



FALL 2023

G2Sky

Porsche Club of America—Canada West Region



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C2Sky

Fall 2023

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All contributions will be published on a space available basis. Any statements appearing in this publication are those of the author and not necessarily those of the Porsche Club of America, the Canada West Region, its board of directors or the editors. The editors reserve the right to edit all material submitted for publication.

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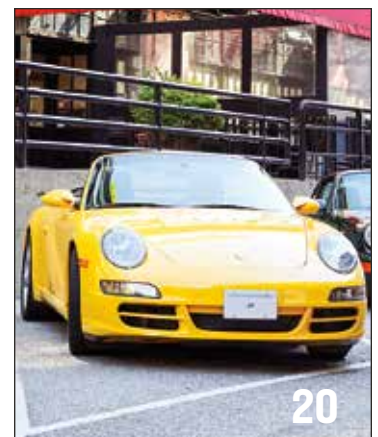
Next Issue Winter 2023

Submission deadline
November 1, 2023

Cover Image

Edward Quan

Publication Agreement No.
40042706



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A New Chapter

After several months of membership engagement, we begin a new chapter in the life of your club magazine, C2Sky. The new masthead was designed by your Executive Committee, and they welcome feedback so please send your impressions to President Matt Stogryn.

This year we are celebrating the 75th Anniversary of Porsche and the 60th Anniversary of the iconic 911. There were several wonderful and unique celebrations this summer and we focus on two events in this issue. We begin with the grand opening of Porsche Centre Richmond held on June 8, the exact day 75 years ago when Ferry Porsche created his company as well as the Porsche Cars Canada sponsorship of the Fleures de Villes PRIDE activation, and the 911 anniversary in Yaletown which exhibited our members' vehicles.

With our fall edition, we open with a historical story on The Grand Tour where 25 Porsche club drivers are exploring the Pacific Northwest, as far away as Montana in September. A look back to 16th Century when young men and women of English nobility explored Europe in search of knowledge and life experiences. They remind us that our travels should always be immersive, enlightening, and authentic.

The Shades of Stuttgart summer event in Tsawwassen has become the largest club show of the year, featuring over 220 Porsches. Enjoy William Waung's photo story on this titanic of an achievement by our membership.

Check out Nancy Mao's story, Board Member at Large about her CWR-PNWR Ladies Drive along scenic Chuckanut Drive south of Bellingham WA. which drew 55 club members from both sides of the border.

A must read is My Boxster/Tesla EV Conversion Part 2 by Terry Moore, who can engineer the impossible. Plus, our new Tech Column by Darren Batstone, Technical Chair, on the topic of vehicle fire safety.

Also, I leave you with my 900 km Porsche adventure story to Crater Lake National Park with the unforgettable wines of Rogue Valley, surrounding Medford OR.

As fall approaches, I trust you will all have one last memorable Porsche drive before cold weather arrives.

Stay safe,

Edward Quan
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PRESIDENT'S MESSAGE



Finally, the first edition of our newsletter under the new banner *C2Sky*, our editor Edward Quan continues our tradition of an excellent publication and is adding more articles and features with each edition.

This has been a busy summer season for the club starting off with Dunderave on Father's Day, the 75th anniversary celebrations at our three Porsche Dealers. The largest Shades of Stuttgart ever with over 220 Porsches in the corral and a few dozen more in the surrounding parking lots, could we display 300 + next year? A huge thanks to Porsche Centres Vancouver and Richmond for the prizes and breakfast sandwiches at Shades. Eight weekend tours completed and finally the Grand Tour in mid September. The Whistler weekend with over 100

PCA members in attendance from both PNWR and CWR. And not to leave out our all-important lady members with their first combined day drive with the ladies to the south from PNWR and the Pink Parade coming up in October. August was also our club BBQ with more than 80 members in attendance all dressed in the Mardi Gras theme, this event could not have happened without the help of Brad & Tracy, Gary & Ann and Tim & Natalie let's not forget the never-ending help with putting out the food and washing a ton of dishes. Two major club events are left to finish our year, in October Okturbofest at Porsche Centre Vancouver and our traditional Christmas Party at the Terminal City Club in early December, register early! August marked the addition of our

1000th primary member, we are now looking to 1100 in 2024.

For those of you who have been a PCA member for 5, 10, 15 or 20 years you can order your membership anniversary certificate and special window decal at www.pca.org/anniversary. Gold pins are issued by PCA for 25, 50, 55 and 60 years. PCA name tags are issued at 40, 50, 55 and 60 years November is planning month for our 2024 calendar of events and as always, we are looking for new ideas and volunteers to help with events, if you have an idea email any member of the Executive team.

See you on the road ahead.

Matt Stogryn
President

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MEMBERSHIP

Congratulations on your PCA Anniversary!

AUGUST

Harald+Dolores Evers

45 years

Terry Flebbe

44 years

Gary+Debbie Vollet

35 years

Howie+Christy Wong

35 years

Brad+Janice Pelling

35 years

Andrew+Kristen Gribble

33 years

Andy+Marion Haglund

29 years

Jonathan Nelson

27 years

Newton Crawford

27 years

Peter+Dayandra Stursberg

26 years

Morris Briglio

22 years

SEPTEMBER

Hubert Veerman

44 years

Philip+Barbara Kirby

37 years

Dr. Tim Wou

32 years

Peter+Connie Valkenburg

30 years

Terry Ellis

29 years

Robert+Allison Benson

27 years

Dr Timothy+Michelle Kam

26 years

Al+Brenda Jenkins

21 years

Ian Manning

21 years

Henri+Lori Champagne

19 years

Paul Young

18 years

OCTOBER

Bruce+Patti Young

40 years

Ed+Elizabeth Nemeth

39 years

Paul+Ellen Reimer

36 years

David Ferguson

31 years

Henry Woo

26 years

Kevin+Shanna Vander Ploeg

21 years

Welcome New Members!

Simon Eastman, Delta

2018 Panamera Turbo S E-Hybrid (Chalk)

Jason Pigeon, Halfmoon Bay

1975 911S Coupe (Gulf Blue)

1997 911 Carrera S Coupe (Arena Red)

2017 Macan GTS (Metallic Gray)

Lex Lawless, Vancouver

2018 911 GT3

Eugen Schiele, West Vancouver

2012 911 Carrera GTS (White)

Christopher Lo-Pryke + Nancy Peng, Coquitlam

2015 Cayman GTS (Sapphire Blue Metallic)

Jin Liu, Vancouver

2016 Cayenne

Matthew Quinlan, Vancouver

2017 911 Carrera 4S Coupe (White)

Simon Kiing, Vancouver

1976 912E Coupe (Silver)

1961 356B Cabriolet (Cordoba Red)

2006 997 Carrera S Cabriolet (Silver)

Hawkins Wong, Richmond

1992 911 Carrera 2 Cabriolet (Red)

Joseph Leung+Sze Wing Luk, Surrey

2023 718 Cayman GT4RS (Arctic Gray)

Jonathan+Sandra Wiebe,

Langley

2017 718 Boxster

Marc+Nathan Filiatrault, Surrey

1986 944

John Mclachlan, Vancouver

2009 911 Carrera 4S Cabriolet

Benjamin Wong, Vancouver

2017 911 Carrera 4S Cabriolet

Daniele Lim, Richmond

2016 Macan S

Transfer from Red River Region

Jonathan Werier+Saul Werier, Delta

2007 911 Turbo (Blue)

Wing Wong, Vancouver

2023 718 Cayman GT4 (Guards Red)

Tristan Rurak, Vancouver

2023 Macan GTS

Michael Yang, Vancouver

2022 911 GT3

David Pavicic, Surrey

1988 928S4

MEMBERSHIP

Welcome New Members!

Linda+James Beaulieu, North Vancouver

2017 911 Carrera GTS Cabriolet (Carrara White Metallic)

Juan Cruz+Sandra Olvera, North Vancouver

1978 924

Sepehr Khorasani+Samira Hekmat, West Vancouver

2021 911 Carrera 4S Coupe (Black)

Mark Coleman, West Vancouver

1986 911 Carrera Targa (Blue)

2023 Macan GTS (Silver)

2019 911 Speedster (Silver)

1993 964 (Black)

1988 930 Turbo Slantnose (Grey)

1961 356B Cabriolet (Blue)

Matt Watkins, West Vancouver

2006 911 Carrera 4S Coupe (Black)

Simon Lee+Amber Lo, Vancouver

2017 911 Carrera S (Graphite Blue Metallic)

Ross Cleveland, North Vancouver

1999 Boxster (Silver)

Robert Paderecki, North Vancouver

2021 911 Turbo

Steve Chow, Burnaby

2005 Boxster S (Midnight Blue Metallic)

Mark+Kendra Sander, Vancouver

2017 911 Turbo S Cabriolet (Riviera Blue)

William Degrazio, Langley

2023 911 Carrera T

Dave Rutherford, Coquitlam

2012 911 Carrera S Coupe (White)

Danny Ren+Vivian Li, New Westminster

2016 Cayman GT4

Martin Lagroix, New Westminster

2017 911 Carrera (Miami Blue)

Dave Metzler, West Vancouver

2013 911 Carrera S

Hon Cheung Lau, Richmond

1990 911 Carrera 4

Andrew Sze, Surrey

2020 911 Carrera 4S

Welcome back from BC Interior Region

Neil McGill, South Surrey

2015 911 Carrera Coupe (White)

Gary Fraipont, Maple Ridge

2018 911 Carrera T Coupe (GT Silver)

Ryan Ross, Surrey

1987 944

Trent Punnett+Kathy Mcpherson, Surrey

2013 911 Carrera 4S Cabriolet (White)

Sheldon Chi, Vancouver

2023 Macan (Black)

Hardeep Sandhu, New Westminster

2023 911 Turbo S Cabriolet (Black)

Tony Doan, Vancouver

2018 911 Carrera GTS Coupe (Black)

Ju Chan Choi, Pitt Meadows

2006 911 Carrera Cabriolet (Silver)

Brent Morgan, Delta

2017 718 Boxster S (Agate Grey)

Vibhore Arora, Surrey

2021 911 Carrera S Coupe (GT Silver)

Nicholas Wong, Vancouver

2023 911 Carrera S

Transfer from Golden Gate Region

Joseph Yau+Shirley Yu, Surrey

2022 718 Cayman T (White)

2020 Macan S (Blue)

Sameer Hirji, Vancouver

2017 911 Carrera 4GTS Coupe (Carmine Red)

Stephen Leung, Langley

2023 Cayenne GTS Coupe (Chalk)

Chase Tapper, Langley

2007 Cayman S

Shaun+Tracey Zipursky, Delta

2004 911 Carrera 4S Cabriolet

Johnson Li+Christine Biala, Burnaby

1992 911 Carrera 2

Transfer from Wild Rose Region

Antony Balasubramanian, Vancouver

2009 Boxster S (Aqua Blue)

Dual members with BC Interior

Robert Matthews+Deirdre

Holmes, Oliver, BC

2023 911 Carrera GTS Coupe (GT Silver)



August 2023

John P Sommerwerck
PCA Zone 6 Rep

Our summer travels to the Zone 6 regions continued this month with a visit to Sisters, OR, and High Desert Region's Annual Picnic. This was followed by a drive with our home region, Silver Sage, through western Oregon and ending in Walla Walla. On the way home we stopped in Lewiston to visit friends and ride in their new GT4 RS. Yes, these are hard to find Porsches, but obtaining a build slot is made a lot easier when you win the Spring PCA Car Raffle! Each spring and fall PCA holds a member only raffle for a new Porsche. The 2023 Fall raffle is expected to open the first week in October. Get your ticket(s) at The



Porsche Club of America (pca.org). This is a great way to support PCA.

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

Zone 6 signature events, which can be found at www.zone6.pca.org. Upcoming Zone 6 Signature events

currently open for registration include Silver Sage's Oktoberfest (silversage-porsche.com). Zone 6 abounds in great roads to drive and great automotive venues.

Many of you have heard of the horrific forest fire on Maui. Unfortunately, we are experiencing many forest fires here in Zone 6. Washington, Oregon, Idaho, and British Columbia are all experiencing major forest fires. Many of the fires have resulted in structure loss and forced evacuations. Some of these fires are impacting our fellow PCA's. The Kelowna area of BC and the Medical Lake area west of Spokane have been especially hard hit. Sometimes we can only 'watch from the sidelines.' However, if you have friends in the area, reach out and see how they are doing and what we can do for them. Knowing someone cares can greatly help those in the midst of a significant loss.

Stay healthy and we will see you in the Zone.

John P Sommerwerck
PCA Zone 6 Rep
JPSommerwerck@msn.com





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ROAD AHEAD

September

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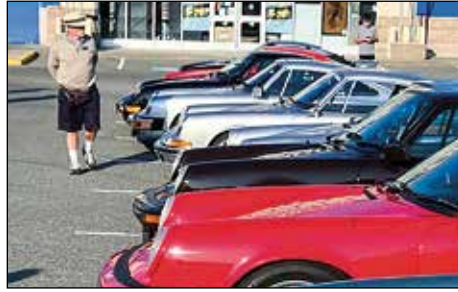


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September



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October

- 7 Ladies Porsche Pink Parade



- 14 Autocross
- 14 OK Turbofest

December



- 8 Christmas Party



To learn more about our upcoming club events, visit pca-cwr.org

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The Grand Tour

Story and Photo by Edward Quan

A modern take on an age-old tradition: Journeys through culture, nature, and history.



This September, the Grand Tour gets underway with 25 Porsches - air-cooled and modern - roaming across British Columbia, Alberta, Montana, Idaho, and Washington on a classic driving rally and I have the pleasure of participating in this scenic journey.

Starting in Abbotsford, BC and concluding in Bellingham, WA, the Grand Tour is seven days of great mountain driving, including Montana's "Going to the Sun" highway. Drivers will enjoy world class vistas, unique and interesting attractions, and non-competitive rally elements over 2300 km. With overnight stays in Oliver, Rossland, Waterton Park, and Spokane, the average driving distance is less than 400 km per day so drivers can enjoy each day without feeling like they're overdoing it.

In preparation for this epic journey, I wanted to discover the history behind the Grand Tour. And no, it's not related to the 2016 British television series 'The Grand Tour' that exposes what's going on inside the minds of car-loving British men.

Before the era of YouTube searches and TikTok influencers, the only way to discover our world was through physical exploration. The origins of the Grand Tour can be traced back to the 16th century when it became a popular educational and cultural journey for British nobility. This tradition was primarily undertaken by young men and women of noble birth as a rite of passage, marking their coming of age.

The Grand Tour was not merely a leisurely vacation; it served as an opportunity for these young individuals to broaden their horizons, study different cultures, and immerse themselves in the rich history and classic antiquity that Europe offered. They would visit cities such as Paris, Geneva, Rome, Venice, and many others, soaking up the vibrant carnival parties and indulging in extravagant celebrations.

One of the main reasons behind this journey was to sow one's wild oats before settling into adulthood and taking on responsibilities. It allowed young people to experience new cultures firsthand, enjoy renowned works of art and sculpture, collect souvenirs from their travels, acquire books, paintings, artifacts, and gain exposure to diverse perspectives.

Richard Lassels' book "The Voyage of Italy" played a significant role in popularizing the Grand Tour. It provided a detailed itinerary for travelers highlighting must-visit destinations and notable landmarks along the way. The book became an indispensable travel guide for those undertaking this transformative journey.

Today, we can still see remnants of this historical tradition in modern-day travel experiences. The origins of the Grand Tour continue to shape our understanding of European history while reminding us of the importance of cultural exploration and curiosity.

Upon returning from our Grand Tour, you will not see Porsches filled with European art and sculptures. But each driver will have experienced an immersive driving adventure filled with the wonders of nature and new friendships that will last a lifetime. A different journey than those taken by the privileged young people of old but a valuable and enjoyable one, nonetheless.





Shades of Stuttgart

The largest Porsche event of the summer.

Story by Edward Quan

Photos by William Waung

Shades of Stuttgart held late July was a resounding success with over 220 club members' Porsches on display at Tsawwassen Mills.

Attracting over 1,500 spectators, the largest number of Porsches for a single colour was black, while the smallest number was beige. Walking through the many rows of Porsches, you could examine up close several Porsche models in various generations.

The Shades of Stuttgart event was supported by Porsche Centre Vancouver who provided breakfast for the entrants and Porsche Centre Richmond who donated prize bags for a drivers' draw.



Porsche Centre Richmond is now open and excited to support the Porsche Club of America, Canada West Region.

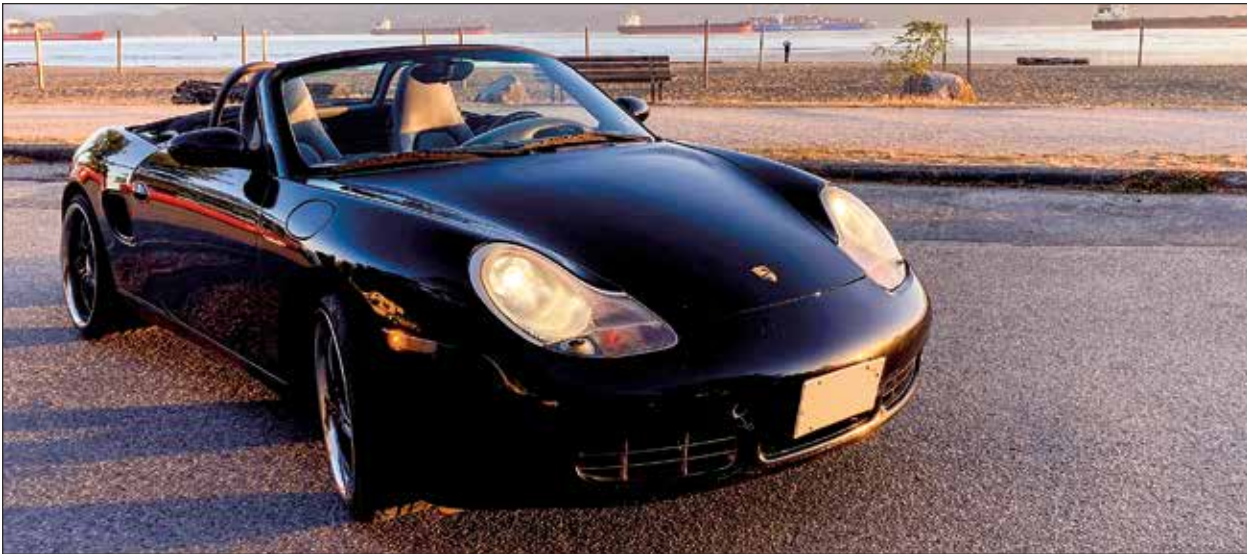
Our new home for porsche passion.

Conveniently located in the Richmond Auto Mall, Porsche Centre Richmond is a new state-of-the-art facility designed to meet all your Porsche needs with our 15-bay service & parts centre, multi-level indoor showroom, and custom Porsche fitting lounge. Our goal is to provide you an extraordinary and memorable Porsche experience like no other for the years to come. To book a sales or service appointment, please call 604.273.0911.

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Richmond, BC V6V 1W8
604.273.0911
porscherichmond.ca



PORSCHE



My Boxster/Tesla EV Conversion

PART 2

Story and Photos by Terry Moore

In early 2022, I was able to install the complete battery pack into the car. After renting an engine hoist, I needed to make 5 test lifts with an empty battery box to make sure everything fit. I had to cut part of the square tubing on the top & back of the box to the box it be raised up & clear the existing structure. I will have to reduce the width to 35" from 36" to allow better clearance when I take the main battery pack out again. I also needed to make customised lifting lugs for the front of the box so it can clear the existing structure. The rear straps need to be slightly shorter than the front straps, so the box hang a little front heavy. This is needed to clear the brake cable.

With the main battery box in place, the next step was to install the motor. I used the lifting table to raise the motor into position & attach it to the motor frame. Total motor install time is now about 2 hours. After the motor was installed, the rear battery box was raised into place with the lifting table - Figure 20.

With the motor & both battery boxes in the car, I

used the Open Source wifi to check the voltage in the battery & motor. It showed no voltage coming into the inverter even though I could see motor & ambient temperature changes on the output. I could also see the Forward (FWD) & Reverse (REV) worked when I used the switch in the cab. I was getting full voltage through the Main, Ignition & Pre-Charge Contactors. Another EV enthusiast came over with his CANBUS set up to see if the problem is with the Tesla Inverter or the Open-Source Board. Through troubleshooting, we determined the problem was the cars existing 12V battery was only providing 10V to the Auxiliary equipment, which was too low to close the main contactors. I fully charged the 12V battery & voila, I got the full 360VDC at the Inverter. With a fully charged 12V battery, I filled the cooling system with water, put the wheel & tire back on & did more test runs in the back alley. The car ran flawlessly & the MPH on the dashboard worked. I still need to cancel the faults in the Porsche Engine Control Module (ECM).

The charging system I received with the motor



fig. 19



fig. 20

Figure 19 - Lifting Main Battery Box into car

Figure 20 - Rear Battery Box Installation

Figure 21 -
Battery Box &
HV cables on car



& battery still was not working properly so we troubleshot the charging system for a couple of hours. We made some progress, but it still looks like the BMS is not recognizing the codes we had provided in the OBD2 App. Either we upload new codes or buy

a new BMS, Charger & DC/DC converter. I decided to buy a new Orion2 BMS from Ewert Electric.

The new BMS & Charger DC/DC Converter Combo arrived in March 2022. In looking at the specs on the Charger, I will need a CANbus controller which is not what I had planned. The BMS can operate with or without CANbus.

I picked up the dumb (non-CANbus) charger for the car to find the driving range of the conversion. After purchasing a couple of Anderson Connectors, I plugged the charger directly into the 50Amp dryer plug socket in the garage & it charged the battery to 400V. With battery charged, I did more test runs. At this time, I do NOT have the BMS connected to the battery, so I was very careful to monitor the battery health using the Torque App mentioned earlier. I tightened all wheel lugs & installed the rear sway bar on the car to reduce the rear end swaying around corners.

As with every project, as soon as you fix one item, another one comes up. In this case it was when I connected the new HV heater to its contactor in the Frunk High Voltage Junction Box (HVJB). I was using the inverter interface to ensure there was pre-charge voltage going to the DC/DC Converter. When I switched on the heater before closing the Main Contactor, a high current was sent through the Pre-Charge resistors in the Main Contactor Box & burned out one of the resistors. I ordered 2 new ones from Zero EV because I couldn't find any stock in North America.

Although this delayed upcoming test runs, I used the time to do more testing on the Vacuum Pump for the power brakes. I found out that the wired connector on the Brake Booster switch had come loose so it's operated intermittently. Once I replaced the broken connector, the Power Brakes vacuum pump ran flawlessly. The Vacuum pump came out of an old BMW E60.

I also noticed that the headlights were not working & found the main headlights were loose in the car & had either been replaced or were in the

process of being replaced with HID aftermarket bulbs. I connected them up again & locked the headlight casing into the car & everything works. The taillights are also LED aftermarket, & some don't work. This is a secondary problem.

Next was the Power Steering (PS) pump installation. This pump came out of an old Volvo S-40 & I connected a 12V switch in the cab to control when the pump would come on. I needed to get new high-pressure hoses made with the Porsche Boxster connections so they would bolt right into the hydraulic PS mechanism in the car. The pump worked great with no leaks & only draws 5 amps. The high & low pressure lines are both too long but I stuffed them where the old fuel tank was to do a test drive. After a few test runs, I pulled the pump out of the car to shorten the low-pressure line. The high-pressure line will need to be shortened in the future.

With lights, PS, PB, & cooling on, the 12V system draws about 40 Amps which is 480W. The only other major loads for the car will be the stereo & heater when they get connected. I am thinking 1,000W will be the maximum parasitic power load. For this load, I needed to replace the 40 Amp fuse with an 80 Amp fuse to make sure it won't blow under normal driving conditions. With everything working on the car, I did more test runs around the neighbourhood to see what range the car has with its nominal 360V battery charge.

One of the "nice to have" options I put in the car was a cabin heater. Since the original cabin heater that used hot coolant coming from the engine is gone, I installed a 1,500W high voltage electric heater from EV West in California that has an On/Off control switch in the cab. The heater is activated by airflow, so once the heater switch is on, I simply turn on the fan to heat the cabin. The only downside is that it is a parasitic load to the main battery. It probably won't get used much as this is a summer car.

Everything was working fine on the car until it died on the next test run. I pulled the motor & tested it while out of the car. Everything worked properly. I replaced Inverter cover & put motor back into car. Now it doesn't work. I heard a slight sizzling or crackling sound when the Pre-Charge Relay energized. I tightened a slightly loose HV nut on the Main contactor & squeezed the Pre-Charge wires coming from the pre-charge relays. No more crackling sound. I looked over the entire system again & tried to spin the motor. Everything worked fine. Motor was able to spin up in both FWD & REV. I put the motor & rear battery box back into the car & there were no issues. I did a few more test runs around the neighbourhood but am getting close to the low voltage limit of 275VDC.

After I fully charged the main battery again, I did more test runs. Over the next 3 days, I have travelled 6.5 miles (10.5 km) & used 9.59VDC, which averaged out to 1.09 km/V. If battery use is linear, this would provide a range of (400V – 275V) * 1.09km/V = 136km. Further testing showed 64 km of driving uses 45VDC, which gives 1.36km/V, or 170km range. During the testing, the motor temp never got above 50C.

Some of the things I found over the summer:

- The car has amazing acceleration. Estimated 0–100 km/h in under 4 seconds
- Some of the nuts on the rear battery box vibrated loose during test runs
- Transmission oil was spraying around the Tesla gearbox & pooling under the car. It's not an issue yet but during the winter I will replace the Tesla gearbox output seals
- The left rear (driver's side) drive shaft has a split in the Constant Velocity (CV) boot & will need replacing over the winter
- The climate control in the car still works with the new electric heater
- It takes about 2.5 hours to charge the battery from 300V–400V

- Total cost to date is just over \$46,000, including the car!

In early September 2022, I took car down to the beach at 6:30AM to get some sunrise pictures.

I put the car back up on blocks in November to upgrade & replace a few components that are showing signs of wear. Stay tuned for future updates. In the meantime, I would like to thank the following people who bestowed their knowledge for this build:

- Doug Yip – EV Power Racing
- Josh – Riddleworks Fabricating
- Juan – Juans Automotive
- Steve Armstrong – Repairs 101
- All contributors at Open Forum for their advice & experience

If you hadn't seen it before, the link below is a 7-minute video of the EV build.

repairs101.ca/porsche-tesla-motor-swap/

CORRECTION

My Boxster/Tesla EV Conversion Part 1 in the Spring 2023 edition listed the incorrect author, it should have appeared as Terry Moore.



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Celebrates the 60th anniversary of the 911.

Story and Photos by Edward Quan

It was a sunlit Saturday morning and as I strolled along Mainland St. in Yaletown, I could hear the engine growl of the approaching Porsche Corral. At the end of the block, a posse of over 25 colourful 911's represented Porsche Cars Canada's sponsorship of the Fleures de Villes PRIDE activation, and the 60th anniversary of the iconic 911 had arrived.

Yaletown was once the Western terminus for the Canadian Pacific Railway, a warehouse district with elevated concrete loading docks adjacent to railroad tracks. Today, the railway tracks remain in this chic neighbourhood, along with the warehouses transformed to residential lofts, sidewalk cafes, cool restaurants, breweries, boutiques, and even a cycle spin studio.

As crowds gathered, we observed the Porsche Corral rainbow display come to life beginning with several red 911s, followed by orange, yellow, green, blue, purple, beige and silver, all positioned against Yaletown's loading docks stretching the entire block. The Porsches were provided by the Porsche Club of America—Canada West Region members and we soon witnessed a second parade of non-Porsche vehicles on Mainland St. with drivers and their phones fixated on their multi-coloured 911s.

The Porsche 911 has a rich history that spans over six decades, making it one of the most iconic sports cars in automotive design. It made its debut at the Frankfurt International Motor Show in 1963 and was a game-changer from the very beginning.

The 911 body designed was penned by Ferdinand Alexander Porsche, the oldest son of Ferry Porsche. Replacing the Porsche 356, the new 911 featured an air-cooled flat-six boxer engine

mounted at the rear, which became a signature characteristic of this legendary vehicle. Its unique rear-engine layout provided distinctive handling with an adrenaline-charged engine howl, setting it apart from other sports cars of its time.

Over the years, the Porsche 911 went through several generations and models. The first generation named 901 was introduced in 1963, brought significant improvements to performance and comfort. But the 901 was soon renamed after French automobile maker Peugeot objected to Porsche using any three-digit number where the middle number was 0, due to naming rights in European markets and marketing several models with this number sequence. So, Porsche simply replaced the middle 0 with a 1, calling the car the Porsche 911. The introduction of models like the Carrera S, 4S, Targa, Turbo, GT3, and convertible further expanded its appeal to sports car enthusiasts worldwide.

Innovation continued with advancements such as water-cooled engines in later generations began with the 996 model in early 1997. These improvements not only enhanced horsepower and torque performance but also made the Porsche 911 more reliable, improved fuel efficiency while meeting increasing government emission standards.

The Porsche 911's reputation for exceptional handling has been proven on famous tracks around the world. It has even won prestigious events like the Paris-Dakar rally in 1984 and 1986 and has consistently demonstrated its superior capabilities on both road and track.

As we celebrate its 60th anniversary, the Porsche 911 has become an automotive legend that continues to captivate enthusiasts with its timeless design and exhilarating performance. Its legacy lives on in Zuffenhausen a borough of Stuttgart, where all 911s have been produced and each new generation carries forward a tradition of excellence established by Ferry Porsche himself.



Porsche Centre Richmond Grand Opening

*Celebrating
Porsche's
75th Anniversary
in Modern
Technicolour.*

Story by Edward Quan
Photos by
Gerard Pietrykiewicz

On June 8th, a select number of CWR members were invited to the Porsche Centre Richmond Grand Opening. While the opening itself was an event to celebrate, the date itself was significant; it was Porsche's 75th anniversary to the exact day. From one humble man's dream, the Porsche brand was officially born on June 8, 1948.

At the opening, Porsche Canada President and CEO John Cappella announced, "we are celebrating a milestone for our brand here in Canada: the grand opening of our fourth 'Destination Porsche' centre in the country and the first one in Western Canada."

That evening, 350 guests were invited to dream in technicolour. Greeted by Ruby Star Neo, Lava Orange, Speed Yellow, and RS Green, the eye-popping line-up of candy coloured, customer-owned Porsche GT3s and GT4s wowed guests at the entrance.

Once inside, guests were treated to food stations catered by Mike Robbins and Joel Watanabe, Executive Chefs of Michelin Star restaurants AnnaLena and Kissa Tanto respectively. Moreover, Michelin Guide Vancouver's first Sommelier of the Year, Published on Main's Wine Director John Paul curated the wine and champagne offerings. On the menu? An East Coast lobster tail with caviar and butter poached side stripe prawns with Cacio e Pepe asparagus and smoked squid XO.

At the third-floor showroom, there was a captivating display of rare vehicles that included a 2005 Carrera GT, a 2015 918 Spyder, and a 2023 911 Sport Classic. Guests



had the chance to sip cocktails by Alex Black of Laowai, Vancouver Chinatown's secret lounge which was named Best New Bar by Canada's 50 Best Bars in 2022. Plus, there were canapés by Chef Vish Mayekar of Top Chef Canada Season X, including seared scallops and tomato Risotto.

Club members were excited to learn that Porsche Centre Richmond, as a Destination Porsche centre, is based on Porsche's newest global architecture. Set to be a gathering place for the Porsche community, one can experience and be inspired by the brand while receiving exceptional service.

The use of technology within the dealership is remarkable. There is a huge 220-inch plus video screen above the showroom and Ferry Porsche quotes projected on the walls and, as you enter the service bay doors, a drive-through wheel alignment machine measures all four of your wheels.

Today, Porsche is one of the most valuable luxury brands in the world, with a strategy to project an image of modern, sporty luxury to connect with a broader audience. We do not watch black and white televisions anymore and Porsche is similarly inspired to translate Ferry Porsche's dreams into modern technicolour.

Porsche Centre Richmond is a joint venture between OpenRoad Auto Group and Dilawri Group of Companies. First opened in 2019 as a Porsche Design boutique in Aberdeen Mall employing five staff, and now, four years later, the dream has evolved into a 75,000 sq-ft state-of-the-art facility with 43 employees. This is the future of Porsche!



LEFT: Partying at Porsche Centre Richmond grand opening, Tracy Maine, Gerard Pietrykiewicz, Nancy and John Mao.





Spectacular Crater Lake National Park

The deepest lake in North America with a colour that defies description, surrounded by great food, delicious wine and fun activities for all.

Story and Photos by Edward Quan

I am traveling north from Medford, OR towards Crater Lake National Park and as I look to the side of the highway, I discover snow drifts taller than my Porsche.

This is a surprise as it's mid-June, sunny and the road is dry and clear. But I'm still 30 minutes out from the park entrance and, given the snow drifts, I'm not sure what to expect as I proceed on my Porsche travel adventure, exploring Crater Lake and its surroundings. Upon entering the Park and arriving at Rim Village, I'm not disappointed. Crater Lake has an abundance of nature's breathtaking beauty, and I was not prepared for the captivating views of the park's awe-inspiring landscapes.

Crater Lake is renowned for its pristine and crystal-clear waters. The lake's water level and depth, reaching up to 592 meters, are truly remarkable. Its clean and clear waters boast a mesmerizing color that ranges from light and dark blue to slate grey, depending on the weather conditions. This natural wonder was formed thousands of years ago when Mount Mazama, a once towering volcano, collapsed into itself creating a spectacular crater.



During my visit, I learned from a Park Ranger that no two days are similar at Crater Lake; the lake's appearance is ever-changing and often surprising. It's like the whole crater is alive as I observe the sunlight and clouds reflected on the water and the wind ripple its surface. It reminds me of my last visit to the Norway fjords.

The park's unique climate adds another layer of intrigue to my visit. With an average annual snowfall of 13 meters, Crater Lake experiences heavy snowfall and cloud cover during the winter months which can obscure a visitor's view completely. However, during the summer season, guests can expect mild temperatures and clear skies. During these months the lake becomes a mirror and reflects the sky in perfect symmetry.

Unfortunately, during my visit, the 48-kilometer West and East Rim roads were still closed due to winter snow. For those who want to experience the Rim drive, I recommend that you plan your visit in early September when the roads are open, but you can avoid the summer crowds.

One of the most iconic features within Crater Lake National Park is Wizard Island, a volcanic cinder cone that rises majestically from the lake's surface. This lava dome stands at an impressive height of approximately 233 meters and showcases nature's raw power in its most striking form.

Whether you choose to hike along one of the park's numerous trails or simply take in the panoramic views from one of its many lookout points along the Rim drive, Crater Lake promises an unforgettable experience for every visitor.

SIP

During my Porsche travel adventure, I discovered that not only is Medford a short drive from Crater Lake, but it is also the centre of Rogue Valley wine country. Whatever your preferred taste is, white or reds, here you will find over 55 tasting rooms offering 70 varieties of wines for the most discriminating palate. As I was just minutes away from several distinctive microclimates in the communities of Applegate Valley, Ashland, Jacksonville, and White City. Here are a few of the vineyards that go an extra step to provide fabulous wine tasting with genuine Oregon hospitality.



ABOVE:
Kriselle Cellars is a perfect spot on a hot summer day.

ABOVE RIGHT:
Beckie's Restaurant, pick up a piece of their famous huckleberry pie on route to Crater Lake.



Kriselle Cellars, located in White City OR north of Medford, offered some of the best red and white wines I sampled during my visit. Nora Lancaster, the director of Kriselle Cellars, provided a wine tasting that was unique and flavourful. My favourite offering was their 2022 Albarino, a refreshing, crisp, and zesty white, perfect for a hot summer day, with a delicate aroma of apricots, green apples, and fresh lime, and a touch of lemon cream and mandarin orange on the palate.

For reds, my choice was their 2017 Cabernet Sauvignon. With rich notes of herbs, black cherries, and creamy vanilla, the wine was smooth and velvety, with a richness that would complement an evening meal with friends and family.

After spending the day at Crater Lake, I arrived at Kriselle Cellars in the late afternoon. It's only a 1-hour drive and on route to Medford so it was an easy decision to make a stop there. The tasting room is a wooden structure that offers views of Table Rock and Mt. Ashland and is surrounded by 200 acres of vineyards and ranch land bordered by the Rogue River. The combination of Nora's hospitality and the delightful wines made for the perfect ending to my day exploring the region.

But, as I was to discover, the area around Crater Lake has so much to offer the wine devotee. Entering the gates of Irvine & Roberts Vineyards in Ashland OR, I proceeded up a driveway and my Porsche was suddenly enveloped in a rich field of grapes that gave me a real sensation of being in wine country. Established 16 years ago, Irvine and Roberts began

with four acres and has since grown to 50. They have built an amazing tasting room on a hillside with a large comfortable outdoor patio. At the tasting room door, I was pleasantly greeted by Dionne Irvine, co-owner, and was shortly joined by another co-owner, Doug Irvine, for my private tasting.

I was delightfully surprised by how unique each wine was. Irvine and Roberts focus on cool climate varietals such as Pinot Noir and Chardonnay. One of the distinctive climate features of Southern Oregon's Rogue Valley is a gentle afternoon breeze, and a high elevation dissipates the summer heat, so the grapes do not bake for long periods resulting in wines that are brighter in acidity.

One such wine is their 2022 Pinot Noir which has a brightness that gives it character on the tongue with a gentle finish. Try their Rose of Pinot Noir which is delicate with floral notes and white peach, Meyer lemon, and ripe berry flavours. It's the perfect wine to begin a weekend party. Add Irvine & Roberts Vineyards to your list of stops as you tour the best of the Rogue Valley wine region.

Troon Vineyard is a Demeter Biodynamic Certified and Regenerative Organic Gold Certified farm in Oregon's Applegate Valley. Garrett Long, Director of Agriculture and Nate Wall, Winemaker, escorted me on a private tour that demonstrated how forward-thinking they are in biodynamic farming and reducing their environmental footprint.

My tour began with Garrett Long jumping into my Porsche's passenger seat. We set off to explore this 100-acre farm high above the Applegate River

in the Siskiyou Mountains. Garrett tells me that great wine making starts with healthy soils and vines that are nurtured and cared for. Troon Vineyard believes in putting more back into the ground than they take from their plants and soils. A prime example is covering crops grown between the vineyard rolls to give back nutrients to the earth. In the fall, the resident sheep and chickens will graze on the ground cover. As we drove along, I observed vegetable gardens, cider apple trees, sheep, chickens, dogs, and wildlife including swans swimming on a small lake.

Back at the tasting room, Nate Wall spoke with me of his personal mission for crafting wine that speaks to the character of their vineyard. Using a light touch, the grapes are harvested by hand and gently handled so that whole, unbroken grapes are delivered to the crush pad. He does not use any commercial yeasts, sugars, acid, tannins, or sulfurs during the fermentation process which takes place in mature oak barrels. This allows the grapes to speak for themselves and the results are outstanding.

My tasting included their 2022 Kubli Bench Rosé made from a newly planted classic Southern France variety. This rosé is perfect for a meal as it is lively and fresh with a delicate pink hue. I also enjoyed the 2021 Druid's Red, a blend of 7 different grapes which was approachable and easy on the taste buds. Nate Wall has focused on growing grapes found on the same latitudes in France and Italy, resulting in superb wine making.

SAVOUR

Not only is the region surrounding Crater Lake a haven for wine lovers, it is also a foodie's dream. During my early morning drive to the park, I stopped for breakfast at Beckie's Restaurant about 18 kilometres (12 miles) north of Prospect on HWY 62 across from Union Creek Resort. This rustic cabin, built in 1926, is famous with the locals for their freshly baked huckleberry pie which I ordered to go for a quick lunch at Crater Lake. I love pie and this particular piece was so delicious that I almost stopped on the way back to Medford for a second.

In Medford, I recommend Porters, an American restaurant and bar located in a 1910 former train station which is now a national landmark. Named after the men and women who worked professionally aboard passenger trains serving food and drink, alongside warm smiles, to traveling patrons. During my visit, I had the Filet Mignon, which was tender and succulent, served with fresh vegetables and garlic mashed potatoes. Their menu includes a wide range of steaks, seafood, and chicken and includes an extensive wine list.

Another curious discovery was NAMA in Ashland, an Asian-style seafood bar, serving sustainably sourced delicacies, premium meats, and locally farmed produce. While dining at the sleek raw wood horseshoe shaped bar, I watched as the chefs prepared oysters on the half shell, king salmon sashimi, and bluefin tuna handrolls for

BELOW: Porters, an American restaurant, Irving Roberts Vineyards and their superb wines with charcuterie, and Rogue Regency Inn & Suites.



an energetic Friday night crowd. For fresh seafood lovers, NAMA in Ashland certainly delivers.

STAY

Medford was my base camp for my Porsche adventure as Crater Lake is just over a one-hour drive away. The local area offers outdoor adventures like hiking, fishing, and white-water rafting along with Rogue Valley's wineries and a vibrant local artisan food scene.

With its easy access to the I-5, Rogue Regency Inn and Suites was my home during my visit to the area. I enjoyed relaxing at the end of each day in my private suite which boasted a separate living area, a hot tub, and a fireplace. The staff were efficient and friendly and the hotel restaurant, Chadwick's, is open early for breakfast.

Other attractions include the Britt Music and Arts Festival which runs each summer from June to September. Located in the historic 1850's gold town of Jacksonville, a 10-minute drive from Medford, the Britt Festival offers a mix of classical, blues, rock, folk, bluegrass, pop music performances and so much more. The highlight of my visit was an evening concert dancing in the stands with Diana Ross; even at 79, she still rocks!

My final travel tip for the region is this: Crater Lake does not have the huge crowds that parks like Yellowstone do. So if you want to avoid the up to three-hour entrance wait times of some of these other, better-known parks, pack your bags and head to Oregon. You'll be sure to enjoy a Porsche travel adventure filled with great wine and food, stunning vistas, and unparalleled natural beauty at every turn.

TOP: Avocado roll at Nama, experiencing outstanding Troon wines and touring their beautiful lakeside vineyard.



CWR + PNWR Ladies Day Drive: Reflection

Story by Nancy Mao, Director at Large

Just like that, Part One of W2R (Women’s Tour)—our inaugural dual region ladies drive is done! Months of planning and communication via emails, zoom meetings and telephone calls with Pamela, our PCA-PNWR counterpart, all culminated in an amazing eight-hour event on June 3rd.

If you missed this event for whatever reason, do not fret! You will note that this article opened with “Part One” which would imply there would be Part Two... and that is happening in June 2024! For the second installment of W2R, the PNWR ladies will drive across the border to meet us here for a drive and lunch next year. The plan is to showcase our Beautiful BC roads and perhaps some farm-to-table culinary fares!

This year’s participants from both sides of the border had so much fun – the scenic route (think of our JCC and C2Sky combined) ending with the famous Chuckanut Drive was fantastic, the food at Chuckanut Manor was great, and of course, the company wonderful. Even the weather was perfect!

There is, however, an even more memorable takeaway from W2R this past June: we wanted a group photo of the 55 ladies flanked by our Porsches, and we asked a passerby if he would assist. This gentleman was accompanied by his young daughter – about 8 or 9 years old. As we all gathered and posed for the photo, we can clearly hear the little girl telling her dad as she tugged his shorts, “Look daddy! Girls can have cool cars too!”

Ladies, this should be motivation for us to be out and about with our amazing and beautiful Porsches! So, what are you waiting for? Come join us for the next ladies’ event! See you soon.



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Fire prevention for your Porsche

By Darren Batstone, Technical Co-Chair



Welcome to a new column which will be appearing in each issue of *C2Sky*. My name is Darren Batstone, your Technical Co-Chair for PCA-CWR. In this Column we will discuss past or common issues with Porsche models, tech issues, projects, DIY items, etc. This is an interactive column and I encourage members to suggest topics, ask questions, and pass on experiences.

This issue we will be discussing a topic which should be on your mind to some degree. FIRES. I am not going to go into specific examples or explanations but want to bring awareness to the fact this does happen. This past spring, we had a member whose Porsche 718 Cayman spontaneously caught fire while in traffic. Thankfully he and his passenger got out safely, but the car was a total loss.

Fires may start for several reasons, but mostly due to fuel leaks. Engines produce an immense amount of heat to do their job. On most engine designs the fuel goes in the top of the engine or above the location of exhaust manifolds, one of the hottest items on any engine. Therefore, if a fuel leak is present, you can imagine the possible outcome. Fires can happen on any car, new or old. So never embrace the thought that it can't happen to you. In this case, the fire was due to a recall item. The 718 series has a recall for 3 screws which hold in place a high-pressure fuel line. These screws are subject to shearing off, causing the fuel line to rupture. This is precisely what happened to our members Cayman.

Modern Porsches which have known fire hazards or recalls are:

- 718 Boxster/Cayman
- 991 GT3, Panamera.

Old cars can be extremely prone to fire hazards. Old materials and old rubber eventually break down and deteriorate. The most common model of older Porsches prone to fire is the 944. If you have an old car, chances are you are a DIY'r and know your car inside and out. If you are not entirely sure how your fuel system or components work, have it done by a pro. Your fuel system is nothing to mess around with. If you haven't replaced your fuel lines from tank to engine, I highly encourage you do!

Preventive measures:

When in doubt, have your car inspected. Research recalls for your model, see if they have been carried out. Believe it or not, this is your responsibility, not Porsche. Visually inspect your car regularly. Look for fluids, and odd smells. Ensure your cooling system and oil system are functioning properly. Oil plays a role in cooling as well. Whether driving or parked, if you smell fuel, Do Not Drive the car! Above all else, carry a fire extinguisher. The Element fire extinguisher is a great tool for your car. It is compact and can fit in a door pocket, console, or glove box. They are available on various sites including Amazon and Pelican Parts.

Be safe! None of us want to see our dream cars go up in flames!

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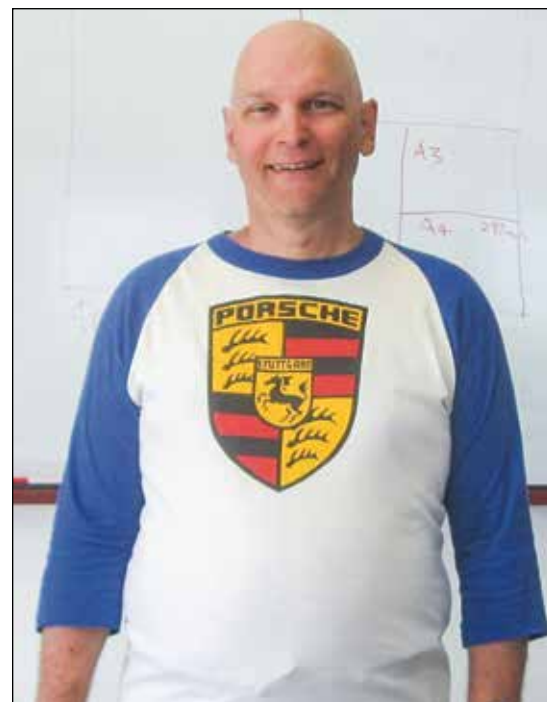
Hello Porsche Club of America members,

As some of you might have noticed, I wore a very unusual T-shirt to "The Festival of Dreams" on June 11th. I told most attendees this story but in case I didn't tell you, here's the story behind this not-factory-approved piece of clothing.

Growing up in Winnipeg Manitoba and being 10 years old at the time, I was frustrated that all Porsche shirts featured a tiny crest. My father suggested that we make our own T-shirts. He would supply the knowledge and materials to make the shirts, but it was my responsibility to supply the artwork and cut out the stencils.

My father advised me that a simple one colour graphic (black) would be less work and require less accuracy in the registration, but I insisted on three colours. I made the stencils as large as would fit on the front of a typical T-shirt.

In the end, the registration of yellow, red, and black wasn't perfect but apparently it was good enough for Porsche Fort Garry (the only Porsche dealership in Winnipeg at the time). They took most of the shirts that



my father and I had printed. Instead of paying us money they gave me a cut away view of a 928S printed on heavy duty paper.

I kept two shirts for myself. One with red sleeves (long since worn out and thrown away) and this blue sleeved shirt which I only wear on special occasions such as the 75th Anniversary of Porsche A.G.! my father passed away in 2018, and this T-shirt will always be a reminder of the fun projects we used to do together despite the fact that he was not a car nut like me!

Happy to be a member of the PCA-CWR again,

Gerald Rath



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Charles Dickens

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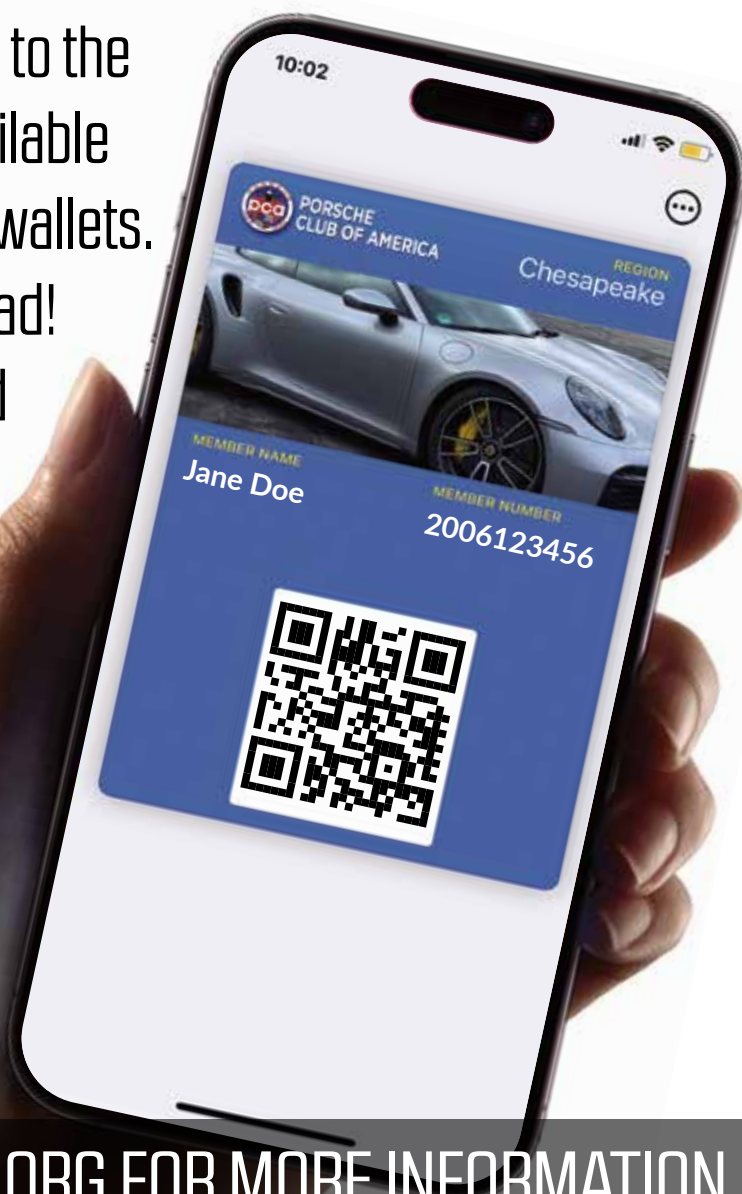
Shades of Stuttgart, Tsawwassen Mills

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Photo by William Waung

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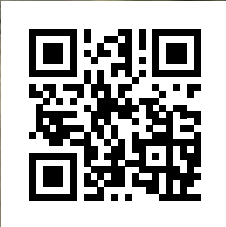
2022 911 Carrera GTS

As with everything you love, there is never enough. But simply the desire for more. Simply 'More of what you love'. And that is precisely the inspiration for the 911 GTS models: more power, agility and dynamics – and a unique sporty appearance. Or in other words: even more Porsche.



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