandview. More details and photos are included in the article.

Silver Sage tours have been well attended; thank you to Denis Dunlop for Coffee and Porsches, Andrew King

for the Wednesday night drives, Molly Cuddeford for the tour to Pendleton and Walla Walla and Ernie Monroe for the Boise 2 Bend Part Dos Tour. Zone 6 has been recognized for the volume of tours and several come from the Silver Sage Region. A quick reminder how important it is for PCA to retain our insurance coverage. I appreciate everyone submitting the waivers, tour, and observer reports.

The great thing about the club is meeting and engaging with new people. The casual Operation Dinner Out organized by Denise Seinturier at Green Acres Park was a new experience for several attending. One of our newest members received the welcome letter and came out that evening to visit. Welcome Brett Becker and son Eliot with their fleet of Cayennes and a 944 ready to autocross. We had 69 people registered for the Garage Crawl General Membership gathering. Thanks to Linda Prusynski for organizing and our hosts Robin Bernard & Lori Larkin, Chris & Tamara Jerome, and Keith Hahn & Cindy Woyak for the great refreshments, lunch, and camaraderie.

Putting on these events takes up a huge amount of time from our great team of volunteers. If you're interested in getting involved, please reach out to me or a member of the board –

we're always looking for new members with new ideas.

With this being the last published Sage Tick for 2023, I'll provide a brief update on the State of the Club. Beyond the driving and social events, the Board of Directors has been managing the operations of the club and how to best engage members. We've accomplished a lot this year, starting with filling out our volunteer openings, digitizing record retention items to meet PCA National guidelines, creating the National PCA Redbook which is designed to make job transitions easier. For a non-profit volunteer club, you can imagine the number of usernames, passwords, logins, storage unit info, financial info that is required to maintain the club communications and operations. We have located and digitized all historical documents beginning with our charter year of 1966; and wrote stories about past Silver Sage premier events including BBB Hillclimb, Parades, Region of the Year, charities and many more. Thank you especially to our Historian, Walt Thode.

Silver Sage continues to operate in the black and we intend to exit the year with a surplus. Why? Unfortunate cancellation of my trip to the Zone 6 meeting, Tech Talks were very well attended with lower than budget costs, more than \$1000 over budget raised at SPUDS auction, autocross improved due to the cancelled April event AND a strong turnout from the SCCA in May. Our new member dinner in February came in well under expected cost and the Sage Tick is being produced with good cost containment and superb ad income. As a result of the anticipated surplus, we are subsidizing some of our fall and winter activities to make them more affordable and improve the experience for our members to attend. Please come out and enjoy the October 21-22 Autocross, November 16 Charity Auction, and the December 2 Holiday Party.

Thank you for all you do for the club. "It's not just the cars, it's the People..."

RESPECTFULLY,

-Vicki



FALL 2023 TICK TALK



MICHAEL FEILER
*Sage Tick Co-Editor,
Silver Sage Region
Porsche Club
of America*

Current

2017 911S

2023 MACAN S

Past

1973 914

1974 911T

If you have an article you would like to share with others in the club, simply email it to sagetick@silversageporsche.com

This issue of the Tick brings some traditional items for your pleasure and some eclectic, one-off, articles.

We welcomed back the Garage Crawl. An event that has been missing for a few years and when held always seems to garner a good turn-out of old and new members. Truly a terrific way to meet fellow Silver Sagers.

The President's Mystery Tour was extremely well attended, and the planning and coordination of the various activities/stops was only topped by the "D-Day Invasion!"

Many individuals contributed to the report on Parade. Please note that the cover page, while highlighting the large "PORSCHE" sign also includes a cameo appearance of past president Blair Baertsch in "Ursula" (don't have any idea how he came up with that name for his car) complements of Zone 6 rep John Sommerwerck.

Some of the one-off articles include Silver Sagers simply enjoying

Porsche oriented activities outside of regular club activities. There's a lesson here; don't be afraid to share your experiences with other club members by submitting pics and articles that may stir interest. One such article of note is the "by-chance" auto-cross article submitted by Gary Roeder. Reading about Robert Schmidt's speed run in his Turbo S at the Sun Valley Tour de Force definitely gave me yellow socks! Another involved Silver Sagers Sid and Vicki Cannon, Michael, and Judy Feiler, plus Cody, and Robert Sturgeon contributing to a car show that did not center around Porsches but brought joy and entertainment to many. As my co-editor Mark's good friend Clint would say, "Go ahead, make somebody's day."

Thanks to all who took the time to submit articles. You're the ones that really make the Tick what it is. As always, show your appreciation by supporting our advertisers and lastly, our traditional thanks to Ernie Monroe for our cover design.

Michael



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WELCOME

JUNE 2023

TYLER HUDON
2012 Cayenne Turbo

KIRK & TRACY ERB
2020 911 Carrera 4S

GARY & TRISHA
WOOFER
(FROM ORANGE COAST)
2017 718 Boxster S

TIM & SUSAN
BUNDGARD
2021 911 Carrera 4 S
Cabriolet

JASON FOX
2022 911 Turbo S

JAKI KATZ
2002 911 Carrera

PHILIP BROZENICK
2022 Macan

JULY 2023

BRETT & ELIOT
BECKER
1999 911 GT3 (Euro)

STEPHEN JAUSSAUD
2008 Boxster S

CRAIG BATES &
SUSAN KENNON
2001 Boxster

JOHN ROWE
2001 Boxster

BRYAN GORR
(FROM MAVERICK)
2006 911 CARRERA S

AUGUST 2023

DON & JACKIE
FRANTZ
2001 911 Carrera
Cabriolet

JIM & JULIE KARAS
2023 911 Carrera T

RANDY &
MELANIE MCGILL
(FROM OREGON)
2023 911 GT3

DAVID MARZILI
2004 911 Turbo

TOM & TAMMI
HANNEMANN
2021 Panamera 4

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THE JOY OF WEEK NIGHT DRIVING

ANDREW KING

Getting out to drive is always easier if you know there are like-minded persons who are planning to join you. I guess this is a kind of peer pressure and it applies to many activities in life. With this in mind, I started a recurring Weeknight Drive to motivate myself and others to get out and drive and to help club members become familiar with local routes and stopping points.

Within 50 miles of Boise there are a handful of fun, twisty, driving roads that lead you through scenic areas and provide some driving excitement. They are the kind of roads that you never get tired of

driving and the sights tend to evolve as we go from spring to fall. These roads, and the opportunities to socialize with driving friends, are the real draw for the Week Night Drives that occur 2-3 times a month on Wednesdays during the driving season.

Drives will either start at WinCo in Eagle, or at Porsche Boise, and destinations include the Black Canyon Park, Idaho City, Mores Creek Summit, Lake Lowell, Bogus Basin, Lucky Peak Reservoir and the base of the Arrow Rock Dam.

If you are interested in joining a drive, watch the weekly **SS PCA Happenings emails** or event postings on our **Facebook** site for details.

-Andrew



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SILVER SAGE ATTENDS THE PORSCHE PARADE IN

Palm Springs



PAUL KACZMAREK, MARK PRUSYNSKI, BOB PENTECOST

The summer is packed with Silver Sage activities, but the main PCA national event is the Porsche Parade.

A new member might wonder why a Parade is a big deal, so a little history might help. The Porsche Parade started in 1956 in Gaithersburg, Maryland with a few Porsches parading through town and some competitive events. It grew into a week-long gathering with four competitive events, a concours, time-speed distance rally, autocross, and technical-history quiz. Various activities were added over the years such as banquets, tours, an art show, a golf tournament, and a gimmick rally, but the actual parade was forgotten until Silver Sage reinstated it in 2002. A “Parade of Porsches” has been featured at most Parades since.

Parades are held at various locations, generally moving across the country from east to central to west and back east again. Attendance has grown to roughly 2000 people and Silver Sage is usually well-represented at the western Parades. Silver Sage hosted a Parade in Sun Valley in 1971 and in Boise in 2002. Both are acknowledged as the best of all the Parades. Mick Williams was Parade Chair for the Sun Valley Parade and went on to be PCA President. Vicki Pentecost chaired the Boise Parade and became National Parade Chair for four years. Linda Prusynski oversaw all the banquets for eight years.

This June, the PCA Parade was held at the La Quinta Resort in Palm Springs, California. The Parade was scheduled at the same location in 2020, but had to be canceled because of COVID, the only time a Parade missed a year since 1956. As you can see from the following articles, Silver Sage members were able to deal with the heat quite well and we enjoyed ourselves immensely.



**PORSCHE
PARADE
2023
Autocross**
PAUL KACZMAREK



Once Lori and I had decided to attend the 2023 Parade, the next chore was to decide which events we wanted to enter. Because Palm Springs has a habit of being uncomfortably hot, Lori wasn't sure going to the Parade in late June was a good idea, but I was confident that just as with the Boise Parade, the weather would surely be unseasonably comfortable. I managed to convince her that was a possibility, so the planning was on. For me, the autocross was a given. We'd been to five previous Parades and the autocross has always been a highlight for me. Lori is content to be my pit crew. Once I was confirmed to have a slot in the autocross, I began researching the information on the Parade website.



There was a map of the autocross venue, a map of the autocross course to scale, a video of the course from the driver's seat and a video giving a "bird's eye view" of the course. Autocross Chairperson Paul Kudra conducted two Zoom

chalk talks during May and June to assist beginners as well as experienced autocrossers in becoming familiar with the course. Paul was very helpful in preparing drivers for the event. I could not convince my computer (my computer, Cujo, and I don't have a very good relationship) to print the entire course on a single 8.5x11" sheet of paper. I emailed Paul and explained my difficulty with the course map. Paul sent me the course map from a different perspective which allowed me to print the map to scale and allow me to see the whole course and give me a better idea of the whole thing.

Cujo would also not allow me to see the entire course video from the driver's perspective despite my best efforts, stopping about halfway around the course. I never did see the whole video. When I tuned in the last chalk talk, Cujo again screwed with me to the point that I finally got the audio to work about halfway through. Fortunately, Paul was thoughtful enough to record the chalk talk and I was able to view the video in its entirety. I felt ready to drive the course before we even left home for Parade.

The autocross course was open for walking Tuesday afternoon and Lori, and I walked it several times. The parking lot is much larger than the one we use at Expo Idaho, and they used every bit of it for the course! My run group drove on Wednesday,

so we got to the Palm Springs Convention Center a little after 6 AM for another opportunity to walk the course. Despite all the preparation so far, after looking at this monster on the ground, I didn't feel very good about the course. There were 29 corners, and it was complicated. Despite having run around a dozen autocrosses, at this point, this one was still a sea of cones. Cars and helmets were supposed to be left for inspection with the self-tech inspection sheet on the driver's seat. The driver meeting started at 7:15 AM in the air-conditioned Convention Center.

My group was to work first and drive second with the expectation that each of the two groups would take about 90 minutes to drive the course. I am thankful that I worked first and was able to pick my corner which was right in the middle of the trickiest portions of the course. The middle of the course had a large cement slab in the asphalt parking lot. The cement was decidedly different, more slippery in tire grip than the rest of the course. The path of the course crossed the cement twice and I was able to watch the different lines used and the effect on speed in that location. My corner also gave a great vantage point for most of the rest of the course. Nothing exciting happened during the first run group's driving session except that there was an inordinate amount of DNFs due to drivers not following the course. Having observed their mistakes, I felt much better about knowing my way around the course when I finished my stint on the corner.

Now it was my time to drive, and I was in the 6th slot entering the course. It was hot but as always for me at the start of a performance drive, I felt a little chill of excitement. The timing lights were about 30' from the starting line, much farther than usual at Silver Sage autocrosses. Through the timers and after a quick right then left jog, I entered the circle. The first big section of the course was about 270 degrees of a circle like a huge skid pad. Leaving the circle, there were two 180 degree turns that brought you to the part of the course that covered the length of the cement pad. Following that, a 200 foot straight, some sharp slow turns that led into a series of small turns that, if you knew how to do it, became the fastest part of the course. Based on my time, I suspect that I wasn't doing it right. From that section,



like she could be Jackie's daughter.

The course was incredible, the support from the Parade workers was great and I could only have had more fun at the autocross if I had knocked about 13.5 seconds off my time. For more

the finish was just ahead. We each got four runs through the course. The bright spot of my day was that I did not DNF, but my fast time was 59.117 sec. The FTD on the course was 45.84 with the ladies FTD at 46.534. The man and woman winners were a married couple that reminded me of Gary and Jackie Roeder, especially since the woman looks

about the autocross, please watch YouTube videos "2023 Porsche Parade Autocross in Palm Springs" and "The Ultimate 987 Porsche Cayman? Home built Autocross Special."

-Paul

PARADE TSD RALLY, *A Richta Experience*

BOB PENTECOST



If you're not familiar with TSD Rallies, here's a quick explanation. A TSD (time-speed-distance) rally consists of a set of instructions specifying a route to travel, and a speed at which to travel. A team, consisting of a driver and a navigator, attempts to travel the specified route at exactly the specified speeds. A TSD rally is not a race. Traveling too fast results in penalties as does traveling too slowly. Arriving early at a checkpoint hurts your score, as does arriving late. You are scored on how closely to the correct time you arrive. The correct time is

calculated by the Rallymaster measuring the length of each segment of the course traveled at a given speed to know how much time is needed to travel the segment.

The Rally covered much of the Coachella Valley (Greater Palm Springs area), but it is difficult to describe because when competing in a TSD Rally the team is focused on following the instructions without needing to know exactly where they are going. I can say we were near Whitewater to the west, then proceeded east near Joshua Tree National Park and south towards the Salton Sea before returning to La Quinta. I was surprised the Rallymaster was able to find such interesting roads in a mostly flat desert area. We covered about 150 miles over three and a half hours.

Using the Richta app was a new experience for us. In previous rallies, teams of people have been present at each checkpoint to time your arrival and tell you when to leave.



With Richta, we ran an app on our phone and using GPS and the fact it knows the checkpoint locations, it told us each time we encountered a checkpoint how early or late we were. This app is a huge advantage for putting on a rally as people no longer need to be recruited and then deployed to remote locations; and in this rally it means they did not have to sit out in the hot desert sun for hours! Past Parade rallies would have six to eight checkpoints whereas this rally had over 20. Also, when the rally is complete, all scoring is handled by the Richta app; no need for rallyists to compute their scores by adding and subtracting hours, minutes, and seconds and then for someone else to check their work.

This brings us to the results. All the Silver Sage entrants competed in the same class, and trophies were earned by Mark and Linda Prusynski (fifth place) as did Vicki and I (eleventh place). While not earning a trophy, Ken and Lindsey Robinson were close behind. Special mention goes to Tim and Penny Haney, who were participating in their first TSD Rally, finished ahead of many experienced rallyists. Most interesting was the fact that two rally teams competing in the class that allows any computer equipment in the car had perfect scores

(arrived at each checkpoint at exactly the correct time).

Perhaps some TSD Rallies will be happening in the Silver Sage region!

-Bob



**TOM GOULD,
RALLY CHAIR AND
WIFE BEVERLY**

PORSCHE PARADE *Tech Quiz & Golf Tournament*

MARK PRUSYNSKI

Almost everyone knows about three of the competitive events at Parades—Concours, Autocross and TSD Rally—but the Tech Quiz (officially the “Technical and Historical Quiz”) and the Golf Tournament have been part of Parades for years. I started entering the Tech Quiz after I got my first Boxster and figured that many of the really smart people might still be in the 911 class. The Quiz is composed of 50 general Porsche questions that can be answered from a thorough reading of Panorama and Christophorus magazines, Excellence Was Expected treatise and the PCA Website. Guessing is favored. Additional weight is given to 30 model specific questions. After three Boxsters, I should know the gas tank capacity or the firing order of a 2005 Boxster S, but my guesses were only slightly more educated. I managed to outguess all but two really smart guys in my class this year and took home a third-place trophy.



The golf tournament has been a part of Parade for many years and Peter Porsche was an avid participant. I became much more successful after joining a former Silver Sage member, Caleb Kiebert. Our good friends Rob and Kerry Biddle organize the tournament and are happy to allow me to join their foursome if I bring Caleb.

Rob and Kerry only play golf at the Parade tournament. I just play poorly, so Caleb has to carry us. He does it well and graciously. Several years ago, we tied for first, but lost the tiebreaker. This year Caleb’s “team” took first by one stroke.

Mark



Busy Day FOR SILVER SAGE MEMBERS



VICKI PENTECOST



On June 10th, at first, we had no events, then we had three. The day started with the 75th Celebration at Porsche Boise with breakfast and prizes. The theme was “Dreams are more beautiful in full color.”

Together, we celebrated 75 years of Porsche. Porsche Boise had a colorful breakfast buffet hosted by 3 Girls Catering with avocado toast, purple humus, colorful juices and more. The showroom windows were wrapped in colorful designs and Tina and Avis did an amazing job of keeping us caffeine addicts going with the Keurig coffee maker.

Then it was time for the driver’s meeting and off to Anderson Reserve for lunch. As we arrived, Paul Anderson, the owner, held the door open and greeted everyone in the restaurant, located in Sweet, Idaho. The patio was reserved for the club and the weather was beautiful for the 69 people

enjoying the drive and ready to experience the fine butcher block meats. The food, service and quiet view was fabulous. During lunch, there was an interesting appearance.

A helicopter landing in the lot next door and coming in for lunch; and we thought our vehicles were cool! As we were leaving, I asked the son about the helicopter. He said, “We frequently have helicopters land, come in, have lunch, and leave. Last week, we had three out there.” Well, we had 35+ nice looking cars driven by great people.

Next up, Simmons Fine Jewelry's Father's Day Show and Shine, an extraordinary celebration of cars, community, and compassion. A fantastic turn out of Porsches showed up as well as the valley Corvettes club, and all kinds of other cars were on display among the 120 plus vehicles.



A special local celebrity, Indy Car Rookie, Sting Ray Robb, was there for autographs and photos as we came together to support the Drive Toward a Cure charity, raising awareness and funds for a cure to Parkinson's disease. One participant of the show went home with the Sting Ray's Choice award which was some previous racing gloves that Sting



Ray wore on the track. So many great raffles too were available to enter, and several club members took home prizes.

THANK YOU,
-Vicki





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GOING UNDERGROUND IN PENDLETON

WALT GAMMILL Who knew Pendleton had an underground? Having lived near that area, Molly and Gary Cuddeford knew.

After retiring from leading tours and as Tour Committee chairman, I was struggling to get our tour calendar filled for the season. Molly told me about an earlier trip they made to Pendleton, and about the great back roads they found to get there. Of course, tours are as much about the journey as the destination, and with something like an underground combined with great roads, what's not to like? Naturally, I asked Molly if she would be willing to set up a tour for Silver Sage, and she graciously agreed.

Soon enough we had reservations at the MotoLodge in Pendleton, info on the Pendleton Underground, and were set up for the next night in Walla Walla, where we booked rooms at The Finch. Wednesday, August 16th, 9:00 AM. We arrived on time and were only next to last – those punctual Porsche folks again. Fourteen Porsches, all polished and ready, gathered at one of our go-to spots: WinCo parking lot on State in Eagle. Easy out. Laurie and I left the Boxster's top up in anticipation of



maybe some freeway driving as we headed west. Turned out that was not the case. Molly had a much better route planned.

After the obligatory driver's meeting – stay together, lights on, watch cars fore and aft, turn on your radio, this is not a

speed event, etc., 14 shiny Porsches headed out to Old 55 (easier to get out of the lot that way), took a right on State/Hwy 44 and headed west. I was intrigued – not having been west on 44 farther than Middleton, I wondered where it went from there. Turns out it just makes a right-angle crossing of I-84, which heads north at that point. To my relief, we crossed that mess, hooked a left on Farmway and right on US20/26. No freeway! Coulda had that top down, but by now it was too hot anyway.

Next up was the tiny burg of Notus. Love that name. "How'd your team do last night?" "They stood up and took Notus!" Tired joke, but still good for a snicker at least.

We then passed through Parma, home to World Famous Parma Furniture, where shopping is like having a friend at the factory.



Every good tour leader knows a potty break is mandatory at about the one-hour mark, and Molly didn't disappoint, stopping us in Nyssa for that important pause. We then headed for Vale. So far, a nice drive through farmland and all those little western Treasure Valley towns. That changed at Vale, as we left 20 behind and headed north on 26 toward John Day. After a long stretch of straight roads through farmland and then desert, the road gets really interesting. Tiny burgs Brogan and Ironside slide by, and suddenly we are in a canyon, which from a distance looks like a small crack in a large mountain. The Porsches (and some of the drivers) get a real workout on this section. At the little store in Unity (another wide spot in the road) Molly stopped us for yet another necessary break, some socializing, and treats. On an earlier trip, we discovered this little store has a café in the back that is remarkably good.

A mile out of town, our fearless leader discovered her purse was missing, so Gary dutifully returned to Unity to retrieve it. I had slipped into second spot, so now once again I was leading a tour. Dang. I did my best to live up to Gary's pace through the next mountainous section. At the intersection of the road up from Baker, I found a wide spot and invited Gary (who of course had caught up and was no doubt chafing at the pace) to retake the lead. I was relieved – I didn't want to have to sort this group out in metropolitan downtown John Day!



Molly had lunch all arranged at the Outpost Pizza Pub and Grill. The food was good, conversation ensued, we checked out and hit the road again.

Another road new to me. US 395. It leaves 1-15 just north of Los Angeles and continues up the east side of the Sierra, through Reno, Burns, John Day and points north all the way to the Canadian border. Sounds like a major north-south route, doesn't it? You'd think so, but no. Lightly traveled and as twisty a two lane as any Porsche pilot could possibly want. I found myself in the middle of the group, trying to keep Kunz' orange Boxster in view as it chased the leaders. One particularly gnarly section contained a series of tightly linked left-right turns on the side of a steep hillside and had right-seaters clutching the grab bars. It was indeed a "spirited drive." We'll leave it at that. As the road leveled out on the north side of those mountains and approached Pendleton, I felt relieved. That was fun, but intense. Good choice, Molly, and Gary!

In Pendleton, we checked into the MotoLodge. There is a current trend to refurbish and modernize old motels. This was one such place, and they had done a fine job.



The receptionist was especially accommodating, handing out a free drink to each of us, and providing extra chairs as we gathered in the cozy lobby for Happy Hour. Always the second-best part of any tour (some might even rank it first...) Properly refreshed, we rejoined at Prodigal Sons Brewery and Pub for dinner. The food was outstanding, and of course being a brewery... Another good choice.

Next morning, we found our way downtown for our tour of the Underground. Our entertaining guide led us through a maze of tunnels to remnants of businesses run by Chinese, including Hop Sing's Laundry, Empire Meat Market, an ice cream shop, a prohibition card room, Chinese opium dens and barracks, even their own jail. Then upstairs to the Cozy Rooms and tales of Madame Stella Darby and her working girls – no lack of such enterprise back

in Pendleton's early days. Fascinating stuff. Other reports you can read about this underground will dispute the history, but who's to say? Thanks, Molly. It was worth the trip.

After the tour, we gathered in the Hamley Steakhouse for a quick lunch. It occupies an old courthouse, filled with incredible woodwork, an imported back bar, and the look of an old-time saloon from the movies, just bigger and better. Before heading back to the MotoLodge to continue our trek, Laurie and I made a quick stop in the Hamley Western Store to check out their saddle shop, where my dad obtained his custom-made saddle in 1932 for the princely sum of \$85. Tack a couple of zeros on to that price for the current tariff. We spent a half hour with the saddle maker, who demonstrated his art. It was a personal highlight. The next leg found us in Walla Walla, checking in to



The Finch. Molly gave us several lodging options, but she picked this one, and that was good enough for most of us. Another old motel beautifully upgraded. Rooms were thoughtfully furnished and finished, highlighted by retro turquoise fridges and microwaves. The owners are architects who are also birders – hence the avian name. They are also working on the old Safari Inn in Boise, to be renamed the Sparrow.

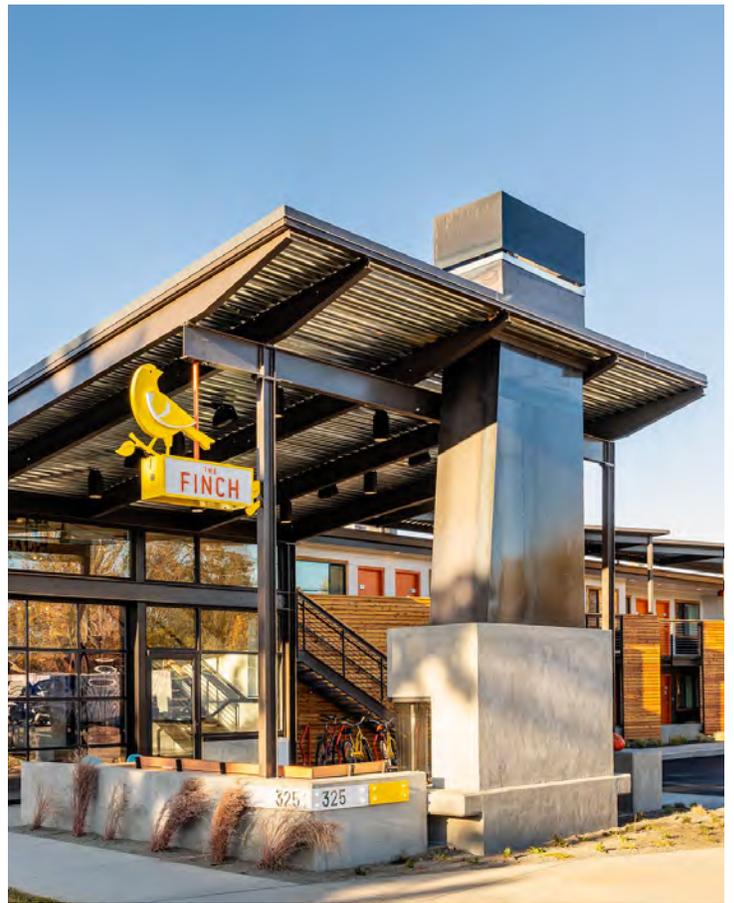
Molly’s dinner plan was different from the usual. Restaurants in Walla Walla aren’t big on arrangements for large groups, so she split us up with reservations at four different places. To keep us from arguing over who eats where with whom, she drew

our names from a hat and assigned us venues and dining partners. No arguments, and we all enjoyed the evening. Good idea, Molly. I think we will see that again.

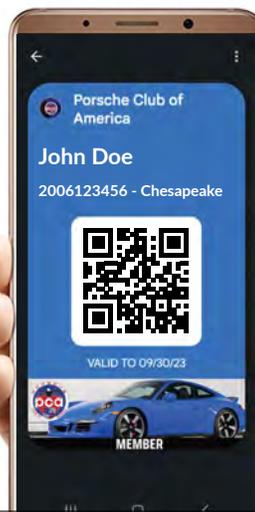
Next day was to be a tour of the Fort Walla Walla Museum. Only a few of us joined Molly and Gary for that. She noted that maybe setting up anything for the day we head home doesn’t work. Their loss - we enjoyed the tour. Headed home on back roads in Oregon, through Union before hitting the freeway near Baker. The freeway was the usual nightmare – not going to do that again. I hate freeways!

**FREEWAY ASIDE, OVERALL – A GREAT TRIP.
MANY THANKS TO MOLLY AND GARY.**

-Walt



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SUN VALLEY
Tour de Force



ROBERT SCHMIDT

If you could imagine the perfect weekend for a car enthusiast, what would it include?



And finally, it would give the opportunity of a lifetime — to drive your car as fast as it can go, as safely (and legally) as possible!

I have just described the Sun Valley Tour de Force (SVTdF), an event that takes place in the latter half of July each year. The event has benefited two charities during its six-year history, Idaho BaseCamp, and The Hunger Coalition. Fundraising has grown dramatically, resulting in over \$1 million of support for The Hunger Coalition in 2023.

The 2023 SVTdF spanned three days, from July 20 to 22. Thursday morning began with a delicious breakfast on the patio of the Limelight Hotel in Ketchum. Following breakfast, drivers got together for a scenic drive to Smiley Creek Lodge and back. A reception was held later in the afternoon at the Limelight. On Friday, drivers went through

It would take place in a resort community with lots of fun things to do and good food to eat. It would also include a variety of amazing cars to admire, including plenty of Porsches! It would provide an opportunity to renew friendships and make new acquaintances with people of similar interests. It would be organized around a charitable cause designed to make a difference in the community.

a mandatory safety briefing and car inspection at the Sun Valley Auto Club. While they waited, they had the chance to chat with friends, learn about all the fantastic cars, and test drive a new McLaren or Porsche! The car show was held in the large meadow between Sun Valley and Ketchum on Friday evening. The environment was festive with lots of food and drink to enjoy.



On Saturday morning, high speed drivers met at Starbuck's in Ketchum at 7am, followed by a leisurely drive to the pit area, just south of Phantom Hill. There was a total of eight flights of approximately eight cars per flight. For each flight, the police shut down the highway for three miles north of the pit area, and spotters with radios monitored the course for any hazards. The officials sent one car at a time down the course which included a gradual left-hand turn followed by a downhill straight stretch of over a mile. In total, drivers had two miles to reach top speed and one mile to slow down. After each flight, the police opened the highway for travelers to pass by for about 20 minutes. The fastest car this year was a McLaren 720S at over 218 miles per hour!

By midafternoon, the high-speed event wrapped up, and drivers had the opportunity to rest up for the charity dinner and fund-raising auction on Saturday evening.

I have been to the SVTdF six times, and I've had the privilege of driving in the high-speed event for the last three years. So far, I've had the same car each year (a 2021 911 Turbo S) but have had a different color scheme with enhanced performance each time. The result this year was my fastest ever documented speed of 207.47 miles per hour. It is one of the most exhilarating experiences one can have, with the pedal to the floor for two miles and everything rushing by you at ever increasing speed. I also like to enjoy it by taking a rider with me, when possible, to double the fun!



I highly recommend the SVTdF as a great all-round event for car enthusiasts. If you are interested in attending, be sure to plan a year in advance, to make sure you can secure accommodations. Check out the website at sunvalleytourdeforce.com for more information.

-Robert



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THE ALWAYS MYSTERIOUS PRESIDENT'S MYSTERY TOUR

WALT GAMMILL



The meeting point was set mysteriously “behind Walgreens” in Meridian. Why not in front? More room in back, I guess. Laurie and I arrived at 8 AM as specified, which meant we were the last ones there. Silver Sagers are a punctual group! Since we were last and came in the wrong way, we were in line to be first out right behind our leaders in Vicki’s beautiful red Cayenne. Tardiness is not always punished.

The normal pre-tour social period ensued, in front of a lineup of carefully prepared Porsches. This pre-tour gathering amounts to a mini-concours, so you’d better have yours appropriately spiffed up! Social niceties over, Vicki and Bob presented the obligatory drivers’ meeting (“This is not a speed event, yada yada...and we will exit to Meridian Road towards Kuna per the route instructions we were all given.”)

Makes sense now – this was an easy out as we lined up and 20 or so Porsches paraded out onto Meridian Road and headed south. 7.8 miles later (Pentecosts leave nothing to chance) we turned left onto Swan Falls Road in downtown Kuna, made an immediate right and parked.

Per instruction, we walked single file across the Indian Creek bridge and gathered in a dirt lot. We were greeted by Eriks Garsvo, a local expert on the history of this area, especially as relates to railroads. Eriks revealed that we were in fact standing on the site of the old Kuna Railroad Depot. He gave us a fascinating history of Kuna and its connection to railroads in the Treasure Valley. This was the main stop for passengers coming into the valley from east or west. Boise’s location, on a dead end, was not ideal for rail traffic, so Kuna was the place for many years. I can’t remember all the details, but trust me, it was fascinating.



Properly enlightened, we filed back across the bridge, climbed into our cars, and headed out on Swan Falls Road. Kuna Cave Rd, Robinson, Can Ada, Melba Rd, Southside Blvd, 4th St, right on Broadway. All in 14 zig-zag miles. I was tied in knots making all those turns, but we saw a lot of interesting country in between.

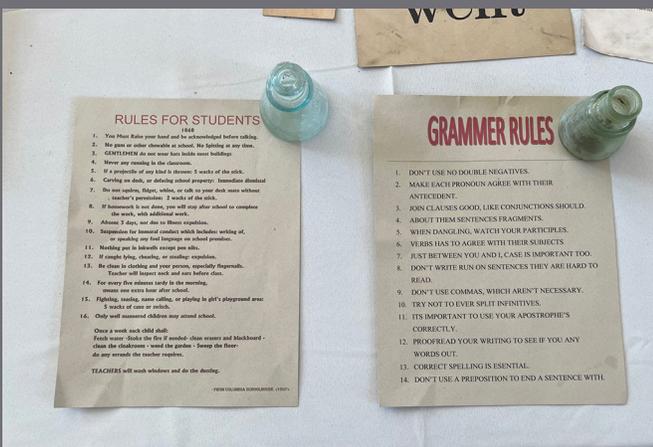
Broadway? Why, it's downtown metropolitan Melba! On our right behind Buck's saloon is the site of the Melba Depot – the Boise-Nampa-Owyhee Railway Station. Built in 1922, demolished in 1954. Who knew? (probably the Dunlops...)

Soon (of course) we exited Melba. Carrie Rex Ave becomes Southside again, Butte Rd, Canyon Rd S, Warren Spur, Sinker (more arm knots) and 7 miles later we turned into Celebration Park, noting the old Guffey Bridge ahead as we entered the park, then to the right after "SLOW children at play." Has anyone ever seen a slow child at play? C'mon! We parked our cars in the spacious lot, were advised restrooms were available, and gathered once again for more history. Eriks joined us again and explained the origin of the old Guffey Bridge and its connection to the mines in Silver City

and Delamar, including a story of one disastrous derailment. He even threw in some geology about the great Bonneville Flood which deposited those one-ton river rocks strewn about, as well as tales of the Indigenous folks who were there long before the rest of us.

Further enlightened and refreshed, we left past the SLOW children, Old Guffey bridge, onto Sinker Rd, Warren Spur, Ferry, ID-45 S, across the Snake at Walter's Ferry, Owyhee County onto ID-78 and 17 miles of uninterrupted road to work the knots out, arriving at Murphy, Owyhee county seat. In Murphy: turn right onto Hailey St (Murphy has a street?), left at 1st cross street onto Basey St (Murphy has two streets!) Not only does it have streets, but Murphy also has ample parking, so we took advantage, some even finding shade.

We made our way to the Owyhee Museum, where Eriks joined us once again for a guided tour – he is in fact the Museum Director. As we made our way through the lobby on our way to the first exhibit, we passed a fine AR-15 mounted on the wall, donated by the Sheriff for a raffle, 6 tickets for \$5.00. No apparent takers among our group.



other items from years past, including a mockup of an old kitchen. Eriks showed off a player piano, explaining how it worked, and then entertained us with a live demonstration. He moved on to the old Victrola record player, then took us to the display of printing equipment once used by the Owyhee Avalanche-Nugget, Owyhee County’s oldest (only?) newspaper. He even gave us a demonstration of the “Original Heidelberg” paper sorting/printing machine.

The Museum, telling the history of Owyhee County, was recently expanded into a new building. There were display cases filled with every type of riding spur or bridle bit you could ever imagine, along with

From there we moved to the old one-room schoolhouse. Eriks told us about its history and read to us the rules for decorum in the classroom – harsh! The “Grammer Rules” were more fun – teaching by demonstrating the wrong way to go about it. Do you know what those glass things holding down the Rule papers were? I do.



The last stop included a mockup of a service station complete with Model T, a giant flag, and more. I will say that this Museum contains a large and first-rate collection under Eriks' enlightened direction and is well worth a trip to Murphy. You and your kids/ grandkids will learn a lot about how life was in the old days, or in my day...

Properly steeped in Owyhee lore, we exited the building and found our way to our cars. We drove out of the parking lot, turning onto Basey street and then left at the cross street to Pershall St (another one?) and then back onto ID-78 headed east. On the way, I stopped to view the parking meter in front of the Courthouse (yes, Murphy has a parking meter – it's a long and amusing story.) One penny for 15 minutes, a nickel per hour. No dimes.

Pentecosts had one more surprise. Another 13 miles up the road, they took us onto the Oreana Loop Road. This led through ranch country new to most of us, passing through what's left of the town of Oreana. Other than a couple of houses and ranch buildings, the town now consists of Our Lady, Queen of Heaven Church. It was built in 1883 to house Oreana's general store and post office. It was joined on that corner by a saloon, hotel, and school, all now gone.

It was renovated in 1961 as a Catholic Church. From here, we completed the 11-mile Oreana Loop, rejoined ID-75, and headed for Grandview.

Lunch was served for the entire group at the Snake River Diner. This is a family-owned business that handled our large and noisy group with grace and efficiency. The crew was joined by a family friend who normally just handles the flowers out front, but pitched in to help with lunch as would any good neighbor. The food and service were great, but the place could use a little sound control. That many Porsche friends talking all at once raises the decibel level substantially! Once fed, the group split up and found their way home via Simco Road and I-84. Our thanks to Vicki & Bob – as we would expect of those two, the tour was meticulously planned. The driving route was entertaining, and the tour guide was a surprise. All the historical tidbits we got from him and the incredible museum in the tiny burg of Murphy made the trip not only fun but educational.

WHAT A BONUS!

-Walt



FOUR DIFFERENT PORSCHES ARRIVE AT A TRACK ON THE SAME DAY...

GARY ROEDER



A GT3, a Cayman S, a Cayman GT4 and a Boxster GTS drive into Oregon Raceway Park. The Boxster GTS says “hey, I haven’t done a lot of this but going one way and then the other on the same track will be challenging fun!” The Cayman S says, “I’ve been doing this since I was 500 miles young – club unlimited laps sounds like a great deal!” The GT3 says “well I’ve been to a lot of different tracks, and doing this one without all those trackcross cones ... can you say FASTER?” The last one, the club member GT4 says “heh heh heh, I know I am WAY more fun than my driver’s old Corvette; I can’t wait to play with the new guys!”

Brian O’Neill (2016 Boxster GTS), Gary Roeder (2015 Cayman S), and Tom Bruck (2018 GT3) were invited by Josh Cummings (2016 GT4) as his club guests for two days at Oregon Raceway Park.

This private racetrack features 15 turns, a reversible clockwise or anti-clockwise run direction, 400 feet of vertical change and plenty of safe runoff areas. Josh counts it as his favorite track, saying “the track’s technical aspects mean that if you can go fast at ORP, you can go fast anywhere!” Tom has driven ORP before but jumped at the opportunity. Tom said, “it was great to hang out with friends after the track goes cold, enjoying a cold one while talking about different lines into corners.” Brian has enjoyed autocross and HPDE for a few years – and having never driven ORP, when the opportunity arose with the “generous invitation from Josh to join him, and drive with Gary and Tom –



PCA's HPDE policy allows for recent production 911 cabs and Boxsters at track events; so, when a 981 GTS popped up near Phoenix, Brian grabbed it. Tom retired in 2020; wanting a performance sports car, he thought "if you're gonna be a bear,



it was a no-brainer." Brian was shown the track by ORP's Bill Murray (no relation to the Caddyshack guy). Brian admits "I was really challenged with the elevation changes." Gary drove ORP for the first time in 2022; "I knew that being coached by Will, the head club coach, along with chasing Josh (GT4) and Tommy (GT3) would help really improve my line and lower lap times". And Josh? Being a true track junkie, "there is no better deal in the Northwest than a club membership at Oregon Raceway Park!"

But wait, we all know that the Porsche Club is not about the people, it's about the cars! Josh previously campaigned a C7 Corvette at track events prior to his Porsche. His move to the Cayman GT4 (instead of a Z06) has been with "no regrets!" Gary's 981 S was delivered in Leipzig and began her track experiences with laps at the Nürburgring Nordschleife and Spa-Francochamps. He says, "Scarlett knew from the beginning that she was going to be my track darling." Brian's Boxster GTS grew out of his desire for a top-down performance car that could be driven at HPDE track events.

be a grizzly." He bought his 2018 GT3, did a time trial at Thunderhill and was "instantly hooked on performance driving". He's been driving autocross, track cross, HPDE and even drag racing events ever since.

So, our story is how four different Porsches with four different drivers came from widely varying backgrounds and experiences to enjoy this unique track near beautiful downtown Grass Valley Oregon.

**WE ALL HOPE TO DO IT AGAIN -
COME ON OUT AND JOIN US!!**

-Gary



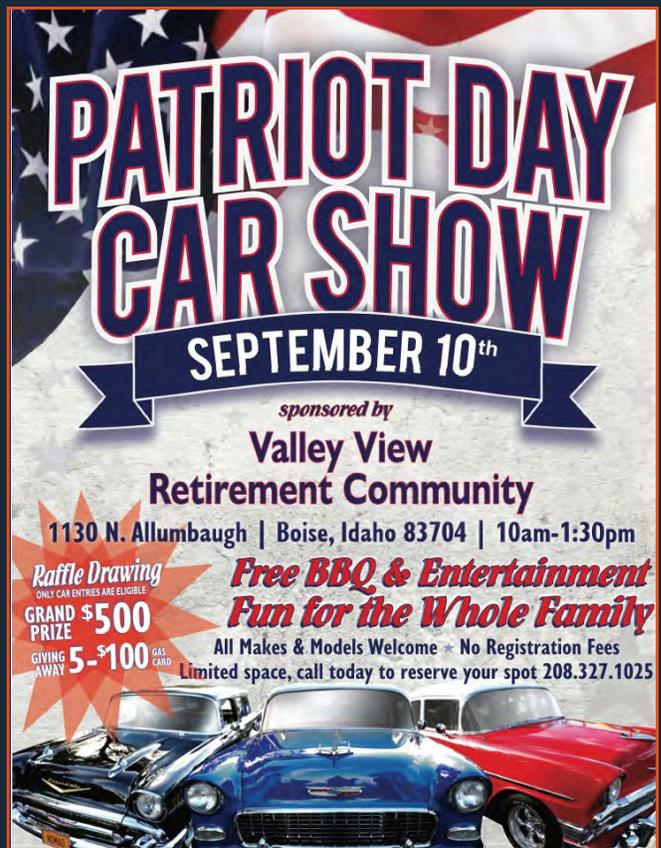


SOMETIMES IT IS ABOUT THE CARS

MICHAEL FEILER

I know this article is not about an official Silver Sage event. I doubt that it even qualifies as a Porsche centered activity and probably doesn't meet the threshold of general club charity-oriented work. However, it does serve up an abundance of fun while feeling good about bringing enjoyment to others.

On Patriots Day, September 10th, 2023, for the second year in a row, a few, and I mean a real few, Silver Saggers participated in a celebration party at Valley View Retirement and Rehabilitation facility in Boise. The purpose was to bring some joy to the residents beyond their regular routines, salute our patriots, and for many a chance to show off an eclectic assemblage of vintage and a few unique autos while enjoying tremendous nostalgic musical entertainment, great catered food and even a raffle. All at no cost! The word must have gotten out from last years' inaugural as the number of cars easily doubled.



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Three vintage cars (a blue one, a red one, and a white one) are shown at the bottom of the poster.



So, how many Silver Sagers were there? Exactly 5; Sid and Vicki Cannon, Robert Sturgeon, and Michael and Judy Feiler. Oh, sorry make that 6... Cody included.

How many Porsches? Exactly 3; Robert's car, Michael & Judy's car, and a vintage 912 (owner never identified). Sid and Vicki eschewed their Porsches and opted to bring their array of muscle cars; Chevelle, Mustang etc.





Everyone had a great time. We got to meet Vicki's 97-year-old mom, converse with residents we met last year, and enjoy the stories behind the cars that all the owners were eager to share. I can't emphasize enough what this event meant to the residents. They seemed to thoroughly enjoy mingling with the car owners, and I'm sure considering the vintage of many of the autos, it brought back perhaps happier times from the past. Cody was in his heyday; displaying affection for the resident's attention and acting like a real little gentleman (very unusual).

While Judy and I are not at the "two-minute warning" yet, we're definitely in the "fourth quarter" and I guess that's what makes bringing joy to the Valley View residents so special for us. Got Patriot's Day 2024 open?

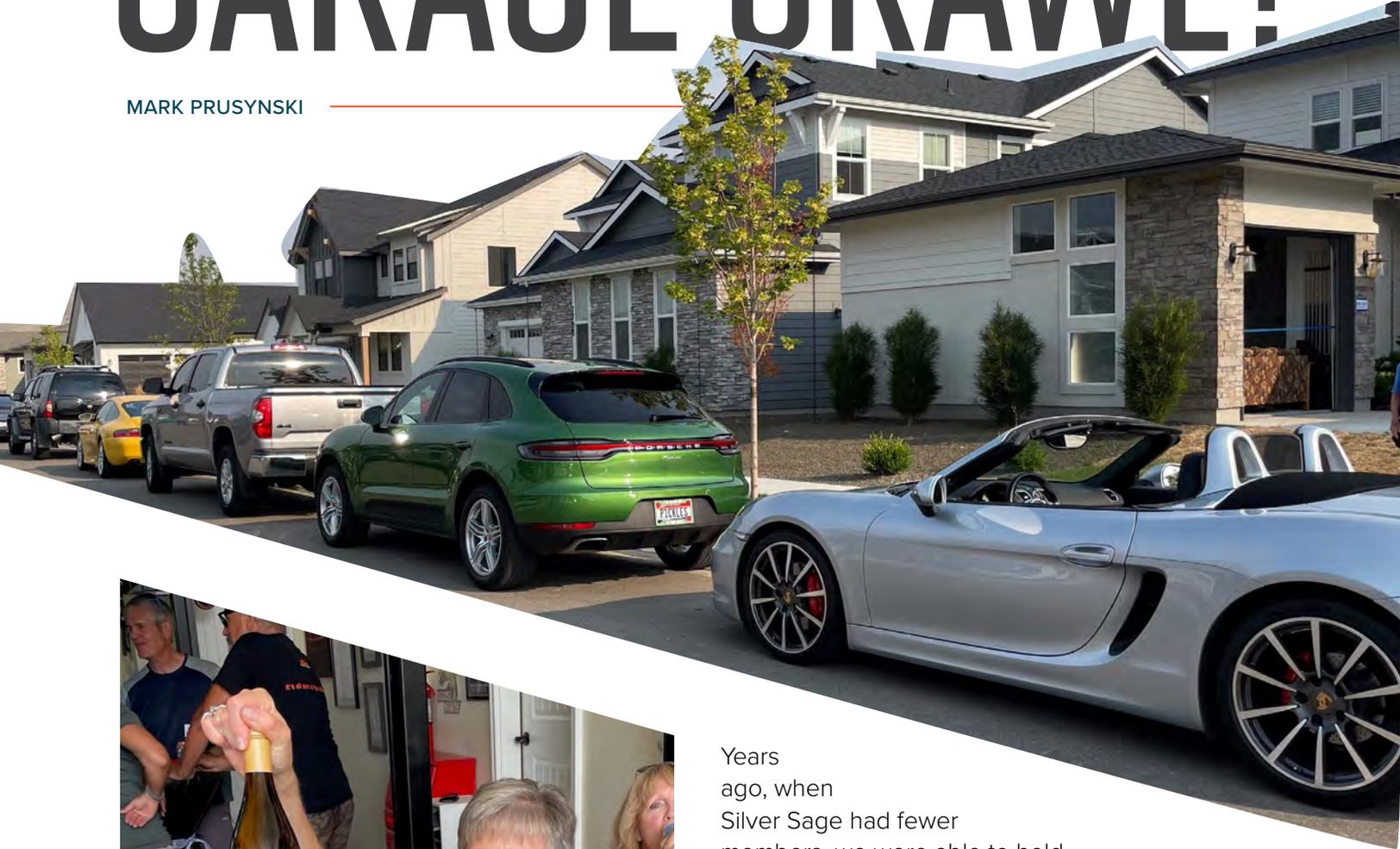
**THINK ABOUT JOINING US NEXT YEAR.
YOU'LL ENJOY YOURSELF WHILE ALSO FEELING
GOOD ABOUT YOURSELF.**

-Michael



WHAT IS A GARAGE CRAWL?

MARK PRUSYNSKI



Years ago, when Silver Sage had fewer members, we were able to hold progressive dinners at members' homes. They were popular, but few of us had dining rooms that could accommodate the current Silver Sage attendees at a social function. After a recent new member asked me to explain our August Garage Crawl, it occurred to me that it was a progressive brunch for car people. Our garage crawls have been very popular over the past several years and the event held August 19 was no exception. 66 people, including many new members, signed up for the progressive brunch at three garages.

Kudos to Linda Prusynski for organizing the event and to Robin Bernard and Lori Larkin, Chris and Tamara Jerome and Keith Hahn and Cindy Woyak for sharing their garages with us.



We started at the Bernard and Larkin garage with coffee, juice, and muffins. They have a home so new that our GPS

did not show the road that led us there. The garage featured a separate game room and a storage loft with a stairway that folded out of the way. Robin said it was an example of what an engineer does when he has too much time on his hands.

We then headed a little further to the Jerome's home in what was a rural part of Eagle a few years ago. The homes had large lots and plenty of room to park a bunch of Porsches. The Jeromes served us mimosas and special Porsche cookies.

Our final stop for lunch was at the Hahn's, just west of Eagle Road. Their subdivision features RV garages. Where Robin Bernard turned a part of his RV bay into a storage loft, Keith Hahn uses his for a lift to store an extra vehicle. We had plenty of room to sit and enjoy lunch while we chatted with other Silver Sage members. Several members volunteered their garages for next year.

Although a garage crawl hasn't been an annual event, given the popularity of this year's, it might come up on an agenda. Linda has a volunteer list. A garage crawl isn't limited to huge garages but allows us to get to know other members and admire (or envy) their lifts, storage ideas, flooring, wall art or unique stairway designs. One common theme is the amount of time the owners spend cleaning their space and getting ready to serve our Porsche people.

THANKS AGAIN TO LINDA AND OUR HOSTS.

Mark



If you would like to be a host in 2024, contact Linda Prusynski (lindaprusynski@gmail.com). It's nice to spread out the houses within a general vicinity and distance, so the sooner we have hosts, the sooner we can plan.



Dallan & Brenda Schenk's
**1958 PORSCHE-DIESEL
JUNIOR TRACTOR** DALLAN SCHENK

In 2014 I became interested in the Porsche-Diesel Line of farm tractors. I was intrigued by their air-cooled modular engine design and thought that it might be fun to show one at Silver Sage's annual Oktoberfest car show and at other car and antique tractor events around Southern Idaho. I mentioned my "quest" to find a Porsche tractor to Doug Burks of Burks Equipment in Twin Falls, and he said he

would keep watch for any sales that crossed his desk. In August 2016 he brought my attention to an auction, in Clear Lake, South Dakota, of many antique tractors that included ten Porsche-Diesels! Four of them, a 4-cylinder "Master", a 3-cylinder "Super", a 2-cylinder "Standard", and a 1-cylinder "Junior," were purported to have been restored by the owner, Doug Gantvoort.



Our tractor had an 822-cc, single cylinder, air-cooled engine with Bosch fuel injection. It produced up to 14 HP to the rear wheels through a 6-speed transmission. It featured 3 power take-off shafts to power various implements. It had both front and rear hitches for trailers and implements.

Although the Junior was reportedly restored, I began fixing several problems with the

In late October 2016, Brenda and I headed out a few days early to do some sight-seeing on the way to the auction in eastern South Dakota. Of course, we did this in our pickup truck, not our 911, as we were planning on towing a tractor back home.

On the Friday before the auction, we arrived at Doug Gantvoort's farm a few miles from Clear Lake. We were treated to a view of over 100 tractors, ranging from giant steam tractors from the 1910s-1930s to John Deeres, Cases, Allis-Chalmers, International Harvesters and Farmalls - almost every manufacturer that had built

tractors in the past 115 years - with the shiny red Porsches sitting in the middle of the auction field. The next day, during a cold, wet snowstorm, we were the high bidders for a 1958 108K Junior Porsche-Diesel tractor. We loaded up our Red Beast and started back to Idaho and made it back in time for Halloween Trick or Treat!

tractor. I straightened the front hitch and replaced the generic muffler with a more correct reproduction unit (from Ireland!) which took some welding of new brackets to mount properly. I also found red seat cushions for the tractor seat and the wheel fender passenger seat, as well as a safety hoop for the passenger seat. Doing these fixes, I also found that VanSickle brand, Case-IH red paint, available from a local farm supply store, was a perfect match for the red paint on the Junior! To finish off the Junior, I also fabricated a "Pumpkin & Potato" basket that mounted on the rear hitch.

Showing the tractor for the first time at Oktoberfest 2017, we were honored to receive the "George's Pick" trophy from former Porsche racer and Silver Sage member George Follmer. The Junior also won First Place in the "Special Interest" category. After the 2017 Oktoberfest we decided to sell the Junior. In January 2018, we took it to the Russo and Steele auction in Scottsdale, AZ, where it was purchased by David Geisinger from Boston, Massachusetts.

The Club raised over \$3000 this year --

**THANKS TO ALL WHO DONATED
AND TO ALL BIDDERS -**

-Dallan





DAVE WHITLOCK

AUG. 2023

As expected, August topped all previous months of this year in terms of dollar volume and unit volume as 680 cars ran through the various auctions both online and in-person with \$58,551,955 in sales thanks to the auctions at Monterey's Car Week. The real surprise was the 66% sell-through rate, which is the lowest thus far in 2023.

Monterey, by itself, could be classified as a rough week for the Porsche Market, as only 61% of cars offered found new homes. The top of the market took the biggest hit, with cars

over \$1m selling at only a 50% sell-through rate, with not a single car over \$2m hammering sold. We saw similar results online, with only one-million-dollar car selling out of the five offered during the month. Only two of the \$1m+ cars sold were vintage race cars, with the rest being modern classics, a theme we've seen this year played out in auction after auction.

In August, we saw more 356s cross the block than in any other month in memory, with a total of 50 cars, 33 of which sold. After a solid recent price run, the 356 market shows signs of



softening as several cars brought final bids on the lower pricing side. One example would be the 1956 356A 1500 GS Carrera Speedster that sold for \$850,000 at Mecum. This time last year, we saw a GS/GT example hammer down to \$1,325,000, quite a price difference. We've also had several recent online sales on the softer side, with a 1965 356C Coupe in superb condition bringing only \$126,000 when these were recently going for over \$130k.

911 Turbos were a mixed bag, with only half of the early 930s finding homes and the average price hovering just over \$150k, thanks partly to the \$405,000 and \$267,500 paid for a pair of 1979 examples. Others hovered in the \$130k range, with a low of \$90,000 paid for a 1978 911 Turbo.

Later, the 3.3-liter 930s looked flat with an exceptional car, the very first 911 Turbo Slant Nose, failing to sell at a high bid of \$181,000. That car was about \$100k short of where it needed to be, as it's such a significant part of Porsche's Turbo history.

964 Turbos continued their climb, with average prices for 3.3-liter cars cresting the \$180,000 mark and 3.6-liter cars over \$330,000. Surprisingly, a 1994 911 Turbo S 3.8 only brought \$800,000, as these cars have been in the \$1m range until the past two months. 993 Turbo and Turbo S' also had a strong showing, with the lowest price paid being \$160,000 for a modified 1996 example repainted in Blue. On the other side of the coin, we had a new record achieved at \$810,000 for a sub-2,000-mile 1997 Turbo S finished in Cobalt with racing stripes to match the original owner's 917 and 935 race cars.

992 GT3s continued their slide with several bids in the \$240k range, and only one Touring example selling for over \$300k at Gooding & Co. The 991.1 GT3 RS showed some strength with an average sales price of around \$200k. Where the GT market looked softest was with RSRs. Of the three

examples offered, none found homes showing that they are either too new to be considered collectible race cars or sellers had hopes of much higher prices. Probably a combination of both.

As I write this, it is still too early to tell what September will bring as we're in the midst of a holiday weekend. But if August is any indication, I wouldn't be surprised if our sell-through rate remains below 70% and we start to see some new lows achieved for cars that have been climbing since COVID.

-Dave





SEPT. 2023



**JOHN P
SOMMERWERCK**
PCA Zone 6 Rep

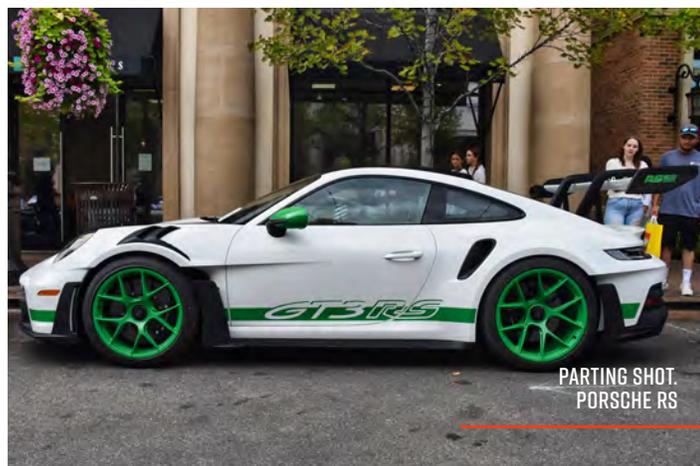
The days are getting shorter, nights are getting cooler, and the calendar tells us fall starts in a few days. This brings mixed emotions, being a skier, I so look forward to the upcoming days on the slopes. However, this also means that my sports car driving days will soon be coming to an end. I am writing this issue in between detailing tasks – washing, claying, waxing, on my 911 in preparation for showing the car in Silver Sage’s Oktoberfest car show. My 911 GT3 RS will be among some great company; a 1973 Porsche Carrera RS 2.7 and a 2023 Porsche GT3 RS 50th Anniversary edition. 50 years of RS’s!

After Oktoberfest we are home for a day before heading out to Monterey to attend the Porsche Rennsport Reunion 7. I have attended the last two Rennsports at Laguna Seca, and expect this one to be the best yet. I recently learned there are over 100 Zone 6 folks signed up for Rennsport. I hope to see you there.

Upon my return from Rennsport, we travel to Washington’s Olympic Peninsula and OPR’s 20th anniversary celebration. So, while 2023 driving season will soon be coming to a close, we are making the most of what time is left.

Upcoming Treffens: Treffen at Sea 2023: December 9th – 16th. You can register now via **PCA Treffen at Sea Cruise: Western Caribbean (medallionclassmarket.com)**. Spring Treffen 2024 will be held in Sonoma, California, at the Mission Inn. Stay in touch with all things Treffen at: **Treffen North America (pca.org)**

Zone 6 2024 events are already popping up on the calendar. Nancy and I will be attending Vancouver Island Region’s Wochenende on the last weekend in May. Zone 6 signature events, which can be found at **www.zone6.pca.org**. Zone 6 abounds in great roads to drive and great automotive venues.



**STAY HEALTHY
AND WE WILL SEE
YOU IN THE ZONE.**

-John



Porsche Club of America

ZONE 6 REGIONS



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



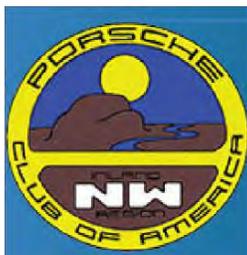
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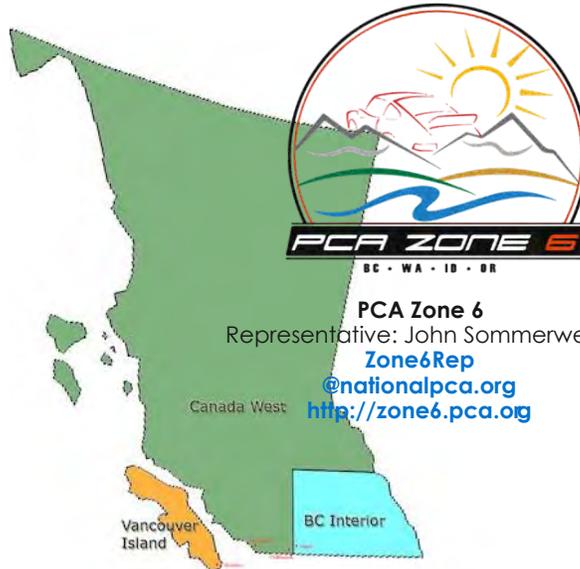
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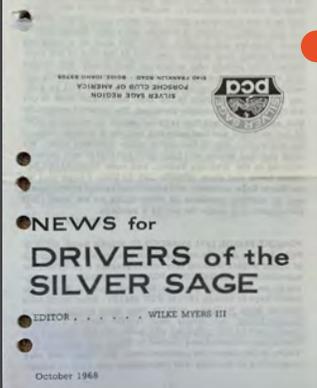
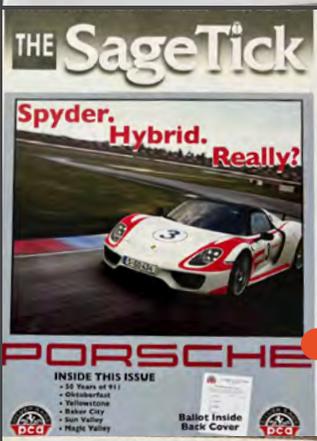
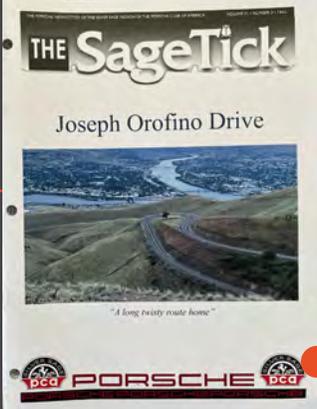


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SAGE TICK RETROSPECTIVE

CURATED BY WALT THODE

Any member with anything thought to be worthy of inclusion in a general account of the history of the Silver Sage Region (1966 -present) please send it to Walt Thode at wfthode@gmail.com.

5 Mike Bell (Porsche of Boise) in his Tech Talk column on preparing your car for winter: "Driving – Then winter tires are a must and should be inspected. Summer tires driven under 45 degrees start to lose a lot of grip and some even get damaged from the colder temps. Plus you avoid that awful chatter when cornering on those cold rock-hard summer tires. Cooling systems need to be checked for proper coolant mixture. Diluted coolant loses its antifreeze protection and can do a lot of damage to the engine if left to freeze up. This should be done whether you are driving or storing the car."

10 Classified: "1995 911 Carrera Coupe (993). Polar Silver/gray. 3rd owner, owned since 2000. All service records since owned. 6-speed manual. 135K miles. No accidents. Never tracked. Never driven in snow. Always garaged. Everything works. The car has been on many Silver Sage tours, and just returned from the '50 Years of 911' event outside Portland. \$26,500." (Walt Thode)

20 Linda Prusynski provided the following recipe, taken from the Junior League of Boise cookbook: "Apple Crisp: ½ C sugar; 1 tsp. cinnamon; ¼ tsp. salt; 1 T cornstarch; 3 lb. sliced cooked apples, well-drained (I cook them slightly in the microwave – I like them a little crisp). Topping: ¼ C butter, softened; 2/3 C flour; 2/3 C brown sugar. Combine the first four ingredients and mix well. Add apples and mix thoroughly. Put in a 9x9-inch baking dish. Combine topping ingredients and mix with pastry cutter or fork until crumbly. Sprinkle topping over apples. Bake at 375 degrees for 30-40 minutes or until nicely browned. Makes 6 servings."

30 Editor Bev Dugger says to "Tune in! Tune up! Turn on to autocrossing! Our own Glenn Ingram will be designing the course for the 'German Car Invitational' SCCA autocross to be held at the BSU stadium parking lot on October 17... This is an excellent opportunity for the person who's never tried to autocross and just wants to have fun – or the "old pro" who can show us rookies the course."

55 Editor Wilke Myers reported that "For the last six months there has been a small group of Silver Sagers working very hard to prepare a pamphlet for submission to the National PCA Board... to gain the National Porsche Parade for Silver Sage to host in 1971 at Sun Valley. After much hard work by Mick Williams, with the help of Art McConnell and Nelson Miller, all details were finally worked out... On October 12 Mick received a telegram stating that all the work had been fruitful and that we had been awarded the 1971 Parade"



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