

FALL 2026

C2 SKY



THE OFFICIAL MAGAZINE OF THE PORSCHE CLUB OF AMERICA - CANADA WEST REGION





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Farewell to a legend

This edition pays tribute to the Porsche Boxster, Cayman and Spyder, now rebranded as the 718 series and no longer in production. Introduced in Europe in 1996, the Boxster has been with us for 30 years and will



be missed. As Porsche's only mid-engine sports cars, they have a passionate following within our club. That enthusiasm is reflected in this issue, which looks at our summer 718 drive and, in our Motorsports column, how the last Cayman GT4 was designed and raced in partnership with the Porsche Museum.

Building on that passion, our New Members event highlights the Executive Committee welcoming a dynamic group of new members—each one buzzing with anticipation. From the dealership handing you the keys to your Porsche, the club unlocks 75 years of heritage and racing, connecting you with fellow enthusiasts who speak the same language.

Continuing our focus on member experience, the Ladies High-Performance Driver Education story puts our women members in the driver's seat for an unforgettable day on the track. Ingrid Taylor takes us along for the ride, sharing the anticipation, adrenaline and joy of pushing her 911 through its paces.

Finally, this summer brought us a surprise. *C2Sky* was awarded second place in the 2026 PCA Newsletter Contest. After three years of transforming this publication into a vibrant, journalistic showcase of our club's diversity, the recognition feels especially sweet. This honour belongs to all our contributing writers and photographers, Gerard Pietrykiewicz, Judi Cohen and Gordon Quan, whose unwavering support made this possible. With that note of celebration, enjoy these stories, and stay tuned for what's next.

Safe journey,

Edward Quan

Edward Quan
Editor-in-Chief
C2SKY

Nº 1

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PRESIDENT'S MESSAGE



Fellow PCA-CWR members.

Welcome to the fall edition of *C2Sky*. With beautiful West Coast sunshine, we are in the absolute prime of the Porsche driving season. Our cars belong out on the asphalt, and the Lower Mainland roads have never been more inviting.

Reflecting on the last few weeks, I am incredibly impressed by the energy at our Shades of Stuttgart showcase at Tsawwassen Mills on July 26th. Despite wet weather and a local power outage, seeing hundreds of Stuttgart's finest machines was a powerful reminder of what makes PCA-CWR special. A massive thank you to the organizing committee, board, sponsors, and volunteers who made the event a success.

Our summer momentum didn't stop there. I recently joined several members at the Abbotsford Airshow, enjoying a fantastic afternoon in the Fraser Valley taking in the spectacular aerial displays by the Canadian Snowbirds and the Red Bull helicopter team.

Looking forward, we still have a packed calendar of day drives, scenic tours, and vibrant local socials through August and September, including Escape 2026 and many of our local "Meet Your Neighbors" events. Keep an eye on your inbox for The Road Ahead so you don't miss out before the autumn rains arrive.

As always, this club thrives on your participation. The executive team is actively seeking individuals who want to get more involved. Please reach out if you are interested in running an event, chairing a committee, or joining the executive team.

Thank you for your passion, camaraderie, and dedication to Porsche. Enjoy the rest of your summer, stay safe, and I will see you at our next event.

Until then, enjoy the curves.

Bruce MacKenzie
President

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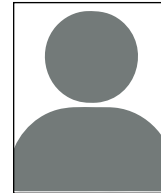
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COMPASS

September

3

Meet Your Neighbours –
Vancouver

6

966 Runny Egg Run

10-14

Escape '26 –
Penticton Lakeside Resort

10

Meet Your Neighbours –
Richmond

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911 Event

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Meet Your Neighbours –
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October

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Chilliwack

Meet Your Neighbours –
New West

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C2Sky Drive – West Vancouver

Ladies Porsche Pink Parade –
7th Anniversary



November

1

November

14

Volunteer Appreciation
Dinner

21

CWR Christmas Party



The above schedule is based on information available at the time of publication.
Visit pca-cwr.org for the latest details on each event.

LETTER TO THE EDITOR

Hello Edward,

It was a pleasure meeting you at the 50th Anniversary Celebration last summer. As a relatively new member of the club, I was struck by how well the event was attended, how smoothly everything was organized, and the warm, welcoming atmosphere created by the members—and their beautiful cars. We felt right at home.

C2Sky magazine and the PCA–CWR community have been an invaluable resource throughout the restoration of our 1968 Irish Green 912, a project that's particularly meaningful to us as the car has been in our family since 1972. We look forward to attending more PCA–CWR events in the years ahead, meeting fellow members, and hearing the stories behind their special cars.

Thank you for everything you and your team do to keep this community engaged and connected.

Warm regards,

Brett Johnson
1968 912
2022 911 C4S



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Where the road leads

Story by Skye Marker



What resonates with me about Porsche is how closely the brand aligns with my own values: refinement, adventure, and independence.

I have always appreciated things that are thoughtfully designed and built to a high standard, whether that's architecture, travel, food, or cars. Porsche has a unique ability to combine exceptional engineering with timeless design, creating vehicles that feel both purposeful and beautiful. That sense of refinement is something I value deeply.

At the same time, I am happiest when I'm exploring. Living in Vancouver, I can have breakfast in the city, drive one of the world's most scenic highways, hike an alpine trail, and be back for dinner the same day. My vehicles are a big part of making those experiences possible. The 911 transforms the drive itself into an adventure, while the Cayenne provides the capability to reach trailheads, ski hills, and mountain destinations throughout British Columbia.

Over the past year, I have learned to appreciate the confidence that comes

from exploring on my own terms. Whether it's an early morning drive to Whistler, a solo hike, or attending Porsche Club events and meeting new people, my cars have become more than transportation. They have become tools that support a life built around curiosity, capability, and connection.

For me, Porsche represents far more than performance. It reflects a way of approaching life: seeking out meaningful experiences, appreciating thoughtful design, and maintaining the freedom to choose where the road leads next.

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Welcoming our new members

Story by Gerard Pietrykiewicz



Alan Bird, Vice-President and Bruce MacKenzie, President, prepare to greet new members at Porsche Centre Richmond.

On Sunday, June 28, PCA Canada West Region welcomed new members to its 2026 New Members Event at Porsche Centre Richmond. The dealership was a wonderful host and made everyone feel very welcome. The catering was excellent, with plenty of great food and refreshing drinks for members to enjoy while meeting new people and talking about our shared passion for Porsche.

The purpose of the event was simple: to welcome our newest members, introduce them to the club, and explain what PCA Canada West Region is all about.

Our club president and several members of the executive team spoke about the history of the Porsche Club of America, the Canada West Region, and the many activities we organize throughout the year. These include driving tours, social gatherings, car shows, technical sessions, charity events, and many other opportunities to meet fellow Porsche enthusiasts.

Guests were also treated to a slideshow featuring photos from many of our past events. It was a little longer than originally planned, but it gave everyone a good look at the variety of activities available through the club and the amount of work our volunteers put into making them happen.

We also held a raffle with some great prizes, which added a little extra fun to the morning and gave a few lucky members something special to take home.

Most importantly, we encouraged our new members to become active participants in the club. PCA Canada West is run entirely by volunteers, and there are many ways to get involved. You do not need any special experience. Sometimes, simply helping at an event, welcoming another member, or sharing an idea can make a real difference.



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Thank you to Porsche Centre Richmond, our executive team, our volunteers, and everyone who attended.

To our new members: welcome to PCA Canada West Region. Please check the club calendar, register for an upcoming event, and come join us.



ABOVE: Gerard Pietrykiewicz, Dealer Liaison, and Mike Taylor, Treasurer.
RIGHT: Rokhsana Tarin-Pisheh, Nancy Mao, Director at Large, Amy Chow and Yvonne Chan.



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Engines roared, confidence soared

Women take command on HPDE day.

Story by Ingrid Taylor | Photos by Eric Berard

A photograph of two Porsche sports cars parked on a paved area in front of a modern building with large glass panels. The car in the foreground is a light blue/grey Porsche Carrera GT with black racing stripes and 'Porsche Carrera GT' text on the side. The car in the background is a bright yellow Porsche Carrera GT. The sky is blue with some clouds.

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The Porsche Club of America - Canada West Region hosted a special Ladies Novice High-Performance Driver Education (HPDE) Day at Mission Raceway, giving women the opportunity to experience the excitement of performance driving in a safe, supportive, and educational environment. Designed specifically for novice drivers, the event paired each participant with an experienced instructor who provided one-on-one coaching throughout the day.

Over the course of the event, the ladies completed six driving sessions of approximately 20 minutes each in their own Porsches. With guidance from their instructors, they learned and practiced important driving skills, including proper cornering techniques, smooth braking, passing procedures, and understanding the ideal line around the track. Each session helped build confidence and allowed the drivers to become more comfortable behind the wheel.

The weather was perfect for a day at the track, with clear blue skies and warm sunshine creating ideal conditions. Between driving sessions, the participants had the opportunity to relax, socialize, and enjoy lunch at the raceway while watching other groups take their turns on the circuit. The atmosphere throughout the day was friendly, encouraging, and filled with enthusiasm.



TOP: Participants in the Ladies HPDE day at Mission Raceway.



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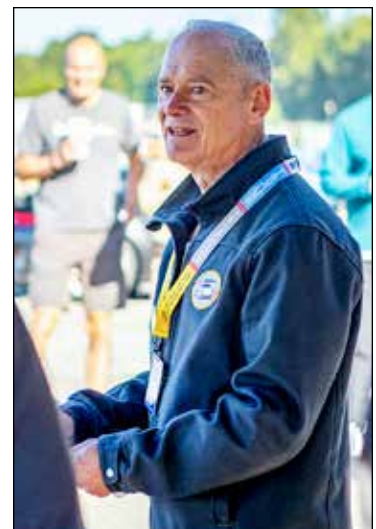
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By the end of the event, it was clear that the Ladies Novice HPDE Day had been both educational and incredibly enjoyable. The participants left Mission Raceway with new driving skills, greater confidence, and wonderful memories of a day spent learning, challenging themselves, and sharing a passion for Porsche driving with fellow enthusiasts. Special thanks to Scott Newbury, our HPDE Chair, for organizing this special segment. It was a successful event and one that many of the ladies are already looking forward to attending again.



Scott Newbury, Chair, Driver Education

On the Road: The impressions we leave behind

Red and white lights illuminated my rearview mirror.

Story & Photos by Edward Quan



It was early morning when the Scoop the Loup tour rolled out of Nelson, British Columbia last June. The convoy of polished Porsches glided along a flat, sun-washed two-lane highway, 13 engines humming in harmony.

As I guided my Boxster past a BC Ambulance—careful to observe the broken yellow line—another club member in a newer Boxster followed suit, our little procession both respectful and spirited. Then, in an instant, a flash of red and white lights danced across my rearview mirror. The ambulance crew, grinning as our Porsches thundered past, flicked on the emergency lights—a playful nod to the unmistakable presence of Stuttgart's finest on their morning run.

It felt like déjà vu—a flashback to another Porsche club tour through Nelson two years earlier, when a stop sign separated me from the group and led me straight into a serious traffic emergency. This time, I was among the first to reach a motorcycle accident, the air heavy with urgency and concern for the injured motorcyclists. With no cell service amid the mountains, I asked the other motorist to remain with the injured as I leapt back into my Boxster, racing up the winding road toward town to find a cell signal to call for an ambulance.

That day was a stark reminder: no matter how thrilling the journey, we remain guests on every road we travel. It's a responsibility we carry—to leave every place, every impression, better than we found it.

Scoop the Loop isn't just a tour—it's a five-night Porsche adventure that delivers more than 20 hours behind the wheel along some of British Columbia's most thrilling mountain roads. Each year, our club curate's multi-day journeys, often themed around the best in food and wine, making these tours a highlight of the summer driving calendar. This year, every route promised quintessential BC: sweeping vistas, challenging curves, and a taste of the province's vibrant culture.

Our engines fired up early on a Sunday morning in West Vancouver, the group gathering with anticipation for the road ahead. First stop: Whistler Village for a lively lunch, before stretching our legs at Nairn Falls Park, where a short hike rewarded us with the thunderous spectacle of the falls. An afternoon pitstop at the Beer Farmers Brewery in Pemberton offered a chance to relax, swap stories, and sample local craft brews, before we cruised into Pemberton Valley Lodge for a well-earned night's rest.

Morning brought crisp mountain air and renewed energy as we pointed our Porsches north toward the legendary Duffy Lake Road. This 104-km stretch of BC Hwy 99 is the stuff of automotive dreams—tight switchbacks, steep grades, and jaw-dropping alpine vistas. It's a pilgrimage route for Porsche enthusiasts, a place where driving skill and scenery compete for your attention.





By lunchtime, we'd arrived at Fort Berens Estate Winery in Lillooet, welcomed by a spread of charcuterie and four exquisite local wines. The tasting was so memorable that more than a few bottles were tucked into our front trunks, souvenirs for the journey ahead.

That afternoon, the convoy rolled on through Cache Creek and Logan Lake, eventually arriving at the Prestige Inn Harbourfront Hotel in Salmon Arm. My room with panoramic views of Shuswap Lake awaited. After a day of pure driving bliss, there's nothing better than lake-side relaxation to cap off the experience.

Wednesday dawned with anticipation as our Porsche convoy set sights on Monte Creek Winery, just east of Kamloops. Our route plunged us into the North Thompson River valley—a classic slice of BC motoring, where rolling farmland, grazing cattle, and herds of horses sped by our windows. But in true road trip fashion, a stretch of unexpected gravel had us plotting a detour, adding some unplanned rally flavour and a few extra kms to our day.



Arriving fashionably late at Monte Creek, we were greeted by the family-run winery's warm hospitality and a tasting lineup that showcased their organic cool-climate and fruit wines—true expressions of the valley's terroir. Lunch proved a highlight, with cheese boards, pizzas, and paninis fueling our next leg. Having reviewed the winery before, I knew our taste buds would be well rewarded.

With the afternoon sun glinting off our windshields, we carved through the rolling countryside, the signature growl of Porsche flat-sixes echoing across the fields. Each twist and straightaway was pure driving pleasure.



As evening settled in, the Prestige Inn welcomed us for a well-deserved feast. Laughter and stories filled the dining room—a celebration of shared road miles, machine passion, and the kind of camaraderie only found on the open road.

Thursday promised another epic drive as we targeted Nelson, with the logistical adventure of the Fauquier Ferry crossing. With space for just 40 vehicles and departures every 30 minutes, precision convoy tactics were a must to keep our fleet together as we rolled onto the ferry.

By late afternoon, we pulled into Nelson's iconic Hume Hotel, a historic stop rumoured to be haunted (and with walls





thin enough for any ghostly whispers to carry). I made a mental note to do a quick closet check—better safe than sorry.

Friday's roads beckoned, tanks brimmed and spirits high, with Francis Chin leading us through legendary stretches to Kaslo and Winlaw—territory tailor-made for Porsches, with hairpin mountain curves and valley straights that test both machine and driver.

After a spirited final drive through the region's breathtaking scenery, our group gathered at Marsano Italian restaurant, toasting five unforgettable days of Porsche-powered adventure and friendship—a fitting finale to a road trip for the books.

Kudos to our tour captains, Gary and Lena Walker, whose precision planning made each mile memorable. Hats off as well to Ted and Johanna DeVries, Francis Chin, and Dominik Jaworek—the backbone of support that kept our Porsche drive rolling smoothly from start to finish.





Club spirit drives Shades of Stuttgart

Rain, resilience, and a great Porsche day

Story by Gerard Pietrykiewicz | Photos by Edward Quan

Shades of Stuttgart 2026 was not the sunny summer gathering we had all hoped for, but it may be remembered as one of those events where the spirit of the club showed through.

In the days leading up to the event, the forecast started to look less friendly, and registrations slowed as members realized rain was likely. On the day itself, just over 100 cars arrived out of nearly 160 registered. It was not the turnout we had hoped for, but it was still a strong showing considering the weather.

The rain stayed mostly manageable. We were not completely soaked, but it was enough to test everyone's enthusiasm. And that is where our members, volunteers, sponsors, and Porsche Centres really stepped up.

This year, the Porsche dealerships raised the bar with their displays. We had a GT3 RS with a Manthey kit, a GT4 RS, and some very impressive Cayennes and Macans, giving everyone plenty of reasons to walk around, take photos, and enjoy the cars.

Each registered participant received five colourful tickets: one for a drink and ice cream from Porsche Centre Richmond, one

for a small sandwich from Porsche Centre Vancouver, one for a sweet snack from Porsche Centre Langley, one for coffee from the club, and one for the main raffle.

Our sponsors were also outstanding. Legacy Liquor promoted non-alcoholic beer and hosted its own raffle. Porsche Centre Langley supported a charity raffle. Hi-Fi Centre donated high-end Bowers & Wilkins earbuds, while Ralph's Radio provided a radar detector and dash cam package, both including professional installation. AI Audio Innovations joined Ralph's Radio with an impressive, shared display, and Odlum Brown was there engaging with our members.

Then, as if the rain was not enough, Tsawwassen Mills experienced a power outage. Many mall visitors came outside and suddenly found themselves admiring rows of Porsches.

It was not a perfect day, but it was a good one. Sometimes perseverance looks like showing up in the rain, sharing coffee, supporting each other, and still finding a way to enjoy the cars and the people.



MIDDLE: Porsche Centre Vancouver

BOTTOM LEFT CORNER: Club volunteers at the Shades of Stuttgart in Tsawwassen Mills.



MIDDLE: Legacy Liquor and
Porsche Centre Richmond

BOTTOM: Porsche Centre Langley



Exploring country roads in the Porsche 718

From city streets
to valley vistas.

Story & Photos by Edward Quan

For only the second time in recent memory, the club revved up for a day drive devoted exclusively to the 718 series—the storied lineage once known as Boxster, Cayman, and Spyder.

On a rain-kissed July 18th—fittingly, 7/18 — 16 gleaming Porsche 718s converged on Chilliwack, ready to devour the Fraser Valley miles in a drive orchestrated by the ever-enthusiastic event coordinator Jeffery Rebiffe.

Escaping the urban sprawl, I chased streaks of rain into the Fraser Valley, slicing through what felt like a never-ending highway construction gauntlet.

Pulling into the lot, my arrival was greeted by a show-stopping Lava Orange 718, gleaming under the gray sky—proudly owned by Red Seal Chef Elizabeth Grimaldi and Steve Grimaldi, and parked like a beacon outside Fresh Impressions Catering.

Stepping into the catering shop, the air was thick with the inviting aroma of freshly baked muffins and piping hot coffee. A communal table for 40 stretched out in the centre of the room, with Jeff Rebiffe presiding at the far



ABOVE: Blazing in lava-orange, the Porsche 718 commanded attention outside Fresh Impressions Catering, setting the stage for an exhilarating club drive in Chilliwack, BC.

BELOW: Red Seal Chef Elizabeth Grimaldi and Steve Grimaldi of Fresh Impressions Catering, Chilliwack, BC.

BOTTOM RIGHT: Jeffrey Reibiffe, Event Coordinator.



end—clearly in command of the day’s proceedings.

Soon, we set out to experience the 718’s sublime mid-engine poise—threading together ribbons of farmland back roads and riverside stretches, weaving through the heart of Fraser Valley’s rural charm.

We cruised past soaring green cornfields—some nearly brushing my Boxster’s roofline—and stumbled upon roadside stalls brimming with fresh-picked blueberries, each one a burst of local flavour.

There were moments we carefully navigated around families out for morning strolls, kids reaching to pet livestock over split-rail fences. Hugging the Fraser Riverbanks, the cool breath of mountain water drifted in. A long train rumbled by at one crossing, nearly a hundred cars slicing the horizon—a pause that only heightened our anticipation.

For me, the 718 drive delivered a restorative dose of country tranquillity—a perfect antidote to the relentless pace of city life.

Returning to Fresh Impressions Catering, blue skies finally emerged as we gathered on the patio and watched Elizabeth and Steve work their BBQ magic. The spread—three vibrant salads, juicy beef or veggie burgers, and decadent ice cream sandwiches—made for a lunch as memorable as the drive itself. I found myself wishing I lived closer to soak in this level of hospitality more often.

True to club tradition, the event brought together familiar faces and eager newcomers—many on the younger side, adding fresh energy to the mix. But as always, the 718 series stole the spotlight, leaving us all hungry for the next gathering and more Porsche mid-engine memories to come.



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The impact of engine oil on fuel efficiency

For 2025, Porsche has added GPFs to some models.

Story by Glenn Barron



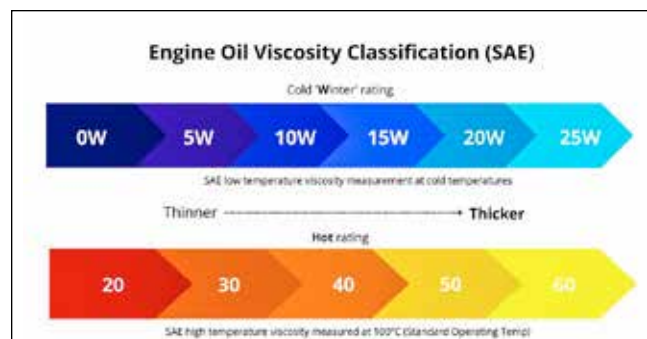
Sit tight and find something to grab...I am about to create one of the largest taboos in car culture. Yup, a technical discussion about engine oil! It is by far the most controversial topic you will encounter on every vehicle-related forum online. Why on earth would I venture down this seemingly cantankerous rabbit hole? Simple...to help owners understand the facts and dispel myths to the best of my abilities while drawing on my experience working around all things mechanical for 35+ years. Dare I begin?

First up, the importance of engine oil and what it is designed to do (and not do). Engine oil is essential for lubricating engine parts, reducing friction, dissipating heat, and keeping the engine clean and efficient. Over the years, it has evolved from a basic hydrocarbon mixture to today's modern synthetic oils that offer wear protection, maintain viscosity across temperatures, prevent acid buildup, and clean internal engine components. In air-cooled engines, oil is a critical part of the heat transfer process.

"Air-cooled" may conjure images of fans pushing air around the engine to dissipate heat, but oil flow through the oil cooler is just as important to the efficient cooling process. Engine oil is NOT designed to last indefinitely, maintain consistent viscosity over time, repair worn parts, seal leaks, or be a "one size fits all" product. Manufacturers use varying alloys and materials when designing and building engines, so using the correct oil is key to longevity.

One crucial area for engine performance is oil viscosity. Essentially, oil viscosity refers to how easily oil pours at a specific temperature. Thinner oils flow easier at lower temperatures and have a lower viscosity, whereas thicker oils have a higher viscosity. Most multi-grade

motor oils are formulated with viscosity index improvers, which use polymer additives to help maintain consistent oil



viscosity over a wide range of temperatures. However, these viscosity index improvers will break down over time as the oil ages and is heat cycled. Changing your oil regularly is critical to maintaining correct viscosity.

In North America, motor oils are categorized based on a rating system developed by the Society of Automotive Engineers



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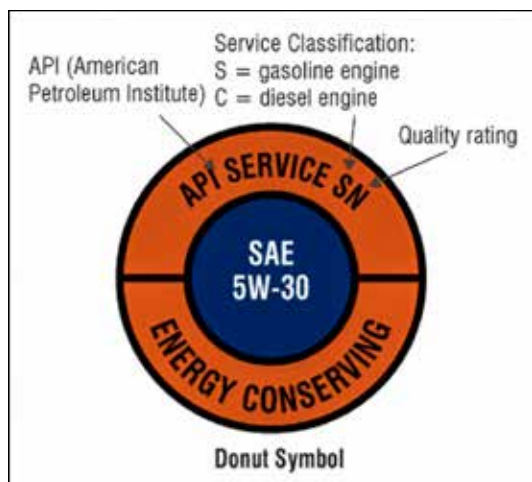
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TECH TALK



(SAE) for viscosity ratings, and the API (American Petroleum Institute) for cleaning, wear protection, & emissions ratings. An example of an SAE viscosity grade is 5W-20. The “5” symbolizes the cold temperature viscosity rating, the “W” stands for winter, and the 20 is the engine operating temperature viscosity rating. As a rule of thumb...and certainly within the warranty period...always look at your vehicle’s owner’s manual to determine the correct motor oil SAE/API grade for your specific engine.

In addition to viscosity, each manufacturer will list an oil specification requirement for your vehicle. For example, Porsche specifies A40 or C40, BMW states LL-04 or LL-12 FE, Volkswagen uses VW 508 00 / 509 00, etc. You get the idea, but it is important to use the correct specification under the vehicle’s warranty period...and beyond in most situations. These specifications cover the protection of individual parts of the engine as well as the emissions system. For example, using the wrong specification can lead to early catalytic converter or gasoline particulate filter failure, DOC/DPF/SCR failures in diesel engines, damage to emissions sensors, etc. In summary, veering away from the manufacturer’s recommendations can be a costly endeavor. The costs may not show up immediately, but long-term damage will be inevitable.

While a specific brand of engine oil can advertise meeting manufacturer’s recommendations, it should be noted there is a wide range of quality available on

the market. Generally speaking, engine oil quality will be driven by price point for the most part. Another item of note is that a specific manufacturer may supply engine oil under varying degrees of branding & packaging. Shell for example, along with their own brands, markets engine oil under the Pennzoil & Quaker State banners as well. This does not mean one or the other is inferior or superior but should be noted when shopping around to understand the marketing strategies involved.

Now that you understand more about engine oil, let’s discuss when or when not to follow the manufacturer’s recommendations.

Today’s emission standards and fuel consumption targets set by Governments have resulted in engine oils becoming thinner. It stands to reason that thinner oil reduces internal viscosity drag. Reduce drag equals

on how the vehicle is used. Vehicles in the 10+ year old range can benefit from revised manufacturer recommendations as well as modern oil technology. Many manufacturers including Porsche update engine oil viscosity & rating recommendations for classics and are worth researching for the latest information. Lastly, if you have recently had your engine rebuilt, or modified beyond how it was originally manufactured, then engine oil specified by the rebuilder or modifying technician should be followed for optimum performance.

While I will stop short of recommending specific brands, I do suggest researching tech-heavy discussion forums to learn about experiences & results if you have a hankering for more details. My go-to site for reliable information is <https://bobistheoilguy.com/forums/> While the name may seem odd, in my years of dealing with oils I have found the expertise on this site unmatched anywhere else. There are lots of armchair experts floating around various social media



1.5-2% higher fuel economy numbers. Tighter machining tolerances inside modern engines also require thinner oils for maximum flow rates. In almost all instances, the manufacturer’s viscosity rating should be used for optimal performance, and always during the warranty period. As vehicles age, internal tolerances increase due to wear. In these instances, moving up one level of viscosity can be beneficial but should be discussed with your technician based

sites touting the virtues of some brand or weight of oil, and for their particular situation it might be just fine. For your specific situation, either follow the manufacturer’s recommendations or your trusted technician who has your best interests at heart.

If you have any ideas for a technical article or would like to see something specific covered, you can contact me via technical@pca-cwr.org

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Louis Vuitton and Singer restyle the 911

Luxury on the open road.

Story by Edward Quan | Photos by Singer

Louis Vuitton, the global icon of luxury travel, takes the wheel on an extraordinary new journey—one where haute couture meets horsepower. Driven by its legendary Art of Travel philosophy, the House fuses time-honored savoir-faire with cutting-edge craftsmanship for an automotive collaboration that's as stylish as it is groundbreaking.

In an inspired meeting of savoir-faire and speed, Louis Vuitton teams up with California's famed Singer atelier—legends in the art of reimagining classic Porsche 911s—to unveil two truly show-stopping automobiles.

First up: a Porsche 911, meticulously reimagined by Singer – Classic, and dressed in an exclusive livery of Louis Vuitton's signature shades—saffron, cobalt blue, and yellow. It's a bold statement, custom-crafted for the House and radiating unmistakable style.

Its stunning counterpart, the Porsche 911 Reimagined by Singer – Classic Turbo, bears the creative signature of Louis Vuitton's own Nicolas Ghesquière. This elegant cabriolet shines in Calcaire Lutétien white, offset by gleaming precious-wood trim. Both masterpieces are



fitted with bespoke Louis Vuitton pieces, ensuring that every drive is nothing short of a celebration of style, artistry, and the thrill of the open road.

At the heart of this unprecedented collaboration? A singular detail: a Tambour dashboard clock that would spark a new era in luxury automotive design.



What began as a simple conversation between Louis Vuitton's visionaries and Singer's artisans quickly ignited a creative partnership. With Singer's cult status for bespoke automotive artistry and Louis Vuitton's legacy of elegance, the stage was set for a project unlike any other.

That simple clock, inspired by the iconic Tambour watch, became the creative nucleus for an entire interior reinvention. Louis Vuitton's artisans spent a year meticulously redesigning the



dashboard—speedometer, rev counter, and all—infusing every detail with the Tambour's signature blue and orange accents. The result? A cockpit where watchmaking mastery and automotive adrenaline exist in perfect harmony.

For Louis Vuitton, a car is never just a vehicle—it's an extension of identity, a rolling testament to the art of living. In these two extraordinary Porsche 911s, the House captures the free-spirited energy of California and the timeless craftsmanship of Paris, delivering an experience where every drive is luxury in motion.





Last 718 takes to the racetrack

Celebrating 75 Years of Porsche Motorsport.

Photos by Porsche

The 718 Cayman GT4 RS Clubsport showcases motorsport, architecture, and Porsche heritage in one car. Developed with the Porsche Museum, it celebrates “75 Years of Porsche Motorsport” and will remain part of the collection.

Motorsport shaped Porsche’s origins, with 75 years of innovation tested on track. To mark the anniversary, Porsche Heritage and Museum is highlighting this legacy with a 718 Cayman GT4 RS Clubsport in a special museum livery.

The design of the livery focuses on the futuristic architecture of the Porsche Museum. As an ambassador for “75 Years of Porsche Motorsport”, the vehicle embarks on a journey that makes it part of that very story itself. And because a racing car must first earn its place in the company collection with a few racing kilometres on slick tires, the car took part in the six-hour race of the ADAC Ravenol Nürburgring Endurance Series (NLS) last August. Porsche Brand Ambassadors Timo Bernhard and Jörg Bergmeister shared driving duties in the number 718 car and crossed the finish line in fourth place in class.

This remarkable machine is the museum’s tribute to ‘75 Years of Porsche Motorsport,’ not just preserving history, but boldly creating it. For the first time ever, Porsche Heritage and Museum joined forces with the experts at Weissach and Team 75 Motorsport to compete in a contemporary race.

The 718 Cayman GT4 RS Clubsport (982 generation) is the last mid-engined racing car from Zuffenhausen. Homologated until



TOP: 718 Cayman GT4 RS Clubsport.

ABOVE: Jörg Bergmeister, Timo Bernhard, 718 Cayman GT4 RS Clubsport, six-hour race of the ADAC Ravenol Nürburgring Endurance Series (NLS), 2026.

2027, it will be replaced by the 911 GT4 R, the first GT4 car on the 911 platform. Every detail is built for performance.

The museum has documented the car’s creation and will keep it operational after its racing debut. A documentary on Porsche’s YouTube channel in autumn 2026 will follow the 718 from production to track, including build footage and test drives by Timo Bernhard.

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