

VOLUME 58
#1

SAGE TICK

SILVER SAGE PCA NEWSLETTER SPRING 2025

Tech Talk

EXPLORING PORSCHE'S FUTURE





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Adopt-A-Highway
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Driving Tour
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Graphic Design
ERNIE MONROE

Historian
WALT THODE

Insurance, Safety
**JOHN
BUNN, PAUL
KACZMAREK**

Membership
LAURA OUTLAW

Oktoberfest
**GARY
CUDDEFORD,
SID CANNON**

Operation Dinner Out
**DENISE
SEINTURIER,
DIANE DIGGS,
TRISH ANDERSON,
GRETCHEN
YOUNG, LISA
SOITO**

Photographer
GREG MYERS

SageTick Newsletter
JAYK REYNOLDS

Social/General Meetings
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PRUSYNSKI,
ANN BAERTSCH,
MOLLY
CUDDEFORD**

Social Media (Facebook)
**LOREN
STUMBAUGH**

Tech Talks
JACKIE ROEDER

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2025 UPCOMING EVENTS

APRIL

- THUR, 4/17** Operation Dinner Out
SAT, 4/19 Breakfast Club Drive
SAT, 4/26-27 BrezelCross
SUN, 4/30-5/3 PCA Spring Treffen

MAY

- SAT, 5/3** Coffee and Porsches
SAT, 5/3-4 Lazy Bear Ranch Overnight Tour
SAT, 5/4 Adopt-A-Highway
 Community Service
TUE, 5/6 Board Meeting at Porsche Boise
SAT, 5/24 President's Mystery Tour
FRI, 5/16-17 Inland Northwest Wine Tour
THUR, 5/22 Operation Dinner Out
SAT, 5/31-6/1 Expo Idaho Autocross

JUNE

- MON, 6/2-6** Selkirk Loop - PCA Zone 6 2025 Tour
TUE, 6/3 Board Meeting at Porsche Boise
WED, 6/4 Fall Treffen Registration Opens
 Jackson Hole, Wyoming
SAT, 6/7 Coffee and Porsches
SAT, 6/14 General Membership Meeting
 Anderson Reserve
SUN, 6/15 Sage Tick Content Deadline
SAT, 6/21 Breakfast Club Drive
SAT, 6/28-29 BrezelCross



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

PRESIDENT'S MESSAGE



ANTHONY VIERRA
President

Spring is here and our cars are coming out from their slumber, It's time to hit our favorite roads and meet up with our best car friends, and I'm here for it. It's time for BrezelCross, Coffee and Porsches, Operation Dinner Out, Driving tours, and new for 2025, The Breakfast Club. No matter the Porsche in your garage we want to see you out there, so make it happen. Let's get out there and drive.

CHEERS,

-Anthony



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

TICK TALK SPRING 2025



JAYK REYNOLDS
Editor

you're bundled up, frantically trying to wrap up the last of your winter projects with numb fingers and stubborn bolts, and the next, the sun's lingering, the asphalt's warming up, and you're side-eyeing your car like, let's go.

Spring—for those of us wired a little differently— isn't just a season. It's a reminder. A subtle wake-up call that tells us it's time to crack open the garage, check the fluids, and bring the beast back to life. It's heading out to see if the road still remembers you—chasing that magic spot between second and third gear when the revs rise just right and, for a fleeting moment, you are the main character in your own film.

Is it just me, or does the air feel different this time of year? The snow's melting at the edges, and there's that low hum building again—the one that whispers, "it's time."

It's wild how fast the seasons shift when you're actually paying attention. One minute

For a lot of us, it's not even about where we're going—it's the feel of the wheel in your hands as you carve a corner, the tap dance between pedals as you jump from clutch to throttle, lightly skimming the one in the middle that we avoid unless absolutely necessary. And it's the soundtrack of it all as we head toward wherever the hell we end up.

I took Frogger out the other day for exactly that. No plan. No destination. Just me, the open road, and that unmistakable flat-six howl echoing off the hills. Maybe it's just me, but there's something weirdly graceful about an old car that likes it best when you push it right up to the edge. And every single time, it leaves me grinning ear to ear.

So, spring has sprung. And wherever you're at—on the road, under the car, or still knee-deep in parts—I hope it brings you exactly what you need. If I've learned anything from wrenching on Frogger, it's that these machines teach us patience, persistence, and what absolute joy really feels like. They're stubborn and soulful. Just like us.

Here's to open throttles, sticky tires, and stories that start with a topped-off tank.

See you out there.

Jayk



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WELCOME NEW & TRANSFERRING MEMBERS

DECEMBER 2024

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AMANDA NICHOLS
2018 911 Turbo S

DYLAN KELLER
2009 911 Carrera 4S

S STONE
2014 911 Carrera

GEOFFREY HH &
KATHARINA ROTH
(FROM ARIZONA MOUNTAIN)
2021 911 Carrera GTS

CHRISTOPHER
SAUNDERS
1983 944

JEFF & LISA
CARLASCIO
2025 718 Boxster S

JANUARY 2024

LANCE &
ELLEN GINES
2006 911 Carrera 4

RYAN COOPER
2010 911 Carrera

CHAD ROBERTS
Test Drive Membership

TOM JOHNSON
*1999 911 Carrera
Cabriolet*

SHANE VAUGHAN
*2014 Panamera Turbo
Executive*

DOUG BARTLETT
Test Drive Membership

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BENJAMIN WALTON
*2002 911 Carrera 4
Cabriolet*

DIANE & JERRY
MOLENAAR
2023 Cayenne

JOSHUA MILLER
2013 Panamera Turbo

ELEANOR
KARAPETIAN
(FROM PACIFIC NORTHWEST)
1996 911 Targa

FEBRUARY 2024

LEIGH REGAN &
JAMES PORTER
2021 911 Carrera

CALI HIPP
2020 Macan

DAVID & TERRY
KARLMAN
2025 Cayenne

JESSE &
BRIANNA YOUNG
2022 Cayenne S

IVAN AMADOR &
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Tech

EXPLORING PORSCHE'S FUTURE



Porsche Boise once again welcomed the Silver Sage Porsche Club of America (PCA) chapter for an engaging Tech Talk event on February 22, 2025. This gathering provided club members with exclusive insights into Porsche's latest developments, dealership operations, and the exciting future of both electric and internal combustion models. With an impressive turnout, attendees were treated to a morning filled with engaging discussions, industry knowledge, and, of course, a hearty breakfast featuring burritos, fruit, coffee, and a well-received Porsche-branded gift bag.

The event was hosted by Porsche Boise's General Manager, Eddie Rediske, alongside key members of the dealership team, including Silver- and Gold-certified Porsche technicians Conor Burgess and Liam O'Neil, several new technicians in training, and service advisor Avis Scott. Their expertise provided attendees with a deep dive into the innovations and operational advancements at the new dealership.

Talk

DAVID DIGGS &
ERNIE MONROE



A NEW ERA FOR PORSCHE BOISE

The event marked one of the first major club gatherings at Porsche Boise's new 21,000-square-foot facility—an impressive expansion from its previous 3,000-square-foot space. Members were given a comprehensive tour, where they noted the open and airy design, state-of-the-art tools, and improved workspaces. The addition of a touchless tire machine, increased transparency through glass partitions, and an overall modernized service area underscored Porsche Boise's commitment to enhancing customer service and efficiency.

Beyond the physical expansion, Eddie Rediske shared valuable insights regarding dealership allocations. While the dealership receives around 150 new Porsche vehicles annually, additional inventory is acquired through repurchasing Porsche company cars and demo vehicles. For those dreaming of a custom-ordered Porsche, Paint to Sample orders remain rare and subject to Porsche Corporate's discretion. Additionally, club members eager to secure a 911 were encouraged to act fast, as demand remains high.

FUTURE OF PORSCHE: EV, ICE, AND SYNTHETIC FUELS

One of the most anticipated discussions revolved around the future of Porsche's lineup, including the shift toward electric powertrains. As it stands, the next generation of 718 models is set to transition to fully electric, while the Macan will remain available in both internal combustion engine (ICE) and electric vehicle (EV) versions—at least for now. Enthusiasts still hoping for manual transmissions were pleased to hear that a few will continue to be produced, with the last non-EV 718 expected by August 2025.

A particularly intriguing topic was Porsche's synthetic fuel initiative. The company is developing a synthetic fuel plant in Texas, targeting an initial price of \$26 per gallon. This alternative fuel solution could provide longevity to internal combustion Porsches while aligning with sustainability goals. Meanwhile, hydrogen fuel was briefly discussed, with Eddie noting the steep costs—each hydrogen fueling pump currently costs around \$1 million to install.

EXCITING PROSPECTS FOR PORSCHE CLASSIC AND SERVICE

For those who cherish their classic Porsches, an exciting revelation came with the possibility of Porsche Boise becoming an official Porsche Classic Center. This would be a significant development for local enthusiasts driving 20-plus-year-old Porsches, ensuring specialized service and parts availability. Additionally, the dealership has introduced a new solution for rear main seal (RMS) bearings on 996 and 997 models, further enhancing their service capabilities.

Speaking of service, Porsche Boise's team continues to grow, with new technicians in training alongside its Gold and Silver-certified experts. The dealership is also committed to offering competitive pricing on N-spec tires, an attractive prospect for club members looking to maintain Porsche's recommended tire specifications.



Tech Talk



WRAPPING UP A MEMORABLE TECH TALK

The event concluded with an open Q&A session, allowing attendees to gain further insights into Porsche Boise's expansion plans, market influences like tariffs, and future dealership improvements. It was an informative and engaging morning filled with great conversation, incredible cars, and a shared passion for all things Porsche.

A special thank you to Eddie Rediske and the Porsche Boise team for their hospitality, transparency, and for making this Tech Talk a truly enriching experience for the Silver Sage PCA community.

For those who missed it, be sure to join us for future Tech Talks—there's always something exciting happening in the world of Porsche!

-David & Ernie



Tech Talk

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Welcome

NEW MEMBERS MEETING

ANTHONY VIERRA



We welcomed both the start of 2025 and all new members to our club of, now, just one shy of 800 local Treasure Valley residents.



This year started off beautifully as we were graciously hosted again by Porsche of Boise, in their brand new, beautiful facility and without a hazardous snow storm.

We thank them again for their continued support of the club all year long. Around 100 new and continuing members gathered to welcome all, present or not.

Linda Prusynski and Laura Outlaw did a wonderful job arranging the festivities which offered catering from Goodwood Barbecue. After dinner, many familiar faces got on the mic to introduce themselves and their roles in the club to members.



As the new club President, I shared a short welcome message to all members, highlighting for me what has been a long lived passion for Porsche.

Up next, Gary Roeder and Craig Doty gave a presentation on both our Drivers Education program and our upcoming Autocross. They also shared a glimpse of their usual fun antics on the mic. Gretchen Hill, club charity, spoke on the meaningful time we had working with Sleep in Heavenly Peace, in which our club raised over \$29,000 for. Lastly, new members in attendance got the mic and introduced themselves and shared what kind of Porsche they drove. That ranged from classic air cooled to the most modern Porsche has to offer.



It was wonderful to get to know our new members, some of whom were able to bring their whole family along, spreading the love of Porsche throughout the generations. Something we all have in common is driving is our passion, but gathering with such incredible people keeps us going.

WE LOOK FORWARD TO A SUCCESSFUL AND MEMORABLE YEAR TO COME.

-Anthony



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TAMING THE *targa*

JAYK REYNOLDS

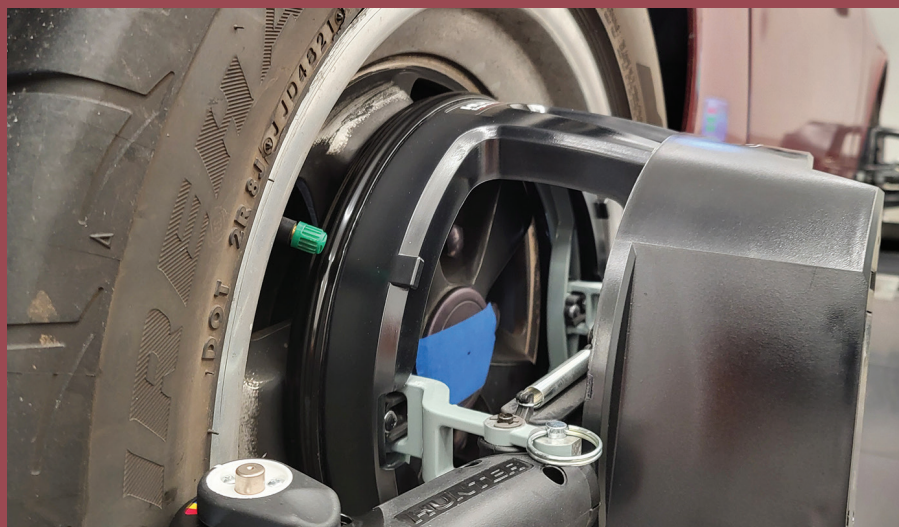
HOW A PRECISION SETUP TRANSFORMED MY 911SC

There's something about getting an old car dialed in just right. That perfect blend of mechanical precision, stubborn nostalgia, and the undeniable truth that technology has come a long way—but you wouldn't trade it for anything. That was exactly the case when I took my 1982 Porsche 911SC Targa, lovingly known as “Frogger,” in for a full alignment, corner balance, and ride height adjustment at Porsche of Boise, courtesy of master technician Mike Bell.

Now, when you daily-drive a nearly 45-year-old air-cooled icon, you start to notice things. The slight wander at high speeds, the extra play in the wheel that wasn't always there, and the creeping suspicion that your DIY eyeball alignment isn't quite cutting it. While Frogger was sitting at the proper European ride height, something was just a little...off. Maybe it was the suspension settling after all the work I'd done, or maybe it was just my finely honed ability to overanalyze everything. Either way, I figured it was time to let a real professional take a crack at it.



THE SCIENCE OF SETUP



Setting up a classic 911 isn't like dialing in your average car. These things are rear-engined, torsion-bar suspended, and notoriously sensitive to weight distribution. A millimeter here or a slight change in camber there, and suddenly the car is either an apex-hunting weapon or a skittish mess. The goal was to fine-tune every angle of Frogger to keep me feeling stable at speed, properly balanced through corners, and razor-sharp when diving into a turn.

Mike Bell, a certified master technician who has spent more hours wrenching on Porsches than I've spent second-guessing my life decisions, took the reigns. With Frogger up on the lift, the Hunter alignment machine was fired up, sensors clamped to each wheel, and the digital readout started telling the cold, hard truth about my setup. It wasn't terrible, but it wasn't perfect either. Ride height was inconsistent, the camber wasn't exactly where it should be, and the corner balance numbers suggested that the weight distribution could be dialed in a little better.



DIALING IN THE ALIGNMENT

Once the corner balancing was sorted, it was time to fine-tune the alignment. The front toe, caster, and camber all needed minor adjustments, and the rear alignment needed to be squared up. Frogger's new settings were aimed at maximizing stability while keeping that signature 911 handling feel—sharp, predictable, and capable of inducing uncontrollable grinning on the right stretch of road.

One of the things that make these older Porsches so unique is how communicative they are. There's no power steering, no fancy electronic drivers aids to cover up sloppy driving—just you, the wheel, and the road. A proper alignment and balance don't just make a difference; they transform the car.



CORNER BALANCING AND THE DARK ART OF WEIGHT DISTRIBUTION

Corner balancing is one of those things that most people never think about, but once you experience it, you can't go back. The idea is simple: distribute the car's weight as evenly as possible across all four wheels so that when you're braking, accelerating, or cornering, each tire is doing its fair share of the work.

Frogger was placed on the corner scales, and the initial readout told the story—cross-weight percentage was slightly off, meaning one side was carrying just a little too much load. Using the torsion bar adjustments, Mike got everything squared up. The final numbers showed a nearly perfect 50.51% cross-weight, meaning the car would be neutral, balanced, and composed under hard cornering. At this point, I was already grinning. But we weren't done yet.

THE TEST DRIVE

After everything was locked in, tires rebalanced, and a final once-over, it was time to take Frogger out for a proper shakedown. And, let's just say, it was glorious. The first thing I noticed was the steering—it was precise, sharp, giving me a newfound confidence as I channeled my inner George Follmer. No more wandering, no more nervous twitchiness at speed. The rear end felt planted, the nose tracked straight, and every input I gave was met with immediate feedback.



SO WHAT'S THE TAKEAWAY?

It's easy to overlook the importance of proper setup on a classic car. Sure, engine mods and fancy exhausts are fun, but if the car isn't balanced and dialed in, you're leaving performance on the table. After this session with Mike Bell at Porsche of Boise, Frogger is the best it's ever been—tight, precise, and begging for more miles.



But of course, the real test had to be done at a *top-secret, undisclosed location*, far from the prying eyes of Johnny Law. Somewhere, out in the middle of nowhere, I may or may not have pushed Frogger into the triple digits, just to see how it felt. And let me tell you—it felt damn good. The car was rock solid, carving through the curves like an old-school Le Mans racer, reminding me why these cars have been legends for decades.

If you've got an old Porsche (or any car, really) and you've never had it corner-balanced and properly aligned, do yourself a favor—get it done. You don't need more horsepower; you just need the horsepower you have to work with you instead of against you. And if you see a maroon Targa flying through the Idaho backroads with a big dumb grin behind the wheel... well, let's just say that's the sign of a job well done.

-Jayk



AUTOCROSS 101

JULIE BELL, DIANA MOLENAAR,
WILLIAM SAYER



TO DRIVE OR NOT TO DRIVE, THAT IS THE QUESTION

I was once asked if I'd intentionally hit every curb in town when getting an alignment on my Jeep. I say this to explain why I have been reluctant to try Autocross, or anything where I'd drive a perfectly good car around cones while accelerating. What I know now is that I actually need Autocross.

This brings me to the March 8 Tech Talk, Autocross 101, where Gary Roeder, Driver's Education Chairman, and Chief Instructors Paul Rowan and Tom Bruck walked us through some Autocross fundamentals and why this is not only an accessible activity but a highly valuable one too.

Autocross races are timed events where you drive your car on a course laid out (with cones) on a paved surface. The Porsche Club of America hosts these events across the country, including the SSPCA. Silver Sage has Autocross events at the Boise Fairgrounds, along with the recent addition of BrezelCross (also Autocross but on a track) held at Motorplex at the Mill in Emmett.

And the season is upon us.



We jumped into some of the practical requirements for participation, and I perked up when we were shown some cool driving shoes featuring a flat tread for the practical application of allowing the driver a smoother transition from pedal to pedal—be it two or three—reducing the likelihood of your shoe catching and causing trouble. Helmets are required and must meet certain Snell ratings. If you don't want to commit to a helmet, no worries; helmets will be available at the track. Gloves are recommended, and depending on your car,

THINGS YOU'LL NEED TO DRIVE A FAST CAR SLOW OR A SLOW CAR FAST

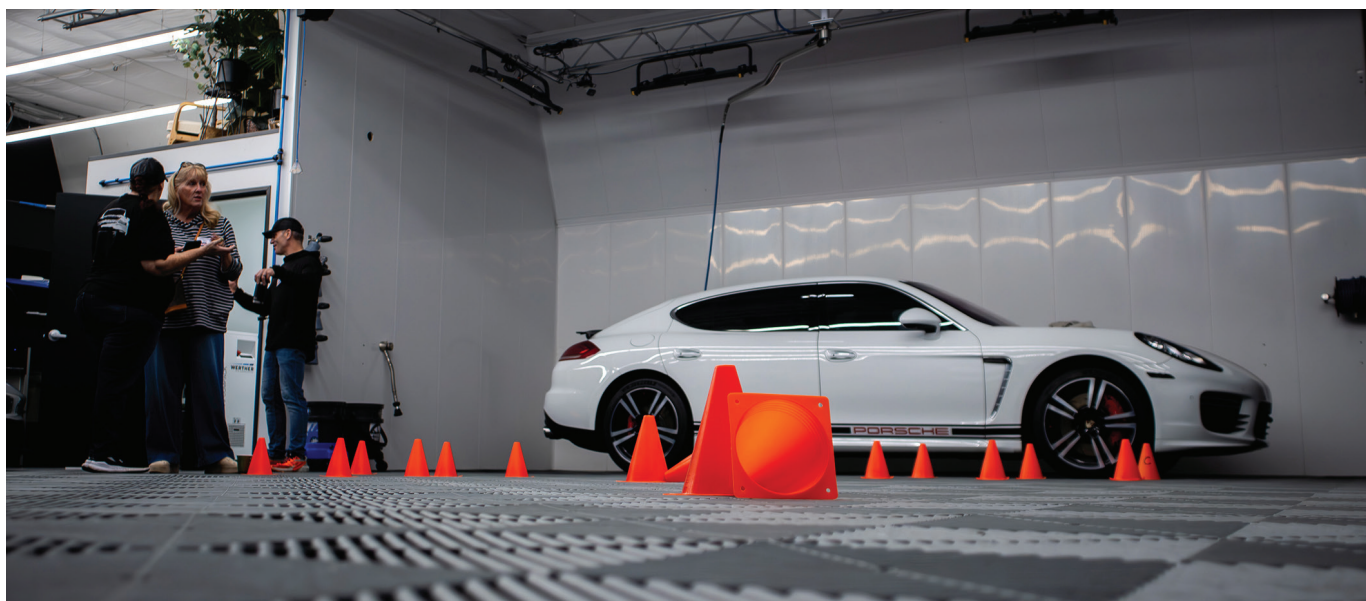
First of all, safety is paramount in Autocross. In fact, safety personnel are on-site at each event to keep drivers, spectators, and volunteers safe. (It's notable that drifting is not allowed, and showboating in general is discouraged.) The other facet of safety is that the driving competencies you'll learn or improve upon translate into real-world driver safety skills. Autocross is all about steering, braking, and, of course, accelerating.

Bring your four-door Cayenne, your electric Taycan, your mid-engine Porsche, or your 911, 912, or 356. As for the latter, someone in the audience pointed out: "I'd rather drive a slow car fast than a fast car slow," to which the response was, "I'd rather drive a fast car fast." Indeed, there are all types of drivers at these events, along with some healthy competition. Other makes and models are welcome too; they just need to be street legal, including the tires, and a muffler is required.



you may need eyewear. Water is supplied, as is lunch with registration. For safety reasons, pets and young children are not recommended on-site unless someone is with them at all times. Lastly, only driving-induced highs are allowed on the course; in other words, no alcohol or drugs.

Along with the aforementioned items, there are multiple requirements for the cars, all outlined on a technical inspection sheet that participants must fill out and attest compliance with. For example, drivers need to ensure loose objects in the passenger compartment and trunk are removed, brake pads are sufficient, tires are in good shape, and the exhaust system is leak-free. Tire pressure is extremely important. For beginners, it is recommended that you follow factory-recommended tire pressure.



TRACK STUFF AND SHAGGING

When you first arrive, you'll walk the track with the group—kind of like how the pros walk a golf course prior to a tournament to look at the course layout, undulations, and talk with their caddy about where to best land a shot. The same idea applies here; walking the course, you'll explore the track and the way the cones are set. It's an opportunity to discuss different ways to approach the course with input from the instructors and fellow drivers.

Cones, or gates, indicate the track path. The driver must pay close attention to cone placement to know, for example, whether to approach on the right or left side of a cone. Cones also help determine how tight a turn is going to be and act as a visual indicator to keep you away from hazards, like a wall. It won't be long until you're fluent in racing vernacular, conversing about sweepers, apexes, and constant radius corners. You'll also want to know the rules, which can be found on the SSPCA website.

I was particularly pleased to hear that the cones (or pylons) used in Autocross are fairly small and soft, so if they end up under your car or you run over one, they should not damage the vehicle. The cones have a chalk outline around them, and depending on whether it's a "scored" or "non-scored" cone, you may receive a two-second penalty if you knock it over or out of the chalk line. It's also possible to get the dreaded DNF if you miss or ignore the cones and go off course. Stating the obvious here—you have to pay attention in this sport.

Now, a bit about shagging cones. There are volunteers on the track with specific roles. If you're a novice volunteer, you will probably be shagging cones. That means when someone like me comes through the course, you pick up and put back in its spot the cone I've smashed, moved, or maybe just alert me after I finish that there is one under my car. This is also why course volunteers are not allowed

to be on their cell phones. This seems like a good time to remind the reader that Paul Rowan and Tom Bruck are both instructors. If you're a serious driver looking to improve your time or a novice looking for helpful advice on how to drive a course, they are typically present at the events, and it sounds very wise to take them up on a ride-along.

I'd be remiss if I didn't mention nannies. Not the kind that help you raise your kids, but the kind that help you drive your car. Examples include traction and stability control; these should be enabled if you're a beginner, along with driving at 50%-70% until you are comfortable with the course. Drive in second gear in Sport mode if you have it.

SO, WHAT'S IN IT FOR ME?

It was suggested that BrezelCross is the best place to learn for a beginner because it is on an actual track, making it easier to stay on the course and, therefore, very safe. However, both courses and the driving season are intended to be fun and help participants improve their skills with a little friendly competition thrown in. And, of course, there are awards for different classes of cars and a points system: the most points at the end of the year wins. There is even a handicap system that considers modifications to attempt to level the playing field. All you really need is some curiosity and excitement about learning what you and your car can do. I'm all in. So, look out, cones—here I come.

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Julie

LEARNING TO DRIVE—REALLY DRIVE

After purchasing my Porsche and joining the Silver Sage Porsche Club, I realized something—I didn't just want to own this car; I wanted to drive it. Sure, I can drive, but my Porsche is capable of so much more than I know how to control. So, I decided to start with a Tech Talk class.

At first, I assumed "Tech Talk" meant we'd be discussing engines and mechanics—boy, was I wrong! Instead, I found myself in Autocross 101, an introduction to precision driving that turned out to be exactly what I needed to spark my interest. Gary, Tom, and Paul did a fantastic job explaining what Autocross and Brezelcross are and how pushing your car's limits in a controlled environment translates to better driving on the road. Working through a course, competing against yourself, keeping time, learning when to brake, when to accelerate, and how the car handles in different situations—all of it helps develop real-world driving skills.

The real selling point? Experienced instructors who are more than willing to ride along, talk you through the course, and give personalized feedback to help you improve. And all of this—just for the price of membership! Who knew?

I'm still getting used to the idea that any Porsche-related question I have can be answered by someone in the Silver Sage Porsche Group, and what's more, everyone seems eager to share their knowledge. Just what I need!

Diana





AUTOCROSS 101

Is autocross fun?
Absolutely.
Will it improve your
driving skills? Without
a doubt.

Will it teach you about
the capabilities of your
car? Yes, and then
some.

Also, don't miss the opportunity to chat with others
during downtime. It's a fascinating and diverse
group of people, all brought together by a shared
love of driving.

Think of it as a day out with friends—a day where
you'll laugh, learn about your car, and walk away a
better driver.

-William



But the real benefit of doing an autocross event
with the Porsche Club? It's the people.

I've done about three events so far, and whether
you're brand new like me or a seasoned pro,
everyone is friendly, helpful, and genuinely wants
to make your day as enjoyable as possible. The
best advice I can give is to take full advantage of
the instructor ride-alongs. These folks know what
they're doing. They can point out what will shave
seconds off your time and highlight the driving
skills you should focus on.





TIMEPIECES & TURBOS:

Anthony Vierra

AND THE ART OF PRECISION

JAYK REYNOLDS

There's an unspoken bond between a finely-tuned Porsche and a perfectly-crafted watch—both are built with precision, both are driven by mechanical mastery, and for the right person, both have the power to get your heart racing. Anthony Vierra is someone who lives at this crossroad of passions. He is the President of our Silver Sage Chapter of the Porsche Club of America, and a master watchmaker with a deep love for air-cooled Porsches. Vierra has built a career restoring some of the rarest timepieces while also carving his own path in the P-car world.

I sat down with Anthony at the old location of his shop, Hoursmiths, where we were surrounded by vintage chronographs, watchmaker's tools, some fine whiskey, and a whole lot of Porsche memorabilia, including a speedometer on the workbench he had plans to rebuild and restore. His new shop was being built across the hallway, a larger space for his growing shop. We ended up on a wide ranging conversation that transported us from the underground work of collectible watches, to his focus on refining his ability to not only repair, but manufacture his own line of precision mechanical craftsmanship, and covered an equally wide-ranging discussion on the state of Porsche culture, how to inspire growth and change, and the overall undeniable allure of Stuttgart's finest machines.



FROM HORSEPOWER TO HOROLOGY

Like many of us, Vierra's story starts with cars. Growing up in Northern California, he wasn't just another gearhead wrenching in his garage—he was rebuilding tractor engines on his family's 10,000-acre farm for years, starting as a very young age. "We had everything," Vierra recalls. "Machine shop, engine building department, full lifts—if you wanted to learn how to build an engine, you learned by keeping the farm running."





But it wasn't just diesel-powered behemoths that captured his imagination. By the late '90s, Vierra was building and flipping cars—Camaro SS, LS6 Corvette, , anything that was fast and had a V8. "I'd pick up an Auto Trader, find something interesting for \$1,500, fix it up, drive it for a bit, then sell it," he says. "That's how I learned—just buying, breaking, fixing, and repeating."

It wasn't until a pawn shop visit changed everything. Vierra, in search of a stolen Tag Heuer watch, found himself being offered a vintage Rolex for the same amount money. Skeptical but intrigued, he called up his cousin, a jeweler, and was given the green light to buy the watch. That first Rolex—a 1972 Datejust—was the start of an obsession. From there, his appreciation for horology deepened as he learned the intricacies of mechanical movements and the craftsmanship behind every timepiece.

WATCHES & WHEELS: THE COLLECTOR'S MARKET

Vierra quickly realized that much like classic Porsches, vintage watches were vastly undervalued in the early 2000s. "I started buying Rolexes out of pawn

shops," he laughs. "At the time, nobody wanted the 34mm or 36mm models—they were too small, had acrylic crystals, and were considered outdated. But just like air-cooled Porsches, I knew they wouldn't stay cheap forever."

As he built his collection, he wanted to understand the machines on a deeper level. The transition from collector to craftsman came naturally. "I already had a deep mechanical background, so when I started disassembling watches, it all made sense," he says. "It's all precision machining, just on a micro scale."

By 2017, he made the leap. After years working in the family farming and land development business, Vierra walked away from it all to buy a watch service center. "I was done with farming," he says. "I was tired of watching my investments rot in the ground. I wanted to work on something that lasted."

Now, as a master watchmaker specializing in Rolex restoration, he's built a reputation among high-end collectors, handling timepieces worth well into six figures. But his passion extends beyond Swiss precision—it loops right back to Porsche.



PORSCHE DESIGN: TIMEPIECES FOR THE TRACK



Vierra's two worlds collided when he started servicing Porsche Design watches—those iconic chronographs that first hit the scene in the late '70s and '80s. "Porsche Design didn't do a great job specifying service centers," he explains. "So once word got out that I was a Porsche guy who knew watches, they started rolling in."

Whether it's the legendary Orfina Chronograph worn by motorsport legends or the modern titanium-engineered masterpieces, Vierra's workshop sees them all. "The watch market is just like the Porsche market," he says. "Collectors want originality, factory finishes, and correct parts. A refinished dial or an incorrect bezel can tank the value, just like a backdated Porsche with the wrong interior."

Beyond simply restoring these timepieces, Vierra has become a go-to expert for collectors looking to understand the deeper connections between Porsche and the watch industry. He often speaks about how Porsche's involvement in horology goes beyond branding—how their design philosophy of function and form seamlessly integrates into their timepieces.

A PORSCHE PURIST

For Vierra, Porsche isn't just another car brand—it's the pinnacle of driving experience. "A Porsche is an extension of you," he says. "It's not just about speed—it's about the way it moves, the way it responds. A 911 isn't fast by today's standards, but nothing else feels like it."

That passion runs deep. As the current President of the Silver Sage PCA, he is a regular at all the club events, and has become an integral component of club drives and track days. As the current owner of 5 different Porsches ranging from a 40th anniversary 996, a 1976 narrow body 911 undergoing a full "touring" rebuild with a well-known So-Cal 911 builder and former professional driver and race team crew member, a 1981 911SC coupe, a 356, and even a Cayenne, his involvement in the Porsche community extends beyond ownership; he actively participates in discussions about preservation, modifications, and market trends.

"I love seeing young people getting into these cars," he says. "There's something about teaching the next generation about analog driving experiences that just feels right."

THE FUTURE OF ANALOG IN A DIGITAL WORLD

As both the watch and car industries shift toward digitalization, Vierra remains firmly in the analog camp. "A Tesla is just an iPhone on wheels," he says. "I get why people like them, but I don't collect iPhones. Same with watches—if you just need to tell the time, use your phone. But if you want to wear something that has soul, that's a different story."

Looking ahead, Vierra is expanding his business, moving into his larger shop, and even crafting his own line of bespoke timepieces under the A.Vierra Chronometers brand. He also continues his involvement with Porsche clubs, often sharing his expertise on classic car restoration and the ever-evolving collector's market.

And as always, he's keeping an eye on the next undervalued collectible. "Everything comes full circle," he says. "Porsche guys are watch guys. Watch guys are Porsche guys. It's all about the details."

And in the world of mechanical masterpieces, Anthony Vierra is making sure every detail is just right.

-Jayk



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February Social Gathering



VINTAGE

'SIXTY-ONE

Wine Bar & Kitchen

MARK PRUSYNKI

Silver Sage's February meetings typically fall close enough to Valentine's Day to qualify as a "date night." This year, we had the perfect excuse to take our spouses or significant others out to a fantastic dinner—surrounded by great company and fellow Porsche enthusiasts.

Our venue for the evening was Vintage Sixty-One, a charming "wine bar & kitchen" owned by Michael and Lila McAllister, who are relatively new PCA members. Michael has attended a few Silver Sage meetings and generously offered the restaurant as a gathering spot for the club. Located in the heart of Meridian, Vintage Sixty-One is set in a beautifully converted home that has previously served as a tea house. The warm, inviting atmosphere provided an excellent backdrop for a memorable evening.



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About 30 of us filled one of the dining rooms and enjoyed a thoughtfully curated menu featuring pork, salmon, or a vegetarian option. The pork was fantastic—tender and flavorful—and I heard equally great reviews about the salmon. The meal was capped off with a rich and creamy cheesecake dessert, the perfect finishing touch to an already delightful dinner.

Linda and I had the pleasure of dining with Rob and Becky Grover, longtime Silver Sage members, as well as Logan Ward and Michelle Long, who joined the club just last year. Both couples had extra reason to celebrate that night—each had just acquired a new-to-them Porsche earlier that same day. And if that wasn't a big enough coincidence, both of them purchased their Porsches from the same dealer in California. Talk about a sign that it was meant to be!

After dinner, Michael McAllister joined us for conversation, sharing more about the restaurant and his enthusiasm for the club. He extended an invitation for us to return when the weather warms up, so we can enjoy Vintage Sixty-One's outdoor patio—a perfect setting for a Porsche-filled summer evening.

A huge thank you to Michael, Lila, and the entire Vintage Sixty-One team for hosting us and making the night so special. It was a fantastic way to enjoy great food, great cars, and even greater company. We're already looking forward to the next gathering!

Mark



A large group of people, mostly men, are seated in a car garage, attending a tech talk. They are sitting in rows of folding chairs, facing towards the right side of the frame. The garage has a checkered floor and various automotive-related items on the walls, including signs for 'GTECHNIQ', 'WRAP INSTITUTE', 'RUPES', and '60 P.S.'. A white sports car is visible on the left, and a yellow classic car is on the right. The ceiling is high with industrial lighting and equipment.

TECH TALK THE VALUATION OF THE PORSCHE MARKET

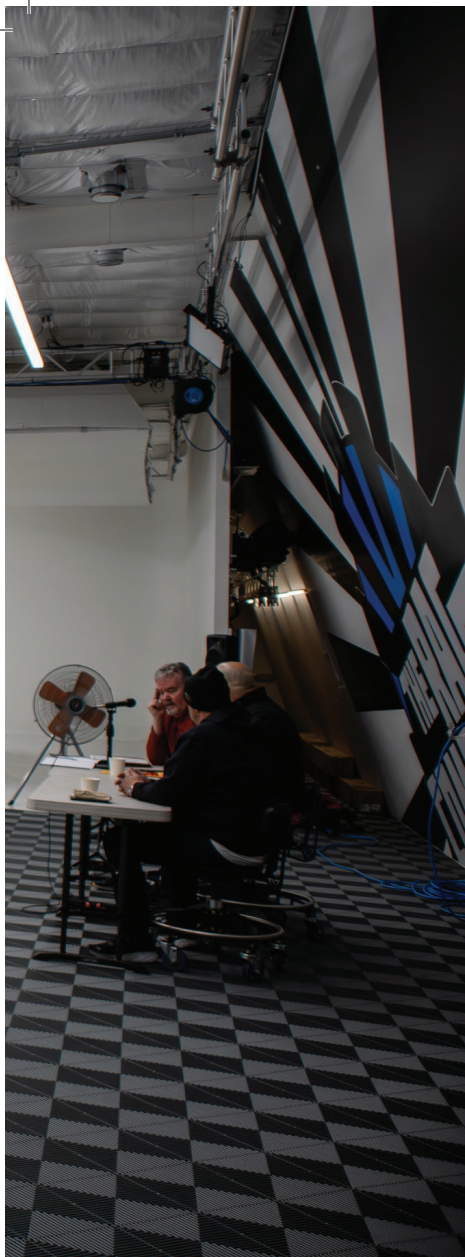
JULIE
BELL

After lingering a little too long in the parking lot because, well, Porsches—I made my way into The Rag Company in Boise along with 60-plus people on a sunny Saturday morning for the January 25th SSPCA Tech Talk: The Valuation of the Porsche Market. Some said they were there because they were contemplating buying or selling. Others didn't know it yet, but they were about to learn that when it comes to commerce, there is indeed life beyond the classifieds. Also likely was that in addition to the topic at hand, we showed up for the coffee, doughnuts, and good company.

Our panelists for the morning were Michael Deeb, a private seller representative and former online auction sales representative; Randy Bloom, an SSPCA member and Oktoberfest Committee member; and Anthony Vierra, current SSPCA President, Porsche enthusiast, and our moderator.

Although the market valuation of cars is complex and nuanced, we began with a discussion around the general softening of the Porsche market. This includes transaxle cars such as the 928, 924S, and 944, with an exception for the thoroughbred and blue-chip Porsches such as the Turbos, GT, and limited-allocation models, which are holding and, in some cases, increasing in value. The good news about a softening market? It's a good time to buy.

For buyers, Deeb said to remember that although we may think certain Porsches are scarce, there are generally plenty of cars out there. "Cars will unearth, and there is no need to settle. Do your due diligence, as there are numerous market dynamics at play. If it is the car you truly want, even if it is not hot in the market, be patient and apply some rigor—get the finest example of that car you can find."



MARKET NOTABLES ACCORDING TO MICHAEL DEEB

992: Expect the market to soften.

991.1: Outlook is good as it was the final year of the naturally aspirated engine.

997.1: Base and “S” models—buying these is a bit like roulette. (Turbo and GT models, the last generations designed by Hans Mezger, are still a very good investment.)

997.2: A very good 911 to buy, especially with a manual gearbox.

993: Non-“S” cars have softened, while “S” models have continued to soar; overall high market value due to being the last of the air-cooled engines.

964: Good investment and great driving cars.

G-Body: G50 has strong appeal. Coupes are strong. Cabriolets and Targas offer better value.

SCs: Good outlook, particularly without a sunroof and in an original rare color.

Mid-year Carreras: These are a bright spot—their value is up despite an overall softening market.

914: Down market—good time to buy, but pay attention to the car’s condition. Enlist a third party to inspect; you don’t want to purchase a money pit.

912E: If you find one in good condition, buy it.

If you are a seller, think about what models are hot in the market now and which ones to hold on to a little bit longer to see how the market plays out. There are reliable resources to help determine a valuation for your car, including ClassicCars.com and Hagerty Marketplace.





THE BUYING AND SELLING PROCESS

When it comes to buying and selling cars, traditional methods still exist, including live auctions. Here, you can find every type of Porsche imaginable—from highly sought-after cars to some throwaway cars with hidden problems. It's important to do your homework.

Barrett-Jackson is one of the better-known live auctions, dealing in a high volume of cars, primarily American-made but featuring foreign cars as well. According to Bloom, who was recently in attendance at the Scottsdale auction, there were a few air-cooled 911s, some newer GTs, and even a couple of 356s with an average price of \$300,000. "Porsches do well at these auctions," he added. RM Sotheby's and Bonhams deal more in high-end cars exclusively. If you have a rare Porsche to sell or purchase, these may be the auction houses for you.

Then there are online auctions such as the popular Bring a Trailer and Cars and Bids. "Think of them like a dating service—you put your car's profile on the site, and the suitors come to you," Deeb says. "They pay their commission to the auction house, and you are connected." The rest of the transaction is between the buyer and seller,



and there is little recourse if things go wrong. Still, these auctions move a much higher volume of Porsches than live auctions. To help understand the fees and field communications with potential buyers, it's not uncommon to hire a sales representative to help navigate the process.



IF YOU'RE CONSIDERING SELLING YOUR CAR IN AN ONLINE AUCTION, THE PANELISTS SUGGEST:

Think of the process from the buyer's perspective. Is the car ready to enjoy? You will want to have all of the car's history in order, including service records, receipts, and any extras that have been purchased or came with the car.

Invest in professional photos — not necessarily of the studio variety. Emotion is a big part of the buying experience; details like natural light and environment matter.

Wondering if you should post photos of your car screaming around a racetrack?

This would be a solid “no,” according to Deeb, who likened it to viewing your spouse's prom photo. In other words, sell the dream or the fantasy. Refrain from offering documented abuse of your car.

Include a video or two with sound, such as a cold start and a driving video so buyers can hear the engine and other nuances of the car.

The car should be stock or as close to original as possible. This allows the seller to cast a wider net for potential buyers. (Of course, modified cars can also be of high value, depending on the modifications.)

FINAL THOUGHTS

If you are a seller, think about what models are hot in the market now and which ones to hold on to a little bit longer to see how the market plays out. There are reliable resources to help determine a valuation for your car, including ClassicCars.com and Hagerty Marketplace.

Julie

SPECIAL THANKS TO:

THE RAG COMPANY FOR HOSTING.

PANELISTS: MICHAEL DEEB, RANDY BLOOM, AND ANTHONY VIERRA.

JACKIE ROEDER, TECH TALK ORGANIZER.





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TRISH ANDERSON

For our March Operation Dinner Out (ODO), the Silver Sage Region returned to a familiar favorite—Springhouse at the Merc in Hidden Springs. This marked our third year dining at this cozy and inviting spot just over the hill from Boise, and it certainly didn't disappoint.

We had a fantastic turnout with 34 Silver Sage members, all gathering for an evening of great food, drinks, and conversation. As always, Barkley, Jonathan, and the Springhouse crew provided excellent service, making sure everyone felt right at home. The restaurant is known for its delicious rotating specials, and this time, we had the added bonus of Pizza Night, a new weekly tradition they've recently introduced. Whether it was classic or creative toppings, everyone seemed to find a slice (or two) to enjoy!



For those who couldn't make it, we highly recommend taking the scenic drive to Hidden Springs and stopping by Springhouse for a meal. Whether you're in the mood for a handcrafted dish, a locally sourced beer, or a perfectly paired glass of wine, it's well worth the visit. And if you have a sweet tooth? The Merc next door offers a delightful selection of ice cream flavors—the perfect way to wrap up a great meal.



A huge thank you to everyone who joined us for another successful ODO! We look forward to seeing you at the next gathering for more delicious food, great company, and of course, plenty of Porsche talk.

-Trish



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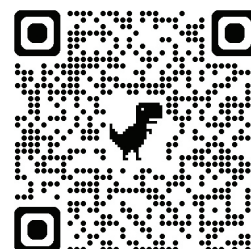


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HISTORY OF **ZONE 6** REPRESENTATIVE LEADERSHIP

BY WALT THODE

PCA ZONE 6 AND ITS REPRESENTATIVES

The Porsche Club of America (PCA) is divided into 14 zones, with Silver Sage Region belonging to Zone 6, which includes Washington, Oregon, most of Idaho, and British Columbia. When Silver Sage was first formed, PCA had only eight zones.



THE EVOLUTION OF PCA ZONES

The concept of PCA zones first appeared in the January 1969 issue of Porsche Panorama. Initially, Zone 6 included: Washington, Oregon, Idaho, Montana, Wyoming, Colorado, Utah, and part of Nevada. Over the years, borders were redrawn, and today Zone 6 consists of 10 regions:

- BC Interior (eastern British Columbia)
- Canada West (western British Columbia)
- Cascade (southwestern Oregon)
- High Desert (central Oregon)
- Inland Northwest (eastern Washington and northern Idaho)
- Olympic Peninsula (Washington coast)
- Oregon (Portland area)
- Pacific Northwest (Seattle area)
- Silver Sage (southwest/central Idaho and eastern Oregon)
- Vancouver Island



LEADERSHIP OVER THE YEARS

Since 1969, Zone 6 has had ten representatives (originally called Zone Coordinators). Silver Sage Region has produced three of them, including the current rep, John Sommerwerck.

LIST OF REPRESENTATIVES:

KENNETH LUNDGREN
1969-1970,
Rocky Mountain Region

LINDA BEIN
2004-2008,
High Desert Region

GERRY WEYER
1971-1973,
Intermountain Region

DAVE COOLEY
2009-2013,
Big Sky Region

MICK WILLIAMS
1974,
Silver Sage Region

TIM HAGNER
2014-2017,
High Desert Region

DON MURRAY
1975-1991,
Pacific Northwest Region

MARK PRUSYNSKI
2018-2021,
Silver Sage Region

DICK GRANT
1992-2003,
Pacific Northwest Region

JOHN SOMMERWERCK
2022-Present,
Silver Sage Region

NOTABLE REPRESENTATIVES

Mick Williams (1974, Silver Sage) was one of the earliest Zone 6 reps and played a key role in founding the Silver Sage Region in 1966. He also served as National Public Relations Chair and National Finance Chair before stepping into the Zone 6 role.

Don Murray (1975-1991) was an active rallymaster and PCA leader from the Pacific Northwest. He and his wife, Ruth, were fixtures in the region's events and attended six PCA Parades.

Dick Grant (1992-2003) was an experienced event organizer, deeply involved in PCA's Whistler Weekend and numerous interregional gatherings.

Linda Bein (2004-2008) started her PCA journey in 1969 with a 912, later becoming a major figure in race safety, grid management, and club administration.

Dave Cooley

(2009-2013) revived the Big Sky Region, helping it grow and introducing driver education programs.

Tim Hagner (2014-

2017) was a longtime autocross competitor and PCA leader, serving as President of multiple regions before taking on the Zone 6 role.

Mark Prusynski (2018-

2021, Silver Sage) has been a PCA member since 1989, first joining after stumbling into a gimmick rally that he and his wife, Linda, won. A former Silver Sage President, Mark helped the region earn Region of the Year honors and later served as Boxster Register moderator.

John Sommerwerck

(2022-Present, Silver Sage)

is a long-time PCA leader, serving as President, Vice President, Social Media Chair, and Dealer Liaison for Silver Sage. A serial Porsche buyer, his garage has included a GT3 RS, multiple 911s, a Macan GTS, and more. When not driving, John enjoys skiing and tennis.

Porsche Club of America ZONE 6 REGIONS

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

Vancouver Island
President: Paul Rossmo
president@virpca.org
<https://www.virpca.org/42>

Canada West
President: Brad Bushel
president@pca-cwr.org
<https://www.pca-cwr.org>

Silver Sage
President: Vicki Pentecost
president@silversageporsche.com
<https://silversageporsche.com>

Cascade
President: Greg Dino
president@cascade-pca.org
<http://cascade-pca.org>

Pacific Northwest
President: Kevin Nouwens
president@pnwr.org
<https://pnwr.org>

High Desert
President: Fred Nielsen
president@highdesertpca.org
<https://highdesertpca.org>

Inland Northwest
President: Tim Hagner
president@inwr.pca.org
<https://inwr.pca.org>

Olympic Peninsula
President: Jill Diefenderfer
president@opr-pca.org
<https://opr-pca.org>

Oregon
President: Heinz Holzaphel
president@oregonpca.org
<https://www.oregonpca.org>

FINAL THOUGHTS

Zone 6 has a rich history of leadership and remains a vibrant, active part of PCA. With representatives from multiple regions—especially Silver Sage—it continues to be a stronghold for Porsche enthusiasts across the Pacific Northwest and Western Canada.

-Walt



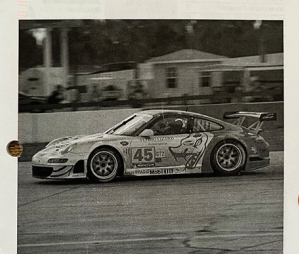
THE SageTick

Oktober "Fast" 2019



THE SageTick

The Official Weekly News of the Silver Sage Region of the Porsche Club of America

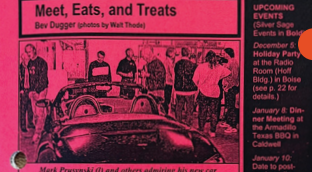


In this issue:

SPUDS!
2011 Boxster Spyder
Women's and Children'sUpcoming Events:
Dec 5: Christmas Dinner & Auction
Jan 5: Board Meeting
Jan 9: New Member dinner at Old
Country Inn & Suites

The SageTick

December 1999 Volume 32, Number 12



Meet, Eats, and Treats
See Dugger (photos by Walt Thode)

Mark Przywinski (2) and others admiring his new car

Kitty and Gerry Fleischman and Jack and Ellen Knier warned the group ahead of time that there wouldn't be a rally involved with the Spuds November meeting. However, they didn't take into account the rally through the Hickories. Kitty and Gerry's subdivision is a fan many of Hickory Run, Hickory Nut, Hickory

hally said to him before we reached the turn off. "Now what subdivision is it the Fleischmans live in?" That was right before we turned at the large boulevard with "The Hickories" engraved in it. Nice houses and a fun little tree through the neighborhood.

The Porsche Club is the only entity I know other than RoadAmerica who can

TICK

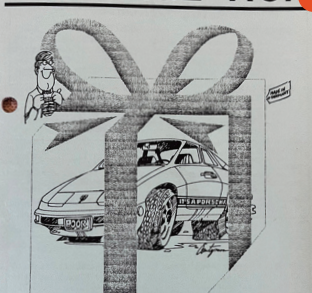
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RETROSPECTIVE

CURATED BY
WALT THODE

Note: The December 2024 issue inadvertently contained the Retrospectives intended for this issue. We're presenting the items here that were intended for that issue.

6

2019 Linda Prusynski wrote that "The 2019 version of the Diva Drive didn't really involve a 'drive' this year, but it turned out, weather-wise, that it was a good idea that we didn't drive our beauties. Eleven ladies met at LIT Candles in Hyde Park in Boise's North End... we picked out our favorite scent(s) from over 80 fragrances, then our favorite containers, and made our own candles... Just as we were washing up, a fall thunderstorm struck – thunder, lightning, heavy rain, and wind."

16

2009 The "Ballot for Election of Officers for 2010" appeared in the Sage Tick. The outgoing officers (Red Jones – President, Dave Brown – Vice President, Larry Walter – Secretary, and Becky Grover – Treasurer) were to be replaced by the incoming officers (Dave Brown, Rex Chandler, Larry Walter, and Donal Kaehler, respectively). Since there was no opposition to any officer, the election was pretty much guaranteed.

26

1999 Vicki Pentecost, in charge of the preparations for the upcoming 2002 Porsche Parade in Boise, provided an update of efforts to date. "The Sun Valley Corp. was not able to meet PCA's price guidelines for room rental, so Sun Valley has been removed from the list as a viable 2002 site... As much as we would like to go back after the 1971 Parade experience, it isn't possible now." After considering other possible sites, the decision was made to pursue Boise as a potential site. She reported that she "will be checking with the Convention Center and the Chamber over the next few weeks" and will report back next month.

36

1989 A couple of ads were included in the December 1989 issue. "FOR SALE: Porsche 914-6. 24,000 original miles, Orange/tan, 5-speed, 2.8 litre motor, Carrera-6 cams, 45-mm carbs, 906 manifolds, short gears. Alan Johnson bodywork, Jim Cook or Centerline racing wheels, 9x15 & 11x15, Bilstein shocks, short competition springs, sway bars front and rear, heads with megaphones and muffler. \$20,000 or best offer. Gary Strahler." Also advertised: "SUN VALLEY CONDO. 3 bedroom, 2 bath, \$90 per night plus a cleaning fee. \$600 per week, includes fee. For more information, call: Chet & Patty Parham."

46

1979 Two more ads in the December 1979 issue. "FOR SALE: 1967 911 Red with Black interior, 51,000 miles, 80% original paint, 5 speed, Webers Koni CN36 Ext. Original Cont. \$8,000.00. Larry Kostka. Also, an ad from Norm Bishop Porsche Audi, 123 Auto Dr., Boise: The Porsche 924. Its heritage is on the track in 30 years of winning. But its home is on the road where you'll appreciate features like rack and pinion steering, vented disc brakes, electronic ignition, and oil coolers. For a rare experience, drive one today. (No price was given, but Google tells me the 1977 new car price was \$9,395.)

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.



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A man with dark, curly hair and a beard, wearing a dark blue jacket, is leaning against the front fender of a silver Porsche. He is holding a tablet computer in his left hand and pointing at the screen with his right index finger. The car is parked in a service bay with large windows in the background. The Porsche logo is visible on the front fender.

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