

PCI E-News

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Belaard Co



Porsche Club

Ireland





David Whelan

Editorial

There's a time, or it might be a place, where one's mind wanders just before you drop off to sleep. In there are locked magical mystical things. Red Ferrari Maranellos are ten a penny there, Angeline Jolie fights to attract your attention and you ignore her, for a while at least, and ponder that impossible question, what is your favourite Porsche.

Can it be a 911, a Boxster, a Carrera GT? Mine is none of these. Mine is a choice that even Angeline would be impressed with. Its slow, and very heavy but brilliant at its job. A Panzer Kampf Wagen Mark 4, a Tiger Tank to the uninitiated. Painted in Northern European Theatre Grey. I'd go for the earlier 75mm cannon as opposed to the larger later 88mm version. Why so, simple, so I could manoeuvre it down narrow streets and then turn it without having to do a three point turn.

Imagine driving up to your local bank to make a withdrawal. Rumble rumble, boom, clang, clang, clang and rumble off. Of course some banks are in trouble at the moment and might not have dedicated parking, or money for a Tiger Mark 4. Max Mosley might buy it off you as well. And please, do not try this as home as all participants are highly trained etc. Rumble, Rumble. I'm having a Mad Max moment here.

Which reminds me of our week

end in Killarney, not good tank country at all. Too many mountains, bogs, rivers. That's why the Irish Army don't have tanks we were told, can't use them down there. Thanks, to Brian Gorman and his deal with the Hotel, and your support by turning up in strong numbers, we had a good event.

The roads on the Beara Peninsula were at their best, cold, dry, no tourists and good tarmac. We had a few little glitches but we've learned from your feedback what we need to do better and our guests Chris Clark from PCGB and Alan and Jordyn Welshman from Region 27 enjoyed themselves. Chris presented us with a lovely silver plate thingy which we will display at Porsche Centre Dublin until we get our own version of a permanent home like Cornbury House. Or a Tiger Tank. You see lots of Sherman's in France but never a Tiger. Pity as its one of Ferry Porsche's best designs. Ranks with those sun glasses in the Porsche Possessions Catalogue.

I said at the dinner that my aim in the next few months is to give more value to you the members for your annual sub. More events, more drives, a wine tasting I'm working on, and of course you have the benefit of belonging to a community where there's a lot of expertise not only in matters Porsche but in all walks of life.

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Them 993 fellas have a drive on Sunday 4th May that Victoria knows nothing about, and Denis Collins has got PCI an invite to take part in the Kinsale to Bantry Run 9-11 May. If you did this run and had attended our dinner last month you will have covered the entire southwest coast from Cork to Kerry. George Neideimer down in Waterford continues to organise the GP Karting at various venues, most recently in Watergrasshill, Cork. Its fun, try it. They have an active PCI community down there.

Don't forget to wave, especially that Black Cayenne in South Munster!!



Killarney Annual Dinner 2008



As is becoming the norm, a good crowd made the trip to Killarney this year for the annual Porsche Club Ireland Dinner.



In all, over 60 people attended the dinner on the night and a sumptuous dinner was enjoyed whilst watching the sun set across the Killarney lakes. Our guest of honour this year was Chris Clarke for Porsche Club GB and he was joined by Allen Welshman who is the regional organiser for PCGB Region 27. Chris is the regional director for PCGB, so it was only fitting that Ireland showed him just how stunning our country is and how we enjoy our cars.



Dave Whelan and Denis Collins had organised a run over the parts of the ring of Kerry for Saturday and the view and roads left a lasting impression on pretty much everybody.



It would be tempting to describe just how good it feels to drive a 997 GT3 across Molls Gap with the owner in the passenger seat calling out pace notes and advise you to keep the revs high and to push on through the corners.

Suffice to say, the climb over Molls Gap and the spectacular Healy pass were a sheer thrill to drive - regardless of which type of car you drive.



A further drive on the Sunday morning had us travelling the less well know roads. In true Irish form, the convoy set off but left the leader behind at the hotel. But we managed and whilst there were two different routes taken around Caragh Lake, we still all managed to meet for lunch at the same place before we all said our goodbyes and headed for home.



A special mention of thanks must go to Brian Gorman who plotted with the Hotel to get us a fantastic deal for a weekend break that hopefully will have left a lasting impression on all those who attended.

993 Register News



This month has been an eventful one for my 993 , so I thought a running report might be in order!

First up , a friend and I put aside a few hours to change the oil cooler fan resistor in my car. The fan was only coming on 'high' as the resistor had failed , so it had to be done . A few hours later and much cursing the 993 design gurus , the job was done , and I was happy in the knowledge that my oil would stay nice and cool even in the worst traffic jams over the Summer months.

Well , happy that is , until I found the car wouldn't start! After more fooling around with workshop manuals and checking the usual suspects , i.e. battery , DME relay , etc , I figured my starter motor had given up the ghost. Well , a new starter has been ordered , and will be fitted by John Keaney next week . I'll let you know how it goes!

On a positive note , we've seen a good response to our newly opened '993 register' . The first drive/brunch of the year was organised for early May , so if you've got a 993 and not yet registered please do send me a mail on:

993@porsche-club-ireland.com

and I'll include you in the mailing list for 993 register activities.

Barney Lynch

The misunderstood sibling.

The 996 variant of the legendary Porsche 911 was the first model to be water cooled and broke with a long tradition of sports cars bearing the title 911 that were air cooled and rear engine. Water cooled 911's are perhaps more accepted now, but the 996 still suffers the stigma of the car that broke with tradition and changed the face of the 911 forever.

Perhaps some saw it as a changing of the guard, where the 911 was the flagship model of the range and all other models were perhaps an unfortunate commercial reality in a world where even car companies had to make money to survive. When the 996 came along in 1996 it shared a common family DNA with the recently released Boxster - and a family look that was carried forward into the Cayenne.

Porsche had changed and a new era was on the horizon which turned the small car manufacturer that began in a shed in Gmund into the most profitable car company in the world.

Alan Weadick ponders the future of the 996.



We need your Porsche stories and photos.

We are well now in to 2008 and with events ongoing all the time it is impossible to make it to all of them.

So, if you can make it to an event, why not share it with all the other readers of PCI E-News. The magazine is sent to over 500 people every month and like every publication, we are dependant on content that is relevant to our readers.

You don't have to be the worlds greatest storyteller or photographer, but we are looking for Porsche related articles and pictures for our magazine. It could be something as simple as how you found that elusive Porsche you have dreamt about since you were a child - or a rare Porsche you spotted on the road.

The main thing we want is for the members to contribute and help other members by sharing their knowledge.

You don't have to be too concerned about formatting and editing it - don't worry if the words don't flow on to the page. The main thing is that there will be help here at PCI in putting together your article or colour fixing your photograph and you will have full approval before it is published.

Send your articles and pictures to alan@weadick.com

Upcoming Events

May 12th : Monday evening club drive and Autoglym Demo

Meet at Avon Ri, Blessington 6.30 for 7pm depart drive around Wicklow. Return to Avon Ri by 8pm for demo (outside). Free Prize draw for Autoglym Valet Case worth over €70.

The venue is located on the Blessington lakes and the phone number is 045 900670.

May 17th : Porsche Racing at Mondello Park. All PCI members welcome to join the racers at their corporate box for a day of racing.

Aug 8-10th: Old Timer GP Nurburgring. Dave Whelan is hoping to organise a small group driving to this event. The plan is to leave Dublin on the Weds 6th and return by Monday 11th.

Porsche make available hospitality to include food, drink and entry tickets but its very hard to get and is limited. Racing for historic cars takes place throughout the weekend and the old 14 mile GP circuit is open for public laps. His plan is to bring the Cayenne and a trailer with a track car on board. If you are interested email Dave at

porcheclubi@eircom.net.



New Cayenne Turbo S

Dr. Ing. h.c. F. Porsche AG, Stuttgart, has extended its third model line by the addition of the top of the range Cayenne Turbo S. The Turbo S, the most powerful Cayenne of them all, is driven by a 4.8 litre V8 engine with twin turbo forced induction, delivering 550 hp.

The Turbo S is Porsche's response to the wishes of its customers. There is huge demand, especially in the new emerging markets of Eastern Europe and Asia, for exclusive sports-style SUVs with top quality physical handling dynamics. Despite the fact that Porsche has managed to give the new Turbo S even better drive performance than the regular Turbo model (500 hp / 368 kW), the fuel efficiency figures for the Turbo S are exactly the same as those for the Cayenne Turbo.

From the outside, the Turbo S can be recognized by its 21 inch Sport-Plus alloy wheels housed within its painted wheel arches and by a sports exhaust system with four tail pipes made from aluminium investment casting. The air intake grills and wheel arches are painted the same colour as the car body. The new understated yet elegant "lava gray metallic" paint option is exclusive to the Turbo S.

All models of the Turbo S have a chassis which benefits from air suspension, not to mention suspension levelling and ride-height

control, along with Porsche Active Suspension Management (PASM), which – once again as standard – is combined with Porsche Dynamic Chassis Control (PDCC) and Servotronic speed-sensitive variable power steering.

With the introduction of the Porsche Ceramic Composite Brake (PCCB) as an option, Porsche underscores its leading position as a provider of ultra durable brake disks made from carbon fiber ceramic composite. When the 2009 range is introduced, this high tech brake disk – originally developed for the motor sport sector – will become available for the first time in a sector other than the sports car sector, namely in the elite, top quality physical handling SUV sector. The front axle ceramic disks are 410 mm in diameter, whereas the rear axle disks are 370 mm in diameter. Deceleration takes place via six-piston calipers at the front and four-piston calipers at the rear. The PCCB is available as an option on other Cayenne models such as the Cayenne S, GTS and Turbo, subject to wheel sizes of at least 20 inches.

The high quality character of the new Cayenne top-of-the range Turbo S is emphasized by the standard equipment of the interior, the front sports seat with Comfort Memory Package, rear seating with individual seat contours, aluminum door panels showing the name plate

together with leather upholstery in two exclusive dual-color combinations (black / Havana and black / steel gray) plus a leather steering wheel with padded center.

The latest generation of Porsche Communication Multimedia System Management (PCM) inclusive of navigation module with hard drive provides a full range of new, easily accessed functions actuated via a touch-screen. As with all other Cayenne models, the Cayenne Turbo S also comes with the option of voice actuation with full word recognition for navigation system destinations, universal audio interface (with MP3 connection), cell phone link-up via Bluetooth and a TV module for both analog and digital terrestrial signals. Offered as standard, the BOSE® Surround Sound System with 14 speakers features enhanced 410 Watt output and is now capable of reproducing music from audio and video DVDs in 5.1 Discrete Surround Format.

The Turbo S's enhanced performance relative to that of the regular Turbo model is due to its modified exhaust system and improvements in engine control. In addition to the performance improvements, there has also been an increase in maximum torque by 50 Nm to 750 Nm within an engine speed range of 2,250 rpm to 4,500 rpm.

The Porsche Cayenne Turbo S can accelerate from zero to 100 km/h in 4.8 seconds and its top speed is 280 km/h. The Turbo S will be introduced into the market as from August 2008.

Technical data

Engine: V8 with two parallel exhaust turbo loaders
Fuel injection: direct fuel injection
Displacement: 4,806 cm³
Bore: 96 mm (3.78 in)
Stroke: 83 mm (3.27 in)
Compression ratio: 10.5:1
Max. power output: 550 hp
Max. torque: 750 Nm
Acceleration: 0-100 km/h in 4.8 sec, 0-60 mph in 4.7 sec



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