

FALL 2025

C2 SKY



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A summer filled with festivities and celebrations

The PCA-CWR 50th Anniversary celebration is our cover story in this issue. In July, several hundred members came together to celebrate their decades-long passion for the Porsche marque. This story honours our founding members while reflecting on the club's achievements so far and the valued friendships we have all built. We also include an interview with PCA President Aaron Ambrosino about the future of the organization.



Ali Amjad, a proud member, eagerly shares his exciting second experience on the track with his Porsche Taycan 4S, capturing the elated thrill of High-Performance Driver Education at Ridge Motorsports Park.

Plus, we welcome David Chen, who shared his story on a spring day drive, Pond to Pond. This was one of the club's early spring day drives, which allowed members to reconnect and explore several of the lakes within the Fraser Valley.

As you turn these pages, let the memories and inspiration of this milestone year remain with you, whether you're reminiscing about the golden days or making plans to carve new ones on winding roads with fellow enthusiasts.

We hope this edition sparks your passion for driving and our Porsche community, encouraging you to reflect and dream with us as we enter our next 50 years.

Safe journey!

A handwritten signature in black ink that reads "Edward Quan". The signature is fluid and cursive, with a large, stylized 'E' and 'Q'.

Edward Quan
Editor-in-Chief
C2SKY

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Canada West Region

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PCA-CWR 50th Anniversary Party
Southlands Riding School
Photo: Edward Quan

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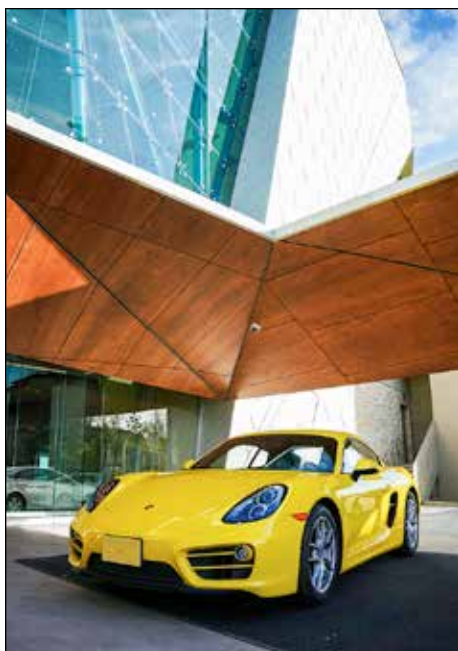
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Good morning Edward,

What a fabulous, diversified and captivating issue you put together in the spring 2025 issue. I started reading it and couldn't put it down. Missed my breakfast. The articles were very pertinent and meaningful because of their connection to the club, with its generous contributors. Kudos to all of them for stepping up as well—and to you for tying it all together. Now I'll look forward to my Oregon glass of Pinot—maybe from the vines in that issue.

Cheers,
Gary Walker
PCA-CWR Member



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our community and embody the Porsche spirit beyond the road.

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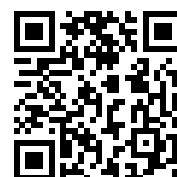




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PRESIDENT'S MESSAGE

It's August... how did that happen? To me, it feels like we only just wrapped up our planning sessions for the year, and here we are already finalizing our fall events with plenty still to look forward to.

I truly hope you've had a great year so far. Our events, drives, and tours have been exceedingly popular, and they've all shared one important theme—fun! Many of you have reached out to let me know how much you enjoyed this event or that one, often thanking me for “organizing such a great event.” On behalf of the club, you're very welcome—but it wasn't just me.

The fun we've all enjoyed this year has been made possible by the people who willingly give their time to dream up engaging activities and then roll up their sleeves to make them happen. On behalf of Canada West, I'd like to thank every one of our hardworking and dedicated volunteers who made this year so special and memorable. I can't possibly mention everyone, but I'd like to highlight a few who helped make 2025 such a success.

Tours - This year's tours have been plentiful, each one with its own character and appeal. A heartfelt thank-you to our Tour Directors, Jon Sunderland and Teri Dill, for their tireless efforts in shaping the 2025 tour season. Behind the scenes, countless hours of planning go into making sure every tour runs smoothly. I also want to thank each of our tour leaders for the creative themes, inspired destinations, and safe drives they've put together. Not every planned tour was able to take place, but I want to recognize the leaders who still worked diligently to try and bring them to life. Your efforts are deeply appreciated, and there's always next year!

50th Anniversary Celebration - What an unforgettable milestone! It was a true honour to welcome Aaron Ambrosino, PCA President, and John Sommerwerck,



PCA Zone 6 Representative, to help us celebrate our golden anniversary. Founders, long-time members, and newcomers all came together in gratitude and friendship. My deepest thanks to the organizing team—Lori Rowe, Teri Dill, Nancy Mao, Ingrid Taylor, Karen Riley, Tracy Maine, Kyle Langford, and Darren Batstone, who dedicated months of planning to make the day so memorable. I also want to thank all of the volunteers who stepped up during our special day to ready our spectacular venue. The program and atmosphere were a testament to your hard work.

Dundarave - While Dundarave was unfortunately lost to us this year due to circumstances beyond our control, I want to sincerely thank Brad Bushell for all his advance preparation to ensure we would have been ready if the opportunity permitted. Brad, your efforts are always appreciated and did not go unnoticed.

Planes and Porsches, as always, this event soared, pun intended! We expanded our participation this year with a larger chalet, and the show was a tremendous success. Thank you to Ton van der Tol and Ann Peters for organizing this annual favourite that never fails to delight.

Shades of Stuttgart, a spectacle to be sure! This year's Shades of Stuttgart may have even outshone last year, with more than 230 cars on display, including those from our dealers and their guests. The overwhelming member participation was inspiring, and our sponsors and dealers were equally enthusiastic about partnering with us again. Special thanks to our local Porsche Centres, our sponsors—Hanz Driven, Legacy Wine Merchants, Wax Auto Spa, Overdrive Auto Tuning, Korva Performance, Twisted Media, Apex Performance, Inc Roles, Wrap-Workz, Forgelite, & Cool Whips Garage. Also, I want to especially thank Luis Brasdefer, Alan Bird, Gavin Mah, Kyle Langford, and

Darren Batstone for the many months of behind-the-scenes logistics and planning that made this annual highlight such a success.

The year isn't over yet! Coming up, we have New Members Night, Volunteer Appreciation Night, the Annual Christmas Party, and more. Upcoming drives and events include the Porsche Pink Parade, the Late Summer Osoyoos Wine Tour, Movember, and the start of our Tech Nights. Keep an eye on our website and social media channels so you don't miss out—there's still plenty more to enjoy this year.

In closing, my thanks once again to every single volunteer who contributed their time and energy to making 2025 so memorable. It is your dedication that allows us to host the events we all enjoy, and both the CWR executive and I are deeply appreciative of your service.

If I missed anything or anyone, my apologies; it's been a busy year of fun in the sun!

All the best,
Tim Bourdois
President
PCA-CWR

A photograph of the Porsche Centre Richmond building at dusk. The building is a modern, multi-story structure with a curved facade on the left side, clad in light-colored panels with horizontal lines. A large, illuminated red 'PORSCHE' logo is mounted on the curved section. The right side of the building features a glass curtain wall that reflects the twilight sky and shows the interior of the dealership. The entrance is visible at the base of the glass section, with the address '13171' above the doors. A set of stairs leads up to the entrance. The sky is a deep blue with some clouds, and a few trees are visible on the left side of the frame.

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Congratulations to the PCA Canada West Region on 50 incredible years.

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*Some conditions apply. Please call or visit us to learn more.

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Congratulations on your PCA Anniversary!

AUGUST

Harald + Dolores Evers

47 years

Terry Flebbe

46 years

Gary + Debbie Vollet

37 years

Brad + Janice Pelling

37 years

Jonathan Nelson

29 years

Newton Crawford

29 years

Peter + Dayandra Stursberg

28 years

Tristan Schon

25 years

Morris Briglio

24 years

SEPTEMBER

Hubert Veerman

46 years

Philip + Barbara Kirby

39 years

Dr Tim Wou

34 years

Peter + Connie Valkenburg

32 years

Terry Ellis

31 years

Ian Manning

23 years

Henri + Lori Champagne

21 years

Paul Young

19 years

OCTOBER

Bruce + Patti Young

42 years

Ed + Elizabeth Nemeth

41 years

Paul + Ellen Reimer

38 years

David Ferguson

33 years

Henry Woo

28 years

Kevin + Shanna Vander Ploeg

23 years

Welcome new members!

Darren Bartell, Vancouver

2016 911 GT3 RS (Purple)

Lloyd Bernhardt,

Roberts Creek

1960 356 Coupe (Silver)

2020 911 Coupe (GT Silver)

Ryan Beveridge,

North Vancouver

2025 718 Cayman

Eduardo Cantu Villalobos,
Coquitlam

2012 911 Carrera S Coupe (Agate Grey)

Hector Capitulo, Vancouver

2005 911 Carrera Coupe (Black)

Justin Chan, Richmond

2022 718 Cayman GT4

Eric Claassen, Richmond

1995 911 Carrera Coupe (Black)

Lloyd + Sherrie Costley,
North Vancouver

Welcome back after 10+ years absence!

2024 911 GT3 Touring (GT Silver)

Michael Costley, Vancouver

1985 944 (Rothmans Racing Tribute/Silver)

James Cowan, Surrey

2009 911 Carrera

Francis Dupuis, Delta

1997 Boxster

Derek Friesen, Chilliwack

2014 Cayman S (Guards Red)

Darren Gibson,
North Vancouver

2011 Boxster S (Platinum Silver Metallic)

Kyle Hang, Richmond

1985 944

James + Susan Lee, Vancouver

2009 Cayenne (Black)

Elizabeth + Norm Hebert,
Langley

2017 911 Carrera 4 Cabriolet (Carrera White Metallic)

Thomas Hermary, Coquitlam

2024 718 Cayman GTS 4.0 (Blue)

Ivan Hopkins, Vancouver

2019 Cayenne S

Lindsay Kendall, Whistler

2002 911 Carrera 4 Cabriolet (Black)

James + Susan Lee, Vancouver

2009 Cayenne (Black)

Glen + Jo Lieuwen, Langley

2020 911 Carrera 4S Coupe (Dark Grey Metallic)

Sip Ken Liew, North Vancouver

2017 Macan S (Carrera White)

Laurence Louie + Steven
Leathley, West Vancouver

1992 968 Cabriolet (Guards Red)

1988 928S4 (Black)

1989 928S4 (Blue)

1987 911 Coupe (Silver)

Kenneth Mamba, Vancouver

2002 911 Carrera 4S Coupe (Arctic Silver)

Patrick Mann, Coquitlam

2025 718 Boxster GTS 4.0 (Ice Grey Metallic)

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IN THE ZONE



Fall 2025

Nancy & I had a very busy July. It started with the 69th Porsche Parade in Oklahoma City. Congratulations to all the Zone 6 winners – there are too many to list in this short piece. Did you see that Parade 2027 is coming to Zone 6? The 71st Porsche Parade will be held in Boise, Idaho, starting July 11th, 2027! We hope to see many of you at the 2026 and 2027 Porsche Parades.

Besides Parade, Nancy and I participated in the Canada West Region's 50th anniversary celebration. Aaron Ambrosino, PCA National President, was also in attendance and helped



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

present many of the awards. Next up was a trip to Oliver, BC and participation in BC Interior Region's Shades of Stuttgart event. Over 100 Porsches from Zone 6 were on display. Nancy

and I were fortunate to win the People's Choice award.

For those long-range planners in the audience, I would note that Porsche Parade 2026 will be held in Lake Placid, NY, starting June 14th, 2026. Besides Porsche Parade, PCA National has several events of note; 2025 Treffen at Sea sets sail Sunday, August 30th, from New York, NY, returning on Sunday, September 6th. Treffen at Sea registration is open! Spring 2026 Treffen will be held at the Montage Palmetto Bluff (Bluffton, SC), March 29th to April 2nd.

Nancy and I continue our planning for Zone 6 region visits. So far, we have plans to visit nine regions and are looking for ideas for the other two. Zone 6 signature region events can be found in PCA Zone 6 - The Pacific NW Regions. Zone 6 abounds in great roads to drive and great automotive venues.

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

MEMBERSHIP

Welcome new members!

Arlan Mintz, Vancouver
Transfer from Delaware Region
2013 911 Carrera 4S

James Pidoux, Richmond
2016 911 Carrera GTS (Silver)

Mikel Diazgoni Proal + his father, Jose Miquel Diaz Goni, Squamish
1995 911 Carrera Cabriolet

Kaden Schmidt, Bellingham, WA
Transfer from Pacific Northwest Region
2003 911 Carrera 4S

Greg Seraphim, North Vancouver
2019 911 Carrera GTS Coupe (Guards Red)

Praveen Sharma, Vancouver
2007 911 Turb

Gary Simatos, Pitt Meadows
1991 911 Carrera 2

Ravneet Singh, Surrey
2023 911 GT3 (Gray)

Andy Solk + Storm Coleman, Abbotsford
2000 Boxster S (Silver)

John Teo, Vancouver
2015 911 Carrera GTS Coupe (White)

Norbert Vlek, Maple Ridge
1982 911SC

Kellen Voyer, Vancouver
1960 356B Sunroof Coupe (Ivory)

Chadwick Walker, Vancouver
2011 911 Targa4

Ben Yang, Vancouver
2012 911 Carrera S Coupe (White)

Henry Young, Vancouver
2020 Taycan 4S

Steven Zicherman, Vancouver
2009 Boxster (Aqua Blue Metallic)

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Acquired by a much younger man

The bidding was furious.

Story by Baird Tewksbury,
PCA-CWR Member



Having spent the past 75 years “messaging about in boats” all over the world, when my bride of 56 years informed me that she didn’t wish to step aboard anything less than the Queen Mary II for the rest of her life, it became somewhat obvious that my life was about to change. What should I do?

If I “majored” in boats, my “minors” were retrievers (seven in all) and cars. I owned a red Porsche 356B during my military years, and in the ’80s, I restored a Ferrari 400i and a ’62 Vette. So, what should I buy? My Vette, although pretty, drove like a buckboard wagon, and the Ferrari experience was extremely costly. Ferraris are always bought retail and sold wholesale.

I have lunched for over 50 years with a group of “car guys”, several of whom have won their class as well as judged at Pebble Beach (Bentley, Bristol, Lagonda, Alfa Romeo). Conversations always included either long technical dissertations (“grommet” building in their machine shops) or expensive non-existent replacement parts from the old

country, or breakdown experiences on a long drive to White Rock.

Having repeatedly burned myself on hot manifolds and suffered numerous cuts from hose clamps on my various boats, I had no desire to follow their classic car passion. So, remembering my carefree experiences in the red sled of my early years, I thought about an older Porsche. My favourite, the 993, was just too difficult for my 85-year-old frame to manage, but the first-generation 997 water-cooled model fit the bill, both in terms of size and reliability.

I decided that, even more importantly, the car should be midnight blue with tan leather. Little did I know that in the Porsche world, this was a tough find. But, as in all things, fate intervened. I was introduced to the Bring a Trailer website, and magically, when I first visited, a 2005 911 in midnight blue metallic/sand beige with a manual transmission popped up on auction five days hence. Not only was it the perfect colour and size, but it had only 11k miles on the odometer. I had to own that car.

I enlisted the help of my car guys to coach me on the necessary moves to play the auction game, arranged a standby computer, and when the day came, I was nervous yet ready. The bidding was furious (eight bidders), but when the dust settled, I was victorious (and paid \$10k over the market value).

When settling the accounts with the vendor, I learned that the low mileage was partly due to the owner being 84 and rarely driving the car during his 17 years of ownership. I informed him with great joy that the Porsche had been purchased by a much younger man of 82.

In the four years of my Porsche ownership, I have put on 17k miles, the majority of which have been club drives. We have driven almost all the paved roads on Vancouver Island and BC/Alberta from Vernon to Banff, the Waterton Lakes and “Going to the Sun” in Montana. It has also been a great joy to get to know the club’s great members and officers. I hope to enjoy another four years with the gang.



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September

6

Sea to Sky Drive

9

CWR Exec meeting for members

12-14

Late Summer
Osoyoos Wine Tour

14

Gruppe J The Loop

14

Weissach Let's Talk Classics

18

Meet Your Neighbours

20

Sea to Sky Drive

20

Adam's Car Care Products
tech event

27

Ladies Porsche Pink Parade
6th anniversary

27

Last C2Sky Drive of 2025



October

16

Meet Your Neighbours

November

1

November



13

Meet Your Neighbours

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



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Black Rock Resort Tour

We board at “zero-dark-hundred”.

Story and Photos by Baird Tewksbury, PCA-CWR Member

The Black Rock Resort tour began with 18 Porsches boarding the Vancouver Island ferry at “zero-dark-hundred” in the morning. First stop was the Skywalk Malahat viewing attraction. Next stop, 90 minutes north, was Cafe 356 located at French Creek in Parksville. There, we were greeted by members of the Vancouver Island region for a quick bite and some interesting chats.

Cafe 356 is interesting in that the owner is a Porsche devote and has several interesting models on the floor. I was most impressed with the mint-condition Intermaccanica 356 Roadster, the cabriolet design dating back to the 60s. From there, we drove Route 4 to Ucluelet with varying traffic conditions, slow RVs being the principal challenge. Dinner that night at the floating restaurant moored in the fishing harbour under the stars was a delight.

The next day was the chance to explore the coastal beaches (including a beached whale on Long Beach) with some of the participants lunching in style at the famed Wickaninnish Pointe Lodge. Saturday evening’s event was a cocktail party and seated dinner in the Black Rock Resort’s wine cellar. On Sunday, the fleet disbanded, with participants returning home on various courses and speeds.

Many thanks to John and Dolly Titus, as well as Dag and Traci Mothe, for their hard work in organizing this third edition of the Black Rock Resort Tour weekend.





PCA-CWR 50th Anniversary Celebration

Honouring past Presidents and members.

Story by Edward Quan, Editor-in-Chief | Photos by William Waung, PCA-CWR Member

The PCA-CWR 50th Anniversary celebration brought together over 300 members and guests from three club regions across British Columbia, including PCA National President Aaron Ambrosino, Zone 6 representative John Sommerwerck, and members from the Porsche Club of Hong Kong.

This historic event took place at the Southlands Riding School, a picturesque 16-acre equestrian center located in Vancouver's Dunbar-Southlands neighborhood, close to the Fraser River's mouth. Members were invited to wear 'cowboy casual' outfits and looked forward to a delicious BBQ lunch along with ice cream.

The day started with members arriving in their Porsches, creating a lively and

welcoming vibe on the lush Polo field, roughly the size of six soccer fields. This private gathering was a remarkable celebration of Porsche's history, featuring a display of cars from different eras — from beautifully restored vintage models, like the 356, to the newest high-performance 911 GT3s.

Throughout the day, members wandered the Polo field, admiring vehicles, sharing stories about endless restoration projects, memorable drives, and celebrating the friendships they've formed through their passion for this legendary brand.

Amid the celebrations, members gathered in the covered ring to hear Past President Brad Bushell honour the founding members and several past Presidents—Paul Rossmo, Ray Gumbel,

Jeff Rebiffé, Jim Axelson, and Erwin Kremser. Their contributions were marked with heartfelt speeches and a special photo retrospective documenting five decades of PCA-CWR's remarkable journey.

Additionally, special recognition was given to Judy Colby, who has been a member of the club for over 48 years. She and her husband, Doug, joined in May 1977 and were the organizers of the first Whistler Weekend. She also served as the Timberline Editor from 1980 to 1964 and again from 1987 to 1991. During her time as Editor, she won the PCA Newsletter contest in 1988, placing third; in 1989, she secured second; and in 1990, she earned first place. Currently, she serves as Membership Chair.



TOP LEFT: PCA-CWR Past Presidents Paul Rossmo, Ray Gumbel, Jeff Rebiffé, Jim Axelson, Erwin Kremser and Brad Bushell.

TOP RIGHT: Judy Colby, a 48-year member, served as Timberline Editor and Membership Chair.

BOTTOM RIGHT: Judy Coby's name badges from the past 50 years.



TOP: PCA President Aaron Ambrosino and PCA-CWR President Tim Bourdois appear on stage.

Aaron Ambrosino, PCA President, participated in the PCA-CWR 50th Anniversary celebration, warmly acknowledging the contributions of past Presidents and dedicated members.

In our interview, he shared how amazed he is at how PCA, a small car club that started in DC with just a dozen members, has grown into a large organization now representing over 160,000 members across Canada and the USA.

Aaron has never noticed a difference between USA and Canada members. It's PCA— we're all part of the same club, no matter where we live. We are a community united by the same passion for the brand.

He also mentioned that he has always been very impressed by how much members support one another and volunteer their time to make events like this truly special.

The national organization is strongly focusing on technology, as our younger members expect digital engagement. The PCA social media accounts produce content that they anticipate, but we also remember our older members who are less tech-savvy, maintaining that balance.

Reducing the number of volunteers needed to run events is also important. Parade employs an app for the TSD Rally that eliminates the need for volunteers at various checkpoints.

Aaron is in his third year as PCA President and currently drives a 2019 Porsche Cayenne, residing in upstate New York.

The PCA-CWR Executive graciously thanked Aaron for participating in our 50th celebration with us.





HPDE: Ridge Motorsports

I expected a familiar experience, but I was wrong.

Story by Ali Amjad, PCA-CWR Member | Photos by Eric Berard

I was hooked after my first PCA-CWR High Performance Driver Education (HPDE) event at Mission Raceway Park, which I wrote about in the Winter 2024 edition of C2Sky magazine. The thrill of pushing my Porsche Taycan 4S in a controlled, safe environment left me wanting more. So, when the next HPDE event was announced, I signed up immediately. I expected a familiar experience.

I was wrong. This time, the venue was the Ridge Motorsports Park in Shelton, Washington. From the very first sighting lap, I knew I was out of my depth. The Ridge isn't just a step up from Mission; it's an entirely different league. The track is long, wide, and technical, featuring blind crests, dramatic elevation changes, and a straight so fast it makes Turn One more about nerve than mechanics. I came off the track at the end of the session flustered, wondering what I had gotten myself into.

Thankfully, my instructor, Steve Wu,

was calm and helpful. I admitted I felt completely lost, and that's when we reset. We 'walked the track', a method of mentally visualizing and rehearsing the track, corner by corner, to build focus and muscle memory. That, along with a few instructor-led laps, both with me driving and me riding shotgun, began to unlock the flow of the track for me.

And what a track it is. Each corner at the Ridge has its rhythm. One that stood out was just after a downhill section that demanded an understanding of weight transfer. The trick was to brake exactly when the car's suspension squats under load. Nail it, and the car settles perfectly into the turn. Miss it, and you're either braking too early or fighting a floaty front end.

But, this learning process came at a price of sweat. It was a hot day. After just 20 minutes in the car, I was drenched despite the air conditioning. I realized that the purists run their cars with the



A/C off to maximize power; this was a level of commitment I wasn't ready for. A pro tip I followed was to drink lots of water, even if you're not thirsty. Your mind and body need hydration to stay sharp. My Taycan needed attention, too. Tire pressures would rise four to six psi during a session, so we'd start at a surprisingly low 32 psi, which is well below the 40 psi on the door sticker.

By lunchtime, I was wiped out. I decided to skip the next session, drove 20 minutes to a fast charger, grabbed a quick bite, and returned refreshed with a recharged car and recharged brain. Back on track, we focused on refining specific





corners. I cleaned up my lines, improved my patience on turn-ins, and dialled in my braking.

Only one demon remained, which was Turn One at the end of the long straight. I was braking way too early purely out of fear. I couldn't shake the feeling that my Taycan, being heavier, couldn't do what my instructor's lighter Carrera T could. To prove his point, my instructor took the driver's seat in my Taycan. In the very corner, I was hesitating, he braked much later and carried speed with total control. The car didn't flinch, and it became clear to me that it wasn't the car; it was me.

In the next session, I held my nerve, ignored the inner voice urging me to brake, and let the car run. The result was a clean, fast corner and a grin that stretched from ear to ear.

By the last session or two, my instructor had little to say as I was making good progress. But I was also nearing the end of my energy. Then Scott Newbury, the ever-enthusiastic HPDE Chair, offered me a final ride in his Porsche 996. I couldn't say no. Watching him attack the track was like witnessing art in motion, fluid, fast, and composed. It was the perfect way to end the day.

Once again, the PCA-CWR team delivered an unforgettable experience—safe, structured, and endlessly fun. I left the Ridge tired but thrilled, with more knowledge, greater confidence, and with a whole new respect for both my Taycan and the track.



Experience European luxury wellness in Vernon

Imagine driving your Porsche in pursuit of life's pleasures.

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

Nestled in the scenic northern Okanagan Valley of British Columbia, the charming town of Vernon offers a welcoming and luxurious wellness retreat where Porsche enthusiasts can indulge in life's pleasures.

After a demanding three-week business trip across Europe, I'm looking forward to my Vernon getaway, which offers a much-needed break as I anticipate my next Porsche travel adventure.

I truly cherish the moments behind the wheel of my Porsche, hearing the exhilarating growl of my flat-six engine as I cruise along majestic mountain roads. Taking some time to relax, indulge in delicious culinary delights, and savour exceptional local wines and spirits.

These are unforgettable life experiences you truly shouldn't pass up.

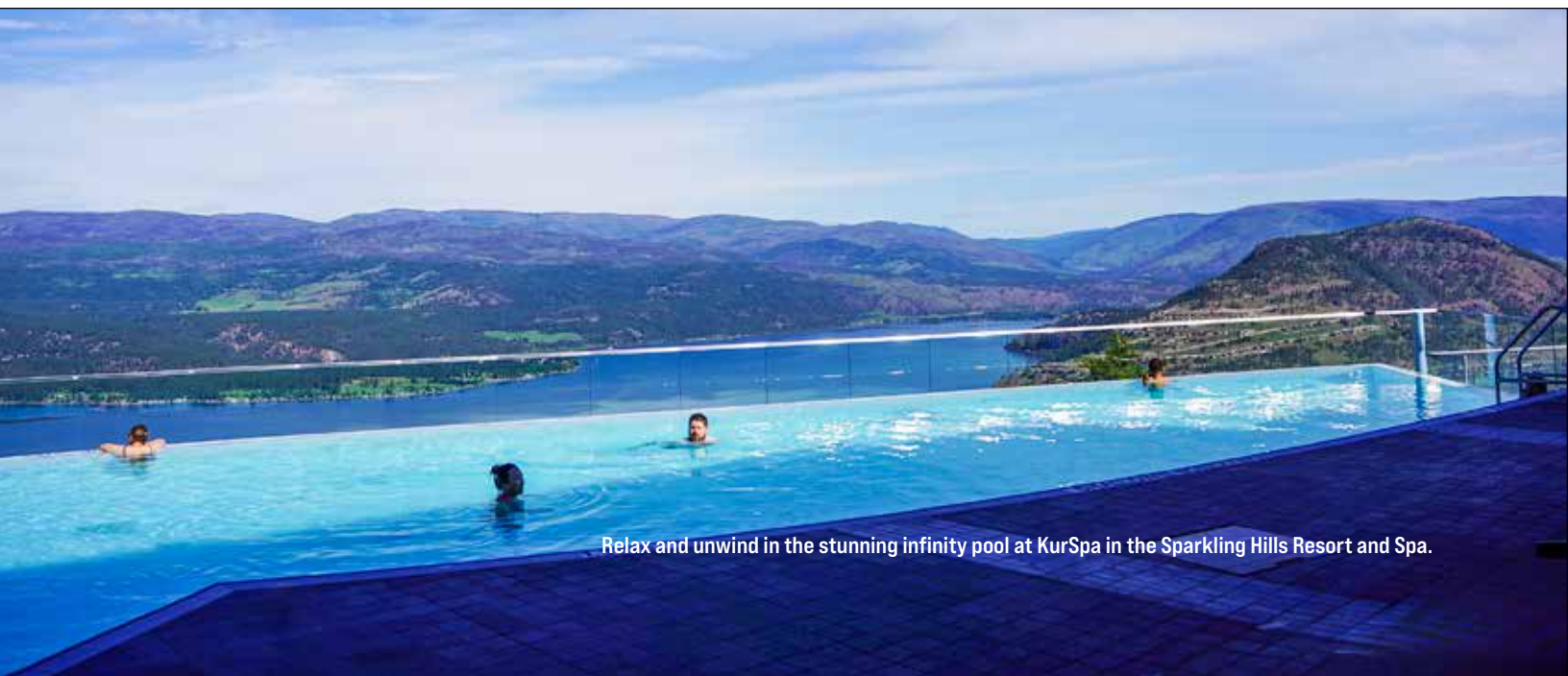
My journey began in Vancouver, traveling east through the fertile Fraser Valley to Hope, following the icy-cold, Rocky Mountain-fed Fraser River. From there, the Coquihalla Hwy 5, built for Expo 86, winds north into the coastal mountain range toward Merritt. It passes through a huge mountainside snowshed as it ascends above the tree line to reach the windswept rocky summit of 1,244 meters.

To my right, several 18-wheelers with their hazard lights flashing were slowly crawling up the steep mountain highway in the right lane. I position my Porsche in the far-left lane with my left turn indicator on, effortlessly accelerating

past them. Meanwhile, I stay alert for wildlife, such as grizzly bears, white-tailed deer, and bighorn sheep, that might suddenly enter the highway.

As I approached Merritt, I exited onto Hwy 5A eastbound, eventually connecting to Hwy 97C east and then to Hwy 97 north towards West Kelowna. My route took me across the William R. Bennett floating concrete bridge on beautiful Okanagan Lake into downtown Kelowna and continued north to Vernon. Driving my Porsche to Vernon for five hours marked the beginning of my luxury vacation.

I'm genuinely excited to spend the next four nights at the Sparkling Hill Resort and Spa, a four-diamond adults-only property. This is my first visit to this



Relax and unwind in the stunning infinity pool at KurSpa in the Sparkling Hills Resort and Spa.



renowned resort on Royce Mountain overlooking Okanagan Lake, just a short 20-minute drive south of Vernon.

This year, Sparkling Hill celebrates its 15th anniversary, a vision realized by Gernot Langes-Swarovski, the patriarch of the Swarovski Crystal family. As the only Swarovski resort and spa worldwide, he aimed to share the European health spa experience and his love for the Okanagan.

As I arrive in my Porsche at the resort entrance, the ambiance of Swarovski crystals greets me. Above the front doors, towering triangular glass panels rise nearly 15 meters, mimicking the sparkling facets of Swarovski crystals that illuminate the night sky.

The lobby features a warm blend of oak wood tones and towering glass windows. Above, three elevated walkways are hung with thousands of Swarovski crystals, offering an impressive welcome. During my stay, I learned that the resort displays over 3.5 million Swarovski crystals throughout common areas, 149 guest rooms, the KurSpa, restaurants, and banquet facilities.

The heart and soul of the resort is the KurSpa, a combination of the German word for 'healing' and the Latin word for 'water.' KurSpa embodies Sparkling Hill's wellness spa philosophy of 'healing by water.'

As British Columbia's largest luxury

spa, it offers a sprawling 3,716 sq. meters of relaxation, nearly double the size of the convention space beneath the iconic sails at Canada Place in Vancouver. Exclusively accessible to resort guests, KurSpa features seven unique steam rooms and saunas. Plus, you can enjoy a heated outdoor infinity pool that's open all year round, along with a range of soothing massage services, skin treatments, and wellness consultations.

As soon as you enter the spa, a wave of calmness surrounds you. I quickly begin to detach from the outside world, focusing solely on my wellness. The spa staff are very attentive as I indulge in wellness treatments to rejuvenate my mind and body. I also enjoyed relaxing in the infinity pool during the peaceful early mornings and calm late evenings.

The guest rooms are spacious and offer comfortable king-size or two queen-size beds, large showers, and two-person soaker tubs, along with plush white robes and slippers. My room was on the top floor, offering breathtaking views of the surrounding valley and mountains. A private elevator took guests straight down to the ground-floor spa.

My resort package included a delightful full breakfast each morning at PeakFine restaurant on the first floor, beginning with a refreshing fruit plate. During the day, guests can also enjoy light lunches, coffee, and wine at Barrique & Java, enhancing their overall experience.

Gerni's Farmhouse restaurant on the property features a spacious patio overlooking Okanagan Lake. This authentic Austrian wooden farmhouse from Weerberg, built in the 16th century, was dismantled in 2019, shipped to Canada, and reassembled on the site. Named after owner Gernot Langes-Swarovski, it opened in 2021 and welcomes resort guests and the public year-round.

The menu features traditional Austrian dishes, including bratwurst and schnitzel. A fine selection of beers, wines, and schnapps complements your dining experience. The entrée portions are hearty, so come hungry. You're sure to enjoy it.

A network of hiking trails surrounds the resort, providing an opportunity to enjoy the outdoors and justify indulging in those delicious meals.

Spending several days at the luxurious Sparkling Hills to unwind and focus on my wellness was a much-needed, revitalizing escape from my busy work schedule. I recommend booking your stay and wellness treatments at least six weeks in advance to ensure a seamless experience.

Discover the luxurious wellness experiences and delightful life pleasures that await you in the wonderful destination of Vernon. It's a perfect vacation spot for relaxation, exploration, and creating unforgettable travel memories with your Porsche.



Edward's favourite spots

Museum & Art Gallery

The Caetani Centre provides insight into Seva Caetani and her family, descendants of Italian royalty who settled in Vernon, a village with a population of 3,650 in 1921. She was four when they arrived by train, inheriting a noble Italian legacy that spanned over 1,200 years. Her family includes two medieval Popes, as well as many renowned politicians, scholars, artists, writers, and musicians.

The family residence has been transformed into a museum and art gallery, a treasure trove of narratives that offer glimpses into the lives of one of Vernon's prominent early families. Sign up for a guided tour, as each room tells a unique story of their lives. Whether through her Christian Dior couture wardrobe, her family's black-and-white films on Okanagan Lake beaches, or Seva's fascinating artwork that reflects her family's turbulent history.

Wine Tasting

During my visit to Vernon, I enjoyed sampling wines at 50th Parallel Estate in Lake Country. They offer a lovely selection of high-quality wines, including Pinot Gris, Riesling, and Brut Sparkling. But my personal favourite was their 2022 Pinot Noir.

This vintage of Pinot Noir is a smooth, full-bodied wine featuring flavours of cherries, black currants, and sweet spices. Its bright acidity adds a refreshing touch to any meal. Made from grapes that are picked after hot summer days and cool nights, this wine is entirely free from any influence of forest fire smoke. The knowledgeable wine staff further enriches my appreciation for the craftsmanship at 50th Parallel Estate.

Dining

Block One Restaurant, a premier dining destination beside the 50th Parallel Estate wine tasting room, continues to uphold its esteemed reputation. It was recently named one of the OpenTable 100 most beloved restaurants across



TOP: The Caetani Centre was home to Seva Caetani, a Vernon artist and descendant of Italian royalty.

CENTRE: Enjoy a glass of 50th Parallel Estate Pinot Noir followed by Wagyu Flank at Block One Restaurant..

Canada. It features an intimate indoor dining area with a wood-fired Forno oven and a spacious patio with views of Okanagan Lake.

Their menu features locally sourced ingredients, including many vegetables and herbs grown on-site. My entrée, Wagyu flank steak with mushroom garum, potato dumplings, and beef chips, was cooked to perfection. Afterward, I couldn't resist indulging in a delicious Baked Alaska dessert. Whether for lunch or dinner, this restaurant is a great place to visit.

Spirits Tasting

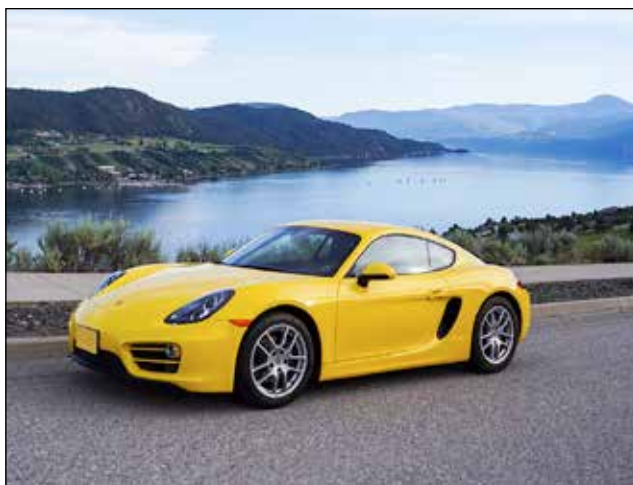
Recently, at the 2025 World Spirits Awards, a small family-run Okanagan Spirits Craft Distillery in Vernon proudly earned 11 Gold and 5 Silver medals, along with the esteemed title of "World-Class Distillery in Worldwide Whiskey."

During my tasting session at Okanagan Spirits, I was captivated by the detailed whisky-making process and the staff's authentic passion for their craft. They produce single malt, bourbon-style, hopped, and rye whiskies, as well as gins, vodkas, fruit liqueurs, and brandies. Since their spirits are not available at BC liquor stores, you can only purchase them directly from the distillery. This exclusivity enhances the appeal of their award-winning spirits, making your visit to Vernon a genuinely memorable experience.

Patio View

While driving my Porsche, I discovered the new Edge Restaurant and Bar, located at the Rise Resort, 305 meters above Vernon, offering expansive views of Okanagan Lake. Cruising up Okanagan Hills Boulevard to the Edge provides some of the most breathtaking lake vistas I have ever experienced.

The Edge's patio is located on the top floor of the building, constructed from concrete and supported by large wooden columns that extend up to the roof. Choose a cozy balcony seat, order a tasty appetizer, and enjoy your favourite bottle of Okanagan wine as you relax and take in the stunning summer sunsets over the lake. It's the ideal spot to unwind on a summer evening.



TOP: Okanagan Spirits Craft Distillery offers award-winning Canadian whiskies, gins, vodkas, brandies, and fruit liqueurs.

CENTRE: Visit the Edge Restaurant and Bar for local cuisine, creative cocktails, and stunning patio lake views.



Pond To Pond Tour

Winding roads with views of the valley.

Story by David Chen, PCA-CWR Member

This was one of the longer day tours for PCA-CWR. We assembled at 9 am, did our check-in and briefing and then off for a leisurely tour of a number of lakes in the lower mainland. While it wasn't a race, it was spirited here and there. We had a Google Maps route preplanned, but a few changes on the fly took us onto winding roads and beautiful views of the valley floor.

It was a great opportunity to meet other Porsche owners, their custom machines, and discussions about topics of passion. The tour's last stop was Ripple Winery.

We had exclusive access to their event tent, a tasty charcuterie spread and a visit from the winery dog. A great end to a great event day.

My daughter was riding in the navigator seat as her first PCA-WCR event, and she commented on how it was a wild experience to hit the winding roads. She looks forward to one day being able to drive our Cayenne.

Looking forward to the next event I can attend.



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911: A legacy in the garage

A shared passion between father and son.

Story and Photo by Gregory Loewen, PCA-CWR Member

In 1991, I stumbled upon my dream car—a stunning 1977 Porsche 911—at Eurotech Automotive, a small local dealership and repair shop. From the moment I laid eyes on it, I knew I had to make it mine. That first drive was nothing short of exhilarating, and it marked the beginning of a beautiful adventure with my beloved Porsche! They were bringing in clean cars from the U.S., and this one caught my eye. I think I was the third owner, but by that point, the car had already lived a full life. Still, it was solid and rust-free—just tired from its 14 years of daily wear. Later that same year, I tore it down for a body restoration... in a car park beside our building. Not exactly a state-of-the-art facility, but the spirit was there. I had it repainted black, which suited it better than any colour I could imagine.

Not long after, I had the opportunity to upgrade the engine and I swapped in a 3.2 from an '86. Unfortunately,

the paperwork didn't survive the years (or maybe one of my "organizational systems"), but the engine gave the car a whole new spirit. It was my daily driver, my fun machine, and our ticket to countless Porsche club events—auto-cross, track days, and the legendary Whistler Weekend.

In 1995, my wife and I drove it down to the Porsche Parade in Portland. We entered the concours and after many hours of detailing and polishing, we took second place—only beaten by a flawless garage queen. Ours had stories in the tires, and a few scars of a life well-lived, but it held its own.

By 2003, the car had been retired to our garage. I dreamed of fixing it up with my son, Connor, who was already racing go-karts and had a natural talent for speed. He was just ten years old at the time, but I believed that with a few years of dedicated work, I could have

the car in shape by the time he started driving. When he turned 15, he won a North American Karting Championship, proving that speed and driving skill were definitely in his blood. Meanwhile, the car still occupied space in the garage.

Well, you know how life goes.

I had a few bursts of momentum—one in 2008, another in 2013. I even dropped the engine and sent it off for a rebuild. But each time, something else took priority. A job, a trip, a leaky roof. Connor moved out, and every now and then would ask, "What's going on with the 911?" And I'd sigh and say, "Still waiting." But I think the car knew it was still loved. It just waited patiently.

A fun side note: when Connor was born, I was editing *Timberline*, our local PCA magazine. I slipped in a little birth announcement that mentioned his weight—9 lbs, 11 oz. Naturally, we joked that he was born to inherit the 911.

Fast forward to earlier this year. My wife and I were in India for two months, enjoying a long-awaited journey. Three days into the trip, I get a photo on my phone. There's my little black 911, on the back of a flat deck. My heart jumped.

Turns out, Connor's birthday gift to me the year before was finishing the car. He didn't tell me when or how, just quietly got it done. It turned into a bigger job (and a much pricier one) than either of us expected, but he was committed. When we returned home, the car was back in the garage, clean, complete, and calling my name.

The day I sat in it again and turned the key—it had been 22 years—was a deeply emotional moment. All the memories flooded back: the road trips, the track days, the times his mom drove him to school in it, and how the other kids (and dads) would gaze at it. It was always his car, really. I was just the steward for a while.

It's not just a car. It's a family story. A timeline. A shared passion between father and son. And now—finally—it's back on the road where it belongs. Maybe it's time for a road trip.



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Battery Banter

Story by Glenn Barron, PCA-CWR Technical Chair

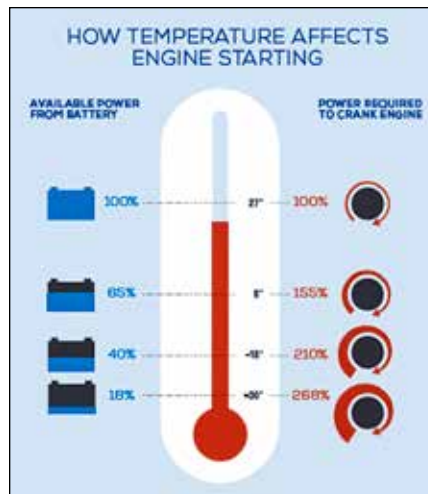
A critical but often overlooked component in our vehicles is the battery. Many owners never give a second thought about their batteries until they find themselves stranded somewhere with a dead vehicle, or late for work on a chilly morning because the engine won't crank. The power supplied by batteries to our vehicles is important for multiple reasons, not just starting the car. In this discussion, I will cover the basic functions of batteries and important maintenance practices for good health and maximum longevity.

For clarity, I will only be referring to batteries installed in vehicles with internal combustion engines. Batteries used to store & supply power to hybrid electric or full electric vehicles are a different topic and would require a technical discussion all on their own.

Battery Function

At first glance, a car battery may seem like a simple component, but it holds a chemical concoction that's far more powerful than it looks. Without a reliable car battery, your car would have no source of power. The battery's ability to store energy and supply it on demand makes it the heart of the vehicle's power system. If your battery is low on power or deteriorating, other electrical systems will suffer.

The battery does not stop working once the engine is started and the vehicle is running. It keeps working all the while you are driving the car. The battery is busy storing and supplying power to various components whenever you need it. While the car is moving, there is a chance of a voltage spike due to the overuse of some of the components. The battery acts as a surge protector in such situations and absorbs the extra voltage, preventing possible damage to the electrical system.



Here are a few examples of components affected by your car's battery:

- Headlights, taillights, and indicator lights
- Power windows and seats
- Heating & air conditioning systems
- Wipers and window defroster grids
- Audio and infotainment system
- Built-in cameras & proximity sensors
- Charging ports and other accessories
- Restraint & air bag deployment systems

Suffice to say, without a properly functioning battery, our vehicles would struggle to meet the demands of the various electrical systems in place.

Battery Trouble

How many of us at one time or another

found ourselves dealing with a dead battery or a vehicle that just won't start? It usually happens at the worst possible time or location, and most of the time, there are no warning signs. Batteries have an amazing ability to seemingly work flawlessly one day...and have us scrambling for Roadside Assistance the very next day. How energy is stored and consumed can be affected by various external forces, including weather, electrical component draw, and driver error.

Let's say you decide a weekend at Sun Peaks Ski Resort would fit nicely over spring break. The SUV is loaded up, and an early start in Vancouver gives you no sign of the impending trouble ahead. After arriving at Sun Peaks and parking your vehicle for 2 nights, your vehicle battery is completely dead the morning of your return trip home. How can that be?

Let's start with the change of environment, namely, ambient temperature. When you leave Vancouver, the outside temp is 8C, but the morning of your return is a brisk -10C. A marginal battery at 8C can seem perfectly fine and will require less demand starting your vehicle, but while sitting in below 0C temps, the electrical capacity diminishes greatly. Add in the load you are now asking from your battery to overcome the stiff fluids in your engine crankcase, and you might be lucky to hear a clunk from your starting motor...if anything at all. A boost will most likely get you going again, and by the time you get back to



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the balmy coast, your battery seems fine, so no need for any further investigation, right? Wrong!

Regular battery maintenance & performance checks are just as critical as your tires or fluids. The absolute best thing you can do for your battery is DRIVE your car regularly, 2-3 times a week minimum for optimal conditioning. The next best thing is NOT leaving your lights or any other accessories powered on until the battery is dead. There is no quicker way to diminish your battery's storage capacity than



higher if you plan on using your vehicle in extreme weather environments. Replacing your own battery isn't that difficult if you follow correct procedures, but keep in mind that most newer vehicles will need some programming done to let the computers know of the change. Today's vehicles can overcharge

& damage a newly installed battery if the software is not reset. This would not be considered a warrantable failure by the battery manufacturer or reseller, so owner beware. Other issues, like radio security codes, could also be affected, so be sure to have this

info on hand if you plan on doing the job yourself.

Modern vehicles have batteries located in seemingly awkward or difficult places to access on the vehicle, sometimes under the rear seats or deep in the trunk compartment. It may seem like manufacturers are attempting to make servicing more difficult, but nothing could be further from the truth. Locating batteries deep in the chassis protects them from damage in the event of an accident or collision. If the vehicle is involved in a head-on collision, the battery is the only source of energy to activate all the safety devices (airbags, seat belt restraints, etc.) and send out SOS signals via integrated GPS systems. A damaged battery cannot perform these functions effectively and could mean the

difference between life or death for the occupants of the vehicle.

If you store your vehicle for extended periods of time, connecting and using a battery maintainer is paramount. I personally have several 10+ year old batteries in my vehicles due to proper maintenance and storage procedures. There are multiple manufacturers of battery maintainers, but I have found Battery Tender products to be the best bang for buck. I have been using their Battery Tender Junior model for over 20 years with excellent results. If you park your vehicle for longer than 30 days at a time and are currently not using a maintainer, do some research and find the best fit for your specific situation.

Summary

Following these simple guidelines should provide you with relatively trouble-free motoring. That said, sometimes our vehicle electrical systems have faults causing excessive battery drain, and these problems will need to be addressed to maintain the health of your battery. Don't ignore warning lights or troublesome electrical functions, as replacing batteries to mask other issues gets expensive in a hurry!

Feel free to reach out if you have any battery or electrical system-related questions. I will do my best to help or guide you to the correct answers. I can be contacted at technical@pca-cwr.org. Happy motoring!



to deplete the stored energy completely. The number of times this happens, the greater the damage to the battery. If you have boosted your battery multiple times to recover from similar instances, you're living on borrowed time. It won't show up right away, and our moderate climate on the coast can mask the issue, but eventually you will find yourself soliciting a jump start...or worse.

Battery Maintenance

If your preferred maintenance technician is not already including a battery health report as part of your fluid change intervals, I would suggest requesting this service next time you are due for an oil change. If a battery change is recommended, stick to the minimum cold cranking amperage (CCA) requirements listed by the vehicle manufacturer, or





The new 911 Cup

Better performance for the successful one-make model.

Photo by Porsche

Porsche unveils the new 911 Cup – the latest evolution of its one-make cup racing car for the Porsche Mobil 1 Supercup, the various Carrera Cup championships, and other Porsche-sanctioned series. This new model will line up on the grid from the start of the 2026 season. Based on the 992.2 generation of the 911, the latest edition of the acclaimed predecessor features numerous detailed refinements.

Development efforts focused on enhancing performance, maintaining reasonable operating costs, and simplifying handling for both drivers and teams. The naturally aspirated 4.0-litre six-cylinder boxer engine now delivers an increased output of 382 kW (520 PS), a 10 PS increase.

The new racing car based on the 911 for Porsche's one-make cups and series is now officially called the 911 Cup. With this, the Stuttgart-based sports car

manufacturer is streamlining and standardizing the naming of its customer racing vehicles. From now on, only cars intended for open-brand racing series or specific segments will carry the 'GT' suffix combined with a number in their designation, as is the case with the new evolution of the 911 GT3 R, which also makes its debut today. The 911 Cup is largely derived from the road-approved 911 GT models and is produced alongside the series-production cars at Porsche's main plant in Zuffenhausen. This has proven highly successful: since production began at the end of 2020, Porsche Motorsport has built 1,130 units of the current 911 GT3 Cup. To date, a total of 5,381 Porsche 911 vehicles has been produced as one-make racing cars.

"Like its successful predecessors, the new 911 Cup pushes boundaries. It combines series components from our GT sports cars with pure

racing technology to create a coherent and performance-based overall concept," emphasizes Thomas Laudenbach, Vice President Porsche Motorsport. "Driving the 911 Cup has always been regarded as a challenge. And we want to keep it that way because it also serves as the training platform for our Porsche Juniors. The success of this concept is evident in its countless race and championship victories."

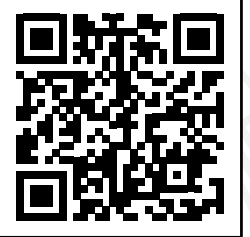
Michael Dreiser, Director Sales Porsche Motorsport: "The Cup race car based on the 911 is one of the best-selling racing cars in the world. Alongside the 718 GT4 RS Clubsport, it forms the demanding basis of our motorsport pyramid and is used globally in our one-make cup series. But its success extends far beyond that: the secret lies in its versatility. Cup cars regularly achieve strong overall results in endurance races, open GT competitions, and a myriad of other racing events."



New Porsche 911 Club Coupe celebrates 70 Years of PCA — 70 cars for 70 members

The Porsche Club of America is proud to announce the third 911 Club Coupe, a collaboration with Porsche AG to celebrate our club's 70th anniversary. As with the 50th and 60th anniversary Club Coupes, this Club Coupe contains many unique features that one cannot not find on other Porsches. 70 units will be produced and exclusively offered for sale to PCA members through a raffle system.

Stay tuned to [PCA.org](https://pca.org) for more information and updates on this incredible opportunity for PCA members. Consider expressing your interest to become a PCA70 911 Club Coupe owner when the raffle opens July 11.



More about the Club Coupe at pca.org/news/pca70-club-coupe



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