

# The Interior Informer

Cars and People of the BC Interior Region - Porsche Club of America



Spring 2025 - Rev & Roar

C. Archambault



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Chris had a blast with the Motor Werke team on a spirited drive to Area 27 a few years ago, enjoying the twisty, scenic roads of the Okanagan Valley. His GT3 was outfitted with a Numeric short shifter, Öhlins Road & Track dampers, GT3 Cup toe links, an RSS harness bar, Schroth harnesses, and GT2 carbon sport bucket seats. Owning and driving this car was a true privilege. It has since been replaced by a vintage, air-cooled relative from the same distinguished lineage.

Photo Courtesy of Chris Germana, MW Owner & Principle Partner

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## PORSCHE CLUB OF AMERICA



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Official Newsletter of the Porsche Club of  
America - British Columbia Interior Region

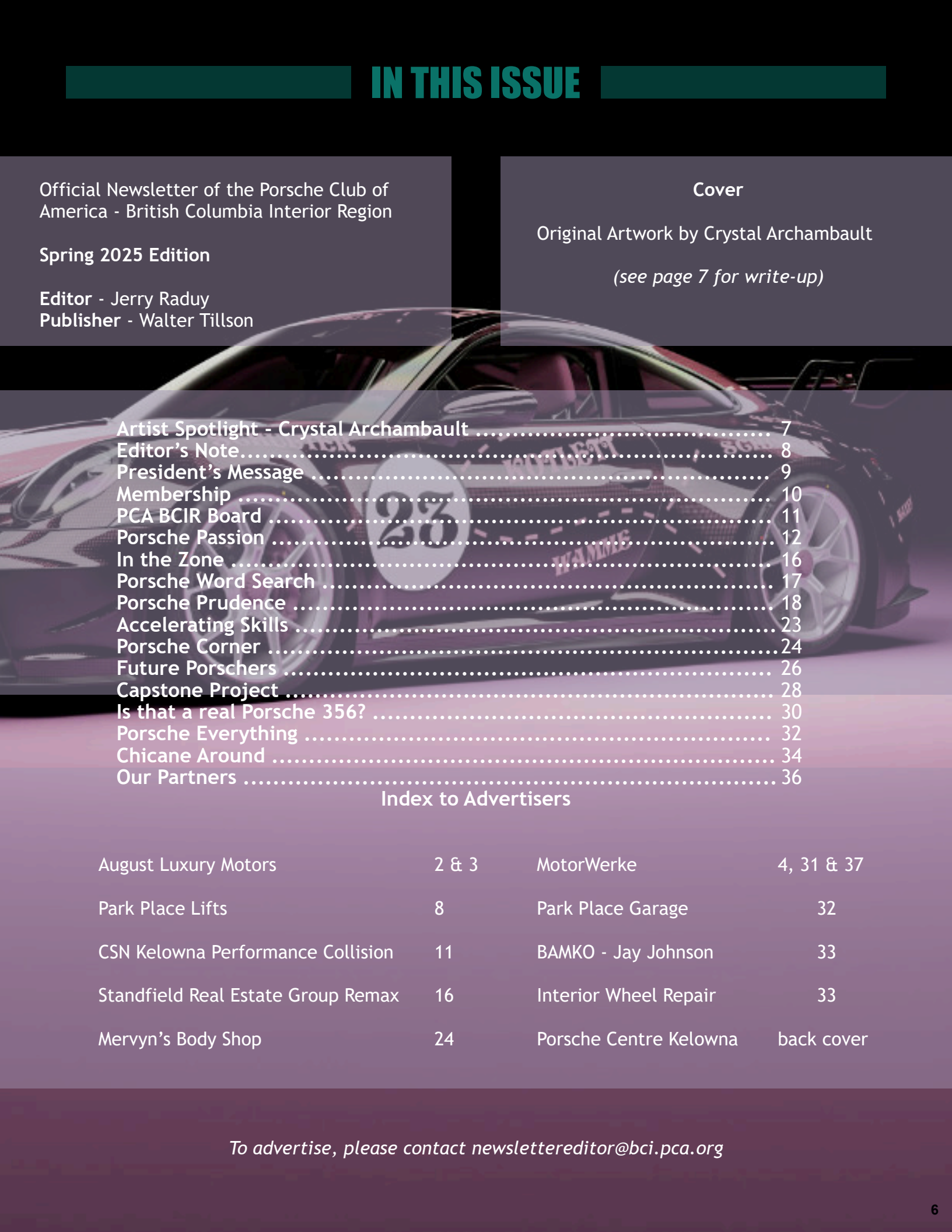
Spring 2025 Edition

Editor - Jerry Raduy  
Publisher - Walter Tillson

## Cover

Original Artwork by Crystal Archambault

*(see page 7 for write-up)*



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# FRONT COVER

*By Jerry Raduy - Editor*

*Porsche Club of America, British Columbia Interior Region*

I'm not a big Facebook person, but I do enjoy checking in on longtime friends. One such friend, who is also a former colleague from the Energy Industry in Calgary, is Crystal Archambault (van der Werken). Crystal and I worked together for many years before she transitioned into a new chapter—pursuing her passion for painting.

Born in Fort St. John, Crystal spent most of her career in Calgary and still calls it home. She has deep connections in both British Columbia and Alberta, drawing inspiration from the stunning landscapes surrounding her. Her primary studio is in Calgary, with a secondary studio in Golden, where the mountains provide endless creative fuel.

Recently, while scrolling through Facebook, I came across her latest work-in-progress—a series of Porsche paintings. The unfinished pieces already had a striking presence, and I immediately reached out to ask if we could feature one on the cover of our Spring edition of Rev & Roar. Crystal graciously agreed, and we had a great conversation about her artistic journey and these latest works.

## *Q&A with Crystal Archambault*

*When did you transition from the Energy Industry to pursuing art full-time?*

"I began my transition in early 2020 by organizing a few online paint nights with friends. We followed along with Bob Ross episodes that were airing on Prime, and it reignited my long-held love for painting. While I had always been drawn to art, I never had the time to fully pursue it. After just a couple of Bob Ross-inspired paintings, I was off to the races, diving headfirst into honing my skills with relentless passion."

*What types of paintings do you enjoy creating the most?*

"Right now, I'm focused on my first portfolio, Earth and Sky. I've completed around 12 paintings in this collection, with only five still available—three of which are currently exhibited at the Art Gallery of Golden until the end of April. While I love painting landscapes and stormscapes, I don't want to be confined to just one subject. I enjoy exploring different styles and subjects, and I have plans for many more abstracted and unique pieces in the future."

*Your work often captures the beauty of nature—mountains, wildlife, and serene landscapes. What inspired you to shift gears and paint Porsches?*

"To be honest, these two paintings (cover & background here) started as gifts for my teenage boys—after all, what teenage boy doesn't love a shiny sports car? Beyond that, there's also a sentimental connection. Years ago, my dad had a photo of a Porsche 911 on our refrigerator. It was a dream of his to one day buy one for me, so painting these pieces felt like a special way to honor that memory."

*A big thank you to Crystal for contributing her incredible work to this issue. While the Porsche pieces are still in progress, we look forward to showcasing the finished paintings in a future edition. In the meantime, if you'd like to follow Crystal's artistic journey or explore more of her work, you can connect with her on Facebook (Crystal Archambault (van der Werken) or Instagram @crystalarchambaultartist.*





## EDITOR'S NOTE

By Jerry Raduy - Editor

Porsche Club of America, British Columbia Interior Region

Spring Edition 2025 - REV & ROAR

Better weather, the start of longer days and Spring cleaning-nah. Best wonder into the garage and start preparing your ride. Spring is around the corner and its time to Rev up that engine and let it Roar. Welcome to the Spring Edition of our Newsletter. Stoked to see what journeys and challenging roads await ahead in the new year. New places to discover and old ones to relog.

Ever dream about high marking with a 911. Try venturing to Chile's Ojos del Salado, to climb an active volcano. Well the engineers in Stuttgart did turning it into reality. An inspiration to watch and get amped up over what we can accomplish with our Porsche is a movie I recently watched- "Edith".

No spoiler alert here. Watch men and machine tackle some of the most inhospitable terrain and altitude all coupled with a lack of oxygen. Watch and find out how they did it.

Now for something completely different. Turn to page 17 to test your knowledge.

Catch you in next edition.





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# PRESIDENT'S MESSAGE

*By Matt Stogryn - President*

*Porsche Club of America, British Columbia Interior Region*

The clocks have sprung forward, and spring weather is quickly approaching! I'm sure many of you have already uncovered your Porsches and are cleaning them up, eager to kick off the club's driving season. We've added more events to the 2025 club calendar than ever before, and we're still open to new day drive or overnight tour ideas feel free to email me if you've got one!

[president@bci.pa.org](mailto:president@bci.pa.org)

You'll notice some updates to our website, including a new calendar view under the Events tab. While not every event is fully detailed just yet, rest assured that they will be soon. Another exciting change is the addition of an RSVP button for events like Cars & Coffee, which we encourage you to use so we can get a better sense of expected attendance. And for paid events, we're introducing an easy online registration and payment system via credit card.

Keep an eye out for upcoming special events like the Father's Day Show & Shine, Shades of Stuttgart, and the O'Rourke Winery tour, all of which will soon be available for registration.

We are fortunate to have a dedicated group of volunteers who make these events happen for us all so come out and support them.

Let's get out there and make the most of the 2025 driving season!

## VOLUNTEERING

We all love attending club events and having a great time, but I'd like to encourage more members to step up and volunteer to help or even plan an event (you'll receive plenty of support throughout the planning process!). From my nearly 10 years with PCA, I can tell you that volunteering, no matter how small the role may seem, will bring you so much more value from your membership. During my time with the Canada West Region, I recruited many volunteers who were initially hesitant. However, not a single one ever regretted it, and all of them ended up volunteering again and again. The satisfaction of seeing club members enjoying themselves is incredibly rewarding, and you'll also make some great, new friends within the club.

We'll be looking for volunteers for Shades of Stuttgart, including roles like event check-in, parking, running the kid's poster coloring station, collecting Food Bank donations, staffing our booth to answer questions from prospective members, and gathering votes from the public for their favorite car. Keep an eye out for these volunteer opportunities when you register for events this year.



# MEMBERSHIP

We are so stoked to have you join our other Porsche enthusiasts. Welcome to the Porsche Club of America - British Columbia Interior Region. Looking forward to having you to our events and lending your help with some of our outings. Please feel free to introduce yourself to any of our Directors at our events.

| Member Name (s)                      | Location     | Vehicle                    |
|--------------------------------------|--------------|----------------------------|
| <i>Ty Tupper</i>                     | Lake Country | 2024 718 Cayman GTS 4.0    |
| <i>Danny May</i>                     | Summerland   | 1972 914                   |
| <i>Aaron Mckenzie</i>                | Castlegar    | 2006 911 Carrera Cabriolet |
| <i>Frank &amp; Norine Cacciatore</i> | Lake Country | 2001 Boxster               |
| <i>Robert Hunt</i>                   | Kelowna      | 2014 Boxster               |
| <i>Garth &amp; Sharon Mercer</i>     | Vernon       | 2025 Macan GTS             |
| <i>Claudine Giffin</i>               | Vernon       | 2025 Panamera 4 E-Hybrid   |
| <i>Austen Lillies</i>                | Kelowna      | 2017 911 Carrera 4S        |
| <i>Julien Plamondon</i>              | Ashcroft     | 2009 911 Targa 4S          |
| <i>Jonathan Friesen</i>              | Kelowna      | 2024 911 GT3 RS            |
| <i>Yuro Ihns</i>                     | Castlegar    | 2003 911 Carrera 4S        |
| <i>Timothy Tishenko</i>              | Kelowna      | 2015 Cayenne Diesel        |

As of April 2025

**Primary Members:** 266   **Co-Members:** 141   **Total Members:** 407



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## PORSCHE CARRERA GT MAJOR SERVICE

### WHAT OWNERS NEED TO KNOW

The Porsche Carrera GT is one of the most revered analog supercars ever created. With only 1,270 units produced between 2004 and 2007, this mid-engine marvel demands meticulous maintenance to preserve its performance and value. The major service interval for a Carrera GT isn't just recommended—it's essential for the longevity of this motorsport-derived engineering masterpiece.

#### Understanding the Major Service Interval

Unlike modern Porsche models with maintenance reminders, the Carrera GT requires proactive service scheduling. Porsche officially recommends a major service every four years or 48,000 km, whichever comes first. This particular example we are currently servicing & repairing was not due to a lack of service, but more likely due to a lack of use, requiring this vehicle to be towed into Motor Werke. It was a no-start concern, which necessitated some testing to rule out the basics, i.e. battery, power supply to ignition and fuel injectors, and verification of several other components that can affect a successful start-up.

An in-depth analysis of the wiring circuits to the fuel pumps was conducted using the factory Porsche POSES information system. It was determined that the pumps were not getting proper power and ground, and would require replacement. The pumps have been known to fail on the Carrera GT cars with time, and the fact that they often sit for extended periods with stale fuel in the tank certainly does not help the situation.







## WHAT'S INCLUDED IN A CARRERA GT MAJOR SERVICE AT MOTOR WERKE:

The comprehensive major service for a Carrera GT involves several critical procedures:

### Engine and Drivetrain

The centerpiece of any Carrera GT service is attention to its 5.7-liter V10 engine. Technicians will perform a complete oil service using specialized high-performance synthetic Porsche oil, replace all filters, drive belt, and spark plugs, check valve clearances and verify if wear on cam lobes is present—a known wear item. The engine and gearbox are removed from the car. The ceramic clutch assembly requires particular attention because it represents one of the most challenging aspects of Carrera GT ownership. Checking the current wear on the clutch can be done without removing the gearbox from the engine. Porsche engineers have always been great at considering servicing and component accessibility when engineering and designing their sports cars.



### Suspension and Chassis

The carbon fiber monocoque chassis and pushrod suspension system demand close inspection. Technicians will examine the carbon ceramic brakes for wear and proper operation, check suspension components for any degradation, and ensure all bushings provide adequate compliance. The vehicle's ride height and alignment are also verified to factory specifications. This vehicle showed leaks at the damper seals, which were recommended for replacement. We will be upgrading the factory suspension system to a hydraulic lift system that will provide two inches of added clearance and improve the overall driving experience and access to areas that would have posed a threat of damage to the carbon underbody panels.





## Damage Inspection and Cleaning Preparation

At Motor Werke, we clean cars often, before and after a service, and sometimes during the project if it is with us for a prolonged time. The cleaning process allows for an accurate inspection to verify details beyond the mechanical workings of the car, ensuring that we present all options to maintain the vehicle's value throughout all aspects of the exterior and interior of the vehicle. In this case, damage was identified during the initial inspection and repaired. We worked closely with Robert's Composites in North Vancouver to rebuild the underbody panels and carbon weave, damaged during a trip from Calgary over the mountain passes to the Okanagan. A rock found its way under the car and impacted the front and mid-section carbon panels, affecting the resin finish and the carbon weave in several areas. Robert and his team in North Vancouver were able to refinish both panels and the rear diffuser to a 'better than new' condition. They used a modern-day resin with a clear protective finish to replace the original, which showed a 'yellowing effect'. This inevitably occurs with the factory panels over time, on the Carrera GT since production. A big thank you to Roberts Composites for the hard work they put into the panels for us, and to Ron and his team for enclosed and safe transport.

## Cost Expectations

Ownership of an automotive icon like the Carrera GT comes with commensurate maintenance costs. A major service typically varies significantly, based on the individual needs of the car at the time of inspection, the condition, the total kilometers driven, time-based service that may be overdue, and potential mechanical and aesthetic improvements to the vehicle. An authorized Porsche center or specialist workshop will help navigate all the nuances of service for the Carrera GT. While the total investment for servicing may seem substantial, it represents only a fraction of the vehicle's current market value, which often exceeds 2 million \$CDN.

## Selecting The Service Provider

While Porsche Classic Centers offer factory-trained technicians and original parts, several independent specialists have developed exceptional reputations for Carrera GT maintenance.



One of the foremost leaders in Porsche GT car service, repair, and expert advice is Repasi Motorwerks USA. Motor Werke has had the privilege of working directly with Jimmy and his team at Repasi. As the lead provider for Carrera GT owners, Repasi Motorwerks combines specialized knowledge with the dedicated attention to detail these rare supercars demand. When our team was searching for the best parts, information and overall support options, Motor Werke found Repasi through our network of industry professionals. Repasi has documented experience specifically with the Carrera GT, with its unique carbon fiber construction and specialized systems, far beyond standard Porsche models. Motor Werke's technicians undergo continuous training to stay current with the latest maintenance protocols for many extraordinary vehicles, and do our best to seek partnerships and relationships with other industry experts to provide the customer with the best outcome for the investment they make for vehicles such as the Porsche Carrera GT. Thank you to Kulu Punia at Kulu MotorCar, Calgary, for your continued support over the years, . Providing the connection to Jimmy at Repasi has been invaluable for us.





### Exploring Your Options and Research

Beyond maintaining performance, regular major service directly impacts long-term value retention. Documented service history from reputable providers significantly enhances resale value and marketability. In the collector car market, the difference between a Carrera GT with complete service documentation and another with gaps in its maintenance history, can easily exceed \$250,000. We were fortunate enough to know Kulu and get the full history for the car since he sold it to the current owner. We cross-referenced all recommendations and service intervals with what we knew had been completed on the vehicle, to prevent any redundancy in maintenance. As an example, the clutch had been replaced, and upon measurement, we were able to verify that there was well over 50% life remaining on it. Our connection with the Repasi Motorwerks team, which also a benefit to the owner. Fuel pumps are not available from Porsche; the only option is to replace the entire tank, which is a beautifully crafted and welded section-by-section structure of aluminum with an octopus of lines and wiring spanning across both sides of the tank. The cost was exceeding \$40,000 CDN\$ for this part of the project. After several calls, weeks of research being done whilst other parts were being sourced directly from Porsche Classic, and emails to our contacts in the UK

Germany and the USA, the team at Repasi assured us that they would be willing to help. Rather than a complete replacement of the fuel tank through Porsche Classic, or going through the cumbersome process of shipping the tank to the eastern USA at the Repasi workshop for rebuild, they agreed to send us the internal rebuild kit for the tank. This significantly reduced the cost and wait-time had we required Porsche AG to build a tank, which was a made to order item expected to take months to deliver. This option really was a turning point for us in the repair process for the fuel tank issue. The net result was significant savings of both time and money. Thank you!

### Conclusion

The Porsche Carrera GT represents the pinnacle of analog supercar engineering—a last and ultimate hurrah for Porsche aficionados and car nerds across the globe before the era of electronic driver aids and hybridization. Proper maintenance through regular major services isn't merely about keeping this automotive masterpiece running; it's about preserving an important piece of automotive history. For the fortunate few who own these remarkable machines, adhering to stringent service protocols ensures their investment remains both mechanically sound and financially prudent.

We are honoured and humbled to be involved in this project & process of being the caretakers of this CGT. We will be holding a limited-invite tech session at Motor Werke for our Porsche customers and friends in our community, which will be a fun way to learn more about the Carrera GT and enjoy some conversations, refreshments and snacks with other like-minded Porsche fanatics.

A big extension of gratitude goes out to Braeden, Derek and Tim for the countless hours here at Motor Werke that they have poured into this car.



PHOTOS BY:  
TIM TISHENKO



## IN THE ZONE

By John P Sommerwerck - Representative

Porsche Club of America, Zone 6

March came in like a lion. The local ski areas received over three Feet of snow in the last two weeks. I'm happy that we have the snowpack build up and longer ski season, but...that means it will be the end of April before I can get my Spyder on the road. Hopefully you will be able to get your Porsches out sooner.

This past weekend I held the 2025 Zone 6 Region Presidents meeting in Boise, ID. It was great to have region leaders from all eleven Zone 6 regions actively participating. Richard Strahota, PCA National Treasurer, joined us to give an update on the status of PCA and focus for 2025. Key for PCA in 2025 is the celebration of our 70<sup>th</sup> anniversary. Have you seen the YouTube video that came out last week. [Celebrating PCA's 70th Anniversary: It's not just the cars, it's the people - YouTube](#).

PCA National has several events of note; 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. **Parade 2025** Registration is now open. As usual, Parade registration will be a two-part endeavor. First, one registers as an entrant and reserves their hotel room. In the second phase events and meals are signed up for. **2025 Treffen at Sea** sets sail Sunday, August 30<sup>th</sup> from New York, NY, returning on Sunday, September 6<sup>th</sup>. Treffen at Sea registration is now open! **Fall 2025 Treffen** will be held at the Four Seasons Resort in Jackson Hole, WY. Check it out at: [Treffen Jackson Hole \(Fall 2025\) | Treffen North America](#). Registration opens on June 11<sup>th</sup>.

Nancy and I are in the midst of planning our Zone 6 region visits, so far we have plans to visit seven and are looking for ideas for the other four visits. Zone 6 signature region events can be found [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!

*John*

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# WORD SEARCH

By Jerry Raduy - Editor

Porsche Club of America, British Columbia Interior Region

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TAYCAN  
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SPEEDSTER  
BOXSTER

Play this puzzle online at : <https://thewordsearch.com/puzzle/1014680/>

**As Ferdinand, or maybe Jerry... would say;**

**I couldn't find the crossword of my dreams, so I built it myself!**

**Bonus points if you know which generation boxer engine is in the background.**

**\*Image credit to Porsche AG**



## Expert Tips for a Proper Porsche Spring Clean-Up

As winter fades and spring emerges, your Porsche deserves a fresh start—whether it's been driven through the season or stored safely indoors. Even if your car hasn't faced harsh winter roads, it still accumulates dust, dirt, and unseen contaminants that can affect its appearance and longevity. A thorough spring detailing is essential for preserving your vehicle's aesthetics, protecting surfaces, and maintaining its value. Here's why it matters and how to do it right.

### Why Spring Detailing is Essential

#### 1. Remove Harmful Road Salt and Grime

While Okanagan roads may not see excessive salt use, road debris and contaminants still build up over time, leading to potential corrosion—especially on undercarriages and wheel wells. If you haven't been washing your car regularly, a **Decontamination Wash** is necessary to safely remove embedded metals and grime from your paint.

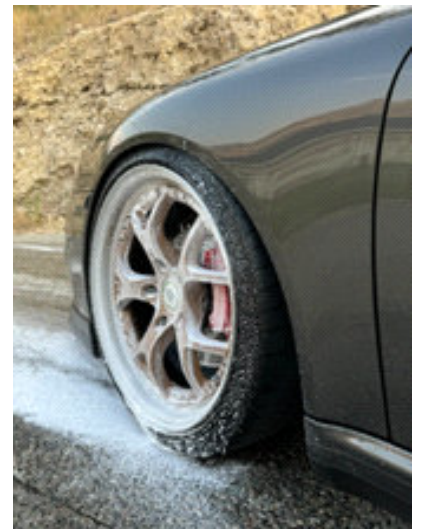
#### 2. Protect Paint and Surfaces

Neglecting a proper wash allows dirt and debris to create **micro-scratches**, dulling your vehicle's finish over time. A thorough wash followed by waxing or sealing restores shine and shields against UV damage. For long-term protection, consider a **ceramic coating**, which enhances gloss and makes future maintenance easier.

## Step-by-Step Guide to a Perfect Spring Clean-Up

### 1. Clean the Wheels First

Always start with the wheels to avoid splashing dirt onto a freshly washed exterior. Use **wheel brushes, mitts, and Wheel Woolies** to scrub thoroughly.



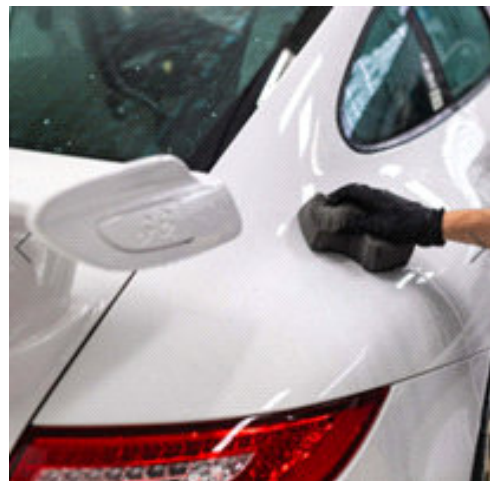
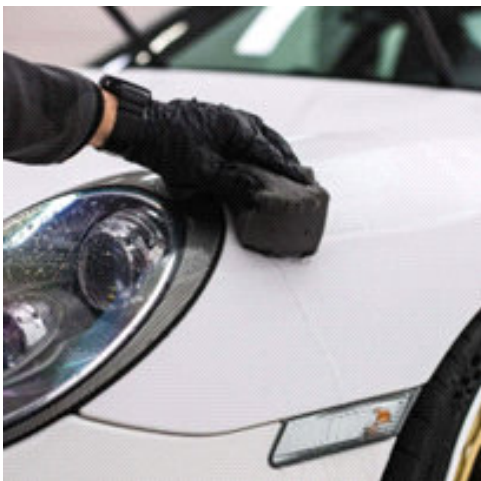
## 2. Pre-Rinse and Foam

- Rinse the entire car from **top to bottom**, including wheel wells, door seams, and other dirt-prone areas.
- Apply a layer of **thick foam** using a foam lance to break down grime before physically touching the paint.



## 3. Wash the Vehicle Properly

- **No Rinse Method:** I highly recommend **Optimum No Rinse Wash & Shine** or **P&S Absolute**, allowing for an efficient, eco-friendly clean without excessive water usage.
- **Traditional Soap Method:** If using a soap-based wash, remember to do an extra rinse to remove suds completely.
- Wash from **top to bottom**, starting with the roof, then working down to the front bumper, sides, and rear (which typically holds the most grime).





#### ***4. Decontamination Process (When Needed)***

Once the initial wash is done, follow up with a **decontamination step** to remove embedded contaminants like iron particles and stubborn grime, ensuring a smooth paint surface.

#### ***5. Drying the Vehicle***

- Use a **high-quality microfiber drying towel** (such as those from The Rag Company) to prevent streaking.
- Before drying, apply a **paint sealant** like **Optimum Opti-Seal or Hyper Seal** to a wet surface—this protects the paint while making drying easier.
- Use separate microfibers for door seams, trims, engine compartments, and wheels to avoid cross-contamination.



#### ***6. Paint Protection: Wax or Sealant***

- Even if your vehicle has a **ceramic coating or PPF (Paint Protection Film)**, applying a **spray wax or paint sealant** extends protection and enhances gloss.
- For non-coated vehicles, this step provides UV resistance and keeps your paint looking pristine.

#### ***7. Interior Cleaning***

- Always use **pH-neutral cleaners** to avoid damaging interior surfaces.
- **Optimum No Rinse** is a fantastic all-purpose interior cleaner safe for **glass, plastics, vinyl, leather, and Alcantara**.
- While it's not a heavy-duty stain remover, it's perfect for regular maintenance.

#### ***8. Engine Compartment Cleaning***

- Only clean the **engine bay when it's cool** to avoid damage.
- Use **Optimum Power Clean**, either diluted in a spray bottle or with a foam gun, to break down grease and dirt.
- Cover sensitive electronics with **microfibers** before rinsing.
- Keep the rinse gentle—hold the nozzle at least **40 inches away**.
- Dry with microfiber towels and an **air gun**, ensuring delicate areas remain intact.

**PRO TIP:** To maintain cleanliness year-round, wipe down dust buildup after each wash.

## ***Keep Your Paint Swirl & Scratch-Free***

- ✓ Avoid wiping dirt or dust with your hands.
- ✓ Never dry wipe the paint—always use a damp microfiber towel.
- ✓ Use fresh, clean microfiber towels on painted surfaces.
- ✓ Steer clear of touch car washes, as they can cause scratches—especially in winter.

## ***Sit Back & Enjoy Your Clean Porsche!***

By following these expert detailing steps, your Porsche will not only look incredible but will also stay protected against the elements, ensuring years of enjoyment and peak performance.

For more information on our services, please reach out to Oskar Ciejek at [ociejeck@gmail.com](mailto:ociejeck@gmail.com), & the team at **Gold Coast Automotive**—where we treat every vehicle with the precision and care it deserves!







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# Join us for the 2025 Porsche Parade in Oklahoma City

Porsche Parade is PCA's crown jewel event. This week long gathering of 1,200+ Porsches and 2,000+ Porsche enthusiasts from all PCA Regions across the US and Canada enjoy many events and activities. This ultimate Porsche vacation includes competition, camaraderie, and, most of all, FUN for all ages.

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



**Phase 1 Registration is Now Open**



**PORSCHE CLUB OF AMERICA**

[www.porscheparade.org](http://www.porscheparade.org)

# ACCELERATING SKILLS

By Walter Tillson - Publisher

Porsche Club of America, British Columbia Interior Region

As a proud member of the PCA BC Interior Region, my journey with these incredible machines has always been about performance, precision, and the sheer thrill of driving. However, I've recently discovered that sim racing has become an invaluable tool for enhancing my racing skills and overall driving enjoyment.

## *What is Sim Racing?*

For those unfamiliar, sim racing involves using advanced software and hardware on a computer to replicate the driving experience. The high-quality simulators available today provide realistic physics, accurate car dynamics, and immersive environments that truly challenge even the most seasoned drivers. Since I've begun sim racing, and joined PCA's Sim Racing group, I've come to realize that it's not just a fun pastime; it's a critical component of my racing development.

## *My Journey with PCA Sim Racing*

Participating in the PCA Sim Racing group has been pivotal for me in several ways:

**Skill Improvement:** Through regular engagement in sim racing, I've had the chance to practice my driving skills in a safe and controlled environment. I've been able to study race lines and master braking points, as the virtual experience closely mirrors real-world racing intricacies. This has allowed me to refine my techniques without the inherent risks and costs of real-world racing.

**Real-Time Feedback:** One of the aspects I appreciate most is the ability to analyze telemetry data after each session. With this data, I can compare my performances against others, gain insights into my driving habits, and pinpoint areas for improvement. This feedback has been incredibly valuable, helping me become more strategic in my racing approach.

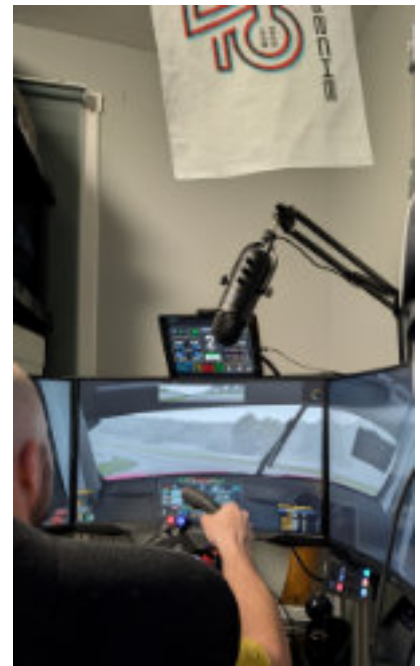
**Community Engagement:** The camaraderie within the PCA Sim Racing group is remarkable. Regular online events and races foster a sense of community where we can share tips, discuss setups, and challenge each other in friendly competitions. This environment encourages growth and keeps me deeply engaged in my passion for Porsche.

**Accessible Practice:** As someone who can't always make it to track events, sim racing offers a fantastic, accessible alternative. I can practice at any time, ensuring I'm consistently honing my skills, regardless of my schedule. This flexibility is crucial for maintaining my race readiness.

**Transitioning to Real-World Racing:** I've noticed that my experiences in sim racing have a direct impact on my performance on the track. The ability to practice in varied conditions, experiment with different car setups, and refine my race strategy has led to marked improvements in my actual racing events.

For me, the PCA Sim Racing group has become an essential resource for developing my race craft in a supportive and engaging environment. As the technology continues to evolve, I find the line between virtual and real-world racing increasingly blurred. By embracing sim racing, I am not only enhancing my skills but also building relationships within the club and preparing for thrilling experiences on the actual track.

Whether you're a seasoned racer or just beginning your journey, I encourage all PCA members to explore the world of sim racing. Let's continue to accelerate our passion for Porsche and elevate our racing skills together!





# PORSCHE CORNER

By Jerry Raduy - Editor

Porsche Club of America, British Columbia Interior Region

Well, with all the positive feedback that we have been getting on our last Winter Edition segment of *Why I bought a Porsche?*, we have decided to include this as a regular feature in our Newsletter and reach out to our members and ask them. So, if you would like to share your story or experience, we would love to include it in the Newsletter. We are going to make it a bit different by asking three questions that you can answer and we want you to include pictures for the segment.

This segment highlights PCA BCIR member, **Ron Seiler**, and his beautiful 914 (since 1980).

## ***What was your first sports car?***

“ 1975 914 2.0, purchased in 1980. ”

## ***Is your Spouse/Partner or Children allowed to drive your ride and if so how often?***

“ Allowed, yes but spouse won't because she's afraid she'll break it, son is too tall to fit in it, and my daughter isn't interested. “

## ***Why did you buy a Porsche?***

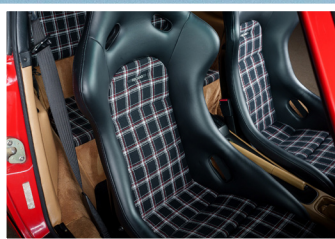
“ It was a progression from air cooled VW's. The technology was familiar and the 914 had superb handling for its time. “



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# Projekt964 auction is March 18-24

Porsche Club of America's Projekt964 will be listed on **Bring a Trailer** for a **weeklong online auction** March 18-24, 2025.

For those unfamiliar with this 911, back in 2020 a member donated this iconic 911. While the car was in remarkable original condition, it still needed mechanical and cosmetic attention due to its extended storage. With the help of Porsche Cars North America, Porsche Classic, local independent shops, sponsors, and *Porsche Panorama* advertisers, the 1990 Guards Red 911 Carrera 4 was transformed from a barn find into a RS-inspired 964 that would be perfect for an ünStock event.

Good luck bidding!



Information can be found at [pca.org/news/projekt964-auction](https://pca.org/news/projekt964-auction)



## PORSCHE CLUB OF AMERICA



The University of British Columbia, Okanagan campus (UBCO) had a call out for volunteers in September 2024, supporting the School of Engineering ENTREPRENEURIAL CAPSTONE PROJECT. They were looking for volunteers to help the School of Engineering 4<sup>th</sup> year capstone program instructed by Dr. Kenneth Chau and Dr. Alon Eisenstein (fellow member) for student led teams, as part of an Entrepreneurial Capstone Project. They were looking for approximately 18 volunteers whom would be willing to give 5 hours of their time from October 2024 – April 2025 in supporting the program through an entrepreneurial/"client" membership lens. I was fortunate enough to be asked, chosen and participate.

In this project, students who participate in their final years' engineering design capstone project course are mentored by entrepreneurs from the campus incubator program and learn to apply engineering, design skills to solve real world problems and address market needs in their community.

The goals of the project are:

1. Increase students' engagement in the capstone project by pursuing their own initiated project ideas.
2. Increase the quality of student-led projects through the affordance of financial support, mentorship, and supplemental training.
3. Enhance students' reflections of their experience through facilitated virtual oral reflection.

## What is the **CAPSTONE**?

1. Capstone is the culminating engineering design experience for undergraduate engineering students in their fourth year of the program. This is a course that runs from September to April during which students work to solve engineering problems, ending in a showcase and completion (which has been held at the KF Centre for Excellence in the past couple of years).
2. The course is designed to allow students to use knowledge gained from engineering courses taken through out their program, including those in design and engineering communication, to successfully conduct self-guided engineering design for a specific project of their choice with the assistance of a faculty advisor. The Team I was assigned to assist mentor was a bright group of race car enthusiasts all of whom have forged a relationship with Okanagan Motorsports and have been part of them for a number of years.

## What is **OK Motorsports**?

OK Motorsports is the University of British Columbia Okanagan's' Formula SAE team (FSAE- or Formula Society of Automotive Engineers) It is an international collegiate engineering competition where student teams design, build and race small-scale Formula-style race cars. Teams are evaluated on Design, Cost, and Business case. In addition to the performance of their vehicle, it is also evaluated based on acceleration, efficiency and general handling. Established in 2013, OK Motorsports develop IC and EV race cars. They have been busy developing their first EV race car for the annual 2025 competition. The team consists of more than 100 active student members from a wide range of disciplines at the UBCO campus. They design a formula-style race car to the technical regulations laid out each year by Formula SAE's 130+ page competition rule book. Then they set out to build the car! This provides hands-on learning for all team members through manufacturing, assembly, and testing

procedures. Next they showcase their work, both technical and managerial, by competing at international Formula SAE competitions against other universities from across the continent and around the world.



***The Capstone Team consisted of:***

Ben Niven - 5<sup>th</sup> Year Mechanical Engineering student



Alex Pasteris - 5<sup>th</sup> Year Mechanical Engineering student



Simon Wen - 5<sup>th</sup> Year Mechanical Engineering student



Gavin Sun - Final year of Mechanical Engineering



Yannis Leung - Final year of Mechanical Engineering

Logan Driedger - Final year of Mechanical Engineering

***The Mentor Team consists of:***

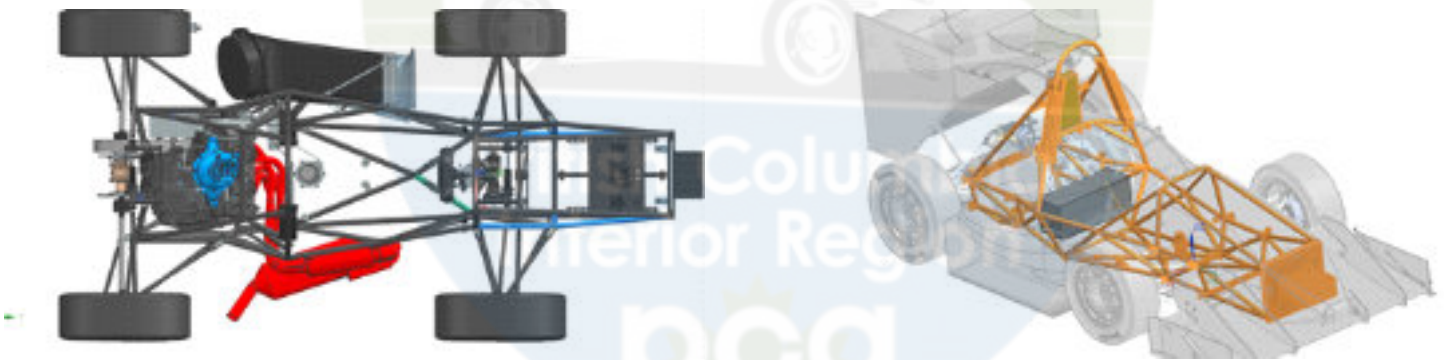
Dr. Dimitry Sediako - Professor, Head of Mechanical Engineering UBCO

Natalie Rodriguez - Director Interdisciplinary & Operations UBCO

Dr. Jonathan Holzman - Professor, Department of Electrical Engineering, Faculty of Applied Science

Tristan Parece - Powertrain Lead/Mechanical Engineering Student

Jerry Raduy - Entrepreneur



These fellas will definitely be future drivers of the iconic Porsche cars or designers! Big shout out for the entire team, a great accomplishment. If you have a chance, please drop by to see the other Capstone Projects being showcased. Its FREE to attend!





# CAPSTONE PROJECT

By Ben Niven - Student

CBR Capstone Project Lead, University of British Columbia Okanagan Campus

Automotive design is an engineering field deeply rooted in cutting-edge technology, where each year brings new and innovative techniques to improve upon what was previously mundane, especially for performance-oriented cars. It involves deep knowledge of fluid mechanics, mechanics of materials, digital control, and many more fields put together to create something both elegant and fast. Next-generation automotive engineers are hard at work learning many of these skills through their undergraduate degrees, but also through applicative projects such as the local Formula SAE (FSAE) group at UBC in Kelowna. This university club builds small open-wheelbase race cars to bring to competitions, using a combination of bespoke and catalogue parts. Speaking from experience, seeing a car you helped work on and design scream around a track is a feeling I will never forget.

A few friends and I have decided to take things one step further and combine our undergrads with the club through a Capstone design project. This project is considered the pinnacle of your undergrad degree, applying the knowledge acquired through school to solve a real-world problem. For us, we are modifying the engine head of a 2007 CBR600RR racing bike engine to better suit it for the car.

More specifically, we are changing the ports of the engine head (the passages where intake air flows into the cylinders) to better accommodate a restrictor we have to use per competition rules. The little 600cc engine only produces around 72 hp with the restrictor, compared to the 120 hp stock. Lots of fluid simulation work is done to validate that the changes are an improvement, and some of them are shown below. We are also creating a two level water jacket in the head, greatly increasing how much heat energy can be removed to the coolant, also pictured below.

With these changes, the engine is expected to get closer to the stock performance curves, and in some areas exceed them. Cooling will be much less of an issue, and will help keep the engine in use. Power outputs still may not be at the stock level, but will definitely be an improvement on what we have currently.

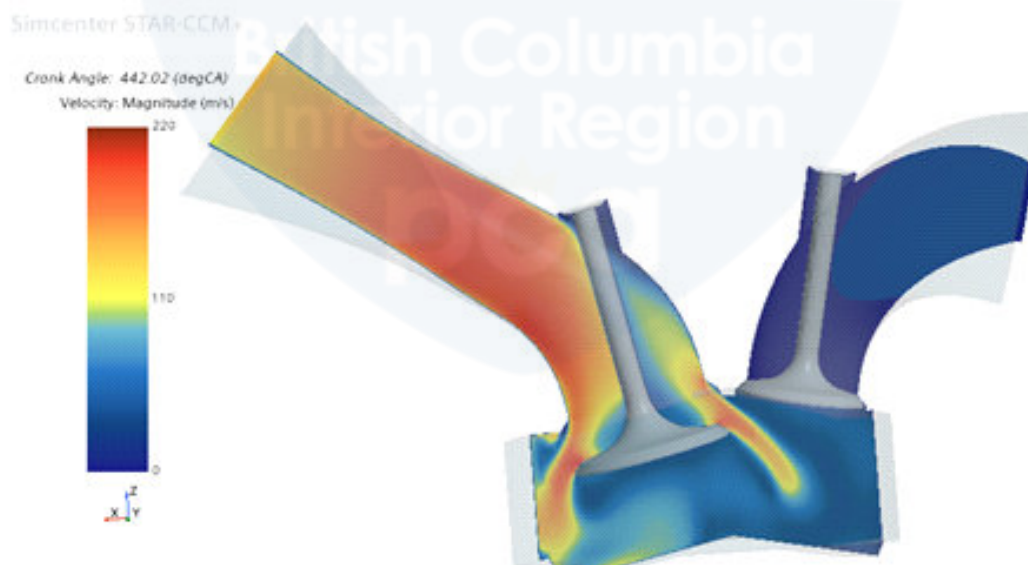


Figure 1: Air flowing through the stock intake ports at 10k RPM. Notice the jets around the valve, Ideally the jet on one side is much stronger than the other but this is also good. Credit: Simon Wen 2025

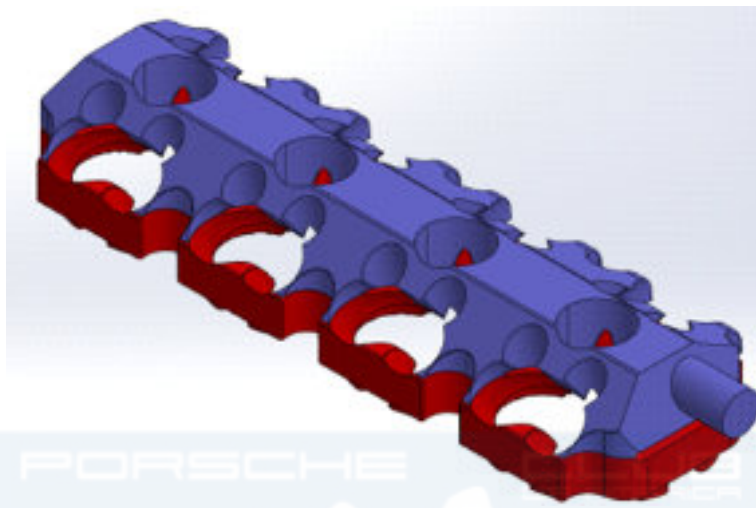


Figure 2: The two layer water jacket in the head. Red is the bottom layer, blue is the top  
Note the voids for the spark plug wells and the ports themselves. Credit: Simon Wen 2025

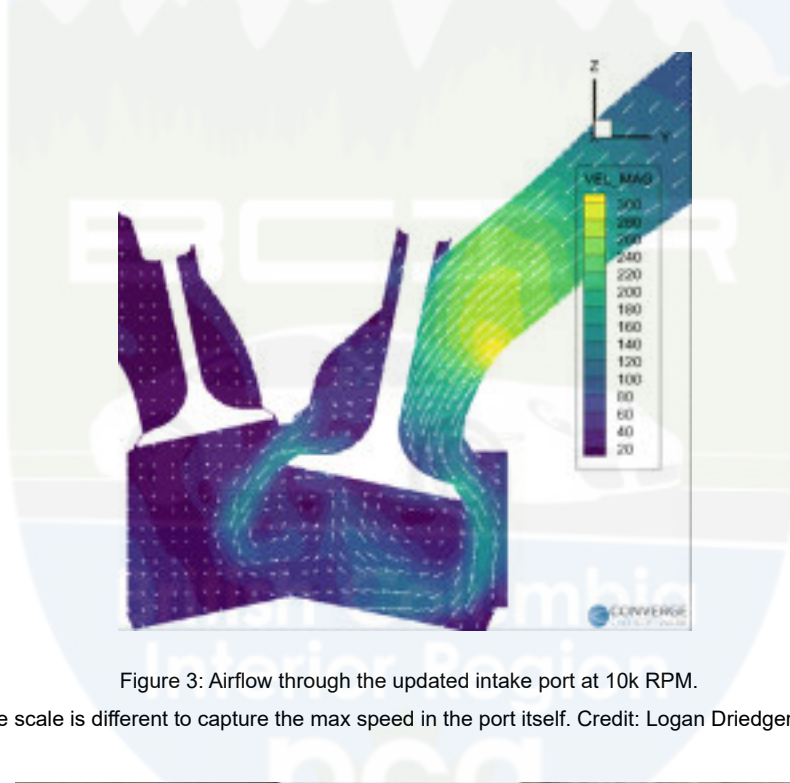


Figure 3: Airflow through the updated intake port at 10k RPM.  
The scale is different to capture the max speed in the port itself. Credit: Logan Driedger 2025



Figure 4: Sliced up engine head prepared for 3D scan and modeling. Credit: Yannis Leung



# IS THAT A REAL PORSCHE 356?

By George Pastuszenko - Director at Large

Porsche Club of America, British Columbia Interior Region

That's the first question I usually get when people see my new car. The answer is no it's a replica - an Intermeccanica Convertible D." The follow-up question to that is usually something like "why would you drive a fake Porsche, isn't that like wearing a fake Rolex?" And my answer to that is, "no it's actually better than the real thing!" But before you roll your eyes and turn the page, let me explain why...

Porsche introduced the 356 in the 1950's and the convertible version, the Speedster, was built in relatively low numbers. By today's standards the specs of those cars look rather weak: 55-70hp, drum brakes, sloppy handling, 0-60 in well over 13 seconds etc. But they were beautiful cars and fun to drive! Lightweight and very communicative through the steering wheel. Today these cars are pretty rare, either rotted away with rust or restored to a tune of hundreds of thousands of dollars. Usually sitting in museums or collecting dust as part of collections and only driven sparingly just a few km's on weekends to Cars and Coffee events. But what if you could own this visually stunning car, drive it worry free and still keep up with modern sports cars on today's roads? Well you can - enter the replica.

Most Speedster replicas (also known as recreations) are built on modified vintage VW Beetle chassis and use the engine and drivetrain from these as well. Rather fitting after all as the Beetle was designed by Ferdinand Porsche and the 356 was essentially evolved from these cars, just beefier and more sporty. There have been dozens, maybe hundreds of replica kits and builders making these. Almost always with a fiberglass body, dropped on a shortened VW Beetle pan and powered by an air-cooled 4 cylinder VW boxer engine or Subaru water cooled boxer engine. Some look great and drive great, others not so much. Today there are a couple of respected replica builders making high quality Speedsters. In fact next time you drop by August Motors in Kelowna, check out the ones they sell. Really nice replicas built by Vintage Motorcars in California. Essentially a brand new car. I almost bought one of these stunning cars from August Motors but decided to hold out for the holy grail of replicas - the Intermeccanica.

So what's so special about Intermeccanica? Well for starters, they are an automobile builder founded in Italy in the 60's that produced many unique models. In the 70's they moved to California where they started building Porsche replica Speedsters and finally moved all production to Canada (Vancouver) in the 80's. Over these years they became renowned for their extremely high quality car builds. They evolved their Porsche replicas to be based on a custom designed tube chassis (like a race car) with custom suspensions. My car was built with a 2110cc motor from the California company CB Performance (by the famous builder Pat Downs) - a masterpiece engine with aluminum case, forged internals, dual Weber carbs, big oil sump, external oil radiator etc. It makes about 150hp and pushes the car, which only weighs about 1800lbs, way harder than an original Porsche 356 ever could. It also has a much more sophisticated suspension with thick torsion bars, sway bars and Porsche disk brakes all around. The wheels are custom built, much wider than original, allowing for beefier tires to enhance grip and handling. The interior, paint, convertible top and general fit and finish are world class, hand built in small volumes allowing for better attention to detail than the Porsche production line in the 50's could. It's fast and handles great. The model I have is actually based on a one year only 1959 Porsche model called the Convertible D. It has the body of the earlier Speedster but with a slightly higher windshield and proper roll-up windows (Speedsters have removable side curtains and a simple top), so it's also slightly more practical than a lot of the other Speedster replicas.

I know many Porsche purists may cringe when they see a replica adorned with Porsche badges and emblems. My car has a few, but also plenty of Intermeccanica branding. I think it's fitting that a car built as a tribute wears these, similar to how a million dollar Singer build pays homage to the 911, even though it shares few parts with an actual Porsche. A Singer Porsche may look like a 911 but it improves on it in almost every way. That's how I see my replica 356, it has the beautiful shape of the original but more fun and practical to drive. If you disagree, grab me at the next PCA event and we can have a friendly debate over a coffee or beer! I think

if you see my car in person you'll likely be swayed.

P.S. So what's with that red Pegasus decal I see on the fenders of many 356's, including mine? It was the logo of the Pegasus Oil company which eventually became Mobil Oil. They sponsored road racing in the 50's and James Dean had the Pegasus on his Speedster. And other than Steve McQueen, he was probably the coolest Porsche owner ever. So I put the Pegasus on my car thinking maybe one day it'll make me as cool as James Dean! Actually there is also a practical reason I put it on my car... ask me about it when we have that beer.



# Get Ready for the Road Ahead.

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**\$100 Off Installation**



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**Save up to \$260\***  
\*See store for details.



[motorwerke.ca](http://motorwerke.ca)



# PORSCHE EVERYTHING

By Jerry Raduy - Editor

Porsche Club of America, British Columbia Interior Region

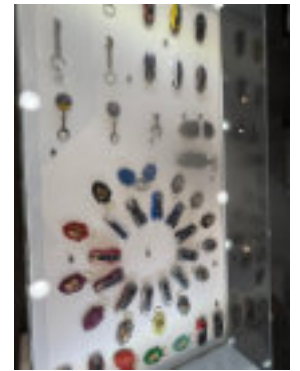
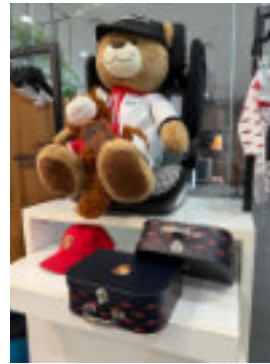
When I am traveling, whether for work or leisure, I try to make time to visit the local Porsche dealership in the city I am in. I wonder mainly through the showroom to see new models and design/color combinations of the cars. I also try to peak my head into the service bay to see what other drivers rides are. Always in awe and inspired by the different makes and models, old and new. In conjunction with this I typically check out the merch as well as always ask if there are any posters, banners I can snag to help deck out my Porsche shrine in my garage-LOL.

On a recent trip this Spring, I made it this time to the North Houston Porsche dealership as I had been to the Porsche West local on a previous trip. What I can say thus far is that the North Houston dealership takes the trophy for a lot of things, but the merch here is outstanding. I took some pictures to share as to what they actually have in the store, as is it basically a Porsche accessory store inside the dealership. I am talking everything, from espresso machines, key chains, coaters, garments, stuff for babies, toys, models, Lego, oil barrel stools, Christmas ornaments, to wall paper. Yeap, you read that right-Wall paper!

If you were ever looking to bling out your home, garage, toolshed, vault etc. they have every accessory for home or car you could imagine.

So what's your favourite Porsche accessory?

PORSCHE-ON



# Interior WHEEL REPAIR

15% off to BCIR members

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**BAMKO**



# CHICANE AROUND

By Jerry Raduy - Editor

Porsche Club of America, British Columbia Interior Region

chi·cane      SHə'kŌn/      noun

- 1.1. an artificial narrowing or turn on a road or auto-racing course. "the Austrian's car flew out of control and spun across the chicane"
- 2.2. **DATED** (in card games) a hand without cards of one particular suit; a void.
3. **verb** **ARCHAIC** 1. employ trickery or chicanery. "he spends more time chicaning on texts than invoking principles"

While the name invokes a sense of tomfoolery, it is certainly the furthest thing from it. Driving through a chicane or around other manmade structures in a high performance sports car is a **skill** not an **art**. With good habits and continuing to practise, proficiency can be achieved to become a more inherent skills. I'm talking about everyday driving, while watching your speed, being aware of your surroundings, traffic lights and navigating your way around the city. True driving experience in a performance car involves a different set of skill sets that are developed. Driving a Porsche or any other sports car especially if a seasonal driver which most of us are if we don't live in a climate that is warm all year round. Never a bad idea to gain more knowledge learn new driving dynamics or build on existing ones. As Spring is around the corner, doing some reading, watching some videos or better yet getting out and getting real instruction is a great way to get ready for the summer. Below is a list of some of the courses available in our area, and outside our area (not exhaustive-yes pun intended but reachable). Where better than in a controlled environment without the background noise of traffic lights, pedestrians, or other daily distractions.

## PORSCHE CLUB OF AMERICA CANADA WEST REGION

Join us in a great PORSCHE HPDE track day at the Mission Raceway!  
Mission Raceway, 2 km long, 9-turn road course located in Mission, BC

### Registration Opens

Jan 27 for Current PCA Members

Feb 10 for non-members

**Registration Closes 11:59 PM April 15, 2024.**

**PCA Members:** To register, please ensure that you have renewed your PCA membership and that your membership number has been correctly entered in your Motorsportreg.com profile.

**PCA Canada West Region's Driver Education Program is a fun, and safe, teaching environment in which participants learn advanced car control and safe driving techniques.**

**CWR Driver Education events are NOT racing, preparation for racing, nor a competition of any kind.**

**REGISTRATION FEE: \$275 + GST      EARLY BIRD REGISTRATION: \$250 + GST (Last Day for Early Bird Registration is March 10)**

Facility hours are 7:00 am – 5:00 pm, with track access from 9:00 am – 4:00 pm, and a lunch break from 12:00 to 1:00 pm.

Attendance at the 8:30 am drivers meeting is mandatory. Please arrive at the track no later than 7:30 am for Tech and Registration.

There will be 3 run groups (Novice, Intermediate, Advanced), with 20 minute sessions on track, and a maximum of 15 cars per group. Novice drivers will be assigned a driving instructor and these drivers will only be eligible to move to open lapping with an instructor's authorization.

There will be a limited number of helmets available for rent.

**No refunds will be offered for this event.** If you need to cancel we will endeavour to help sell your registration to another driver.

**Date and Time:** Thursday, April 17, 2025, 8:00 AM until 4:00 PM / Event Contact(s): Scott Newbury [scott.newbury@yahoo.com](mailto:scott.newbury@yahoo.com)

Category: HPDE Drivers Education Event

WEISSACH



WEISSACH MOTORS

Track Day: Sunday, May 25th - Monday, May 26th

Event Address: AREA 27, 127 Area 27 Drive, Oliver, BC V0H 1T0

Registration Deadline: March 28th 2025

**Driver Package: \$1,645**

(Options available in addition to the driver package)

Driving Guest: +\$1145      Non-Driving Guest: +\$645

Pricing does not include taxes, packages are subject to 5% GST + 7% PST

If you would like to make changes to your stay at Spirit Ridge by adding an additional night or by requesting a separate bedroom for your guest, please contact William or call (236) 889 3870



## AUGUST LUXURY MOTOR CARS

Sunday, August 10, 2025 / Area 27 Race Track, Oliver, BC

**Join Team August on August 10th for our highly anticipated annual Porsche-Only Track Day!**

\* This track day is limited to Porsche vehicles only. \*\* 15% Discount for Porsche Club Members! / Contact us at (250) 860-0444 for discount.

**Join us for back-to-back track days at discounted rates!**

*Sunday, August 10th Track Day (Porsche Only):*

Our highly anticipated Porsche track day which includes a day at the track, lunch, all-day autocross, and of course a Porsche Parade Lap!

*Monday, August 11th Track Day (All Makes):*

Join us for two days of track fun by adding on our August 11th Track Day for a discounted rate!

*All track days now include autocross!*

**Porsche Club Members:** Eligible to receive 15% off on Sunday, August 10th (contact us for discount code). Porsche Club members that would like to purchase both Friday and Saturday track days will receive 20% off each day only on the Track Driver Fee. (Requires special discount code – please contact us prior to purchasing). For non-Porsche Club members: Purchase (2) track days and receive 10% off each. Purchase (3) track days and receive 15% off each track day. **All track days now include autocross!**

**Accommodations:** Watermark Beach Resort, Spirit Ridge Resort      Contact us for accommodation promo codes!



## Rocky Mountain Motorsports

Located about 45 minutes from Calgary, experience one of Canada's newest racetracks designed TILKE GmbH & Co

Address: 30145, Range Road 10A Mountain View County, Alberta T0M 0N0

For more information visit [rockymotorsports.com](http://rockymotorsports.com)

Your Porsche is like a precision instrument. It reacts to every steering movement you make and puts it into action exactly. If you consider it the other way around, this means that the more accurately you steer, the more control you will have and the safer your driving will be. And that is exactly what is practised on this course. Precision training is the ideal basis for the Performance training.

Description of the driving course: This level concentrates on further improving your vehicle control. Participants should possess certain basic knowledge, such as how to find the most suitable seat position, develop optimum vision control, and respond correctly when the vehicle threatens to understeer/oversteer. Then we increase the pace-and your safety as the wheel.

Training focuses on how to handle the car and basic driving safety. At the same time, attention is paid to the potential dangers of everyday road traffic. Particularly important factors here are learning to estimate speed and being able to react quickly. You will practise taking evasive action and experience the effect that even slight differences in speed can have on the intensity of load changes, gradually simulating driving conditions in which the car threatens to oversteer.

The syllabus features an extensive and well-founded teaching of basic principles-with individual commentation of the learning successes in sections. The program also features a guided module where drivers can complete full laps on the circuit. There's plenty of time for practicing accurate steering, skillful braking, and careful acceleration.

### Training Content

- Driving position • Handling • Traction circle basics • Driving line – simple corner • Steering
- Vision • Judging braking capabilities • Downshifting • Understeer and oversteer • Grip limit / driver's comfort zone
- Optimal driving line

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Tim and Rhea taking the dogs on another weekend adventure, exploring the great outdoors we're lucky to call our backyard. Tim's 2015 Diesel Cayenne, outfitted with oversized tires, a lift, and off-road accessories, has been meticulously maintained and upgraded—ready for thousands of kilometers of adventures to come.

Photo Courtesy Tim Tishenko, MW Parts Director & Partner

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