

SUMMER 2026

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A Porsche summer in British Columbia

As a luxury travel journalist, I expect to visit more than a dozen countries across five continents this year. Yet, despite all the destinations on my itinerary, I can think of no better place to spend the summer than here in British Columbia—especially behind the wheel of my Porsche.

That's why I encourage our fellow members to take a close look at the Compass event pages and join in on a group drive or social gathering this season. If an event is full, don't hesitate to reach out to the organizer to ask about a waitlist. There is always room for enthusiasm and community.

For this summer edition, we shine a spotlight on our long-time favourite Sunshine Coast Day Drive, an event that continues to hold a special place in the hearts of our members. It features a terrific story by member Lauren MacKenzie, who beautifully shares her rediscovery of the simple joy of hearing and feeling the road beneath her once again.

We are equally excited to present our incredible cover story on our successful five-day display at the Vancouver International Auto Show. Our exhibit attracted thousands of automotive enthusiasts and created a wonderful opportunity to welcome new members into the club. Special thanks go to member Kevin Vander Ploeg for his story contribution, as well as to the many photographers who shared their outstanding images. Congratulations also to Executive Committee member Mike Taylor, who coordinated the members' Porsche vehicles featured each day of the event.

Also featured in this issue is news from our Whisky Tasting Night, organized by member Gerard Pietrykiewicz. As a new addition to our club activities, the evening brought together a small group of members to enjoy excellent food while exploring the world of whisky. Plans are already underway for a future wine tasting event, so stay tuned for more details in the months ahead.

While many members have become hesitant about travelling south of the border. Our Canada West Region continues to offer an incredible variety of experiences close to home — from scenic day drives and multi-day tours to an abundance of social gatherings. Join us as we celebrate another unforgettable Porsche summer here in beautiful British Columbia.

Safe journey,



Edward Quan
Editor-in-Chief
C2SKY



N^o1

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The official magazine of the
Porsche Club of America –
Canada West Region

Summer 2026
Published Quarterly

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Bond Repro - bondrepro.com

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

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Next Issue Fall 2026

Submission deadline : August 1, 2026

Cover

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Vancouver International Auto Show
Photo: Mike Taylor

Publication Agreement No. 40042706

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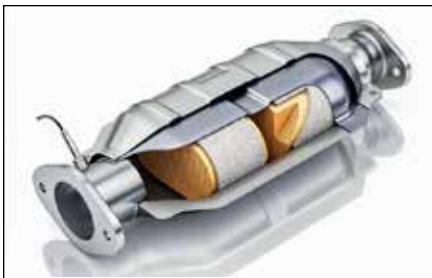


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PRESIDENT'S MESSAGE



Fellow PCA-CWR members

It is with great pride and a whole lot of excitement that I write to you as we transition into the summer months. This is the season we all live for—the perfect time to put the top down on your Boxster or Cabriolet and experience that distinct Porsche driving dynamic once again. Whether you are piloting a classic air-cooled 356 or 911, enjoying the versatility of a sedan or SUV, or pushing the limits of a GT car, we are all united by a unique bond. We share a deep appreciation for flawless German engineering, timeless design, and the unmatched thrill of an engine singing toward redline on the open road.

Reflecting on the past few months, managing a dynamic club of over 1,600 members is both incredibly rewarding and a little overwhelming. Thanks to your support, our recent tours, daily

drives, and tech sessions have seen phenomenal turnouts. A major highlight was the Vancouver International Auto Show, where our presence was truly spectacular. I want to give a special shout-out to every member who brought out their vehicle or volunteered their time to promote the club during that landmark week. Your passion and dedication are exactly why PCA-CWR remains one of the premier enthusiast groups in North America.

Looking ahead, we have a jam-packed schedule of summer events on the horizon. Most notably, please mark your calendars for our highly anticipated Shades of Stuttgart, happening on July 26th at Tsawwassen Mills. This showcase is the ultimate opportunity to display your Porsche, trade stories, and enjoy the camaraderie that brought us together in the first place. I strongly encourage everyone to come out and,

more importantly, bring along a friend or a prospective new member to experience the club firsthand.

Of course, running a region this large requires a massive collective effort. I want to extend a sincere thank you to our board of directors and committee members, who work tirelessly behind the scenes to coordinate venue logistics and ensure seamless events. However, at the end of the day, it is your presence, energy, and shared enthusiasm that truly bring this club to life. Thank you for making our community so vibrant, and I look forward to seeing you all out on the tarmac carving corners this summer.

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Bruce MacKenzie
President

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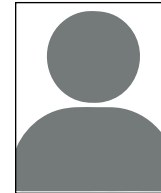
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Fifty-four years and still going strong

My constant companion.

Story by Terry Dale

On a spring day in 1970, a gentleman by the name of Ben ordered a new 911T coupe from Clarkdale Motors in Vancouver. Clarkdale was the predecessor of Volkswagen of Vancouver, which is still located today close to the original site of Clarkdale on Main St.

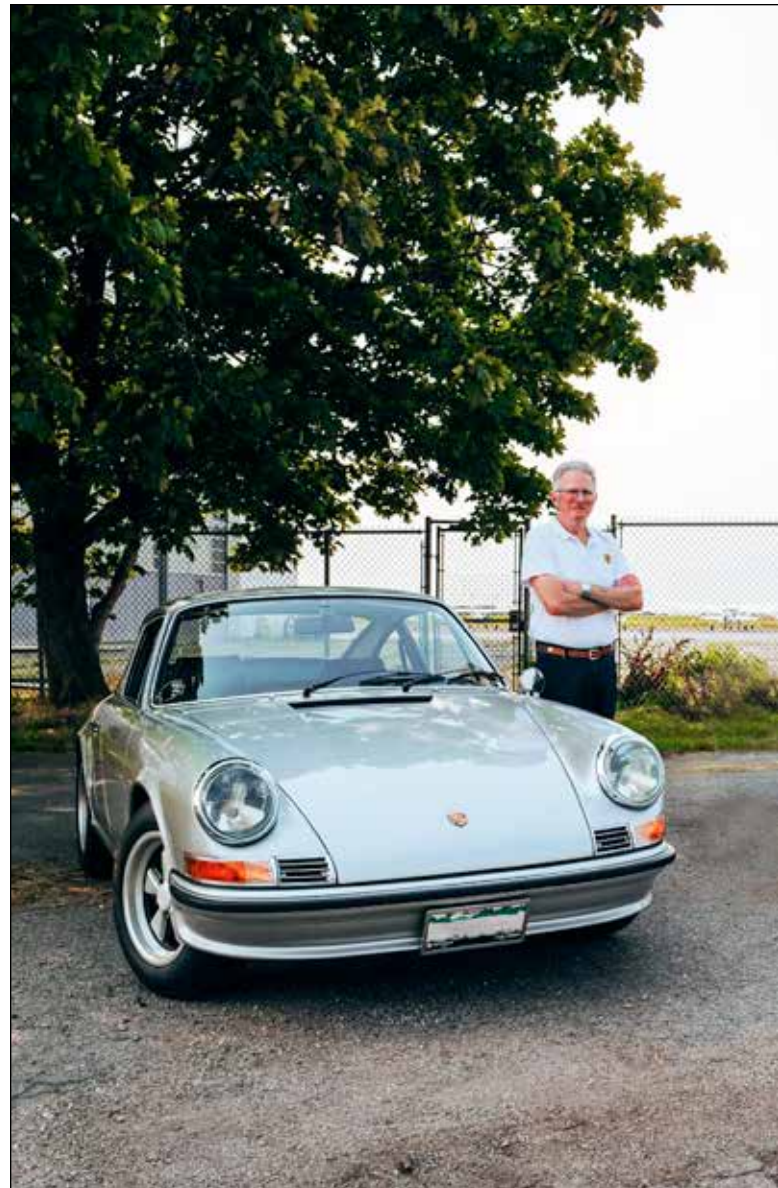
The car was produced in May 1970. Ben, a Calgary resident, picked up the car on Saturday, September 5th and immediately drove it to his home in Calgary. On Tuesday, September 8th, he drove to the Calgary Porsche dealer, where he had arranged to have the first service (600 mi/1000km) completed. How am I so sure about this? I have the delivery documents and service booklet for the car. I also worked at the Calgary Porsche dealership, where I met Ben and saw his stunning new 911 just three days after he took delivery.

Ben continued to bring his 911 to the dealership for service, and during one of his visits, I told him that his 911 was my favourite of all the cars we serviced. I also told him that I would welcome the opportunity to buy his car should he ever wish to sell it. He honoured that request in 1972 when he offered me the first option to buy his 911 since he had just ordered a new Ferrari Dino.

I jumped at the chance even though it meant selling my beloved VW Beetle Cabriolet. Calgary winters were very hard on cars, but I already owned a “winter beater” so there would be no need to subject the 911 to the horrors of Calgary roads in the wintertime.

I joined PCA in December 1976 and became a CWR member since it was the closest region to Calgary. I relocated to Vancouver in 1977 and have maintained my membership ever since. Earlier this year, I received my 50-year membership citation from PCA national.

Many other cars have come and gone over the years, but I continue to own, drive and cherish my 911. It has been a constant in my life for 54 years.

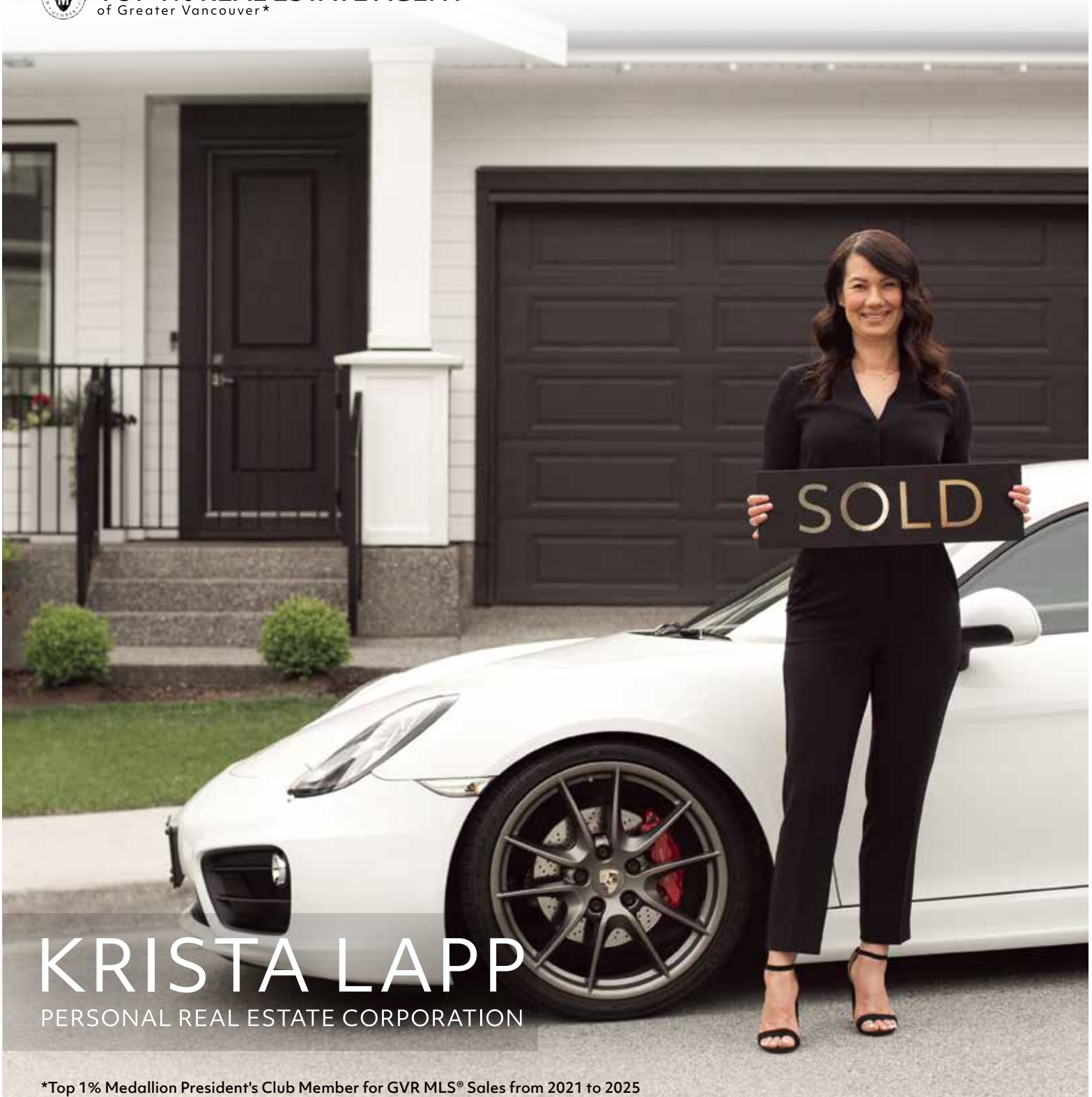


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Cinco de Mayo drive

“Andale!” – Speedy Gonzales

Story & photos by Edward Quan

A cool spring morning greeted us last May as sunlight spilled across Vancouver’s North Shore mountains. With the top down on my Porsche, I cruised across the Lions Gate Bridge, taking in the crisp ocean air and snow-capped peaks that framed the horizon.

Our meeting point was the Cypress Bowl lookout in West Vancouver, where fellow Porsche Club members had gathered for the annual Cinco de Mayo drive—a popular event that blends spirited driving, scenic roads, and good company.

As I pulled into the parking area, three deer calmly stood at the edge of the roadway. Crowds gathering around a lineup of Porsches is nothing unusual, but seeing local wildlife pause to admire the scene felt uniquely West Coast.

Cinco de Mayo—Spanish for “Fifth of May”—commemorates Mexico’s victory over the Second French Empire at the Battle of Puebla in 1862. Though celebrated more widely in the United

States than in Mexico itself, the occasion has become a vibrant celebration of Mexican culture, heritage, and community for expats.

Organized by Luis Brasdefer, the annual drive routinely sells out, attracting an impressive mix of 25 Porsches, from Boxsters and Cayennes to an assortment of iconic 911s. Following a brief drivers’ meeting, engines fired to life and the tour began.

The route opened with a spirited climb up Cypress Mountain before descending toward the Sea-to-Sky Highway. From there, our convoy wound north along the breathtaking coastline to Porteau Cove Provincial Park, perched on the eastern shore of Howe Sound about 35 km from Vancouver. Its name derives from the French phrase for “water’s gate.”

Once a former ferry terminal, Porteau Cove is now known for its stunning ocean views and relaxed coastal atmosphere. Popular with scuba divers,

kayakers, and paddleboarders, the park offers driftwood-strewn beaches, artificial reefs, tidal marine life, picnic areas, and panoramic vistas of Howe Sound.

It didn’t take long for curious visitors to gather around our Porsches, admiring the lineup and asking questions about the vehicles. For many members, the event was as much about reconnecting with old friends as it was about the drive itself, while newer members quickly found themselves welcomed into the club community.

After our stop at Porteau Cove, we climbed back into our Porsches and made our way to Edgemont Village in North Vancouver for lunch at Cantina Norte, a longtime local favourite for Mexican cuisine.

The family behind Cantina Norte has deep roots in the neighbourhood dining scene. Their story began nearly four decades ago with Café Norte before evolving into the vibrant and well-loved restaurant it is today.

TOP: CWR members gathered at Cypress Bowl to kick off the Cinco de Mayo drive.

BOTTOM: Local wildlife came out to admire our Porsches at Cypress Bowl lookout.



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Lunch was a fitting finale to the day's festivities. We started with sopes—thick handmade tortillas layered with beans, habanero aioli, ranchera sauce, crema, and crumbled queso — before I moved on to grilled fish tacos. Simple, flavourful, and satisfying, it was the perfect meal after a morning on the road.



The Cinco de Mayo drive is just one of many events hosted throughout the year by our region. Reflecting not only a shared passion for Porsche but also the camaraderie, diversity, and friendships that make the club community so rewarding.

TOP: Porsches gather at the Cypress Bowl lookout.

ABOVE: Everyone began with a Sope appetizer.

LEFT: Cantina Norte in North Vancouver for lunch.

CENTER: Porteau Cove rest stop.



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Photo: Brian Fournier

Sunshine Coast drive

Trading gridlock for the greenery.

Story by Lauren MacKenzie

I've joined my fair share of Porsche rallies over the years, but this recent trek through the Sunshine Coast truly takes the trophy. For those of us living on the mainland, the hustle isn't just a pace; it's a persistent hum. You don't realize how much the noise has caught up to you until you're sitting in the staging lane at Horseshoe Bay, waiting to trade the gridlock for the greenery.

The ritual began at the turn-off just left of the lights, where 24 Porsches, a literal spectrum of PTS (Paint to Sample) dreams and classic silhouettes, gathered in a vibrant, idling rainbow. There's a specific kind of moxie required to lead a pack like this; it's all thanks to Brian

Fournier, Marty Semaniuk, and a special thanks to Gord Milne, who has been running this day drive for over 20 years.

We pushed through the coastal air of Gibsons and Sechelt, the roads feeling like a closed course through the forest. At Madeira Park, we paused as the local school kids swarmed the lot. There is something grounding about watching a child point at a 911 and whisper, "I'm gonna own a Porsche one day." It reminds you that these cars aren't just status symbols; they are aspirational anchors. They represent the grit it takes to achieve a goal and the joy of maintaining a legacy.

From there, the drive turned technical. This is where the driver's car earns its keep. Between Earls Cove and Egmont, the back forest roads offer the kind of twisty-turny topography that tests a chassis. As Brian Fournier put it, "It's not like we're holding hands." You let the cars loose. You hit the apex. You focus entirely on the physics of the road. We eventually pulled into Backeddys Pub for lunch and the obligatory group photo, but the real takeaway wasn't the meal—it was the mental reset.

There is a specific phenomenon described by Robert Pirsig in *Zen and the Art of Motorcycle Maintenance* regarding people who return from long,

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Photo: Lauren MacKenzie

quiet fishing trips. They often feel defensive about putting so much time to “no account,” but the fisherman returns with a peculiar abundance of gumption for the very same tasks they were sick of just weeks before. They haven’t been wasting time; they’ve been refilling the tank.

The same is true for the Porsche Canada West community. Pirsig suggests that the process of filling one’s “gumption tank” occurs when you are quiet long enough to see, hear, and feel the road in front of you, rather than just your own stale opinions about it. Those hours on a dream-like road aren’t time off; it is the process of quietening the mind. It strips away the mental fatigue of a high-pressure week and replaces it with a renewed sense of purpose.

When you return to your life after a drive like this, you aren’t just rested, but recharged. Whether it’s maintaining a car or managing a business, an adequate supply of gumption is your first and most important tool. Without it, the rest of your kit is useless. Being part of the PCA Canada West Region isn’t just about the badge on the hood; it’s about having the gumption to reclaim your time, find your community, and rediscover the tangible world at the exit of every turn.



Photo: Gord Milne



Photo: Gord Milne

TOP: Members participating in the annual Sunshine Coast drive.
CENTRE: Drivers’ meeting.
BELOW: A driver’s break along the Sunshine Coast.

The image features the Porsche logo at the top center. Below it, a modern building with a white, paneled facade is shown. In the foreground, a light blue Porsche sports car with black racing stripes is parked on a paved area. To the left, a yellow Porsche sports car is parked in a dark, recessed area of the building. The sky is blue with some clouds, and there are some dry grasses in the foreground.

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Photo: Brian Fornier



Photo: Brian Fornier

TOP: Brighten up the Sunshine Coast with Porsche's vibrant colours.

CENTRE: Blackeddy's Pub for lunch.

BELOW: More Porsche car colors for everyone to enjoy.

*"You aren't just rested,
but recharged."*



Photo: Gord Milne



Photo: Mike Taylor

Displaying our favourite things on four wheels

Vancouver
International Auto Show

Story by Kevin Vander Ploeg

ABOVE: Hypnotic by Design display at the VIAS.

Getting out of Glen Valley, east of historic Fort Langley, with a clean car can sometimes be a challenge with farming activity all around, even if the weather is good.

Usually, this wouldn't be a problem, but I was taking my Oak Green Neo GT3 to the Vancouver International Auto Show (VIAS). I managed to make it out, avoiding a strip of mud tracks by the sod farm by driving in the left lane for a bit. I pulled into the Chevron at the 232 over pass for some 94 before making my way downtown.

Outside the convention centre, I met up with the Pcars of the day and their respective owners. Entering the show was easy and very well planned out. I didn't realize the show would be open, and we'd be entering with a bit of an audience.

Parking went smoothly along the taped lines with the help of a club member there to guide us in and park straight. The line of Pcars looked fantastic, parked on an angle and in the bright lighting inside the convention centre.

I was on the first shift at the CWR table; this was the highlight of the day. Meeting everyone who came to chat, tell us about their current, past, and future Porsches, and take a sticker or two. Answering questions about the cars and also chatting with fellow club members who either came by, brought their cars, or helped in the booth.

Several young folks asked, "How do you buy a Porsche?" And before I could answer, they would respond and say, "Yeah, I know hard work, but what else?" Well, that's it, that's all I know, hard work and finding the right Pear that will suit your driving lifestyle, etc., and try to get a good deal!

I had my first 911 at 22, it was an '80 SC and got me to work every day...but that's a story for another day.

The rest of the auto show was impressive, something for all automobile enthusiasts, and even a test drive section, although the line was really long. New cars, classics, customs, and the F1 car Audi had on display were impressive to see up close. When it was time to pull



Photo: Paul Steeves



Photo: Mike Bolt

out, we had even a bigger crowd, which was fun to see.

Would definitely be part of it again next year, even if it's just volunteering in the booth for a couple of hours. Many thanks to the hard-working CWR folk who organized this event and every detail; the dedication and hard work don't go unnoticed.

Also, thanks to the VIAS for inviting our club and allowing us to display our favourite things on four wheels. Looking forward to 2027!

TOP: Mike Taylor "Seeing Red" at the VIAS.

LEFT: GT Porsche.



Photo: Mike Taylor



Photo: Mike Bolt



Photo: Paul Steeves



Photo: Mike Taylor

PREVIOUS PAGE:
TOP: "Let's Box," opening day at the VIAS.
BOTTOM: Porsche GTs on display.

THIS PAGE:
TOP: "Seeing Red" display attracted thousands of spectators.
BOTTOM: Porsche Spyder and Boxsters.

Several young folks asked, 'How do you buy a Porsche?'

Black Rock Resort Tour

Perfect West Coast marine weather, fog and mist.

Story & photos by Baird Tewksbury



Twenty-nine cars departed the mainland on two BC Ferries, converging in the early afternoon at Café 356 at Frenchman's Creek on Friday, May 8, for lunch.

This was the fourth or fifth edition of the annual event (depending on which participant you ask). The earlier editions may have been somewhat less organized until the Titus clan took the reins. At any rate, we were organized and off to Port Alberni for fuel, then onward to Route 4 for the perfect 84-km Porsche drive—twisty, potholed, and filled with multiple slow-camper-passing opportunities (MSCPOs).

Dinner that night was held on the floating barge at Ucluelet's Municipal Marina in perfect West Coast marine weather—fog and mist. Gas heaters and a bit of grog helped overcome the cold.

On Saturday, the weather broke and the participants scattered for walks, lighthouses, museums, fish processing plants, Wickaninnish lunches,





and Tofino walkabouts. A Titus family cocktail party, followed by a superbly organized sit-down dinner in the wine cellar at the Black Rock Resort, capped off a perfect day.

By Sunday, the fleet dispersed, with several returning as a group to Frenchman's Creek for lunch before boarding the return ferries.

Once again, full credit goes to John and Dolly Titus, Dag and Traci Mothe, and the crew at the Black Rock Resort for their efforts and attention to detail. Hopefully, we will do it all again next year.

TOP: Members pose for a photo at BlackRock Resort.

FAR LEFT: BlackRock Resort.

LEFT: Members reconnect with old friends.



Whiskey Tasting night took place in a private tasting room at Legacy Liquor store in Olympic Village.

Whiskey Tasting Night

A journey in a glass.

Story & photos by Gerard Pietrykiewicz

As I looked around the private tasting room at Legacy Liquor Store in Olympic Village on the evening of April 11, it was clear that we had started something special. Ten of us gathered around two long tables, each place set with a custom tasting mat and a row of crystal glasses. The setting was beautiful, the walls lined with an impressive library of bottles, and the atmosphere was filled with the kind of relaxed anticipation you only get when good friends gather to try something new.

This was our inaugural PCA Canada West Region tasting event. The idea was simple: bring a small group together, share some excellent food, and explore the world of whisk(e)y. But rather than a formal lecture, we wanted it to be an engaging conversation.

We journeyed through six different pours, travelling from the peaty shores of Islay in Scotland to the triple-distilled smoothness of Ireland, stopping for an 18-year-old Canadian classic, exploring the corn-heavy sweetness of Kentucky Bourbon, and even tasting a unique grain whisky from Japan. We ended the night with a curveball—a French Cognac—just to see how a spirit made from grapes compared to those made from grain.

What struck me most was how surprised everyone was by the variety. When you line up six amber liquids side by side, it is

remarkable to discover how similar they look, yet how wildly different they taste.

A recurring topic of discussion throughout the evening was the word “smooth.” It is a term we all use when describing a good drink, but we spent some time unpacking what it really means. The consensus around the table was beautifully simple: a smooth whisky is simply one that you like, one that goes down easily without being harsh. Whether it achieves that through eighteen years in an oak barrel or through triple distillation, the result is the same—pure enjoyment.

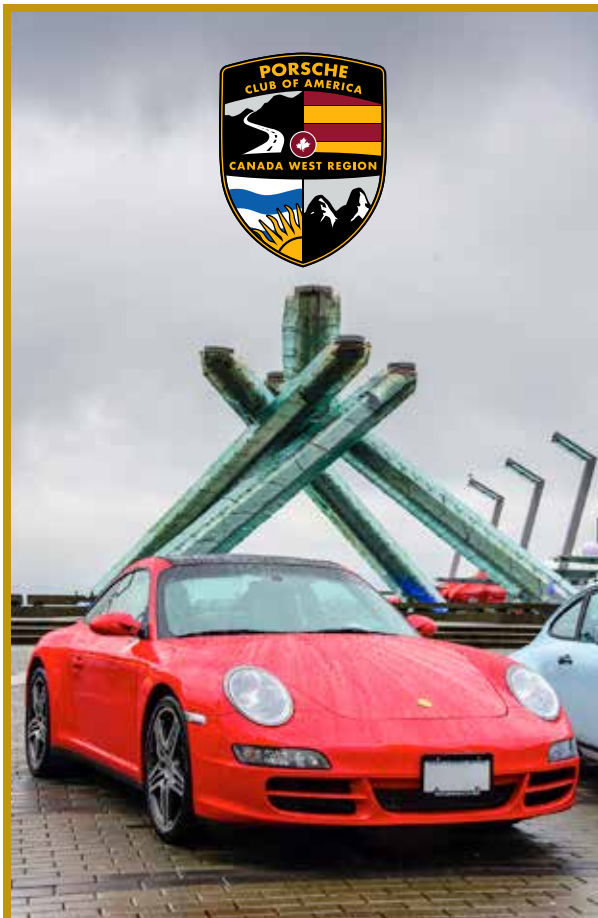
The conversation flowed as easily as the drinks. Between sips, we shared stories, compared tasting notes, and enjoyed the excellent charcuterie boards. The laughter grew louder as the evening progressed, and the room felt less like a formal tasting and more like a family dinner.

I want to extend a sincere thank you to Legacy Liquor Store for their incredible partnership in setting this up. A special note of gratitude goes to Bill, the Managing Director of Legacy and a fellow attendee that evening. Even he was surprised by how well the event came together. His enthusiasm and support mean we will definitely do this again.



This whisky night was the first of many such gatherings to come. We are already planning our next event, which will focus on wine. Details will be announced soon, and I encourage you to join us. If this first evening was any indication, you won't want to miss it.

See you at the next pour.



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MEMBERSHIP

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Daniels, James + Bawtinheimer, Kea - 22 yrs

Davies, Owain + Holman, Jessica - 23 yrs

Faliszewski, Brandon - 21 yrs

Faliszewski, Peter - 41 yrs

Glase, Howard + Wong, Daisy - 28 yrs

Grant, Jim - 24 yrs

Jance, Paul + Susan - 51 yrs

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Kendall, Lindsay - 40 yrs

Kershaw, James - 24 yrs

Kivritsky, Igor + Heidi - 24 yrs

20 YEARS +



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Lam, Wai - 37 yrs

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Moffat, Timothy - 20 yrs

Mosimann, Larry - 28 yrs

Parachoniak, Ron + Hala - 22 yrs

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Stonehouse, Bobbi-Jo + Charters, Bruce - 20 yrs

Suelzle, Kenneth + Lacko, Tanya - 23 yrs

Trittenbass, Alex - 23 yrs

Tsai, Patrick - 31 yrs

Wan, Michael - 27 yrs

Wong, Peter + Charm, Geoffrey - 35 yrs

15 YEARS

Smith, Martin + Barbara

10 YEARS

James, Chris

Lim, Stephen

Primrose, David

5 YEARS

Braeder, Richard

Bridgwater, Eric

Burnham, Donald

Chahal, Ken

Hayashi, Tadashi

Lau, Brenda + Zabkar, Doug

Macpherson, Alexander

Moore, Douglas

Musto, Lisa

Peters, Mike

Quan, Edward + Lui

Savaris, Jr, Reymi

Sinclair, Bradley + Elina

Sinclair, Harley

Singha, Sonny

Yu, Larry

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Eder, Pablo - Vancouver

2001 911 Turbo Black

Forde, John - Everett, WA

2016 Boxster Black

Franklin, Katie + Kemp, Mike - Port Coquitlam

2004 911 Carrera 4S Cabriolet Red

Galinski, Colin - Maple Ridge

2018 911 Carrera 4S Red

Gandhi, Tina +

Dhingra, Sudhir - Surrey

2023 Taycan 4S White

Garbini, Paul - Burnaby

2001 Boxster Orange

Gate, John - Garibaldi

Highlands

2026 Taycan 4S Black Edition Black

Gold, Jeffrey - Burnaby

2007 911 Turbo Grey

Gordon, Sue - Delta

1998 Boxster Silver

Gregersen, Damon - Surrey

2001 Boxster S

Higginson, Stuart - Gibsons

2023 718 Boxster GTS 4.0 White

Hollerin, Jay - Burnaby

2017 911 Carrera 4S Blue

Holmberg, Phil - Abbotsford

2010 911 Turbo Cabriolet Black

Huynh, Brandon - Delta

2015 Macan Turbo Blue

Isoda, Kazuo - Chilliwack

2020 718 Spyder White

Johnson, Daniel - Vancouver

2019 718 Cayman Grey

Juarez, Francisco - Vancouver

2006 Cayman S

Kelsch, Bruce - West Vancouver

2009 911 Carrera Grey

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2020 911 Carrera Blue

Kiani, Reza - West Vancouver

2025 718 Cayman GTS 4.0

King, Douglas - Vancouver

2018 911 Carrera GTS Silver

Koerner, Kristian + Rene - Maple Ridge

2014 Boxster S Brown

Luk, Wilson - Vancouver

2003 911 Carrera Blue

Majzel, Tomas - Vancouver

2019 718 Cayman GTS Grey

Matharu, Inder + Rubbi -

2017 911 Carrera 4S Black

Parkins, James - West Vancouver

2023 911 Carrera 4S Green

Rishi, Gautam - Vancouver

2019 Macan Blue

Rondonneau, Mathieu - Vancouver

2026 911 Carrera 4 GTS Grey

Sales, Ramon - Burnaby

2022 Macan White

Sangha, Parm - Langley

2020 Taycan Turbo S White

Sandhu, Pratap - Surrey

2025 911 GT3 RS White

Scarcella, Eric + Fenyedi, Lisa - Revelstoke

2013 911 Carrera S

So, Quenton - Burnaby

2009 Boxster S Red

Storey, Ryan - West Vancouver

2020 911 Carrera 4S Blue

Wadhwa, Siddhant +

Dewan, Arjun - Vancouver

2021 Cayenne Turbo S E-Hybrid Grey

Wee, Jia Quan - Burnaby

2010 Panamera S White

Zafra, Lorenzo +

Herrera, Keem - Vancouver

2007 911 Turbo Silver

Zweig, Jeff - North Vancouver

2025 911 Carrera S Black

CWR Membership Stats

As of April 31, 2026

Total: 1,691

HISTORY

Porsche honours 50 years of Transaxle

Photos by Porsche

Under the title 'Forever Young. Celebrating Transaxle', the Porsche Heritage and Museum team marks the 50th anniversary of Transaxle with a series of rotating pop-ups and a range of perspectives. The focus is on the spirit of the 1980s and on the interplay of technology, design and motorsport that defined this era.

Half a century has passed since Porsche brought a sports car architecture into series production that still represents a distinctive approach to balance: Transaxle. In 2026, Porsche looks back on 50 years of Transaxle, covering an entire era in which almost 400,000 vehicles were sold. From 1976 to 1995, four model lines – the 924, 928, 944 and 968–shaped this chapter.

'Forever Young. Celebrating Transaxle' exhibit at the Porsche Heritage and Museum runs until January 17, 2027.



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What Exactly is a Gasoline Particulate Filter?

For 2025, Porsche has added GPFs to some models.

Story by Glenn Barron

Over the years, most of us have found ourselves reviewing the list of standard equipment while shopping for a new vehicle. Many items listed will be familiar, but some equipment such as a Gasoline Particulate Filter may not make sense. What exactly does this filter do, and why is it necessary? A Gasoline Particulate Filter (GPF for short) is the latest emissions system component used to reduce air pollution and is slowly making its way into vehicles sold in North America. If you currently or previously owned a diesel vehicle manufactured post-2006 then you may be familiar with Diesel Particulate Filters (DPF's) and the headaches they can cause for owners. Let's first review some history around GPF's.

Increasing pollution control regulation is driving the need to add GPFs to vehicle exhaust systems. GPFs, which are similar to DPFs, reduce emissions by trapping fine particulate matter from gasoline engines. The introduction of Direct Injection on gasoline engines has increased the amount of soot in exhaust gases. Some GPF benefits include:

- effectively trap fine particulate matter (2.5 parts per million or smaller) in exhaust, contributing to cleaner air and improved air quality.
- crucial for meeting stricter emission standards like EU6 regulations, which set limits for gasoline vehicle particulate emissions.
- By reducing particulate matter, GPFs help to address the negative impacts of fine particles on human health.
- designed to last the lifetime of the vehicle and are not prone to plugging up like DPF's thanks to the faster heating and hotter burning of petrol engines.

GPF's have been around in Europe for a few years now, and the diesel



equivalent (DPF) has been installed on diesels in North America since the 2007 model year. GPFs are now starting to show up on mainstream gasoline vehicles in North America. For the 2025 model year BMW, Volkswagen, & Porsche have included GPFs on some of their vehicles. BMW has added it to their X3 and 3 series with the B48 and B58 engines. Volkswagen has added it to their Taos with the 1.5L EA211 engines, and Porsche is equipping all 992.2 series 911 models from 2025-onward. Gasoline particulate filters are expected to be widely adopted in North America to meet the US EPA Tier 4 emission standards.

How Does a GPF work?

GPFs have a honeycomb-like structure made of ceramic material with alternating channels for exhaust gases to flow through while trapping particulates on the channel walls. Since a GPF is a filter, it does need to be periodically cleaned through a process known as regeneration. The regeneration process works

by oxidizing the soot particles that the GPF captures into CO₂. The regeneration process will be slightly different on a gasoline engine compared to a diesel engine with a DPF. Gasoline engines produce significantly less soot than diesel, so the need to regenerate and clean out the particulates will also be reduced, or depending on driving habits could be completely unnecessary. The soot oxidation process occurs at exhaust temperatures above 600C, which is very common on gasoline engines.

GPF Maintenance

As stated above, GPF's are designed to last the lifetime of the vehicle based on the assumption the regularly scheduled maintenance is performed when required, and manufacturers' recommendations are followed. One very important part of the vehicle maintenance that can have a large effect on the life of the GPF is engine oil. Specific low ash formulated oils are required, and manufacturers' specifications must be strictly followed. Using an unapproved



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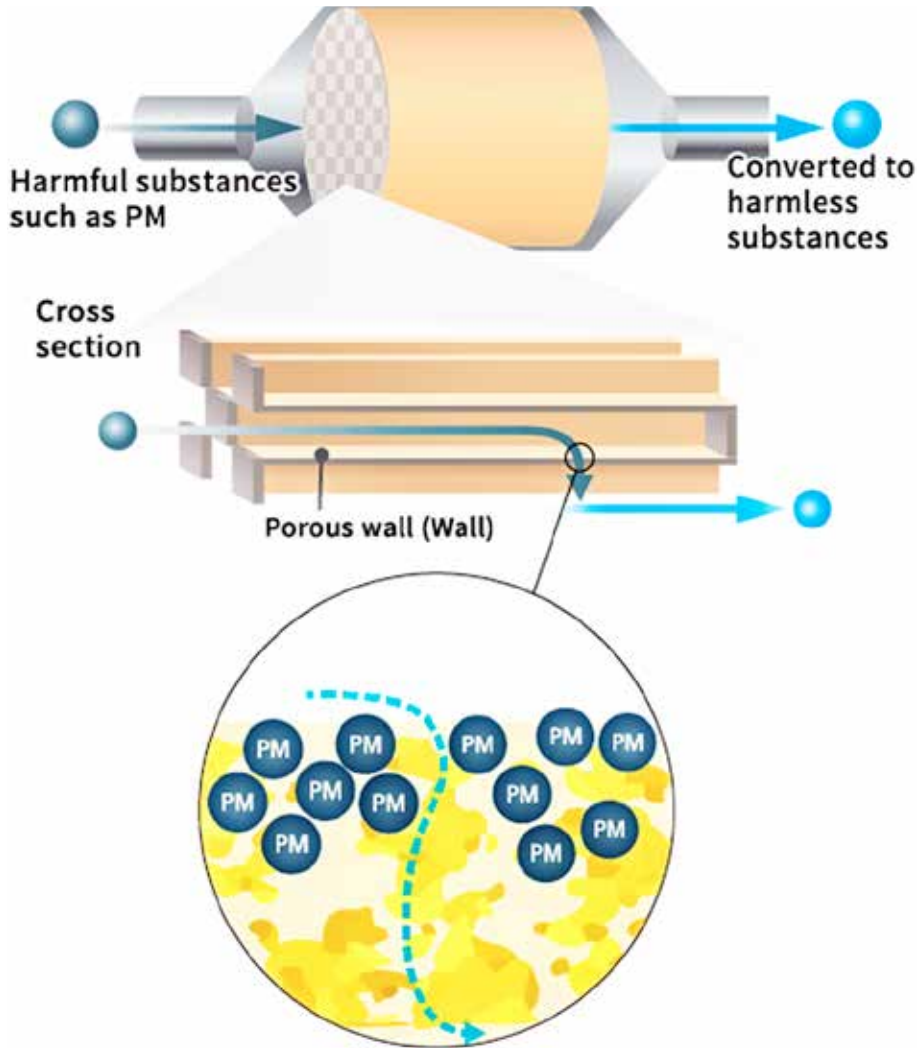
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TECH TALK



Exhaust path flow through GPF showing trapped particulate matter (PM)

engine oil may lead to higher ash load which can overload the GPF in as little as 1,000 miles. If a GPF exceeds the maximum permissible amount of ash stored, it must be replaced. It is also

important to use the correct type of fuel specified by the manufacturer, and more important than ever to stick with Premium-Branded or Top Tier fuel suppliers. Address check engine lights

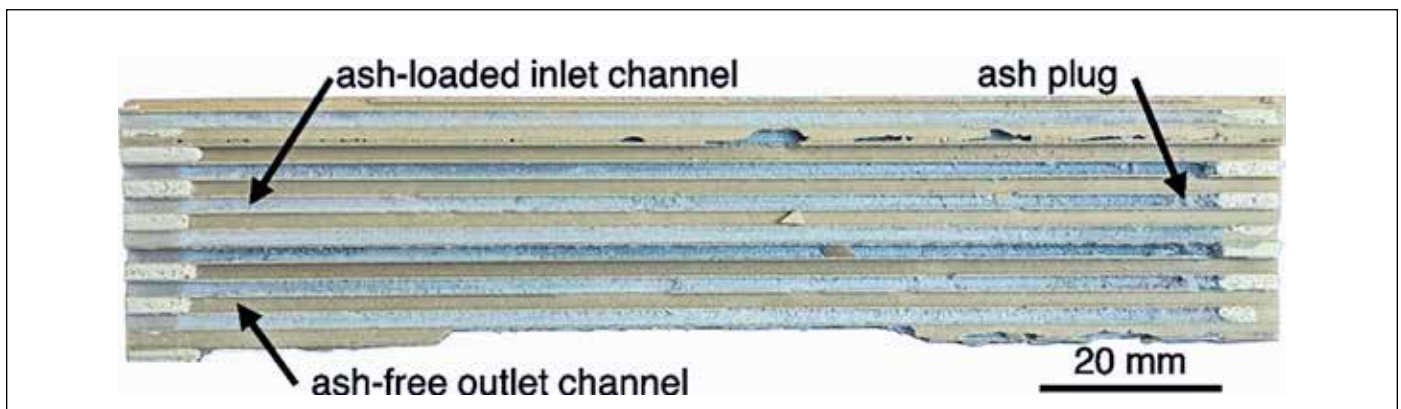
immediately as poor-running engines can build up particulate matter quickly affecting GPF life. Off the shelf fuel additives may also impact GPF life so make sure to do your research before adding anything to your tank.

Summary

Gasoline Particulate Filters are required by law and can have an added cost to vehicle maintenance if manufacturers' maintenance specifications are not followed. GPF's are costly and time consuming to replace if they become plugged or damaged. Good record keeping of scheduled maintenance will be important for vehicles equipped with GPF's and can have an impact on resale value if not correctly done. If you are considering a new vehicle purchase, be sure to ask the dealer if the car is equipped with a GPF and have them review the maintenance required for warranty and/or lease return requirements. As more vehicles are equipped with GPF's, searching for used cars should include increased scrutiny of past maintenance records before proceeding with a purchase. GPF's are designed to reduce emissions from engine vehicles and should not be tampered with. If manufacturer maintenance recommendations are correctly followed, owners should enjoy worry-free motoring for many years.

If you have any ideas for a technical article or would like to see something specific covered, you can contact me via technical@pca-cwr.org

Example of GPF plugged with ash (particulate matter)



Porsche Sixt Carrera Cup

Alexander Tauscher extends championship lead.

Photo by Porsche



Halfway through the Porsche Sixt Carrera Cup Deutschland season: after eight of 16 races, Alexander Tauscher (D/Target) leads the championship standings. On Sunday, May 24th the 23-year-old Bavarian claimed victory at Circuit Zandvoort in the Netherlands following a fiercely contested race.

Porsche Junior Flynt Schuring (NL/Schumacher CLRT) finished second, while Theo Oeverhaus (D/ID Racing) secured third place. After crossing the finish line in his 520 hp Porsche 911 Cup, Tauscher let his emotions show and celebrated his first victory of the season. Tauscher now leads the overall standings with 139 points ahead of Schuring (126 points) and Oeverhaus (125 points).

In front of packed grandstands and in sunny conditions with temperatures of 22 C, Tauscher started from pole position. The driver from Mitterfels managed to defend his lead against Schuring, who lined up alongside him on the front row, but the 30-minute race soon developed into a thrilling battle for positions. Door-to-door fights, overtaking manoeuvres, two safety car periods and close restarts provided plenty of excitement.

Schuring attacked Tauscher and temporarily lost second place to Oeverhaus. Starting from sixth on the grid, Oeverhaus fought his way onto the podium. Dutchman Wouter Boerekamps (Team GP Elite) climbed from eighth on the grid to finish fourth after 18 laps. Brazilian Matheus Ferreira (Team GP Elite) crossed the line in fifth place. Britain's Joseph Warhurst (Target) secured sixth position ahead of South African Keagan Masters (Proton Competition) and Porsche Junior Marcus Amand (FIN/Proton Competition).

Chester Kieffer (L/Schumacher CLRT) claimed his sixth rookie class victory of the season. Competing under the Dutch flag, Sam Jongejan (Team75 Bernhard) received the trophy for second place on the rookie podium, while Montego Maassen (D/Forch Racing by Atlas Ward) finished third. Dutch guest driver Niels Troost secured victory in the ProAm classification for Team GP Elite.

The teams are now enjoying the halfway point of the season before continuing in four weeks' time. Germany's fastest one-make cup will visit the Dekra Lausitzring from June 19–21.

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