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C2 SKY



THE OFFICIAL MAGAZINE OF THE PORSCHE CLUB OF AMERICA - CANADA WEST REGION



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Honouring 50 amazing years of the Canada West Region

Join us as we celebrate this once-in-a-lifetime achievement!

This year marks a special milestone as the Canada West Region commemorates its 50th anniversary. Our club was founded alongside the launch of the legendary Porsche Turbo in 1975, linking us to Porsche's remarkable history, which you can learn more about in this edition.

We are excited to announce that our golden anniversary party will take place this July at the beautiful Southlands Riding Club. This event is sure to be memorable, as members have an opportunity to meet with representatives from PCA National and Porsche Cars Canada while enjoying festivities alongside their fellow club members.

Our spring cover story highlights the 356 Bull Session, where member Tristan Schon recounts his adventures travelling to Oregon in his family's Porsche. For Porsche enthusiasts who appreciate modifications, our member Terry Yee has shared his experiences attending the Ünstock event in California over the past three years. If you own a Porsche model built between 1997 and 2008, be sure to read Technical Chair Glenn Barron's insightful article on understanding bore scoring in Porsche M96/97 engines.

We invite you to take a moment to enjoy our first edition, celebrating our 50th anniversary. It showcases exciting Porsche experiences shared by fellow club members and offers a preview of our upcoming spring events.

Happy 50th Anniversary!

A handwritten signature in black ink that reads "Edward Quan".

Edward Quan
Editor-in-Chief
C2SKY

N^o1

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Better than the last

I would like to congratulate you for the first 2 years of excellence! Each new issue is better than the last. Keep up the good work!

Best regards,

Judy Colby,
PCA/CWR Membership Chair



Greatly impressed by the high standard

Dear Edward,

I have been a member of the CWR for just over 3 years and, as a former editor myself (albeit a yachting magazine), I have been greatly impressed by the high standard of both the content and the production of your magazine. I am delighted to occasionally contribute, knowing that the editing will be complimentary. Hoping for many more editions in the future, I wish you well.

Sincerely,

Baird Tewksbury
CWR Member



A great C2Sky magazine

Thank you again for creating such a great C2Sky magazine.

I just looked through it...you always do a great job!

Terry Luke and Al Klaver
CWR Members





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PRESIDENT'S MESSAGE

With another turn of the calendar, 2025 is here, and Canada West will begin celebrating our golden anniversary! This year, we will mark 50 years as a region within PCA and the first region outside the United States! We have a very rich history to celebrate since our beginning in 1975, but like everything, it all started with a couple of friends who shared a vision and passion.

What makes us unique beyond the vision our founding members and generations since have had is the story we create as we journey together. Our interests and focus have shifted along the way, but throughout, there's one enduring, common theme... community! The vibrancy of our club thrives because we relish any opportunity to get together. Whether a show and shine, one of our frequent weekend or day drives, a track day, or one of our sensational tours, the common thread beyond the cars is friendship! During my time with the CWR, and especially so as president, I have always been impressed by how this is a truly welcoming, friends-first club. Yes, it starts with our cars, but that nearly immediately shifts into friendship mode once we start talking about them, our journey to first acquire one, and what transpired for that to happen. Fundamentally, we simply get to know one another. So that said...

I am excited to share that 2025 will provide lots of opportunities to have fun together while having fun with our cars! Our tour directors, Jon Sunderland and Teri Dill have been hard at work with our tour event leaders to bring what may be one of our best tour seasons yet. Keep watching the club event calendar here in C2Sky and in The Road Ahead, as you'll begin seeing tours published from the beginning of February through mid-March and the rest of the year. We currently have nine really fun tours



organized, with another nine either waiting for final details to be worked out or for someone to lead them. If you've ever been on a tour and have wondered what it would be like to lead one of your own, reach out to me, Jon, or Teri, and we'd be more than happy to talk to you about how fun it is!

We also have three HPDE Track Days scheduled this year. "Area 27," "The Ridge," and one at Mission Raceway, with Scott Newbury and our HPDE team looking at other opportunities as well, so keep watching for more exciting announcements.

Our events are set to make our 50th year one to remember. While still in planning stages, the Father's Day "Dundarave Show and Shine," "Shades of Stuttgart," "Abbotsford Airshow—Planes and Porsches," and another year at the Vancouver International Auto Show are some of the exciting upcoming events. Speaking of the auto show, if you have a very rare or rarely seen Porsche, like a 918, 917, Carrera GT, or some crazy LMP homologation hiding in your garage, attic, barn, or a climate-controlled safe

room, we'd love to hear from you! We ask because the organizers of the auto show were so thrilled with our participation last year that they want to showcase our cars across all five days of the show and one day dedicated to showcasing Porsche supercars.

Best of all, our 50th anniversary, western-themed celebration planning is well underway and will be held at Southlands Riding Club on July 19th. Be sure to shine your car and boots, as we will have plenty of food and fun planned for all who can attend. Keep your schedules clear, as more details for all of these events will be updated in the event calendar and the Road Ahead.

All of this happens because Canada West volunteers happily step up to make these events possible. I want to thank everyone who contributes, from our hard-working club executive, Edward Quan, our C2Sky editor, Jeff Rebiffe, and the Road Ahead, our club chairs, event and tour organizers, Lori Rowe and the 50th anniversary committee, and the many individuals who help by putting on a hi-vis vest or sitting at the welcome table. Each effort is deeply appreciated and enables us to connect with our community as we enjoy these many events together! We're always looking for members to join our volunteer and executive roles, so please reach out to me if you can help.

Finally, as we look forward to the opportunity to share lots of fun together with the warmer, sunnier, and longer days to come, I hope you have a really great early spring and look forward to meeting you on the road or at one of the many events we have planned in 2025.

Tim Bourdois
President
PCA-CWR

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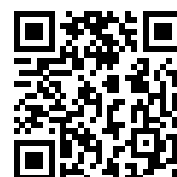
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Congratulations on your PCA Anniversary!

JANUARY

Henry Liang

38 years

David + Susanne Sanderson

32 years

Adrian Alleyne

30 years

Ryojo + Kiyomi Akagami

23 years

Susan Gratien

23 years

FEBRUARY

Craig + Leslie Sanderson

34 years

**Michael Sanderson +
Martha Welsh**

18 years

Christopher + Christine Bush

18 years

MARCH

Otto + Janet Klement

47 years

Darrell Sommer

24 years

Ralf + Helga Schmidtke

23 years

APRIL

Jim Spalding

55 years

Jack Habart

49 years

Sid + Hazel Jones

32 years

Kevin + Irene Pickell

30 years

Mike Juzenas

29 years



Welcome new members!

Roberto Albertini, Burnaby

2009 911 Carrera Coupe (Orange)

**Gary Broadhurst + Jade Chen,
Vancouver**

2014 911 Carrera S Coupe (Silver)

**Ebby David + Nikki Lenzen,
North Vancouver**

Transfer from Vancouver Island Region
1977 911S (Black)

Rhett Fernando, Vancouver

2024 Taycan GTS (White)
2017 911 Turbo S Coupe (GR Silver)

James Lee, Richmond

2024 718 Boxster GTS 4.0 (GT Silver
Metallic)

Yu + So Leung, Vancouver

2024 911 GT3 Touring (Black)

Evan Lo, Vancouver

1984 911SC/RS (Ruby Red Metallic)

Sean Liu, Vancouver

2021 718 Boxster GTS 4.0

**Peter + Sandra McDonald,
North Vancouver**

2025 718 Cayman GTS 4.0

**Richard Mckie + son-in-law,
Damian Proulx, White Rock**

1972 911E Coupe (Gemini Blue Metallic)

Steffen Peter, Surrey

1984 911 Carrera Cabriolet (Guards Red)

**Alexandra + Joe Philbrook,
Vancouver**

2024 718 Boxster GTS 4.0 (Black)

Ken Pietraroia, Surrey

2022 911 GT3 (Blue)

Ricardo Pinto, Vancouver

2007 Boxster (Black)

Michael + Susan Rink, Langley

1998 Boxster (White)

Michael Rosen, Surrey

2006 Cayman S (Arctic Silver Metallic)

**Juergen Rossdeutscher,
Maple Ridge**

1998 911 Carrera 2 Coupe (Dark Gray)

**Steven Ryujin,
North Vancouver**

1998 911 Carrera 4 Coupe (Vesuvio)

Jeff Scully, Langley

2010 Panamera 4S (Black)

**Tony + daughter,
Harleen Seehra, Burnaby**

2015 Macan S (Blue)

Mark Smith, Vancouver

2007 911 GT3 (White)

**Edward Speitelsbach,
Abbotsford**

2015 Boxster GTS (Black)

Carl Stevens, Langley

2016 Cayman GT4 (Sapphire Blue Metallic)

Cedric Wu, Port Coquitlam

2006 911 Carrera 4S Coupe (Arctic Silver)

CWR Membership Stats

As of February 1, 2025

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Spring 2025

With the New Year come changes in the region's leadership. Elections are held in the fall, and new leaders are installed at the first of the year. Each year, I hold a Zone 6 Region Presidents meeting. In 2025, the meeting will be held in Boise, Idaho, and Richard Strahota, PCA National Treasurer, will be joining us. The meeting has several purposes; it is an opportunity for sharing. I share roles and responsibilities with the incoming leaders. They share issues and seek common solution(s). Richard shares messages from PCA National, and we all get a chance to socialize and learn about each other.

While the winter is not conducive to driving our sports cars, it is a time to



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

learn. Many of the Zone 6 regions are holding 'Tech Sessions.' These sessions focus on everything from the mundane—how to correctly clean your car. I remember attending a car cleaning session and realizing how much I was doing incorrectly. My home region has a session on 'Porsche market valuation

update.' Check out your local region's website and see what you can learn.

For those long-range planners in the audience, I would note that Porsche Parade 2025 is scheduled for July 6-12 in Oklahoma City, and Porsche Parade 2026 is scheduled for June 14-20 in Lake Placid, NY. The 2025 Spring Treffen will be held at Omni Homestead Resort in Hot Springs, VA, from April 30th–May 3rd. Registration opens on February 5th. Treffen at Sea sets sail on August 30th, from New York, NY, returning on September 6th. Registration for Treffen at Sea is now open! Fall 2025 Treffen will be held at the Four Seasons Resort in Jackson Hole, WY. Check it out at treffen.pca.org.

If you have an idea for an event we should come to, please reach out to me. Zone 6 signature region events can be found at zone6.pca.org, which offers great roads to drive and automotive venues.

Stay healthy, and we will see you in the Zone!

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The PCA-Canada West region is the largest automotive club in Western Canada, with over 1,500 members. We are car enthusiasts who support our community and embody the Porsche spirit beyond the road.

Across all regions, we consistently host the largest number of events designed for Porsche enthusiasts, including track days, road trips, social gatherings and charity drives. Our passion for Porsche is only surpassed by our commitment to fostering an inclusive and culturally diverse membership.

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Drama, emotion and speed all in one

Story by Joel Parker, former CWR President

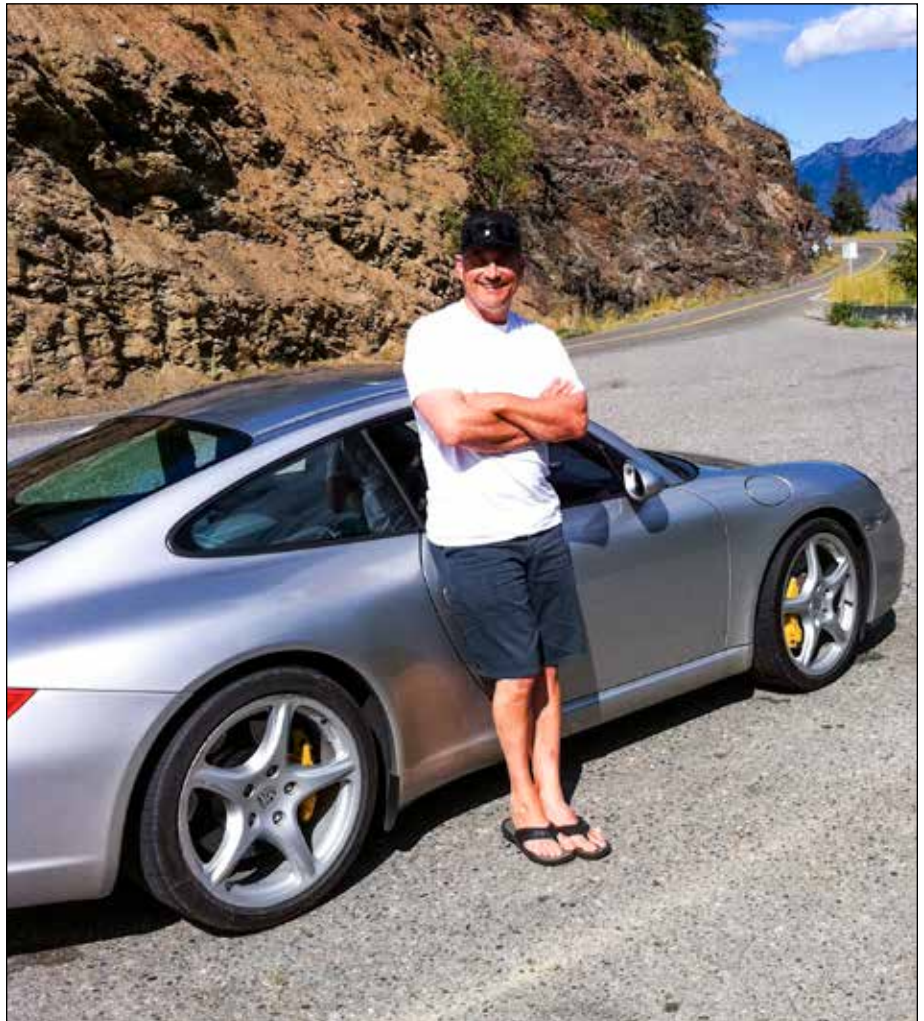
My journey with Porsche began not with a poster but with a test drive of a 2006 997.1 C2S. I hopped in, started the engine, and as the flat-six engine roared, I raced to the airport and back, filled with laughter and exhilaration. That was the moment—drama, emotion, and speed all in one.

As a child, I was captivated by cars, particularly the iconic British Corgi toys - from the James Bond Aston Martin to Steve McQueen's Ford Mustang, Roger Moore's Volvo P1800, and, of course, the Batmobile. Each had an unmistakable cool factor, embodying the personas of intelligent, rugged heroes fighting evil with style.

My initial taste of a true sports car came courtesy of my father, perhaps in a moment of mid-life reflection, who managed to persuade my mother to buy a Rover TC (Twin Carbs) 2000. This was my introduction to the allure of leather interiors and the thrilling sound of an exhaust. The smell of that leather still lingers in my memory, a clear departure from the typical cars of Detroit I was used to.

In my university days, financial constraints meant my car experience was limited to reading about them in books. I devoured pages on classics like the BMW M6, Ferrari 458, and Porsche 930, keeping my enthusiasm alive. After graduation, I finally owned a BMW 2002.

My first Porsche, the 2006 C2S in Arctic Silver with Sea Blue leather and Porsche ceramic composite brakes, was a dream



realized shortly after starting my consulting firm. I spotted it on Autotrader.ca, parked in the cramped lot at Blue Star Motors on Main Street, Vancouver, like a majestic creature ready to be unleashed.

A swift negotiation later, I was driving down Main Street with a grin from ear to

ear, heading towards the Sea to Sky. This car was not just a vehicle but a gateway to new experiences. Each drive through the hills of British Columbia and Washington strengthened our bond, much like a rider with their horse. It fueled my adventures, leading me to new roads and eventually to the community of the PCA. The rest, as they say, is history.

March

13

Ladies Tech Night

8

Tiago's Auto Spa – PPF Tech Event

11

CWR Executive Meeting for Members

15

Jeff's Coffee & Curves

19

Vancouver Auto Show – Seeing Red

20

Vancouver Auto Show – Let's Box

21

Vancouver Auto Show – Tops Down

22

Vancouver Auto Show – GT Cars

23

Vancouver Auto Show – RS Cars

30

Jeff's Coffee & Curves

April

5

Sea to Sky Drive



8

CWR Executive Meeting for Members

10

Meet Your Neighbours

17

HPDE at Mission Raceway

19

Sea to Sky Drive

24

Meet Your Neighbours



May

3

Sea to Sky Drive

5

Cinco de Mayo Experience

8

Meet Your Neighbours



9-11

Black Rock Resort Tour –
Tofino & Ucluelet



13

CWR Executive Meeting for
Members

17

Sea to Sky Drive

22

Meet Your Neighbours

23-25

Osoyoos Wine/Culinary
Experience Magnifique



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



Porsche Club returns to the Auto Show

This year, members will showcase 30 Porsches.

Story by Edward Quan, Editor-in-Chief Photo by Paul Steeves

One of the highlights of last year's Vancouver International Auto Show was the awe-inspiring display of Porsches by members of the Canada West Region. The Porsche Club's exhibit attracted thousands of automotive enthusiasts, prompting the Auto Show to invite the club back this March.

This year's event promises to be even more thrilling. The Porsche Drive-In exhibit will present different models each day over the five-day event. Members will kick off the Auto Show on Wednesday with "Seeing Red," followed by "Let's Box" and "Tops Down." The iconic Porsche GT and RS models will

be featured on Saturday and Sunday. Attendees can experience the Drive-In at 12:30 p.m. on Wednesday and at 10:30 a.m. from Thursday to Sunday. The Drive-Out will occur daily at 6:15 p.m.

Member vehicle registration for the Porsche Drive-In filled up quickly. Six vehicles are displayed daily, featuring 30 club members over the five-day exhibition.

The New Car Dealers Association of BC, the auto show organizers, drew record-setting attendance last year and has proudly established itself as the largest premier auto show in Western Canada! This year, they will showcase

over 200 incredible vehicles spread over 300,000 square feet at the Vancouver Convention Centre.

Over 30 automotive manufacturing brands and dealers are presenting their latest vehicles, innovative concepts, and cutting-edge technology. Expect a stunning showcase of luxury supercars and exotics, powerful classics, overlanders, and more!

Join your fellow club members for the Porsche Club exhibit at the Auto Show, which will take place at the Vancouver Convention Centre from March 19 to 24. For information and tickets, visit www.vancouverinternationalautoshow.com.



Canada West Region **50th** Anniversary

This milestone marks five decades of passion, dedication, and camaraderie among our club members. To honour this illustrious journey, we have planned an array of exciting activities that will celebrate our shared love for these iconic automobiles.

This summer, we're hosting a grand celebration for all members of the Canada West Region. This is the club event you won't want to miss—a special day dedicated to the 50th anniversary of our club and everything Porsche.

Tickets include a Western-style lunch, a commemorative lapel pin, and the opportunity to meet PCA and Porsche Cars Canada representatives while celebrating with fellow members. Members can register to display their Porsches on the Southland Riding Club field to make this event even more memorable.

Keep an eye on the website for when event tickets become available.

For sponsorship opportunities, contact Lori Rowe, Chair, at 604-803-3936.

Saturday, July 19th
12 noon–5 pm
Southlands Riding Club
7025 MacDonald St. Vancouver, BC





The journey begins at Peace Arch Provincial Park, where a striking 20.5-metre white arch towers over the Canada-US border in Surrey, BC.

356

Bull Session

What does it take to drive a
60-year-old Porsche to Oregon?

Imagine taking a 1,700 km journey in a classic 60-year-old Porsche! I've had quite a few epic road trips over the years, including a Lamborghini on the Sea to Sky highway at dusk. But this one took the cake.

Purchased by my parents, Karin and Karl Schon, in 1965, our 356 is a family treasure with an endless list of stories to tell. It has served as a daily driver, was vintage raced at the former Westwood Circuit in Coquitlam, has completed multiple west coast road trips, including Porsche Parade in Costa Mesa in 1985, and has participated in TSD rallies, as well as Concours events.

Although lots of work has been done over the years, including mechanical rebuilds, several repaints and interior replacements, the car has never been formally restored. This is evidenced by the original sky-blue paint that can still be found under the dashboard and in other spots when panels are removed.

Porsche, the engineering firm, dates back to the 1930s, and the cars we love started into existence in 1948 with the first 356 prototype. In the 75-plus years that Porsche has been designing and building some of the greatest road and race cars, lots have evolved and changed.

The humble 356 model that started it all in the 1950s seems like light years in the past, but its presence and notoriety



Story and Photos by
Tristan Schon
CWR Member

are still strong. Based on the VW Beetle, which was also designed by the Porsche firm, the 356 represented a sports car that was simple, well-engineered, and made use of parts and supplies available in post-war Europe.

Although rare (you'll be lucky to see one or two of them at a typical Porsche meet), the 356 has attained cult status, and to this day, there are still owners that swear by them, insisting nothing produced by Porsche after 1965 is worth mentioning (I don't agree with that, but I get where they are coming from).

So, back to that 1,700 km road trip. As rare as these cars are, the unrelenting enthusiasm from their owners results in large gatherings, particularly on the West Coast. The opportunity to mingle with dozens (in some cases, even hundreds) cannot be passed up! Crossing the Canada-US border and heading south, the vintage Porsche population grows exponentially; an annual pilgrimage to join "the faithful" (a nomenclature for 356 fanatics) cannot be passed up!

Every year, the 356 Group Northwest hosts a "Bull Session" for owners to gather and talk "bull" about their cars. In 2024, it marked the 37th one and was

held in Dayton, Oregon, wine country in the Willamette Valley. Drawing over 40 Porsches, including one as old as 1951 with a split window, travelled from as far away as Southern California (despite being one of only two Canadian cars in attendance, many US owners had driven further than either of us!).

What goes into driving a 60-year-old car that far? These cars are old but simple, and when cared for and maintained (plus some cautious neurosis), they are capable of amazing feats of endurance. Being air-cooled, a ton of failure-prone cooling parts are non-existent. Without any computers, chips or servos, all adjustments and fixes can be made roadside with minimal tools. This is a car that can still be push-started



Aboard Washington State ferries from Whidbey Island to Port Townsend.

A “renndienst” kit was prepared with parts and tools for potential issues.

if necessary, and even a weak six-volt battery and no generator can still fire the spark plugs enough to get you home.

The winter before my trip, I had the Porsche on jack stands for several months, as all systems were checked and repaired if necessary. When a car is this old, even if in “perfect” condition, you don’t always know when something was last done; it’s best to spot it before it fails. A significant “renndienst” kit was assembled for the trip, complete with parts and tools for any issues that could arise. Basically, a road trip like this needs to be treated like an Arctic expedition. Even though you are travelling through a civilized country, you are on your own.

With massive blind spots and nearly non-existent rearview mirrors, the biggest risk to an old car like this is urban city traffic, that random minivan that suddenly wants to cross four lanes of rush hour traffic to get to their exit. My travel plans revolved around two details —avoiding Seattle and Portland during peak traffic and spreading the trip out enough to cap each day’s mileage at a sane level. So here it goes...



The 356 Bull Session drew over 40 Porsches at the Stoller Family Estate in Dayton, OR.

US border at Blaine into Chuckanut Drive, over Whidbey Island, Olympic Peninsula via Port Townsend, through the endless Capitol Forest. Overnight in Raymond, a one-bar town, with chilly morning fog along Willapa Bay. Highway 101 over the Columbia River

“Basically, a road trip like this needs to be treated like an Arctic expedition.”

into Astoria (lowest elevation of the trip), at Seaside, make a hard left heading east over the mountains and into the hot, arid wine country just south of Portland; the Willamette Valley.

The two-day event included a “pre-show” scenic drive and afternoon collection tour. Cam Healey, long-time

vintage racer and current custodian of 1951 Le Mans class-winning Porsche “46” was kind enough to open his private collection. Nestled on the slopes of the valley, Cam’s personal winery is breathtaking, to say the least, and his driveway, concrete bunker garage and “smallish” collection overlook the distant foothills.

Day two featured a private car show at Stoller Family Estate Winery, a typical modern boutique operation that featured an equally impressive rose garden flanking the vines. Willamette Valley has over 200 wineries; every other road has at least two to three signs advertising visitor centers. The collection of cars in attendance was an amazing cross-section of 356s, ranging from concours quality to jalopy drivers. The 356 faith is strong here. Following a spectacular BBQ of local harvest, chicken, and a crisp Rosé, the event wrapped up and was back on the road.

My return trip took me north along the Columbia River into Washington. A sharp veer east through the Cascade mountains via Highway 12, the White



Pass, splitting Mount Rainier and Mount Adams. Dropping into the high desert plains of Yakima (highest elevation for the trip), looping back into the Cascades. Leavenworth for schnitzel, and the long downhill coast into Northwest Washington. A nice, relaxed jaunt along Highway 9, a road I'm very familiar with, took me back across Sumas and back home.

Would I do it again? This trip proved to be everything and more. Exciting, at times surreal, and breathtaking, but not without its moments of stress and anxiety. Being prepared was critical, plus the technical experience gained from the trip has set me up even better for the next one. It was a thrilling adventure that captured the very essence of the motor touring experience!

"I made the whole trip with the top down."



TOP: Crossing Manatash Ridge, WA, looking back at Mt. Adams.

ABOVE: Visited Cameron Healey's private collection in Willamette Valley.



Overnight in Raymond, WA, a one-bar tow.



Ünstock is engineered for Porsche Owners

Porsche mods, sunshine, and great vibes!

Story by Terry Yee, CWR Member

Shortly after joining PCA in late November 2021, I discovered the first Ünstock event on the website, which took place that month at Gunther Werks in Huntington Beach, CA.

Ünstock serves owners of modified Porsches. To participate, your vehicle must have a minimum of three modifications and pay a registration fee of USD\$40. Registering does not guarantee official acceptance, as your changes must be reviewed and approved. Spectator entry is free and open to the public.

I thought, “If they have another one, I want to attend.” Since then, I’ve been to every event, and I plan to go each

year. It seems like a great opportunity to enjoy a week of sun during what feels like winter in Vancouver.

I attended my first Ünstock event in November 2022, hosted by West Coast Customs, Burbank, CA. Growing up watching Pimp My Ride in the mid 2000’s, it was cool to see the shop owners in person. The shop built a white RSR Tribute that was on display in their showroom amongst other modified cars they worked on. The highlight for me was the RUF Yellowbird and the now Jerry Seinfeld-owned 996 Classic Club Coupe, which was built by Porsche in collaboration with PCA.

That day, I met Damon Lowney, PCA

Digital Media Coordinator, and Vu Nguyen, PCA Executive Director. Both were friendly and happy to hear that I follow their PCA podcast. Being only a 3-to-4-hour event, we visited the Peterson Museum, Porsche Experience Center, Malibu and Santa Barbara, enjoying the dry sunny weather.

In November 2023, Ünstock was hosted by HRE Wheels in Vista, CA—an interesting backdrop with the CNC machines and raw stock at various factory wheel production stages. Car highlights include two Kaeger creations, PCA’s project 964 and a Singer. I spent time exploring Palm Springs and attended an NHRA event in Pomona, man, was it loud.



TOP: Ünstock 2022, West Coast Customs, Burbank, CA.

MIDDLE: Üstock 2023, HRE Wheels, Vista, CA.

RIGHT: I met Vu Nguyen, the PCA Executive Director, at Ünstock 2022.

Last year's Ünstock took place at Eibach Springs in Corona, CA, drawing between 120 and 130 modified Porsches. It featured something new: an exhaust sound-off competition and two cars that had been at SEMA a few weeks before this event.

Highlights included getting up close to a Gunther Werks 993 Speedster, a 550-hp BB Autosports Hybrid with Polaroid colors, and a picture with Manny Alban, PCA Technical Director. Side trips included the Porsche Center Santa

Clarita to check out the Wunderground, Santa Barbara, Newport Beach, Getty Centre, and the Getty Villa Museum's gardens, architecture, and art collection.

Ünstock 2025 returns on November 16, and the location will be announced soon. I plan to attend and enjoy more unique Porsches, sunshine, and great vibes! If anyone would like to know more about my experience at Ünstock, please feel free to reach out to me at tyee992@outlook.com.



Porsche Turbo marks its 50th anniversary

Forging an emotional connection with enthusiasts.

Story by Edward Quan, Editor-in-Chief

Photos by Porsche

Launched in 1975, the Porsche 911 Turbo swiftly gained a reputation as the “widowmaker.” The turbo model’s incredible power was characterized as not merely fast but wickedly fast, and for some owners, it was described as driving into the abyss.

In Europe, it was referred to as the 930 Turbo, with 930 serving as its internal type number, while in North America, it was marketed as the 930 Turbo Carrera.

The 911 Turbo represents more than an engine variant. It has evolved into a standalone brand that has broadened its

presence throughout the Porsche lineup, fostering a distinct emotional bond with Porsche enthusiasts.

The first 911 Turbo can be traced back to the racing achievements of Porsche’s motorsports division. Porsche’s turbo technology, demonstrated in the highly successful 917/10 and 917/30 race cars of the early 1970s, laid the groundwork for its incorporation into the iconic production sports car, the 911.

Turbocharging utilizes high-energy exhaust gases to rotate a turbine. This subsequently drives a compressor

that forces more air into the engine’s combustion chambers. More air translates to more oxygen, leading to greater power. Porsche has been at the forefront of turbo technology since the 1970s, and currently, nearly all Porsche internal combustion engines are turbocharged. This strategy, termed downsizing within the industry, results in more compact, powerful, and fuel-efficient engines.

The first generation of the Porsche Turbo had a 3-litre turbocharged engine underneath its whale tail. This engine produced 191 kW (260 PS) and could





ABOVE: Porsche 911 Turbo at the Porsche Museum, Stuttgart.

PREVIOUS PAGE: A prototype of the new Porsche 911 Turbo at the Frankfurt Motor Show in 1973. Photo: Porsche Corporate Archives.

accelerate from 0 to 100 km/h in just 5.5 seconds, with a top speed of over 250 km/h.

Porsche recognizes the importance of progressing and adapting in a rapidly changing automotive world or risk becoming history.

In 1977, Porsche introduced intercooling, a technology first used in racing that significantly increased the power of the Turbo 3-litre and 3.3-litre models.

Porsche introduced race-proven biturbo systems in the 993 generation 911 in 1995, setting a new standard for road-legal performance cars. With two smaller turbochargers working simultaneously, the 911 Turbo (993) offered a faster response and a smoother power curve.

When the original 911 Turbo was released, its exterior design was as bold and distinctive as its performance. The rear wing—commonly known as the



“Its exterior design was as bold and distinctive as its performance.”

whale tail—became a defining characteristic of the vehicle, along with the wider body, which allowed for larger wheels and a specialized Turbo chassis to accommodate the increased power on the road. As Porsche continued to enhance the Turbo line, new features such as

side air intakes were introduced from the 996-generation onward to optimize engine cooling, completing the design.

The Turbo models also distinguished themselves from the outset due to the tartan upholstery options. Black Watch in blue, green, and black; McLaughlan in red and blue; and Dress Mackenzie in beige, red, blue, white, and olive green were initially exclusive to Turbo models, with all 911 models gaining the option in 1976. One of the most iconic applications of the tartan was on the 911 Turbo “No. 1,” presented to Louise Piëch for her 70th birthday in 1974. This unique car featured silver bodywork with brick-red leather seats highlighted by the McLaughlan tartan.

Like its predecessors, the latest Porsche 911 Turbo 50th Anniversary model embodies this rich heritage while seamlessly incorporating modern racetrack advancements. Thus, the Porsche Turbo is the ultimate 911 for true enthusiasts.



Isetta Café Bistro

Where passion for cars meets a cozy atmosphere.

Story and photos by Edward Quan, Editor-in-Chief

Isetta Café Bistro is the ideal spot to unwind after our breathtaking Sea to Sky morning drives. This renovated mid-century modern café is situated on Marine Drive in West Vancouver, close to the shores of English Bay.

The owners have created a warm and welcoming atmosphere that encourages patrons to relax and fully enjoy their time. The wooden interior boasts several tables and a cozy couch, framed by tall glass windows that provide views of the evergreen trees. Here, you'll discover rich coffee accompanied by a delightful menu featuring wholesome meals for both breakfast and lunch.

The Café's name is derived from the Isetta microcar, a 1950s collaboration between an Italian motorcycle manufacturer, an appliance maker, and BMW. A genuine three-wheeled red and white Isetta greets visitors at the door.

Nestled within a beautifully sloped-roof, mid-century modern wooden building dating back to 1962, this space has proudly served the West Vancouver community in various capacities, including a shopping centre, post office, convenience store, pharmacy, and even an auto service shop.



This 60-year-old building was revitalized and modernized in 2022 to serve as a community gathering space and a destination café bistro for adventure seekers, particularly automotive enthusiasts.

The property includes the Gearhead Garage, showcasing a portion of the family's car collection. This collection comprises over 40 vehicles, including

cars and motorcycles. The last time I was there, I couldn't help but admire my favourite Porsche on display, a silver 1997 993. I encourage you to take a moment on your next visit to enjoy their collection.

For several decades, the Sea to Sky Drive has been one of our most popular club summer events. Held on early Saturday mornings twice a month, club members depart from West Vancouver and travel north along the Sea to Sky Highway to the small town of Squamish. They cover a distance of approximately 57 km and arrive in about 45 minutes or less.

The road is absolutely spectacular and made for Porsches. Picture driving along a narrow, winding highway beside Howe Sound, enjoying sunrise views of the islands, navigating various elevation changes, and breathing in the refreshing scent of salt air, which invigorates your senses.

The Sea to Sky drive has recently drawn nearly 100 Porsches each morning, overwhelming the few coffee shops in Squamish upon arrival. Being mindful of the locals, many of us are now promptly returning to Isetta Café for great coffee and conversations.

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TRIVIA

1. When was the first car bearing the brand name Porsche officially approved?

- A. 1932
- B. 1898
- C. 1925
- D. 1948

2. Where was this first car bearing the brand name Porsche officially approved?

- A. Kärnten, Austria
- B. Wolfsburg, Germany
- C. Stuttgart, Germany
- D. Washington DC, USA

3. Sports cars can be dangerous. James Dean, known for "Rebel Without a Cause," died in a Porsche. What model was involved in his accident?

- A. 911 Targa
- B. 912 E
- C. 550 Spyder
- D. 500 Carrera

4. Ferdinand Porsche designed the Volkswagen Beetle and the first Porsche, the 356.

- A. True
- B. False

5. The first 356 had a modified Volkswagen engine as its heart. How much brake horsepower (bhp) did it develop?

- A. 105 bhp
- B. 42 bhp
- C. 66 bhp
- D. 35 bhp

6. Porsche's best-known model is the long-running 911 series. What did Porsche initially want to call this car?

- A. 901
- B. 911
- C. 912
- D. 921

7. How many Porsche 911 Turbos did Porsche originally intend to produce?

- A. 100
- B. 10,000
- C. 35,000
- D. 500

8. In 1979 Porsche had a new weapon for races, the 935. What was this car's nickname?

- A. Spyder
- B. Stuttgart Project
- C. Moby Dick
- D. Duck Tail

9. Which motor sport event has never been won by a Porsche car?

- A. Le Mans 24 Hour
- B. Formula 1 World Championship
- C. Monte Carlo Rally
- D. Paris – Dakar Rally

Answers

1.D 2.A 3.C 4.B 5.D 6.A 7.D 8.C 9.B

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Understanding bore scoring in Porsche M96/97 engines

By Glenn Barron, Technical Chair

Porsche models built between 1997 and 2008 with the M96/97 engines are often discussed in the context of the dreaded cylinder bore scoring issue. As these vehicles transition into the “classic” category and accumulate higher mileage, bore scoring has become a significant concern for current and prospective owners. In this article, I will summarize the root causes of bore scoring, what has been learned about its occurrence in these engines, and potential measures to mitigate or slow its progression.

What is bore scoring?

Bore scoring refers to deep scratches or abrasions in the cylinder walls that can affect various engine types and manufacturers, not just Porsche. It can result from numerous causes, including but not limited to:

- incorrect engine oil selection
- low engine oil level or pressure
- engine overrevs
- faulty fuel injectors
- overheating
- vacuum leaks
- ingesting external contaminants
- deferred maintenance

Improper maintenance or harsh driving cycles can induce bore scoring, and these issues are typically not considered manufacturing defects.

Owning a premium vehicle: a word on maintenance

Premium-brand automobiles, like Porsches, demand a higher standard

of care than brands such as Toyota or Honda. Many buyers who purchase a used vehicle in the premium category at or near the bottom of its depreciation curve are unprepared for the servicing costs required. For example, a vehicle that originally sold for over \$100,000 but is now valued at \$25,000 still requires maintenance proportional to its original cost. This disconnect often leads to deferred maintenance or cost-cutting with significant consequences for the vehicle’s longevity and performance.

methods Porsche employed during the engine’s design and manufacturing phases.

Aluminum blocks manufactured by Porsche prior to the M96/97 design consisted of Alusil technology. Alusil is a hypereutectic aluminum-silicon alloy containing approximately 78% aluminum and 17% silicon. It is commonly used to make linerless aluminum alloy engine blocks. There is no coating applied to the cylinder bore and blocks are not honed conventionally. During

the manufacturing process, a chemical or mechanical process is used to remove aluminum from the surface of the cylinder bore, exposing a very hard silicon precipitate. These exposed silicon particles, which under a microscope look like small islands, allow for oil to collect in the area surrounding them, thus forming the required tribo-film that supports piston and ring travel. Pistons used in an Alusil engine block typically have an iron-clad plating

or similar coating on the piston skirts to prevent the scoring of the aluminum/pistons when run against the aluminum/silicon cylinder bore. The downside to Alusil is the high cost of machining surfaces after the casting process due to the hardened silicon particles being dispersed evenly throughout the casting.



Bore scoring example.

Bore scoring in the M96/97 engines: what we know

While bore scoring can occur in any engine, recent research—particularly from Hartech in the UK—has shed light on why it is more prevalent in Porsche’s M96/97 engines. Understanding this requires diving into the materials and

TECH TALK



ABOVE: Lokasil pre-formed silicon sleeve on left, finished product cross-section view on right.

RIGHT: Examples of Ferroprint coating failures, early stages (above) & catastrophic (below).

To address this, Porsche incorporated a technology called Lokasil when designing the M96/97 engines.

Lokasil blocks use a cylinder sleeve pre-form, which is inserted into the casting mold. This pre-form contains silicon particles suspended in a resin binder. During the casting process, the molten

aluminum is injected into the mold and burns off the resin, leaving an area of localized hypereutectic aluminum only in the area of the cylinder bore. The silicon particles are then mechanically exposed in a similar process to an Alusil block, resulting in a cylinder block that functions in the same way as one cast out of Alusil, but at a much lower cost.

Why did I include this level of technical detail in the discussion? Firstly, to dispel the myth that Porsche used inferior coatings on the cylinder walls when in fact, there were no cylinder wall coatings ever used. Secondly, it proves that Porsche was able to successfully engineer a new type of engine casting with the same durability as Alusil at a lower cost. Thirdly, and most importantly, it is critical to understand that both Alusil & Lokasil engine blocks required specially-coated pistons to prevent scoring.

The first M96 engines were equipped with a piston coating called Ferrostan, which consisted of an iron coating



topped with a tin plating layer. German environmental regulations changed

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in 2000, and Ferrostan was no longer allowed to be used in manufacturing processes. At the time, Porsche still needed a piston coating compatible with Lokasil and turned to a product called Ferroprint, which was an environmentally friendly alternative consisting of a stainless-steel particle reinforced synthetic resin coating. Through hundreds of hours of research, we now know it was this coating that began the bore scoring story we know today.

When cylinder walls consist of hypereutectic aluminum wear, microscopic particles of hardened silicon can release and float between the piston and the wall. Resin coatings like Ferroprint affords the required friction boundary between the piston and liner but can also absorb these tiny particles in the resin. Pistons coated with Ferrostan do not have the ability to absorb these tiny particles, so they are eventually washed away in the oil film.

Engines built between 1997–2000 do not experience bore scoring related to the use of Ferrostan coatings. These early engines can experience bore scoring related to a myriad of other root causes, as discussed above, but nowhere near the level of bore scoring seen post 2000.

It should be noted that there are thousands of 2000+ model year engines still in use today with minimal or no bore scoring present. This leads owners to drum up speculation around what catalysts trigger bore scoring. Numerous theories abound, including operating in cold climates, poor fuel injector atomization, piston wrist pin offsets, localized overheating, and oil drain back issues. While these theories can hold some merit on their own, the root cause is hardened wear particles embedding in the Ferroprint resin, creating abrasion, deterioration, and eventually galling between the piston and cylinder wall.

Signs of bore scoring

Bore scoring on Ferroprint equipped engines will normally begin on cylinders 4-5-6, resulting in increased oil consumption and soot build-up on the exhaust tips. Left unchecked, it will eventually show up on cylinders 1-2-3. As bore

scoring increases, the piston can eventually tilt in the damaged bore creating contact with the cylinder head, which results in a light tapping noise. Once at this stage, there are no options available other than engine rebuild or replacement.

Monitoring and mitigating

If you are a current owner or are considering a model in this range, there are multiple things you can do to check/monitor for bore scoring and help mitigate it.

1. Bore scope inspection is a worthwhile investment to assess cylinder wall condition. There is some debate about how best to scope the cylinders, so work with a qualified mechanic to determine the best approach for your car.

2. In my previous article regarding IMSB failures, I suggested regular oil analysis as a good practice for monitoring engine health, and it applies here equally.

3. Quality/premium engine oil, as well as strict drain intervals, are important. Some owners and vendors recommend using a molybdenum additive and/or a ceramic additive to your engine oil as added protection.

4. Minimize engine idle time and allow the engine to warm up properly by keeping RPMs under 4K until the temperature gauge has stabilized.

5. Avoid overrevs and abusive operating behaviours.

Keeping up with recommended routine maintenance can have a profound effect on the life of these engines. Even engines showing minor or slight bore scoring can continue to be used for many thousands of miles with good maintenance practices.

Potential repair solutions

If you are at the stage where heavy bore scoring has affected your engine performance and reliability. Your options range from sourcing a known, good, used engine for installation, having your engine repaired with a remanufactured short block or long block, or commissioning a full rebuild of your existing engine utilizing different cylinder bore technology (Nikasil). Rebuild options range from staying with your current displacement size to oversizing your engine for more horsepower and torque. Many owners who opt for the rebuild route choose to oversize based on the modest additional costs involved.

Final thoughts

While bore scoring in M96/97 engines is a real concern, understanding its causes and taking proactive steps can help mitigate risks and extend the life. Whether maintaining your current Porsche or shopping for one, understanding and investing in proper care can help ensure years of enjoyment behind the wheel.



Examples of soot build-up on tailpipes.

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F.A.T. Ice Race: motorsport icons meet modern tradition

Historic Porsches race in the Austrian Alps.

Story and photos by Porsche

It's winter, it's cold, and at the weekend that meant one thing: time for the F.A.T. Ice Race in Zell am See. The festival for hot engines on icy ground is something of a motorsport spectacle and has a unique atmosphere: this weekend the Austrian air was crisp, the tension was palpable, and the racing sounds resonated throughout the snowy valley. In the background, the impressive mountain landscape surrounding Zell am See, with its ski resorts and the nearby Großglockner, provided a stunning backdrop.

The F.A.T. Ice Race is not just a motorsport event steeped in tradition, celebrating incredible performance, racing and a fun competition for every split second on the ice. It is also a cultural festival full of lifestyle and fashion and a showcase of the global automotive community. It's here that historic and modern motorsport meet, merging as they do with contemporary spirit. It's a gathering for motorsport fans of all ages and a stage for the social media generation – indeed, tradition has rarely seemed so youthful.

When Ferdinand 'Ferdie' Porsche revived the legendary Ice Race in 2019, a spectacular event was added to the Porsche community's calendar. The aim was to establish a racing event for the new generation, demonstrating how lively, energetic and diverse a younger audience could be when engaging with tradition.

Making tradition tangible at the Ice Race

A key tenet was that it would be open and accessible to private motorsport enthusiasts – and, crucially, that it would feel authentic. "It's not about the last second, about victory, but about the cultural asset of the car," says Ferdi Porsche. "It's about mountains, vehicles, technical aesthetics, nature, people, and the collective ambience, the energy that the community celebrates."

Last weekend, the F.A.T. Ice Race took place for the fifth time in Zell am See, with about 5,500 visitors enthusiastically following the races across various classes as well as the centerpiece of the event: skijoring. The diverse lineup

featured interesting, beautiful, historically valuable and often just thoroughly cool cars.

Porsche Taycan: Top performance on snow and ice

'Hot on Ice' was the call for the Taycan, with the electric Porsche showing just how capable it is during taxi rides on the snowy track. The sports car's electric architecture and two motors allow for active torque distribution across the axles.

"The advantage offered by the two completely independently controllable motors on the axles is priceless. It's like having four accelerator pedals," says the professional pilot. "We could confidently navigate some extreme drifting angles in the Taycan."

Rolling museum: Porsche heritage in action

The Porsche Museum also dazzled with treasures from its collection, creating spectacular drifts. Among those at the wheel were Ferdinand and Felix Porsche, brand ambassador Timo



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Bernhard, racing driver Richard Lietz and the ski legend Aksel Lund Svindal.

Brand ambassador Timo Bernhard piloted the Porsche 911 Carrera 3.2 4x4 Paris-Dakar (953) that won the Paris Dakar Rally in 1984 with René Metge and Dominique Lemoyne. With the car more usually found thriving on sand, Timo impressed the crowd with his fast rounds on ice, equipped with a set of spikes. “A fabulous event. You can feel that everyone here has the Porsche brand in their hearts. There are lots of like-minded people here and you experience an incredible amount of positive energy.”

A very special model on display was the Porsche 911 GT3 Rallye, developed by Porsche in 2004 for the Gran Turismo class of the national rally championship organised by the Royal Belgian Automobile Club.

Two-time rally world champion Walter Röhrl and former Porsche engineer Roland Kussmaul put together a rally



kit for the all-terrain 911. Richard Lietz demonstrated what this development is still capable of today.

The Porsche Museum also sent along the Porsche 959 Paris-Dakar, which Metge and Lemoyne drove to victory in the 14,000 kilometre rally from Paris to West Africa in 1986, when they finished ahead of Jacky Ickx and Claude Brasseur in another 959. The third 959 that entered that race—a car that acted as a ‘flying service vehicle’ driven by

project leader Roland Kussmaul and his colleague Wolf-Hendrik Unger—took sixth place.

A Le Mans feeling on snow and ice

A hint of Le Mans also wafted through the Salzburg region last weekend, thanks to an appearance by the 962 Dauer Le Mans GT, which won Porsche its 13th overall victory at the 24-hour race in 1994. The three-litre twin-turbo engine of the 962 C was modified in Weissach and catapulted the 962 Dauer Le Mans GT from a standstill to 200 km/h in 7.3 seconds. Three chassis were built as racing cars, of which two made the journey to La Sarthe.

The Porsche 550 Spyder Panamericana was also in Zell am See at the weekend. In the final Carrera Panamericana in 1954, two Porsche 550 Spyders made headlines as drivers Hans Herrmann and Jaroslav Juhan battled over the entire distance of 3,077 km. Herrmann beat Juhan after five days with a lead of just 36 seconds. The Porsches surpassed several more powerful vehicles, finishing third and fourth overall and winning their class.

So much history in a fascinating setting: Ferdinand Porsche, who spent his winter and summer holidays in Zell am See in his youth, has given the region a magnificent motorsport event with the F.A.T. Ice Race. “We always wanted to do something for the next generation. That’s how we started,” explains Ferdinand Porsche. “Today we saw more than 5,000 car enthusiasts here in good spirits, having fun and in an unbelievably good mood. Our motto this year was ‘Fun over Speed’. And that’s the atmosphere here. Everyone enjoys the time here at the F.A.T. Ice Race.”



TOP: 911 Rallye, F.A.T. Ice Race, 2025, Porsche AG.

MIDDLE: Taycan Turbo S, F.A.T. Ice Race, 2025, Porsche AG.

BOTTOM: 962 Dauer LM, Porsche 963, F.A.T. Ice Race, 2025, Porsche AG.



2016 Porsche Cayman GT4 (981)
with Gavin Mah, CWR Member
Photo by Arash Lahooti



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