

# RED RIVER RAMBLINGS

2025 TAYCAN 4S REVIEW  
CRUISE NIGHT AT THE PONY  
CARS & COFFEE AT PROTEX



SUNDAY  
CAR SHOW  
3-10



SEPTEMBER-OCTOBER 2025



As summer winds down, join us in kicking off the fall season with a very special Cars & Coffee on September 13th starting at 10am, celebrating 70 years of PCA, hosted by the Porsche Centre Winnipeg.

Highlights will include a display of Porsches organized by colour and generation; great coffee, great cars, and even better company; plus a tribute to seven decades of passion, performance, and community.

#### *Celebrating 70 Years of PCA History*

The Porsche Club of America (PCA) was founded in 1955 by a small group of passionate Porsche owners led by Bill Sholar, a commercial artist from Washington, D.C. What began as an informal gathering of enthusiasts quickly grew into an organized club with a shared love for the engineering, spirit, and heritage of Porsche.

From its humble beginnings with just 13 members, PCA has grown into the largest single-marque car club in the world, with over 150,000 members across regions and zones throughout North America. For seven decades, PCA has brought Porsche owners together for friendship, driving experiences, technical support, and unforgettable events.

Whether you're an air-cooled enthusiast or a fan of the latest electric innovations, this event promises a stunning visual lineup and a great way to connect with fellow Porsche lovers.

All PCA members, Porsche owners, and enthusiasts welcome!

Let's celebrate the heritage and future of PCA together.

Rob



## MEMBERSHIP REPORT

### August 2025

Primary Members 171

Affiliate Members 100

Total Membership 271

PCA National: 166,721 members

## Welcome Our New Members!

Damien Belanger - 2023 Cayenne

Kevin Klippenstein - 2024 911 GT3,  
2022 911 Targa 4 GTS

Daniel Little - 2025 Macan 4S

Mohamed Elkum - 2024 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](mailto:Membership@redriverpca.org)

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**On the Cover... Porsches at the Pony! Photo by the Editor**





OK tell me I'm crazy but... I think I should have another Porsche.

Let me explain. I've owned my 1985 911 Carrera 3.2 for 15 years now. It's been a great car, I've been on some road trips with it, driven it a lot around town, and

made memories in it that will last forever. I have no intentions of selling it, but I've often said that if I didn't already own it, I wouldn't spend the money it would take nowadays to buy an air-cooled 911. I love mine, but I think they're overpriced now for what you get. I don't want to think of what it would cost to replace my original-paint coupe, even though I bought it as a pretty low spec (no spoilers), higher mileage (about 120,000 miles), and many-owners car in a common colour. Certainly it would be many times what I paid for it back in 2010.

But much as I love the old 911 I've been tempted by other cars too. If I was going to buy a newer Porsche toy it would almost certainly be a Cayman S, but as far as older ones I do have a soft spot for the four-cylinder "transaxle cars" - the water-cooled front-engined cars of the '70s to early '90s - yes, the 924, 944 and 944 Turbo (I know there's the 968 also but I never really got on with that one).

And of those my favourite is the interior-facelift 944 that was introduced in 1985. Unlike my 911 the interior looks like a modern car and it has air-conditioning that might actually work!

The great thing about these cars is they're still around! Right now there's a local-ish 944 Turbo for sale that would make a great companion for my 911. Only about 100,000 miles on this one, looks well maintained, and for sale at the exact price I bought my 911 for in 2010. How could I go wrong?

Well, for it to make sense to have another car it takes three things - money, space, and time. Money's not the issue. Old cars, even transaxle Porsches, have old-car problems and these take time to sort, even if you have someone else do the work. It takes time to shuffle cars around, not to mention drive them, which is the whole point of owning them. And I have motorcycles that demand attention, including an old Ducati that started blowing fuses this weekend...

The garage is also full which is a problem (a first-world problem, but since I'm in a safe space here, a problem nonetheless). This could be addressed with a storage unit at a friendly collector-car facility, but then you have to drive there to drive your car. Not ideal. And storage units are an ongoing cost.

So I think I'm putting aside the thought of another Porsche, at least for now. Maybe I'd revisit that plan if I sold a few bikes, that would address some of the time issues. Then there might be time for a 944, if I could find the space. Of course if a minty stock 1990 or 1991 Yellow Pearlglow 5-speed Nissan 300ZX came along, all bets would be off!

Dallas

**Will Kurtz**

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# PORSCHE AT THE PONY CORRAL



Words by Dallas Ewen, Pictures by Bill McDonald and Dallas Ewen

On July 20, Porsches gathered once more at the Pony Corral. But this wasn't the usual annual gathering at the Pony at Grant Park; it was a totally new venue, the Pony Corral on Nairn Ave. Sadly the Grant Park Pony is defunct, it closed last year, so this was the Red River Region's first cruise night at the new venue. I have to say it exceeded my expectations.

Not that they were high, if I'm being honest. The new Pony space is chopped up into two or three different zones - one to the west of the restaurant, the other a large lot to the east, and a third lot kind of southwest. Not exactly ideal for car-show spectating, but one good part was that "civilian" vehicles (that is, non car-show cars) were diverted into other lots by security.

This was Porsche night of course so turnout from the club was high. Not as many cars as would come out to the Grant Park Pony, but still pretty good. We were warned to turn up early as space would be at a premium, but there was plenty of room for Porsches throughout the late afternoon and evening.

There was lots of spectator interest too. I found it entertaining to watch one fellow filming a music video in front of some of the cars. Perhaps we'll see it on his YouTube channel (sadly, didn't catch the name).





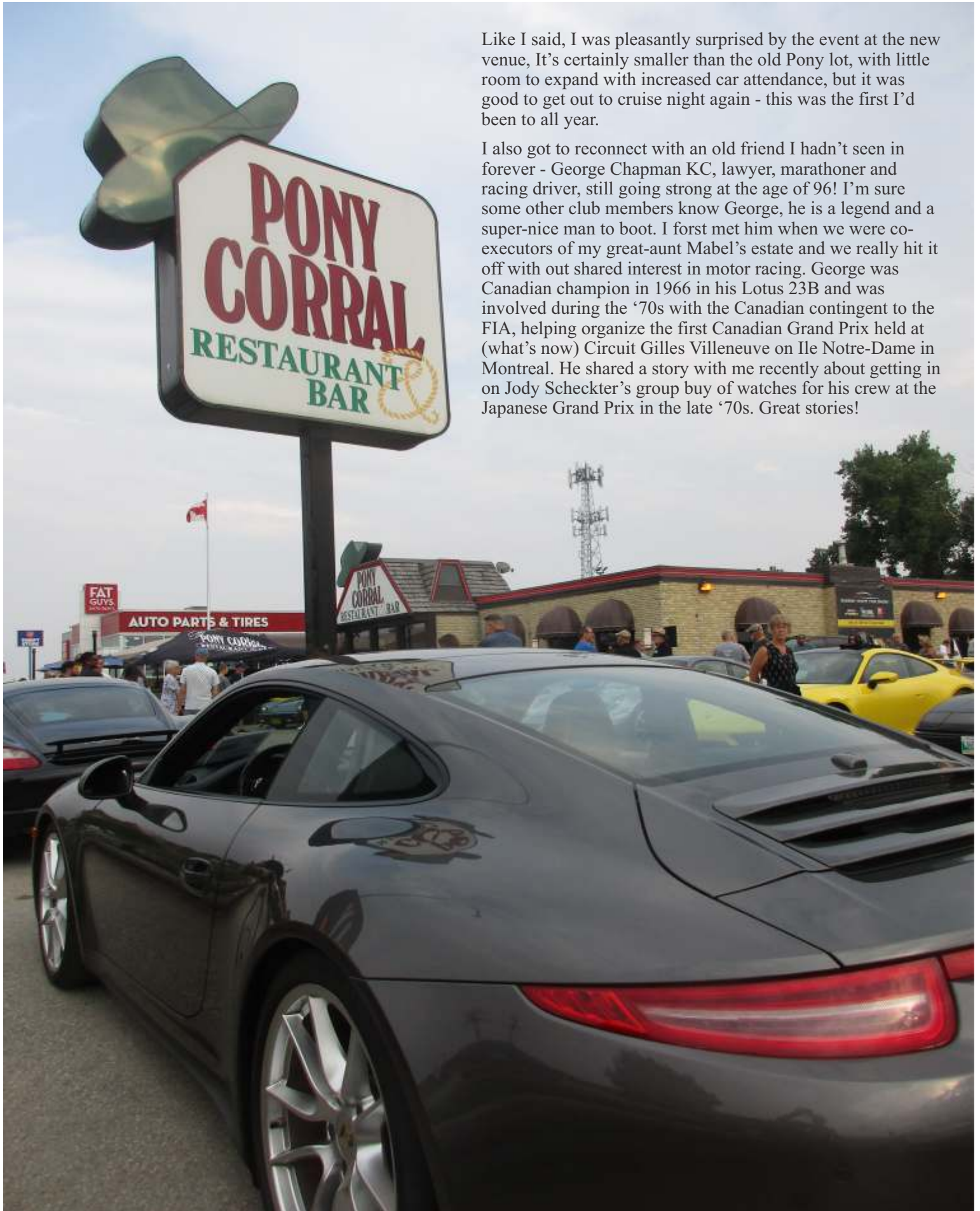
The variety of cars at the show is always interesting. For example, I'd never gotten up close to a Tesla Cybertruck before. No offense to owners, but not only is the vehicle ugly, I found the build quality to be shockingly poor. Gaps were uneven all over the car and worse yet, the panels were actually misaligned in a half-dozen places (see photo at right). By that I mean - there were places that the panels were obviously supposed to line up evenly (hood to fender corners for example) but they were a good half-inch off. I mean, beauty is in the eye of the beholder, but if I'd paid \$100k for a vehicle that had been put together that poorly, I'd be pretty mad.





Like I said, I was pleasantly surprised by the event at the new venue. It's certainly smaller than the old Pony lot, with little room to expand with increased car attendance, but it was good to get out to cruise night again - this was the first I'd been to all year.

I also got to reconnect with an old friend I hadn't seen in forever - George Chapman KC, lawyer, marathoner and racing driver, still going strong at the age of 96! I'm sure some other club members know George, he is a legend and a super-nice man to boot. I first met him when we were co-executors of my great-aunt Mabel's estate and we really hit it off with our shared interest in motor racing. George was Canadian champion in 1966 in his Lotus 23B and was involved during the '70s with the Canadian contingent to the FIA, helping organize the first Canadian Grand Prix held at (what's now) Circuit Gilles Villeneuve on Ile Notre-Dame in Montreal. He shared a story with me recently about getting in on Jody Scheckter's group buy of watches for his crew at the Japanese Grand Prix in the late '70s. Great stories!

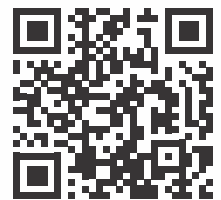


# Help Celebrate PCA's 70 Years!



## 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.

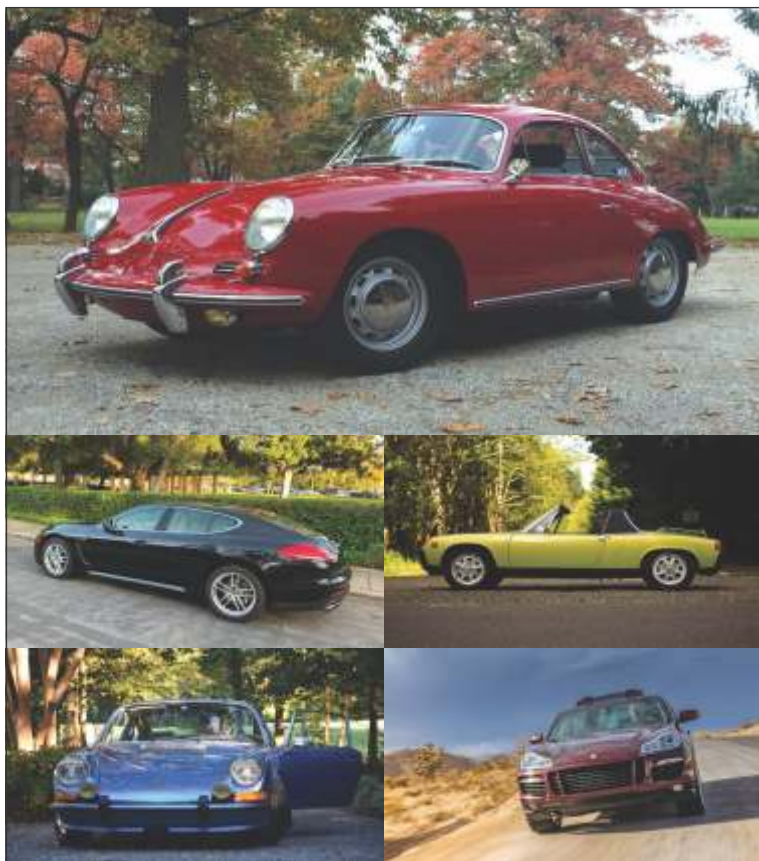


*Watch the video: [PCA.org/news/pca70](https://www.pca.org/news/pca70)*



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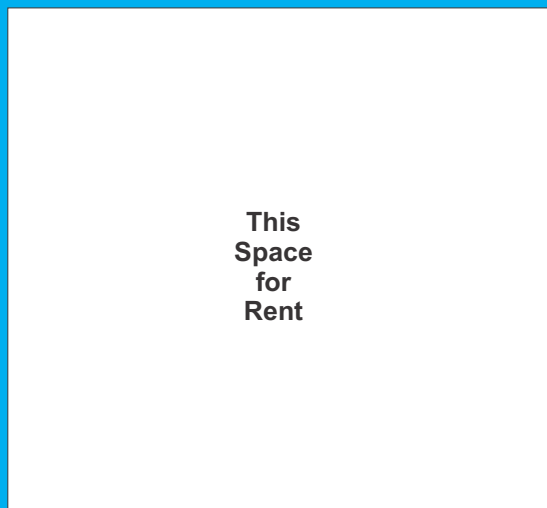
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Advertisement fees are payable in advance of publication. Please contact the Treasurer at [treasurer@redriverpca.org](mailto:treasurer@redriverpca.org)

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*





So that was the show at the Pony. Sadly we'll never have the show back at the old Grant Park venue, barring a sale of the restaurant and its reopening I suppose. But this show was OK, lots of pretty cool cars and cool people to talk to, the showing from the club was excellent, and the weather was great despite a mist of rain in the afternoon.

I never did get to the other east-end cruise night this year but will try next year. Until then!





# PROTEX YOUR INVESTMENT

Words by Dallas Ewen  
Pictures by Bill McDonald and Dallas Ewen



On August 16, friends of the PCA Protex (formerly VPS) hosted a Cars & Coffee event for members. We watched a demo of PPF (paint protection film) application, checked out the amazing shop facility, and enjoyed a delicious charcuterie table.

I had a little chat with installer Justin about the PPF process. It was really interesting. The PPF film itself is cut to pattern (specific to each car) on a large automated cutter right in the shop. Justin isn't a pricing guy but indicated that the cost of a full wrap on a 911 is in the neighbourhood of \$5,500 to \$6,000. Of course a front-end-only wrap is less. It doesn't take long to do the wrap (it's like installing a full-panel decal) but prep work is essential. The guys did a clay bar job on the car before installing the wrap. Fascinating!

Thanks to Protek for hosting this awesome event!





Protek works on cars besides Porsches of course - in the shop when we were there was this "as-delivered" Mustang GTD with the plastic hairnet still on the steering wheel. This is a street-legal racecar chock-a-block with carbon fibre and aero bits. It's powered by a supercharged 5.2 litre V8 producing 815 horsepower that'll propel the GTD to a claimed 325km/h top speed. The price for this "Mustang"? A cool \$440,000.





**EARLIER** this summe, Porsche Centre Winnipeg sent out an email asking if I was interested in driving a Macan EV and a Taycan EV at an event they were organizing at the Red River Exhibition grounds. I sure was interested, and signed up right away. But unfortunately, as the date was approaching, registrants got another email. Sadly the event had been cancelled, due to the wildfires and evacuees being housed at the Ex. However, the dealership kindly offered a test drive of one of the cars at my convenience. Was I interested? Was I!!

So I duly arranged to drive an example of the Taycan - the Taycan 4S you see above (I took the Taycan as PCA member Haney Louka had driven and reviewed the Macan EV in our May/June issue. On a somewhat drizzly summer morning I arrived at the dealership to meet sales consultant Adam Kramchynsky and get setup to drive this very special car.





**ADAM** generously offered the car to me for as long as I liked, but I reckoned an hour would be sufficient to gather my general impressions and take some photos. As the weather was threatening I stopped for photos first, which was a good thing as the weather got steadily worse. Nothing to interfere with a good drive though.

The Taycan 4S is an all-electric Porsche, powered by a permanent magnet synchronous motor. With the “Performance Plus” battery (an extra-cost option), motor output is rated at 509hp (590hp when overboost is engaged). Of course all four wheels are driven - the fronts through a single-speed transmission, the rears through a two-speed unit.

Outside, this is a large car. At 4,966mm in length it’s about two feet longer than a 718 Cayman. On the inside, it’s pretty luxurious in the Teutonic fashion that’s typical of Porsche. The starter button is on the left side of the steering, but the car is perfectly silent when “starting” - Porsche doesn’t feel the need for any dramatics, that’s left for the driving experience.

The screens inside are... comprehensive. You can actually spec a 10.9" *passenger* touchscreen in addition to the 16.9" driver screen, and centre dash screen. If you feel like you’re lacking for screen space that’s not Porsche’s fault. Haptic controls abound but somehow seem to have an analog feel, which is welcome.

**IT’S** really roomy inside too - I reckon two couples could easily take a road trip in this car. While I’m not that tall I can certainly sit “behind myself” with plenty of room to spare. And the quality of the interior appointments is really high - as you’d expect in a car that costs this much. Everything you touch just feels solid and substantial. The leather smells great, too.







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So enough about the interior and exterior, what's this car like to drive? In a word: gobsmacking. I've driven electric cars before and thought I was used to the shocking acceleration enabled by a 500-horsepower motor producing maximum torque at zero RPM, but everytime I get on the throttle (not "gas") in an EV it's like a new epiphany. It's not even that this car goes 0-100km/h in 3.7 seconds - it's *how it does it*. Fast internal combustion engined cars make a screaming noise, and it really *feels* like the car is working hard to produce those crazy numbers. But an electric car just feels completely at ease doing it. There's no noise, no fuss, just instant, effortless, breathtaking performance. I felt like I was behind the wheel of a legit supercar. There is little on the road (and nothing I saw on my drive) that can match the performance of this car. And this is a vehicle that can carry four people in absolute luxurious comfort. Try that in your McLaren.

There's some extra tricksiness optioned into this Taycan 4S too. It is equipped with the "Performance Battery Plus" (\$6,360) that gives a 54 horsepower boost over the standard battery. Sport Chrono (\$1,650) adds push-to-pass overboost and "track endurance" modes. I can tell you that the power boost of push-to-pass was noticeable on the Perimeter Highway, but when you're talking about 590 vs. 509hp you're getting into a realm that's well beyond what's useable on a public road, on a regular basis anyway. This car is just crazy fast, that's it. And it's all the more impressive when you consider that the car weighs two-and-a-half tons, Imperial.





# 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](https://pca.org/news/pca70-club-coupe)



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**OF COURSE** I didn't take the car onto a track, or even any roads that would seriously tax its capabilities. But it drove like a Porsche in the curves. Yes, you can feel the weight of the car (5,000lbs more or less) but the suspension is well controlled, firm but not harsh. It's nimble for a big car, too - the turning radius seemed especially good. The one knock on the car is that the regenerative braking is not aggressive, or even really assertive. It can be toggled on or off, but when off it takes a bit of getting used to, for a driver used to ICE cars. It feels like even off-throttle the Taycan would coast forever. There's certainly no opportunity for single-pedal driving in this car.

And when you start talking about "single pedal driving" that's a natural segue into the big deal about EVs - range and charging. Having the car for an hour I didn't have any issues with this, but prospective owners will have questions. I scoured the Porsche website for range estimates but the best I was able to find was "we have... a special focus on long range." I get why they don't want to give estimates - actual range numbers will vary widely with temperature, weather conditions, and especially driving style - but prospective owners want to know.



FORTUNATELY the dash displays give you a idea of range remaining, and according to the EPA and NRCan you can expect 475km range with the 21-inch wheel option - the larger wheels reduce expected range a bit. But according to Edmunds and other reviewers the Taycan exceeds these estimates - in the perfect weather of southern California anyway.

And when it comes to charging, Porsche says the car will charge from 10% to 80% in 18 minutes at max charge. I guess that's pretty impressive. I can still fill my car with gas faster than that, but the point of electric cars is that you drive 'em home at the end of your day, plug it in overnight, and the next day you're charged up ready to go. I'm sure the Taycan 4S will do that no problem.

I did talk to Adam a bit about this when I returned with the car. He said that Porsche recommends max charge be set at 85% to maximize battery life. They also will arrange home-check and setup for customers with trusted local electricians. There's an 8-year, 160,000km warranty on the car's batteries which can be extended up to 13 years - but there's no estimate given on ultimate battery lifespan. This seems typical in the EV world.

Which brings us to the bottom line. What does all this Porsche EV goodness cost? Well, as with all things Porsche, the answer is "a considerable amount." The base MSRP for the 2025 Taycan S is \$135,600, not much if you say it fast. But the options add up - total cost for the car on test was \$168,800 plus taxes. This includes some important goodies like the Performance Battery Plus and Sport Chrono, but some I might leave off, like the 21" Mission E wheels at \$5,350. As my dad would say, total with tax will knock the spots off a hundred and ninety grand. And that's before the electrician gets through setting up your charger.

Is it worth it? Well as electric cars go, I can't believe you can get much better than this. You've got a level of supercar performance that very little on the road can touch. But you've also got luxury and features out the wazoo in a big and comfortable car. Plus it's electric - no gas tank to fill and electricity is still pretty cheap. Plus you can say you're saving the planet. And how can you put a price on all of that?

My thanks go out to Porsche Centre Winnipeg for their loan of the car, and to their knowledgeable and engaging young sales consultant Adam Kramchynsky.



## 2025 Porsche Taycan 4S

Base price/price as tested: \$135,600 / \$168,800

Power Output: 509hp (590hp overboost)

Maximum Torque: 524 lbs-ft

0-100km/h (mfr data): 3.7s

Max speed (mfr data): 250km/h

Curb weight: 2,257kg

NRCan estimated range: 475km



# Look at it this way, it's either an expensive sportscar or a very reasonable racecar.

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## The Porsche 911 Turbo.



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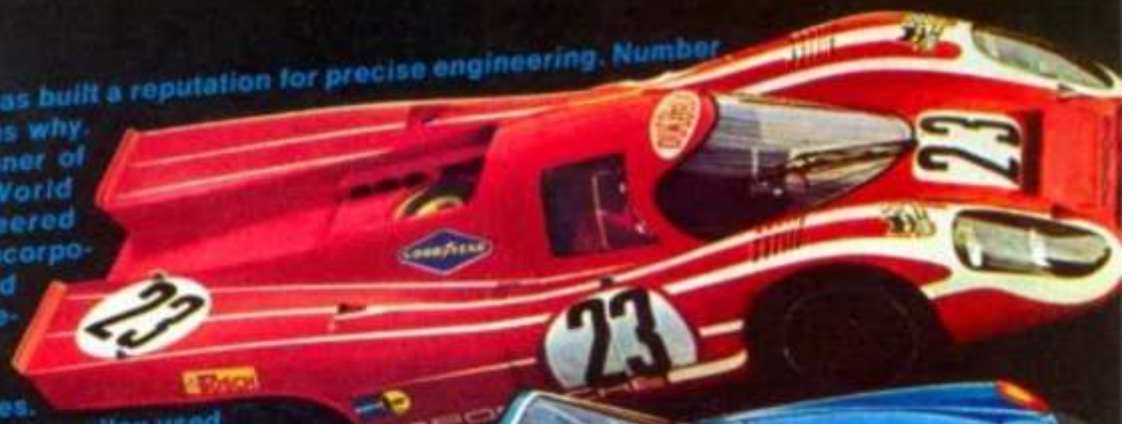
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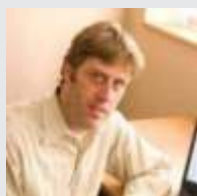


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## Meeting Schedule

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.

13 Sept	PCAC&C	Porsche Centre Wpg
1 Oct	Monthly Meeting	The Gates on Roblin
5 Nov	Monthly Meeting	The Gates on Roblin

Check [www.redriverpca.org](http://www.redriverpca.org) or watch your email!

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# Service and Restore Your Classic



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