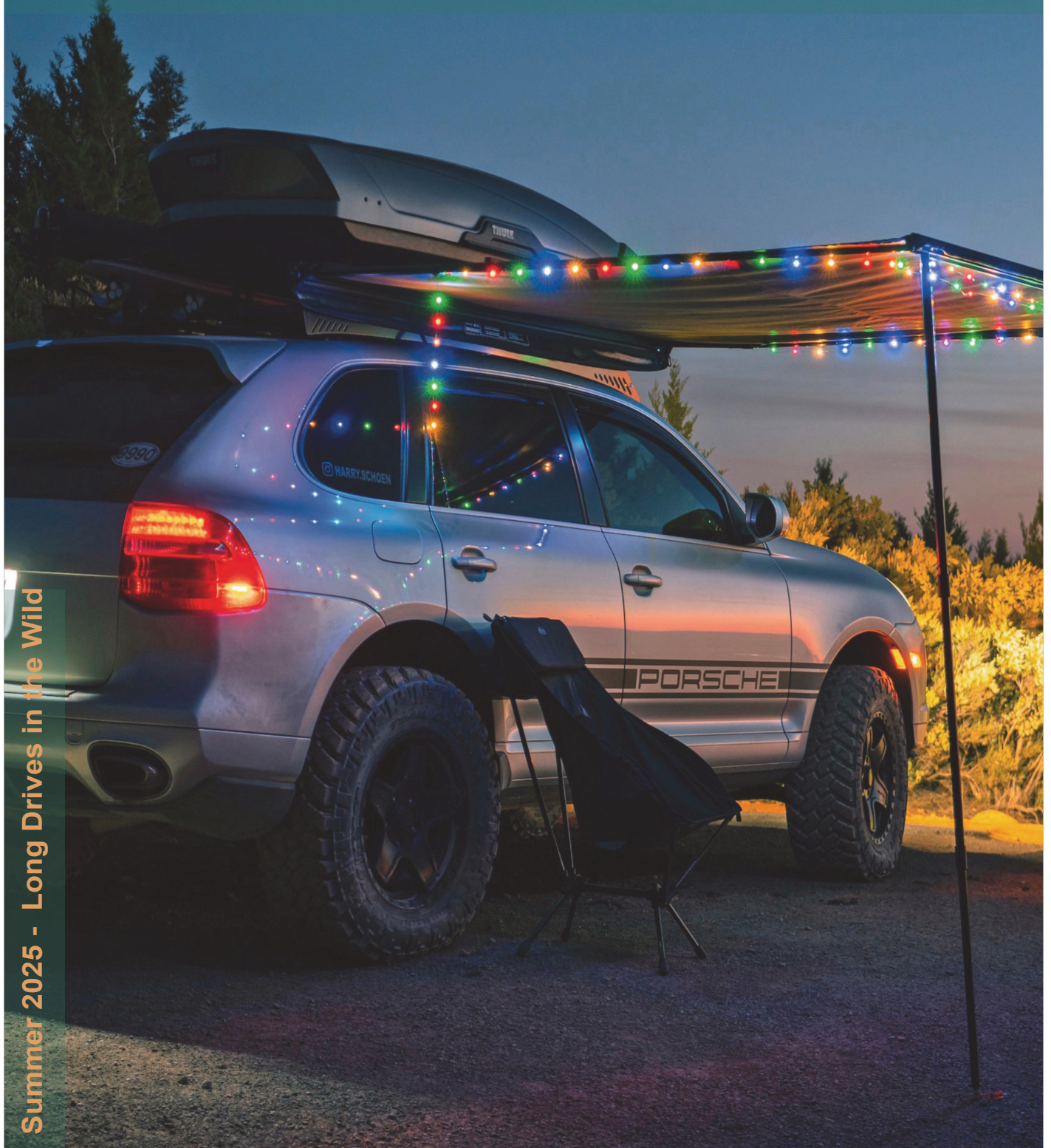




Cars and People of the BC Interior Region - Porsche Club of America



Summer 2025 - Long Drives in the Wild

Photo credit Harrison Schoen, Porsche AG 2021

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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 It has since been replaced by a vintage, air-cooled relative from the same distinguished lineage.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

motorwerke.ca

PRESIDENT'S MESSAGE

By Matt Stogryn - President

Porsche Club of America, British Columbia Interior Region

With our event season now in full swing, the enthusiasm and participation from all of you has been nothing short of amazing. Our Cars & Coffee gatherings continue to draw great crowds, especially with the variety of rotating venues. Single-day drives and wine tours have been a tremendous hit—selling out quickly—and more are on the way!

Registration for Shades of Stuttgart is on track to hit our target of 100 Porsches on display, with PCA members joining us from five different Regions. Be sure to mark your calendars for two upcoming highlights: the O'Rourke Winery event on August 16, and our BCIR Club BBQ on September 13, where we'll celebrate the 70th anniversary of PCA together.

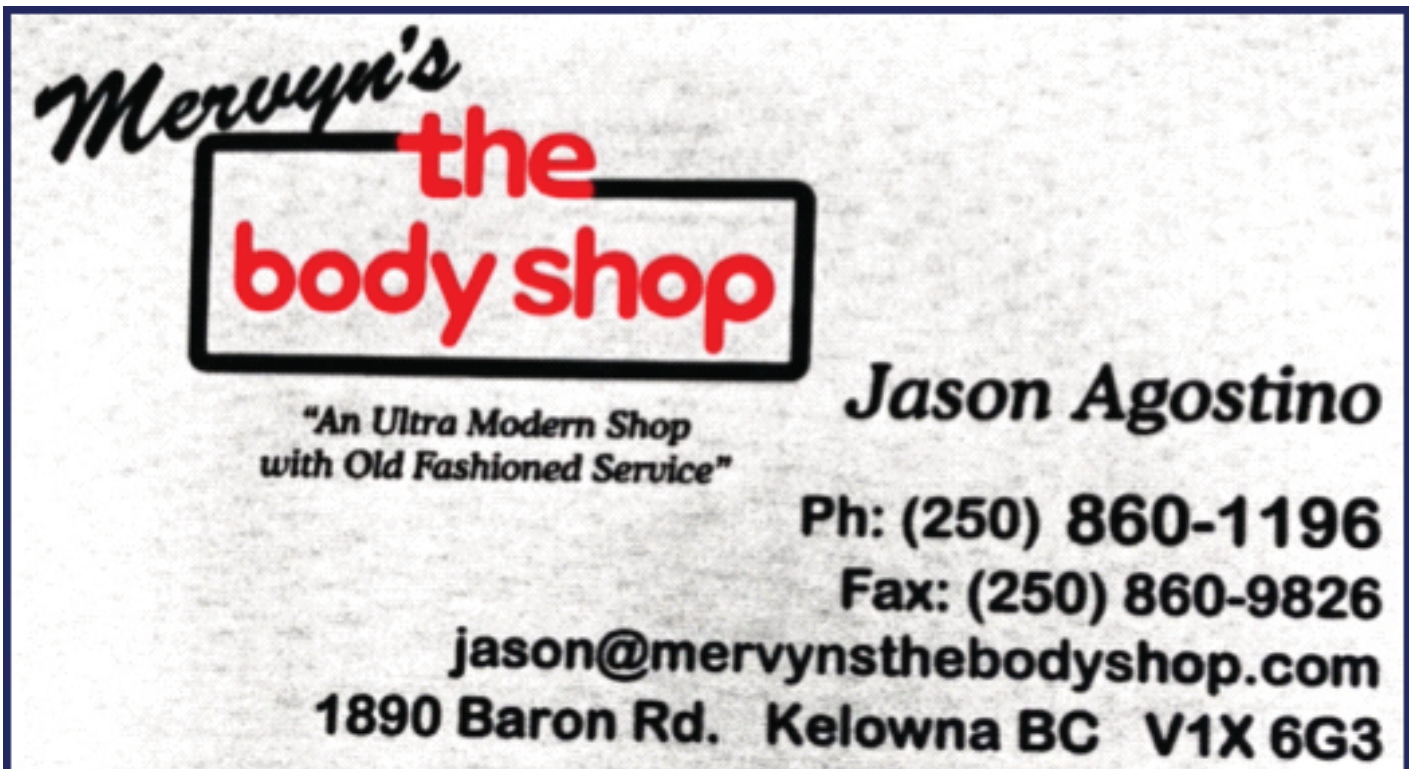
Answers to recent comments from members;

On RSVPs: We've received some feedback about the recent request to RSVP for certain events. Simply put, if we're hosting at a coffee shop, it's only fair we give them a heads-up so they can staff accordingly. And if we're gathering in a parking lot, it helps us plan how much coffee and how many Timbits to bring!

I am thinking of attending an event, why can't I see if my friends are going? The simple answer is that there is no way on the Platforms we use to just show names. Due to Privacy Laws we cannot show any contact information.

Looking ahead, we're in the early stages of planning a couple of exciting events for 2026. One is a joint tour with the Red River Region from Winnipeg to the Kootenays, and the other is a PCA "Escape" event to Sun Peaks. If you have ideas for future driving events, please don't hesitate to email me (president@bci.pca.org) We'd love to consider them as we continue building out the calendar. While we all enjoy driving our Porsches, the saying "It's not just about the cars—it's about the people" has never felt truer.

See you on the road.



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IN THIS ISSUE

What's with the new name for the Newsletter?

The board with its new members wanted to start the newsletter up again and along with that wanted to refresh the name and add meaning to it, so now that we have jump started the Newsletter again we finished the branding of the newsletter recently.

Porsches have a left-hand ignition key as a nod to the brand's racing heritage. In the early days of endurance racing, like the 24 Hours of Le Mans, drivers had to run to their cars at the start. Placing the ignition on the left allowed drivers to start the car with their left hand while simultaneously shifting into gear with their right, shaving precious seconds off the start time. Though modern racing no longer require this maneuver, Porsche has kept the feature as a tribute to its legacy and commitment to performance-driven design.

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EDITOR'S NOTE

By Jerry Raduy - Editor

Porsche Club of America, British Columbia Interior Region

Yeah I gotta Porsche, now what! I'm not afraid to say, I am constantly learning about the brand, the history and its' performance, mainly from chatting with fellow club members. I have received a lot of great tips, suggestions and advice. More importantly I figured I better start to learn how to drive this machine like it was meant to be. So, I signed up for the Weissach Motor Sports Track day at Area 27, that took place on May 26, 2025. Wow, what an experience, especially when my wife was driving and I was the passenger going 180km/hr down the straight away and me not being at the wheel- lol. Oh, and in the rain. Lots of respect and confidence gained on that day. Fortunately a clothing change was not needed! I can't stress enough the skills one gains on a closed circuit which can be directly applicable to drives in our cars on the roads especially the autocross circuit they have set up between laps.



Oh, and in the rain. Lots of respect and confidence gained on that day. Fortunately a clothing change was not needed! I can't stress enough the skills one gains on a closed circuit which can be directly applicable to drives in our cars on the roads especially the autocross circuit they have set up between laps.

This summer edition is about "Long Drives in the Wild". The club has put in a lot of hard work with our volunteer base to assemble some great drives this summer. Take advantage of these and others we will be posting soon to get some kilometers on your vehicles and enjoy the drives. Look forward to seeing you on the road.

Porsche Fun Facts - By Jerry Raduy

The iconic brand we know and love so much has had a wild history. For some of you none of the trivia below is a surprise and more of a "I knew that" scenario. For the rest of us, it's an "Ahh Ha" type moment. Please read on to learn more to impress your next dinner guests at your trivial pursuit event.

Hybrid Pioneer · Ferdinand Porsche, the founder, designed the world's first hybrid electric vehicle in 1901, and also designed the VW Beetle.

911 Almost Didn't Exist · Originally named the 901, it was renamed to 911 due to trademark disputes with Peugeot.

"Secretary Cars" · The first 25 Porsche 917s were nicknamed "Secretary Cars" because they were built by secretaries.

Tractors Before Cars · Porsche also designed and manufactured tractors, originally for coffee farmers producing over 125,000 in the 1950s and 60s.

Green Hell Record Holder · Porsche holds both the race and road car lap record at the Nordschleife (Green Hell), a challenging racetrack.

Dutch Police · In the early 1960s, Dutch police used Porsche 356s to patrol motorways and stop speeding drivers.

Airbag Pioneer · The 1997 Porsche 944 was the first car in America to come standard with both driver and passenger-side airbags.

911 Turbo · The first Porsche with a turbocharged engine was the 911 Turbo, introduced in 1974.

"Little Bastard" · The Porsche 550 Spyder that James Dean drove, nicknamed "Little Bastard," was the car in which he died.

PROGRESS IN MOTION

By Stephen Bray

British Columbia Interior Region - Porsche Club of America

How the 928 Gave Birth to the Weissach Axle — and How the 993 Helped It Evolve

Porsche's engineering brilliance is often most evident not in power figures alone, but in how the cars handle at their limits. One of the most influential innovations in that regard is the Weissach axle - first introduced on the front-engine 928 and later reimaged for the rear-engine 993, setting the stage for the active rear-axle steering systems of the 918 Spyder and modern GT cars.



When the 928 debuted in 1977, it was Porsche's vision of a high-speed GT, stable, comfortable, and capable of Autobahn cruising at over 240 km/h. But the car's unique transaxle layout and rear weight bias posed dynamic challenges. To reduce lift-off, oversteer and enhance stability during high-speed maneuvers, Porsche engineers devised an ingenious solution: a passive rear-steering system integrated into the semi-trailing arm suspension. Using specially designed toe geometry and compliant bushings, the rear wheels would toe-in slightly under braking or cornering loads, aligning more closely with the vehicle's trajectory.

This became known as the Weissach axle - named after Porsche's R&D center - and a key example of passive kinematic steering, using nothing more than geometry and elasticity to influence behavior.

Fast-forward to the mid-1990s, and Porsche applied the Weissach axle concept to its most sacred model - the 911. With the introduction of the 993, the last air-cooled generation, Porsche replaced the aging rear trailing arm design with a new multi-link "LSA" (Lightweight, Stable, Agile) suspension. While still passive, this system incorporated precise toe and camber control to create a rear-steer effect, dramatically improving high-speed stability and dialing out the sudden oversteer that plagued earlier 911s.

Story continues on the next page...

Though it didn't carry the Weissach name formally, the 993's suspension was the spiritual and technical successor to the original axle - adapted for a rear-engine platform. It marked the first time a 911 truly handled neutrally without electronic aids.

That evolution reached its apex in the 918 Spyder, where the Weissach principle transformed into active rear-axle steering. With electromechanical actuators, the system could turn the rear wheels in or out of phase with the fronts, depending on speed, enhancing both agility and stability.



The lineage is clear - from bushings and clever geometry to digital precision, the Weissach axle was a philosophy of control born from the 928 and matured through the 993 to reach its zenith in the 918 Spyder and found in the 992 GT3 as well as the Panamera and Cayenne.

Nissan, BMW, Lamborghini and even some Infiniti and Lexus developed versions of rear steering and can be seen as lesser evolutions or broader-market adaptations of the Weissach principle - Porsche, true to its motorsport roots, uses the technology for performance over just a dynamic aid.



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Help Celebrate PCA's 70 Years!



Schedule a Region event on September 13 to join the celebration!

PCA has big plans in 2025 to celebrate the 70th Anniversary of the world's largest Porsche club. Why not join the fun? On September 13th, PCA's founding day, every PCA Region is encouraged to hold an anniversary event in your hometown. Schedule a concours, driving tour, cars & coffee, or any other PCA event and share the excitement on social media using #pca70.



Watch the video: [PCA.org/news/pca70](https://www.pca.org/news/pca70)



PORSCHE CLUB OF AMERICA

PORSCHE EVERYWHERE

By Karina Biagioni - Treasurer

Porsche Club of America - British Columbia Interior Region

There are a couple of ways to tour Europe in a Porsche. You can buy a car and get it with European delivery or you can go with a tour company. After having missed European delivery twice - once because of covid and once because of complications in the order, we chose to go on a tour. We chose Autobahn Adventures as we had met them on a Porsche Cruise and they are members of PCA. Their tour puts you right where you need to be, its extremely well organized and they look after every detail. We enjoyed it so much we are doing another tour. We started out in Wiesbaden, Germany where we picked up our cars. They are all current year 911's, either cab or coupe depending on what you prefer. All of our stops and hotels were programmed into the GPS as we drove on our own to each destination. We also had handheld radios to communicate with the group leaders and each other if we wished. From there we had an opportunity to drive the famous German Autobahn (with no speed limits) on the way to the Porsche Museum in Stuttgart which had MY car front and centre!! Next stop was the Chedi Hotel in Andermatt, Switzerland, the gateway to three of Switzerlands most famous alpine passes. The Susten pass is a spectacular mountain road linking two valleys in the Swiss Alps. The route begins in Innerkirchen on the Gotthard axis, where it negotiates the jagged estuary gorge via several tunnels. From there you can continue to the Furka and Grimsel passes. These are three of the best driving roads in the world and will not only test the cars performance but also your driving ability. From there the tour continue south to Milan, Italy. There was an option to attend the F1 races at Monza, or stay in town for shopping or to go driving. We decided to take advantage of the area and drove to Bellagio on Lake Como. There were many wonderful small windy mountain roads that were too much fun! Speaking with the local motorcyclists, we very quickly learned about the photo radar cameras that are quite common. Luckily, most are rendered useless and there are actually signs indicating that they are up ahead. Bets were placed as to who would get the most tickets! Next stop was Lake Garda, Italy where we had a private boat tour with an opportunity to sample some local cuisine as well as great shopping at some of the quaint Italian cities scattered along the lakeside. The next day we opted to drive along a good portion of the lake - very scenic. From there we headed north to the Interlpen Hotel just outside of Innsbruck. Knowing we also like motorcycles, Mark (our tour leader) suggested we take a side road that takes us to the Top of the World Motorcycle Museum. It was mind blowing but so was the road we took to get there. Miles and miles of narrow twisties that didn't seem to end until we got to the top of the pass and the museum. Probably the best road of the trip! The next day we drove to the Kaunertal Ski Area. We looked at the map and saw a smaller road that took us the same place as the main highway. What an adventure that was - the road was hung on the side of the valley, mostly single lane through the farms. It was slow but stunningly beautiful. At the ski hill we took one of the gondolas to the top which is over 10,000 feet and one side of the ridge is Austria, the other Italy. Perfect for the two of us! Then it was time to head back to Wiesbaden with one last chance to get out and dangle on the German Autobahn. All in all it was a trip of a lifetime!



Some rules while driving in Europe:

- Radar Detectors are illegal in Europe and could result in fines and confiscation
- On multi lane highways you **MUST** only pass on the left. Passing on the right is illegal, very dangerous and you could lose your license
- German speed limits - In cities 50 km/h, on country roads 100 km/h if not indicated other wise
- If you pass the rectangular yellow town sign with the name of the city, automatically the speed is limited to 50 km/h. The end of the city is indicated with the town sign having a diagonal red bar, back to 100 km/h unless marked otherwise
- There are no overall speed limits on German Autobahns unless indicated for construction etc.
- Our favorite German road sign is a black circle with 4 black lines through it - NO SPEED LIMIT!
- An International Drivers License is required in Italy. It is easy to obtain through BCAA and is also a useful second piece of ID



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SHADES OF STUTTGART



What a great turnout for this year's event! With over 100 Porsches to check out, along with an amazing venue to showcase with District Wine Village in Oliver, it couldn't have been better. There will be more to come in the Fall issue, but for now, enjoy some pictures taken by various members at the event.





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By Joe Kucinski

Road & Track

Porsche Panamera Discovered Mysteriously Blocking Hiking Trail in Middle of Pennsylvania Woods

The car was found roughly a mile deep inside a forested Philadelphia park.

The 21st Century's addition of sedans, station wagons, and SUVs to the Porsche lineup has made the cars from Zuffenhausen far more omnipresent than they were back in the days when the company only made two-door speed machines. Still, there are some places where it remains surprising to see one — like, for example, abandoned in the middle of the woods, blocking a hiking trail.

Last Monday, a Facebook user named Kayley Clare posted on the Roxborough Rants & Raves Facebook page a picture of a blue Porsche Panamera in the middle of a wooded trail in Philadelphia's Wissahickon Valley Park. With that post, the questions — and theories — began to pour in. Was someone trying to hide the car from the repo man? Was it stolen? Was it used in a crime and dumped there?

The Philadelphia Inquirer began to investigate, and discovered that despite the bizarre scene, nothing nefarious was going on. According to their reporting, the Panamera's 84-year-old driver made a series of wrong turns on Sunday night and wound up driving roughly a mile deep into the park, ending up on the Orange Trail before stopping and calling for help.

Obviously, the man made a big mistake. However, we can't help but be a little bit impressed. According to the Friends of the Wissahickon website, the Orange Trail has an average width of just three feet and a maximum obstacle height of 24 inches. The trail has an 11% grade and is made up of dirt and rock. The car, meanwhile, appears to be a 971-generation Panamera — a capable car for sure, but not the sort of vehicle you'd usually associate with off-roading of any sort, let alone the kind where many Land Rover drivers would hesitate to tread.



Photo credit: Kayle Clare | Facebook

PORSCHE CORNER

By Michael Lojczyc

Porsche Club of America - British Columbia Interior Region

Hi,

I'm Michael Lojczyc and I became a Porsche owner as a series of fortuitous events!

My first "sports car" was as a newly minted adult who had saved up enough money to purchase a fire red 1983 Trans Am. I loved that car - it was fun to drive & so much better than the panelled Buick station wagon my parents had "let" me drive...

Unfortunately TransAms are not car-seat friendly so during the practical years of parenthood, the car was sold & the sports car days were on the back burner.

Fast forward to 2015, when my wife, Lana, found an article regarding the concept idea for the Area 27 track in Oliver. After touring the pasture land which was to become Area 27 with Bill Drossos, the founder, I was sold & I became one of the Charter Members. The quest for a track car had begun. Originally I intended on buying a Corvette - still partial to GM, I hadn't really thought outside of the North American box.

However, my eldest son, Chad, had other ideas - (he's the one that does all of the research) & he said, "Dad, if you want a track car, Porsche is where it's at" so I started looking!

My first Porsche was the 2016 GT4...it's a great car - manual transmission, tons of fun to drive on the track & zip around town...I did end up buying a 2015 GT3 as well so that Chad & I can both go to the track together. They are great cars and have provided lots of entertainment!

I would certainly let my adult kids or Lana drive the cars, but it's only Chad that takes a real interest in motorsports - my 2 other kids & their spouses are more into pedalling! I have managed to get Chad's sons into karting though, so there is hope that they will share my passion.

All in all, I have, and continue to enjoy driving my Porsche both on the road and track. I appreciate very much the camaraderie that I've found with the BCIR. Fun times!



FIRST TIME FOR EVERYTHING

By Tanis Raduy

Porsche Club of America - British Columbia Interior Region

Weissach Erlebnistour and Area 27 Track Day

Wow!! What a great event. Recently joined 30 Porsche owners on this Two-Day Event organized by Weissach of Vancouver. Most drivers were from the Vancouver area with a few joining from Calgary and the Okanagan.

The first day started with everyone gathering in Chilliwack. Drivers made introductions and chatted about their cars, while the Weissach Vancouver organizers, Kai Hensler and William Masimira, installed Weissach signs on each car. The pre-drive conversation was filled with excitement as the group included a mix of first-time track participants and returning experts. After the drive briefing, our convey headed down the Trans-Canada to Highway 3 heading to our first stop in Princeton. It was the perfect day to enjoy the beautiful scenery. Although it's always a challenge to keep all cars together on these drives, there were several two-lane sections where we were able to drive side-by-side, in two rows, which was fun for the group and entertaining for other travelers on the highway.

After our first quick stop along the road in Princeton, we drove as a group to the Princeton Golf Club for a nice lunch and a short break. After lunch, Weissach staff lined up all the cars beside the golf course and took pictures.

From there we resumed the drive and headed to our destination for the night, Spirit Ridge Resort in Osoyoos. Drivers had a few hours to relax and recharge before dinner. Our group dined on the roof top at Spirit Ridge Resort where we were treated to a delicious meal and a world class view of Osoyoos Valley. This was another great opportunity to mingle with the other drivers.



The next morning was an early start as the group headed toward Area 27 Motorsports Park in Oliver. Upon arrival at Area 27, we were greeted by Maxx Ebenal, Chief Instructor, and directed all cars to line up in the track starting pit. We then headed inside for an orientation and got suited up with our helmets. Maxx and his Team were extremely welcoming and professional. We were provided with a light breakfast while they explained the itinerary for the day and the Do's and Don'ts of driving on the track. Rule #1 safety first; always keep your wheels on the track!

Track day included two types of sessions: (1) Lead-Follow for beginners (me). Four or five cars follow an instructor-driven car. There is always radio contact with the instructor. The instructor provides detailed directions on how to maintain the most efficient racing line throughout the course and real-time feedback to drivers. (2) Open Track for the advanced/repeat drivers. This is for advanced drivers with track experience.



I felt a shot of adrenaline each time we entered the course and drove under the checkered flag. Instructors encourage you to use the entire width of the track, left to right. The track has distance markers when entering turns so the instructor can remind you when to start breaking, then at the "0" marker you initiate the turn. Orange cones mark the apex of the turn, or the innermost point of the racing line. From the apex you accelerate and exit the turn for the most efficient racing line. Each car has an opportunity to be directly behind the instructor and receive feedback on your driving skills. Cars change position on the track by passing in a specific pattern, on a straight-away, after the instructor signals it is safe to pass. I found this the most stressful part of the circuit as it was

sometimes hard to keep all the cars together, so speed is your friend if you are in the last position. Speeds on the straight sections topped close to 200 km/h. It is amazing how well the car handled on the track, hugging the ground as you move around the track.

It was an exhilarating day! I was exhausted by the end. Listening to the instructor; maintaining a safe but tight distance between cars; trying to just touch your wheels on the curb at the beginning, apex and end of turns; and sharing stories with the other drivers made for an amazing experience. I will definitely be back for another Track Day soon.

Thank you to Weissach Porsche, Spirit Ridge Resort, Area 27, and all the other Porsche drivers for making this a special couple of days.



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BORN TO RACE

By Rayce Malmkvist

Future Porsche Owner - Local Teen from Carr's Landing

I fell in love with racing before I even knew what it was. I was just four or five years old when my dad brought home a couple of old go-karts to our small acreage just outside Calgary, Alberta. He modified one of them so my little legs could reach the pedals—and that was it; I was hooked. From that day forward, I zipped around our acreage for hours, even long after the sun went down with a headlamp strapped to my helmet as I carved a makeshift track into the grass and dirt. That's where it all started—pure happiness behind the wheel. Everything just felt right. Me, a noisy little engine, and the open field. As I got older, I finally got to try 'real' karting at a local track. The joy I felt only grew stronger. I started to dream a little bigger. Maybe I could really do this. But when I was eight, we moved from Alberta to British Columbia—and just like that, I lost access to any nearby track. My racing days came to a sudden stop. It could've ended there.

But it didn't.



In 2023, everything changed. I signed up for a karting shootout at an arrive-and-drive track in Osoyos, BC. I had nothing to lose, just excitement and that same 'kid-on-a-backyard-track' energy in my veins. I won. That victory opened the door to league racing that summer—and my parents surprised me with my own racing kart. But that kart didn't just come out of nowhere. When we moved to BC, my dad brought his Porsche 911 Carrera Cabriolet with us—his dream car. He loved that car, but when the opportunity came for me to start racing seriously, he sold it to help fund my karting journey. I'll never forget that. I hope that one day I can repay him. My long-term goal is to race in the Porsche GT Cup series. To climb into the seat of a Porsche race car and compete at that level would be an incredible experience.

In October 2024, I had the opportunity to travel to Germany and visit the Porsche Museum in Stuttgart. Seeing the history of Porsche and their iconic sports cars was a dream come true. I also went to a GT race live at the Hockenheimring and stood trackside, soaking in every moment. From Stuttgart, we travelled to the Nürburgring, where I got to ride along on a hot lap with a professional driver—an experience I'll never forget. I even raced electric karts at the Nürburgring's indoor track, and later, got to drive at the Michael Schumacher Kart Center. That trip didn't just inspire me—it solidified what I already knew. It's what I'm meant to do.

The 2025 racing season has started off pretty well. I came in 2nd place in the first BC Regional at Kartplex in Osoyoos. I will be continuing to race in the local league in Vernon, BC (SIKA) as well as continue to pursue more podium wins at the upcoming BC Regional races throughout the season. This journey started with a little go-kart and a dirt path in the backyard. But I know it's only the beginning. Because I wasn't just made to drive.

I was born to race.



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PCA Treffen Stuttgart/Leipzig:

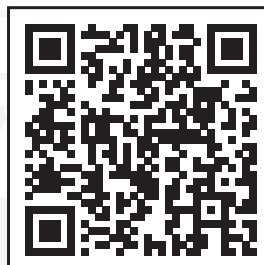
Tour Porsche factories — and drive Porsches on the best roads to get there

Porsche Travel Experience and the Porsche Club of America are proud to announce a brand-new travel opportunity: Treffen Stuttgart/Leipzig 2025. This incredible new Treffen event is hosted by Porsche Travel Experience. There are only 20 spots available (10 couples). Treffen Stuttgart/Leipzig happens July 13-18, 2025.

This event includes private guided Porsche factory tours in Stuttgart and Leipzig, a Porsche Track Experience on the Porsche Leipzig circuit, and four guided tours on exciting German country roads and highways in a mix of provided Porsche models, including 911 Carrera 4 GTS, 911 Carrera 4 GTS Cabriolet, and 911 Targa 4 GTS.

Unforgettable moments await you. In addition to spectacular driving fun in fascinating destinations and the latest Porsche vehicles, Treffen Stuttgart/Leipzig 2025 offers you a comprehensive program with enchanting stays, exquisite regional cuisine, and captivating accompanying activities that promise excitement.

For more info: www.pca.org/news/treffen-stuttgart-leipzig-2025



PORSCHE CLUB OF AMERICA

ZONE 6 UPDATE

By John P. Sommerwerck

Porsche Club of America - Zone 6 Rep

Nancy & I had a very busy month. It started with our participation in the Selkirk Loop driving tour put on by the Inland Northwest region. This tour had participants from Oregon, Washington and Idaho – 47 cars & 87 people. The tour started in Coeur d'Alene with a boat cruise and continued with drives into British Columbia. It ended in Spokane with a car show. However, Nancy & I bypassed the Spokane portion as we had to leave for our next adventure.

We hurried home to clean our clothes and pack for our trip to the 24 Hours of Le Mans. This was a trip of a lifetime. We flew in Sunday/Monday before the race. While the focus of our trip was the race, we had the opportunity to visit the Normandy D-Day beaches, wine tasting, and more. Our tour was hosted by a 14-time Le Mans driver, Robin Donovan. Robin had teamed with Derek Bell, and Robin arranged a lunch with Derek. The stories were fascinating! The race experiences were unbelievable: We were in the pits during a pit stop. We were at the end of the Mulsanne straight, at midnight, 15 feet from the track – you could see the red-hot brakes. We visited the Daytona Chicane during the race. Robin told us of driving the original 6-kilometer Mulsanne Straight in a Porsche 917 before the Daytona and Michelin chicanes were added. And the answer to the question: did we stay up for the entire race? Was no! The race ended with a 14+ second difference between first and second place Hyper cars.

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 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 . I am sorry to report, registration for Treffen Jackson Hole sold out in 4 minutes.

Nancy and I continue our planning for Zone 6 region visits, so far, we have plans to visit nine and are looking for ideas for the other two 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 and at the 69th Porsche Parade!

SEEING DIFFERENT

By Oskar Ciejek - Dealer Liaison

Porsche Club of America - British Columbia Interior Region

Modernizing the 997: Two Classics, Bright Road Ahead with Morimoto Lighting

When it comes to the Porsche 911, the 997 generation holds a special place in the hearts of enthusiasts. It's the sweet spot: pure, connected, analog, yet still modern enough to be a daily driver. But if there's one area where the 997 shows its age, it's in the lighting department. Enter two stunning examples from our club—one Slate Gray Metallic Carrera 4S owned by Oskar Ciejek and one Porsche Schwarz Black Carrera S owned by Thomas Bankowski, both manual, both icons, both tastefully modified and now, both upgraded with Morimoto's state-of-the-art headlights and tail lights.

Why Upgrade?

Let's be honest, the original halogens and early xenons just don't cut it by today's standards. Night drives become a bit of a gamble and risky on our winding Okanagan roads, and that classic rear end loses some of its pop after dark. Morimoto's plug-and-play lighting solution completely changes the game, offering a transformation you'll see and feel every time you hit the road.

What's So Special About Morimoto?

Aesthetics! The lights bring a fresh, OEM+ look to the 997. Sleek DRLs, crisp projectors, and dynamic indicators instantly modernize the car's face, while the tail lights add a sharper, cleaner signature at the rear. Performance! The beam pattern is dramatically improved, with brighter, whiter light output and sharper cutoffs. Visibility at night is vastly increased—think more confidence on our twisty roads, less fatigue on long highway cruises, and a big safety bump in poor weather. Technology! Full LED construction means no more bulbs to replace. Plug-and-Play! No splicing, no hacking—just bolt them in, plug them up, and you're done. The lights are engineered specifically for the 997 platform, so fit and finish is top notch. There is a wiring harness for the DRL's to work on their own but it's worth the extra 20-30min install time spent.

Why Make the Switch?

We don't just want to keep up with modern Porsches—we want to enjoy these 997s even more. The transformation is more than cosmetic; it's a genuine upgrade in everyday usability. Suddenly, the car feels more current, and night drives become a highlight instead of a hassle. Plus, all of the complements are nice to receive. For those of us who love our 997s, but want to blend classic driving feel with modern confidence and style, the Morimoto lights are a no-brainer. Whether you're carving through mountain passes or just grabbing groceries after dark, you'll appreciate the upgrade every time you turn the key.

Thinking About It?

If you're on the fence, come check out these two beauties at the next club meet. Seeing is believing—and once you've seen the difference, you'll wonder why you waited. You can also contact Gold Coast Automotive for your pair of Morimoto Headlight and Tail-light upgrades.



BEYOND THE TRACK

By Walter Tillson - Publisher

Porsche Club of America - British Columbia Interior Region

Overlanding in a Porsche Cayenne: An Unexpected Adventure Rig

Overlanding offers a rare blend of adventure, freedom, and self-reliance that few travel experiences can match. It's not just about reaching a destination—it's about the journey itself, navigating remote landscapes at your own pace, and being fully immersed in nature. Whether you're sleeping under the stars, discovering hidden trails, or simply disconnecting from daily routines, overlanding allows you to explore the world with a deeper sense of purpose and independence. It's a chance to push your limits, learn new skills, and experience the raw beauty of the outdoors—all from the comfort of your own capable vehicle. Overlanding is usually associated with rugged trucks and boxy SUVs—not luxury performance SUVs. But the Porsche Cayenne is quietly earning respect among off-road enthusiasts who want capability without sacrificing comfort. Early-generation Cayennes (especially 2003–2010 models) are surprisingly off-road capable. Built on a shared platform with the VW Touareg, they offer solid ground clearance, low-range gearing (in some trims), and Porsche's excellent AWD system. Pair that with a V8 engine, good towing capacity, and decent reliability, and you've got a luxury SUV that can genuinely go off the beaten path. Unlike traditional overland vehicles, the Cayenne provides premium comfort—heated leather seats, quiet cabins, and smooth handling—perfect for long-haul travel. Fold the rear seats down for sleeping space, slap on a roof rack or tent, and you've got an adventure-ready setup that doesn't beat you up after 300 miles. Repairs can be costly, and parts aren't always easy to find in remote areas. Early models also have known issues (like plastic coolant pipes), so preventative maintenance is key. But with proper prep, Cayennes are proving they can hold their own next to the classics. Overlanding in a Porsche Cayenne isn't for everyone—but that's the point. It's for those who want something different: a blend of trail performance and Autobahn-level luxury. And with a growing community of Cayenne overlanders, the secret's getting out.



A big thank you to Tim Tishenko of Motor Werke Kelowna for sharing the pictures he took while on an overland adventure out to Crooked Lake, east of Lake Country. If you took part in the Tech Session recently hosted by the Motor Werke team, you may recognize this well equipped 958.2 diesel. If you're interested in a Cayenne Overland build, Tim and the team at Motor Werke can get you equipped for the trail.

Fun fact: On May 1 2017, a 2017 Porsche Cayenne S Diesel set the Guinness World Record for heaviest aircraft pulled by a production car. The Cayenne towed a 265-ton Air France Airbus A380 to a distance of 42 meters, breaking the previous 2013 record of a Nissan Patrol towing a 170-ton Ilyushin Il-76 to a distance of 50 meters. After the attempt Porsche repeated the test using a petrol-powered Cayenne Turbo S with 800 Nm of torque, 50 Nm less than the S Diesel, in an effort to prove the Cayenne's remarkable ability.

CROSSING BORDERS

By Vinnie Brignol - Secretary & Membership Porsche Club of America - British Columbia Interior Region
Crossing Borders with Friends and Porsches: A Journey to Salt Lake City

Despite the current political climate and the ever-changing relationship with our neighbour to the south, one thing remains constant: the unwavering camaraderie shared by Porsche enthusiasts across borders. In May, I began a five-day adventure from Kelowna to Salt Lake City with a few things in mind. First and foremost, I was on a mission to collect a hardtop for my beloved 2002 Porsche 996 in Lapis Blue—a rare find from a PCA member who had held onto it for years, hoping it would one day find the right home. I was also eager to experience the open road, put meaningful miles on my car, and find that unique peace of mind that only comes from solo driving through wide open landscapes. After all, the reason I bought this car wasn't to let it sit in a garage and gather dust—it was to experience the thrill of the journey and the joy of long, uninterrupted drives.



The trip began in the company of a fellow BCIR member, Ivan Sergeyenko, who drove his black Cayman alongside me down Highway 33 into Midway, BC. We decided to stop at a small local market in Midway, while we waited for the U.S. border to open. It was one of those unplanned, serendipitous moments that make road trips so special. Out of nowhere, we found ourselves chatting with the town's mayor and a local police officer. And as if the scene needed a final Porsche touch, another enthusiast rolled up in a striking blue Boxster 718 special edition. Over coffee, stories flowed as freely as the conversation, and it felt like we were exactly where we needed to be, even if it hadn't been part of the original plan.

After crossing the border at Midway, Ivan and I drove through the forested roads of Washington, making our way down to Spokane, where we crossed into Idaho. In Idaho, we met up with the president of the Intermountain PCA region and two other local members for a fantastic meal at an Eastern European restaurant—proof that good food and Porsche camaraderie transcend state lines.

After this memorable gathering, Ivan and I parted ways, and I continued solo to Missoula, Montana. There, I spent the night recharging for the final leg of my trip. The next morning, I followed the advice of our treasurer Karina Biagioni, to head south on Highway 93. It's a winding route through the mountains—pure Porsche heaven. The solitude of the drive allowed me to fully immerse myself in the landscape.



Once I reached Salt Lake City, I spent a couple of days connecting with PCA members and most importantly, acquiring the hardtop. After completing the hardtop handover, I made my way back to Canada. Along the way, I reached a significant milestone; 50,000 kilometers on my 996. By the time I tucked the car back into the garage, I noticed that the trip had left a few tiny marks and scuffs—a testament to the journey. Much like the wear on a cherished leather couch or the small lines on a well-traveled face, these little imperfections told the story of 3,500 kilometers of adventure. They weren't just blemishes; they were tokens of memories made, reminders of a trip that deepened my bond with this car and the road itself. Throughout this journey, I was reminded of the incredible community of PCA members, American and Canadian alike that binds us together. Even though the political environment and cultural differences may exist, when it comes to Porsches, it's clear that our passion bridges any divide. Here's to more border-crossing drives, heartfelt conversations, and lifelong friendships built around these wonderful machines we all adore.

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		City	Vehicle	Co-Member
Skylar	Newton	Kelowna	2021 911 Carrera 4S Cabriolet	Linda Newton
Andrea	Goertz	Kelowna	2019 718 Boxster S	Gordon Breckenridge
Marlene	Strymecki	Kelowna	2022 911 Carrera S	Dale Strymecki
Dane	Bishop	Vernon	2020 911 Carrera	
Brendon	Jorssen	Kelowna	2024 Macan S	
Gordon	Miller	Osoyoos	1987 911 Carrera Cabriolet	
Pawel	Matonog	Kelowna	2006 Boxster	Ewa Matonog
Scot	Brydon	Kelowna	2023 911 Turbo S Cabriolet	
Paul	Hay	Invermere	1999 911 Carrera Cabriolet	
Kimberly	Checkley	Kelowna		
Russell	Jones	Kelowna	2010 Panamera S	

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50°07'57.5"N 119°04'48.6"W

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

Porsche Centre Kelowna

A Shared Passion

We consider ourselves lucky to belong to a community of like-minded drivers who share our passion for the fascinating world of Porsche. As a thank you for your loyalty, members of the Porsche Owners Club are entitled to 10% off:

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