

WINTER 2024

# C2 SKY



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



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# Two years strong

This edition marks my second year as Editor-in-Chief of C2Sky.

Dear Members:

My journey with you began in the spring of 2022, a time when the collective voice of our membership led us to embrace a new club magazine title: *C2Sky*. This title not only symbolizes our growth but also embodies the limitless possibilities that lie ahead as a community.

Owning a Porsche is unmatched; it ignites a sense of adventure and excitement in all of us. So, we introduced the 'My First Porsche' member experience column this year, along with a Motorsports section for our passionate racing fans. In this edition, we share the story of Amié Leon Dore's bespoke Porsche 993 Turbo in Mulberry Green for those who crave a visual and technical revival of the celebrated classic.

As with every issue, we feature several club stories, beginning with the Pink Parade and Movember fundraising activities. Member highlights include HPDE at Mission Raceway, Washington's coast, backroads and islands tour to Tech Talk: Porsche M96/97 engine discussion.

As we celebrate our club's 50th anniversary next year, the Executive Committee has kept our 2025 event schedule secret. Therefore, we expect exciting events to emerge and must wait for the Spring edition to read the Road Ahead calendar section.

Our last two years have been successful due to the hard work of our writers, photographers, and Gerard Pietrykiewicz, Advertising Coordinator. I appreciate your support as we begin to celebrate our 50th anniversary.

To that end, I wish all my fellow club members a Merry Christmas and a Happy New Year!

Safe journey,

Edward Quan  
Editor-in-Chief  
C2SKY

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## Capturing our shared adventures

Dear Edward,

I want to thank you for capturing the history, spirit and shared adventures on our Big Horn Tour. I especially enjoyed the seamless blending of history and the majestic landscape, which was truly breathtaking. I also wish to thank Francis for all of his hard work and the many hands that participated in making this tour so enjoyable. It is always so delightful to meet up with old and make new friends.

Thank you to all of the members who contribute to our magazine. I look forward to the next edition.

Cheers,  
Zsuzsanna Byers  
PCA-CWR Member



## Reflecting on good times, fun and camaraderie

Dear Mr. Quan,

I'm pleased to reach out to you in regards to the story "Celebrating Cinco de Mayo" you included in our C2Sky magazine about the event I organized for our Club.

I found your story to be very informative and fun to read, reflecting the good time, fun and club camaraderie we all enjoyed at the event. I encourage you to keep including these kinds of stories in our C2Sky magazine, as this is an excellent job of sharing our club members' diverse stories.

Best regards,

Luis Brasdefer  
PCA-CWR Member

## Your article brought back memories

Hi Edward,

I really enjoyed your story in the 2022 Winter edition of C2Sky (Timberland back then) titled "Discover Oregon Coast's Best Clam Chowder," especially since we toured the Oregon Coast in 2021, and the article brought back the memories of the places we visited.

After reading your story I wanted to go back there and explore some more. Looking forward to more articles like that.

Thanks,

Dominik Jaworek  
PCA-CWR Member



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# President's winter message

The leaves are turning colour, mornings are cool, and the daylight is growing shorter with each day, but that doesn't keep us from getting out there and getting together! Much of the season is done for us now event-wise, and what a season it has been. There's still a little gas left in the tank for our remaining events, Movember, Meet your Neighbours, and our annual Christmas party, but at a recent event, Jeff mentioned he'd continue to run JCCs until only fumes remain!

As always, I'm completely overwhelmed by all of the spirit and enthusiasm I see in our club! It almost seems inappropriate to call us a club, because we're really much more of a community! When I think about all the social gatherings and friendships I see happening, maybe I'm just being a romantic, but I see us as so much more than a car club! We're a community of friends who happen to enjoy cars!

Recently, we hosted our volunteer appreciation dinner, and while reviewing what we've done in throughout 2024, I was shocked at how many events and tours we hosted and how many people stepped in to lead or help! I intended to mention everything we did throughout the year, but I quickly realized I would have kept us here for a long time, trying to recall all the tours and events we ran! I remember that just as we were coming out of COVID, I had a call with the IRPCA region about a possible tour through Utah. Their tour director was shocked when he learned that we hosted 59 events that year...he said in their best year, they never came close to that number, and that was during COVID! Trust me, we are well beyond that number now, and thanks to your interest and support, they keep coming! You should soon be able to watch a highlight reel prepared by our visual historian and club photographer, Willie Waung! It's a very small glimpse into the fun times we shared together during 2024 and the many more we'll create moving forward.

While the majority of events for this year are at an end, we're already hard at work, planning for what promises to

be an incredible 2025! Not the least of which is our upcoming 50th Anniversary celebration! The committee planning for the event is hard at work, and it won't be long before all the details are worked out and the plan is set. You can also look forward to our annual events like Dundarave, Shades of Stuttgart and Porsches & Planes, but rest assured that we have a very special event in the works to help make our 50th anniversary year memorable indeed!

Our tour directors are also in the process of working out details for our upcoming tour season. They've received many exciting responses to their recent request for tour suggestions, which promise to make our 2025 tour season epic, to say the least. They've just completed our initial tour planning session to review the submissions, many of which will soon be listed on our event calendar. Make sure you keep checking the 2025 calendar, as the tours always fill up fast.

We've also recently completed our CWR executive election! Once again, I want to thank our very dedicated team of directors, who are always willing to serve the club in any way they can. My thanks to Alan Bird, Vice-President Elect and Darren Batstone, Director at Large Elect, for stepping up to serve for the next two years. I also want to thank Gerard Pietrykiewicz, Director At Large and Bruck Mackenzie Secretary for filling those roles at our request during our



time of transition at the beginning of 2024. That said, with 1,500 members and associates and the volume of events we offer, you can imagine there's lots of work to do. To keep things running smoothly, we've reviewed our club by-laws and will be sending out a request for your vote on an amendment to accommodate two additional positions. We'll be seeking to add a third Director at Large, and a new role to fill the position of Operational Director. Please watch for an upcoming vote on an extension of our by-laws.

Thank you again for being a part of this amazing community of friends! From the CWR Executive to each of you and your families, we wish you a very safe, warm and abundant holiday season.

With deepest gratitude!

Tim Bourdois  
President  
PCA-CWR

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Edward Quan

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Harley Sinclair

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# MEMBERSHIP

## Congratulations on your PCA Anniversary!

### NOVEMBER

**Mal Finch**

48 years



**Lyndon+Madeline Hanson**

26 years

**Linda Dorval+Randy Fletcher**

20 years

### DECEMBER

**Terry Dale**

48 years



**Steve+Gail Lodge**

44 years

**Greg+Lois Bismeyer**

35 years



### JANUARY

**George Jones+Joan Chocholik**

35 years

**Mike+Andrea Aird**

29 years

**Rodney+Chloe Kopman**

26 years

**Larry Fuline**

17 years

## Welcome new members!

**Dina Alireza, North Vancouver**  
2007 911 GT3

**Greg + Sandy Balmer, Langley**  
2012 911 Carrera S Coupe (Carrera White)

**Francis Chee, Coquitlam**  
2003 Boxster S (Midnight Blue Metallic)

**Richard Chen, Port Moody**  
2019 911 Carrera T (Black)

**Bryan Chiu, Vancouver**  
2007 Cayman (Arctic Silver)

**Graham Christie, North Vancouver**  
2017 Macan GTS (Carmine Red)

**Tim Coleman+Tessa Bainbridge, Coquitlam**  
2025 Cayenne S

**Papak Dadashi Dadashi, North Vancouver**  
2024 718 Boxster

**Cory + Ron Faulkner, Vancouver**  
1979 911SC Targa

**Alex Firmani, Vancouver**  
2023 718 Cayman GTS 4.0 (Cobalt Blue)

**Catherine Fitzgerald, Coquitlam**  
2024 718 Cayman GTS 4.0 (Agate Gray)

**Jason Gallant, Surrey**  
2024 911 Carrera GTS

**Albert Kozak, Burnaby**  
2004 911 40th Anniversary

**Matthew Lay, Abbotsford**  
2001 Boxster (Gray)

**Guy Low, Vancouver**  
1987 944 Turbo (Black)

**Alan Maddox, Langley**  
2020 Panamera 4S

**Perry McDougall, Vancouver**  
2015 911 Carrera 4 GTS Coupe (HT Silver)

**Phil McNamee, Bellingham**  
1968 912 Targa

**Maryam Mehdizadehomrani, West Vancouver**  
2018 718 Boxster

**Lisa Monchalín, Surrey**  
2011 Boxster (Red)

**Peter Phillips, Langley**  
1984 944 (Zermatt Silver)

**William Prosegger, Surrey**  
2013 911 Carrera S Cabriolet

**Ayaka + Tim Prosser, Vancouver**  
2022 Cayenne TurboS E-Hybrid (Super Black)

**Derek Puzzuoli, Vancouver**  
2003 911 Carrera 4S

**Alexei Shalyskin, Vancouver**  
2002 911 Carrera 2 Coupe (Silver)

**Lawrence Shimizu, West Vancouver**  
1990 911 Carrera 2

**James + Anita Siebert, Abbotsford**  
2009 911 Carrera S Cabriolet

**Robin Smith, Delta**  
2023 718 Boxster GTS 4.0 (Aventurine Green)

**Mitch Spooner, Langley**  
2018 718 Cayman GTS (Sapphire Blue Metallic)

**Scott Trotter, Surrey**  
2023 911 Targa 4GTS (GT Silver Metallic)  
2022 Cayenne GTS (Moonlight Blue)

**Victor Toye, Vancouver**  
2020 Taycan Turbo (Frozen Blue)

**Vincent Wong, Vancouver**  
*Reinstated after long absence*  
1998 911 Carrera S Coupe (Black)

**Devina + Paul Zalesky, West Vancouver**  
2017 911 Carrera 4S Cabriolet (Jet Black Metallic)

### CWR Membership Stats

As of November 1, 2024

**Primary: 1,023   Co-Members: 490   Total: 1,513**

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## Winter 2024

John P Sommerwerck  
PCA Zone 6 Rep

Winter came early to the West Central Mountains of Idaho. The local ski areas' opening dates are the earliest they have been in 20 years. So, no last-minute opportunities to get the Spyder out for a quick drive.

On our last region visit of the year, I had the opportunity to participate in the Pacific Northwest Region's Tech Ed session with Rod Emory and Cameron Healy. Many know of Rod Emory and his Outlaw 356 creations. Few know the story of the Forty-Six, the birth of Porsche motorsports, and the restoration of Forty-Six. Rod and Cameron told an inspiring story of finding Forty-Six and restoring it to its original LeMans winning form.



For those long-range planners in the audience, I would note that Porsche Parade 2025 is scheduled for July 6–12

in Oklahoma City, and Porsche Parade 2026 is scheduled for June 14–20 in Lake Placid, NY. The 2025 Spring Treffen will be held at Omni Homestead Resort in Hot Springs, VA, from April 30th to May 3rd. Registration opens on February 5th, 2025. The 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! The 2025 Fall Treffen date and location have been announced, and it will be held at the Four Seasons Resort in Jackson Hole, WY.

Our 2024 Zone 6 region visits are over. We are focusing on our 2025 Zone 6 region visits. If you have an idea for an event we should come to, please reach out to me. Zone 6 signature region events are on the PCA Zone 6 website, where you will find great roads to drive and automotive venues.

As we head into the upcoming holiday season, we wish you and yours the very best and happiest of holidays. Happy New Year!

Stay healthy, and we will see you in the Zone in 2025!

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



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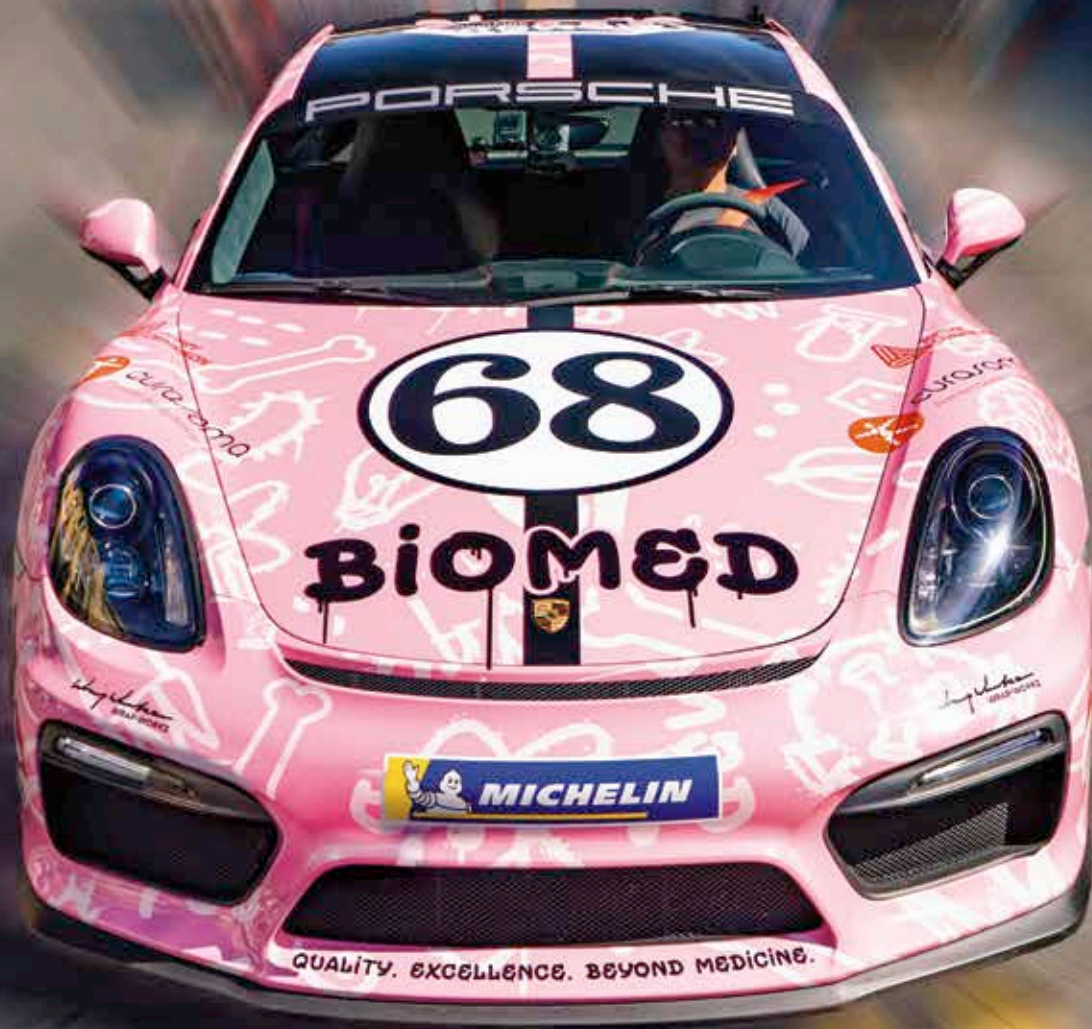
The PCA-Canada West Region is the largest automotive enthusiast club in Western Canada, boasting a dynamic and growing community of over 1,500 primary, associate, and junior members. Our focus is not just

on enjoying and preserving the Porsche automobile. We actively serve and support the community and region we call home, embodying the spirit of our Porsche club beyond the road.

The Canada West region consistently hosts the largest number of events designed for Porsche enthusiasts, including track days, road trips, social gatherings and charity drives. Our love for Porsche cars is only surpassed by our commitment to fostering a welcoming, inclusive and culturally diverse membership.

If you want to learn more, contact any executive team member.

Ready to join? Visit [PCA.org](http://PCA.org).



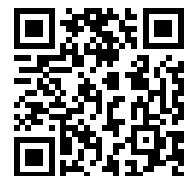
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# Not all girls like to drive topless

Story and Photos by Tina-Louise Harris

As a young art student, I started buying used cars to drive to and from art college. I have come a long way from my first car purchase from Rent-a-Wreck. Once my Originelle Designs Photography business became viable, I started buying new cars and SUVs, but there was always something missing from my garage. One day, a friend of mine let me start and rev up his Porsche, and I liked what I heard. Prior to that, the closest I had got to one was with my camera shooting at Area 27.

I have always wanted a fast sports car, so as a Valentine's gift to myself, I decided it was time to order my dream car, a custom-built 2024 Cayman 718 with all the options. Building my own car was exciting and being a former competitive runner, the small but fast car seemed to be a bit of a reflection of myself. Porsche's Ruby Star Neo colour was a perfect choice for my new car as it happens to be one of my brand colours. As a visual artist, the aesthetics of a vehicle are as important to me as the engine itself.

In June, I was excited to drive out of Porsche Centre Langley with my custom hot pink car. Impressed with the precision handling and quick acceleration, I quickly fell in love with my new Porsche. The Porsche brand has always stood out to me with its styling details and quality. The mid-engine driving experience is truly exceptional, making even a short drive around town a treat. No wonder it has made Car and Drivers 10 Best list for the 19th year in a row. Having front and rear storage for when I'm on location shooting for my gear is one of the many reasons that I chose the coupe, and let's face it, not all girls like to drive topless.





# Pink Parade celebrates its 5th anniversary

Fundraising campaign benefitting BC Cancer Foundation.

Story by Nancy Mao | Photos by Tina-Louise Harris & Derek Krasnodembski

**ABOVE:** Pink Parade participants at Cypress Mountain, West Vancouver, BC.

On September 29th, forty ladies in twenty-four Porsches of various vintage and models went on a Sunday morning drive from Park Royal to Cypress Mountain, then onwards to Squamish and back to Vancouver, where they enjoyed a delicious lunch prepared by Thumnsdinnerclubb. What's the occasion? It's the 5th edition of PCA-CWR's Porsche Pink Parade (PPP), our signature all-ladies "drive for the cure" fundraising campaign in partnership with Weissach Vancouver, benefitting BC Cancer Foundation for cancer research, treatment and care for women facing this horrible disease.

Thanks to our CWR members and friends' generous financial support, a total of \$27,475 was raised. As well, huge thanks to our event partner, Weissach Vancouver and corporate sponsors, Waypoint Insurance, MacLean Law and Capital West, for their contribution, which made this 5th edition super memorable.

The excitement does not end here, however, as I am extremely thrilled to share that the Porsche Pink Parade is now an inaugural and second-year event for our sisters in the Pacific Northwest Region and the BC Interiors Region, respectively! CWR and BCIR are raising funds for the BC Cancer Foundation, while the PNWR ladies are raising funds to support Cancer Lifeline in Washington, U.S.A.

Since the inception of our very first all ladies drive in the summer of 2020, Porsche Ladies Drive has now

expanded its offerings to include these all-women staples: Ladies Tech Night in March, W2R (CWR x PNWR Dual Region Ladies Drive) in June, and Pink Parade in the fall.

These events would not be successful without the support from our Porsche dealers and participation by our members! Let's hear what some of our regular participants have to say:

*When my late husband and I joined PCA/CWR 47 years ago, every Porsche was owned by men. Some enlightened husbands allowed their wives to drive their cars. I have many wonderful memories of driving Doug's 1976 911S Targa 2.7. The best by far was a chance to drive Road America during the 1984 Chicago Parade. The most pleasant surprise when I attended the first Pink Parade in 2020 was to discover that every Porsche was owned and driven by a woman!*

**Judy Colby**

*Porsche Pink Parade has grown tremendously in the last five years thanks to Nancy Mao's vision to support BC Cancer every October for Breast Cancer Awareness.*

*It is wonderful to see new faces join the Parade every year, increasing the visibility and donations to this legacy event that just gets better!*

**Ingrid Taylor**

*Losing both my maternal grandparents and an aunt to, and having a few friends who have battled cancer, now in remission or still battling it, I have never hesitated to support cancer research. I myself had a close brush with it and I'll never forget the day my doctor told me that my tumours were benign (phew). I was so happy when Nancy came up with the PPP 5 years ago because I would be able to combine having fun driving around with fellow lady Porsche enthusiasts with our cars dressed in pink, while raising money for a cause that was very close to my heart. Cancer sucks, no matter how positive you can be. It hurts to know anyone you know that has it and it sucks even more if it's someone close.*

*Driving around with like-minded ladies who enjoy driving and supporting a good cause gives me real joy. The drives are always well organized and the lunches always a good treat. Weissach also always makes sure we are very well fed either before our drive, or this year, having the very special pink lunch that was so delicious and insightful as he invited people from the BC Cancer Foundation to join us for the lunch and they shared the initiatives they have and explained how important it is for us to continue supporting the cause as they come up with more cures.*

*I'm so happy and proud to participate in this event the 5th time and can't wait for it to be a national initiative for PCA!*

*Looking forward to our next 'drive for the cure' and PPP in 2025!*

**Stella Tang**

Ladies in Porsches coming together to support other women is surely a win-win! Way to go, CWR gals! Brava!



LEFT: Cypress Mountain, West Vancouver, BC.

# Pushing the limits: My first track day

CWR High-Performance Driver Education at Mission Raceway Park.

Story by Ali Amjad | Photos by Nathan Chan - Fist Bump Filmworks



I wrapped up summer by taking my Porsche Taycan 4S to Mission Raceway Park for a High-Performance Driver Education (HPDE) event. This was my first time on a track, and I was counting down the days. But as the event approached, so did my anxiety—questions about tires, insurance, and whether rain might spoil the day flooded my mind. Oh, and charging. But with fast chargers nearby and the Taycan’s impressive 800V system, that wasn’t much of a worry.

A few days before the event, my PCA instructor got in touch, which helped ease my nerves. He gave me great advice—like watching track videos online to get a feel for the turns—and reassured me that this experience would be fun and safe.

The Mission Raceway Park track is compact, with nine turns and three straights. Perfect for both novices and experienced drivers. It’s short enough for beginners to stay in control while giving the pros a place to refine their skills.

When track day arrived, my anxiety melted away as I met other Porsche drivers. After a quick briefing, it was showtime. My instructor guided me through a few initial laps, helping me understand the corners and the balance of the car under hard acceleration and braking. Soon, my nervousness transformed into pure excitement, and I couldn’t wipe the grin off my face.

After the first session, I ventured out solo. My confidence grew with every lap, but so did my inconsistency—braking points, turning points, and overall rhythm were all over the place. A quick chat with my instructor reset my approach,



and I focused on refining just one or two things at a time. I learned that mastering a track is more about precision than speed—it's tricky when conditions (and even your own mindset) shift with every lap, especially with rain complicating things.

One of my takeaways from the day was just how dynamic the track is. It might look like a fixed stretch of asphalt, but each lap feels different. The track conditions change constantly—the weather, the temperature, and so on. The car itself evolves too—your tires heat up, your brakes wear down, and your handling shifts. Then, there's you—your confidence, focus, and fatigue all play a role in how you take each corner. It's never the same twice, and that's what makes track driving so addictive.

A highlight was riding shotgun with Scott, the Chair of Diver Education, in his 996. The way he pushed the car to its limits while making it look effortless was mind-blowing. It was like the car was on rails, a testament to the magic of expert hands on a Porsche's steering wheel.

As for my Taycan 4S, it did not disappoint. The electric torque turned every straight into a slingshot, and the regen braking was remarkable. Sure, it's a heavy car, but it handled itself impressively, even after I experienced Scott's lighter 996.

By the final session, I felt more in tune with the car and the track, striving for consistency while inching closer to the Taycan's limits. Every lap was better than the last, and I even found joy in riding as a passenger, watching seasoned drivers take their cars to the limit.

To any Porsche owner hesitant about bringing their car to the track, I say go for it. It's the safest place to explore what your machine can really do, with the full support of the team ensuring everyone gets home in one piece. Follow the rules, and you'll have an unforgettable day, just like I did.



Wet conditions did not discourage club members from participating in HPDE at Mission Raceway Park.



# Planes and Porsches

A volunteer perspective.

Story by Ton van der Tol | Photos by Paul Steeves

“Ton, can you help get waivers signed for this event and issue the tickets and passes?”

That was my interpretation after being asked if I'd be interested in being the host of the event. I gladly accepted as that didn't sound too hard, and a good club is all about volunteering. So, I got all the preparations done, printed the waivers, tickets/passes, etc., studied the Airshow's instruction guide and PCA policies, got a checklist ready for issued tickets and t-shirts, answered emails, and sent out joining instructions. Some work had already been done for me, like the Airshow lounge reservation and T-shirt ordering.

And so, on the 10th of August, early morning, we gathered at a nearby Tim Hortons, got all the paperwork done, had a safety briefing and headed on our way to Abbotsford Airport. Unfortunately, we were refused entry at the King Road gate and forced to line up at the Queen Street gate, 4 km ahead. Hence, our 1 km 1 corner itinerary has now changed to a slightly longer drive and a longer wait along with other non-P-cars. Eventually, we entered the Airshow parking grounds around 9:15 and tried to park our Porsches together. Access was easy, and our lounge was easily found – a nice big tent with an open-air seating area right by the runway!

Being early at the Airshow gave us an excellent opportunity to look at all the parked planes, other exhibits, check out the food trucks, etc., before it gets really crowded. The real flying events started at 11 am, continuing almost non-stop to late in the afternoon. To avoid traffic, many of us left the airshow well before the gates closed. For specific Airshow information, such as the event and programs, have a look at their website. In between flying events, there was plenty of time to socialize as we do during our PCA-CWR events; Brown Social House catered for lunch and had a bar for beverages.

This was the first PCA-CWR event I hosted, and it was a good experience – it involved a lot of preparatory work, execution (and some) improvisation on the day, and wrapping things up. Also, hosting/organizing an event comes with PCA reporting obligations, which are reasonably simple. Being an event organizer or host should not be underestimated, and it makes one appreciate even more how much effort people are putting in with an event calendar like PCA-CWR's. Before, during and after the event! And, of course, organizing an event comes with learning lessons, which will help to make future events even better. For this event, we should improve the entry and parking.

All in all, the event was a success, and I would like to thank all the participating club members for following our PCA policies and instructions and especially for being patient with their event host!



LEFT: Snowbirds are the military aerobatics flight demonstration team of the Royal Canadian Air Force.

BOTTOM: Porsche Club chalet at the Abbotsford Airshow.

# Washington's coasts, backroads and islands tour

A fabulous three-day tour with a great bunch of Porsche enthusiasts.

Story by Gary Walker | Photos by Terry Yee

Starbucks in downtown Blaine, WA, was our kickoff early Friday morning last October for the Washington's coasts, backroads and islands tour.

Yes, we started in the rain and held a drivers' meeting under the cover of the portico and fireplace at one of the nicest Starbucks I've seen. Everett Romain, one of the most able organizers in our club, assisted in organizing three groups of 6 cars.

The rain soon stopped and was never seen for the rest of the weekend as we set out to discover four of Washington State's Islands. We toured by beach resorts, shorelines, and beach communities through the Lummi Indian reserve to gobble up two hours of just experiencing beautiful shorelines until we got into Bellingham, where we gathered cars on the lot and had lunch at ScottyBrowns Socialhouse.

There, time was afforded to viewing and showing the cars to a local photographer who snapped a short video. From the restaurant, we set out for the shores of beautiful Whatcom Lake to make our way up to Mount Baker Highway.

We traveled over the Nooksack River and headed south on State Route 9—touring through communities of Deming, Acme, Van Zandt, Sedro-Wooley,

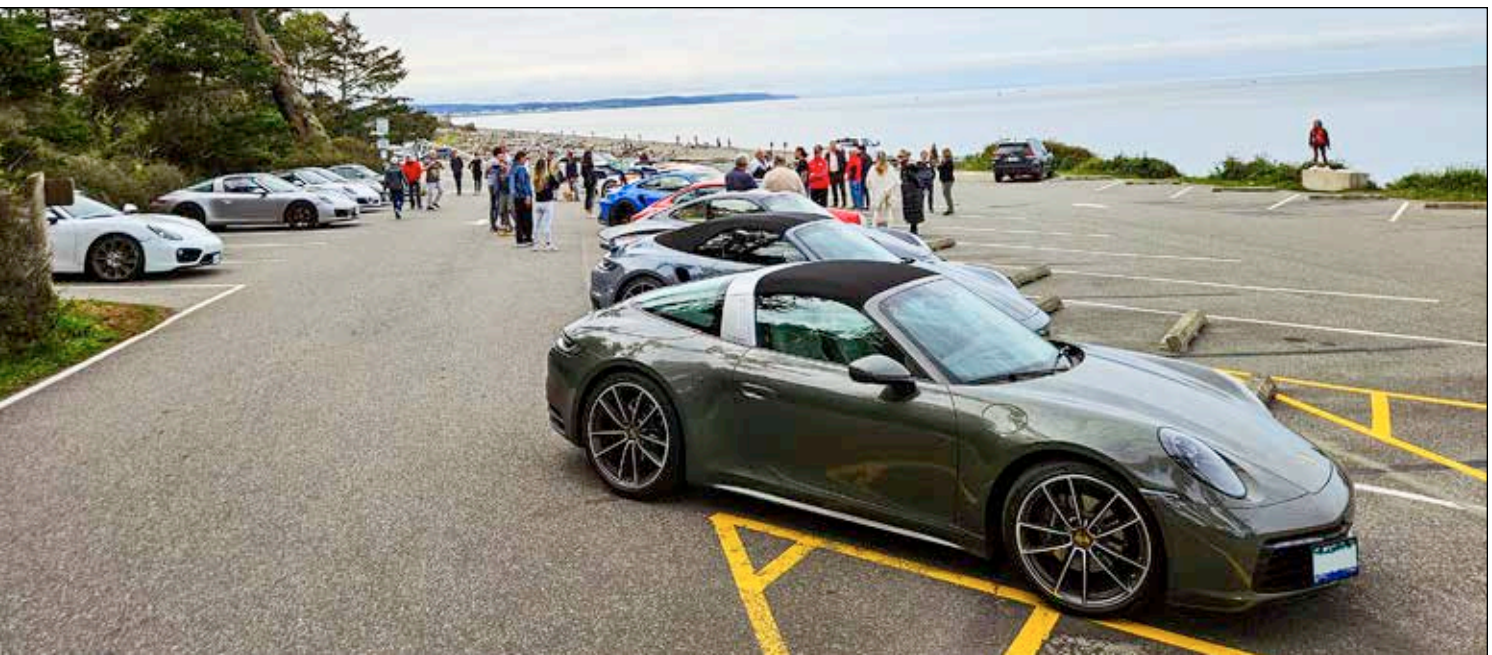
Clear Lake, and Big Lake to the Cross Highway to Stanwood—entry to our first island, Camano. We landed on the island from the central part and headed for the State Park in Cama Beach. The most important part of this stop was the restroom!

Afterwards, we circled the island to again travel through Stanwood - then along the shore to our destination—the beautiful Majestic Hotel and Spa in downtown Anacortes for two nights. We had the pleasure of having our own designated parking and a quick check-in. Yes, we were a bit tired, but after a short break and getting acquainted with the city, we gathered for a special banquet at the hotel—a great chance to mingle and enjoy some good food and drink.

Early to bed, early to rise, generates some curiosity and eagerness to get in your Porsche and go for a ride. That's just what we did with two more drives on Saturday.

We took in two more very prominent and picturesque islands, Fidalgo and Whidbey—connected by the magnificent Deception Pass bridge, Mount Erie, Pass Lake, out to the shoreline of Deception Pass, and over the bridge to our photogenic spot in Deception State Park.

BELOW: Deception  
Pass State Park,  
Washington.







**TOP LEFT:**  
Bellingham, WA  
**TOP RIGHT:**  
Majestic Inn and  
Spa, Anacortes, WA  
**LEFT:** Porsche Club  
members gathered  
at Deception  
Pass State Park,  
Washington.

This magnificent park of over 300 campsites is the largest in Washington state and probably the busiest. Parked all the Porsches with an overview of this park and shoreline extending south to Whidbey Island Naval Air Force Base. After this special rest, we meandered out of the park towards the Air Force station again out to the shoreline, Fort Casey, the Port Townsend state ferry, Fort Ebey and onto historic Langley, WA. This was our morning destination, where we ended the first drive to eat lunch and scout this island treasure.

After lunch, the second drive took us through another piece of history, Coupeville, a very quaint place to explore. Members were afforded the opportunity to meander home through Oak Harbor back to The Majestic. The leisurely pace back was planned to allow for experiencing preference of sites on their own. Once back at the hotel, some even had a chance for leisure/spa. In the evening, we made a short walk over to Anthony's Seafood right on the Yacht Club. We enjoyed an arranged menu in a special waterfront room.

On our final day, we set out to discover the last of our four islands. – Samish. But we also wanted to

explore the very quaint historic Village of LaConner on the Swinomish channel. So we set off to do this about midmorning traveling Northwest to the county Washington Park, Sunliner Marina, and circle the coasts along the southwest corner of Fidalgo Island into Rosario Beach.

We visited the north side of Deception Pass. After that rest stop, we entered LaConner through the Swinomish Indian reserve, over the rainbow bridge and right into the center of town. Had a wonderful time mooching around town. Afterwards, some decided they wanted to spend more time in LaConner and/or other ventures while the rest of us made our way north to Bayview to Samish Island. After circling this quaint but somewhat unknown residential island, we traveled through historic Edison and the world-famous Chuckanut Drive, through Bellingham, and Marine Drive to finish the tour at the Bellingham airport.

A fabulous three-day tour with a great bunch of Porsche enthusiasts exploring some of Washington state's best sites.



# Mustache-powered Porsches promote Movember

Members raise funds for men's health awareness.

Story by Gerard Pietrykiewicz | Photos by William Waung

On Saturday, November 2nd, Porsche Centre Richmond played host to a gathering of our club members, united by a shared love of cars and a commitment to supporting men's health through the Movember Foundation. This year's Movember Meetup saw around 20 club members and a fleet of 10-plus Porsches gathered to raise awareness and funds for a cause close to the community's heart.

The event kicked off at 10 a.m., with participants arriving early to position their cars around the dealership, mirroring the setup from the previous year. As attendees parked their rain-drenched Porsches—some proudly displaying mustache decals on their hoods in the spirit of Movember—the lobby quickly filled with an atmosphere of camaraderie and excitement.

Guests had time to mingle and enjoy refreshments before the formal program began. At 11 a.m., Mitch Hermansen, a representative from the Movember charity, delivered an inspiring speech about the importance of men's health and the impact of Movember's initiatives. Following Mitch's talk, event organizers, including Gary Herman and myself, shared a few words with the crowd, explaining why it is important to monitor your health and how PCA members can participate in the month-long fundraiser campaign.

As a fun wrap-up to the day, a prize draw was held, adding an element of excitement before everyone moved outside for the traditional photo shoot. The cars were arranged in front of the dealership for a group picture - a visual reminder of the unity and support behind the Movember cause. By noon, the event

concluded with a parade lap around the AutoMall.

Last year's event raised over \$11,000, and this year's aim was set at \$12,000. Attendee enthusiasm showed strong promise. Porsche Centre Richmond's partnership and support, from venue arrangements to a 20% discount on parts and labor for attendees, underscored the commitment to giving back.

The Movember Meetup at Porsche Centre Richmond wasn't just about cars; it was about community. With a collective effort from members, the dealership, and Movember Canada, the event successfully combined automotive passion with a meaningful cause, proving once again that car culture and charity can go hand in hand.



**ABOVE:** The annual Movember fundraising event took place at Porsche Centre Richmond.

**RIGHT:** Gary Herman gave a personal testimony at Movember.



BELOW: Mitch Hermansen, Director of Development, Movember.





Amié Leon Dore's design language has redefined the interior of the classic Porsche 993 Turbo.



# Amié Leon Dore's custom Porsche 993 Turbo

Pays homage to New York City.



The New York-based fashion and lifestyle brand Aimé Leon Dore (ALD) unveils the bespoke Porsche 993 Turbo—the fifth classic model restored in its long-standing partnership with Porsche.

Renowned for its unparalleled engineering and timeless design, the Porsche 993 Turbo is hailed as one of the greatest sports cars in history. It combines the final iteration of the air-cooled engines with a powerful twin-turbo powertrain that set a new standard for performance, handling, and durability. Aimé Leon Dore's restoration goes beyond aesthetics, delivering both a visual and technical revival of the celebrated classic.

## Finished in Mulberry Green, a colour created by Aimé Leon Dore.

During an intensive development process, for a sportier look, elements from the 993 Turbo S were incorporated, including the iconic Turbo S spoiler, which provides both a visual enhancement and increased downforce. Additionally, the 993 Turbo S Exhaust and Front Splitter were fitted to improve aerodynamics, elevating the car's performance and aggressive front-end design.

The 18-inch Porsche Turbo Twist rims were finished in Mulberry Green to match the exterior, highlighted with a gold accent encircling the rims. Michelin, Porsche's trusted tire partner known for

outfitting the seven-time title-winning Porsche 963, provided 18" Michelin Pilot Sport PS2 tires specifically for the 993 Turbo.

"It's great to see the latest installment of our partnership with Aimé Leon Dore", says Deniz Keskin, Director Brand Management and Partnerships at Porsche AG. "The 993 is an iconic member of the 911 family and dream car for so many enthusiasts all around the world. ALD's take is a wonderful way of contributing to that enduring legacy."

Aimé Leon Dore's refined design language extends to the interior, featuring dark brown leather, lambswool accents, and hardback seats. The seat backrests are painted in Mulberry Green, echoing the car's exterior. Dark brown carpets, floor mats, seats, and instrument cluster were selected for a cohesive, monochromatic look. The steering wheel and headrests display a custom Aimé Leon Dore and Porsche logo, highlighting the long-standing partnership between the two brands. A custom brass Unisphere gear knob brings a distinctive and personal touch to the interior. The door sills also feature the inscription "A team from outta Queens with the American dream," a nod to the brand's roots and the inspiration behind Aimé Leon Dore's brand.

While this unique Porsche is not for sale, an exclusive capsule collection inspired by the car is available. The collection, featuring items like a Leather Club Jacket, launches on November 22nd in-store, online, and at the Porsche Design Store in Beverly Hills.

**ABOVE: Aimé Leon Dore's 993 Turbo is not for sale, but you can purchase their leather club jacket in mulberry green.**



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If you'd like to add a co-member, send an email with their **full name, relation to you (i.e. Spouse, child, friend, etc.)** and their email address to [membership@pca.org](mailto:membership@pca.org)



**PORSCHE CLUB OF AMERICA**



# CWR Christmas Party

Celebrating the festive season at the Terminal City Club, Vancouver.

Photos by Edward Quan, Editor-in-Chief



CWR Porsche Club hosted a joyful Christmas party featuring a delicious buffet with draw prizes donated by Porsche Centre Vancouver.





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# Mt. Baker backroads drive

Last July, Porsche club members explored the winding roads to Artist Point, which is on top of Mt. Baker, Washington.

Photos by Sandi Romain



CENTRE: Porsche Club members pose at Artist Point at the top of Mt. Baker in Washington.



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# Tech Talk: Porsche M96/97 engine discussion

Story by Glenn Barron, Technical Chair

By now, most of us are familiar with the negativity directed at Porsche's first mass-produced, water-cooled flat-six engines. While some of the criticism is based on factual data, much of it also stems from misunderstanding and speculation, which have contributed to the negative press over the years.

After more than 25 years of research, data collection, and analysis conducted by owners, engineers, and vendors, the misconceptions surrounding these engines are beginning to clear up. Over the course of a series of articles, I will summarize the latest research and developments regarding these engines. This discussion is not intended to cast doubt on their reliability.

On the contrary, I aim to dispel the myths surrounding them and help current or potential owners unlock the rewards and enjoy the value these models offer. I currently own an early 996 with the 3.4L engine (this is my second 996) and am enjoying the experience immensely. Almost all Porsche engines experience some issues or failures; there is no way to avoid them simply by steering clear of specific model years.

First, let's start with some history. The M96 engine was introduced in 1997 with the 986 Boxster, featuring a 2.5L engine, and the 911 (996) in 1998 with a 3.4L engine. Over the years, the Boxster's engine size increased to 2.7L and eventually 3.2L with the Boxster S model. For the 911, engine displacement grew to 3.6L with the 996.2 generation.

The introduction of the 987/997 models brought a revised engine, now labeled the M97, and a 3.8L became available with the Carrera S. The transition to water-cooled flat-six engines did not come without challenges. The M96 was a significant departure from the previous air-cooled engines. During this period, Porsche faced financial struggles and had no choice but

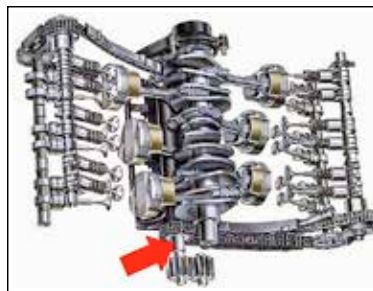


to adopt more efficient materials and methods to survive.

It could be argued that the success of today's models is built upon the lessons learned from the teething problems Porsche encountered with the M96/97 engines. Without streamlining

production costs, the financial backing needed to develop the cars Porsche produces today would not have been possible.

The last air-cooled 911 (993) was prohibitively expensive to manufacture and could not meet increasingly stringent regulations. Something had to change if Porsche was to remain a viable company. The introduction of the 986/996 was a turning point for Porsche and can be credited with everything that followed.



**Intermediate Shaft Bearing (IMSB) Failure**

Porsche's first use of an intermediate shaft (IMSB) was in the quad-cam Type 547 Fuhrmann flat-four, and it

has been part of the flat-six design since 1965, so this was not a new concept for the M96. The design of the M96 reflects Porsche's adoption of lean methodology in the early 1990s. Lean methodology emphasizes scrutinizing materials and production techniques to minimize waste and optimize design.

Air-cooled engines used an oil-fed bushing design for the IMSB, and this original design continued in the water-cooled Metzger engines (Turbo, GT2, GT3), which were based on the air-cooled engine cases. The decision to use a sealed, greased roller-style ball

**LEFT: Intermediate shaft shown in M96 engine.**

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bearing for the M96 was made based on the radial and axial loads applied to the IMS. Early M96 engines, up until mid-2000, were equipped with a dual-row IMSB, while later engines used a single-row IMSB. By 2002, IMSB failures were being reported and addressed under warranty.

In 2005, the IMSB was upgraded to a larger single-row bearing capable of absorbing higher loads, thereby reducing the risk of failure. The MA1 engine, introduced in 2009 to replace the M97, completely eliminated the intermediate shaft.

The causes and failure mechanisms of the IMSB have been the subject of much debate. Many high-mileage owners never experience an IMSB failure, while others have experienced multiple failures. Much speculation has focused on engine service intervals as a primary cause, with the theory that infrequent oil changes allowed contaminants to build up. Others suggest that the greased/sealed design traps material inside the bearing, causing accelerated wear.



This led to widespread recommendations to remove the seal and allow engine oil to flush out particles. Another commonly quoted belief is that the dual-row bearings in early cars are stronger than the single-row bearings, but this has proven to be untrue over time. The only IMSB that has shown a robust service life is the larger version implemented in 2005.

The general consensus today is that the original bearing used from the factory should have been considered a routine service item at specific intervals. However, this would have been a difficult sell for Porsche back in 1997. Expecting customers to spend significant amounts of money to replace a relatively small bearing every 3–5 years would have been challenging.



Porsche needed to sell large volumes of the new 986/996 to remain financially viable. It is highly unlikely that Porsche anticipated this bearing would generate so much controversy, and it is pure speculation to suggest that they intentionally hid the truth, as some have claimed.

So, what should an owner do with all this information? If you're unsure whether your car has had an IMSB replacement, there are steps you can take to mitigate potential concerns. The simplest and most cost-effective approach is to monitor your engine oil for contaminants. Using a magnetic drain plug can help collect ferrous particles, and regularly inspecting the pleats of your oil filter is also beneficial.

For a thorough check, cut open the oil filter and run a magnet over the filter media to detect any small particles. If the magnet comes away clean, your IMSB is likely in good condition. However, the presence of ferrous particles could indicate impending failure

and warrants further investigation. While this process can help monitor the condition of your IMSB, it's important to note that it does not provide a definitive guarantee.



Another option for owners is to perform an oil analysis at each oil change to monitor contaminant trends. While this adds some expense, oil analysis can

detect potential failures earlier than magnetic inspection due to its detailed criteria. It identifies smaller particles that aren't visible to the naked eye and flags them sooner. In addition to detecting ferrous particles, oil analysis also screens for other contaminants such as non-ferrous metals, fuel, coolant, water, silicon, and dirt.

Regular oil analysis helps build a comprehensive picture of your engine's health, allowing you to identify potential issues in their early stages. Moreover, maintaining a consistent record of oil analyses can serve as excellent documentation if or when you decide to sell your car.

Lastly, replacing the IMSB should be considered whenever the engine or transmission is removed for maintenance. For vehicles with an unknown maintenance history, this approach offers the greatest peace of mind.

There are several options available for IMSB replacement, and while I won't make specific recommendations here, each owner should consult with their mechanic to determine the best choice based on expected reliability. When replacing the IMSB, it's common practice to also replace the rear main seal, as these are prone to leakage over time.

Even after an IMSB replacement, I recommend continuing regular oil filter inspections—and oil analysis, if already part of your routine—to monitor the engine's health. This will help detect other potential issues, which I'll address in future articles.

Until next time!



**TOP FAR LEFT:** Single row vs. dual row IMSB.

**BOTTOM FAR LEFT:** Catastrophic IMSB failure.

**LEFT:** Inspecting filter media pleats for contamination.



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# ART IN MOTION



Photo by Keith Cheung



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