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Fifty years of Canada West

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Depending on your perspective, half a century can feel like a fleeting moment or a wonderfully long time. Nevertheless, our club's remarkable ability to grow and evolve alongside the Porsche brand in a rapidly changing world over the past 50 years highlights our shared success.

Owner clubs like ours have played a crucial role in shaping Porsche's history, bringing together automotive enthusiasts since the PCA was founded in 1955. We were the first Canadian region to be accepted by PCA in 1975. Today, we are one of 148 local regions, embodying over 167,000 members who cherish this legacy and cultivate lasting memories and friendships.

This July, our 50th anniversary party will celebrate the amazing friendships we've built that enrich our lives. In the following pages, you can discover more as we prepare for the biggest party in the club's history.

Our cover story for this edition features the Porsche Drive-in at the Vancouver International Auto Show last April, where we showcased nearly 30 member vehicles. The Auto Show set a new attendance record, drawing almost 139,000 attendees, providing a tremendous opportunity to promote our club throughout the five-day event. Another inspiring story comes from member Gordana Barrett, who recounts her adventure of rescuing an injured loon by transporting it to a wildlife sanctuary in her Porsche 993, giving it a second chance at life. I encourage you to read member Glenn Barron's article on "Let's Talk Fuel," our technology story about keeping your Porsche in optimal running condition.

Join us as we share inspiring member stories that capture the passion of being part of the Canada West region.

See you at the party!

A handwritten signature in cursive script that reads "Edward Quan".

Edward Quan
Editor-in-Chief
C2SKY

Nº 1

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Vancouver International Auto Show
Photo: Edward Quan

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F.A.T. Ice Race

Dear Edward,

I thoroughly enjoyed the recent article in the Spring 2025 edition of *C2Sky* on the F.A.T. Ice Race in Zell am See, Austria.

As an owner of a Porsche Taycan myself and a Porsche enthusiast, it struck a chord with me because of my winter road trip last year, which reminded me just how capable Porsche engineering truly is. Over the holidays, I drove my Taycan across the icy, winding roads of Rogers Pass en route to Banff. The conditions were challenging, with snow, ice, and steep grades, but the Taycan handled it all with grace. Reading about the Taycan's performance at the Ice Race, sliding through curves in expert hands, gave me a

new appreciation for what I felt firsthand on the snowy mountain pass. There's something timeless about the fusion of technology, nature, and automotive heritage, whether it's in Zell am See or crossing the Selkirk mountains in British Columbia.

Thank you for continuing to celebrate the soul of Porsche, on and off the track.

Best regards,
Ali Amjad
PCA-CWR Member

Outstanding quality of articles

Dear Edward Quan,

I wanted to take a moment to commend you and the team at *C2SKY* magazine for the outstanding quality of your articles and the vibrant spirit they bring to our PCA-CWR community. The magazine continues to be a perfect blend of storytelling, camaraderie, and celebration of our shared passion for Porsche.

I especially appreciate how you capture the unique character of our events and the enthusiasm of our members. The engaging photography and insightful articles make each edition a delight to read, whether reflecting on memorable drives or highlighting individual stories. It's clear that a lot of thought and effort goes into curating content that resonates with our members.

As an active participant in the PCA-CWR community, I'd like to share my gratitude for how *C2SKY* fosters a sense of connection and pride among us all. Keep up the amazing work, and I look forward to reading future editions that continue to celebrate the people, cars, and experiences that make our community so special.

Warm regards,
Gavin Mah
PCA-CWR Member



Better than the last

Hi Edward,

The Vancouver International Auto Show is the signature car event in the city every year. This year is extra special—it's my first time joining the Porsche Club of America Canada West Region car showcase at the show! I'm truly happy and proud to be part of the club's showcase. #MyPorscheMomentCanada

Every day, rolling in and out with the cars was a highlight. As soon as the engine roars to life, crowds gather—people love the sound, and fans quickly start snapping photos and videos. There's something magical about it. Car lovers really connect with that moment. The show runs for five days, and while I can't be there every single day, it's a challenge. That's where the worry comes in—how to get a photo or video each day for our social media performance. But in our club, we're like a family, and I've been so grateful for the support from other members. They've really stepped up.

Tommy Ng
PCA-CWR Social Media Chair

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PRESIDENT'S MESSAGE

Happy summer, everyone! As I write this message, I'm sitting on a rooftop veranda, overlooking the ancient city of Matera, Italy. Not meaning to lean on "under the Tuscan Sun" too much, but I'm honestly greeted this early hour with a tune sung by the bells from a steeple of a distant church, and it's an amazing experience! No... It's not quite a Porsche story, but it's my story, or at least this part of it, and while I may wax romantic at times, this is my story for this edition, and I hope you enjoy it.

Even though Porsche is certainly our common theme, what I continually find amazing about my journey since acquiring my 981 Boxster S is the many people, their stories, the relationships I've made, and the friendships I've come to cherish. I've gotten to know many of you (and your story), and (with some new members I've yet to meet) I can honestly say I've enjoyed every encounter.

Recently, and closer to home, Natalie and I met some dear friends for a very special lunch together. This wasn't an ordinary lunch though...we were celebrating with them, a special life milestone at "The Pink Pearl"; a restaurant I've been wanting to enjoy for as long as I can remember...and I'm sure you can tell by the colour of my hair, that's been awhile. Four years ago, we hadn't met yet as couples, and five years ago... we weren't acquainted at all! Now, we're the best of friends... family actually... thanks to CWR! It never ceases to amaze me how many close relationships have manifested through this amazing club!

After lunch, we jumped in our cars and were off to meet some other very close friends to offer a little help...while spending a few more hours together,



getting to know one another at an even deeper level (this time, though, through our varied business experiences). What stands out to me about that day, though (apart from our ever-deepening bond), was something that happened during our drive. I noticed a lone BMW something or other (OK, I know the model, but this is about Porsche), driving on his own and thinking to myself... "he's just driving a car... on his own... it's just a car". In that moment, I was overwhelmed by the realization of my many friendships through our common bond of Porsche! We each enjoy so much more now, having merely joined a car club. This isn't just a car club, though! Nearly every single person I've met has an interesting story, and just like us, many of you have formed special, deep bonds of your own.

Being president, I get to meet more of you than I might normally, which is a special blessing indeed. I also get to appreciate how much work many of you put into the club so that we can share our cars and journeys together,

filled with many twisty turns, but most importantly, with even more opportunity to get to know one another! The time and passionate effort our event, HPDE, drive, tour directors, and tour leaders invest in the many drives and events is incredible, to say the least. No matter how you've given your time to our community, you're adding to the richness of our club and its story. Trust me on this, if you volunteer in any way with CWR, your service will be rewarded in ways you cannot possibly comprehend today. I have countless memories as a result of my time here, and I cherish every one!

Looking forward, we have many opportunities to connect locally in the coming weeks and months. Dundarave is

just around the corner, and Shades of Stuttgart is coming together fast (we hope to break 300 cars this year). Most notably, though, July 19th is the date for our 50th Anniversary as the Canada West Region. Please, make sure to join us there as our anniversary committee has put together a fantastic and fun event...I'll be looking forward to hearing stories of how you "heel and toed" your way there while wearing cowboy boots! I also have confirmation that we have some very special guests joining us. Aaron Ambrosino, President of the Porsche Club of America, and John Sommerwerck, our PCA Zone 6 rep, will be sharing in our 50th celebration, as well as many other special guests, so please make sure you're there!

Enjoy your summer, and I'll look forward to meeting you somewhere on the road to hear about your story!

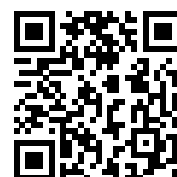
Tim Bourdois
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MAY

Sue + Paul Jance

50 years

Konni + Patricia Bernaschek

48 years

Peter + Jenny Wong

34 years

Jim + Karen Grant

23 years



JUNE

Judy Colby

48 years

Peter Faliszewski

40 years

Dennis + Justina Lee

28 years

Nan + Parmjeet Panesar

25 years

Brian + Gloria McCormack

19 years

Vince Bubica

18 years



JULY

Jim Axelson

52 years

George Allan

49 years

Ken + Wendie Nickel

43 years

Asgar Virji

25 years



Welcome new members!

Darren Bartell, Vancouver

2016 911 GT3 RS (Purple)

Lloyd Bernhardt, Roberts Creek

1960 356 Coupe (Silver)

2020 911 Coupe (GT Silver)

Ryan Beveridge, North Vancouver

2025 718 Cayman

Eduardo Cantu Villalobos, Coquitlam

2012 911 Carrera S Coupe (Agate Grey)

Hector Capitulo, Vancouver

2005 911 Carrera Coupe (Black)

Justin Chan, Richmond

2022 718 Cayman GT4

Eric Claassen, Richmond

1995 911 Carrera Coupe (Black)

Lloyd + Sherrie Costley, North Vancouver

Welcome back after 10+ years absence!

2024 911 GT3 Touring (GT Silver)

Michael Costley, Vancouver

1985 944 (Rothmans Racing Tribute/Silver)

James Cowan, Surrey

2009 911 Carrera

Francis Dupuis, Delta

1997 Boxster

Michael Dyer, Delta

2012 Boxster S

Colin Faber + Ignas Niemegeers, Vancouver

2005 Boxster (Silver)

Christopher Freek + Holly Munn, Richmond

2014 Cayman

Rory Godinho, West Vancouver

2008 911 Turbo Cabriolet

Shawn Heppell, Abbotsford

2020 718 Cayman GT4

Daniel Ho, Coquitlam

2016 Cayman GT4 (Sapphire Blue Metallic)

Jag Khangura, North Vancouver

2025 911 Carrera Coupe (GT Silver)

Klaus Koester, Langley

2025 Macan GTS

Jamel Kuber, Vancouver

2025 718 Cayman S (Jet Black)

Par Leihl, Delta

2015 911 Turbo S

Anthony + Elizabeth Limtong, Richmond

2010 911 Turbo S

Zengnan Liu, Richmond

2022 911 Carrera 4GTS

Kenneth Loi, Vancouver

2020 718 Cayman GT4 (Gentian Blue)

Philip Ma, Vancouver

2003 Boxster

Marcel Maes, West Vancouver

2009 911 Carrera Cabriolet (Arctic Silver Metallic)

Martin Mahoney, Langley

2002 911 Carrera Cabriolet (Basalt Black)

Chris + Linh Maliwanag, Burnaby

2017 911 Carrera S Coupe (White)

Romeo Marquez, Maple Ridge

2018 911 Carrera 4S

Robert + Susana Metcalfe, Richmond

2023 718 Cayman GT4 (Carrera White Metallic)

Darren Millard + Jay Gangnes, Abbotsford

2023 911 Targa 4 GTS (GT Silver)

Sandro Moscone, Burnaby

2009 911 Turbo Coupe (White)

Michael Moscone, Burnaby

1975 911S Targa (White)

Michael Murray, Burnaby

2015 911 Carrera GTS

Steve Naylor, Vancouver

2021 718 Spyder (White on Red)



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IN THE ZONE



Summer 2025

Finally, I can get my new Spyder out! Warmer temperatures have arrived, and the roads in my area are now free of winter debris. I see many posts of drives occurring in the Zone 6 regions. I hope that you are getting your Porsches out and joining in one of the many events occurring in your region.

I hope you will be joining me at this year's Porsche Parade. Porsche Parade 2025 is scheduled for July 6-12 in Oklahoma City. In addition to the normal Parade events—Concours, Autocross, Driving Tours, etc. This year's Parade will include a historic display and PCA 70th Anniversary



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

Celebration. Parade 2025 registration is now open. As usual, Parade registration will be a two-part endeavour. First, one registers as an entrant and reserves their hotel room. In the second phase, registrants sign for events and meals. I

expect Phase 2 registration to open in early May.

Besides Porsche Parade, PCA National has several events of note; 2025 Treffen at Sea sets sail Sunday, August 30th from New York, NY, returning on Sunday, September 6th. Treffen at Sea registration is now open! Fall 2025 Treffen will be held at the Four Seasons Resort in Jackson Hole, WY. Check it out at: Treffen Jackson Hole (Fall 2025) | Treffen North America. Registration opens on June 11.

Nancy and I are in the midst of planning our Zone 6 region visits, so far, we have plans to visit eight and are looking for ideas for the other three visits. Zone 6 signature region events can be found at PCA Zone 6—The Pacific NW Regions.

Zone 6 abounds in great roads to drive and great automotive venues.

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

MEMBERSHIP

Welcome new members!

Shuk Hang Ng, Richmond
2024 718 Cayman GT4 RS (Viola Metallic)

Mark Pare, Maple Ridge
2011 Cayenne Turbo

Bilawal Rehman, Surrey
2005 911 Carrera S

Brian Rudy + Sabine Just, Vancouver
2005 911 Carrera S Coupe (Seal Gray)

Matt Schill, Surrey
1995 911 Carrera

Maria Stefanescu, New Westminster
2015 911 Carrera 4 GTS Coupe (Black)

Marty Semaniuk, Gibsons
2017 718 Cayman S (Miami Blue)

Jeff Seto, Vancouver
2000 Boxster

Brendan St-Martin, Ladner
2022 718 Spyder

Steven Thiessen, Vancouver
2005 911 Carrera

Eddie Tsung + Caroline Chiang, Vancouver
2024 718 Boxster GTS 4.0 (White)

David Valentine, West Vancouver
2008 Cayman S (Meteor Grey Metallic)

Jiatong Wang, White Rock
2022 911 Carrera S Cabriolet (White)

Ethan Wilding + Bahareh Yaraghi, Vancouver
Transfer from Upper Canada Region
2023 718 Cayman GT4 RS (Gemini Blue)
2024 911 Dakar (Green)

Anson Wong + Stephanie Yu, Richmond
2023 911 GT3 Touring (Black)

Kenneth Wong, Richmond
2008 911 Carrera S Coupe (Black)

Jason Yao, Vancouver
2020 718 Cayman GT4 (Chalk)
1980 911SC Coupe (Guards Red)

CWR Membership Stats

As of May 1, 2025

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Living my dream – A dream that lies in family

Necessity met desire. Performance met efficiency.

Story by Shanella Song, PCA-CWR Member

Rolling along the roadside by the emerald blue sea, the sun glistening off my Porsche as I drive and sing along to “Walking in the Forest” with my lovely boy and my beautiful dog, “Podori” in the Bordeaux red leather seats. This is exactly how I imagined my dream would be, in my dream car. The moment I first saw the Taycan 4S, I knew I had found it – my dream car, my dream Porsche.

It was one sunny afternoon when I told my husband that we needed to go electric for the second car, even with a hybrid as our primary vehicle parked in the garage. Gas prices were beyond sanity, and my only vision was an EV that seemed perfectly suited to the time we live in. However, I still didn’t want to give up on my philosophy when

it comes to cars: a car must have an engine.

Then we drove past Porsche Centre Langley, where we decided to drop by just to browse. It was a special DJ event night, and amidst the booming tunes, a Taycan caught my eye. My heart was racing in time with the music. This was it. Necessity met desire. Performance met efficiency.

The sleek body, a four-door coupe with a three-second zero-to-60 time. And those teardrop headlights? How cute! I couldn’t ask for a more perfect blend of functionality and the car of my dreams that fits my lifestyle. When I stroll through my town in my Taycan, my neighbours cheer, and the kids playing in the playground gather around the car in awe.

My little boy loves gazing through the sunroof to see the Port Mann Bridge. On rainy days, my husband and I hop into the parked Taycan with a glass of wine, listening to our favourite K-pop songs through the Bose surround sound system. It’s not just a car; it’s about the people. Everyone loves our Porsche.

Realizing a dream—a dream that lies in family and friends—is all about this amazing car. It connects our family, our neighbours, and even my new friends and acquaintances from the PCA.

One day, I dream of driving a Porsche (with an engine) alongside my son, who will have one of his own. This is a dream that lies in family, and Porsche can only make that dream come true.

June

4-6

Washington
Cascades Tour

6-8

Summerland
Wine & Dine Tour

8

HPDE at The Ridge

10

CWR Executive
Meeting for
Members

12

Meet Your Neighbours

14

Sea to Sky Drive

14

W2R – Dual Regional Ladies
Drive (CWR x PNWR)



15

Dundarave – Porsche
on Marine Father's Day
Show & Shine

28

Sea to Sky Drive



July

1

Canada Day Shine & Cruise



8
CWR Executive Meeting for
Members

12
Sea to Sky Drive

17
Meet Your Neighbours

19
CWR 50th Anniversary
Celebration



24
Sea to Sky Drive

August

3
HPDE Track Day



8-10
Olympic Peninsula Tour

10
Shades of Stuttgart



14
Meet Your Neighbours



The above schedule is based on information available at the time of publication.
Visit pca-cwr.org for the latest details on each event.

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Canada West Region

50th Anniversary

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biggest party.

Saturday, July 19th
12 noon – 5 pm

Southlands Riding Club
7025 MacDonald St.
Vancouver, BC



The Canada West Region's 50th anniversary celebration promises to be an unforgettable experience for all Porsche club members. Held at the magnificent Southlands Riding Club in Vancouver, the festivities will provide a perfect blend of automotive admiration and country charm.

The country-themed party begins at noon, featuring members showcasing their Porsches on the polo field. This impressive lineup of classic and contemporary models highlights the brand's legacy and innovation in the automotive world.

Members will hear formal addresses from representatives of PCA National, local Porsche dealerships, and the CWR Executive Committee. It will also feature stories from long-time members who have been part of the journey since its inception.

This event is designed to cater to the whole family, ensuring that both young and old have an enjoyable and engaging experience. Everyone can take photographs in front of a Western-themed backdrop. A country music DJ will also be present to encourage dancing and create a lively atmosphere.

At the Powerhaus Mortgage Experts-sponsored children's corner, kids can take part in activities such as face painting, balloon art, and interactive games. Powerhaus Mortgage Experts is proud to support CWR at the 50th anniversary celebration.

Since 1943, the Southlands Riding Club in Vancouver has offered equestrian sport and recreation. Located in Southlands' equestrian community, the Club trains athletes from grassroots to Grand Prix levels.

Members can also explore the grounds of the Southlands Riding Club, taking in the scenic beauty of the equestrian facilities and enjoying the charming country atmosphere. The venue, rich in history and tradition, serves as the perfect backdrop for this milestone celebration.

This anniversary event is more than just a celebration; it is a tribute to the enduring spirit and passion of the Canada West Region. Members will have the opportunity to forge new friendships, share stories, and enjoy the extraordinary collection of Porsches that will be featured at the event.

Tickets include a delicious lunch from Yo-Bones BBQ and Vera's Burgers, offering a range of dishes, drinks, and ice cream. Members can purchase tickets on the club's website.



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The CWR Porsche Club exhibit attracted thousands of fans at the Vancouver International Auto Show, creating a lively atmosphere of excitement and admiration for these remarkable German sports cars.

Under the guidance of CWR Treasurer Mike Taylor, 30 club members were invited to showcase six Porsches each day during a five-day event at the Vancouver Convention Centre. The exhibit began on Wednesday with “Seeing Red,” followed by “Let’s Box” and “Tops Down.” The iconic Porsche GT and RS track models were featured Saturday and Sunday.

As the Porsches rolled into the Convention Centre for the morning drive-in, the throaty roar of the flat-six engines echoed off the exhibition walls, capturing the attention of eager attendees. As dinner time approached, everyone waved goodbye as the Porsches departed for the day. Upon arrival, Porsche club owners were thrilled to receive complimentary Auto Show caps and extra admission tickets from the organizer, adding a memorable touch to their experience!

Porsche Club drew thousands at the Auto Show

Club members enhanced the Auto Show experience.

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



During the weekend, Mike Taylor skillfully arranged the Porsches at a 45-degree angle on either side of the club information table. Attendees could examine modern and classic models closely while learning about each vehicle from the owners. Each day, the club volunteers interacted with visitors to recruit new members.

The Auto Show has set a new attendance record for the second consecutive year, with 138,773 visitors (129,033 in 2024) experiencing the latest innovations in automotive technology, design, and performance. Additionally, the show recorded a single-day attendance high on Saturday (42,761 visitors), further highlighting the growing excitement and interest in this premier automotive experience.

As the only owners' club invited to display at the Auto Show, it is fantastic to hear that their participation received positive feedback from the event organizers and attendees.



The CWR Executive expresses gratitude to the New Car Dealers Association of BC, the organizer of the Auto Show, for hosting the display, to all the members who showcased their Porsches, and to the club volunteers. They are enthusiastically planning next year's event, scheduled for March 2026.

PCA-CWR members showcased nearly 30 Porsches during a five-day event.





Each morning, members arrived at the Vancouver International Auto Show in their Porsches.





9-1-1 in my Porsche 911

From a precision sports car to an emergency bird transport.

Story by Gordana Barrett, PCA-CWR Member

I love my Porsche. It's my car, not my husband's. It was a birthday present 12 years ago. I'm the only one who drives it. It's not a farm truck, not a grocery getter, and definitely not meant for transporting wildlife. But sometimes, life has other plans.

Living out in the country on our acreage, we're used to seeing all sorts of wildlife - deer wandering through the fields, eagles soaring overhead, and the occasional coyote in the distance. But what my husband saw that day was something entirely unexpected.

One afternoon, he was outside when he spotted something large flying low through the air and then crashing hard

into our fence. Concerned, he walked over to investigate and found, to his surprise, a stunned and motionless Loon lying on the ground. We don't have lakes nearby, so how or why it ended up here was a mystery.

By sheer luck, a friend of ours - who happens to be a veterinarian - had just stopped by. He helped carefully lift the bird into a box, adding a shallow dish of water to keep it hydrated. After a quick assessment, he told us the loon was injured and needed professional care. He suggested taking it to a wildlife sanctuary.

I immediately called the closest one, only to find out that they don't take birds. Desperate for a solution, we

searched online and found a woman known for rescuing injured animals. She was willing to take the loon but advised us to try the Langley Animal Emergency Clinic of the Fraser Valley first, as the bird was awake but still not moving.

With no time to waste, we carefully placed the box in my 1998 Porsche 911 Carrera 993, and I headed straight for the clinic. I'm sure it's not every day that a loon rides in a sports car, but that's how this one made its way to medical attention.

My Porsche had officially gone from a precision sports car to an emergency bird transport - and it handled both jobs flawlessly. Maybe not what Porsche had



in mind when they built the 993, but hey, a car like that is always up for an adventure!

The emergency clinic took the bird in right away. After some X-rays, they confirmed it had a damaged wing and head trauma, likely from its unfortunate collision with our fence. The vets had an interesting theory - loons are usually found near water, and they suspected that the bird mistook our shiny barbed wire for a lake and tried to land. They also mentioned that the loon quickly became the most expensive patient at the hospital because it refused to eat anything but live minnows.

Months went by, and I often wondered what had happened to the bird. Then, one day, I got a call from the bird sanctuary in Richmond. They told me that they had cared for the loon until it fully recovered and successfully released it back into the wild.

So, in the end, I had a 9-1-1 in my 911.



Classic Porsche Inspection Program



A great way to keep your Porsche in top shape.

Story by Glenn Barron, PCA-CWR Technical Chair

In January, I had the fortunate opportunity to receive a free Classic Porsche Inspection offered by Porsche Center Richmond (PCR). This is a relatively new program offered by Porsche to provide a comprehensive multi-point inspection of classic cars (15 years or older) to assess condition and report any concerning areas requiring attention. The cost of the inspection varies by dealer, so you can check with your local Porsche Center for more information.

My experience with PCR during the process was courteous & professional right

from the start. Scheduling my appointment slot was easy and done over text, and PCR had a loaner available for me when I dropped my 2000 911 off the evening before my scheduled appointment. Everyone I met during the process went out of their way to take care of me as a customer.

I returned to pick up my car the following evening, where the PCR Workshop Manager Robin Varley met me and went over the 131-point inspection thoroughly. Robin walked me around my car (which they had just finished washing

& vacuuming) and helpfully pointed out a few minor issues that needed attention (burned-out lights) and others that he suggested keeping an eye on. Afterwards, he generously offered me a tour of his garage facilities and thanked me for bringing in my car. The full inspection documentation package arrived via e-mail 24 hours later.

Overall, I would recommend this service to anyone with a classic Porsche or anyone considering buying a classic Porsche as a PPI option. PCR & Robin specifically were top notch!



Passionate about PPF

Protect your Porsche for years, not months.

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

When visiting Tiago's Auto Spa in Vancouver's Mount Pleasant district, you can feel the passion for paint protection film (PPF) during a workshop for CWR members. They firmly believe that specialized skills and quality materials are vital for delivering the best protection for your Porsche.

In March, co-owners Tiago Da Cunha and Johnson Li welcomed 30 members to their auto spa to showcase their film installation techniques. Despite the rainy, grey Saturday morning, the enthusiasm of both the members and the co-owners remained high throughout the two-hour presentation.

The technical workshop began with a demonstration of cutting film for a front bumper using a Graphtec cutting machine. This equipment produced a long sheet of film with several vehicle bumper cutouts.

At Tiago's, the film thickness measures eight mil, although this can vary by manufacturer, typically ranging from eight to 10 mil. To provide some perspective, the clear coat layer of paint on a brand-new car is about six to seven mil thick, while a piece of newspaper is roughly three mil thick.

Invented in the 1990s by 3M, PPF was

initially developed for the US military to protect helicopter blades from debris. Originally referred to as "helicopter tape," its self-healing properties enabled it to withstand numerous impacts and chips, improving air safety.

As an Elite Dealer of XPEL PPF products, they take pride in using XPEL, which has an impressive 10-year manufacturer's warranty. Additionally, they support their installation craftsmanship with a lifetime guarantee for peace of mind. Every client enjoys a complimentary inspection service just one month after installation, which includes a detailed exterior wash and inspection to ensure your vehicle looks its best!

The yellowing of film is a relic of the past, as advancements over the years have made the film more stain-resistant and transparent with reduced orange peel. Over time, the film will incur damage from years of wear, but once you peel away the invisible layer of protection, your original paint surface remains almost like new, as if it were frozen in time.

The second half of the presentation took place in the workshop at the back of the building, where they demonstrated their film application techniques. Participants learned that applying film to the curves of Porsche front fenders poses the greatest challenges of any vehicle and demands extensive experience. When the film is stretched on the surface, the opposite side of the sheet reacts to the pressure. Taigo mentioned that "Porsches are the most challenging vehicles to wrap."

Tiago's Auto Spa is a certified CQuartz Professional and CeramicPro auto detailing facility that welcomes customers from Vancouver, Burnaby, Richmond, and Coquitlam.

As former head detailers at the Porsche Centre, they have gained extensive knowledge and are committed to delivering exceptional service to all who visit their shop. With over 25 years of combined experience, Tiago's Auto Spa is the place to trust for protecting your Porsche.

tiagosautospa.com



Old soul, new tricks

An Ünstock 911 story.

Story and Photos by Ebby David, PCA-CWR Member

If you've seen a 1977 black 911S with the plate "OEM-ISH," give me a wave! The plate reflects the build – true to Porsche's DNA but with a few tweaks.

This 911S was previously owned by Greg Bismeyer, a longtime PCA-CWR member, and had already been modified when I got it. Under the decklid sat a 2.7L flat-six from a 1973 911T—a fantastic starting point, but I wanted more.

Refining the formula

A classic 911 doesn't need a reinvention, just the right upgrades. The 7R engine case, the strongest of the magnesium cases, was machined at Ollie's Engineering for durability. The engine was then completely rebuilt with PMO carburetors, Euro Carrera pistons and cylinders, racing cams, and a race exhaust, improving response and power while preserving the car's raw, analog feel.

The 915 transmission received a proper refresh. Guard short gears sharpened acceleration, while a limited-slip differential improved traction. A Wevo gate shift kit and JWest Engineering short

shifter transformed shifting from vague and notchy to crisp, mechanical, and deeply engaging.

At just under 2,200 lbs. with 230 hp, the car now boasts a power-to-weight ratio on par with the legendary 1973 Carrera RS 2.7 Lightweight.

Driving it like it was meant to be driven

Specs only tell part of the story; what really matters is how this 911 feels. It's light, connected, and alive, turning every drive into a symphonic event.

Like any classic 911, it rewards precision. Slow in, fast out isn't just a mantra; it's a necessity. Push too hard into a corner, and the rear will remind you who's in charge. But get it right—trail brake smoothly, settle the chassis, roll into the throttle early—and it slingshots out of the apex, the rear tires clawing at the tarmac. The R-compound tires don't hurt!

Over the past year, I've put over 11,000 km on it, taking it on rallies and road trips. The longest? A planned run to Rennsport Reunion 7 in California, until an electrical gremlin sidelined the 911.

The trip continued in a Kia Soul, which was...not quite the same. But if anything, the experience only fueled my desire for more seat time.

More than the cars—the people

This build has never been just about performance—it's about the people. Late nights in the garage, road trips that turn into stories, and the shared passion that makes every mile more meaningful.

I share that passion with my wife, who's just as much a petrol head as I am. Now, we're building a hot-rod classic Mini for her, because every great driver deserves a car that fits their style. For me, that car is this 911—built to be driven, enjoyed, and pushed on the back roads, just as Porsche intended.

Safe to say, this one is staying in the stable for a while.

For full build details, check out my thread on Pelican Forum:

<https://forums.pelicanparts.com/911-engine-rebuilding-forum/1112112-2-7-build-review-recommendations.html>

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Let's talk fuel

Story by Glenn Barron, PCA-CWR Technical Chair

Nary an opportunity goes by where gathered car enthusiasts leave out a spirited conversation around gasoline. Every owner will voice their preferred brand & grade, all whilst touting the virtues of their chosen propellant. But just how important are our cherished beliefs and theories around fuel? Let's first start by understanding what happens inside our engines during combustion.



Normal combustion is the burning of an air/fuel mixture in the combustion chamber. Normal combustion begins with the flame originating at the spark plug and traveling outward evenly and steadily throughout the combustion chamber. It is very much like blowing up a balloon. As you blow, the balloon expands away from the source of air in a very controlled and even fashion. In a perfect world, the combustion event burns up all the air and fuel in the cylinder, leaving none behind (this is called a stoichiometric mixture).

A common misconception about combustion is that there is an explosion involved. This simply isn't true...once the spark plug ignites the mixture, the flame fills the cylinder in a very quick, yet very controlled manner. The expansion of the flame creates the downward pressure on the piston thus creating torque. If our engines are maintained regularly and running optimally, normal combustion creates peak performance and minimal wear. If normal combustion is not taking place, this is where we begin to see problems.

Detonation (Knock or Ping)

Detonation occurs after normal combustion has been started by the spark plug. Normal combustion expands out, but the

gasses on the edge of the flame compress and begin combusting spontaneously. This is most likely caused by excess heat and pressure. The most important thing to remember about detonation, though, is that it occurs after the flame has been initiated by the spark plug.

There are many factors that come together to create a scenario for detonation to occur. While engine design and fuel octane play a significant role, the most common factor is too much spark advance. Overly advanced ignition timing sets the burn off too soon, allowing pressure to increase too quickly. This is a very high/very sharp pressure spike, and this is what often brings about engine damage.

With detonation also comes heat. You will see higher engine temperatures because the cooling system is having to

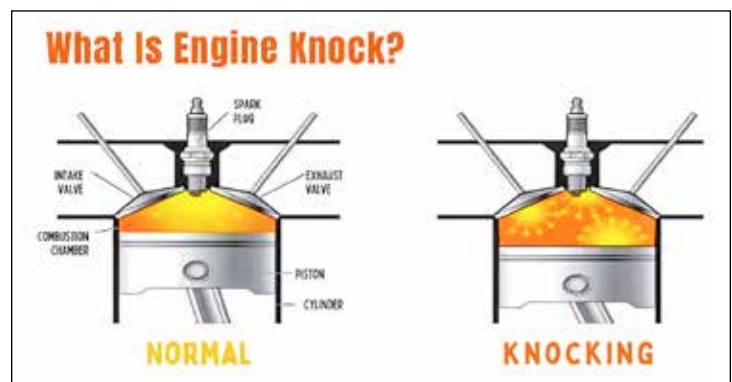
absorb the excess heat.

Pre-Ignition

Pre-Ignition is the ignition of the air/fuel mixture before the spark plug fires. The fuel air mixture enters the combustion chamber as the piston is on its downward intake stroke.

The piston then returns upward for the compression stroke. The more compressed the mixture is,

the more difficult it is to ignite it. With the piston on the low side of the compression stroke, the mixture is actually easier to ignite than when it gets closer to Top Dead Center (TDC). A hot spot in the cylinder, such as a carbon buildup, can ignite this low compression mixture very early, before the spark plug fires. Now the upward motion of the piston



is fighting the combustion force that is expanding. This adds a tremendous amount of heat and load to the engine, and for this reason, pre-ignition is responsible for much higher cylinder pressures than detonation.

There are no early warning signs with pre-ignition. The best thing you can do to prevent it is to make sure the engine

is maintained properly to minimize potential carbon buildup. From the factory, newer vehicles are equipped with electronic sensors to detect pre-ignition, which will trigger a check engine light.



Now that we understand how combustion works inside our engines, we can discuss fuel properties and its various impacts on combustion.

Octane

Fuel octane rating is a measure of a fuel's ability to resist detonation. The octane requirement of an engine varies with compression ratio, mechanical considerations, and operating conditions. The higher the octane number, the greater the fuel's resistance to detonation during combustion. Although octane can be labeled similarly at the pump, there can be many differences between brands simply by formulation. Some use ethanol to achieve the desired octane, and others may use a combination of chemicals like isooctane in conjunction with ethanol. The end result is the same, but achieved differently. It should be noted that all gasoline now sold in British Columbia contains a percentage of ethanol...and yes, that includes Chevron 94. Marine & farm gas



are the only exceptions under updated regulations of the Clean Air Act that took effect in 2024.

Ethanol: Hero or Villain

Much malaise has been heaped on ethanol over the years...some for good reason, and others via rumors and hearsay. In its basic form, ethanol burns cleaner and more completely than gasoline but contains roughly 30% less energy than gasoline. When ethanol is blended with gasoline, the reduced energy density is barely perceptible and would have little impact on vehicles driven on public roads. Cleaner & cooler burn temperature properties are where ethanol shines. Reducing carbon build-up inside your combustion chamber is paramount to engine longevity.

The downside to ethanol is its propensity to absorb water from air. Ethanol blended gasoline requires fuel stabilizer in any vehicle or equipment that sits for extended periods of time. My rule of thumb is two to three months without stabilizer is acceptable, but anything after that should have the gasoline treated. Ethanol also had a bad reputation for degrading fuel system rubber components, but this was mostly related to owners not keeping up with good maintenance practices on older (pre-90's) vehicles. Any rubber components in a fuel system that are 15+ years old should be subject to intense scrutiny, regardless of the fuel type used. The older a vehicle is, the more diligence required.

Fuel Additives

Additives are the arena that fuel retailers love to spar in. This is the area they focus on to drum up brand loyalty and spawn product ambassadors. Additives do play an important

role in maintaining your fuel system components and overall engine health, but pitting one premium brand fuel supplier against another is virtually meaningless. You will notice I used the phrase "premium brand fuel supplier" because these are the companies that consistently adhere to a set of standards regarding fuel additives, not a reference to the marketing of high-octane gasoline sometimes labeled as "premium gas". In the USA, Top Tier is often quoted to reference premium brand fuel suppliers. The trick with all marketing is understanding what the words mean and how they are applied to the product.



Eventually, over time, carbon builds up in all engines mainly because of the impurities in gasoline. Premium Brand or Top Tier fuels will prolong the process but not eliminate it. The main difference with these fuels is the additives (detergents and cleaners) that are used to reduce carbon build up. When enough carbon buildup occurs, this effectively raises the combustion chamber pressure and introduces potential hot spots. Once at this stage, a thorough fuel system service to clean the components (e.g. throttle body, intake manifold, fuel injectors, combustion chambers, etc.) is recommended. Most people don't realize this is happening until the symptoms of pre-ignition are present and by that time an off the shelf fuel system cleaner generally is not enough to help.

Good Practices

So, what do we do with the knowledge learned in this discussion? Do we need

to rethink our beliefs around fuel & suppliers? Should I continue to advocate for my favorite petrol peddler? To be honest, if you are currently filling your tank with the correct octane fuel for your car at premium branded stations and drive your vehicle at least weekly, your fine! Keep up the good work! If you regularly store your vehicle for longer than 3 months and are not using a stabilizer then do read up about it and implement a routine. If you find yourself in the middle of nowhere with an empty tank and the only option is an independent fuel retailer don't sweat it as one fill-up won't create any catastrophes between your usual tanks at XYZ. If you are constantly on the hunt for the cheapest offerings and regularly fill up at Pete's Petrol or Gary's Gas Shack then I

suggest re-thinking your strategy ASAP. This may seem like a good idea but the instant gratification will trigger a price to pay down the road.

For those of you choosing to add off-the-shelf fuel additives regularly, this isn't necessarily a bad thing, but it might not be providing you with the results you are expecting either. It's best to understand what you are adding and why before outlaying the cash. Do your research and ask questions, there is loads of data out there to digest. Many will call off-the-shelf fuel additives snake oil, while others label them piece of mind. It's safe to say you're unlikely to create any harm by using them, but you might not be getting a lot of value either. Knowledge is power!

Summary

The topic of fuel can be a sensitive as politics, money, and...well let's just leave it at that. Pick your premium purveyor of petrol and follow good maintenance practices is my motto. Does that mean never filling up elsewhere? Certainly not! Vehicle manufacturers design & build our cars to perform reliably in varying situations and environments, so don't chase your favorite brand all over town in the name of sanity. Relax, follow good maintenance practices, and resist to urge to stir it up in your friendly fuel fracas!

If you have any ideas for technical articles or specific topics you would like covered, please reach out to me at technical@pca-cwr.org

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Dreaming of PEC Toronto

Taking Helga along for the ride.

Story by Gerard Pietrykiewicz,
PCA-CWR Advertising &
Sponsor Liaison

Something big just opened for Porsche enthusiasts in Canada—and I can't stop thinking about it. The brand-new Porsche Experience Centre Toronto is now officially open, giving us our very own high-performance playground on home soil. It's the first of its kind in Canada, and just the 10th Porsche Experience Centre in the world.

Located just outside of Toronto, the 170,000-square-foot facility includes a purpose-built, two-km handling circuit, low-friction surfaces for learning car control, an off-road course for Macan and Cayenne models, and a dynamic area for acceleration and braking drills. It's a driver's dream.

And yes, I'd love to take Helga there. For those of you who know me in the club, you know I drive a Panamera - and while she's more often seen cruising BC roads, the thought of putting her through the paces at PEC Toronto is awfully tempting. Sure, it's a long road trip from Vancouver... but one can dream, right?

Beyond the track, PEC Toronto features a Porsche café, heritage displays, and event spaces. It's a destination built for driving and connecting with the brand and each other.

If there's enough interest, I'd love to explore organizing a CWR club visit. Until then, I'll be plotting my dream route to Toronto... with Helga, of course.



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Porsche marks fifty years of adventure

This 917 cruised the picturesque boulevards of Paris.

Story and photo by Porsche

A unique Porsche 917 race car departed from the Weissach development center on April 28, 1975. Unlike any previous 917, this vehicle was destined not for the racetrack but, for the first time ever, it was driven on public roads. It was an audacious adventure driven by the passion of a private owner and the commitment of a small team within Porsche to fulfil the wishes of customers, no matter how outlandish the request.

Fittingly, that first exploratory drive did not end after a prudent cruise around local roads, but when the car reached Paris—several hundred miles later. It was a feat that would go on to inspire many more adventures in the decades that would follow.

The car—917 chassis 30—which was

originally raced, featured an array of changes that dominated endurance racing in the early 1970s. Some of the enhancements were mandated by the laws of the time, and others at the request of its owner—Italian businessman and Martini heir Gregorio Rossi di Montelera—known more simply as “Count Rossi”, a renowned Porsche enthusiast.

Finished in Martini Silver, the car featured a set of rudimentary exhaust mufflers, additional mirrors, side indicators and even a horn. It carried the mandatory spare tire beneath its rear clamshell. Inside, there were small concessions to comfort—the two seats (a requirement for endurance racers of this period) were re-finished in tan leather (commissioned from Hermes) with accompanying suede surfacers for the

roof lining, doors and dashboard. The gear shifter retained the same wooden finish as the racers, and even kept the same drilled, lightweight key. The car originally wore an Alabama license plate obtained by Count Rossi.

Today, the car is still enjoyed by its enthusiastic current owner on the open roads in the south of France, where it resides—now registered in the U.K. and having undergone recent restoration work (albeit preserving its original paint and interior) to prepare it for its next half century of surprising other road users. Importantly, as its descendants enjoy success on the track today, the spirit and desire within Porsche that allowed the creation of a 917 for the road all that time ago remains very much alive five decades on, prompting the question: what if?

IN MEMORIAL



The Porsche Club of America - Canada West Region honours
the legacies of its founding members,
who have dedicated themselves to this organization.



John Macfarlane

Founder & 1st President - October 16, 2016

Liz Axelson

Founding Member - January 11, 2014

Fritz Evers

Founding Member - August 14, 2017

Ben Mikkelsen

Founding Member - March 2, 2025

Karl Sohön


Past President - November 5, 2023
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Doug Colby

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This year at Porsche Parade, PCA has plans to celebrate the club's 70th anniversary, including a special PCA History Museum in the hospitality area.



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