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EDITOR'S NOTE

Welcoming a new era

The introduction of our new magazine design marks a significant milestone as we begin the new year. This fresh, modern look not only inspires us but also sets the stage for our club's next 50 years. It serves as a reminder to the editorial team of our ongoing mission: to provide you with the best Porsche club magazine.



During winter, our members are usually less active, so this edition celebrates our local history. Member Calvin Tan shares the story of Nelson Wong, a Vancouver resident who, in 1979, entered the Macau Guia Race as a private entrant and won in his customized Porsche 911 RSR. Just imagine accomplishing that today.

This spring edition features our regular column, 'My First Porsche,' launched in 2023, which showcases the diversity of our members. It also includes a story about a tour of the Olympic Peninsula and our members' favourite Tech Talk column. The Compass pages are a vital resource, listing over 20 events this summer and previewing an exciting year ahead.

Over a year ago, I planned a Porsche road trip to Yellowstone National Park to tell the story of the relocation of Canadian Grey wolves in the park and the history of America's Wild West in Cody, Wyoming. As I frequently travel internationally for assignments, I am excited to discover more Porsche adventures from around the world in future issues.

We invite our members to share feedback on our new magazine design and to contribute their Porsche stories. Feel free to contact me directly with any questions or submissions.

Safe journey,

Edward Quan

Edward Quan
Editor-in-Chief
C2SKY

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The official magazine of the
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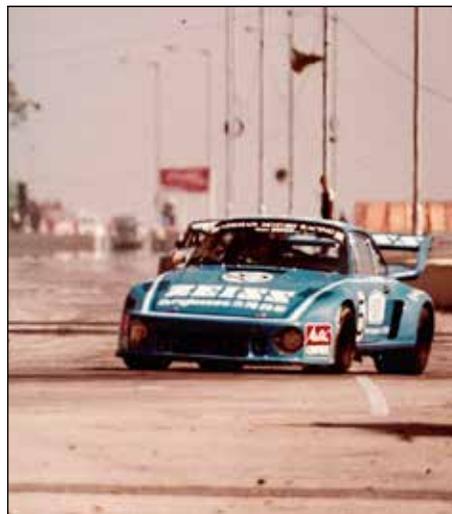
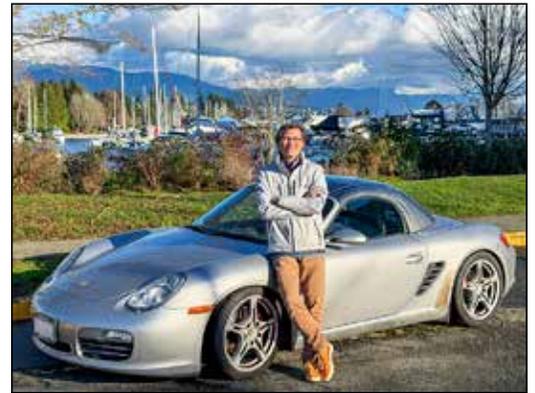
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1996 Porsche GT2 (993)
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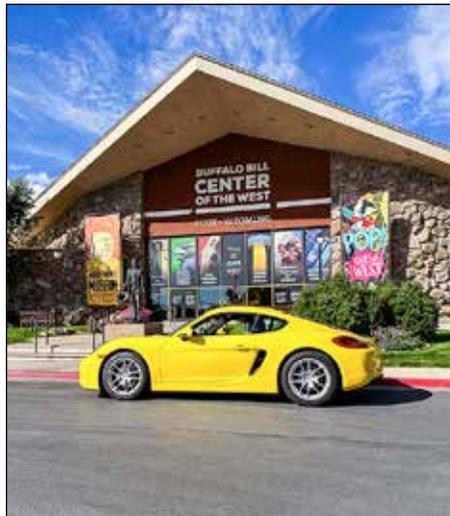


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PRESIDENT'S MESSAGE



As I step into the role of President for PCA-CWR, I've been doing a lot of reflecting. We're coming off such an incredible high—a year packed with tours, day drives, and the double celebration of our club's 50th and the PCA's 70th anniversary. Looking back at those successes, I realized that the “secret sauce” of our club isn't the cars; it's the members who step up and share their time to make it all happen.

My own journey with PCA Canada West Region started about 10 years ago when I finally parked my first Porsche in the garage. It was a childhood dream I'd spent years talking myself out of. I told myself I was “too practical” for such an expense, or that a car just for pleasure

was indulgent. If I'm being honest, I even felt a bit of imposter syndrome—I wasn't sure I'd “fit in” or if I belonged in a club with such a premium brand.

As a lifelong gearhead with a deep love for all things automotive, Porsche was always at the top of my list. But I'll admit, at those first few events, I was the guy standing on the outskirts, just watching. It didn't take long to realize how wrong I was. I found a community of people who shared my passion and my curiosity. Once I started introducing myself and offering to help in small ways that fit my skills, the club became so much more meaningful. That involvement eventually led me to the executive team and, ultimately, to where I am today.

I want to encourage every one of you to dive in this year. It doesn't have to be a massive commitment. You can help organize a multi-day tour, lead a quick Sunday drive, or just give us an hour of your time at a social event. You can give as much or as little as you like, whenever it fits your schedule.

This club is built on the energy of its members, and I can't wait to see what we can build together this season.

See you out there,
Bruce MacKenzie
President
PCA-CWR



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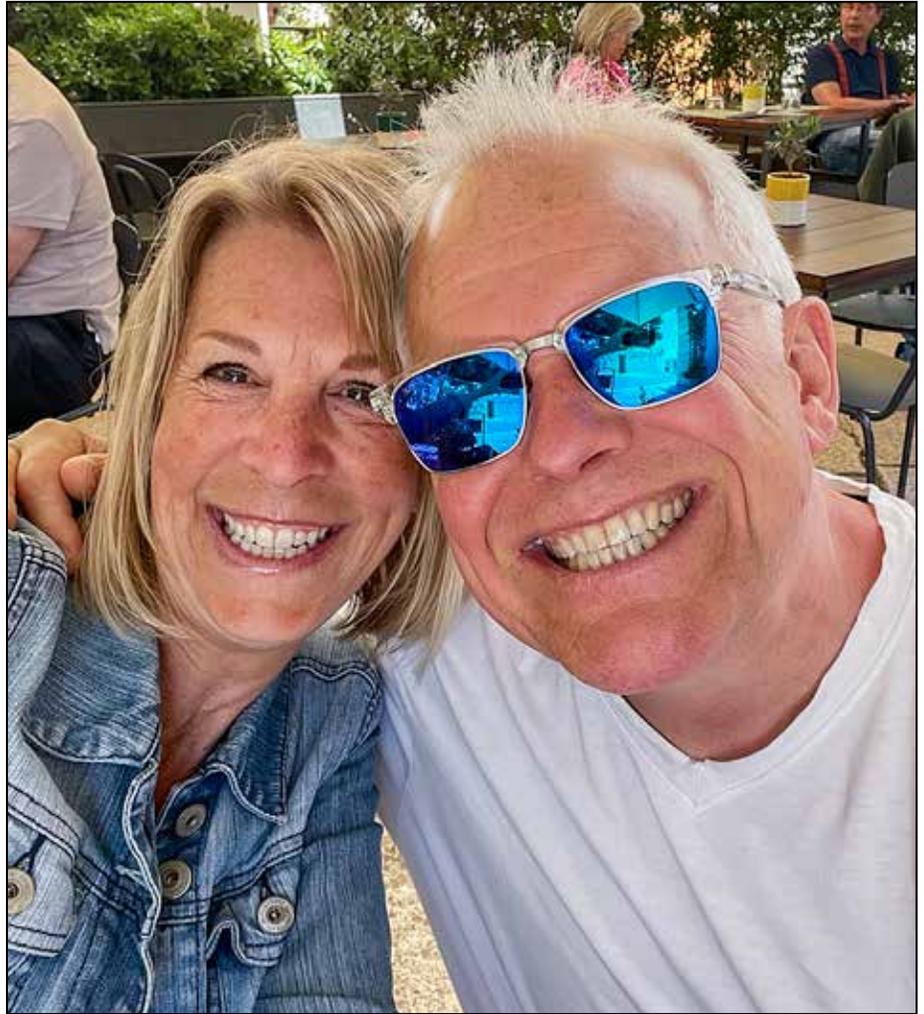
PAST PRESIDENT'S MESSAGE

After serving four years on the Executive Board, including two years as CWR President, and after carefully reviewing it with Natalie and other close friends, I felt it was time to step aside and let someone new lead us on the road ahead. Thinking back as I step into the role of Past President, I find myself reflecting less on the many events and milestones and more on the privilege of having served this remarkable community.

When I began my presidency in 2024, I understood the responsibility of the role, but over time, I came to appreciate something deeper. The President of this club is not meant to lead from the front, but to serve from within. To do the quiet work. To support, enable, listen, and protect what makes Canada West special. To be a steward of a culture that belongs to all of us.

During my two years as CWR President, I was continually reminded that this club is strong not because of any one individual, though there are a few, but because so many are willing to give of themselves. Volunteers, event leaders, tour leaders, chairs, and directors step forward simply because they care, and because they want to ensure others have the same opportunity for fun that they themselves have enjoyed. Their efforts are the quiet engine that keeps Canada West moving, and I remain deeply grateful for their generosity.

I also want to acknowledge those who came before me. I can't begin to tell you how much I benefited from the constant, wise counsel, steady guidance, grounded advice, and thoughtful support of past Presidents Brad, Matt, Jeff, Joel, and Ray, along with many others who have served in leadership roles over the years. I never felt alone in the role, and that continuity of care and experience matters more than most people realize. It is one of the great strengths of this Region. I am grateful that I now get to join that distinguished group in serving Bruce as our new President. I also want to express my sincere gratitude to Bruce (and Michelle) for his willingness to assume the leadership of Canada West.



I can pass the wheel confidently, knowing how well CWR will be cared for.

What stood out to me, long before I was President and throughout my time serving, is that this is not simply a car club. We are a community. A community where friendships form easily, where people look out for one another, and where shared experiences on the road turn into lasting bonds off it. The cars may bring us together, but it is the people who make us stay.

Serving as CWR President has been a great honour. Not because of the position, but because of the trust you placed in me to care for something that matters so deeply to so many. Thank you for that trust. I thoroughly enjoyed the journey.

As I look ahead, I do so with confidence and gratitude. Canada West is strong,

vibrant, and well cared for, just as it always has been. Each generation serves for a season, then hands the wheel to the next. If you are new to the club, I will offer my stock piece of advice: "Get Involved." I could easily fill this edition of *C2Sky* recounting my many adventures and experiences, all of which came because I chose to step in. I have no doubt your experiences will meet or exceed mine.

Thank you, Canada West, for the friendship, the support, your trust, and for the opportunity to serve. Natalie and I look forward to continuing the journey with you, just in a different seat.

With sincere gratitude,
Tim Bourdois
Past President
Canada West Region

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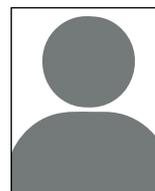
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COMPASS

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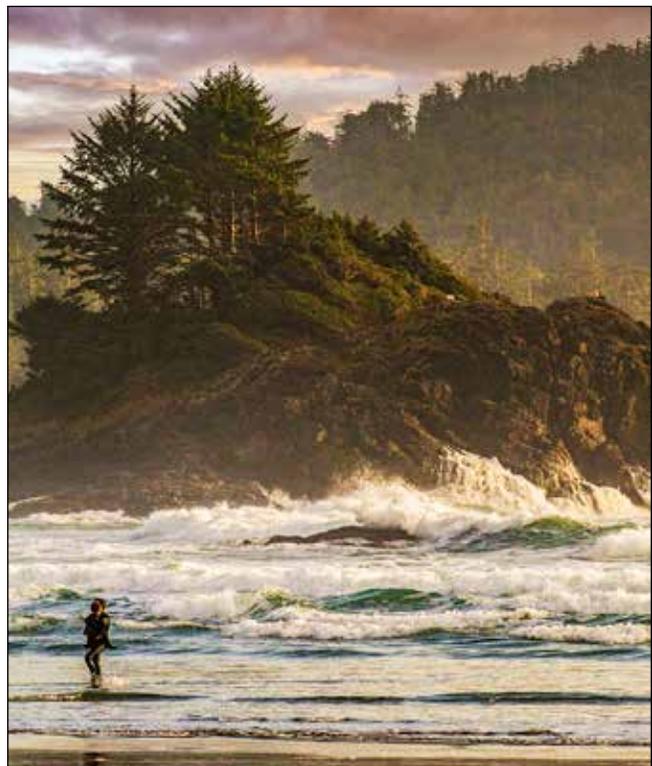
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COMPASS

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**The above schedule is based on information available at the time of publication.
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Owning a Porsche was never on my list

Story by John Mah

I've owned 17 cars and motorcycles over my driving life since the age of 14. Driving is a passion for me ever since I got behind the first wheel and savoured the freedom, independence, and speed.

My bedroom walls were adorned with posters of Barracudas, Camaros, Chevy SS Impalas and the iconic Lamborghini Countach. My cars ranged from a number of domestic models, some with T-roofs, some manual stick, some 4x4, and a family camper van. All were practical, with some element of fun. For the past two decades, my car ownership has been dominated by the 'ultimate driving machine' of the other German marque, BMW. My favourite is the 550i. Now I've added power and handling to the passionate car criteria.

By age 21, I discovered that driving motorcycles was actually more fun than driving cars. They are lighter, more nimble, accelerate and corner much more easily. Of the six, my three favourites were from different nations: the British Triumph 1200, the German K1300 and the Italian Ducati 996. These schooled me on how to enter curves, find the apex, accelerate out of the turn and anticipate the next set of curves. To share my joy of driving, I've organized group rides with friends for over 14 years, honing our skills together.

On the West Coast, we've been given so many curvy secondary roads to practice and hone these special driving skills. Many of the very best roads are right here in BC and in northern California.

For my 18th vehicle, I wanted to try something different. I wanted a car that could handle like a motorcycle. An Audi TTS

convertible was my first choice. After testing many, I was on the verge of buying one.

Then I saw a Boxster S in the showroom. I marvelled at the grace of the body but also noticed the simpler interior features next to the TTS, which was luxurious by comparison. I'm not sure what compelled me to drive it. Possibly, to simply add another car make to the driving list.

As soon as I found the left-side key and turned the ignition, I realized this was very different from what I expected. It felt like there was a contained power and driving confidence ready to be unleashed in that inline six. The salesman tried to sell me on the features of the stereo and console. But I stopped him, asked if they all worked, and when he confirmed, I just wanted to move right into driving mode.

As each of you already knows, my BMW driving experience just doesn't compare to the Porsche feel, in so many special ways. The Audi TTS dropped off my list. Within a month, using the Sea-to-Sky drive as my test track, I've tuned the Boxster to handle more like a motorcycle. I've added coil-overs to improve cornering, wider Continental tires for better grip, Spyder rims for the look, and a modern CarPlay unit with DSP



and Focal speakers for beautiful sound! This car has taken me back to my Ducati riding days with its road performance and pure driving joy!

I take the Boxster everywhere and often go the long way around for even small errands. My wife, Christine, would laugh and ask, "Taking the long way again?" knowingly. But she loves our weekend Sea-to-Sky drives, too. It's simply become our personal space to talk and enjoy each other's company, without the children!

I've owned this Boxster for four years, use it as my daily, with the top down 90% of the time, hardtop on the other 10%. I've treasured every one of the almost 86,000 km, and this year the odometer will reach a milestone of 150,000 km. I expect to hit the 200,000 km milestone in three more years. Then I'll be thinking of my 19th vehicle.

Porsche has made my list.

So, do any of you have car model suggestions for me?

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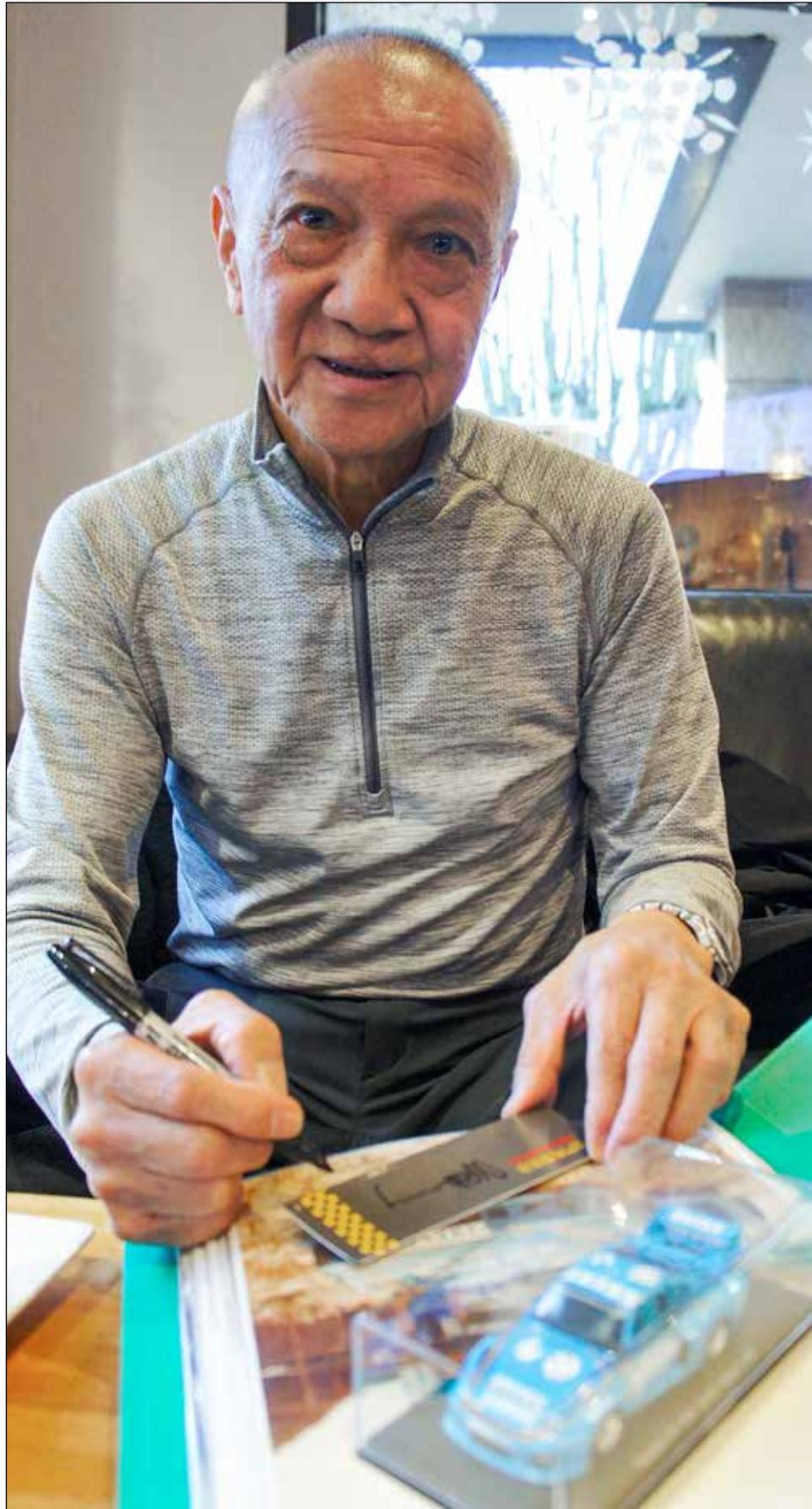
In 1979, Nelson Wong's team, German Motors Racing, entered the Macau Guia Race as a private competitor and won with a highly modified Porsche 911 RSR.

Story by Calvin Tan

Crouching Tiger, Hidden Dragon is a title most of us recognize from the film. Long before it reached the screen, however, it was an old Chinese saying—one that describes a person whose power, talent, and presence are quietly hidden beneath a calm, ordinary exterior.

If I had to name one person who truly embodies that phrase, it would be Nelson Wong. I first met Nelson years ago at the Mercedes-Benz Richmond dealership, where I worked as a Parts Advisor, and he served as the Warranty Administrator. He never demanded attention, never acted important, and never carried himself like someone special. But one day, I happened to pass by my manager's office and saw something that immediately caught my eye: Nelson was seated comfortably inside, while my manager stood nearby, almost as if he were reporting to him. In that moment, I knew Nelson wasn't just another employee. He was somebody.

Not long after, I learned the truth. Nelson had once owned the business and later sold it to Mercedes-Benz Canada Corporate, helping lay the foundation for what that dealership would become. In other words, Nelson wasn't working there because he had to; he was there because he wanted to be. A retirement hobby, you could say. Something to keep life interesting. And interesting is exactly what Nelson's life has been.



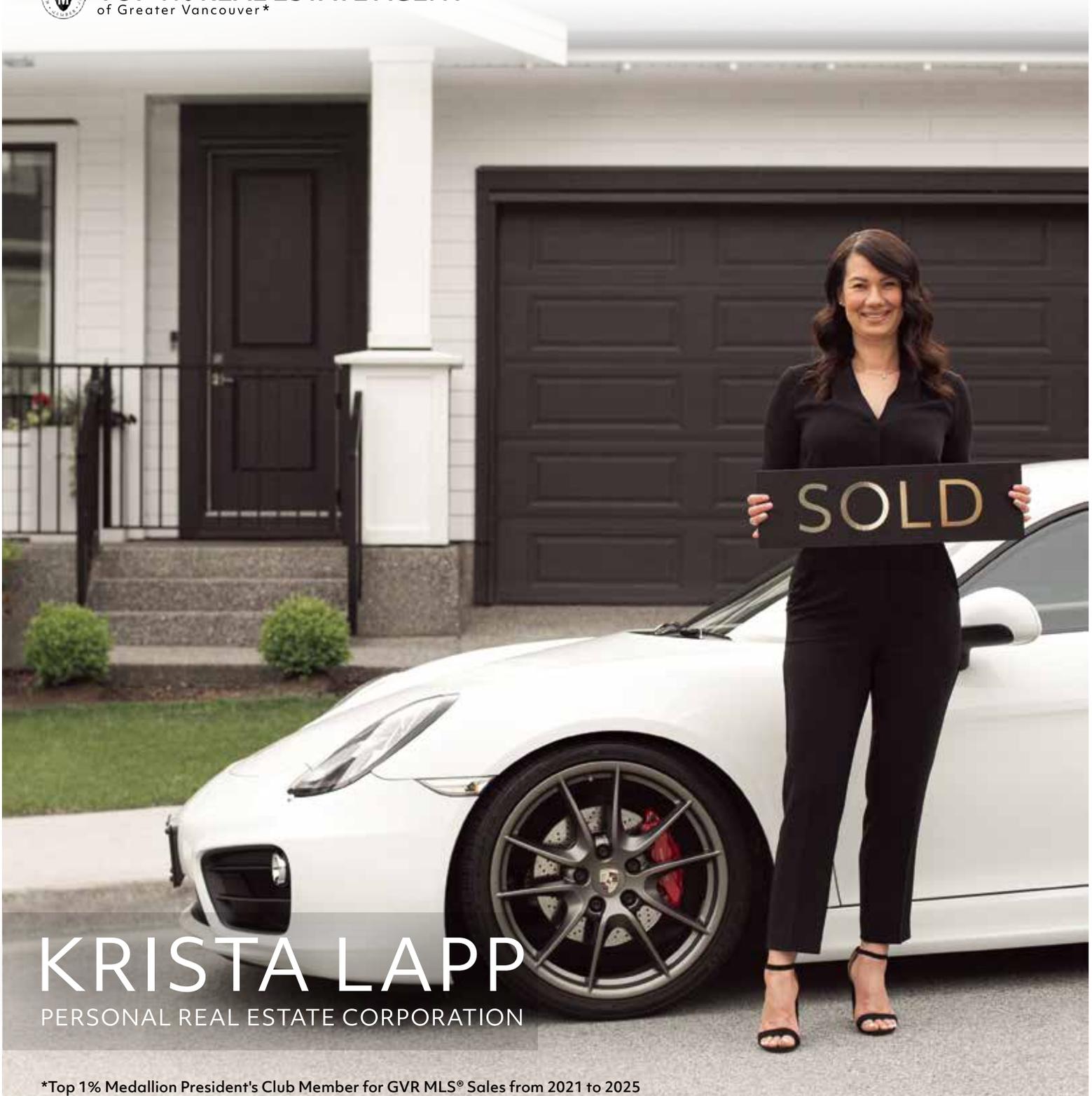
Nelson Wong signs a model of his Porsche 911 RSR, winner of the 1979 Macau Guia Race.

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Because we shared the same love for motorsports, racing, and performance cars, we found ourselves talking increasingly. One day, almost casually, Nelson revealed something that completely stopped me in my tracks: Nelson used to be the chief mechanic for a racing team that competed in the legendary Macau Guia Race. Wait—what?

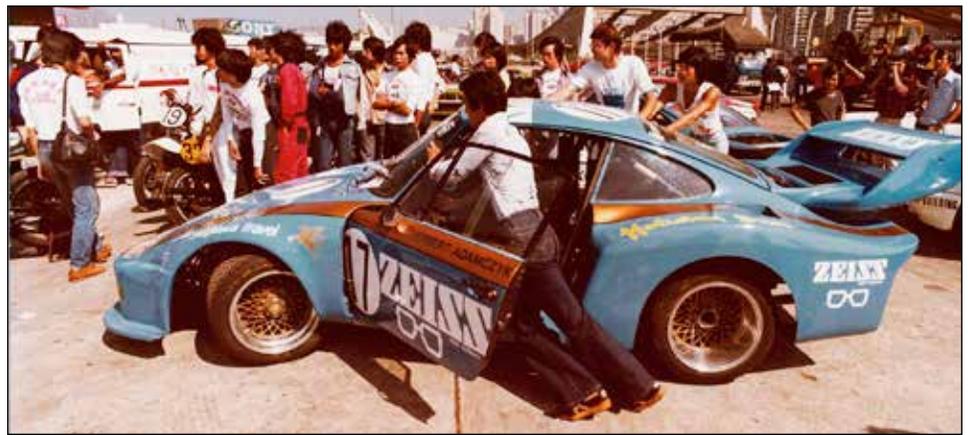
For anyone who knows motorsport, the Macau Grand Prix is no ordinary event. It's a brutal proving ground: a narrow street circuit carved through the city—tight, sharp, unforgiving, and lined with walls that punish even the smallest mistake. Even the best drivers need to graduate from Guia Circuit first before they would become World Champions, Ayrton Senna, Michael Schumacher, to name a few. Simply finishing the race there without incident is an accomplishment. Winning is something else entirely.

But Nelson didn't speak about it as if it were extraordinary. He mentioned it the way most people might describe an old weekend job. Then came the real story.

Nelson's team, German Motors Racing, didn't just participate in Macau. In 1979, they won the Macau Guia Race as a private entry, driving a heavily modified Porsche 911 RSR. No factory support. No corporate backing. No massive crew. Just skill, grit, long nights, and the kind of precision that separates true professionals from everyone else.

When team owner and driver Herb Adamczyk stepped onto the podium, he didn't celebrate alone. In a gesture that perfectly captured the bond between driver and crew, Herb turned and handed the winning champagne bottle to his mechanic. That mechanic was Nelson.

Because everyone there knew the truth: without Nelson and the team's relentless effort, there would have been no trophy to lift in the first place.



TOP LEFT: On the track during the Macau Guia Race.

TOP RIGHT: Nelson Wong building Porsche #17.

ABOVE: Nelson Wong pushing the Porsche 911 onto the track.

Nelson's path to racing greatness began the way many real success stories do—quietly, through discipline and craft. Drawn to mechanical engineering from an early age, he honed his skills through hands-on work and formal training. In Hong Kong, he joined the well-known Jebesen Motors, where he met a service manager named Herb Adamczyk for the first time. The two connected immediately. Similar personalities. Shared values. The kind of mutual respect that needs no explanation.

Years later, in 1974, Herb and his partner, Klaus Doerr, launched their own business: German Motors. Herb asked Nelson to join him and help build something from the ground up. Nelson said yes. And history followed.

From 1974 to 1988, Nelson served as Shop Foreman at German Motors, playing a central role in both the company's growth and its motorsport efforts across Southeast Asia. As chief mechanic of German Motors Racing, he carried responsibilities that most people would consider impossible without a full factory team.

Every year, before the Macau GP weekend even began, Nelson would travel from Hong Kong to Macau ahead of everyone else—often one week early—to set up operations. He had to



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LEFT: Nelson Wong with his Porsche #17.
ABOVE: Nelson Wong, Chief Mechanic.

secure a local repair shop near the circuit, build a temporary workshop, arrange transport for the race cars, and coordinate logistics for the rest of the team.

Once the engines fired, the pressure never stopped. Practice. Qualifying. Constant repairs. Endless adjustments. Replacements between sessions. Every bolt mattered. Every minute counted. On a factory-backed team, this would be the work of 10 people. For a private team, it was Nelson and a few others doing everything. Even after the victory, Nelson's job wasn't finished. He was always the last to leave, packing tools, preparing the cars for shipment, and bringing the trophy home.

The 1979 winning machine itself was unforgettable: a Porsche Carrera 911 RSR fitted with a 935-style body kit, wearing wide arches, aggressive aero, and the unmistakable stance of a car built for one purpose—victory. Entered as car number 17, it was sponsored by ZEISS, the German optical lenses company, and driven by none other than team owner Herb Adamczyk.

Under the bodywork was a serious race weapon: a 3.2-litre, naturally aspirated, air-cooled flat-six producing around 340 horsepower at 8,700 rpm, equipped with twin spark plugs per cylinder and an electronic ignition system. The braking system featured 917 discs with four-piston callipers, supplemented by water-cooling—an ingenious solution for Macau's brutal braking zones.

The fuel cell held around 110 L of racing fuel. The car ran Dunlop slicks on 16-inch BBS wheels, with 11-inch-wide fronts and 13-inch-wide rears, secured by center-lock wheel nuts for rapid changes. The car weighed roughly 980 kg and reached speeds of approximately 241 km/h on the circuit.

Decades later, the car's legacy endured. More than 40 years after the victory, the famous model car company Minimax (Spark) produced a 1:43 scale replica to commemorate it.

And that 1979 win was not a one-time miracle. The team also

won the 1976 Macau Guia Race earlier, along with an impressive list of achievements across Asia: 1979 Pulau Pinang Race with Jim Sweeney; the 1980 and 1981 Malaysian Super Saloon Championships with Herb; the 1980 Malaysian Grand Prix with Fedrick Tai; and the 1981 Selangor Grand Prix with Jim Sweeney driving an AC Schnitzer Group A BMW.

One of my personal favourites came in 1981, when Herb co-drove with Helmut Greiner at Japan's prestigious Suzuka 1000 km Endurance Race, finishing in 5th place! A result that speaks volumes about the team's capability on an international stage. For most people, a career like that would be enough to define a lifetime. For Nelson, it was only one chapter.

After moving to Vancouver, Canada, with his family, Nelson opened his own repair shop, Reliable Motors, in 1990. He built a reputation for meticulous, high-quality Mercedes-Benz service and earned widespread recognition for exceptional craftsmanship throughout Western Canada. When Mercedes-Benz named his shop an Official Authorized Mercedes-Benz Service Center, it was simply the industry acknowledging what Nelson had proven all along: he did things the right way, every time.

He also made history as the first Chinese individual in a management role at Mercedes-Benz Canada, an accomplishment that the Canadian Chinese community can truly be proud of. Eventually, Mercedes-Benz Canada acquired Reliable Motors, and it became part of what is now Mercedes-Benz Richmond.

Some people live loudly, constantly reminding the world of their accomplishments. Nelson Wong is the opposite. His story doesn't announce itself. It reveals itself—piece by piece—until you realize you've been standing next to greatness the whole time.

I feel incredibly fortunate to know Nelson and to call him my friend. His discipline, humility, and standards have influenced me more than he probably realizes.

Happy retirement, Nelson. You've earned it.



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Exploring the Olympic Peninsula

A Porsche club tour years in the making.

Story & Photo by Baird Tewksbury

The Olympic Peninsula tour was originally to run in 2020, according to organizer and conceptual parent Warren Clark. The arrival of COVID postponed the program until 2025. Thus, when six Porsches met in Blaine, Washington, last August, the tour was a result of several years of thought and planning, and the results confirmed it.

Day one included a brisk run down the fabulous Chuckanut Drive in early morning sun – lots of curves and truly spectacular. Then a pretty run to Whitby Island and the always spectacular Deception Pass. Reservations allowed the fleet access to the Coupeville-Port Townsend ferry for the 30-minute crossing to delightful Port Townsend. A town I have always considered the embodiment of the word “Funky”. After a fine lunch, sightseeing included 1890’s architecture amid a marvellous maritime setting.

The drive to Port Angeles was uneventful until we began the ascent to Hurricane Ridge (altitude 1698 m) – lots of curves and ear popping. We were fortunate in that the late afternoon light afforded great vistas and, surprisingly, much wildlife (tame deer and wild marmots).

Dinner that night at the Downtrigger Restaurant in Port Angeles, overlooking Juan de Fuca Strait, was enjoyable, especially with the steady stream of giant cruise ships in their night lights passing before us.

Day two began with an early start to get to the Hoh Rainforest before the crowds. An uneventful hour-plus drive got us to the entrance road, which was a truly spectacular 30-minute drive

through ages of moss-covered giant firs in fascinating light & shade—made for very confusing helming going from bright light to absolute black in seconds.

The crowds beat us to the parking area, so the fleet retreated for the equally delightful 30-minute run back to the Pacific Highway. We were able to see the missing link by You-tube. I think the drive was far better. A sunny stop along the miles of beach allowed for numerous non-surfer stories & pics under the Tsunami Evacuation Route signs.

The luncheon destination was the historic Roosevelt Dining Room at the Lake Quinalt Lodge, just oozing with aboriginal & political histories. Franklin Roosevelt, on a visit in 1937, created the Olympic National Forest, which, in essence, covers almost the entire north end of the peninsula. Further Wiki searches brought forth that the annual rainfall for the area is 381 cm, thus creating the amazing growth.

The final destination was Union, Washington, and the Alderbrook Resort and Spa, located at the bottom of the Hood Canal. Ranked highly in the world of destination adventures, it did not disappoint. Fascinating northwest aboriginal log architecture, waterfalls & waters edge views made for a great last night supper.

Many kudos to our fleet skipper, Warren, and, coincidentally, our table included two other tour organizers. It was noted that our CWR region hosts more drives than any other area. Is it because we have more adventurers or better scenery?

For over a year, I planned a Porsche trip to Yellowstone National Park and Cody, Wyoming. I wanted to uncover the story of the introduction of Canadian Grey Wolves in Lamar Valley, known as the American Serengeti. My Porsche's versatility on city streets and open highways made it the perfect companion for this journey of discovery.

Story by Edward Quan

Canadian Grey Wolves of Yellowstone

In the mid-1990s, Canadian grey wolves were introduced into Yellowstone National Park to help restore ecological balance. They served as top predators, managing the rapidly growing elk population that was overgrazing.

Yellowstone National Park, founded in 1872 as the world's first national park, is frequently referred to as America's "Big Country." Covering nearly 9,000 square km across three states, it is about a third larger than Banff National Park. The park sits atop North America's largest super volcano, offering breathtaking scenery and unique geological features that provide a captivating experience.

The Canadian wolves program began with 31 wolves captured east of Jasper National Park and relocated, ending a 70-year absence and helping restore ecological balance. The wolf population is now about 100, attracting wildlife photographers and reviving a vital part of the park's heritage.

This project, a key part of the Endangered Species Act, restored a vital apex predator, underscoring nature's resilience and the role of predators in healthy ecosystems.

In the 1930s, local wolves were hunted to extinction in Yellowstone, eliminating a major elk predator. Without the wolves, the elk population surged, and the Park could not support such large numbers. This led to the annual culling of thousands of elk until 1967, when political pressure mounted to end the hunt.

Consequently, the elk population rebounded, but severe winters left thousands of elk dead on the northern range. The park recognized the need for a new solution.

The arrival of the Canadian wolves marked a turning point. Yellowstone now hosts eight to 10 wolf packs, all thriving in the park's northern region.

The best place to view the wolves is in Lamar Valley, a broad, open meadow in Yellowstone's northeast corner. This is now the habitat of the Junction Butte and the Lamar Canyon Wolf Packs.



Often called the American Serengeti, the valley is accessible via Highway 212, with paved pullouts where you can stop and view vast herds of bison and elk, as well as bears, coyotes, and other wildlife grazing along Soda Butte Creek. By day, it's a spectacular sight.

When driving in the park, watch for "Bison Jams," where traffic stops. Bison often rest near the road, tempting selfies, but it's safest to stay inside your vehicle, as they are wild and unpredictable.

Wolves are crepuscular, meaning they are most active at dusk and dawn. They hunt under the cover of darkness or twilight.

That summer afternoon, I was lucky enough to spot a pair of wolves with

stunning grey and dark fur moving gracefully along Soda Butte Creek. Seeing how perfectly they adapted to their wild, natural surroundings was truly awe-inspiring.

Wolves generally steer clear of traffic and humans, so winter is the best season to see them. Highway 212 stays open, and the snow improves visibility, making it easier to spot wolves during daylight hours.

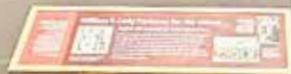
During my visit to Yellowstone Park, I stayed in Cody, Wyoming, just a one-hour drive from the Park's East entrance. The town offers a welcoming variety of accommodations and dining options, lively rodeo events, and a vibrant spirit of the American Wild West that truly comes to life.

Cody, WY: Gateway to the American Wild West

Story & photos by Edward Quan

On my trip to Yellowstone National Park in my Porsche, I stayed in Cody, Wyoming. The visit immersed me in the landscape, history, and folklore of cowboys on the American frontier from the 17th to the 20th centuries. I was astonished to learn of Buffalo Bill's legendary royal command performance for Queen Victoria. Cody is just an hour from the Park's East Entrance, which is a convenient gateway.





Cody, Wyoming, named after William F. “Buffalo Bill” Cody in 1896, honors him for shaping the region. His pioneering spirit makes Cody a hub of the American Wild West.

My late-summer Porsche journey from Vancouver spanned 1,600 km, passing through Washington, Idaho, Montana, and Wyoming, with light traffic on I-90. The route showcased spectacular mountains, valleys, and picturesque towns, and my Porsche performed flawlessly throughout.

The drive from Cody to Yellowstone’s East Entrance was particularly memorable, allowing a visit to the Buffalo Bill Dam. Along the route, it offered expansive views of rivers, canyons, striking red rock formations, and abundant wildlife. Each trip revealed new perspectives on the landscape, making it one of the most scenic drives I have ever experienced.

During my stay in Cody, I visited the Buffalo Bill Center of the West, an Affiliate of the Smithsonian Institution. The Centre offered fascinating insights into the history of the Old American West, further cementing Cody’s status as a top destination for history and culture enthusiasts. Childhood memories of watching Ben Cartwright, portrayed by Canadian-born Lorne Greene on *Bonanza*, heightened my anticipation for my visit. The Centre houses five family-friendly museums under one roof. I spent a full day exploring these museums and appreciated that all admission tickets included a second day for further exploration.

I began at the Buffalo Bill Museum, which brings to life the story of Buffalo Bill, a famed American soldier, bison hunter, and showman. He began performing in 1872 at age 23 and, in 1883, founded Buffalo Bill’s Wild West Show—a travelling spectacle that blended circus elements with acts depicting cowboy life, frontier adventures, and the Indian Wars. His troupe toured widely across North America and Europe, visiting cities such as Chicago, Ottawa and Montreal.

A notable mural in the Museum commemorates his command performance for Queen Victoria in London during her jubilee year, 1887. It depicts Queen Victoria watching Buffalo Bill lead a parade of performers, including military personnel, cowboys, American Indians, and artists in elaborate costumes. The event also featured horse races and impressive shooting displays by sharpshooters Annie Oakley and Frank Butler. Transporting the entire show to London was a remarkable feat, involving over 200 performers, 180 horses, buffalo, elk, and other animals, along with a stagecoach, all shipped across the Atlantic on the SS *State of Nebraska*.

Visiting Cody enriched my Porsche adventure, linking the breathtaking landscapes of Yellowstone Park with the enduring legacy and spirit of the American Wild West. It was an amazing opportunity to experience the region’s cultural richness.

TOP: Mural depicting Buffalo Bill’s command performance for Queen Victoria in 1887.

BOTTOM: Buffalo Bill image on display at the Museum.



Edward's Top Picks

Many of my recommendations below are seasonal. Check their websites for specific operating dates and hours.

Beartooth Highway

The Beartooth Highway is one of America's lesser-known scenic routes. It offers a spectacular mountain drive that Porsche enthusiasts live for. Experience it sooner rather than later, before the word spreads.

My journey began early in the morning from Cody on Wyoming Hwy 120 north through rolling grasslands, with Heart Mountain visible. After about 26 km, turn west onto Chief Joseph Hwy 296 toward Dead Indian Hill. At the Summit Overlook, enjoy stunning views of heights, canyons, valleys, and benchlands. As you depart from the summit, the road curves into a series of alpine switchbacks that take you to Sunlight Creek Bridge, Wyoming's highest bridge. Keep following the highway as the valley surrounds you. Soon, make a right turn onto US 212 — the renowned Beartooth Highway.

This marks the start of an exhilarating drive with scenic views of 20 mountain peaks, numerous switchbacks, and steep ascents along the mountain's edge. As you navigate the narrow two-lane road, the valley to the left widens, revealing hundreds of lakes, alpine tundra, glacial lakes, and stunning panoramas. Ascending to the summit at 3,300 metres, you reach Wyoming's highest motor crossing. After taking photos to mark the occasion, the journey continues north toward Red Lodge, then east to Belfry, and finally south along Hwy 72 back to Cody.

The Beartooth Highway is widely regarded as the most scenic route to Yellowstone Park and is a must for any Porsche driver's bucket list. The round trip from Cody is 300 km, and it is advisable to allow at least four hours for the drive, including photo stops.

Buffalo Bill Centre of the West

The Centre is home to five museums, and I encourage everyone to start with the Buffalo Bill Museum. Visitors can also explore the Draper Natural History Museum, which offers insights into the region's unique ecosystem. The Plains Indian Museum showcases the cultures and traditions of local tribes. The Whitney Western Art Museum presents paintings and sculptures that explore the relationships among art, history, and the American West. The Cody Firearms Museum houses a vast collection of more than 4,000 firearms and 10,000 artifacts, covering centuries of history. There's no need to rush. Your admission ticket is valid for two days.

Old Trail Town

Old Trail Town offers a fascinating journey into the history of the American West as an open-air museum. Located on the historic Cody City site, dating to 1895, this unique destination features 28 wooden buildings constructed between 1879 and 1901.

As you explore the grounds, one of its most notable buildings is the Hole in the Wall Cabin, once a hideout for legendary figures such as Butch Cassidy and the Sundance Kid. Visit the cemetery to see the grave of Jeremiah Johnston, a legendary



TOP: View of Beartooth Highway from the summit.

CENTRE: Beartooth Summit reaches 3,337 metres, the highest paved highway in the Northern Rockies and in Wyoming.

BELOW: Bison display at the Buffalo Bill Centre of the West.



mountain man, trapper, and scout. His life was depicted in the 1972 Warner Bros. Pictures film *Jeremiah Johnson*, directed by Sydney Pollack and starring Robert Redford as the title character. Guests can also explore the Rose Williams Roadhouse and Brothel, which offer an authentic look at the era's colourful life.

By Western Hands

By Western Hands is a gallery promoting Western Functional Art, blending practicality and artistry while showcasing diverse creations from the American West. The gallery features over 50 artisans, including Canadians, skilled in furniture, leather, jewellery, and western accessories. Their work captures the West's spirit, enriching the gallery's diverse collection.

One of the gallery's most striking features is the Thomas Molesworth Chandelier, spanning nearly four feet in diameter. Molesworth operated the Shoshone Furniture Company in Cody from 1931 to 1961. The chandelier is adorned with three-dimensional cast figures of cowboys and Native Americans, capturing the essence of Western history and storytelling. By Western Hands in Cody warmly invites you to explore their celebration of Western Functional Art, keeping this cherished tradition alive. It's a visit you'll truly enjoy.

Cody Firearms Experience

The Cody Firearms Experience stands out as one of Cody's premier attractions, offering visitors a unique opportunity to handle firearms that embody the spirit of the Old American Wild West. Here, guests can immerse themselves in the rich history of weaponry, from black-powder rifles and muskets dating to the late 1700s, through cowboy handguns and rifles of the 1800s, to modern machine guns.



During my visit, I tried the Winchester Model 1873 rifle, famously known as "The gun that won the West." Buffalo Bill himself used a smoothbore version of this rifle in his Wild West show for 30 years, and remarkably, the Winchester is still produced today. My session began with a thorough firearms safety briefing, ensuring that all participants understood proper handling and operation of the firearms. Once prepared, I proceeded to the indoor firing range, where I took aim at a large target sheet with the Winchester rifle.

The experience didn't end there; I also had the chance to operate a Gatling gun, cranking it to fire 20 rounds—one shot per revolution. For completing this memorable challenge, I received an "I shot the Gatling Gun" t-shirt. Although the staff offered to let me use the shirt for target practice, I declined, preferring to keep it hole-free and avoid startling anyone back home.

The Cody Firearms Experience offers a rare chance to connect with the history and excitement of the Old American Wild West, making my visit truly memorable.

Heart Mountain WWII Interpretive Centre

One of the most important historical sites near Cody is the Heart Mountain WWII Interpretive Centre. Operated by a



TOP: The River Saloon at Old Trail Town. MIDDLE: By Western Hands. BELOW: Cody Firearms Experience.

non-profit organization, the Centre provides a detailed look into the forced wartime relocation of nearly 11,000 Japanese Americans during the Second World War.

Visitors to the Interpretive Centre are given a unique opportunity to learn about life at Heart Mountain. Through a combination of photographs, artifacts, oral histories, and interactive exhibits, the Centre vividly illustrates the experiences of the Japanese Americans who were confined there during WWII.

One of the highlights of my visit is touring one of the original Heart Mountain barracks. These structures have been returned to the site and are currently being restored. Walking through the barracks offers a tangible sense of what daily life was like for those incarcerated at the camp. You can also explore the camp's hospital grounds, which were crucial to meeting residents' medical needs. Now being restored, the camp's root cellar tells the story of Heart Mountain's extensive and innovative agricultural operations.

This chapter of Japanese American history is deeply compelling. It is inspiring to witness the ongoing efforts to honour and remember the past, which aim to foster a more inclusive and understanding future for generations to come.

Cody Cattle Company

The Cody Cattle Company offers guests a memorable evening featuring a buffet-style dinner and a lively cowboy music show. That evening, diners can choose between Beef Brisket or Chicken as their main course, with a variety of sides. To finish the meal, freshly baked brownies with vanilla ice cream are served for dessert. Guests also have access to a full bar throughout the evening.

The highlight of the night is a high-energy performance from talented musicians who play country-western classics every evening. For those interested, your ticket can be upgraded to include admission to the Cody Stampede Rodeo after dinner, which is conveniently located just a 10-minute walk away.

Cody Stampede

Renowned as the Rodeo Capital of the World, the Cody Stampede Rodeo stands as one of the oldest and most distinguished professional rodeos in the United States. This engaging two-hour event is ideal for families and showcases thrilling competitions such as bareback riding, saddle bronc riding, bull riding, barrel racing, team roping, tie-down roping, and breakaway roping. Young visitors can also participate in junior events like steer riding, bull riding, and barrel racing.

Hosted every night from June through August, the rodeo provides unforgettable entertainment for all ages. Visitors are encouraged to embrace the spirit of the West—don a cowboy hat and join the festivities. The Cody Stampede Rodeo is an essential experience for anyone visiting Cody.

TOP: Heart Mountain WWII Interpretive Centre's original barracks that housed Japanese Americans during the war.

MIDDLE: Lively country music at the Cody Cattle Company.

BOTTOM: The Cody Stampede offers family fun all summer.



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2024 718 Bosxter

Chang, Alan - Burnaby

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Chow, Amy - Vancouver

2023 911 Carrera 4 Blue

Colton, Sun - West Vancouver

2026 911 Carrera 4 GTS Grey

Corradi, Michael - Coquitlam

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2023 911 Carrera T

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2026 911 Carrera 4 GTS Grey

Pang, Dennis - Vancouver

2007 911 Carrera 4S Cabriolet Black

Pocock, Paul + Sharon - West Vancouver

2007 911 Carrera S Blue

Reitman, Daniel - Vancouver

2009 911 Carrera 4S

Snow, Johnny - Maple Ridge

2024 911 Carrera 4S Black

Szydlowski, Miron - Port Moody

2010 911 Turbo

Todd, Wilson - Vancouver

2025 911 GT3 Grey

Travaglini, Corine + Horvath, Andrew - Surrey

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Virani, Karim + Monica - Vancouver

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IN MEMORIAM



Christine Sixta

1943–2026

Christine Elisabeth Sixta (nee Boyce, formerly Wardle) passed away peacefully on January 30, 2026, with her family and grandchildren by her side.

Born in Bath, England, Christine lived a full and rewarding life.

Christine was co-editor with Judy Colby of *Timberline* in 1981 and later became Canada West Region President in 1983.

Christine was a proud, kind, and loving wife, mother and grandmother. She leaves behind a great number of friends with whom she shared many good memories.



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Brake System Maintenance

Story by Glenn Barron, Director at Large

Picture this...you're hurling along a twisty canyon road on a bright sunny day in your freshly detailed Porsche. Traffic is light, and spirited driving is in full swing. Accelerating out of turns and late braking into the next feels heavenly. This is what Porsche ownership is all about! Suddenly, the next stab of the brake pedal feels different...scarily soft with poor braking response. It commands all your attention to navigate the turn safely, and after reeling in the car, you are overcome with bewilderment. You nurse the car to the next pullout and take a few minutes to catch your breath...what on earth just happened??

This scenario happens more often than you think, and in a few instances ends with something more serious than just an elevated heartbeat and clammy skin. Braking systems in our vehicles are critical for safe travel, but are often overlooked when it comes to maintenance. Almost all seasoned drivers at one time or another have experienced a situation where brakes have not performed as expected, regardless of the vehicle being driven. Braking system components have constantly evolved to make our vehicles safer, but regular maintenance is still necessary for optimal performance.

Regular inspection of braking components is a must for all vehicles, regardless of capacity. A good rule of thumb is to



have everything inspected minimum once a year, and more often if regularly driving a vehicle at its limits. I personally perform a complete wheels-off every spring to visually inspect callipers & hardware, pad thickness, rotor condition, mounting bolts, brake lines, wheel speed sensor wiring, leaks, etc. Most shops will complete a similar inspection for owners during tire changes/rotations and supply a condition report with recommendations. This is the time to catch potential issues before they

evolve into larger problems. If you track your Porsche, then inspections need to be more often and should be based on the demands placed on the vehicle. My philosophy is that over-inspecting is better than unexpected failure!

Brake fluid condition is fundamental to the safe operation of our cars. Vehicle manufacturers will have a scheduled interval listed for brake fluid flush, typically two years (sometimes less), depending on driving conditions. Many owners choose to ignore brake fluid flushing because they don't experience any problems, but damage silently accumulates in the background.

Brake fluid is hygroscopic, meaning it absorbs water. Moisture in the air is absorbed into the brake fluid over time, which reduces the effectiveness of the fluid under heat and pressure. Brake fluid is designed with a boiling point safely above the limits of typical driving,





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TECH TALK



but when water is absorbed, the boiling point lowers dramatically. This creates the spongy pedal feel and poor stopping experienced at inopportune times. Additionally, moisture and contamination trapped in the fluid lead to internal corrosion of your brake components, including the master cylinder, callipers, ABS & traction control components. This is the silent killer owners never see until a routine brake job skyrockets in cost. Saving money on regular brake fluid flushes never pays off in the end; it's just a matter of time. Seized/dragging wheel calipers is a good example of brake fluid contamination at work.

If you intend to use your car aggressively or track it regularly, there are many braking system upgrades available from both vehicle manufacturers and after-market suppliers. My recommendation is to consult a professional technician first when considering braking system upgrades, as there are many factors to take into account. As an example, owners who equip their vehicles with brake pads made for track use may experience poor performance when driving to/from the track. This is due to how the pad material is compounded to respond better in high-heat situations vs typical driving on public roads. It's best to know first what

potential changes you may experience before diving into modifying your braking system. Something to keep in mind: Porsche (and all other vehicle manufacturers) design their braking systems to meet/exceed the capabilities of the vehicle when driven on public roads. Most owners will never push their cars beyond those capabilities, so fitting upgrades beyond OEM specifications may never be realized due to the costs involved.

Modern braking systems work silently to protect us and our vehicles on a daily basis. I would argue that they work so well today that most owners don't give braking systems a second thought. Understanding and performing the recommended brake system service intervals for your car goes a long way towards safe motoring and reduced maintenance costs.

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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New Porsche Formula E GEN4 car

Will lead to a major transformation in Formula E racing.

Photo by Porsche



The development of Porsche's future Formula E race car is in full swing as the new all-electric single seater, which has been built to the ABB FIA Formula E World Championship's fourth vehicle regulations, has been testing since November.

With 600 kW (816 PS) of power, permanent all-wheel drive, new tires and significantly increased downforce, the so-called GEN4 delivers the biggest performance leap seen in the championship to date. The real boundaries, however, are being pushed by Porsche-developed vehicle components. Despite an extended service life, these components are designed to be lighter, deliver higher performance and reduce costs.

Until October, Porsche Motorsport will continue developing what is its most extensive hardware package for Formula E to date. Thereafter, the focus will shift to continuous software optimization. In many respects, the development cycles in the race series mirror those for Porsche sports cars—albeit under extreme conditions.

“In Formula E, we primarily develop the technical components that are relevant for our production sports cars,” says Thomas Laudenbach, Vice President, Porsche Motorsport. “That is one of the reasons why we compete in Formula E.”

With the introduction of GEN4, these in-house developments have essentially expanded to include two additional components: the DC/DC converter and the brake-by-wire system. Porsche's in-house developments to date already include the operating software, pulse inverter, electric motor, gearbox, differential, drive shafts, and other rear-axle drivetrain components, as well as cooling, carrier, and suspension components at the rear.

Florian Modlinger, Director Factory Motorsport Formula E: “With the current car, the efficiency of our drivetrain is over 97 %. From the battery to the wheel, less than 3 % of the energy is lost – close to perfection and a key advantage of electric drive.”

In developing GEN4, they focused on potential in terms of weight, durability, and cost, alongside further efficiency gains in drivetrain components—similar to EVs for the road. At the same time, 600 kW represents a 71% increase in power in Attack Mode. Modlinger states it is fair to speak of a revolution. Seeing the new Porsche on track for the first time, with its acceleration, was a real pleasure.

Nico Müller, Porsche factory driver (#51), sums it up best, saying GEN4 is a real beast – with huge power and traction thanks to the permanent all-wheel drive. He says it feels almost like a different sport. How the car accelerates, how it brakes, and how aggressively you can drive when trying to extract a bit more lap time: taken together, it reminds him of the supercars in rallycross.

The sporting regulations for the new era have not yet been defined, but purely from a technical perspective, Formula E racing is set to change significantly.

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