

RED RIVER RAMBLINGS

MAY/JUNE 2025



MACAN EV REVIEW
992.2 INTRO AT PCW
PORSCHE PRODUCTION SPECS





Thank You for a Fantastic Cars & Coffee Kickoff!

A big thank you to Porsche Centre Winnipeg for hosting our season-opening Cars and Coffee event this past Saturday, April 26. It was a wonderful way to kick off both the

summer season and the PCA's 70th Anniversary Year!

We were thrilled to have over 100 Red River Region members RSVP, along with many new faces. Special thanks to Porsche Centre Winnipeg for inviting their 911 owners — it was exciting to meet so many potential new members!

And - congratulations to our member Bruce Froebe, winner of the Porsche Motorsport Jacket door prize!

Upcoming Events — Save the Dates!

Wednesday, May 7 | 6:00 PM – 9:00 PM

Club Meeting @ The Gates

The Gates, 6945 Roblin Blvd, Headingley, MB

Join us for dinner at 6:00 PM, followed by the monthly meeting at 7:00 PM.

Special Feature: Bill McDonald will demonstrate a rinseless wash at 5:30 PM in the parking lot. Don't miss it!

Saturday, May 10 | 10:00 AM – 2:00 PM

Lily Stone Café Drive

Staging: Red River Co-op Parking Lot, 50 Centre Street, Winnipeg, MB

Enjoy a scenic drive and a unique dining experience at the charming Lily Stone Café in Rosenort, Manitoba.

Saturday, May 24 | 10:00 AM – 12:00 PM

Cars & Coffee @ De Luca's

De Luca's South Landing, 66 S Landing Dr, Oak Bluff, MB

Come share coffee, conversations, and your love of cars with fellow enthusiasts.

Sunday, May 25 | 9:00 AM – 2:00 PM

Winnipeg River Heritage Museum Drive

Staging: Rivertree Landing, 2539 Main Street, Winnipeg, MB

Join us for a scenic drive through the northeast countryside, ending with a delicious lunch at the Winnipeg River Heritage Museum in St. Georges.

Cost: \$10.00

Looking forward to a great summer!

Rob

MEMBERSHIP REPORT

April 2025

Primary Members 184

Affiliate Members 108

Total Membership 292

PCA National: 164,108 members

Welcome Our New Members!

Ernest and Laraine Benjamin - 2020 911 Carrera

Andrew Gabor - 2000 911 Carrera

Gerald Montanti - 2007 Cayman S

Stanley Tataryn and Pattie Moore - 2002 Boxster

If you know someone who owns a Porsche, why not ask them to join the Club?

Contact Our Membership Chair

Membership@redriverpca.org

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On the Cover... New 992.2 GTS. Photo by the Editor



I'm writing this right after watching the Jets' epic win in Game 7 versus the St. Louis Blues. Double overtime! Wow! And Adam Lowry, somebody buy that man a Porsche :-)

It's funny, this weekend was really the first summer-like weather we've had all year (29C!) and today the Jets advanced out of the first round of the playoffs in our "winter sport." Anyway...

Since the last update I met with a painter to see about some work on the 911, smoothing out the dent on the rear quarter (was there when I bought the car) as well as painting the stone-scarred mirrors and headlight bezels. That'll be great once it's done and I'll keep you posted on the process.

The other idea I've been toying with is switching back to the stock engine cover and hanging up the ducktail for a bit. It was funny, you don't see many ducktails on impact-bumper cars but I spotted one on a black 911SC at the PCW event - and it looked great, the gaps were much better than mine. But one of the things I'll have to do if I swap back is sort out the decklid prop. I'm sure that'll work out fine though. Always something to do on the vehicles... and I haven't even mentioned the last bits of work yet to do on the Hawk GT...

Until next time!

Dallas



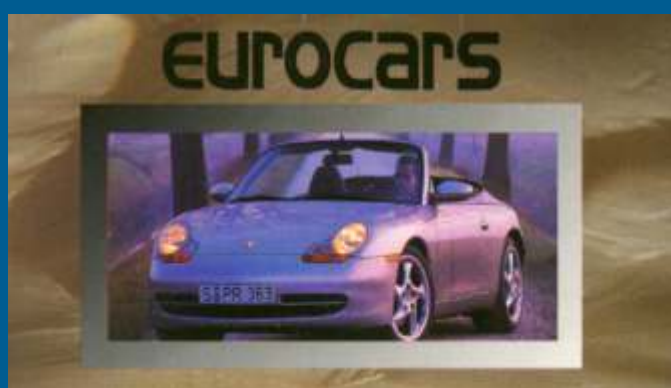
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AMPED UP

Porsche Macan 4 EV Review

Words and Pictures by Haney Louka



It's an interesting time in the EV world. There are many factors at play here, but that's a discussion for another time. Suffice to say that demand and sales are down, and EV mandates and incentives are currently in limbo. And with EV prices consistently higher than hybrid or ICE versions of similar vehicles, it's an uphill battle.

The electric Macan, for example, has a starting price approximately \$20K higher than its gasoline-burning counterpart. Now, the gas and electric Macans are different animals entirely, but this gives you an idea.

All this is to say that the Macan EV needs to be good enough to stand on its own merit. And after spending a couple of days with one courtesy of Porsche Centre Winnipeg, I can say that it does that and more.

My test vehicle was a well-equipped Macan 4, which stands at tier two in the four-level range. The base EV below it is rear-wheel drive with 355 hp. Our tester is the 402-hp all-wheel drive version, while the 4S and Turbo models represent higher performance and equipment levels with up to 630 hp and a 0-100 km/h time as low as 3.3 seconds.

Our tester's published time of 5.2-seconds for the Macan 4 may sound a little pokey, but there are two important things to remember when comparing numbers. First, Porsche is notoriously conservative with their published performance figures. Second, EVs have a distinctly different power delivery, and off the line is where you will feel it most. There is no dip in torque delivery and there is no waiting for turbos to spool up before getting maximum acceleration, so the EV wins the g-force battle every time.





Chances are, though, that someone considering a Macan 4 will be more than happy with its acceleration at any speed. They're looking for an all-around performance SUV and not racing for pink slips at the drag strip.

To that end, the Macan is very satisfying to drive. Our tester's air suspension (standard on the Macan 4) gives this EV a range of personalities to suit any driving situation. Depending on the mode selected, ground clearance ranges from 185 to 225 mm. 2-valve adaptive dampers are compliant in Normal mode and get progressively stiffer through Sport and Sport Plus. Off-road mode maximizes the Macan's ride height at lower speeds.

For the driving I did, Sport mode provided the best balance, providing excellent control of body motions without being too harsh. Accelerator response and steering firmness are also at just-right levels. Whether Sport Plus is palatable for you will depend on both pavement quality and your own tolerance for being jostled about during your drive.

This most aggressive mode does make for the best acceleration, though: I thought I'd try launch control on a packed gravel road. For research, of course. In Sport Plus mode, with left foot on the brake and right foot pinning the accelerator pedal to the floor, launch control was activated. When I took my foot off the brake pedal, the Macan stepped off the line impossibly quickly with very little wheelspin. All four wheels were scrambling for traction as the car's brain doled out as much power as the available traction could accommodate. It doesn't matter that I was grinning ear to ear the whole way. This is research, remember?

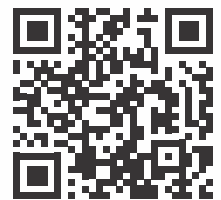


Help Celebrate PCA's 70 Years!



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://pca.org/news/pca70)



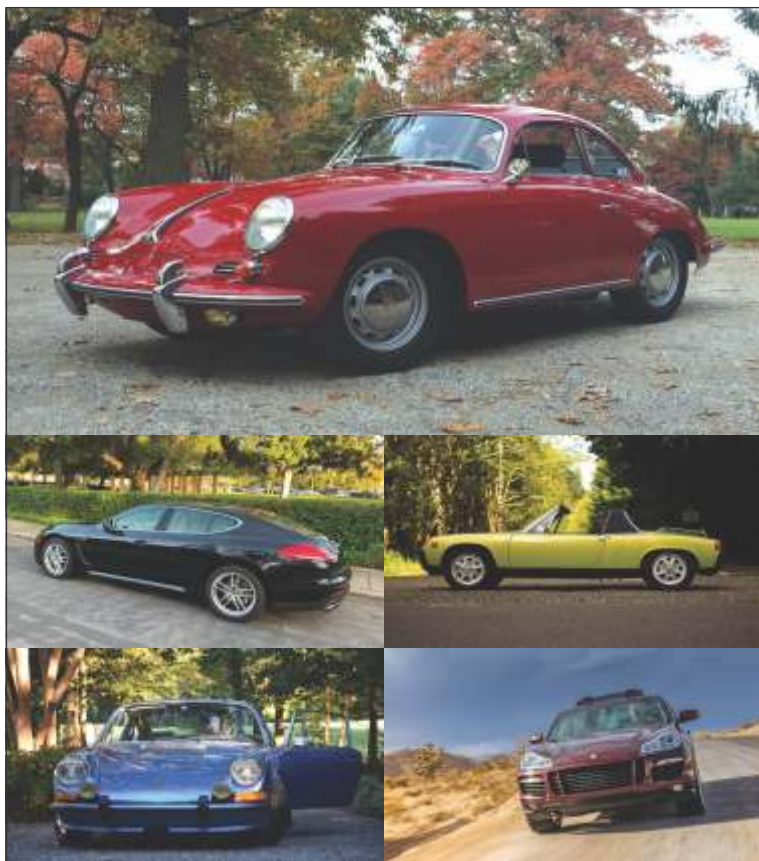
PORSCHE CLUB OF AMERICA



So, yes, the Macan is fun. And that's expected of Porsche's small SUV regardless of what propels it. Something that prospective buyers will need to keep in mind, though, is that the whole experience is more isolated in the EV than in the gas version. There's a bit of a disconnect in terms of what the driver experiences, whether through steering feedback or seat-of-the-pants-feel. Traction conditions are a bit unclear, and I think that's because we would traditionally pay attention to the sounds and vibrations from the engine to provide information about how slick the driving surface is. That's all absent here, but also less relevant when the car does such a fantastic job of managing the available traction. Plus, it just goes where it's pointed.

One of the more unique options on our tester was the Porsche Electric Sport Sound (\$560). It can be turned on and off manually and is also automatically engaged in certain drive modes. It gives the car's occupants a better sense of speed and acceleration by increasing in pitch with vehicle speed. It doesn't try to mimic the sound of a gas engine or the effect of shifting gears; it's more of a continuous rise reminiscent of the classic THX sound they used to play at the beginning of movies. I can't say I'm entirely sold on it, but on the same token I didn't find it annoying or tiresome.





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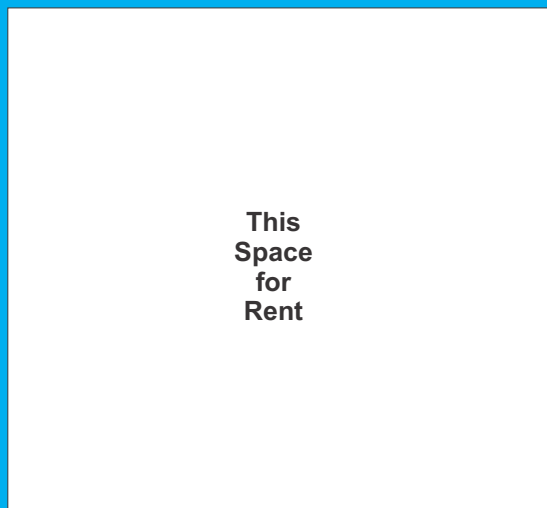
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Classified advertisements will continue to be free for members, please see the Classifieds section for full details.

Rates current as of the date of publication and are subject to change



The \$1,780 Passenger Display was also a bit of a head scratcher, since it's only a few inches over from the main screen and largely displays the same information. Yes, the front passenger now has access to more entertainment options, so I guess that's the reason to order it. I have to say I was too busy researching the Macan's acceleration to tinker with the passenger screen too much.

Rear seat space is okay for two, but too tight for three across. There are three belts back there, but consider it a four-seat SUV and you won't be disappointed. In addition to the limited comfort in the centre position, the rear climate control panel takes a serious bite out of legroom.

As far as cargo space is concerned, there is a small frunk (at 84 litres, it doesn't hold a candle to the one in my 991) and a 540-litre hatch volume with the rear seats up. This is definitely more of a performance hatch than a commodious SUV when it comes to interior roominess.

The Macan EV is a sharp and compelling package, with good looks and better performance. This is my favourite kind of SUV: one that thinks it's a hot hatch. The fact that it's powered by electrons and not 93 octane means that it's also quiet and responsive in a way that no gasser can challenge.



Porsche Macan 4 EV

Base price/as tested: \$99,300/\$119,130

Major options: 21" Macan Design Wheels, Sport Chrono, Passenger Display, Electric Sport Sound, Premium Package

Specification

Powertrain: dual permanent-magnet synchronous motor (one at each axle), dual single-speed transmission, all-wheel drive with Porsche Traction Management (ePTM)

Power output: 382 hp (maximum temporary overboost: 402 hp)

Maximum torque: 479 lb-ft

0-100 km/h (manuf. data): 5.2 s

Battery and charging: 100 kWh battery, 800V architecture. 270 kW DC charging capacity.

Range (NRCan est.): 495 km

Curb weight: 5,236 lb



992.2 INTRO

Words and Pictures by the Editor

On Saturday 26 April, Porsche Centre Winnipeg hosted around 100 enthusiasts for the introduction of the new Porsche 992.2. On hand to be ogled were a new 911 Carrera coupe, a 911 Cabriolet, and a full-zoot 911 GTS “t-hybrid” coupe.

The GTS is quite a machine - powered by a 3.6 litre engine with electrically enhanced turbocharger, and an electric motor/generator tucked into the housing of the 8-speed PDK transmission, it rockets from 0-60mph in less than three seconds. While the GTS generates 478hp and 420 lbs-ft of torque, the “vanilla” 992.2 isn’t too far behind with an output of 388hp from its 3.0 litre twin-turbocharged engine.

The cars are gorgeous of course - check out those interiors - and no doubt handle wonderfully despite their larger size and greater weight. Certainly one of these would be a great addition to any member’s garage.

High-end coffee and donuts were served to the guests, and Anderson Le, the PCW general manager, greeted the crowd, followed by Red River Region President Rob Eby who awarded the door prize to lucky winner Bruce Froebe.

And best of all, there were plenty of cars (new and old) to be seen both in the showroom and in the parking lot. Check ‘em out!









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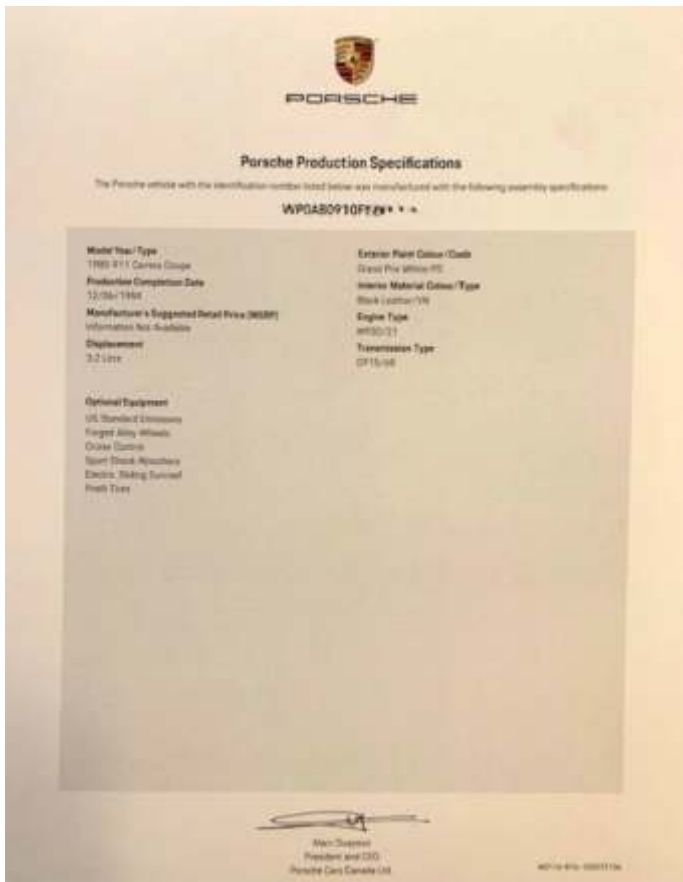
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PORSCHE PRODUCTION SPECIFICATIONS

So way back in the day, Porsche used to offer a service called the Certificate of Authenticity. For a fee, Porsche would supply a detailed document that set out the original paint colour and interior specification, options, production date, MSRP, selling dealer, and engine and transmission serial numbers. It cost about a hundred bucks and lots of enthusiasts forked over the cash, eager to get the straight dope on their car, or help their sale prospects by proving the equipment on their car was all-original.

But unfortunately, over time (or perhaps after further consultation with their law department), Porsche realized they might actually be enabling fraud... let's say you had a rare 911 Carrera RS with a non-original replacement engine. You order a CoA and find out the matching engine number, restamp your replacement engine with the original number, and hey presto, Carrera RS with "original" engine! Matching numbers cars are orders of magnitude more valuable than those without original engines and transmissions...

So sometime around 2017, the program was changed to remove reference to, among other things, the engine and transmission serial numbers. But some interesting information remained, like the production date, original paint and interior specs, and options.

You can get a Porsche Production Specification document for your own car by visiting

<https://vehicledocumentation.porsche.com/usa/>

And if you want to go even deeper into your car's original specification, check out the Classic Technical Certificate - be be warned, that involves taking your car into a dealer for an inspection. More details can be found at the link above. In the meantime, here are some FAQs!

How much does a Porsche Production Specification (PPS) cost?

The cost of the PPS is \$150 USD.

How do I get a Certificate of Authenticity (COA)?

The former COA program was updated in 2017 and renamed the Porsche Production Specification (PPS) in 2019.

Where can I get warranty history on my car?

Warranty history is not provided to new owners for privacy reasons.

Who used to own my car?

Previous ownership history is not released due to protect the privacy of our owners.

What are my engine and transmission numbers?

We do not release the engine and transmission information any longer for the security of owners. This is for your security and the security of future buyers, we do not wish to provide information that may lead to any misrepresentation of a vehicle in the future.

Where do I get a copy of my original window sticker?

For model year 2019 and newer, the Monroney label (window sticker) is available in My Porsche for eligible owners.

Where can I get a copy of the original Kardex?

The original Kardex cannot be released. We use the details from the original Kardex to produce the PPS.

What dealer originally sold my car?

We do not provide the original selling dealer.

Where can I get production figures?

Production figures are not released.

Was my car part of the special wishes program?

Sonderwunsch and dealer installed options were performed after initial production therefore the details are not provided on the PPS. To provide you the most consistently accurate information, research beyond this initial production data is not possible.

Where can I obtain the full history of my vehicle?

We unfortunately are not able to provide any historical items on any vehicle beyond the information sets available on a PPS.

Can you email me a copy of the PPS when it is ready?

The PPS and vehicle details cannot be emailed. The official documentation will be mailed to you.

How long does it take for a PPS to be received?

The estimated delivery of the PPS is 5 weeks.

Can you provide me with a PPS if my car was built for another country?

We can produce a PPS for a vehicle built for other countries.

For which Porsche vehicles is the Porsche Production Specification available?

The PPS is available for all model years of street vehicles. Motorsport variants are not supported through the PPS program.



Concours ☒ Autocross ☒ Rallies ☒ Golf ☒ Driving Tours ☒ Historics Display ☒ More!

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.



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Classified ads are free to Red River Region/PCA members for items personally owned or sought by the member. No commercial ads. Ads must be 60 words or less and must include name and email address. One picture may be included per ad. Ads may be edited for space or content. Members may place multiple ads, but please be respectful of newsletter space by keeping your ads relevant to the Club audience. Deadline for classified ad submission is the 15th of the month prior to publication. Ads will run for one issue and may be renewed. Terms of sale and all other aspects of any transaction are the sole responsibility of the transacting parties. E-mail your ad to newsletter@redriverpca.org.



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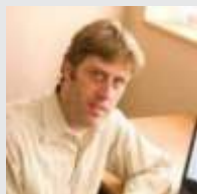
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Newsletter Editor
Dallas Ewen
Newsletter@redriverpca.org

Meeting Schedule

Regular Club meetings occur on the first Wednesday of each month commencing at 7pm.
Please feel free to come earlier for food and fellowship before the meeting.

4 June	Monthly Meeting	The Gates
2 July	Monthly Meeting	Peppercorn Rest Oakbank
6 August	Monthly Meeting	Selkirk Golf & Country Club

Check www.redriverpca.org or watch your email!

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