

RED RIVER RAMBLINGS



2025 CAYMAN REVIEW
PCA 70th ANNIVERSARY EVENT
TIME-CAPSULE 924S



NOVEMBER-DECEMBER 2025



That's a Wrap on Another Incredible Driving Season!

What a year it's been for the Red River Region PCA — one of our busiest seasons yet! We hosted 9 Cars & Coffee events, including a fantastic open house thanks to Protex. A big

thank-you also goes to Porsche Centre Winnipeg, who welcomed us for both our New Member Cars & Coffee and our special PCA 70th Anniversary Celebration.

Our driving season was just as exciting with 11 single-day drives, highlighted by our multi-day adventure in Osoyoos. Plans are already underway for another BC Drive in 2026 — stay tuned!

We also held 11 General Meetings this year. Planning for next season is already in progress, and we'd love to hear your ideas! If you have suggestions for new destinations, meeting venues, or drive routes, please reach out to any of our board members.

In addition, you can join us to celebrate the season at our Holiday Charity Party - our annual evening of celebration, community, and giving back. The big event happens on Saturday, November 29, 2025 at The Gates on Roblin. Guests will enjoy a festive evening featuring a four-course plated dinner with your choice of entrée, live music and dancing with The Marvells, and fundraising in support of United Way Winnipeg. Last year, thanks to your incredible generosity, we raised \$3,000 for CancerCare Manitoba.

A special thank-you goes to Porsche Centre Winnipeg for donating the Porsche Garmin Watch raffle prize — your continued support truly makes a difference in our community!

We Need You — Get Involved in 2026!

Our Club is volunteer-driven and directed, and we're looking for a few enthusiastic members to join our team!

We're currently seeking volunteers to assist with:

- Social Media
- Website Updates
- Car Show Events
- Membership Coordination

If you or someone you know is interested in helping, please contact any of our board members. Your involvement helps keep our club thriving!

Thank you to everyone who made this an incredible year for our region. We can't wait to celebrate with you at the Holiday Party — and to hit the road again in 2026!

Rob



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On the Cover... 2025 Cayman 718, photo by Haney Louka

MEMBERSHIP REPORT

October 2025

Primary Members 173

Affiliate Members 102

Total Membership 275

PCA National: 167,971 members

Welcome Our New Member!

Gerard Lamontagne - 2022 911 Carrera

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

Contact Our Membership Chair

Membership@redriverpca.org



"A change is as good as a rest," a wise man once said, so for the first time in 15 years I've made a change to the appearance of my 1985 911 Carrera 3.2!

When I first got the car in 2010, I had a bit of a vision for the mods I

was going to do. Basically I wanted to create a tribute to the "short-hood" 1974 911 Carrera RS, and all that was required to do that was to add a ducktail spoiler. So I sourced one from a reputable supplier, had it painted locally, and installed it. Then for 15 years I enjoyed my budget-Carrera RS. I don't like turbo-tails or tea-trays or whale tails or whatever you want to call 'em, but I do love the ducktail look.

But a decade-and-a-half later it's time for a change! So a couple weekends ago I took the car's original engine cover off the garage wall, gave it a clay-barring, and reinstalled it on the car. I can tell you that installing a decklid by yourself is an enormous pain, not least because of the shims that sit on top of the hinge, and the bolts that fall into the engine compartment and defy all attempts at recovery... but after a couple sessions the job was done, and I'm pretty pleased with the results (see pics at right). Maybe this will get me motivated to try out the 17" Ruf replica wheels that have been sitting in the garage for a decade or more, I thought the wheels wouldn't suit the ducktail but they might look good with the flat decklid, we'll see.

The other thing I wanted to mention (after a lovely Fall drive in the car today) was the importance of finding a spot to take pictures of your car - preferably in your own neighbourhood or close by, and either scenic, or at least devoid of distracting background. My go-to for motorcycle pictures has been on Red River Road south of the city, especially in falltime with the colours. But since it was too late for that now, I settled for a rather industrial/urban spot in my neighbourhood where I've taken lots of pictures of cars and bikes. Give it a thought and let me know what YOUR favourite picture spot might be!

Dallas



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2025 CAYMAN 718



Words and pictures by Haney Louka

It doesn't take much time behind the wheel of Porsche's most accessible sports car to realize that the 718 Cayman is as worthy a representative of the brand as any of its other performance-oriented offerings. I recently had the opportunity to spend a couple of days with this 2025 example (courtesy of Porsche Centre Winnipeg), and it was certainly enough to change my mind.

It was the loss of two cylinders when the current 982-generation replaced the 981 in 2017 that made me skeptical. Since then, Porsche's mid-engined sweetheart has eschewed the sonorous naturally aspirated flat-six in favour of a forced-induction four-banger, though still of the horizontally opposed variety.

Of course, this change wasn't considered lightly, and if we know anything about Porsche, we know that the company would not insult its customers by bringing to market a product that is anything less than a memorable driving machine.

But let's keep things in perspective here. Production of the current 718 Cayman and Boxster is winding down as we speak, and the extent of electrification of the next-gen cars is of great interest. Six months ago, they were understood to be going fully electric. But as of September, the tides have been changing toward a more balanced approach that includes both electric and gas-powered options. While we can keep our fingers crossed for the time being, we are compelled to celebrate this gas-powered sports car while we still can.





The 295-hp 2.0-litre flat-four has a character all its own, with a satisfying thrum at idle that grows to a throaty bark as the revs climb. And climb they do: the engine's 280 lb-ft of torque is a substantial increase over that of the previous six. More importantly, that full twist is available as early as 1,950 rpm with a plateau stretching all the way to 4,500, so the engine is almost always at full boil. Peak horsepower takes over from there and ushers the engine quickly to its 7,500-rpm redline. And from that perspective, this is a more responsive machine than its predecessor, with the net effect being a claimed zero to 100 km/h time of 4.7 seconds with the PDK transmission and Sport Chrono package.



But that immediacy is not limited to the Cayman's power delivery. The car weighs a scant 3,104 lb. which is why it responds to steering inputs with telepathic accuracy, changing direction at the mere suggestion of turning the wheel.

I'll take a manual gearbox over an automatic any day, but that's very much due to personal preference that focuses on the driving experience rather than any objective measure. Ever since Porsche replaced its lazy Tiptronic automatic with the dual-clutch PDK transmission on the 997-gen 911, the two-pedal cars have outperformed their stick shift counterparts on the track and at the gas pump.



Thankfully, Porsche offers a choice between manual and PDK in their 718 lineup, though it's far less common to find a three-pedal example out in the wild. I can certainly see the appeal of the PDK: left to its own devices, it will sip fuel at a more frugal rate than anything this fun has a right to. Rotating the wheel-mounted drive mode dial over to S or S+ will result in higher revs and quicker (but harsher) gear shifts. Regardless of which drive mode you choose, the transmission behaviour remains predictable and intuitive.

For those times when more involvement is on the menu, shift paddles operate flawlessly for quick shifts and even quicker smiles.





The car's styling is pure; a point made more succinctly with our tester's simple white-on-black colour scheme. Tidy, mid-engine proportions have always spoken to me. And the Cayman is refreshingly devoid of gratuitous creases and scoops: form follows function in the most elegant way here.

What surprised me the most as a 991-generation 911 owner is how familiar the interior of this Cayman is. Yes, the car has been in production for nine years now, so it's no spring chicken. Still, the familiar buttons and climate controls between the shifter and display screen could reasonably be considered vintage.

718 Cayman pricing starts at \$79,500. Our well-optioned tester was equipped with the Premium Package (vented seats, heated steering wheel, power folding mirrors, lane change assist, keyless go, lighting enhancements, and a luggage net in the passenger footwell), Sport Chrono, Boxster S wheels, power sport seats, Bose surround audio, and a host of other standalone options, bringing the as-tested price to \$94,740 before fees and taxes.

For my dollars, I'd probably give up most of those options to get the 50-horse boost that's found in the Cayman S, courtesy of its 2.5-litre turbocharged unit.

There are plenty of other options worth considering as well: active suspension, a torque-vectoring differential, Burmester audio, and of course, that six-speed manual gearbox (which is actually standard, but the PDK is a no-cost option).

The 718 Cayman's performance genuinely surprised me; its turbocharged flat-four giving Porsche's entry sports car a unique character that hits all the right notes.

2025 Porsche 718 Cayman

Powertrain: turbocharged 2.0-litre horizontally-opposed four-cylinder

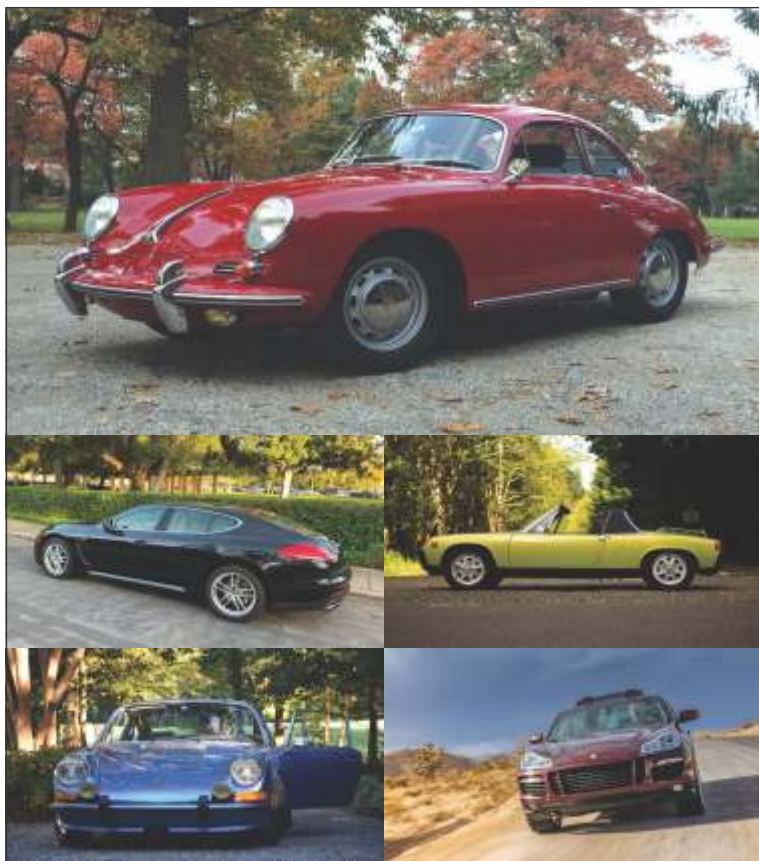
Power output: 295 hp @ 6,500 rpm, 280 lb.-ft. of torque @ 1,950-4,500 rpm

Transmission: 7-speed dual-clutch automatic

0-100 km/h (manuf. data): 4.7 s

Curb weight: 3,104 lb.

Base price/as tested: \$79,500/\$94,740 before fees and taxes



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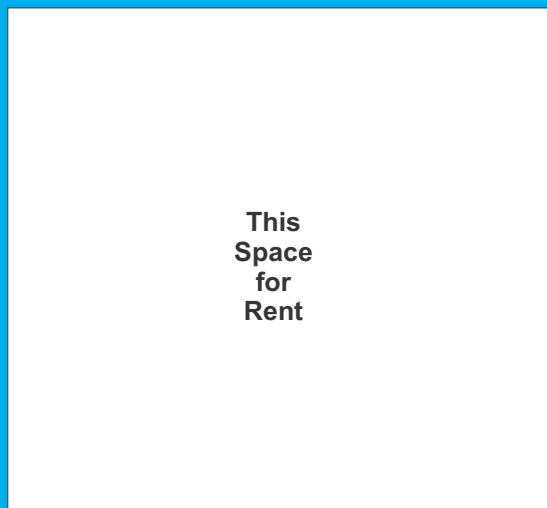
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Classified advertisements will continue to be free for members, please see the Classifieds section for full details.

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



1st Grand Prize: A stunning 2026 Porsche 911 GTS + \$35,000 cash
2nd Grand Prize: A sleek 2026 Porsche 911 Carrera + \$35,000 cash

Fall 2025 Member-Only Raffle Now Open!

The wait is over! The Porsche Club of America is thrilled to kick off the Fall 2025 Member-Only Raffle, your exclusive shot at driving home a brand-new Porsche and pocketing a massive cash prize. The raffle is open and runs until December 12, 2025.

Don't wait. Every ticket you purchase boosts your chances of claiming one of these dream prizes. Log in and click the link above to enter and secure your chance at winning a piece of Porsche perfection. Drive. Dream. Win. Good luck, members!

More information: pca.org/news/fall-2025-raffle



PORSCHE CLUB OF AMERICA

PCA 70th ANNIVERSARY CELEBRATION

September 13, 2025



Words and pictures by Bill McDonald and the Editor



September 13, 2025 was the 70th Anniversary of the PCA. The Red River Region hosted a celebratory event at the Porsche Centre Winnipeg. The turn out was fantastic. The Club executive wishes to thank Porsche Centre Winnipeg for allowing us to use their facility, moving a ton of vehicles so we could feature ours in their lot, and making some fantastic deals available to our members. I know a lot of people got a start on their Christmas shopping! Thanks also go to PERK Coffee Bar for supplying us with some great beverages. Best of all, our PCA Zone Rep, Steve Kemp was able to attend the event and sharing in this great day.





TIME CAPSULE



Words and pictures by the Editor



John Gollub can't conceal his pleasure at being the new caretaker of this immaculate 1987 Porsche 924S. "It's maybe not the rarest or most desirable Porsche car of the 1980s," he admits, "but just look at how original and CLEAN it is!" And it is impossible to disagree with this assessment. The white 924S is absolutely mint, even cleaner than you might expect of a car with only 46,000km on its odometer.

I first met John at our Club's cruise nights and Cars & Coffee events where he usually brought his clean black-and-teal 924S. That's a cool car for sure, but when I laid eyes on John's recent acquisition – this white 924S that he acquired from its original owner – I knew I had to take a closer look.

"It was September 24, 2024 – I remember the date because it was literally 9/24, and I was driving my black 924S and saw this other 924S – in white - driving past! So I stopped the driver and had a good talk, he said he was the original owner of the car, rarely drove it, and actually lives in my neighbourhood! Later I saw the car under a cover in his driveway and stopped in to see if he was interested in selling it. He was, and we made a deal for me to take the car. I think he knew I would be a good custodian of this time capsule car."

The previous owner of the car had bought it brand new for his wife back in 1987. She didn't drive a manual transmission, so he specified the automatic. But the car itself, while coming in at the entry level of the Porsche lineup, was a true Porsche product. Unlike the original 924 – introduced in 1976 and powered by a 2.0 litre Volkswagen 4-cylinder pumping out between 95 and 110 horsepower – the 924S was powered by a Porsche engine, a 2.0 litre four-cylinder unit derived from the 928's V8 and producing 148 horsepower. The 924 was Porsche's original "transaxle car" with a front-mounted liquid-cooled engine and rear-mounted transmission, giving pretty much perfectly equal front-rear weight distribution and nimble handling. The original 924 was succeeded by the more muscular 944 of course, but the two cars shared 2+2 seating and sleek styling by Harm Lagaay.



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John first fell in love with the biggest transaxle Porsche – the 928. He had a drive in one and that was it – he loved the brawny V8, the manual transmission, the luxurious interior, and the phonedial wheels. But manual transmission 928s are thin on the ground and pricey when they appear. So in 2018, a couple years after selling his 1988 VW Scirocco 16V (“in mourning” says John), he was looking for another '80s German sport coupe. Sciroccos, Corrados and GTIs were zooming up in price but John found that even the nicest, low mileage Porsche 924S's were under \$10,000.

“After test driving what would become my first 924S, add feeling how well it handled with its 50-50 weight balance, I was sold! Better in every way than a 16V Scirocco, at lower price! Some may argue it IS basically a Scirocco, and well... you don't have to look too hard to see the VW door handles, interior switches, VW bus style rear trailing arms... the list goes on. For me that connection to early water-cooled VW DNA is part of the appeal. Little cues that remind me of the cars I grew up with and learned to drive on, combined with other features identical to the premium Porsches of the day... 911 steering wheel and front seats, a Porsche-designed motor, and phone-dial wheel design from the 928. It was like my Scirocco 16V and a 928S had an illegitimate love child, and I was ready to sign the adoption papers!”

John certainly fell hard for the 924 – he owns three: this white low-mileage time capsule, his first “S” (black with teal, manual transmission), and even a 924 Turbo in blue with gorgeous plaid upholstery. All this plus he still owns his first Porsche, a 1963 356B bought as a project in 2015.

As for the 924S, it was only produced for three model years – 1986 to 1988. Aside from a slight power bump in 1988, the cars were essentially the same, apart from some special “limited editions” with special paint (one of which lives in John's garage). While the 924S was introduced as a value-leader (in those days of the rising Deutsche mark, even base 944s were expensive cars), speaking personally, the styling has grown on me. I think the earlier 924s looked a bit unfinished, but the addition of the flexible lip spoiler around the hatch glass really looks sharp. And even though the 924S retains the early dash and interior of the 924 (which was shared with the 944 prior to the facelift midway through 1985), it's still miles ahead of my 1985 911 Carrera in terms of modernity.





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

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

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



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



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And I did get to drive it when John and I switched cars for the return drive from the photo spot to his house. The switches are laid out logically and the controls fall readily to hand, the driving position and seats are comfortable – this is a car you could tour in, for sure. The dash layout and gauges look pretty modern and are very legible. Power? Well, there is some, but the automatic transmission does sap the “go” somewhat. The drive didn't tax the handling of the car at all but it was very comfortable on the road, an ideal cruiser for a summer afternoon or evening, especially with the removable sunroof!

Yes it's a wonderful cruiser but for me, the thing that's really special about this car is it's time-capsule condition. When I first saw it at Deluca's cars & coffee, and John pulled up the rear carpet, I was blown away. This thing is spotless, just mint. The floor is spotlessly clean, the space-saver spare tire is unused, and the tire inflator is still in its original box with a VW sticker and price tag. And that's not all – the accessories in back are all present and accounted for, down to the plastic gloves supplied by Porsche in case of roadside tire changes. Even the cigarette lighter is still in its plastic bag in the ashtray, never having been installed in the car. The door jambs are pristine, the engine bay is immaculate. This thing is **THAT** clean, and that's really rare for any 38-year-old car, even a Porsche.

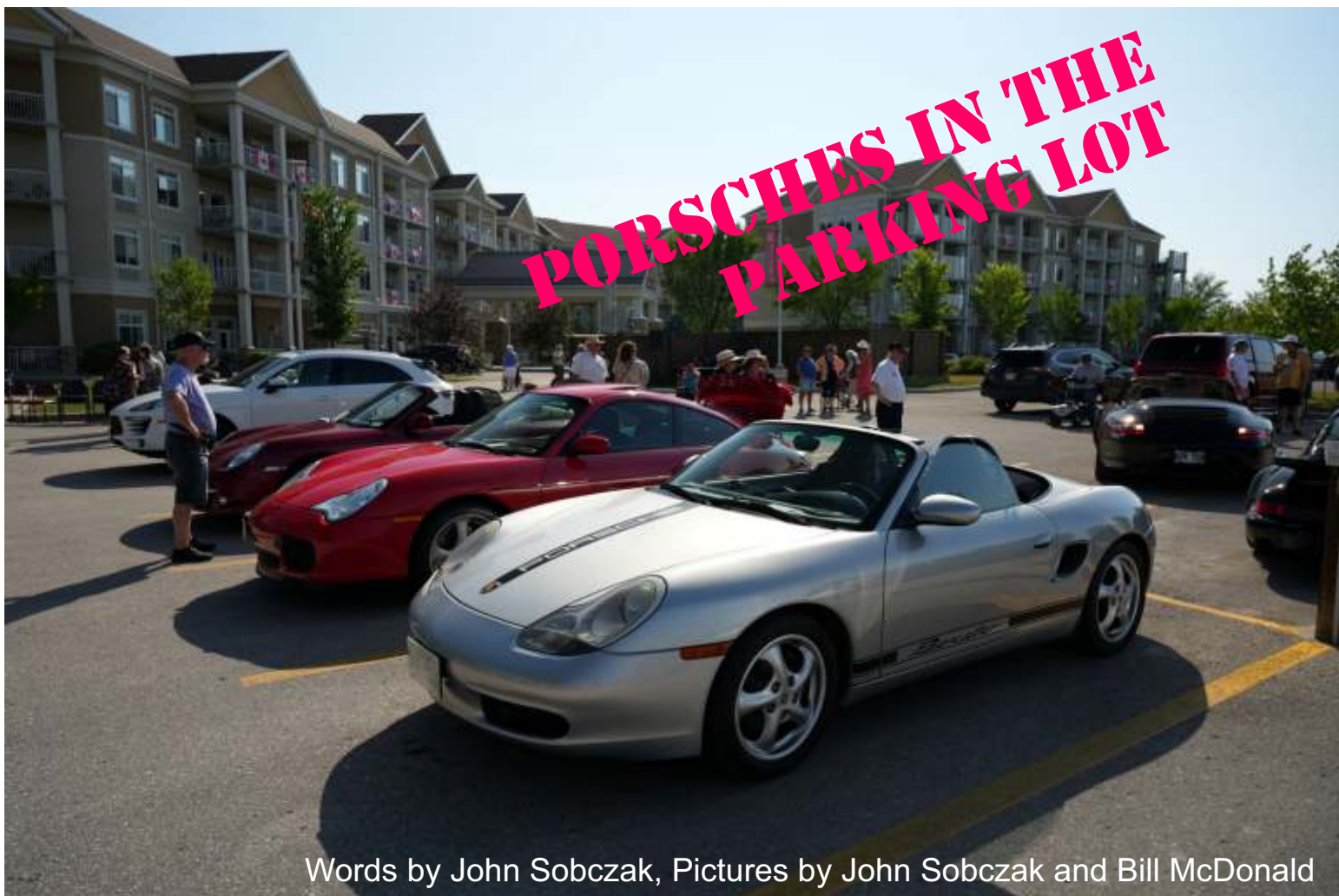




The car came with all of its paperwork too, including service stamps from Auto Haus (the selling dealer) and even a recall notice from 1990. All of this just adds to the car's amazing history.

And John is just the enthusiastic owner this car needs to preserve it. He's become the Club's 924 guru since he joined in 2022 ("anybody who has three 924s probably qualifies as the Club guru") but he sells himself short a bit. He's researched these cars both online and in-person, and even enlisted some help from the Porsche dealer to unearth some little-known production details and numbers. The Porsche 924S might be an unsung hero of the transaxle-Porsche world, but it has a worthy champion in John Gollub.





Words by John Sobczak, Pictures by John Sobczak and Bill McDonald

Once again on July 9, the River Ridge Retirement Residences hosted the Red River Region Porsche Club of America at the annual Porsches in the Parking Lot event. The event has taken place annually since 2017 (albeit with a break for Covid).

The weather again was fabulous with no clouds or mosquitoes in sight.

Nineteen beautiful Porsches were on display. Proud owners enjoyed the opportunity to share their passion for their vehicles with the residents of River Ridge I & II.

A music man was on site to provide entertainment. Spontaneous dancing broke out in the parking lot. Club members were provided a bag lunch.

Residents voted for their favourite Porsche. The winner was the maroon 2011 911 Turbo cabriolet owned by Guy & Marg Prefontaine.

Residents were able to purchase a raffle ticket for a ride to Half Moon in one of the members' Porsches. Proceeds were donated to the Winnipeg Humane Society.

A great time was had by all!

Thanks go out to All Seniors Care and the River Ridge Retirement Residences for their hospitality. Looking forward to next year!





The winner!



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Email Kevin: porscheclub@mac.com

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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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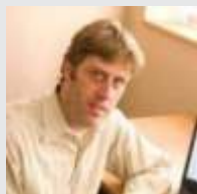
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Meeting Schedule

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.

29 Nov	Holiday Party	The Gates on Roblin
7 Jan	Monthly Meeting	TBA
4 Feb	Monthly Meeting	TBA

Check www.redriverpca.org or watch your email!

Statements appearing in issues of "Red River Ramblings" are those of the authors and not necessarily those of the Red River Region or PCA. The Red River Region is not responsible for any services or merchandise advertised herein. The word "Porsche" is used herein solely to identify a make of automobile and does not indicate an affiliation or relationship with the manufacturer or distributors.

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