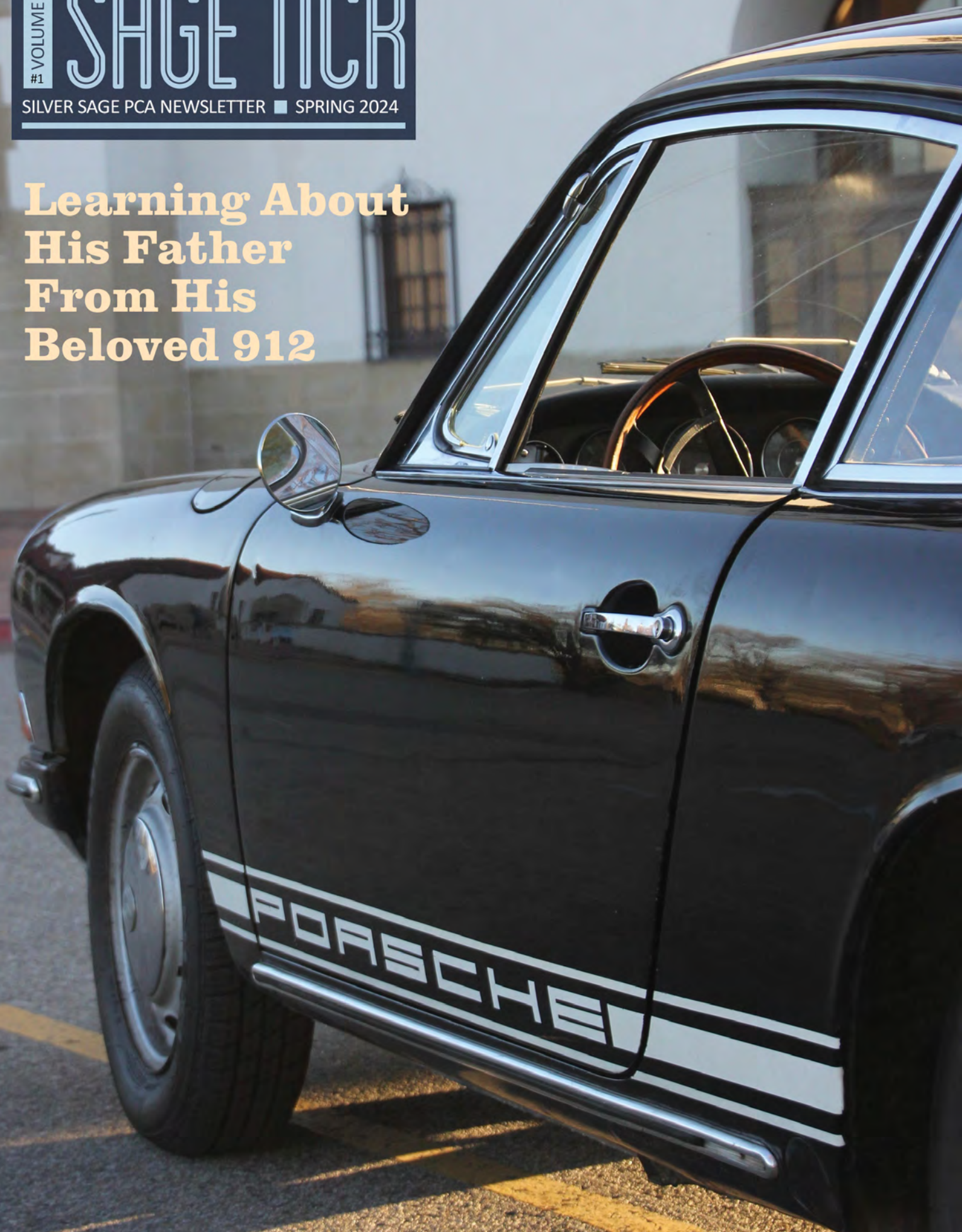


#1
VOLUME 57

SAGE TICK

SILVER SAGE PCA NEWSLETTER ■ SPRING 2024

Learning About His Father From His Beloved 912





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FUELED BY VOLUNTEERS

Adopt-A-Highway

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GARY ROEDER, CRAIG DOTY

Charity Committee

GRETCHEN HILL, ROBIN BERNARD

Coffee and Porsches

DOUG OOLEY

Communications

KEN ROBINSON

Dealer Liaison

VICKI PENTECOST

Driving Tour

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From the Regions

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Insurance, Safety

JOHN BUNN, PAUL KACZMAREK

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Oktoberfest

GARY CUDDEFORD, SID CANNON

Operation Dinner Out

DENISE SEINTURIER, DIANE DIGGS, TRISH ANDERSON, GRETCHEN YOUNG

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SILVER SAGE REGION NATIONAL ACCOMPLISHMENTS

2020 and 1996
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2002 and 1971 PCA
**REGION HOST FOR
PORSCHE PARADE**

Founded in 1966,
**CELEBRATING
OUR 57TH YEAR**



**2024
UPCOMING
EVENTS**

APRIL

- SAT, 4/13** President’s Mystery Tour
- SAT, 4/20** Tech Talk - The Studio in Meridian
- SUN, 4/21-25** Spring Treffen in Sonoma
- SAT, 4/27-28** BrezelCross (autocross) at Emmett

MAY

- SAT, 5/4** Coffee and Porsches at Porsche Boise
- SUN, 5/5** Adopt-A-Highway
- TUE, 5/7** Board Meeting at Porsche Boise
- THU, 5/16** Operation Dinner Out at Legends
- FRI, 5/17-19** Inland Northwest Region
Wine Tour (multi-region)
- THU, 5/23-26** Vancouver Island Region
Wochenende (multi-region)

JUNE

- SAT, 6/1-2** Idaho Expo Autocross
- TUE, 6/4** Board Meeting at Porsche Boise
- SAT, 6/8** General Membership Lunch
at Anderson Reserve
- THU, 6/13-16** Lake Chelan Tour

JULY

- TUE, 7/2** Board Meeting at Porsche Boise
- SAT, 7/6** Coffee and Porsches at Porsche Boise
- SAT, 7/20-21** Lazy Bear Ranch Tour
- THU, 7/25** Operation Dinner Out
at Old State Saloon



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

PRESIDENT'S MESSAGE



VICKI PENTECOST
President



Welcome to the Spring edition of the Sage Tick. Writing this message is always challenging, as I try to cover the past and the future. That being said, I am writing this on February 27, and you will be reading on April 15. There's a lot involved in the Sage Tick publication and I'm thankful to have Paul Seglund and Mark Prusynski leading the effort.

We kicked off the year with a new members dinner sponsored

by Porsche Boise. Although weather conditions were not ideal, some passionate Porsche owners decided to Uber to the Hawaiian Luau themed event. The February Valentine's Day theme dinner was at the remodeled and continuing to expand, River Club. Thank you to Linda Prusynski for organizing and decorating both events.

For newer members, I'll explain about ODO, Operation Dinner Out. This is a social event. We meet for dinner on Thursdays during warmer months at a different restaurant every month. You can drive your Porsche or not, there is no requirement there. You will see more details and pictures in the article about the first ODO of the year later. Keep in mind, when you are out dining and find a large venue with good food, please let us know and we'll try to plan an event there.

We've completed three sold out Tech Talks at Lupo Motors, The Rag Company and Porsche Boise.

If you have informative topics you'd like covered or locations, please let us know. We have some available venues anxious to host the club as well as the new Porsche Boise building will be supportive of hosting Tech Talks for us. I've been told Josh Cummings, our Tech Talk chair, is knee deep (or is it clutch deep) in DE events, please thank him when you see him.

Speaking of DE (Driver Education) events, Craig Doty and Gary Roeder have been very busy working on our schedule. NEW! BrezelCross (Stadium Autocross): Motorplex at the Mill, in Emmett, Idaho. April 27 & 28 and Sept. 28 & 29. Sports Car Models Only due to ensuring safety on the course. Traditional Autocross will be at Idaho Expo parking lot near the intersection of Glenwood and Chinden. June 1 & 2 and Oct. 12 & 13. All Porsche models welcome! Details are available on the Silver Sage website.

Coffee and Porsches is held the first Saturday of the month beginning April 6 at Porsche Boise. Meet up at 8:00 A.M. and plan on leaving at 8:30 sharp. Porsche Boise provides coffee and breakfast snacks in the showroom. Doug Ooley is the chair and several different people will lead groups. They scout out the drives ahead of time, so on Saturday we just follow them. Typically, they take us out into the surrounding countryside or mountains to enjoy our Saturday morning. There is usually a stop break halfway to wherever they are taking us. They plan the drives so you will be back in Boise by noon.

Thank you for your support of PCA and we'll see you at our next driving or social event. "It's not just the cars, it's the People..."

RESPECTFULLY,

-Vicki



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



PAUL SEGLUND
Editor

SPRING 2024 TICK TALK

Greetings it is a real pleasure to be the new Editor of this amazing and dynamic club. We celebrate one of the greatest automobile and engineering companies ever and experience the thrill of Porsche achievements. Spring is here after a long and good Winter and it's time to dust off the motoring skills, clean the car and get ready for a full season of shows, events and performance tests.



MARK PRUSYNSKI
Co-Editor

I hope everyone enjoyed the Spuds Auction and plan to attend the President's Mystery Tour. In addition to the usual informative Tech Talks, dinners and Porsches and Coffee, a new Autocross facility in Emmett should challenge the competitors among us. I hope many people were able to get Treffen tickets although I was not and that sounds very intriguing. I am definitely planning to combine the Lake Chelan tour with Doobie Brothers in Bend as their show at Rennsport last year was fantastic. The Wednesday night drives will be another fun way to get out and exercise your Porsche with a friendly crowd on some great Idaho roads.

Oktoberfest will be the crown jewel again locally later this year but if anyone is going to the Parade in Alabama in June just remember it will be hot and do not miss the Barber museum at the raceway. Great venue and filled with motorcycle history and exotica along with interesting Formula 1 cars from days gone by. So make your beautiful Porsche pristine and well maintained and enjoy the camaraderie with like-minded enthusiasts and we will see you out there.

-Paul



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

WELCOME NEW & TRANSFERRING MEMBERS



DECEMBER 2023

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ROSS HOFFMAN
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CHRIS & SUZANNE
ENNIS
2012 911 Carrera S

RYAN MONTOYA
2018 911 Carrera

GLEN STEIN
2023 Macan

DIMITRI SVETCOS
1981 911 SC

JANUARY 2024

WILLIAM PARTRIDGE
1988 944S

BRADY STONE
2014 911 GT3

FEBRUARY 2024

JAMES CASE
2019 Cayenne

MICHAEL COSTA
2008 911 Carrera S

BRIAN PORTUGAIS
2024 911 GT3

HANNAH BALL
2019 Macan

DILLION HOUCK
2015 Cayenne S

AARON &
STACY PRICE
2015 Cayman S

SCOTT PFISTER
2005 Cayenne

JOHNNY BALLAS
1996 911 Carrera 4S

RENEE BOBROWSKI
& JEFF
DZIECZKOWSKI
2006 911 Carrera 4
Cabriolet

JASON & ROBIN
SIEBENTHALL
2002 Boxster S

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748

*As of February 29, 2024

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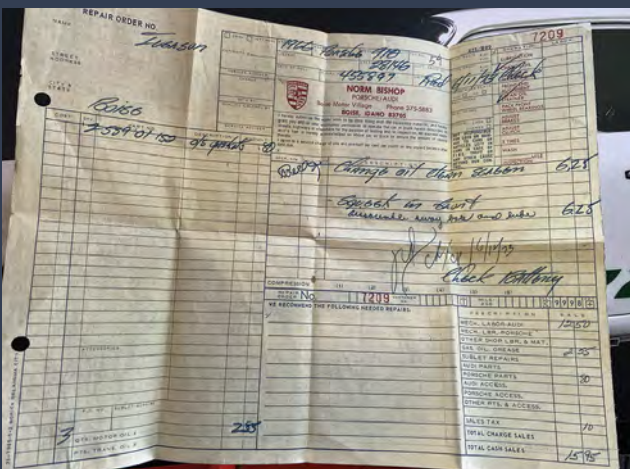
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LEARNING ABOUT HIS FATHER FROM HIS BELOVED

MARK PRUSYNSKI

Iver Brian Iverson was born in 1947 in Boise. He always used his middle name, perhaps to distinguish himself from his father, who was also named Iver. As a young man he had a variety of small cars, including a VW Beetle, an MG and a Triumph. In 1973 he acquired a black 1966 912 for \$3300, which became his last and favorite sports car. Shortly after his purchase, Brian took the 912 to the local Porsche dealer, Norm Bishop, to have them check on a squeak in the front end and change the oil. The invoice, in the unmistakable handwriting of “Red” Jones, an icon of the Silver Sage Porsche Club, is still in the car. The total for parts, labor and tax was \$15.95!



Brian was a civil engineer and spent much of 1970 to 1985 in Barrow, (now “Utqiagvik”) Alaska, so the 912 stayed home in Boise, where his parents drove it occasionally. When Brian returned to Boise he drove his Porsche to work, on frequent ski trips up to Bogus Basin, and as his recreational vehicle.

Sheila Ogden was also a civil engineer and met Brian when they worked together. Sheila wasn’t immediately fond of answering Brian’s frequent esoteric engineering questions, but later learned that it was his way of helping her pass her professional engineering examination. After a long courtship, Sheila and Brian married in 2002, but Sheila never loved Brian’s 912 like he did. They had a daughter, Elizabeth, in 2003 and initially decided that Sheila would work full-time while Brian stayed home to care for their baby girl. Elizabeth proved to be too much of a “Mama’s girl,” so they reversed their roles. The 912 received little use when their family increased. 2007 began with the good news that the Iversons were expecting another child, but bad news soon arrived in the form of a diagnosis that Brian had a tumor in his throat. Cancer took him a couple months before their son Iver was born.

After Brian’s death, Sheila received a generous offer to buy the 912. Although she never really liked the car and certainly could use the money, she couldn’t give up her husband’s prize possession. The 912 sat in the garage, eventually covered with a car cover and various other items. As they grew older, the kids enjoyed pretending they were driving dad’s car on winding Idaho mountain roads, but otherwise it remained unused until Iver was about to turn 14.



I first learned of the Porsche when a friend and colleague, Bart Harwood, emailed me in the Spring of 2021. Bart said his neighbor had a Porsche that had been sitting in her garage for at least 14 years after her husband died. She was looking for someone who could get the car running before her son started driving. Bart did some online research on Porsches and my name came up. Bart had not seen the car uncovered and didn't even know what model it was, so he gave me Sheila's contact information. Sheila told me she thought it was a 1966 Boxster. I told her there was no such thing and asked her to send pictures or more information so I could find an appropriate mechanic. I was the Zone 6 Rep at the time and had just bought my 1987 924S in anticipation of having lots of time when my term was up. I didn't hear back from Sheila, but I had plenty to do so I didn't push it. As we were preparing for a three week trip to Parade in French Lick, Indiana, Sheila got in touch and we agreed on a time for me to come over and see what we had.

When I turned the corner onto their street, I saw an old black Porsche. At first I thought it was a 911, but there was no model number on the back. I introduced myself to Sheila, Iver and a neighbor and asked if I could look at the engine. Sheila didn't know how to open the hood, so I opened the door and pulled the latch. It only took a second to identify the 4-cylinder engine of a 912 under the pieces of insulation that had fallen off in the engine compartment.

The license plate showed that the car was last registered in 1989. To my untrained eye the interior appeared to be fairly new, consistent with the 53,000-mile reading on the odometer, but the wood steering wheel was worn and grimy. What intrigued me most was the dash plaque from the 1971 Sun Valley Parade. The VIN number on the door pillar matched the one in the front trunk. There was no battery, but also no rust where the battery normally sat. In fact, other than some surface rust on the damaged rear bumper, I didn't see any rust at all.



Iver found some boards in the garage to prop up the trunk and hood and a wrench large enough for the nut on the fan belt pulley. I carefully turned over the engine just enough to confirm it wasn't seized and didn't make any scary noises.



“IVER WAS THRILLED AND SPENT EVERY SPARE MOMENT WHILE I WAS AWAY WATCHING YOUTUBE VIDEOS ON HOW TO RESTORE OLD PORSCHEs.”



Since I was about to leave for three weeks, I told Sheila I would do some research to see what it would take to get the car running, if she and Iver would wash the car before I got back. She had no idea what would be involved, but expressed her wish that, since Iver never knew his father, the process would help Iver learn about his father from the car he loved. That became my mission statement.

I sought out advice from anyone I thought had experience bringing an old Porsche back to life. Many people advised me she shouldn't let a teenager drive the car and she should sell it. "Why don't you buy it?" "How much does she want for it?" Others recommended classic car restorers who would make the car as good as new for a hefty price. Vu Nguyen gave me the best advice: Tell her to expect to pay a minimum of \$10,000 and make sure Iver will remain interested for the long haul. I planned to ask Sheila about those two things when I got back. It also dawned on me that Sheila and Iver might not know how to wash a car that they couldn't drive through a car wash.

After a great trip home via Route 66 and a visit with our daughter in California, I called Sheila and passed along Vu's advice. She said \$10,000 was less than she expected. Regarding whether Iver would stay committed to the project she assured



me "1000 percent". Iver was thrilled and spent every spare moment while I was away watching YouTube videos on how to restore old Porsches. I also came back with \$160 of Bill Stover's money from selling back his Parade banquet tickets that he and Laura couldn't use. Bill told me to use it for Iver's restoration fund.

When I arrived at the Iverson house the 912 wasn't as dirty as it was earlier, but it looked like it had been wiped down with a wet towel. As Iver explained, that is exactly what happened. He had no idea how to wash a car that couldn't be driven through a car wash. He watched a YouTube video that cautioned not to use a pressure washer on a barn find 1966 912 because the cracked seals would allow water to seep in everywhere.



Then Iver showed me why he couldn't just use a hose—the driver's window was stuck in the bottom of the door. Our first two days were spent taking the door apart, reinstalling the window in the track and lubricating everything so it rolled back up. Bill's contribution went to new plugs, points, plug wires and other tune up essentials as well as new hood shocks to protect my bald head. I thought I could start on some basic items until I got stuck, then call Wade Nelson to help bail us out.

COVID was still an issue, so Iver and I worked on the car outside and social distanced as much as possible. There was little room in the garage, not enough to open both car doors. Brian had purchased a nice set of Craftsman wrenches as a present for himself and Iver spent a great deal of

time during my initial visits finding the right wrench. We initially hoped to get the car ready for Oktoberfest. I had forgotten how busy teenagers could be and Iver may be busier than most.

He is a Boy Scout, in the marching band, runs cross-country and now is on the debate team. He is a good student, mowed lawns for many clients and worked whatever odd jobs a 14-year old could find. I am not a mechanic and had very little experience communicating with teenage boys, so this was a learning process for both of us.

“I WAS OBSESSED WITH THE SUN VALLEY PARADE DASH PLAQUE.”



Sheila signed up for PCA with Iver as a Junior member and entered the car in Oktoberfest. We realized we probably wouldn't get the car running in time so we focused on cleaning the car inside and out. I took the wood steering wheel home and refinished it. After Iver told me he wanted to clean the trunk with a toothbrush, I proudly wrote to Vu saying "I may have created a monster."

Sid Cannon volunteered to haul the 912 to The Village in his trailer. The Pentecosts came along to help. I didn't think it would take that many of us for a car that light, especially since Sid's trailer had a winch. I was wrong again. The car wouldn't even roll down the driveway on its own. The shifter was sloppy, but seemed to be in neutral. I thought the emergency brake might be stuck. With the Pentecosts' help and help at the car show we managed to get it lined up. I added brakes to the list of repair items.

Iver had a great time at the car show and was even more anxious to keep learning. He got to see what a restored Porsche should look like. Albert Knight's green 1966 912 that won the Best of Show in 2016 was a fine example. Al donated a repair manual and authenticity book after Oktoberfest. Other members offered advice and encouragement. Dennis Terenzio had just tuned his carburetors on his 356 and offered to do the same for the 912 when the time was right.

During the school year Iver and I tried to spend a couple of days each month on little things. In my spare time I researched the history of the car. I was obsessed with the Sun Valley Parade dash plaque. Although Sheila thought that Brian bought it new, we found documents showing he purchased it from Larry Smith in 1973. With the help of R. J. Wilmoth, the PCA historian, and our Silver Sage archives we learned that Brian had never been a PCA member and that



In the tight confines of their garage we tried to get the doors to open and shut properly.

Iver's tires had no date codes on them, which meant they were made before 2000. It was difficult to find reasonably priced tires that would fit. As spring came upon us, Sheila bought five new tires and we were ready to get the car running, but my schedule and Iver's didn't coincide much. We were able to replace the fuel lines and rebuild the fuel pump but it was already August 10.

Larry Smith did not register for the Sun Valley Parade in 1971. The Parade program listed names of entrants, but not their cars. R. J. determined that at least 20 912s were entered. At the end of the program was a list of Galena Summit Hillclimb winners with Larry Smith listed as 5th in his class. The only conclusion I could come up with was that Larry had only entered the hillclimb portion of Parade in what became Brian's 912.

As winter approached, I drained the gas tank, but there was solidified gas in the bottom. Iver and I took out the gas tank and rinsed it several times, each time removing at least a quart of dried gas. I took it home and tried a commercial cleaner with little effect. YouTube said to use vinegar, which worked better than anything. I used many gallons, each time loosening another layer of crud. I spent many winter days pounding on the tank with a rubber hammer and sucking the crud out with a vacuum cleaner. I also scraped the inside with every implement I could imagine. In the meantime, Sheila thought she'd buy Iver a battery for Christmas. The original size is not available, but after many hours of research on numerous forums, I found a current replacement. We were able to determine that many of the lights, some of the gauges and even the clock worked.

Armed with several cans of carburetor cleaner, we tried to fire it up and to our amazement it started right up! I immediately contacted Dennis and he came over several times to help tune it up. It was obvious that the shifting was sloppy, and I discovered that the shift coupler bushings had totally disintegrated. The three of us replaced them, but I could not seem to get the shifter adjusted properly. Dennis and I assumed it was a four-speed. Iver and I changed the front shifter bushings, but still couldn't adjust it. Finally, Iver showed me the Owner's Manual with a picture of the shift pattern for the optional five-speed transmission. It was a pattern that I had never seen in all my VWs and Porsches. When I followed the manual, it shifted smoothly into all five gears and reverse, but it would not be ready to drive to Oktoberfest.

Iver turned 15 in September of 2022 and obtained his learner's permit, but the 912 wasn't running well enough for a new driver. It was all I could do to keep it from dying. Our rebuilt fuel pump leaked, but we fixed it on the third try.

“ DURING THE SCHOOL YEAR IVER AND I TRIED TO SPEND A COUPLE OF DAYS EACH MONTH ON LITTLE THINGS.”



The brakes were still dragging. We discovered that both rear calipers were seized up. I took the caliper home and spent many hours freeing up the pistons so I could rebuild the calipers. Fortunately, the front brakes appeared to be in working order. Dennis, who had taken a job in California, visited when he could and helped us bleed the brakes and showed Iver how to adjust the valves. We set the new points and timing and tried to synchronize the carburetors. We got it running well enough to drive it around the block to an LDS church parking lot for Iver to practice his shifting skills. These were our test drives. The clutch and brake pedal seemed sloppy, which added to our shifting difficulties. Also, the speedometer and fuel gauge didn't work and the ignition key wouldn't work in either door.

Iver attended the New Members' Meeting as the only new member who lived his whole life in Idaho. He loved the Porsche Club activities even though he is much younger than most of our members. Over several winter weekends Iver and I discovered that the speedometer drive gear attached to the

transmission was broken. After lots more research we found and installed a rebuilt one. When we changed the transmission fluid we discovered that most of the transmission fluid had leaked out. We removed the entire pedal cluster and I took it home to replace all the bushings. We reinstalled the cluster and the difference was extraordinary. This also gave us the opportunity to inspect the master cylinder, which, incredibly, didn't leak. We replaced the fuel sending unit and the gas gauge worked. I took the door handles home and removed the lock cylinders. With a lot of cleaning and a bit of filing, we got the ignition key to work in both doors. Now to keep it running.

Even with Dennis' skills and tools, we had trouble getting the carburetors synchronized. We couldn't get a reliable idle speed. I discovered that the inner half of the generator pulley had broken, which we replaced. When the weather improved Iver told me he wanted to get the car ready for a car show in May. Iver had to clean it by himself because I was out of town.

When I came back, Sheila told me Iver won the People's Choice award at the car show, possibly because he talked all his friends into coming and voting for him. In July he passed his driver's test and could drive by himself. He drove over to our house on one of our hotter days, but didn't make it back. I got our Honda Pilot and towed him the rest of the way. A couple days later we managed to get it to Wade Nelson's shop, but it was running poorly. Wade checked the car over and made a few adjustments and recommendations. He was very encouraging and Iver was excited to prepare the car again for the upcoming Oktoberfest.

Iver's 16th birthday was September 24, 2023, the day of the Oktoberfest car show. A couple of weeks before that, some of us went on a tour to Bend, Oregon, where Jerry Kolb, past president of the High Desert Region, led one of our tours in his restored 1966 912. Jerry and I were talking about Iver's 912 and Wade's advice that he replace the muffler. Jerry said he might be able to help. Later that afternoon, he brought an almost new muffler to the hotel that had been "just taking up space" in his garage. When we got back to Boise I contacted Sheila to set up a time to put the muffler on, but she told me there was a more urgent problem. Iver had driven the 912 to a meeting, but at the end of the meeting the car wouldn't start. When a friend gave him a jump start the car wouldn't go below 5000 RPM. Iver and his friends decided to push it two miles home. With only a couple days before Oktoberfest, I discovered that the linkage was binding, preventing the throttle from returning. I worked from the back up to the accelerator pedal and found that the linkage between the pedal and the throttle cable was bent, rubbing on the tunnel that the cable ran through. It took very little to bend the linkage back and adjust the carburetors so that it would idle properly. Iver proudly displayed

his 912 at Ocktoberfast on his 16th birthday. We tried to check out all the other beautiful Porsches and talk to all the owners. Wade Nelson suggested that we replace the piece of linkage that had been bent. We replaced it and the muffler a few weeks later and Iver says the car runs better than ever, possibly as well as it did when his dad drove it. Brian would be proud.

Iver wanted to autocross in October, but Sheila wants him to wait a year. Besides, the week of the autocross he had a cross country meet, was undefeated in a debate tournament and had a band tournament. A kid can only do so much. He has attended two Tech Talks on washing and polishing cars, but still has a long way to go. He hasn't accepted Sheila's offer to let him practice on their SUVs.

Mark



Postscript: **Porsche Boise's Eddie Rediske told us about their desire to restore an older Porsche for the Porsche Classic Competition after their new building is completed. Iver showed Eddie the 912 and we are hopeful that this will come to pass.**





TECH TALK

THE RAG COMPANY

DARREN MCCAIN

On February 17th my daughter and I were pleased to attend the always popular Tech Talk hosted by The Rag Company. Founded in 1999, The Rag company is a Boise based provider of top-quality microfiber products worldwide. Their local campus provides comprehensive training and certification programs for detailers as well.

We grabbed a doughnut and joined a standing room only group of PCA members and guests for demos on some of the latest detailing products from Stjarnagloss along with a look at some new products from The Rag Company.

Gary Roeder's Cayenne S was chosen to be washed fresh from a Utah ski trip. We were impressed by the opportunity to see the core Stjarnagloss products being used real-time with the opportunity to ask questions as each product was used on the Cayenne. The Hjul color changing wheel cleaner was definitely the highlight for us. Watching the chemicals "bleed purple" as they cleaned the wheels was effective and fun to watch. We also got to see the newest body brush in action fresh off prototype stage.

Car wash completed, we moved over to the MVP Detail Supply to get the opportunity to purchase the same products we had just seen demoed along with many more. The selection of products was almost overwhelming!



Fortunately, The Rag Company Team was onsite to answer questions and help select the appropriate products for all of our members.

Armed with a fresh batch of detailing products, we moved over to the recently opened Toybox Car Club for a look at their 16,000 sq ft facility. This member only club aims to blend a private social club with a top tier storage showroom.

Several cars were on display with room for many more as the club grows. I particularly loved the selection of classic cars including a Shelby Cobra. I can't wait to see what future events they have planned.



A huge thank you goes out to all of our hosts for providing a fun and informative morning out with our Silver Sage PCA friends. I am particularly grateful for all the help and support we got selecting just the right products to move into the car wash and car show season!

-Darren





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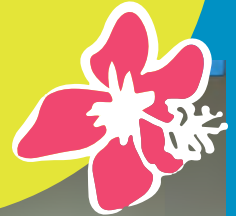


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Aloha

NEW MEMBERS WELCOME DINNER

The new members welcome dinner was held on January 13th with a Hawaiian Luau themed dinner at Porsche Boise.



LAURA OUTLAW

The new members welcome dinner was held on January 13th with a Hawaiian Luau themed dinner at Porsche Boise. It was great to get the Hawaiian shirts out of the back of the closet and prepare for warmer weather, unfortunately the Boise area had the beginning of a snow storm that started that evening and left us with 6.8" overnight. We originally had over 80 individuals planning to attend but due to the impending snow storm we had some late cancellations, however that did not put a damper on our evening.



We started the evening with drinks offered by The Bubbly Bar and food was catered by Kanak Attack. Soon after dinner we had an update from Eddie Rediske from Porsche Boise on the status of the new Porsche Building and their current timeline for completion. Vicki Pentecost, our Silver Sage President, hosted and, we had some raffle prizes for new members, with Glen Stein and Eliot Becker winning \$25 Porsche Boise gift certificates and Tina Salisbury walked away with a Silver Sage water bottle.



Special thank you to Linda Prusynski (Social Committee) for coordinating the event and supplying festive table decorations and to the Porsche Boise Sales Team for hosting us in the Mercedes Benz showroom.

-Laura





**THE SILVER
SAGE REGION
AS SEEN IN**

THE OFFICIAL MAGAZINE OF THE PORSCHE CLUB OF AMERICA

PANORAMA

WALT THODE, REGION HISTORIAN

In my 35 years as a member of PCA, 26 of which have been in the Silver Sage Region, I've managed to hold onto all of the issues of the club's magazine, Porsche Panorama, that I've received. In addition, I've come across members who were interested in finding a home for their collections of Pano. As a result, I've got almost every issue since 1962. (It's unlikely I'll manage to obtain the seven years I'm missing.)

I recently decided to document the Silver Sage Region's significant appearances in the magazine. I won't be including short text-focused mentions, like event announcements or small reports about our events, which first appeared in late 1966, a few months after the region's chartering in the summer of that year. I'll instead focus on more significant appearances since our founding, mostly including photos, that I could identify.



The first mention of that nature was a truly significant one, with the description in the September 1971 issue of the sixteenth Porsche Parade, the club's national get-together, in Sun Valley in July of that year. In addition to an attractive cover photo of two cars in a clearing with snow-capped Sawtooth mountains in the background, there is extensive covering of the events in the week-long gathering of about 250 members and their cars. Much praise is given to the Silver Sage Region team, led by its president, Mick Williams (more about him later) for the job done in all aspects of the week. Besides the standard

events of Parade, a Concours

d'Elegance, a rally, an autocross,

and a technical/historical quiz,

the team managed to add a unique event

not included since to my knowledge,

a Hillclimb competition up Idaho Highway 75 to Galena Summit.

The issue, besides describing the events, includes numerous photos and detailed results

of the week's proceedings. For years afterward, those present noted that the Sun Valley Parade was the best one they had ever attended.

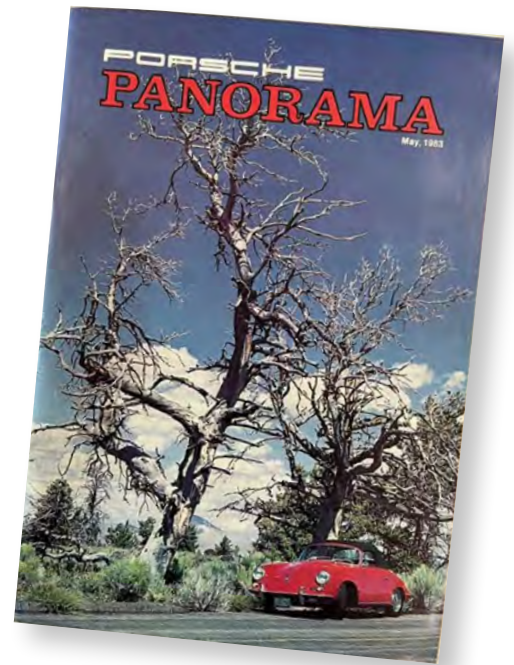


The next significant mention of the Region was in the November 1978 issue. It contained a feature article entitled “Mick Williams – PCA’s Comfortable President”. (I said there would be more about him.) After Sun Valley, Mick, who was employed at the local

VW/Porsche dealership in Boise, had moved up in PCA’s hierarchy and had been elected President of the national club. The title provides the flavor of the article. Besides that, there were several inset paragraphs from other club officials, past and present, describing what a great president he was. I’ve looked through all of the issues of Pano and have never seen such a laudatory description of anyone who didn’t have the last name of Porsche.

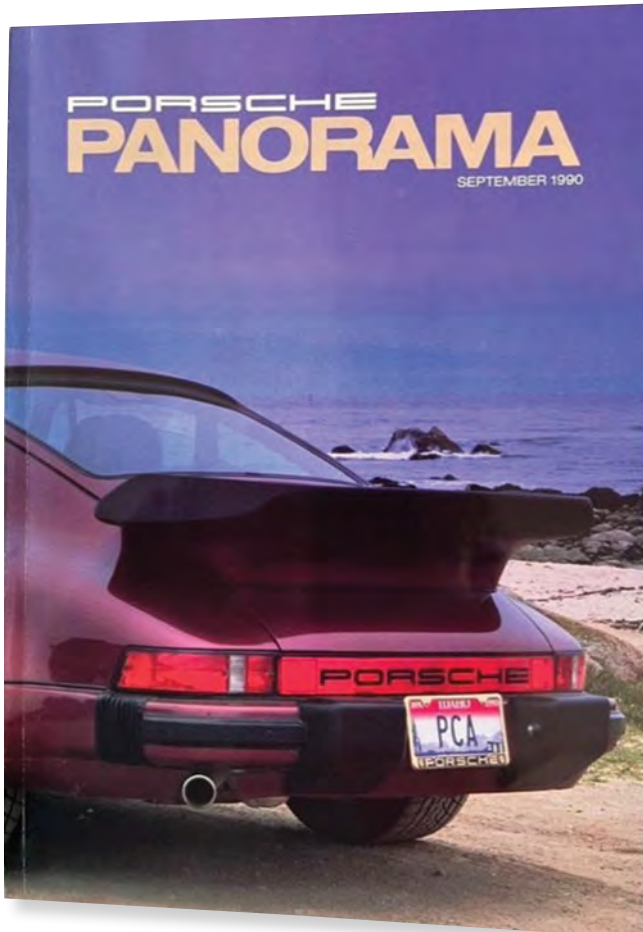
The nature of the importance of Mick’s place in PCA history is illustrated by two other major features found in issues of Pano. One appeared after the issue mentioned above. This one, in December 1978, is a feature article by Mick, “From the President”, in which the first line was “What does the President of PCA do?” He describes what the job entails and thanks everyone who participates in the affairs of the club. As I recall, he served as PCA President for something like four years, very unusual since the standard term was two years. Another article, fourteen years later in the September 1992 issue, was a lengthy obituary at the time of his death, describing all he had done with the club. He had moved to Ohio by that time to work for the Stoddard dealership. As I mentioned earlier, I don’t know of any other such Pano obituary that doesn’t feature someone with the last name of Porsche.

The next Silver Sage reference I found was the cover of the May 1983 issue (on the right), with the following description: “1964 356C Cabriolet, owned by Roland and Dorothy Nelson of Silver Sage Region, photographed in Craters of the Moon National Monument by Leonard Turner, staff photographer.”



The February 1986 cover had the same car, the same location, and the same photographer (left) that was described as “Porschescape at Craters of the Moon National Monument” with the same owner, Roland Nelson, mentioned. I think that Leonard Turner took extra photos at the same session, with the idea to use one the next time he needed a nice car and an attractive locale for a Pano cover shot.

In 1990, at least the car and locale were different for the September 1990 cover. It was identified as follows: “Russ Fereday (Silver Sage Region) drove his Porsche from Idaho to participate in the 35th Porsche Parade on the Monterey Peninsula.” Once again, Leonard Turner was the photographer. He seems to have decided that Silver Sage cars can be counted on to provide good photos. You’ll note the license plate that was for some years passed down from one region president to the next. I had the honor of displaying it on my ’95 993 during my presidency in the mid-2000s.



No Leonard Turner for me, though. It's worth noting that, in each Pano description of the various competition results during the annual Parades, Silver Sage members are usually mentioned. This issue included Gordon Ledbetter's high finish in his category of the Technical/ Historical Quiz, and Gordon again with his wife Randi in the unequipped class in the Rally, and also Russ Fereday in the navigational class. No Concours or Autocross mentions this year, though.

In the September 1992 issue that included Mick Williams' obituary, there was also mention of the practice, begun by Mick at the Sun Valley Parade in 1971, of the Irish prayer recited at the end of the final banquet.

Mick had planned to attend to deliver this now-traditional prayer, but he'd died a week before, so current club VP Drayton James recited this traditional farewell to attendees:

*May the road rise up to meet you,
 May the wind be always at your back;
 May the sun shine warm upon your face,
 The rains fall soft upon your fields,
 And until we meet again,
 May God hold you in the palm of his hand.*

The Silver Sage Region had initiated the running of the Bogus Basin Bacchanalia weekend in 1976, and although an annual notice appeared in Pano announcing the scheduled event that included PCA's only annual Hillclimb, the November 1998 issue is the only one that contained a feature article about the hillclimb (officially a "hillcross" because of some cones placed strategically on the longest straight stretch of road). The article was written by the Nord Stern Region's Kim John Crumb, who convinced the editor to send him and his car out to cover it. He managed, with his well-prepared 928, to set the fastest time at the '98 BBB. The article is a good read, although it's pretty focused on him, and

some of the photos were staged after he returned home.

(Because of the photo at right being spread over two pages, there isn't much I could



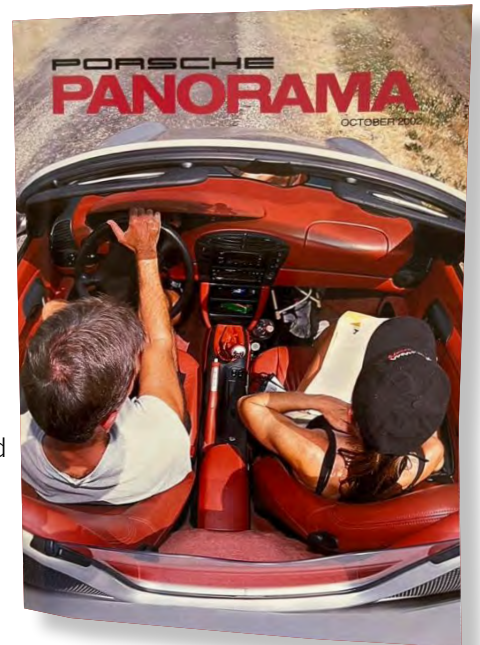
do with my limited graphics skill to show it any other way than what you see.)

The November 2001 issue announced the upcoming 2002 Boise Parade. The cover shot shown at left was a clever one, taken by our own Kitty Fleischman, of a 914 owned by member Bill Stover. If you look closely, you can see the reflected image, upside down, of the Boise Depot's tower on the hood of the 914. The setting for the photo is shown below.



The next inclusion of photos from Silver Sage events, not unsurprisingly, came from the issue that described what happened at the Boise Parade, in the October 2002 issue. The cover isn't identifiably of the Boise area, but instead shows a rallying couple in their car during the rally that was designed and run by Bob Pentecost. The cover description read "The business of rallying – the cockpit of a Boxster on the Boise 2002 Parade Rally."

A lot of interior photos in the issue featured events, cars and people, some of who were members of Silver Sage. A lot of us who were members then had prominent roles in conducting that Parade. The most prominent one was, of course, our current region president, Vicki Pentecost. She organized and chaired what long-time Parade attendees said was the best Parade since the only other one held in Idaho by Silver Sagers, the 1971 Sun Valley Parade.



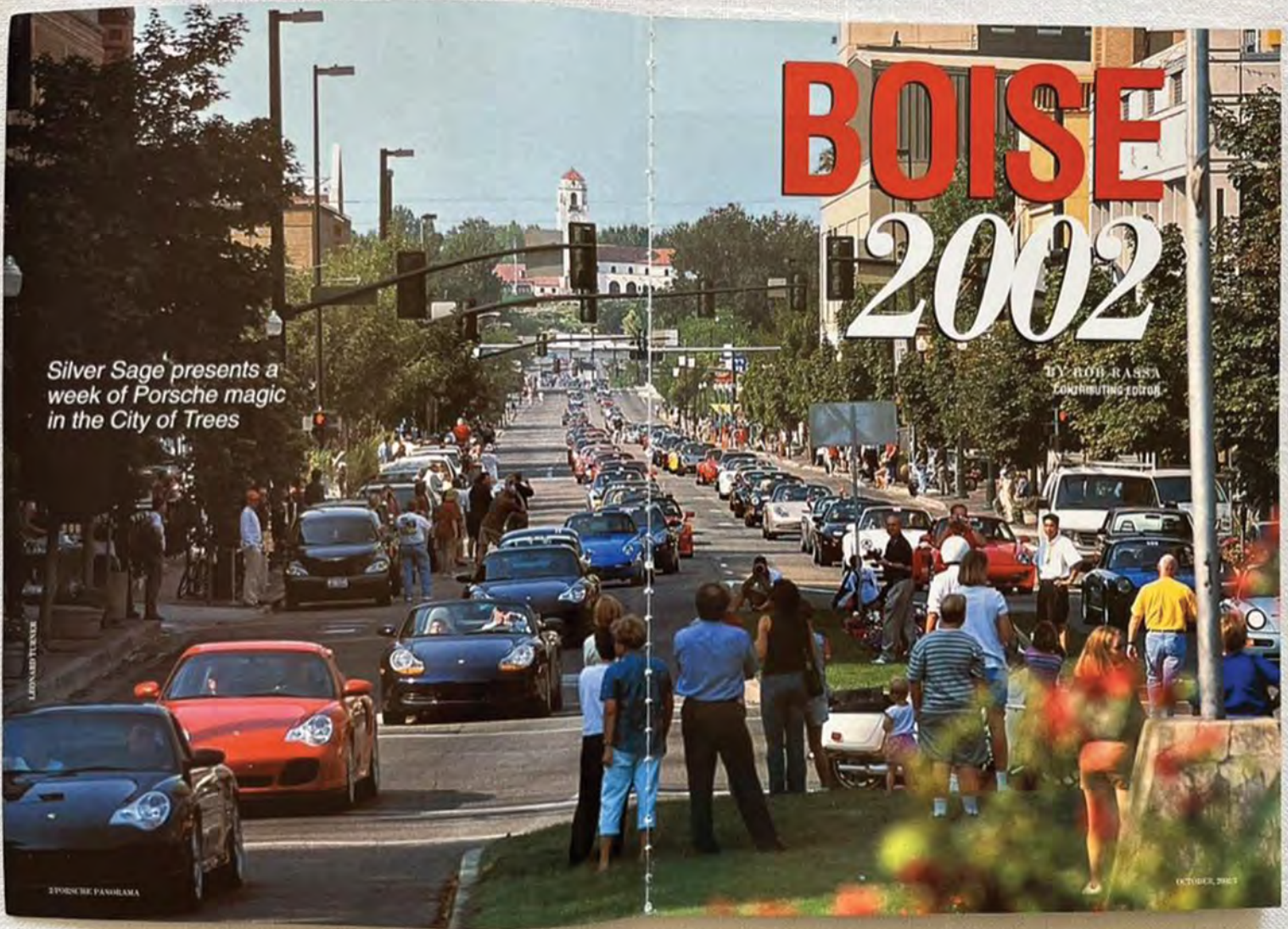
An innovation that we included was an actual Parade. You'd think an event called a Parade would have included one as a matter of course, but apparently after a few of the early Parades paraded, the idea was abandoned. We brought it back. The photo at right was taken looking down Capital Boulevard toward the Depot. As you can see, it was a two-page spread. Members Paul Kaczmarek and Mike Kruse were in charge. The route went from Ann Morrison Park, up onto the bench, down past the Depot and the Capitol, up Harrison Boulevard, ending at the shopping center parking lot on Bogus Basin Road. Many participants went from there up to Bogus Basin to see the site of the BBB Hillcross.



Because the issue focused on Boise, other photos of the local environment were added to further show people something of the area they would be seeing. A lot were at the Depot, but others, like the one to the left, were taken at the convention center, the center of activity for the

week's events. Many member cars were included in these photos, as you might notice.





Because the Parade was local, quite a few of our members trophied or were recognized in the competitive events. In the Autocross, John Davis, Bruce Korstad, and Kitty Fleischman trophied. In the Concours d'Elegance, John and Mary Ellen Kalange were recognized. In the Rally, Dale Spindler, Matt and Chris Sell, and Sue and Alan Steiber scored highly. In the Tech Quiz, Kitty Fleischman and Per Gunnar Lundgren did well. In the Newsletter competition, the Sage Tick got a trophy.

The next major Silver Sage inclusion in Pano doesn't have a photo to show you, but it's worth mentioning. Probably as a result of Vicki Pentecost's excellent job of managing the Boise Parade, she was selected for the position of National Parade Chair. In that position, she wrote a feature article titled "What Next for Porsche Parades" that appeared in the October 2005 issue,

in which she discussed issues with current Parade administration and proposed, among other things, shortening the length of future Parades.

The October 2006 issue contained a lengthy profile of member George Follmer, describing his long history driving Porsches,

from an early Porsche-powered Lotus 23 through almost every sports car series in which Porsches were included, perhaps culminating in the 917 Can-Am car. (To be fair, he did drive other marques occasionally.)



The September 2012 issue included the results of that year's Parade in Salt Lake City. For purposes of this article, although there were other good performances by Silver Sage members, the primary one, captured in a photo, was Bob and Vicki Pentecost finishing first in the Rally. They not only won the unequipped class they were in, but they also had a lower score than everyone else in either of the two computer-equipped classes, thereby winning the Hoffman trophy for the driver and the Wollery trophy for the navigator.

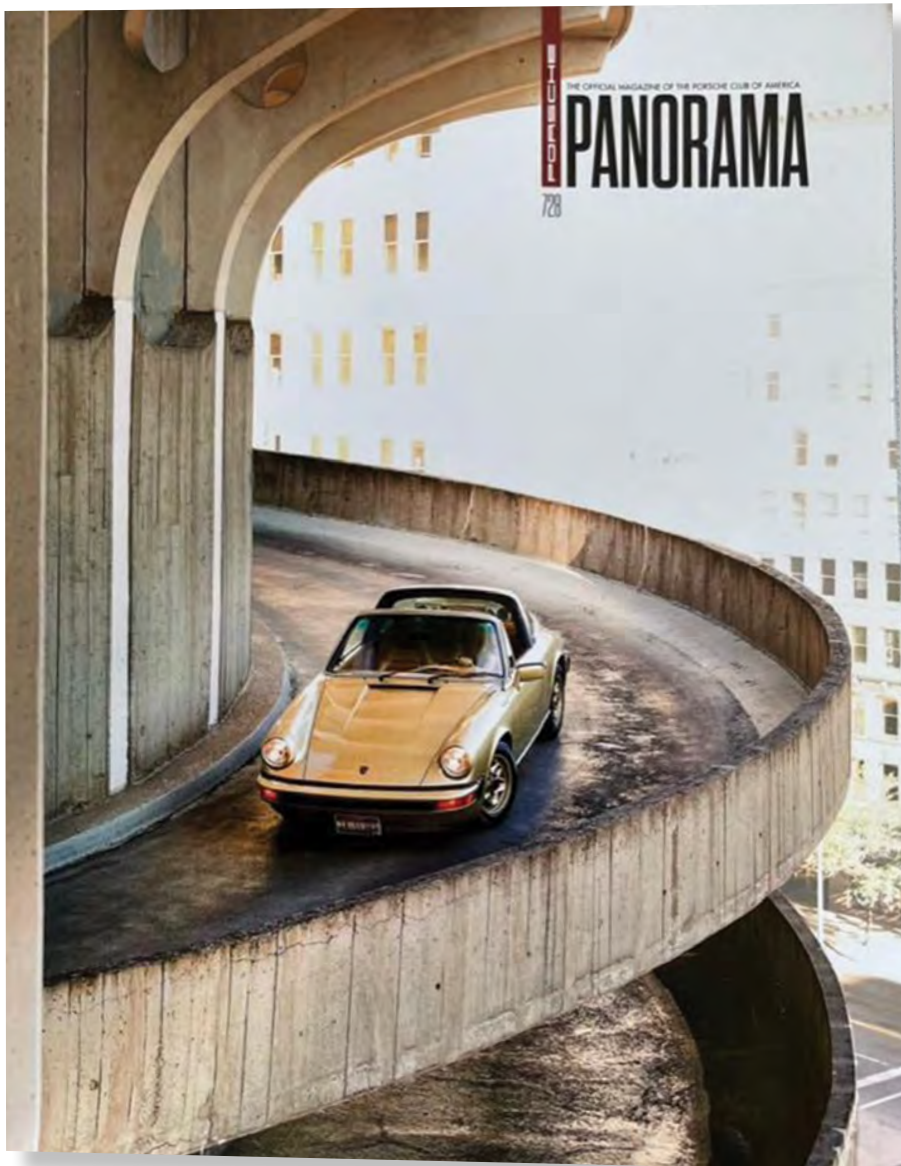


Finally, the last Silver Sage photo contribution of note that I could find was the cover of the November 2017 issue of Porsche Panorama, which showed member Leigh Wilson (barely visible) and her special 1976 Signature Edition

911S Targa. She inherited it from her dad, cared for it well, and took it to the 2017 Parade in Spokane.

The Parade itself was covered in an earlier issue, but a lengthy feature story discussing the car, with other photos and a cover shot of the car on a Spokane parking garage ramp, is a good way to end this accounting, at least for now.

-Walt



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VICKI PENTECOST



Operation Dinner Out has become a very popular sold-out event. Members appreciate being able to order off the menu and receive great service with separate tickets. Thursday nights also appeal to our membership with busy weekend schedules. It's hard to find restaurants who will take large groups, but Barkley and crew at SpringHouse never disappoint. This was the third year they have hosted Silver Sage Region.

We arrived at 4:50 to a full parking lot of Porsches. SpringHouse had plenty of staff to accommodate the crowd of 50. The "order when you arrive" line grew and grew at the 5:00 arrival time; and a second host was added. Quickly everyone had placed their orders and food was being served. I saw a lot of chicken pot pies being served as well as hearing the burgers and salads were great!

Thank you, Trish Anderson, for organizing the event for Silver Sage. If you couldn't make the ODO, please add SpringHouse to your lunch or dinner list. You will enjoy the view and even more so, the food and service.

-Vicki





(n.) - [ex-cel-lence]

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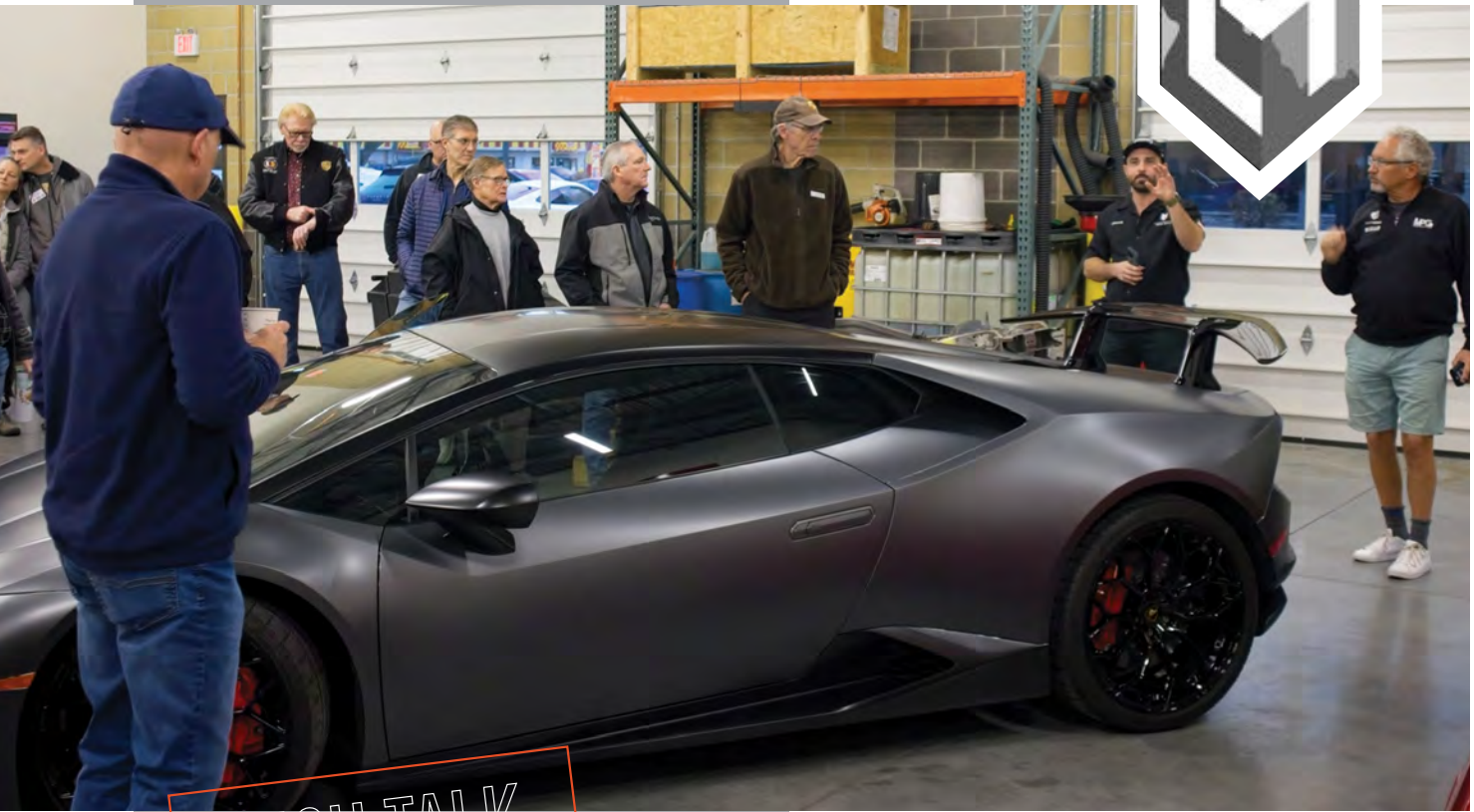
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TECH TALK

LUPO MOTORS HOSTS VALUABLE TECH TALK ON RADAR DETECTORS & PAINT PROTECTION

PAUL SEGLUND

The first Tech Talk of 2024 was held at Lupo Motors, with a sold out crowd. Drake and Christian discussed state of the art radar detection systems that have the added benefit of lifetime speeding ticket reimbursement (for the true lead foos in our club.) Not yesteryear's doppler radar devices that detected doppler waves. These new sophisticated devices have sensors hidden inside the car vents and can cost up to \$20,000. Many require dash removal which is very labor intensive. By detecting the presence of Lidar and blocking the capability of measuring the speed, the driver can be saved from an actual speed measurement. Lupo installs Radenso laser detectors with 360-degree coverage with AL Priority defense.

Also on the agenda were ceramic coatings and wraps including windshield protection along with a few tips to maintain your car's finish. Installing wraps on a new car can protect the finish for over a decade while ceramic coatings are also great providing protection and an easy to clean surface. We have very hard water in Idaho and a water softener is recommended to wash at home. Another interesting note about metallic paints is the inability to match touch up paint based on different barometric pressures from the factory original paint. Special paint to sample cars can be very valuable as they are rare and worth the extra expense for certain exotics.

Lupo also does complete service and custom builds, although their sweet spot is \$100-200k budgets for fun and usable cars. On hand was their Porsche 911 that competed in Overcrest Rally in Oregon and sounds like a supreme driver both on and off road.

They did acquire a 1956 Jaguar FHC that needs a new engine and are debating on whether to rebuild either to compete or maybe just road since it is a pristine car. A requisite 427 Cobra was under restoration along with a new chassis and drivetrain for an early Bronco for Ford lovers. Lastly, a rare lightweight road race and rally Alfa Romeo that had competed in prestigious events was on hand for a brake rebuild; as the wrong fluid was used and damaged components.

Another fascinating Tech Talk by one of the prestigious, enthusiastic local companies. Thank you Lupo Motors for entertaining and educating the club on a drizzly winter Saturday morning. The only drawback was there were not many Porsches driven there.

-Paul





MEMBER IN FOCUS:

Paul Seglund

It is my pleasure to be welcomed into the Porsche fold and looking forward to my tenure as Editor for Silver Sage. It is my intent to make this Member Focus a regular column as I know there are many interesting stories to be told in this vibrant group. I will be looking for volunteers and we can discuss over brews and I will be happy to write your life story in order to be shared with others so they can be entertained.

I will start with mine even though I am a pretty new first time Porsche owner. I have a 2011 Cayenne Turbo that I enjoy although it needs a new air compressor but that's another story. In addition to the horsepower and performance of the quintessential monster SUV of our time, I am very impressed with the high quality of the car and comfort. I have extensive experience with muscle and sports cars over the years and also drive a C5 Corvette Z06 which is also very enjoyable capable and reliable. I plan on running a couple of autocrosses and also occasionally run at Firebird for fun. I am also an avid motorcycle rider and raced a bit in the past mainly Supermoto and vintage motocross. I have an old Ducati ST4S and a KTM 1090 that is perfect for the Idaho backcountry if anyone has bikes and wants to ride.

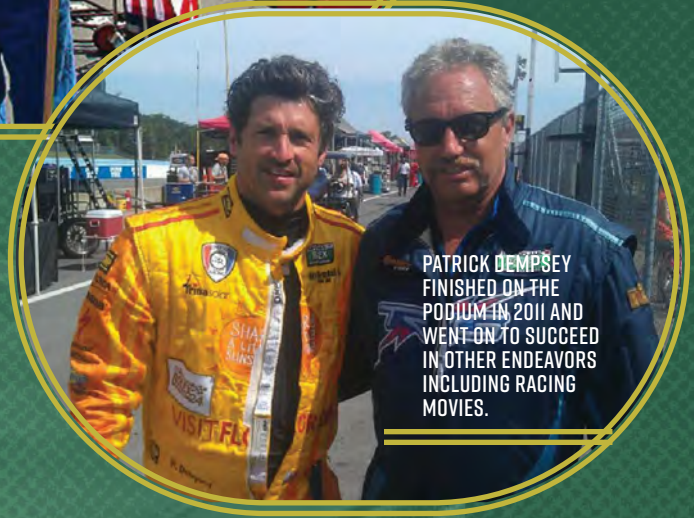
For the club and in particular the enthusiasts, my experiences in sports car racing over the years would be the fascinating part. Culminating in a win at the 2011 Daytona 24 Hours and a 2nd place the following year appropriately enough in a



IN THE BEGINNING AT SEARS POINT FOR AMERICAN LEMANS SERIES WITH UMBRELLA GIRLS WHICH NO LONGER GRACE THE PADDOCK.



FUELING IS ON THE HOOD OF A PORSCHE SO YOU HAVE TO SCRAMBLE TO GET OUT OF THE WAY WHEN FINISHED!



PATRICK DEMPSEY FINISHED ON THE PODIUM IN 2011 AND WENT ON TO SUCCEED IN OTHER ENDEAVORS INCLUDING RACING MOVIES.

Porsche GT made for a great career. I did have experience drag racing and autocross and helping run a Triumph Spitfire in California and made the move to karting including shifter karts in 1999. I met the crew chief of a top Porsche teams-The Racers Group out of Petaluma while competing in karts and we became friends and like many good ventures, it was who you know.

I did a few West Coast ALMS races in a Porsche and then a 2 car Daytona Prototype team was formed between TRG and Tracy Krohn who ran the Lamborghini in 2005. It was out of the frying pan and into the fire as this was a very competitive team with some top drivers and personnel and won a few races and caught on fire a couple of times too. Other victories were accomplished with BMW Daytona Prototype team with Bill Auberlen and other IMSA teams through 2015. It was a very enjoyable and hard working chapter in my life and can go into details if you want more information including how we won Daytona without a clutch that year.

I have been in Idaho for 3 years now and enjoy the outdoors primarily skiing both snow and water and mountain biking but the big addition is Pickleball as that has become somewhat of an addiction. I came over from Bend Oregon and spent most of my life in California but also Arizona and Colorado and was born overseas. Professionally I have a Wealth Management business specializing in Retirement Income Planning and Exit Planning for Business Owners. Previously I was in the Computer Systems and Software industry along with Laboratory and Capital Equipment space including a stint in Switzerland many years ago.

I realize this story does not compare to the likes of George Follmer but I have found the love of my life Anne who enjoys almost all the same pursuits and between us we have 4 daughters with varied interests. We are looking forward to a fun and stimulating year with many club gatherings planned. It is difficult to condense a full life with so many experiences into a single page without delving into too much detail but **who is next?**

-Paul



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TOTAL BANK ACCTS. \$25,680.88

ACCOUNTS RECEIVABLE \$295.00

OTHER CURRENT ASSETS

Cash on Hand	\$0
Undeposited Funds	\$0

TOTAL CURRENT ASSETS \$25,975.88

TOTAL ASSETS \$25,975.88

LIABILITIES & EQUITY

LIABILITIES

Accounts Payable	\$0
------------------------	-----

TOTAL LIABILITIES \$0

EQUITY

Opening Balance Equity	\$18,106.49
Retained Earnings	\$14,068.76
Net Revenue	\$(6,199.37)

TOTAL EQUITY \$25,975.88

TOTAL LIABILITIES & EQUITY \$25,975.88

2023 Notes

- 2024 Net Prepaid Expenses \$4747: Thus 2023 actual net loss = \$(1452)
- Dues: lower PCA surplus paid Autocross, Spuds and Tech Talk (+)
- 4 Sage Tick Issues
- Oktoberfest, Charity Dinner and Holiday Party club subsidized (-); Board approved these due to surplus
- Oktoberfest Charity Donation \$1740

STATEMENT OF ACTIVITY

REVENUE

Auto Cross Income	\$8,023.10
Charity Dinner Income & Subsidy	\$4,727.45
Christmas Party Income	\$5,222.06
General Meeting Income	\$1,734.31
Membership Dues	\$7,065.00
Merchandise Sales	\$4,875.53
New Member Mtg & Subsidy ..	\$3,035.06
Octoberfest Inc. & Subsidy	\$6,412.87
Sage Tick Ad Revenue	\$7,029.50
Spuds Auction	\$3,136.00
Tech Session	\$1,015.00
Tours and Events	\$3,115.36

TOTAL REVENUE \$55,391.24

EXPENDITURES

Auto Cross & Spuds Exp.	\$13,073.24
Awards	\$1,494.50
Charity Dinner Expense	\$5,323.84
Christmas Party Expense	\$9,199.86
General Meeting Expense	\$1,802.05
Merchandise Costs	\$4,629.07
New Member Expenses	\$3,260.83
Octoberfest Expense	\$7,132.95
Operating & Admin Exp.	\$3,603.11
Sage Tick Labor & Exp.	\$8,170.43
Tech Session Expense	\$135.00
Tours and Events	\$3,966.59

TOTAL EXPENDITURES \$61,791.47

OTHER REVENUE

Interest On Bank Accounts	\$200.86
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NET REVENUE \$(6,199.37)

Silver Sage needs a new Treasurer in 2025 as my term expires. Please contact me for more details. *-Cary*

PORSCHE MOTORSPORTS

EARLY 2024 RECAP

**PAUL
SEGLUND**

A new addition to Sage Tick is a Motorsports update every issue with my thoughts on what is interesting and happening in the racing world including international series with a focus on Porsche efforts. This issue will focus on the Daytona 24 Hours as being Winter, there is not much else going on except for race preparation for the new season.

Porsche started off the season strong with a first place finish at the end of a grueling 24 hour event and a sweet victory for Roger Penske and his all star team. The Captain had not won this prestigious race since 1969 in a Lola with Mark Donohue and Chuck Parsons sharing the helm. That was a different era as only 2 people could drive the event while now a minimum of 3 are required and back then reliability was a big issue while todays racing is basically a sprint race and indeed the top 5 finished on the same lap with margin of victory 8 tenths of a second although the finish was mistakenly flagged one lap early.

Roger Penske has had a spectacular career and a fitting tribute to assemble a strong team from all of his racing efforts and drivers included Indy 500 winner Josef Newgarden, Felipe Nasr, Matt Campbell and former karting champion Dane Cameron. Penske also finished 4th and the other 2 Porsche teams had excellent finishes with Proton finishing 5th and JDC Miller finishing 6th.





In the Grand Touring classes Porsche finished 2nd in the Pro class with AO Motorsports to my friends at Risi Competizione Ferrari a lap ahead while Porsche did not fair as well in the GT Daytona class with only 4 Porsches entered and best finish was 7th although this class is very competitive. Daytona has historically been a very successful race for GT Porsches but Balance of Power does not favor them and only 4 teams were entered.

A separate support race the day before resulted in victory for the Kelly Moss Porsche team in Grand Sports class with a 718 Gt4 with Riley Dickinson, Michael McCarthy and Brady Golan at the controls. A big congratulations to this team with a well deserved victory. At press time the World Endurance Challenge was under way in Qatar with the 2 Jota Porsches on top during practice. Penske Porsche team prevailed in the race after a dramatic unscheduled pit stop in last hour to earn the first Hypercar category victory.

-Paul



SAGE TICK



PORSCHE

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

2019 Member Robert Sturgeon wrote about the 2024 New Members Dinner, held at Lupo Motors, surrounded by exotic cars for sale: "I'd like to thank Drake and Carrie Beaudry and the Lupo staff for their hospitality. Thanks to Vicki Pentecost baking all of the cookies and brownies at each table, as well as handling all of the catering details. Thanks to Bob Pentecost for such a smooth registration process. Thanks to Melissa and Randall Shane for being so fun while getting people checked in. Thanks to Lindsey and Ken Robinson for coming early to help set up. Thanks to Sid Cannon for arranging the table and chair delivery and pickup, even though he would be out of town the night of the event.

10

2014 Member Rob Grover wrote about attending his first high performance driver education event: "Miller Motorsports Park was a very nice facility and is only a five-hour drive away. Beginners ... are assigned an instructor to ride with them to show them the driving line, techniques to decrease lap times, and of course track safety procedures. In the "beginner" group there were ... many different cars (including a Ferrari, a Lotus Exige, and a Dodge Challenger) ... Silver Sage Members Blair and Karron Jaynes were also there, and Blair gave me some tips for driving some of the corners, which turned out to be very helpful and much appreciated.

15

2009 Membership Update: New Member – Jerry & Linda Fischer. Renewing Members – Kent Carnie & Kellie Cosho, Don & Yvette Ebaugh, Ronald & Molly Fields, Kay & Nancy Friend, Rob & Becky Grover, Todd & Kristi Ketlinski, Jeffery & Melissa Mann, Christopher Nolan, Richard Ogle, Donald & Phyllis Peninger, Dan & Dale Spindler, Terry Tario, Don & James Telford, Kim & Tami Trout, Dennis & Christine Wonders. Sorry to Lose You - Joaquin & Cindy Wong.

20

2004 An article advertised an unusual rally: "We will gather near the Albertson's service station at the corner of Federal Way and Idaho Highway 21 by 2 PM and departing shortly thereafter. Bring a clipboard and pencil. The rally will take less than two hours. We will end at one of the area's newest wineries, the Winery at Eagle Knoll, where we will be treated to a wine and hors d'oeuvre tasting. The cost will be \$15 per person, and will include five wines, meats and cheeses from their smokehouse, and a glass you can take home." The rally objective, explained at the start, was to identify wine-themed street names on the route.

25

1999 In a short article about the 1999 autocross schedule, Marshall Jones wrote: "We have the use of the Roundtree Automotive lot on Fairview again, and we're still looking for some alternative sites. Here are the dates we have set: April 18, May 16, June 6, July 18, August 15, September 12, October 10. If we get another site, or if there are changes to this schedule, we will announce the changes in the Sage Tick."



In this issue:
Valentine's Day at Moon's (Real) Porsches in Sun Valley
Upcoming Events:
Mar 18: Board Meeting
Mar 12-15: Boca Boulder Show
Mar 14: Membership Dinner



In this issue:
New Member Meeting & Autocross Awards
Autocross Schedule for 2004
Adopt A Highway to June 9th
Celebrate up this month:
March Kickoff Meeting at the English home
March 5th Kickoff Meeting, also Tour - The Winery at Eagle Knoll



Enough Food for the Porsche Factory
Food Hubert, photos by Walt Thode
UPCOMING EVENTS:
Event Thursday of 7th of the Pines
Board meet: 7:30 PM at the Pines
Home of the Pines
welcome. Call for directions.
March 12: Presentation Dinner at member home in Sun Valley. 6:30 PM. For more info, see program for more.
April 12: Trip to Jackson
April 18: Autocross at Roundtree Automotive
May 8: 80th Anniversary
May 22-23: Yarns Yarns Yarns hosted by World members from 10:00 AM to 5:00 PM
Some of the Ten Chong crowd admiring the Gilsons' new 911.
Little did I realize, one of the requirements of a successful attending this event was to write this article, then through Suz and I am completing our first year as Silver Sages, all of you have made us feel right at home. When Walt Thode asked me to write this article, I was happy to say yes. A pre-eminent gentleman was Terry Gibson's presence. basis of the firm round of drinks on the house, compliments of John Kinsinger who also provided several nice drink prices. "Prose" and thank you, ladies!
The chairman's gavel was passed to Kevin Peterson due to Gary (and Kathy) Peterson being in Alaska (in February's here?). Nice members in the past year that were present were In-





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