VOLUME 59
#3

SAGE TICK

SILVER SAGE PCA NEWSLETTER ■ FALL 2026



BREZELCROSS SEASON WRAPUP


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FUELED BY VOLUNTEERS

Adopt-A-Highway
KEVIN MITCHELL, BOYANA BARBULA

Autocross/DE/TRSS Committee
GARY ROEDER, KEITH HAHN

Charity Committee
GRETCHEN HILL

Coffee and Porsches
DOUG OOLEY

Communications
MILIN REAM

Dealer Liaison
ANTHONY VIERRA

Driving Tour
DIANA MOLENAAR

Graphic Design
ERNIE MONROE, MERCEDES VIERRA

Historian
WALT THODE

Insurance, Safety
AARON PRICE, MARK PETERSON

Membership
LOREN STUMBAUGH

Oktoberfast
GARY CUDDEFORD, SID CANNON

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

Photographer
GREG MYERS

SageTick Newsletter
MERCEDES VIERRA

Social/General Meetings
ERIKA ZENDER, LINDA PRUSYNSKI

Social Media (Facebook)
LOREN STUMBAUGH

Tech Talks
JACKIE ROEDER

Registrar
BOB PENTECOST

Webmaster
MERCEDES VIERRA

CLUB OFFICERS



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ANTHONY VIERRA

President@SilverSagePorsche.com



VICE PRESIDENT

KEVIN MITCHELL

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TREASURER

DOUG OOLEY

Treasurer@SilverSagePorsche.com



SECRETARY

JACKIE ROEDER

Secretary@SilverSagePorsche.com



PAST PRESIDENT

VICKI PENTECOST

PastPresident@SilverSagePorsche.com

SILVER SAGE REGION NATIONAL ACCOMPLISHMENTS

2020 and 1996
PCA REGION OF THE YEAR

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

2002 and 1971 PCA
REGION HOST FOR PORSCHE PARADE

Founded in 1966,
CELEBRATING OUR 60TH YEAR



2026-27 UPCOMING EVENTS

NOVEMBER

TUES, 11/3 ..... Board Meeting, Porsche Boise
SAT, 11/7 ..... Race Club Sim Event
SAT, 11/14 ..... Tech Talk - EVs, The Rag Co.

DECEMBER

TUES, 12/1 ..... Board Meeting, Porsche Boise
SUN, 12/6 ..... Diva Wreath Making Event
SAT, 12/12 ..... Holiday Party, Arid Club

JANUARY

TUES, 1/5 ..... Board Meeting, Porsche Boise
SAT, 1/9 ..... New Member Dinner, Porsche Boise
SAT, 1/30 ..... Tech Talk, The Rag Co.

FEBRUARY

TUES, 2/2 ..... Board Meeting, Porsche Boise
WED, 2/3 ..... Phase 1 Parade Registration
SAT, 2/6 ..... General Membership Meeting, Life's Kitchen
SAT, 2/20 ..... Tech Talk, The Rag Co.

→ Check the weekly SSPCA Happenings emails for details and updates

PRESIDENT'S MESSAGE



ANTHONY VIERRA
President

Well my friends it has been my great pleasure to be your President. The last two years have been a lot of fun but also a lot of work. I've enjoyed getting to know you all. 2027 will bring some great events to look forward to, especially the PCA Porsche Parade that will be held here in Boise. I appreciated my time in leadership and I look forward to what the new Board will have in store for us. Until I see you out on the roads, Thank you.

CHEERS,

-Anthony



GT4RS PRETENDING
ILLUSTRATION BY MERCEDES VIERRA

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

TICK TALK FALL 2026



MERCEDES VIERRA
Editor

Thank you to those who have continued to send in articles and pictures of all the events you have attended. It is paramount to send in any pictures or thoughts, big or small.

The new school is underway and I cannot believe how far in the year we are already. I am teaching a new grade this year, 3rd, new curriculum, with a new team, and there has been so much to learn and adjust to. I have also been kept very busy with both boys playing new sports. Logan is now playing football (of course practice is five days a week across town) and little Luke started his first year of soccer. Both truly enjoyed their new endeavors and it is so fun to watch them grow.

I am hoping to see a bit more of you all at the last few events of the year and looking forward to the holiday season.

Keep sending in any adventures, projects, stories and knowledge you can share with the club. The Sage Tick is by all members, for all members.

- Mercedes

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

New & Transferring Members

WELCOME

JUNE 2026

NANCI L. ULI
Black 911 Carrera

JERRY SANDERS & BRYN DEJARDIN
Grey 2021 Taycan 4S Cross Turismo

JOSH D. GAMBONI & ALEXANDRA GAMBONI
Silver 2007 911 Turbo

KERMA & ED COOK
(FROM HIGH DESERT)
2013 Cayenne & 2000 911 Carrera 4

KYRA WHITTEN
(FROM GOLDEN STATE)
2024 911 Targa 4S

JEFF WHITTEN
2024 911 Carrera 4S

JULY 2026

WILLIAM PARHAM JAMES
White 2001 Boxster S

SERGIO ANDRES & KRISTIN ALOMA
2026 911 Carrera 4S

BILL & LISA CURTIS
Red 2025 911 Carrera

STEFANI & STEVE JENSEN
Silver 2015 911 Targa 4

PETER EISENMAN
White 2020 718 Cayman GT4

MIKE RICHARD ROBERSON
Blue 1983 911 Turbo

SCOTT E. JORDAN
(FROM PALM SPRINGS)
1990 911 Carrara 2

AUGUST 2026

DAVID & DENISE NICHOLS
Grey 2925 911 Carrera T

LATHAM & SUZANNE WILLIAMS
Silver 2025 718 Cayman GTS 4.0

JEFFREY D. ELWOOD
Red 1964 356

KURT KOBER & ABIGAIL KEIFER
Green 2023 Panamera 4S E-Hybrid-

SANDRA WINNIE
Red 1958 356 Cabriolet

MICHAEL C. HARLEY
(FROM SANTA BARBARA)
1986 911 Turbo

KENNETH G. WORTMAN & MARY DUDLEY
(FROM MAVERICK)
Black 2017 Macan GTS

Total Members:
871
As of August 31, 2026

MEMBERS COMPRISED OF:

541 Primary Members

340 Affiliated Co-Members




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FALL BREZELCROSS



SILVER SAGE WRAPS UP ITS THIRD BREZELCROSS SEASON

CHAMPION : DAVE HOCKETT

(528 OUT OF 600 POSSIBLE POINTS)

BY KEITH HAHN & GARY ROEDER

2026 SILVER SAGE CLUB CHAMPIONSHIP

Champion : Dave Hockett (528 out of 600 possible points)	
2nd Place : Jay Johnson (460 points)	**3rd Place : Doug Ooley (365 points)**

2026 CLASS WINNERS

Glenn Stein	**Class A – 04**	**Early 2000s 911 & newer Boxsters & Caymans**
Lori Telford (Macan)	**Class A – SUV**	**Macans and Cayennes (unmodified)**
Brian Myrick (Boxster)	**Class O - 03**	**'89 to '98 911s & early Boxsters & Caymans**
Dave Hockett (Cayman GTS)	**Class O - 05**	**Optioned 991s, 992s, some 911 Turbos, 718 GTS**
Kevin Settles (911 Turbo)	**Class O - 06**	**Newer 911 Turbos**
Kevin Mitchell (Cayenne Turbo)	**Class O- SUV**	**Optioned SUVs, Cayenne Turbos**
Keith Hahn (914)	**Class P – 01**	**Prepared 356, 912, 914, 924**
Glenn Stein	**Class A – 04**	**Early 2000s 911 & newer Boxsters & Caymans**
Lori Telford (Macan)	**Class A – SUV**	**Macans and Cayennes (unmodified)**
Brian Myrick (Boxster)	**Class O - 03**	**'89 to '98 911s & early Boxsters & Caymans**
Dave Hockett (Cayman GTS)	**Class O - 05**	**Optioned 991s, 992s, some 911 Turbos, 718 GTS**

Silver Sage successfully wrapped up its third BrezelCross season in September, and the numbers tell a great story: 350 driver-days, including 60 novice drivers, over six event days.

2027 BREZELCROSS AUTOCROSS SEASON

April 17-18.....Spring Brezelcross
June 12-13.....Summer Brezelcross
July 10.....PCA Parade Brezelcross
Sept. 25-26.....Fall BrezelCross

2026 SEASON SPONSORS: THANK YOU!

Porsche Boise
Bardenay/Coyne's
Big O Tires (Main & 15th, Boise)
Hoursmiths Fine Watch Design & Repair
Eurosport
Idaho Floor Supply

TOM BRUCK CONTINUES TO SET THE PACE, RECORDING THE FASTEST RAW TIMES ON BOTH COURSE LAYOUTS. BUT SPEED ISN'T EVERYTHING IN BREZELCROSS! DAVE HOCKETT ONCE AGAIN EARNED THE TITLE OF SILVER SAGE CLUB CHAMPION, SCORING AN IMPRESSIVE 528 OUT OF A POSSIBLE 600 SEASON POINTS.



The BrezelCross program is held at the Motorplex at the Mill track in Emmett, Idaho. It is rare nationally, as it is an autocross laid out on a closed smooth asphalt track. It offers handling skills development and tremendous fun for Porsche drivers. We continued our format of running two different course layouts each weekend, with small adjustments to the interior section designed to challenge both returning and novice drivers to think carefully about their lines and apex choices.

Drivers typically get eight or more runs per day, providing plenty of seat time and a great variety of autocross elements. And, of course, no BrezelCross day would be complete without a tasty lunch at The Grill at the Mill!


BDB


58SS


133


36
GTS 4.0


68


718




99


3



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Pro-Tip: a clean car is a fast car

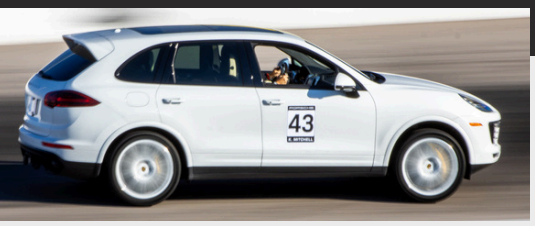
THE RAG COMPANY
PREMIUM DETAILING PRODUCTS

All Porsches are welcome! Co-driving remains popular, making BrezelCross a great Porsche couples' date. Your Porsche was designed and built to go from the street directly to an autocross or road course—and then back home to the garage—delivering plenty of wide grins for the cost of some gasoline and a little tire rubber.

We hope to see even more Silver Sage members join us next season. Come out, bring your Porsche, and discover just how much fun you can have behind the wheel! Questions? Contact us at autocross@silversageporsche.com.

-Keith & Gary
















97
58s










97








PORSCHE


pca




pca
93


PORSCHE

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Celebrating Six Decades of Passion

The Silver Sage Porsche Club 60th Anniversary Gala

BY CHRIS HORAK

The unmistakable gleam of Stuttgart engineering flanked the entrance of The Club at Spurwing on July 11, 2026. Coordinated by Sid Cannon, a mini-timeline display perfectly framed the milestone evening: the 60th Anniversary Gala of the Silver Sage Region of the Porsche Club of America (PCA).

What began in 1966 with just 15 charter members has evolved into a powerhouse automotive community of 535 primary members. The evening was a high-octane blend of deep regional history, heartfelt tribute, and community connection, celebrating the unique human bond forged through the simple joy of driving a Porsche.

A Tale of Two Eras at the Entrance

Guests arriving at the gala were treated to a visual representation of the club's 60-year lifespan right at the front doors. Under the main stone porte-cochère sat Ivor Iverson's beautifully restored, classic black 1966 Porsche 912. Its vintage chrome hubcaps, pristine glasswork, and white side stripes perfectly evoked the exact era of the club's founding.

Just a few paces away, Sergio Aloma's modern, slate-grey 2026 911 Carrera represented the absolute cutting edge of modern Stuttgart performance, complete with aggressive multi-spoke black wheels and vivid red brake calipers. Together, the two cars stood as a silent tribute to how far Porsche design has traveled, while remaining entirely true to its roots.



Preserving the Roots: Ivor Iverson's stunning 1966 Porsche 912 anchors the entry display.



The Modern Standard: Sergio Aloma's 2026 911 Carrera showcases sixty years of engineering evolution.

A Sprig of Sagebrush and 15 Founders

The evening's formal program dove deep into the club's history, tracing its roots back to the summer of 1966. After returning home from the 11th Porsche Parade in Colorado Springs, Mick Williams and Bruce Belcher were deeply inspired to form a local PCA chapter in the Boise area. At the time, the closest active region was Intermountain in Utah, located over 350 miles away.

By the early fall of 1966, the duo had successfully gathered 15 charter members to sign the official application. In early October, Mick and Lois Williams personally delivered the paperwork to the home of PCA staff member Jane Nestlerode in Alexandria, Virginia. To permanently anchor their local identity, they presented the application alongside a fresh sprig of Idaho sagebrush. National PCA President Burt Propp officially issued the Silver Sage Region charter on October 24, 1966.

The gala audience offered a roaring round of applause for the original fifteen visionaries who laid the groundwork for the modern club:

1966 CHARTER MEMBERS

Bruce Belcher
Gerhard Borbonus
Hansgeorg Borbonus
Jim Donald
Dr. Scott Earle

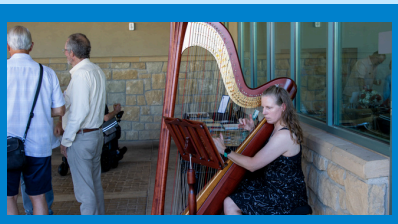
Bob Howell
William P. Karst
Nelson T. Miller
Roland Nelson
George Oram, Jr.

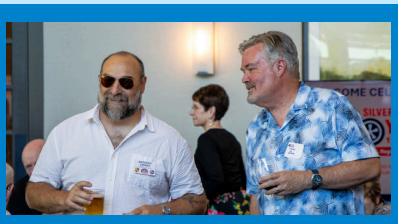
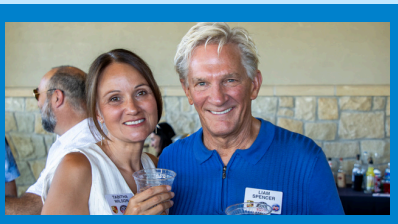
Ernie Pyle
Walter E. Rein
James Von Schmidt
Mick Williams
Orville K. Peterson

The club was incredibly honored to welcome Gerhard Borbonus, the region's sole living charter member, to the podium. Borbonus captivated the ballroom by sharing his earliest Porsche memories, recounting the thrill of purchasing his first Porsche at just 20 years old and navigating the logistics of shipping it directly to the United States from Germany, including a hilarious story of running out of gas and a fuel truck driver that saved the day!

Patio Socials and National Perspectives

The celebration officially kicked off at 5:30 PM as cars took their positions, leading into an elegant patio social hour at 6:00 PM. Guests mixed in the summer air, enjoying passed appetizers and two open outdoor bars. The ambiance was elevated by Louise, a talented harpist from the Meridian Symphony Orchestra, who played a selection of classical and contemporary pieces on the patio as the sun began to dip behind the Boise foothills.







MEMBER ONLY RAFFLE

FALL 2026

1ST GRAND PRIZE*

2027

911 CARRERA S

WITH M/T PACKAGE + $45,000 CASH PRIZE



2ND GRAND PRIZE*

2027

911 CARRERA T

+ $45,000 CASH PRIZE





Enter the Fall 2026 Member Only Raffle and you could win a Carrera S with M/T package!

Each fall and spring, PCA holds a raffle, in which you, the member, may purchase entries for a chance to win a brand-new Porsche. For the Fall 2026 Member Only Raffle, the first grand prize is a 2027 911 Carrera S with Manual Transmission Package plus a $45,000 cash prize. Subsequent grand prizes are a 2027 911 Carrera T plus a $45,000 cash prize. All entries received by December 14, 2026, will be accepted into the raffle. Remember: More entries equal more grand prizes.

For more information: **pca.org/news/fall-2026-raffle**

PORSCHE CLUB OF AMERICA

At 6:45 PM, Event Chair Vicki Pentecost and her planning team invited guests into the ballroom. Pentecost opened the program with an official welcome address while salads were set, expressing her gratitude for the opportunity to celebrate the region's historic successes. She recognized the evening's primary sponsor, Porsche Boise, thanking General Manager Eddie Rediske and Sales Manager Shaun Ferguson for their steadfast, ongoing support of the club's regional activities.

Pentecost also introduced the club's current elected officer board:

- Anthony Vierra – President
- Kevin Mitchell – Vice President
- Doug Ooley – Treasurer
- Jackie Roeder – Secretary

Master of Ceremonies Leigh Wilson—owner of Boise's Best Real Estate and driver of a distinctive Python Green 718 Cayman GTS 4.0—then took over the microphone. Wilson, a PCA member since 2001 whose own 1976 911 Signature Edition graced the cover of Porsche Panorama magazine in 2017, seamlessly guided the room into the guest presentations following a premier dinner service by the Spurwing culinary staff. The event drew prominent national PCA leadership, including PCA National Secretary Stan Thorne and PCA Zone 6 Representative Brad Pape. Thorne, a healthcare consultant from Kansas City and a two-time winner of the prestigious Betty Jo Turner 'Best Newsletter in the Nation' award, delivered an engaging presentation titled "What is PCA," emphasizing the family-centric culture of the national club. Pape, who traveled from Kelowna, British Columbia, spoke dynamically about the unique geographic challenges and rewarding camaraderie of managing Zone 6's eleven distinct regions.

Following the regional updates, Membership Chair Loren Stumbaugh took the stage to share brief statistics on the region's modern growth. Stumbaugh—a longtime Porsche owner who previously spent years in the music industry as Merle Haggard's live monitor engineer and tour bus driver—highlighted how the club's welcoming culture has sustained its historic 535-member roster.

Decades of Culture Captured on Film

A central pillar of the gala program was a stunning, multi-chapter multimedia retrospective produced by Vicki Pentecost alongside Nex10 Productions. The video segments brought six decades of regional archival footage to life, beginning with a deep dive into the region's proud history of hosting the national Porsche Parade in 1971 and 2002. The documentary-style video chapters celebrated the distinct, high-energy events that have defined the Silver Sage lifestyle for generations:

BBB – Bogus Basin Bacchanalia: Past Presidents Bob Pentecost (1989–1990) and Mark Prusynski (1995–1996) took the stage to trade historic, humorous stories from the club's signature driving event, which ran continuously from 1976 to 2016. The retrospective featured video editing by Kevin Mitchell.

Oktoberfast: Ernie Monroe (Past President and club Graphic Designer since 2002), Sid Cannon, and Gary Cuddeford shared the history of the region's marquee public car show at The Village at Meridian. The accompanying film featured footage captured by Randy Bloom, celebrating 11 years of community exhibition and high-stakes charity auctions.

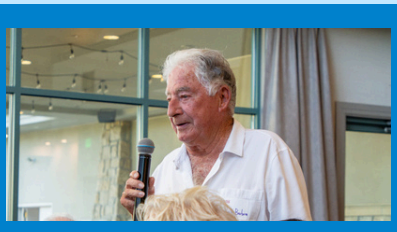
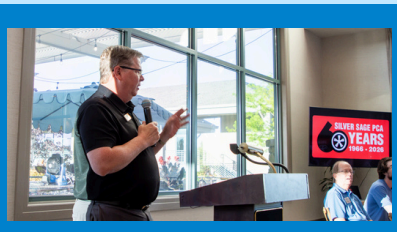
Charities & Community Impact: Molly Cuddeford presented the profound history of Silver Sage's philanthropic work. Known among members for her "need for speed" on driving tours, Cuddeford has personally donated a signature Oysters and Champagne dinner to the club's charity efforts for 14 consecutive years. She proudly took the podium to reveal a ceremonial oversized check, revealing that the region has raised over $381,000 to date for local Idaho charities.

Coffee and Porsches: Patricia Dunlop—an interior designer, passionate autocrosser, and the 2014 BBB "Queen of the Hill"—shared the casual history of the club's popular morning meetups, showcasing her Zenith Blue 911 Cabriolet in a video segment edited by Kevin Mitchell.

Autocross & BrezelCross: Gary Roeder presented on the club's competitive, high-speed evasive driving events, accompanied by trackside action footage produced by Kevin Mitchell.

The evening took a lighthearted, mysterious turn when a special guest loudly introduced as "Conus" (rhymes with bonus) made a brief, theatrical appearance on stage. After a short, enigmatic speech, "Conus" directed the technical crew to roll a final action video before quickly exiting the ballroom to a chorus of laughter and cheers.



A Blessing for the Road Ahead

Before the final presentation, Emcee Leigh Wilson requested that the longest-term Silver Sage member seated at each individual table claim the custom floral centerpieces as a memento of the historic night.
To close the milestone evening, Club Historian Walt Thode—a member since 1988, Past President (2005–2006), and longtime editor of the Sage Tick newsletter—stepped up to the podium. Thode requested all past regional presidents in attendance to stand and be formally recognized for their leadership through 2026.
He then led the quieted ballroom in a traditional, moving Irish Blessing, wishing all members safety, clear skies, and open roads.
As the final round of applause echoed through the Spurwing ballroom for the volunteers, speakers, and staff, engines began firing up in the starlit parking lot outside. Sixty years after two friends packed a sprig of sagebrush for a cross-country trip, the passion, precision, and community of the Silver Sage Region remain entirely unbroken, steering smoothly into the decades ahead.

60th Anniversary Gala Event Leadership & Production

Event Chair: Vicki Pentecost
Multimedia & Video Production: Vicki Pentecost, Nex10 Productions, Kevin Mitchell, Randy Bloom

Master of Ceremonies: Leigh Wilson
Mini Car Show Coordinator: Sid Cannon
Harpist: Louise (Meridian Symphony Orchestra)






Regional Leadership History (1966 – 2026)

The Silver Sage Region extends its deepest gratitude to all the past presidents who volunteered their time, energy, and vision to guide the club from its 15-member origin to its current 535-member milestone. Their collective leadership ensured that the spirit of the PCA remained alive and well in the Treasure Valley for sixty incredible years.

Thank you to our Sponsor!

Silver Sage Region extends its deepest gratitude to Eddie Rediske (General Manager), Shaun Ferguson (Sales Manager), and the entire team at Porsche Boise.

Thank you for your generous sponsorship of our 60th Anniversary Gala and your steadfast, ongoing support of our club activities, track events, and regional driving tours. We are proud to partner with you!

Save the Date - PCA Porsche Parade Boise, Idaho July 11-17 2021

It's official—the national stage returns to the Treasure Valley! Exactly one year from our anniversary gala, Porsche enthusiasts from across the country will gather right here in Boise for an unforgettable week of autocross, concours d'elegance, rallies, and camaraderie.

Volunteer signups and event schedules will be published in the upcoming winter edition of the Sage Tick. Gear up, Silver Sage!

-Chris

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A SUMMER OF PORSCHE

Four great trips, from one end of the country to the other, and even out of the country!

BY WALTER GAMMILL

LAKE PLACID

An email pops up – “Hi – there’s a Parade in Lake Placid in early June. Interested?” We had mostly sworn off parades as too long, and Treffens as too expensive. But Lake Placid? Never been there, never seen the Adirondacks or upstate New York. The invite from travel partners Sommerwercks and Cuddefords (whom we joined in New England for Jay Peak Parade) was tempting. John and Nancy were driving, but Molly & Gary were flying this time. We’re in!

Signup time rolled around, we hit the computer and got registered. The whole event signup effort was a cluster bleep, so we bailed on most, just getting into a tour of the Olympic venue.

Molly reserved a great BNB house outside town, we booked a flight on Southwest to

Syracuse, and we were set. The trip started with a stop off in Chicago (Laurie had never been there). Lovely time, although sitting on the tarmac in a shaking airplane during a tornado watch was not in our plan. We finally took off and arrived in Syracuse 4 hours late. After a short nap, we rented a BMW 3 Series sedan (renting a Porsche was not fiscally responsible, but this is a car event and I wanted something I could DRIVE. It didn’t disappoint.)



The drive to Lake Placid took about 6 hours, and the scenery didn’t disappoint. Same applied to Molly’s choice of lodging. Other than the opening Parade get-together, we did our own thing. We visited AuSable Chasm, an amazing canyon featuring the AuSable river, which is familiar to anyone steeped in the fly fishing world. John led us on an amazing trip to the St Lawrence Seaway, where we took a cruise in the Thousand Islands area - actually about 1800 islands.



If it has a tree, it’s considered an island, no matter the size. Many had houses on them – often the house and yard covered the whole island. Power by generator, water by filter, other stuff by “honey boat.” Fascinating.

Our one event popped up – touring the Olympic site where the Lake Placid Olympics were held. This is the arena where the “Miracle on Ice” happened. One of the original scoreboards was on display, with the score: “USA 4, URS 3.” The original rink is there. The high school was headquarters, and the school’s track was frozen for speed skating. This time the track was the venue for the Concours – what a sight! There were 2500 Porsche folks here in this tiny town where they “have more houses than people.” It is still central to Olympic training and related events.

That wrapped it up. We drove back to Syracuse in a rain and wind storm and flew home. That was fun – let’s relax for a while...it’s June 19th.



LAKE CHELAN

Seriously? We just got home, and now next Friday you want to go to Lake Chelan? My long-suffering but incredulous wife Laurie finally agreed, and we signed up for the trip Diana Molenaar had put together. I really wanted to do this, having missed the last one a couple years ago – grandson's high school graduation took precedence. So – after a brief week to wash clothes, get haircuts, and repack, we were off again.

June 26th - after the usual driver's meeting at the Home Depot on State ('this is not a speed event…") another gaggle of Porches headed out on 44, traveling through the west valley burgs of Parma (there really is a furniture store there), Notus (stand up and take…), across the Snake, necessary stop in Nyssa, and on to Vale. There we headed north and west on our favorite road through eastern Oregon. Lunch in John Day, then north on US395 towards Pendleton. This is a favorite – you wouldn't think a major north-south highway would be that gnarly. After a great day of twisties, at speed in the rain no less, we somehow safely arrived at the Best Western in Pendleton, where the usual happy hour ensued, the group taking over the lobby. Lisa Soito managed to convince Hamleys to fit us into their spectacular restaurant for dinner. Hamley's is known for a century of saddle making and western wear, but this restaurant in an old bank building is not to be missed.



Diana had enlisted some folks who once lived in the Chelan area to lead us the next day. They know all the back roads, and we had a spirited drive through some interesting Central Washington country. I just tagged along – I had no idea where we were most of the time, but we did arrive that afternoon at our motel on the water in Lake Pateros. After unwinding for a time, enjoying the view over the lake, we drove back to Lake Chelan for a catered dinner and wine tasting at Succession Winery. In a beautiful building overlooking the lake, we enjoyed a great meal, sampled some outstanding wines, and enjoyed the view. This place is for sale, if you're interested.



Next day saw us up early and headed east. Again, I'm not sure where we were most of the time, but the country was fascinating. An amazing array of vineyards and orchards line the Columbia River in this region. We stopped at Grand Coulee dam, got some photos of the group, and visited the museum there.



Fascinating history of the region. Moving on, we looked for a lunch stop and settled on a tiny burger joint in a tiny town whose name escapes me. We parked the Porsches at an abandoned gas station. As we were about to leave, a local fellow about 10 years old was among us, absolutely agog looking at those cars. One member let him sit in the driver's seat and started the car for him. As he moved among us, it was obvious he really wanted a Porsche hat. I reached into my trunk and handed him a Porsche Motorsport hat. The look on his face as he put it on was priceless. Made his day – his year! He probably hasn't taken it off yet!

Mounted up again, we continued to our next night's stop, settling in at the Highway 12 Motel in beautiful metropolitan Kamiah. Dinner was at the Kamiah Hotel and Bar downtown. While service was slow, the food was great – they had an open fire grill! I'd recommend it, if you are in no hurry. And that was it. Next morning, we all found our way south and home. Thanks Diana – it was a great trip!



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PORSCHE CLUB OF AMERICA

PENTICTON

Way back in late 2025, the folks in the British Columbia regions proposed another “Escape”, this time to Penticton on Lake Okanogan in south central British Columbia. It was scheduled for Sept 10th to 13th. A long way off, but the usual suspects ran this by us, and we eagerly signed up - our busy summer lined up early. After the Lake Chelan trip, we got to spend time with family and do other summer stuff. Then in September, we were off again. Cuddefords and Dunlops joined us at our place in McCall as a starting point. Early the morning of Sept 9th, we were joined by Sommerwercks and Baertsch’s and headed north on 95, bound for Creston, BC. A stop for lunch at the bakery in Deary highlighted a trip through northern Idaho. Other Silver Sagers joined us as we spent the night in Creston. We took over one of the local watering holes for happy hour and dinner, as is the Silver Sage way.



Next day saw another spirited drive through the ups and downs of the southwestern BC mountains, arriving early enough for happy hour at the Lakeshore Inn. We checked into our room, with a balcony overlooking Lake Okanogon.



Next day saw another spirited drive through the ups and downs of the southwestern BC mountains, arriving early enough for happy hour at the Lakeshore Inn. We checked into our room, with a balcony overlooking Lake Okanogon.

The next day was the car show at the Wine District in Oliver. This place included a central gathering area, surrounded by a circle of small wine tasting rooms. This time, the fancy cars with the special colors were in the inner circle, and mine was relegated to the outer ring. No matter – a really spectacular venue to display those Porsches.



Next day saw us tour some of the back roads in the area, topped off by a lunch at Tinhorn Creek winery. A spectacular building with a view over the valley. The food and service were incredible – not sure how they managed to pull that off all at once for 50 people.

Sunday found us on a tour of the Kettle Valley Railway, enjoying a train ride behind a well-maintained old steam engine. We ended that excursion with lunch and wine at the nearby Dirty Laundry winery. That’s a name you won’t often see attached to a winery! That evening was the final banquet in the ballroom (no Boxster this time) as we wrapped up another great Canada trip. Nice that they let us in...

On Monday, the group of 15 or so Silver Sage cars scattered on the way home. We found a great road, WA20, that cut across northeastern Washington – twisties, scenery, and no traffic. Porsche nirvana. We spent the night in Sandpoint, then to Missoula for a few days with grandkids and soccer games, and then home, finally arriving on Tuesday, Sept 22nd.



SUN VALLEY

As we settled in after the Penticton trip, I wrote to our fellow travelers – "It was fun traveling and hanging out with you guys. Let's do it again. How about next Sunday?" Seriously? Yep. Diana, aided by Gully and Colleen Gullickson, had arranged a 3-day trip to Sun Valley, leaving on Sunday Sept. 27th. Talk about a quick turnaround – but who would pass that up? Diana, just returned from Australia and probably too tired anyway, had to skip the trip so she could squire around the PCA National folks as they work to set up Boise Parade 2027. Gary Roeder volunteered to ramrod this venture. He put it all together and on Sunday morning we gathered about 15 cars at the Albertsons parking lot at Federal Way and Hwy 21 for the obligatory drivers meeting. Again, "this is not a speed event." We split into two groups, I swept for the second, and we were off to Idaho City. After a necessary stop there, we tackled the switchbacks on Mores Creek summit and wound and twisted our way to Lowman, with a stop at Sourdough Lodge. From there we met for a lunch stop at the boat ramp at Stanley Lake, still beautiful in spite of a little rain and the aftermath of last year's fires.



A photo op on Galena Summit set us up for the final blast down to Ketchum. Diana and Gully had us booked into the gorgeous Limelight Hotel.

After all that driving, I delayed check-in in favor of happy hour with the group on the patio. We spread out for the evening, with our gang enjoying dinner at the Knob Hill resort.





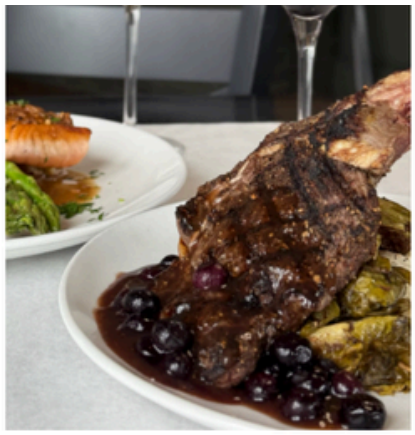
Next day, the diehards drove to Challis for lunch, just so they could get more seat time. For some of us, Gully and Colleen arranged a hike. We climbed the ridge above the Lodge for some great views. Nice walk, but a bit rough for us old folks. Thanks Gully. That evening most of us had drinks and dinner at that well known watering hole The Pioneer. That wrapped up another great trip as we all headed out on our own the next day for the trip home. Thanks Diana and Gully! Next – Octoberfast – a fitting windup to a great Porsche summer.

-Walter









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July




























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A Taste of Southern Hospitality at Tupelo Honey

BY VICKI PENTECOST

August Operation Dinner Out

If you're looking for a dining experience that combines Southern comfort food with a lively downtown Boise atmosphere, Tupelo Honey Southern Kitchen & Bar proved to be a great choice for our August Operation Dinner Out.

A special thank-you goes to Gretchen Young for organizing such a fun evening and to Denise Seinturier for handling registration and helping make the evening come together so smoothly. From the moment we walked through the doors, Tupelo Honey offered an inviting and upbeat at atmosphere. As is often the case with ODOs, several members arrived early, wisely allowing extra time to navigate downtown Boise traffic and parking. Once inside, everyone was greeted with a beautifully presented special Silver Sage menu, making it easy for members to select their meals and helping the restaurant staff keep things moving.

The menu featured a tempting selection of scratch-made Southern comfort food, including fried chicken, buttermilk biscuits, pulled pork, shrimp and grits, chicken and waffles, and a variety of other Southern-inspired dishes. And, of course, there was the famous okra side dish that certainly deserves a mention!

SILVER SAGE pca

Appetizers

Biscuits for a Cause
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buttermilk drop biscuits served with peach compote and whipped butter

Famous Fried Green Tomatoes
$9.99
panko-crusted fried green tomatoes over creamy stone-ground goat cheese grits and red pepper coulis, topped with fresh basil

Crispy Brussels Sprouts
$8.99
fried brussels sprouts, red pepper coulis, goat cheese

Entrees

Pan-Seared Salmon – $26.99
finished with a mild roasted tomato & chili butter, served with tomato soup and caesar salad

Grilled Harvest Chicken – $19.99
two boneless grilled chicken breasts topped with sauteed spinach red pepper, and tomatoes served with mashed potatoes and crispy brussels sprouts

Cobb Salad – $14.99
arcadia mix, grape tomatoes, red onions, shredded cheddar, chopped bacon, hard-boiled egg, avocado mash
shredded cheddar, chopped bacon, hard-boiled egg, avocado mash served with buttermilk ranch on the side

whiskey & onion smash burger – $16.99
two quarter pound beef patties, creamy whiskey & onion gravy, cheddar, pickles, potato bun, served with extra crispy french fries

Tupelo Shrimp & Grits – $19.99
american white gulf shrimp, chorizo, peperonata, creole sauce, stone-ground goat cheese grits, topped with scallions & griddled lemon

Asheville Hot Chicken & Ranch Melt – $16.99
crispy chicken tenders, cheddar, pickles, buttermilk ranch, griddled texas toast. served with parmesan and rosemary crispy potatoes

Bourbon Peppercorn Glazed Meatloaf – $22.99
scratch-made blend of beef & chorizo
Meatloaf – $22.99
scratch-made blend of beef & chorizo sausage. served with goat cheese grits and bacon braised green beans

Divine Swine Pulled Pork Plate – $18.50
tender & juicy slow-cooked pork butt, pulled and tossed in Smokin' Ghost's award-winning BBQ sauce. served with mac & cheese and fried okra

The restaurant's contemporary yet comfortable décor created a welcoming setting for our group. With its open windows and patio seating, Tupelo Honey also offers a pet-friendly option for those who like to bring their four-legged companions along.

Welcome to Our New Members!

One of the highlights of the evening was welcoming at least eight new members to the Silver Sage Region. We were delighted to meet:

- Marie and Larry Vanover, owners of a 2014 white Cayenne with the license plate "Sweety"
- Bryn and Jerry Sanders, owners of a 2021 Taycan 4S
- Stewart and Kim Karstens, owners of a 2013 911 Carrera S
- Elle Nelson and Elijah Davis, owners of a 2007 Cayman S

We're thrilled to have you join us and hope this is just the beginning of many enjoyable events, road trips, dinners, and memories together. Welcome to Silver Sage Region!



A Little Color Added to the Evening

It also appeared that a few members had received the memo about an unofficial dress-code color theme! Three of our happy ladies were perfectly coordinated and ready to model. Others also got the memo, but missed the photo opp.



All in all, it was another successful Operation Dinner Out—good food, great company, new friendships, and plenty of Porsche conversation. That combination is hard to beat!
We look forward to seeing everyone at the next Silver Sage Region event.

-Vicki





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PORSCHE CLUB OF AMERICA

I've been in the habit of finding articles that I think might interest the Sage Tick readership, editing/formatting them and sending them in for Silver Sage to enjoy. - Walt

9 Features and Characteristics That Only Porsche People Understand

From left-side ignitions to cupholders that feel like engineering afterthoughts, these are the quirks that make Porsche owners nod knowingly while everyone else just looks confused.
By Verdad Gallardo (from *Rennlist*)

The Left-Side Ignition

If you've never driven a Porsche, the ignition being on the left side of the steering wheel feels completely backward. To Porsche enthusiasts, though, it's practically sacred. The tradition dates back to the brand's racing history at the 24 Hours of Le Mans, where drivers had to sprint to their cars, jump in, start the engine, and take off as quickly as possible.
With the ignition on the left and the gear lever on the right, drivers could start the car and select first gear almost simultaneously. Modern cars no longer use Le Mans-style starts, but Porsche has kept the setup because changing it would probably cause a small civil war within the fanbase.



Cupholders That Feel Deeply Optional

For a company capable of engineering 200-mph supercars, Porsche has historically had a hilarious relationship with cupholders. Older 911s often treated beverage storage like an inconvenience. Some had flimsy fold-out units that looked like they came from a discount office supply store. Others simply expected drivers to hold their coffee through sheer dedication.
The infamous deployable cupholders in the 996 and 997-generation Porsche 911 became especially legendary for looking fragile enough to collapse under the weight of a small latte. Porsche owners don't complain about this anymore. They simply accept it as part of the experience.



Five Gauges... Even When Two Barely Matter

Porsche's classic five-dial instrument layout has survived generation after generation because changing it would feel almost offensive. The center tachometer remains the star of the show, which makes perfect sense in a sports car. The outer gauges, however, occasionally display information that most people glance at maybe twice a year.
Does every driver need a dedicated oil pressure gauge at all times? Probably not. Does it look cool and race-inspired? Absolutely. Digital dashboards have slowly taken over, but Porsche keeps trying to preserve the traditional layout because owners would revolt if everything suddenly turned into one giant tablet.



Rear Seats That Technically Exist

The back seats in many 911 models are one of the automotive world's longest-running inside jokes. Yes, the car is technically a four-seater. No, most adult humans cannot comfortably survive back there for more than 20 minutes. Porsche owners know the rear seats are really designed for: small children, backpacks, grocery bags, jackets, and the vague idea of practicality.
Yet somehow, those tiny seats remain part of the 911's identity. Remove them completely, and people start asking whether it still feels like a real Porsche.



Any member with anythingthought tobe worthy of inclusionin a general account of the history of the Silver Sage Region (1966-present) please send it to WaltThode at wfthode@gmail.com.

ARTICLE RETROSPECTIVE

CURATED BY
WALT THODE

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The Obsession with Weight Reduction

Most manufacturers brag about adding features. Porsche enthusiasts celebrate removing them. A true Porsche lightweight special often deletes: Sound insulation, rear seats, infotainment equipment, door handles, air conditioning, and common sense... Cars like the Porsche 911 GT3 RS and Porsche Cayman GT4 RS turn weight reduction into an art form. Porsche fans will happily pay extra money for fewer things because shaving 40 pounds apparently matters more than hearing yourself think on the highway.



Paint-to-Sample Culture

Most people choose from five or six exterior colors when buying a car. Porsche owners sometimes spend months debating whether their dream car should be olive green, mustard yellow, frozen berry metallic, or a recreated shade from a 1973 race car. Porsche's Paint-to-Sample program has become an obsession within enthusiast circles because it allows buyers to create extremely specific combinations that range from beautiful to deeply questionable. Half the fun is giving the color a name dramatic enough to sound like a luxury watch dial.



The Key Matching the Paint Color

Few automakers understand unnecessary details quite like Porsche. For years, Porsche owners could order vehicle keys painted to match the exact body color of the car. It's one of those tiny touches nobody needs, but enthusiasts absolutely adore. The funny part is that Porsche fans will spend hours discussing these details online as if they're debating national policy.



Chrono Packages That Add Dashboard Stopwatches

The optional Sport Chrono package is peak Porsche behavior. In many models, it adds a stopwatch mounted right on top of the dashboard, because apparently every commute has the potential to become a qualifying lap. The feature includes legitimate performance upgrades depending on the model, but the giant clock sitting on the dash is what everyone notices first. To outsiders, it looks excessive. To Porsche owners, it's motorsport heritage.



Rear-Engine Weirdness That Somehow Became a Superpower

Objectively speaking, putting the engine behind the rear axle should create strange handling characteristics. Early 911s absolutely earned a reputation for being tricky at the limit. Instead of abandoning the layout, Porsche spent decades refining it until the car's unusual balance became part of its identity.

Today, Porsche enthusiasts celebrate the very thing that once made the car intimidating. The rear-engine layout gives the 911 its distinct feel, unique traction characteristics, and unmistakable personality. Most companies would have redesigned the entire car by now. Porsche simply kept perfecting the weirdness.

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7 Porsche Models That Have Aged Like Fine Wine

From air-cooled legends like the 993 to modern masterpieces such as the Carrera GT, these Porsche designs keep getting better as the years go by.
By Verdad Gallardo ***(from Rennlist)***

Some cars look old after a decade. These Porsches somehow look better every year.

Porsche has never been a company that chases trends. While other manufacturers have experimented with oversized grilles, dramatic creases, and styling gimmicks that quickly fell out of fashion, Porsche has generally stuck to evolution rather than revolution. The result is a long list of cars that look just as good today as they did when they first appeared. Some even look better now that enthusiasts can appreciate them outside the context of their era.
Here are some of the Porsches that keep getting better with age.



Porsche 911 Turbo (930)

The original 911 Turbo established a design formula Porsche still uses today. Wide rear fenders, a dramatic whale-tail spoiler, and a purposeful stance transformed the standard 911 into something far more intimidating. Despite its aggressive appearance, the 930 never feels excessive. The proportions remain balanced, and the design communicates exactly what the car is about. Nearly 50 years later, it still has the ability to stop people in their tracks.



Porsche 911 Sport Classic (997)

Retro-inspired cars often age poorly because they lean too heavily on nostalgia. The 997-generation Sport Classic avoided that mistake by using classic Porsche cues sparingly. The double-dome roof, Fuchs-inspired wheels, ducktail spoiler, and subtle wide-body treatment paid tribute to earlier 911s without turning the car into a caricature. Released in 2009, it still looks special today and arguably helped inspire many of Porsche's successful Heritage Design models that followed.



Porsche Boxster Spyder (987)

The 987-generation Boxster Spyder is proof that removing things can sometimes improve a design. Porsche stripped weight from the standard Boxster, added a distinctive double-hump rear deck, and created one of the prettiest roadsters of the modern era. The manually operated fabric roof looks unconventional, but it gives the car a unique personality. Combined with the compact proportions and clean surfacing, the result is a design that feels more special today than it did when it first appeared.

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THROUGH THE YEARS

Porsche 356 Speedster

Few sports cars are as simple or elegant as the 356 Speedster. Introduced in the 1950s as a lightweight, stripped-down sports car for the American market, the Speedster featured a low windshield, minimalist interior, and beautifully curved bodywork. The design lacks unnecessary details, which is exactly why it has endured. The proportions remain charming, the rounded fenders are instantly recognizable, and the overall shape still looks cohesive more than 70 years later. It's one of those rare cars that feels equally at home at a concours event or parked outside a modern coffee shop.



Porsche Carrera GT

The Carrera GT has lived nearly a quarter of a century, which feels impossible when you look at it. Porsche's V10-powered supercar debuted in 2000 as a concept and entered production in 2004, yet its design remains remarkably fresh. Unlike many early-2000s supercars that relied on sharp angles and futuristic styling cues, the Carrera GT used simple surfaces and perfect proportions. The low nose, flowing fenders, removable roof panels, and distinctive rear deck create a shape that still looks exotic today. If Porsche unveiled it tomorrow as a limited-production halo car, nobody would accuse it of looking dated.



Porsche 911 (993)

The last air-cooled 911 has become the benchmark for timeless Porsche design. Introduced for the 1995 model year, the 993 refined the classic 911 shape without losing any of its character. The fenders remained pronounced, the roofline stayed unmistakably 911, and the smoother front end modernized the car without overdoing it. Part of the 993's appeal is its restraint. It arrived before Porsche began adding larger intakes, bigger wings, and more aggressive bodywork to many of its performance models. Three decades later, it still looks clean, compact, and purposeful. Many enthusiasts consider it the most beautiful production 911 ever built, and it's hard to argue with them.



Porsche 964 Carrera RS

The 964 generation spent years living in the shadow of both the earlier G-body cars and the beloved 993. Today, enthusiasts have largely come around to what Porsche achieved with the design. The Carrera RS, in particular, represents the 964 at its absolute best. What makes the 964 RS age so well is its balance. It still looks unmistakably vintage, yet it doesn't feel old-fashioned. In many ways, it bridges the gap between the classic long-hood era and the more refined modern 911s that followed. Three decades later, it remains one of the purest and most purposeful-looking Porsche road cars ever built.



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Coffee & Porsches

September

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SAGE TICK RETROSPECTIVE

CURATED BY WALT THODE

To commemorate the 60th anniversary of the Silver Sage Region, this Retrospective covers significant anniversaries since the founding of the region in 1966.

10 YEARS AGO

2016 No feature article about the 50th anniversary made it into the Sage Tick, but President Paul Kaczmarek reported that "Linda Prusynski, Vicki Pentecost, Jean Badgely and others did a wonderful job of putting together a banquet at The Club at Spur Wing worthy of the occasion." Members present included Bruce Belcher, a charter member, who gave a look into the formative days of the club. No representative from the national office was able to attend. Primary members numbered about 250.

20 YEARS AGO

2006 The 40th anniversary party was combined with another tradition of the club, SPUDS! In attendance were past presidents and other long-time members as well as the current zone representative, Linda Bine, the past rep, Dick Grant, and National Secretary Manny Alban. The club had about 220 primary members.

30 YEARS AGO

1996 The 30th anniversary celebration was held on October 12 at the Hillcrest Country Club. Members in jackets (men) and dresses (women) sat down to a banquet, the cost of which was $24.50. Guests numbered 103, including 7 charter members, 11 former region presidents, and PCA President Judy Boles. The club had 147 primary members.

40 YEARS AGO

1986 An Octoberfest (and 20th anniversary) was held in Caldwell at the home of Matt and Ann Beebe, and attendees then went to the Snake River Brewery, after which they returned to the Beebes', where a 20th anniversary cake was cut and President Jon Mason introduced past presidents and charter members in attendance. About 50 people attended. Primary membership was about 90.

50 YEARS AGO

1976 The Sage Tick reported that "...the 10th anniversary of the [region] was held at the Plantation on October 5, 1976." President Don Moore noted that it was ten years ago that Mick Williams and Bruce Belcher came back from the 1966 Parade in Colorado Springs and were inspired to form a region in Idaho. He introduced seven former presidents and others who were charter members. Club membership was about 60.

55 YEARS AGO

1971 No mention of the fifth anniversary appeared in the newsletter, then called "News for Drivers of the Silver Sage." Perhaps this was because everyone was exhausted after having just hosted the 16th Porsche Parade after just five years of existence and with a primary membership of only about 45, in an era when the regions themselves did most of the work with little help from the National club.

60 YEARS AGO

1966 The Silver Sage Region was formally chartered on October 24, 1966, with 15 original members. The first edition of the newsletter appeared in March 1967. (PCA itself was officially founded in September 1955 in the Washington, D.C. area, with 12 members.)

Any member with anythingthought tobe worthy of inclusionin a general account of the history of the Silver Sage Region (1966-present) please send it to WaltThode at wfthode@gmail.com.



PCA offers regions the opportunity to sell logo merchandise to members.

If you are looking for a unique gift idea, visit the Silver Sage Webstore. Men's and Women's shirts, jackets and hats in a variety of colors are in our store. You must log in using your PCA credentials before shopping and again at check out.

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