

VOLUME 58
#4

SAGE TICK

SILVER SAGE PCA NEWSLETTER ■ WINTER 2025

Okttoberfast



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PORSCHE



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<i>Adopt-A-Highway</i>	<i>Oktoberfest</i>
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BARBULA	
<i>Autocross/DE/TRSS Committee</i>	<i>Operation Dinner Out</i>
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<i>Charity Committee</i>	DIANE DIGGS,
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	<u>SOITO</u>
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<i>Communications</i>	<i>SageTick Newsletter</i>
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<i>Dealer Liaison</i>	Mercedes Vierra
ANTHONY	<i>Social/General Meetings</i>
VIERRA	<u>LINDA</u>
<i>Driving Tour</i>	<u>PRUSYNSKI,</u>
DIANA	<u>ANN RAEPITSCH,</u>
MOLENAAR	<u>MOLLY</u>
<i>Graphic Design</i>	<u>CUDDEFORD</u>
ERNIE MONROE	Erica Zender
<i>Historian</i>	<i>Social Media (Facebook)</i>
WALT THODE	LOREN
	STUMBAUGH
<i>Insurance, Safety</i>	<i>Tech Talks</i>
JOHN	JACKIE ROEDER
BUNN, PAUL	
KACZMAREK	
<i>Membership</i>	<i>Registrar</i>
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	<i>Webmaster</i>
	MERCEDES
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2020 and 1996

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**REGION HOST FOR
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Founded in 1966,

**CELEBRATING
OUR 57TH YEAR**

60th



2026 UPCOMING EVENTS

JANUARY

TUES, 1/6 Board Meeting, Porsche Boise
SAT, 1/17 New Member Dinner, Porsche Boise
SAT, 1/31 Tech Talk, The Rag Company

FEBRUARY

TUES, 2/3 Board Meeting, Porsche Boise
THURS, 2/5 Operation Dinner Out, ~~TBD~~
SAT, 2/21 Tech Talk, The Rag Company
SAT, 2/28 Finance Process/Overview

MARCH

TUES, 3/3 Board Meeting, Porsche Boise
THURS, 3/5 Operation Dinner Out, TBD
SAT, 3/14 Spuds Auction,
Denton's Hangar Nampa Airport
SAT, 3/21 Ladies Only Tech Talk/Optional
Drive, Porsche Boise/Riggins

APRIL

SAT, 4/4 Coffee and Porsches, Porsche Boise
TUES, 4/7 Board Meeting, Porsche Boise
THURS, 4/16 Operation Dinner Out, TBD
SAT, 4/18 Spring BrezelCross,
Motorplex at the Mill



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



PRESIDENT'S MESSAGE



ANTHONY VIERRA
President

I hope the Holidays have treated you well. 2025 saw us celebrate 70 years of PCA and 2026 will see a celebration of 60 years of the Silver Sage region. This region has enjoyed a rich history and has a promising future because of our fantastic volunteers. I encourage you during these cold months of waiting for Spring to think about getting involved in our upcoming events and help shape the next 60 years to come. I look forward to seeing you all on the road again soon.

CHEERS,

-Anthony



GT4 RS NEO2
ILLUSTRATION BY ERNIE MONROE



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

TICK TALK WINTER 25-26



MERCEDES VIERRA

Editor

Well, I guess I'm a magazine editor now. Beside working on the Sage Tick, I teach 4th grade full time, I'm the webmaster for the SSPCA, loving wife to our Club President Anthony Vierra, and Mom to our two boys Logan, 11 and Luke, who just turned 3. With all the free time I have on my hands, I have enjoyed getting to know many of our club members. We have some really fun people in our club which makes the few events I am able to attend something I look forward to. There hasn't been an event I attended that I haven't made a connection with someone or shared a few laughs with a friend.

We joined the PCA in the Yosemite Chapter and were quickly hooked. The laid back gatherings and good people always resulted in a good time. I even got to bond with the admin of my old school, as they were in the club too.

Well, I guess I'm a magazine editor now. Beside working on the Sage Tick, I teach 4th grade full time, I'm the webmaster for the SSPCA, loving wife to our Club President Anthony Vierra, and Mom to our two boys Logan, 11 and Luke,

I did get called into the principal's office a lot more, but it was always to chat about our husbands' next drive or our next meeting.

Although I may not currently drive a Porsche, I was the first one in the family to get one. While shopping for cars many years back, Anthony took me to see many makes and models of SUVs while saving the Cayenne S for last (he definitely had a plan). Once I sat in the driver's seat with that gold badge staring back at me on the steering wheel, I was sold. I leave all the technical knowledge for my husband, as he seems to be good at it, and really appreciate how Porsches are just always so pretty to look at. I may not have set out to become the editor of the Sage Tick, but I did know the importance of the magazine. A quarterly publication is one of the requirements to keep our chapter under the PCA. And since we are all in this club together, I am really looking forward to hearing from all of you. Send in your experiences, bestow your knowledge upon us, share your love of the cars and people within our community and let's have fun.

-Mercedes



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NEW & TRANSFERRING MEMBERS

SEPTEMBER 2025

MICHAEL ARRITOLA &
MELISSA WILKINS
(FROM SAN DIEGO)
1986 911 Carrera

JASON SMITH
2018 911 Turbo

DON SHEARER &
DEBBIE LEE
1976 912E

CARRIE MCKNIGHT
2013 Cayenne Turbo S

JOE & NANCY
CARASTRO
(FROM PALMETTO)
2018 911 Carrera

MIKE THAU
(FROM DIABLO)
2017 911 Turbo S

OCTOBER 2025

RAY DOMINGOS
2005 Boxster S

GRANT PATTERSON
1987 911 Carrera Targa

HECTOR CRUZ
2000 911 Carrera

DAVID OESCHGER
(FROM GOLDEN GATE)
1987 911 Carrera

CARRIE & STEVE
FUCHSER
2019 Cayenne

ANDREW &
XENIA CHILES
2012 911 Carrera S

NOVEMBER 2025

MICHAEL DERUYTER
2003 Boxster S

DANNY JOHNSON
2024 911 Carrera

ALEX &
OKSANA SPEARS
2013 911 Carrera S

LLOYD &
LAURIE FLOROW
2018 718 Boxster GTS

BRIAN & MARCELL
OSWOOD
2005 911 Carrera
Cabriolet

Total Members:

853

As of November 30, 2025

MEMBERS COMPRISED OF:

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70 YEARS OF PCA AND HOW THE PORSCHE HAS EVOLVED

BY ANTHONY VIERRA

In 1955 we would see the birth of the largest single-make car club on the planet: The Porsche Club of America. Founder Bill Sholar hosted the first meeting at his residence in Washington, D.C. in early 1955 and by August there would be an official announcement in Sports Car Illustrated informing readers of the formation of a Porsche Club in the United States. Unofficially, the group referred to themselves as “the gripe group” (some things never change), but would officially title themselves the Porsche Club of America and held their first business meeting in September of 1955.

So that's the start, a group of Porsche owners getting together to talk about the good, the bad, and the ugly of their cars. But what was a Porsche 70 years ago, and how did these sports cars withstand the test of time? It's hard to imagine now, after 77 years of race wins and pop culture, but the Porsche was then a new, infrequently seen exotic European sports car.

In 1955 Porsche offered two models: the 356 Pre A, which evolved into the “A” by 1956, and the competition model, the 550 RS Spyder – a car that would see class wins at Le Mans and the Carrera Panamericana (stick a pin in that final race name). With these two models, Porsche began its rise into the mythical sports car juggernaut we know today.

1955 also brought Porsche to the highest heights with two class wins at Le Mans with Zora Arkus-Duntov behind the wheel. Influencing him to create a life long rival with the Corvette, a club of enthusiasts that would grow year after year to celebrate their automotive muse and the absolute tragedy when famous actor James Dean would lose his life while driving his 550 RS Spyder. Let's call this era “Genesis” and highlight all the historical models up to the present day. I will focus mostly on the road cars and will mention the race cars as we go through the years.



1955



356 AND 550 RS SPYDER

In 1955, if you wanted a road-going Porsche, the option was the 356 Pre A, offered in three different body styles: Coupe, Cabriolet and the stripped-down light-weight Speedster. The 1.5-liter air-cooled, four-cylinder boxer engine was mounted in the back and rated at 60 horsepower; there was also an option for a little more grunt with the 1500 Super, which added ten more ponies to the party. Seventy wild Zuffenhausen studs might not seem like much, but the cars were featherweights: the Speedster weighing in at 1,698 pounds and a coupe tipping the scales at 1,786 pounds. The 356 was offered in a multitude of colors, mostly pastels and classic shades; and if you want to see specifics, I suggest Rennbow. Production numbers are a little murky, but most surprisingly, the rarest of body style was the one-year-only Continental Cabriolet, with around 228 units built, compared with 1,034 Speedsters and 1,992 coupes (some of which were early-production 1956 356 A).

If competition cars were more your taste, there was the legendary 550 RS Spyder – a car that will arguably be more associated with James Dean than with the racing legacy it left behind. The 550 accumulated 95 victories throughout its career from 1953 to 1957, including a 1-2-3 finish in the 1500 class victory at the 1955 running of the 24 Hours of Le Mans and the 1.1-liter class victory with Zora Arkus-Duntov at the wheel. It would be his experience with this car that inspired Zora during his time with Corvette, to develop it into a serious sports-car contender and try to force GM into making it mid-engined. The 550's mid-engine configuration was ahead of its time; it would take another decade for the likes of Ferrari to implement it into their own race cars. With 110 HP and just 1,200 pounds to move, the 550 was a pure race car. Unfortunately, in September of 1955, James Dean would pass away during a traffic accident just north of San Luis Obispo, Ca, while driving his 550 on the way to a race.



1964

THE 911 ARRIVES AND CHANGES THE GAME



In 1964, Porsche released the 911 to the world, and it was perfect in every way. That's it – the end of my story. I appreciate you reading, and I look forward to our next chat. Okay, I'll keep going, but in some ways I'm right, and you know it.

1964 was a short production year and we didn't even get them here in the US, but the car would go unchanged for 1965 and we did get those. In 1964, there were 235 units produced, offered only as a coupe; the Targa wouldn't be offered until 1967. Designed by Butzi Porsche this iconic shape came to define Porsche through to the modern day. The engine remained mounted in the back, now boasting two extra cylinders: the 2.0-liter flat-six produced 130 HP with just 2,300 pounds to hustle down the road. The 911 had MacPherson struts in the front and a semi-trailing-arm suspension in the rear, with four-wheel disc brakes as standard. This was a major departure from the 356 – a much more sport-minded offering that would underpin the majority of Porsche's racing efforts in the years to come. For many enthusiasts the 911 is the only Porsche, and I can't say I agree. As you'll see, many models followed that each have a place in the Porsche story.

Debuting in the 1964 season in the FIA-GT class was the Porsche 904 Carrera GTS – considered by many (myself included) to be one of the most beautiful Porsches of all time. This mid-engine GT car was powered by a 2.0-liter, four-cam flat-four producing 180 HP and had a top speed of 160 mph. This was a spectacular machine and very successful in racing, most notably earning a 1-2 finish at the 1964 Targa Florio and a 1-4 class finish at the 1964 24 Hours of Le Mans.

1967

911 TARGA ARRIVES

With fears that the U.S. government might outlaw convertibles, Porsche released the Targa variant of the 911. With a fixed roll bar behind the driver and a removable roof panel, this was the only form of open-



top driving for the 911 until 1983. The Targa name commemorates Porsche's numerous victories in the Targa Florio, and it would become an evergreen option for the 911.

1967 also saw the introduction of the 911R; only about 20 customer cars were produced. Rated at 210 HP, these were built with racing in mind and would plant the seeds for a very special 911 model to come.



1970



PORSCHE AND VOLKSWAGEN TAKE ON THE AFFORDABLE SPORTS CAR MARKET

1970 saw the introduction of the 914, a mid-engined sports car produced as a joint venture between Porsche and Volkswagen. Offered with a 1.7-liter and 2.0-liter flat-four, it was effectively a replacement for the 912 – a car that had the body of a 911 but with four cylinders instead of six. The 914 was a sales success and even received that 2.0-liter flat-six from the 911T to become the 914/6.



1973

RS COMES TO THE STREETS



In 1973, possibly the greatest 911 of all time was released: the 911 Carrera 2.7 RS. The initials RS stood for RennSport officially, and they would come to define ultimate performance at Porsche. The 2.7 RS, unlike the 911R model before it, was a true homologation special built to meet Group 4 GT class race requirements. It is a formula Porsche would follow for years to come: take one 911, strip it of unnecessary weight, race-tune the engine, add aerodynamics and wider tires. This recipe ensured that the 911 became the purest form of driving performance. Every subsequent RS model saw Porsche turn up the volume a little more, bringing the racetrack ever closer to the street.

So what was the exact formula the first time around you may ask? The changes started with the body: the rear arches were flared to 42 mm to accommodate the wider Fuchs wheels, and the iconic “ducktail” spoiler was added to reduce rear-end lift and increase high-speed stability. Thinner glass and lighter sheet metal were installed to meet homologation weight requirements. The interior was stripped of rear seats and all non essential equipment, including the door handles, which were replaced with nylon straps. Lightweight Recaro seats were installed, and the sound deadening

was omitted. The engine became a 2.7-liter fitted with Bosch mechanical fuel injection producing 210 HP. All these changes added up to sensational performance figures for the early 1970s, with a 0-60 time of 5.8 seconds and a top speed of 152.

Now, you could add back some of the creature comforts, if you pleased, by choosing the touring option M472, and most buyers did, opting for a more livable experience. The lightweight option M471 was reserved for the most serious of drivers. Total production numbers came out to around 1,300 Tourings built versus about 200 Sport (lightweight) and as you could guess this makes the Sport the more valuable of the two options. The 2.7 RS has become the most emulated of early Porsche designs – as we all just want a little taste of the greatness.

On the racetrack, Porsche was campaigning the highly successful 911 RSR 2.8 and, of course, winning Le Mans again. In Can-Am the 917 had left its days of dominating endurance-racing and was taking no prisoners as it dominated the series. So much so that many believe the 917's dominance essentially killed Can-Am, but that's a debate for another time and the 917 really deserves its own article, so stay tuned for that.



1974

IMPACT BUMPERS AND G-SERIES



In 1974, due to stricter U.S. crash regulations, the 911 received its first major redesign: 5 mph impact bumpers that would dominate the 911's design for the next 15 years.

1976

THE TURBO COME TO AMERICA

In 1976, the U.S. market would receive the legendary 911 Turbo, originally named Turbo Carrera (internal designation 930). Porsche widened the front and rear fenders to make room for the new, wider Fuchs wheels, and a rear spoiler – known as the “whale tale” – was added to provide needed downforce. Porsche

introduced a non-intercooled 3.0-litre turbo flat-six producing 260 HP, mated to a four-speed 915 gearbox. A new performance benchmark had been reached for the 911, but there was a catch: the 930 had no tolerance for inexperienced drivers. All the boost coming on at 4,000 RPM made the rear-engine beast challenging at best and deadly if liberties were taken. The 930 would earn the nickname “Widow Maker” for its nasty temperament.



1978

PORSCHE INTRODUCES A USURPER, A V8 GT CAR

In 1978, Porsche would release the 928, a front-engine V8 GT with intentions of replacing the 911. This was Porsche's flagship model now: a luxurious, V8-powered, Autobahn-storming 2+2 coupe. The new 4.5-liter SOHC V8 produced 219 HP, giving the 928 a top speed of 142 MPH, with spaceship looks and cutting-edge technology. The 928 won the prestigious European Car of the Year award – the only sports car to do so. The 911 gained the SC designation (standing for Super Carrera) as it was believed to have its days numbered. Wider rear flares were added for new wider Fuchs wheels, and engine displacement was increased to 3.0 liters. Despite the 928's best efforts, it could not produce the sales volume necessary to usurp the 911 as the King of Stuttgart.



1984

THE 3.2 CARRERA

In 1984, Porsche introduced the 911 3.2 Carrera, possibly the most beloved of the G-series 911s. With all notion of replacing the 911 now gone, Porsche dropped the SC designation and replaced it with just Carrera. The 911 now had a 3.2-liter flat-six producing 207 HP and much improved performance; the body remained unchanged.

1985

THE 959 A NO COMPROMISE GROUP B RALLY SUPER CAR



In 1985, Porsche released to the world the 959 – the most technologically advanced supercar on the planet. Originally designed for the completely unhinged Group B rally championship, the aim was total domination. The 959 was powered by an air- and water-cooled 2.85-liter twin-turbo flat-six lifted from the Le Mans-winning 962, producing 444 HP in the Komfort model and over 500 in the very rare Sport model. Power was delivered through a five-speed manual to a revolutionary all-wheel-drive system (PSK).

The suspension was electronically adjustable for ride height and dampening, designed for both on- and off-road use. The body panels were made of exotic materials to keep the weight down and help the 959 become the fastest production car in the world upon release. Please excuse the CliffNotes version here, but like the 917, this car really deserves its own article to do it justice.



1989

THE 964 CARRERA 4

1989 would see the first all-new 911 in 15 years; the 964 generation, which was 85% completely new from the 3.2 Carrera. This would be the first generation 911 to offer AWD with the Carrera 4, as the Carrera 2 would not be available until the 1990 model year. The AWD system was derived from the 959 and distributed torque on a 31% front and 69% rear for improved handling and reduction of “lift-off” oversteer that had plagued earlier 911 models. This system could also dynamically vary torque distribution based on condition and even offered driver-adjustments inputs from the console. The 964 would also introduce the M64 air-cooled flat-six engine, which would be the final air-cooled engine offered in the 911, and would continue refinement into the 993 generation. Originally producing 250 HP from 3.6 liters, the M64 became known for great power production and durability. This generation would see the return of the RS and in the US market the RS America, both were lightweight performance variants that became highly sought-after collectibles. The Turbo would also be available for this generation, ending with the iconic 3.6 Turbo.

1995

THE 993 AND THE END OF AN ERA

In 1995, Porsche introduced the 993, the final air-cooled 911 model. Significant styling changes were made to this generation, with every body panel being changed, including for the first time on a 911, the headlights being styled more like those found on the 959. The 993 would also see the introduction of a close-ratio six-speed manual, replacing the beloved G50 five-speed. Further changes were made in the rear with an all-new aluminum multi-link suspension. The 993 updated the AWD system to a much simpler passive mechanical unit, replacing the complex 959-based system for the 964. For the first time, the Turbo would be available with AWD in an effort to shake the “widow maker” reputation. An RS was offered in this generation, and we would see the iconic 911 GT, more commonly referred to as the GT2 – a rear-wheel-drive homologation car built to satisfy the requirements of the GT2 class. The 993 was an incredible crescendo for the air-cooled era.



1997

THE BOXSTER SAVES PORSCHE

In 1997, the American market was introduced to the first all-new, clean-sheet design road car since the 914: the 986-generation Boxster. An entry-level, mid-engine roadster influenced by the 550 Spyder of the 1950s, with smooth lines, integrated tonneau for when the roof is down, and what would become known as “fried-egg” headlights. The Boxster was an instant sales success, staving off bankruptcy in

the 90s and credited with bringing in a younger demographic due to its affordable price and great driving dynamics. Porsche would revamp production methods after taking inspiration from Toyota’s “just-in-time” system and developing this car alongside the next generation 911. The Boxster would go on to serve as an evergreen model for Porsche’s sports-car line up.

1999

FRIED EGGS AND WATER PUMPS

1999 would see the introduction of the most controversial 911 generation to date: the 996. Developed alongside the Boxster, the two cars shared a great deal of components, including the “fried-egg” headlights and interior. Most importantly, this would be the first water-cooled 911 in the model’s history. To keep up with stricter emissions standards, the M96 3.4-liter flat-six was developed, producing 295 HP and available with a six-speed transmission.

Performance numbers were not improved over the previous generation. The 996 was plagued by mechanical issues and quality complaints, but the car was the first entry into the modern era.

The 996 generation would see the Turbo continued and the introduction of the GT2, GT3 and GT3 RS variants; those models would go on to fuel enthusiasm for the platform until present day. Despite the gripes about water cooling and fried-eggs, the 996 was an overwhelming commercial success and exposed the 911 to a much broader audience. Due to improvements in production, Porsche tripled the units produced compared with the 993 to build a platform for the company to grow its way out of bankruptcy concerns.



2003

THE PORSCHE SUV THAT WOULD SECURE THE FINANCIAL FUTURE

In 2003, Porsche would release the 955-generation Cayenne SUV – a groundbreaking technically advanced luxury vehicle that exposed the brand to a rapidly growing segment. Available with a 3.2-liter VR6, a 4.5-liter V8, or a range-topping 4.5-liter turbo V8 with AWD, these SUVs raised the standards in luxury and performance. Like the 959 before it, the Cayenne was sent to compete in the toughest of off-road rallies to prove their capabilities. The Cayenne was an instant winner selling twice as many units as Porsche sports cars per year. The Cayenne's success gave Porsche financial stability and much stronger brand recognition.



2003 would also see the introduction of the Carrera GT – the last great analog supercar. With no electronic driver aids and a symphonic V10 producing 612 HP, the car was a pure driving

machine. A mid-engine carbon-fiber monocoque design gave the Carrera GT exceptional rigidity and lightness. These are legendary cars by any definition and have become highly coveted collector's items. A great man once said, “It's a super car unplugged”.

2005

THE ERA OF EVOLUTION NOT REVOLUTION



In 2005, Porsche would introduce the 997 generation of 911, considered the “sweet spot” in the 911 lineage. Going back to the traditional styling of the 911, with round headlights and improved interior design, the 997 generation was an instant success. The M97 3.6-liter flat-six was an improvement over its predecessor but was still troubled by the same mechanical issues, just at a much lower rate. 997.2 911 would see the M97 replaced by the direct-fuel-injection 9A1 flat-six, which eliminated the IMS completely. This model would see the continuation of the GT2, GT3, and GT3 RS variants, as would every subsequent generation.



2006

THE INTRODUCTION OF THE CAYMAN

2006 brought with it the introduction of the 987 Boxster and new Cayman, a hard-top version of the mid-engine platform. The Cayman would slot in between the 911 and Boxster and is vaunted for its preferable driving dynamics. The Cayman would continue to broaden accessibility to the Porsche brand at a lower price point than the 911 while still retaining excellent performance.





2009

THE PANAMERA

2009 saw Porsche expand their four-door range with the new Panamera, a luxury sport sedan. Available with a V6, V8, Turbo V8 and eventually a diesel and E-Hybrid, the Panamera blended Porsche performance with comfort and the practicality of a grand-touring vehicle.



2013

THE “HOLY TRINITY” AND THE 918 SPYDER

In 2013, Porsche entered the hypercar arena with the 918 Spyder – a revolutionary hybrid plug-in hypercar. Considered part of the “Holy Trinity” of hybrid hypercars alongside the McLaren P1 and the Ferrari La Ferrari. The 918 Spyder boasted a mid-engine 4.6-liter naturally aspirated V8 and electric motors at each axle producing 887 HP making for a complex hybrid system that vaulted the car to 60 miles per hour in 2.6 seconds. It was the first production road car to break the seven-minute barrier in a lap at the Nurburgring, posting a time of 6:57. Technologies such as rear steering and hybrid integration eventually filtered into the Porsche lineup. The 918 Spyder was a glimpse into the future of Porsche road-car development.



2020

THE EV TAYCAN

2025

THE FIRST HYBRID 911

In 2025, Porsche released the 992.2 GTS, the first production 911 to feature a performance-focused hybrid system that Porsche officially calls T-Hybrid. This innovative system, derived from motorsport, is designed to enhance performance and responsiveness without adding significant weight or prioritizing fuel economy over speed. The 3.6-liter turbocharged flat-six is integrated with an electric motor inside the turbo for faster spooling and lag elimination, along with a second electric motor inside the PDK transmission for a combined output of 532 HP and a sub three second 0-60 time.

In 2020, Porsche released the Taycan, a fully electric vehicle. Designed as a four-door sports saloon, the Taycan still retained Porsche driving characteristics even being fully electric. The Taycan was the first car to use a 800-volt system for improved all around efficiency.



Since 1955, our idea of a Porsche has changed significantly, from air-cooled simple sports cars to hybrid hypercars, we've seen it all. There are new wrinkles to the fabric of this historic sports-car brand and there are plenty of models to explore, whether off-roading in a Cayenne or just driving day to day in a Taycan. Over these 70 years, Porsche has created a model for all types of enthusiasts, and in the PCA we welcome all of them.

-Anthony





The best deserves the best.

Don't trust the finish of your vehicle with just any wash products. The Rag Company, founded in Boise, Idaho, in 1999, is the leading brand for premium microfiber & auto detailing products. Shop online for all the tools you need to keep your Porsche in pristine condition.

Pro-Tip: a clean car is a fast car



Okttoberfast



Okttoberfast is the Silver Sage Porsche Club's annual start to our charity drive.

This year, our charity is Rays for Rare and they provide support for families with medically fragile children. In the past several years, we have started our charity drive with a Kick-Off Dinner on Friday; Coffee and Porsches Drive or Wine Tour on Saturday; and the Porsche Car Show on Sunday. Proceeds from these events go to our charity.



A Taste of Things to Come

BY GARY CUDDEFORD

The Friday night **Kick-Off Dinner** was held at the Banbury Golf Club's Banquet Center (thanks to Morgan Sotelo, Banbury Events & Catering) and it was an excellent venue for our dinner. Pat Clifford has been the coordinator and SSPCA representative for our Kick-Off dinners for several years now and he did an outstanding job for the club again this year. Vicki Pentecost played a big role with decorations and center pieces, and Bob Pentecost was our official greeter at the check-in table. We had over 100 PCA members registered for this year's event. Our main OKTOBERFAST Weekend sponsor...



Porsche Boise... donated many great door prizes (thank you Tina Turley and Marlon Velazquez). The Porsche atmosphere was heightened by Greg Myers' photos of past Porsche events assembled in a YouTube video by Blair Baertsch. Sid Cannon supplied his Porsche themed Cornhole Game and was once again trounced by Gary. It was a great time and we got to visit with our members from Silver Sage and other regions including the newly formed Greater Columbia Region.



We thank the members who volunteer every year to help make this dinner work and in addition to the previously mentioned folks we had desserts provided by Linda Prusynski, Vicki Cannon, Lindsey Robinson and Vicki Pentecost.

-Gary

Oktoberfast Saturday Cars & Coffee

BY GARY CUDDEFORD



and had preassigned leaders and sweeps for our drive... the Lowman Loop.

Porsche Boise hosted us starting at 8:00AM with coffee, doughnuts and other breakfast fare as they have on every 1st Saturday of the month during the Summer for Coffee & Porsches. We have the safety briefing and Doug explains the route for the day and hands out directions for those who need them. Doug also added a new wrinkle to the drive by having groups 1 & 3 do the Loop clockwise and groups 2 & 4 do the loop counter clockwise. This really helped us vacate Porsche Boise before the Wine Tour folks arrived.

I am the leader for group 4 and we leave Porsche Boise and head for I84 East to Hwy 21 and on to Idaho City. Traffic is not bad and the group stays together through the lights. Our first stop is Idaho City and we have caught the group 2 cars. We take

care of business at the Visitor Center and give the group 2 cars time to get up the road. Then it is our turn. The section of road between Idaho City and Lowman is what puts the "fun" in Porsche. There are many ups and downs and lots of turns. It had been raining in the days before this drive so we are very cautious of potential debris in certain areas of the road. We got to Lowman safely and efficiently and then made the turn on Hwy 17 toward Banks and our second stop of the trip at the Danskin Boat Launch. The directions say that this is the official end of our drive because some of the group want to stop in Crouch or other places for lunch. I take part of the group on to the Horseshoe Bend Chevron and end our tour there.





The drive down Hwy 17 and on Hwy 55 are very scenic. We follow the South Fork of the Payette River from Lowman to Banks. This part of the river has sections called the "Staircase" and "Slalom" by rafters and is known for its Class IV rapids. From banks to Horseshoe Bend, we follow the main Payette River which is much more civilized with Class II and III rapids. A great day and a great drive!

-Gary

◆ Oktoberfest Saturday Wine Tour

BY LINDA PRUSYNSKI

The 2025 Octoberfest Wine Tour sold out, at 50 people. We all met at 9:45 am on Saturday morning at Porsche of Boise and enjoyed the coffee, fruit and pastries so generously provided by POB. After a short drivers meeting, we headed out in two groups, the first led by Mark & Linda Prusynski, and the second by Bob & Vicki Pentecost, with Sid & Vicki Cannon acting as sweep for the groups.

The tour led us down Cole and Glenwood, then west via Hill Road, Floating Feather and Beacon Light, to Highway 16. Our first stop was Dude DeWalt Cellars, on Hwy 16 in Eagle. It was cool and windy, but they had room for all of us inside their tasting room, where we tasted four of their great wines. Our next stop was Sol Invictus Vineyards in Star, about a 15 minute drive from Dude DeWalt. We spread out there—some of us inside in the tasting room, some out on their patio, and even more of us on their deck overlooking the valley—what a view! We were able to choose any five of their wines to taste,

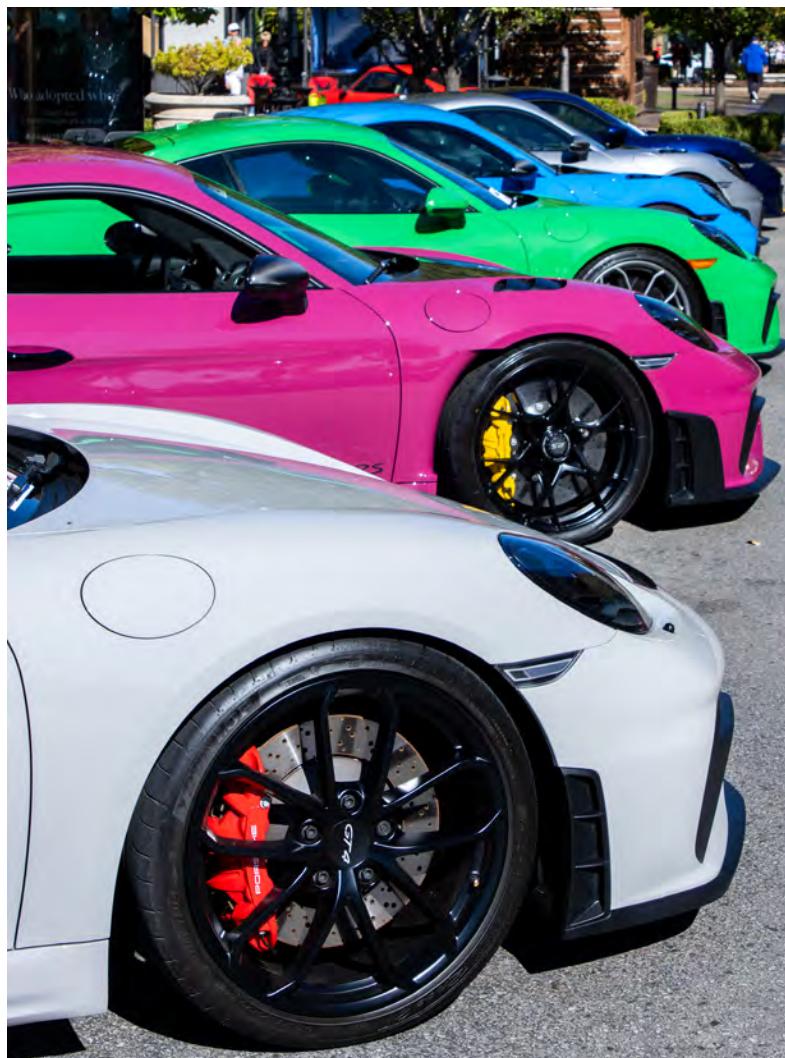
and also had a box lunch from Kneaders restaurant & catering. Both wineries were very accommodating and happy to have us, so I am sure some of us will do a repeat visit to both of them.

-Linda

◆ Sunday Porsche Oktoberfest Car Show

BY GARY CUDDEFORD

This year was another great show for us in the number of entries. We had 157 Porsches registered! The highlight of the show included a display of "50 Years of the Porsche 911 Turbo" and we were graced by many special cars.





the Village Raffle and the Poker Walk activities as well as the tents, tables, chairs, raffle boxes, audio equipment, posters, traffic barriers and security needed to put the show together year after year. This year they also furnished a band and a beer garden stationed at Big Al's. It is a pleasure to work with Nikki Smith and Hugh Crawford every year on this event.

Much of the success of this show has hinged on the venue. The Village at Meridian has been a sponsor and host of this event for 10 years (would have been 11 but we had a Virtual Oktoberfest during covid). They have supplied gifts for

sponsor Porsche Boise. Porsche Boise is not only a sponsor for this event, they are a participant. PB brought a selection of new Porsches to the show and displayed them alongside their booth where they sold merchandise and entertained us with a Porsche marketing video.

This year we also had ENZO's Car Wash represented. Silver Sage member, Adam Pitale, handed out a spray bottle of Adam's Polishes Detail Spray and an Adam's Polishes Soft Plush Towel to every entrant. Adam also displayed his very special 1979 911SC Safari.



In addition to our host, The Village at Meridian, we owe a great deal to our main OKTOBERFAST

The Day of Event volunteers are instrumental in making this show happen. In addition to the parking crew, the work of Bob Pentecost, Vicki Pentecost, Liam Spencer, Tabitha Wilson, Molly Cuddeford, Vicki Cannon, Nancy Sommerwerk, Gretchen Hill, Laura Outlaw, Lindsey Robinson,

Greg Myers, and Tina Turley (Porsche Boise) is so appreciated by your OKTOBERFAST Chairs... Gary Cuddeford and Sid Cannon. These folks were at Registration, Merchandise, Photos, Charity and Membership for this event.

Randy Bloom and his judges came through for us again with his creative approach to trophy categories. The trophies were also works of art designed by Brad Shaw.

-Gary



OKTOBERFAST 2025 WINNERS

BEST OF SHOW

1956 356A Coupe (Outlaw)
Todd Kettlinski

PRESIDENT'S AWARD

2016 911 Carrera Club Coupe
Scott Cable

FOLLMER AWARD

1962 356B Carrera 2
Andrew King

BEST AIR COOLED-TURBO

1994 964 Turbo S Flat-nose
RS COLLECTION

BEST H2O COOLED-TURBO

2002 911 GT2
Bill & Laura Stover

SURVIVOR AWARD

1980 924 Turbo
Jerry Smith

CLEANEST CAR AWARD

2006 997 911
Robert Smith

CLEANEST ENGINE

1988 911
Robert Allen

BEST COUPE

2025 911 GT3RS
Brian Rowan

BEST AIR COOLED

1990 911
Kelly Smith

BEST CONVERTIBLE

2025 Spyder RS
Bruce & Gretchen Young

BEST FOUR DOOR

2025 Taycan Turbo S
Neil James

BEST INTERIOR

1977 911
Barrett Smith

IRON BUTT AWARD

2007 911 Turbo
Bryan Hahn

Season Wrap Up: AUTOCROSS & BREZELCROSS

BY GARY ROEDER



Silver Sage wrapped up its 2025 autocross season in late September. Your autocross team is especially proud of our events this year- three BrezelCross weekends at Motorplex at the Mill, a single autocross day at Expo Idaho and a one-day Drivers Skills Clinic. That's over 400 driver-days with participants from PCA and SCCA, and welcoming new drivers ready to join one or both organizations.



We pumped up the challenge to both rookies and our experienced drivers this year with ladies and

rookies rewarded with well-earned applause and driver of the day awards. We happily introduced autocross to more than a dozen new Porsche drivers this year. Tom Bruck helped Gary 'reverse engineer' the Motorplex course such that we ran a June weekend 'going the wrong way'; this led into

our Fall season finale weekend where we ran both the reverse way Saturday then rebuilt the course to run the original course Sunday. Our Silver Sage autocross BrezelCross is rare nationally and provides great value to drivers. The Motorplex seamless asphalt course matched with our course layouts provides drivers with a full variety of autocross elements and, importantly, a high number of smooth runs each day when compared to standard autocross parking lot events.



Silver Sage also held a successful single day Driver Skills Clinic at Expo Idaho. Twenty-three novice drivers learned the basics of performance braking, cornering grip and side to side balance on five distinct driving exercises. We want to thank our Snake River Sports Car Club of America and Silver Sage volunteer coaches again for making the Clinic a huge inaugural success.



During the autocross season, Club Porsches (and drivers) of all ages turned out – types consisting of 4 decades of 911s, 944s, Caymans, Boxsters, Macans, Cayennes and a very nice turnout of Club GT3s and GT4 RSs. Co-driving became more popular this year with couples enjoying the best kind of marital bliss sharing a Porsche with a weekend of spirited driving. We hope to continue to see many more Club members next season. Your Porsche is designed and built to go from the street directly to the autocross or road course and back to your garage, delivering wide grins at the cost of some gas and a bit of tire rubber!

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BrezelCross wouldn't happen without the dedicated efforts from our volunteers and the financial support from our sponsors. Thanks go to our IT and timing pro, Brad Johnson, who is relocating out of Idaho in 2026 – we'll miss you and your entertaining 944! We also extend our deepest gratitude to Craig Doty for his leadership as our autocross chair over the last several years. BrezelCross RAN because Craig WORKED! Keith Hahn has stepped up to take the chair in 2026 – thanks Keith! We will hold three BrezelCross events in 2026. We hope to see many more Silver Sagers come out to Emmett to join in the fun. We plan to use both layouts on each weekend. See you in the cones next year!

CONGRATULATIONS TO ALL OF OUR CLASS WINNERS AND OUR CLUB CHAMPIONS!

**CRAIG DOTY &
GARY ROEDER**



2026 BREZELCROSS
AUTOCROSS SEASON

APRIL 18 - 19, SPRING BREZELCROSS

JUN 13 - 14, SUMMER BREZELCROSS

SEPT 19 - 20, FALL BREZELCROSS



2025 SILVER SAGE CLUB CHAMPIONSHIP

CHAMPION

DAVE HOCKETT, (664/700 POINTS)

2ND PLACE

SCOTT MACLEAN, (510 POINTS)

3RD PLACE

TOM BRUCK, (500 POINTS)

2025 CLASS WINNERS

CLASS A - 04 / EARLY 2000S 911 &
NEWER BOXSTERS & CAYMANS

GARY ROEDER (997.2)

CLASS A - SUV / MACANS AND
CAYENNES (UNMODIFIED)

KEVIN MITCHELL (CAYENNE)

CLASS O - 02 / '65 TO '89 911 G'S &
924/944/968/928S

MARK PETERSON (911 SC)

CLASS O - 03 / '89 TO '98 911S & EARLY
BOXSTERS & CAYMANS

BRIAN MYRICK (BOXSTER)

CLASS O - 05 / OPTIONED 991S AND
992S, SOME 911 TURBOS

KEITH HAHN (991 TURBO)

CLASS O - 06 / 992 TURBOS

KEVIN SETTLES (992 TURBO S)

CLASS P - 03 / PREPARED '89 TO '98
911S, BOXSTERS & CAYMANS

DAVE HOCKETT (CAYMAN)

CLASS P - 06 / GT MODELS

SCOTT MACLEAN (GT3)

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Festive Fun



AT THE PORSCHE CLUB'S WREATH MAKING EXTRAVAGANZA

BY SHERYL CORBIN

The holiday spirit was in full swing at the Porsche Club's recent wreath making party, held on December 1, 2025, at the beautifully festive Franz Witte Garden Center. The event saw a wonderful turnout of 35 members who gathered to celebrate the season with a blend of creativity, camaraderie, and cheer.

The atmosphere was electric with holiday excitement as members brought their ideas and inspiration got to work. With tables laden with fresh greenery, berries, pinecones, and an array of colorful ribbons, everyone had the opportunity to craft a unique wreath to adorn their homes—or perhaps even the front grille of their Porsche! Laughter and conversation flowed as freely as the libations, hot cider, and delicious finger foods that were passed around throughout the afternoon. It was a perfect opportunity for members to catch up, share stories of their latest adventures, and exchange holiday greetings.

The event, a resounding success, perfectly captured the vibrant spirit of the Porsche community. A huge thank you to everyone who attended and helped make the afternoon such a memorable occasion. We hope your new wreaths bring a touch of Porsche joy to your homes this holiday season!

Keep an eye on the newsletter for details on our next exciting event!

-Sheryl



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A SATURDAY TO CELEBRATE

BY JULIE BELL



The Porsche Club has always been about connection. In fact, the origin story of the Porsche Club of America (PCA) goes something like this: In 1955, a Washington, D.C. commercial artist named Bill Sholar, while driving around in his 1953 Porsche 356 coupe, would flash his headlights at oncoming Porsche drivers as a way to connect.

This led to drivers meeting up in the interest of forming deeper connections and eventually, the first meeting and formation of the PCA.

The September Silver Sage Porsche Club of America's celebration of the PCA's 70th Anniversary highlighted that the desire for connection is still going strong. The commemoration was the perfect reason to get together on a sunny Saturday for a picnic at Kristin Armstrong Park in Boise where families and friends could enjoy great company, lunch, and of course, check out the cars nearby that lined the tree-lined drive.

In classic picnic style, burgers were grilled by volunteers and served with fabulous side dishes. Nearly 80 people gathered at picnic tables, on blankets or lawn chairs in proximity to the playgrounds and a special area set up just for kids where they could drive remote-controlled cars. Mercedes Vierra had a chance to join the picnic with her kids and said, "It was so wonderful to have a relaxed event where I could bring my children. The boys are obsessed with cars and our house is filled with Hot Wheels, so being able to include

them brought them so much joy. Burgers and chips were right up their alley but their highlight was getting to drive the remote control cars. I hope we are able to have more events like this where kids can be included too."



Doug Ooley gave a brief Club update, and Gretchen Hill distributed information to members about the annual Fundraiser while the Pentecosts shared German beer. It's people like this, and the Prusynskis, Greg Meyers, and many others who generously volunteered their time to help make the picnic happen.





And when the day at the park came to an end, the social aspect continued for some who decided to get together for a drive. After all, what better way to wrap up a Porsche Club event than an evening drive with your fellow enthusiasts and friends.

-Julie



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Charity Dinner at the **CREEEPY CARNIVAL**

BY GRETCHEN HILL

This year our annual charity auction dinner teamed up with Rays for Rare, an incredible organization whose mission is to help families with a child in need of medical support.

It was held again at The Riverside Hotel and we had 80 people in attendance. Our big accomplishment was being able to raise \$31,451 for our charity and have a wonderful event enjoying each other's company.

The nomination process begins in January and February where ideas are gathered from club members of who potential nominees could be. We look for local charities in which we can actually make a difference in their organization. It is a bonus if they have something physical for our club members to help build or do as our members appreciate not only donating monetarily but donating their time and energy.

Our dinner, which is one of our events with the most personality, began planning as soon as last year's dinner was over. We have a committee of twelve people and a volunteer list of over twenty who make everything happen. Everyone pulls together in different capacities to make each year successful. This includes finding nominees, purchasing materials, setting up lights and decor, working the event and collecting then arranging baskets of donations.



Donations started rolling in August and were stored and organized in my garage. Each new item inspired themes of baskets which will make it fun for buyers. A donated fishing pole leads to an ice chest, which leads to gift cards to outdoor sports stores, and finally rounds out the basket with a guided fishing trip. So the sooner donations come in, the sooner we can build a platform for the bundles. Members donated over 100 individual items which turned into 57 auction items for our silent and live auctions. The biggest thank you to our club members who so generously donated to our event.

A special shout out to Gretchen Young who was able to contribute around \$5,000 worth of donations in our last weeks. My garage was overflowing with love and support for Rays for Rare, so much so that we had to rent a moving truck to bring all the items over to the event site.

Even though August, September and October get very busy with planning, the real work happened the day of our event. We started setting up at 8:00 a.m. and the day never slowed down. We had help from my son-in-law who did all the bunting and light setup, Molly Cuddleford and Becky Grover helped arrange baskets, Lori Tedford helped with the entryway, Andrea Johnson helped with set up and built the Glass Arcade Game, Gred Myers captured everyone's amazing outfits, Ann Baertsch took pictures of auction items and so many others with the final touches. We were able to borrow popup tents from the club for our booths that I decorated with festive covers for the spooky ambience. Believe it or not, the covers did not fit properly the first time, so I had to disassemble them and resew them to get the look just right.



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STATEMENT OF ACTIVITY

OPERATING INCOME		
Auto Cross Income	\$24,197.36
Charity Dinner (+ subsidy)		\$4,189.16
Christmas Party Income		\$5,411.80
Diva Event (+PB Sponsorship)		\$2,549.65
Membership Dues		\$9,295.61
Merchandise Sales		\$1,576.42
New Member Meeting (+ subsidy)		\$2,590.65
Octoberfast		\$10,963.35
Sage Tick Ad Revenue		\$6,030.00
Spuds Auction		\$4,344.22
Tech Session		\$920.00
Tour and Event Income		\$726.21
TOTAL INCOME	.....	\$72,794.⁴³
EXPENSES		
Charity Dinner		\$3,763.05
Auto Cross		\$27,957.68
Awards		\$1,560.00
Administration Fees		\$1,925.95
Christmas Party		\$9,155.61
Diva Event		\$2,444.46
Member Name Tags (Badges)		\$918.13
Merchandise Purchased to Resell		\$4,073.34
New Member Meeting		\$1,885.05
Octoberfast		\$6,900.00
Sage Tick Design		\$5,400.00
Sage Tick Publishing		\$3,356.94
Spuds AX Dinner		\$618.42
Storage Rental		\$1,272.00
Tech Session		\$331.30
Tours and Events		\$1,542.42
Zone 6		\$862.94
TOTAL EXPENSES	.....	\$73,967.²⁹
NET OPERATING INCOME	.....	\$[1,172.86]
Interest On Bank Accounts		\$202.84
TOTAL OTHER INCOME	.....	\$202.⁸⁴
NET INCOME	.....	\$[970.02]

BALANCE SHEET

ASSETS		
CURRENT ASSETS		
WaFd Checking	.....	\$4,515.33
WaFd Prem MM	.....	\$20,490.53
TOTAL BANK ACCTS.	.....	\$25,005.86
OTHER CURRENT ASSETS		
Cash on Hand	.....	\$0
Undeposited Funds	.....	\$0
TOTAL CURRENT ASSETS	.....	\$0.00
TOTAL ASSETS	.....	\$25,005.86
LIABILITIES & EQUITY		
LIABILITIES		
Accounts Payable	.....	\$0
TOTAL LIABILITIES	.....	\$0
EQUITY		
Opening Balance Equity	.....	\$18,106.49
Retained Earnings	.....	\$7,869.39
Net Revenue	.....	\$(970.02)
TOTAL EQUITY	.....	\$25,005.86
TOTAL LIABILITIES & EQUITY	.....	\$25,005.86

FINANCIALS



NOV. 2025



**JOHN P
SOMMERWERCK**
PCA Zone 6 Rep

As I wind down my term as Zone 6 Representative, I have been reflecting on what a breath of offerings are available to PCA members. As a zone rep I have participated in almost all; socials, driving tours, Parade, Treffen, Treffen at Sea, autocross (as a volunteer), and this past weekend I volunteered at the PCA Club Race at The Circuit of the Americas (COTA). Our PCA has continued to grow and thrive. We now have 149 – the creation of Greater Columbia Region was the 149th. While there are over 170,000 members yet we retain, with PCA's region structure, a smaller feel.

My successor as Zone 6 Rep has been named – Brad Pape from the BC Interior region will be the Zone 6 Rep starting January 1st.

Have you experienced COTA as a spectator or a racer? My visit this past weekend was my first. COTA is quite the track and PCA Club Racing in conjunction with the local regions put on quite an event. This was the final race of the 2025 season and over ninety racers registered in two run groups for a two-day event. Providing yet another opportunity for PCA's to enjoy their vehicles. It was something to roam the pits where F1 teams work and go to the podium balcony where the race winners receive their trophies. Did you know that select club races are live streamed? To see a live stream recording go to: <https://www.youtube.com/live/SarZkxnvIQg>

For those long-range planners in the audience, I would note; Porsche **Parade 2026** will be held in Lake Placid, NY starting June 14th, 2026. Registration opens in January 2026. **Spring 2026 Treffen** will be held at the Montage Palmetto Bluff (Bluffton, SC) March 29th to April 2nd. Event registration opens December 18th at 3 PM EST. **2026 Treffen at Sea** Pacific Wine Country cruise will depart from Vancouver, BC on September 19th, 2026. **Parade 2027** will be held in Boise, ID, starting July 11th.

Nancy and my Zone 6 region visit plans are complete. We have visited ten regions so far and have plans to visit the last one in December. Zone 6 signature region events can be found [PCA Zone 6 - The Pacific NW Regions](#). Zone 6 abounds in great



roads to drive and great automotive venues.

STAY HEALTHY AND WE WILL SEE YOU IN THE ZONE.

-John



Porsche Club of America

ZONE 6 REGIONS



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



Vancouver Island
President: Paul Rossmo
president@virpca.org
<https://www.virpca.org:452>



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



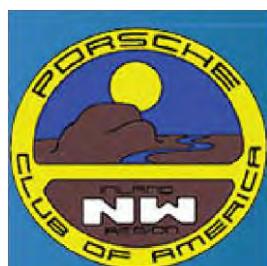
Silver Sage
President: Vicki Pentecost
president@silversageporsche.com
<https://silversageporsche.com>



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



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



Oregon
President: Heinz Holzaphel
president@oregonpca.org
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Olympic Peninsula
President: Jill Diefenderfer
president@opr-pca.org
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PORSCHE

INSIDE THIS ISSUE • OCTOBERFAST • 2016 PARADE • 2016 CARS & CRAFTS • 2016 DIVA'S DRIVE • 2016 PARADE AT JAY PEAK, VERMONT • PCA

Ballot Inside Back Cover

PCA

INSIDE THIS ISSUE • 50 Years of 911 • Octoberfest • 2016 Parade • Baker City • Jay Peak • Magic Valley

Ballot Inside Back Cover

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SAGE TICK

RETROSPECTIVE

CURATED BY
WALT THODE

As Silver Sage closes another chapter, it's worth taking a look back at what our members were up to ten, twenty, thirty, forty, and even fifty years ago. The names and cars may have changed, but the energy, camaraderie, and Porsche passion have been the constant thread.

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2022 In December the club held its annual holiday party. One of the features of this party was recognition of members who contributed significantly to the success of the club's operations during the year. Members recognized for their efforts included Bob and Vicki Pentecost, Denise Seintruder and Craig Doty, Robbie Muscheno, Denis Dunlop, Laura Outlaw, Monika King, Doug Ooley, Sid Cannon, Gary Cuddeford, Greg Myers, Ken and Lindsey Robinson, Bob and Lucille Kunz, and Mikel and Lorette Williams. Two special awards were given: Gary Roeder as Volunteer of the Year, and Walt Gammill for Lifetime Contributions.

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2019 Our annual Oktoberfest car show was held at the Village at Meridian, the sixth year the show was held there. Judging of the cars displayed resulted in the following winners: Wade Nelson's 1976 911SC, Mike Pratt's 2010 911 Carrera 2S, Dallan & Brenda Schenk's 2020 992 C2S, Adam Labarera's 2016 Cayman GT4, Jim Houston's 356 Super, Jonas Dethman's 1968 912 Targa, Bob Pentecost's 1997 993 Carrera 4S, Andrew King's 2018 911 GT3 Touring, John & Nancy Sommerwerck's 2019 911 GT3 RS, and Sid Cannon's 1956 356A Outlaw. Special awards went to Yogi & Elaine Hagberg's 1971 911T, Ron Martinez's 1989 911 Turbo, and Riki Lambert's 2008 911 GT3 RS.

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2016 The annual Charity Dinner and Auction was held at the Riverside Hotel's Sapphire Room. The designated charity this year was Miles of Smiles, a mobile dental clinic serving needy children throughout the Boise School District. During the charity auction, auctioneer Gary Cuddeford sported a "pearly white molar costume," while Molly Cuddeford served as the "Timely Tooth Fairy." After the evening's festivities ended, the Miles of Smiles team members, Dr. John Kriz and Donna Johnson, received a check for nearly \$17,000, the proceeds of the auction and the other fundraising events held during the campaign.

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2013 The annual Oktoberfest Car Show was held for the fourth time in the parking lot at Ling & Louie's Asian Bar & Grill. Car judging was done by a group of hardy volunteers, and the winners were: Early Porsches – 1st place, Wade Nelson (1978 911SC); 2nd place, Todd Kettlinski (1968 912); 3rd place, Albert Knight (1966 912). Late 911s – 1st place, Bob & Vicki Pentecost (1997 993 Carrera 4S); 2nd place, Ernie Monroe (2006 997 Carrera S); 3rd place, Larry & Jessie Walter (1996 993 Carrera 4S). Contemporary Porsches – 1st place, Sue Wright (2007 Cayman S); 2nd place, David Hawk (2010 Boxster S). 3rd place, Linda Prusynski (2007 Cayman). Best of Show – Dennis Hill (2013 Carrera S); Red's Pick – Becky Grover (1965 356C).

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2010 After the first few car shows on Silver Sage's annual calendar were held at various locations, in 2010 it took place for the second time on Grove St. in downtown Boise, between 9th and 10th Streets, in front of member Rex Chandler's restaurant and Hotel 43. Becky Grover's 1965 356C won the People's Choice award. Jeff Hale's 1971 914-6 won Class A. John and Dorine Taggart's 1979 911 Turbo won Class B. Jim Sly's 2001 911 Turbo won Class C. The class with the newer cars was won by Jerry Abramowitz's 2010 Boxster.

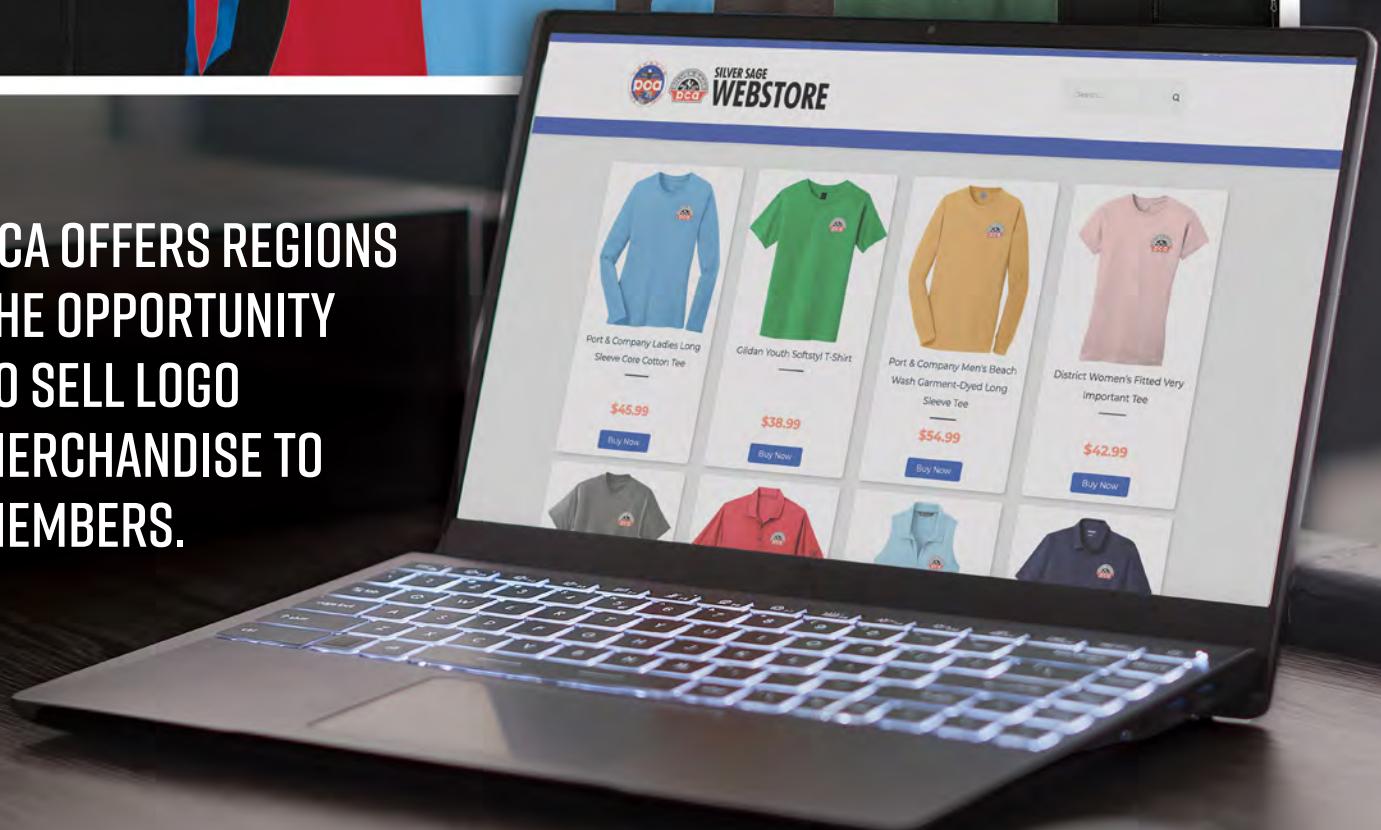
Any member with anything thought to be worthy of inclusion in a general account of the history of the Silver Sage Region (1966 -present) please send it to Walt Thode at wftthode@gmail.com.



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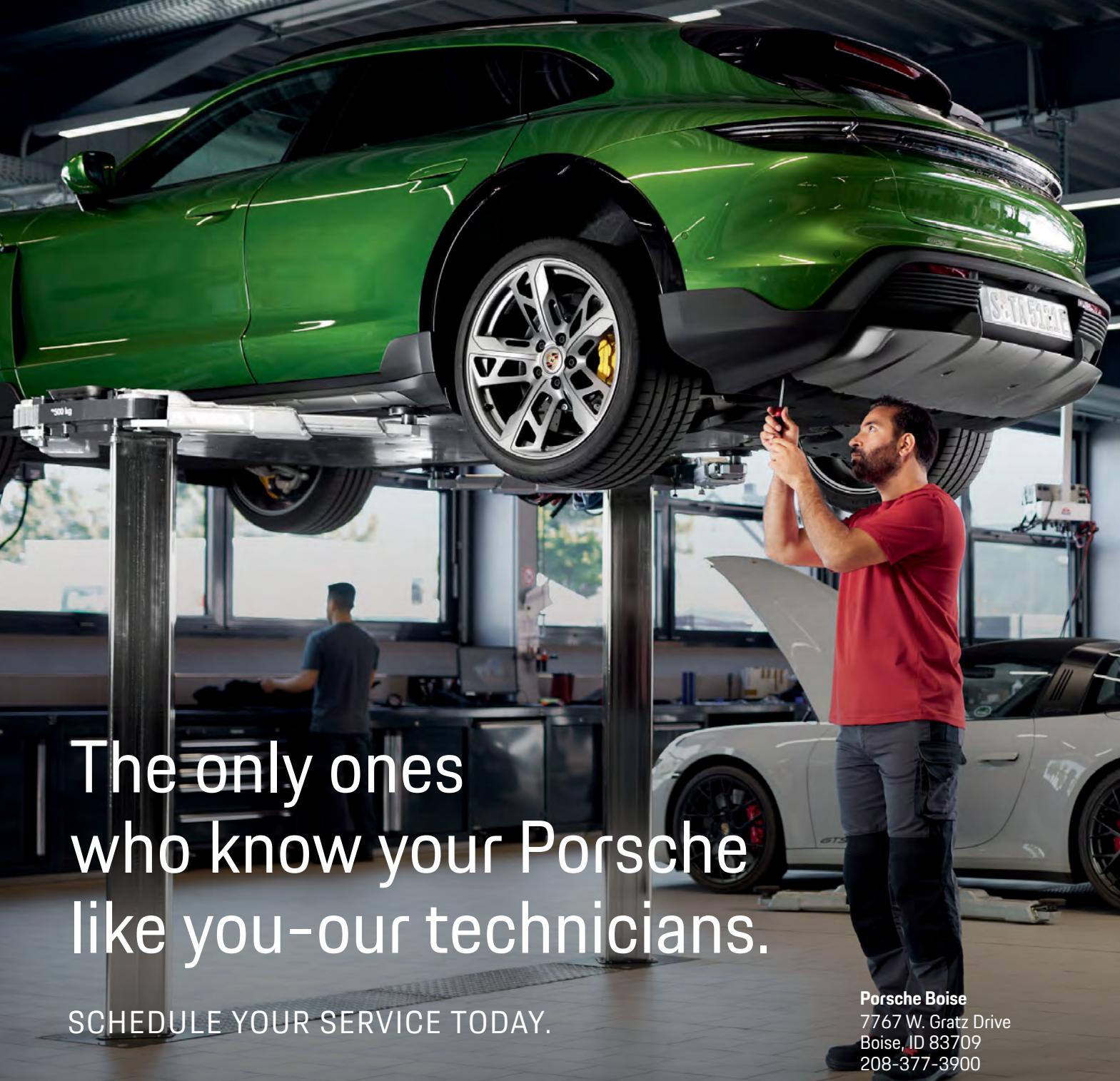


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