

PCI E-News

Issue 3 - January 2007



Porsche Club

Ireland



Club Update.



This month sees the official announcement and launch of the 2nd generation Cayenne SUV from Porsche. The new vehicles will be available in Porsche showrooms from the 24th of February 2007 and page 5 of this edition of PCI E-News gives the rundown on the changes, in addition to a multimedia web special from Porsche on the new range.

What is particularly significant is that these are the first Porsche vehicles to feature direct fuel injection - first seen on the 1955 Mercedes 300SL, where the injectors were placed directly into the bores on the cylinder wall. Direct Fuel injection disappeared almost immediately, but resurfaced in 1996 with the Mitsubishi GDI engines (VW and Audi use the acronym FSI).

And the sweetener on top ? Porsche have become the first manufacturer to build an engine with both direct fuel injection, and variable valve timing. A monumental achievement that is a true testament to the engineering prowess and ingenuity at Porsche.

All the Porsche films and images featured in this edition of PCI E-News can be accessed indirectly by visiting the Porsche website at <http://www.porsche.com/uk> and choosing the appropriate model from the vehicle selector.

And don't forget our annual dinner which this year will be a celebration of not just the year ahead, but also of PCI's 10th birthday !

Ted Gaffney | PCI

Club Website.

Its been all quiet on the website this month as we haven't had any major activity during December..

We will endeavour to notify all members via email or text message of any new events - but keep an eye on the website just in case !

Also, if there are any keen photographers out there, we are always looking for Porsche and club related images for our front cover and website. Don't worry too much about them being perfect as we can crop and adjust the photo's as required.

Upcoming Events.

10th March 2007: Annual Dinner

The Clubs annual dinner will take place on the 10th of March 2007 at Barberstown Castle which is located just outside Straffan in Co Kildare.

The rate for a double room including Dinner, Bed and Breakfast is €290 per couple. For single rooms the rate is €185.

We have also negotiated an evening only rate for the night which covers the 5 course dinner for €60 per person.

Contact Barberstown Castle at (01) 6288157 and speak to Leanne quoting the Porsche Club Dinner. 20 rooms have been reserved, so we ask that you let us know if you plan to attend so we can gauge numbers.

The website for Barberstown Castle is:

<http://www.barberstowncastle.ie>

Useful Contacts.

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Porsche Club Ireland president Ted Gaffney pictured with Heather Murphy at the Porsche Centre event in the Vienna Woods Hotel, Cork.

Cork plays host to the new complete Porsche Range.

It was a wet and miserable Friday afternoon as I headed for the N7 from the safe confines of Dublin and into the predictable weekend traffic chaos. You know the traffic is going to be terrible.. You know it will be dark before you arrive.. But you still soldier on and brave the traffic. I guess it must be our form of therapy to travel halfway across the country just to kick some tyres and nod sagely about bhp and headline torque figures.

When I arrived at the Vienna Woods Hotel in Glanmire, I was warmly greeted by Alan Tracey from Porsche Centre Dublin and Pat O'Sullivan who has recently taken over the role of Executive Chairman of the Belgard Motor Group. Without even waiting to check in, I was whisked into the room where the glittering array of Porsche Cars would be on display for the invited guests that evening. And there it was... the new 911 Targa 4 sitting there with the same sort of puppy dog eyes that say that it would just be wrong to leave it behind you.

Now as many of you will know, I have a serious weakness for open top motoring and that I feel the Targa delivers the best balance between an open top roadster driving and the coupe styling and rigidity of the 911 Coupe. My first impression on sitting in the new 911 Targa 4 was the sheer feeling of open space above me. Even with the glass roof

closed the illumination in the cabin was excellent and really gave that feeling of open top motoring. Of course should the much longed for sun appear, a fully retractable electric blind can offer shade and comfort from the glare.

Many car manufacturers from Mercedes Benz to Renault are offering panoramic sunroofs on their vehicles, but none match the feeling of openness and space offered by the 911 Targa 4. In fact the Porsche has one unique feature - the glass roof panel slides down inside the rear window. All other roofs I have seen are limited in their opening capacity by virtue of the fact that at the end of the day they are just large glass sunroofs. Once again Porsche's excellence in pure engineering shows through in this new model.

After checking in to my room, and waiting until the event officially started, I wandered back down to a room that was buzzing with well over 100 people all casting admiring looks at the cars on show. Ted and Karen Gaffney had also arrived from Dublin and we were soon also joined by local PCI member Kim Jacobson and his son Sean. Kim had only recently returned from a 2000 mile round trip to Denmark in his 1983 Porsche 924. Of course, in true Porsche style, the 23 year old car drove superbly and the only recorded hiccup was a fault in the

drivers window regulator on the return leg.

Denis and Joan Collins also joined us that evening and before we knew it, we had a right little contingent of PCI club members at the event. Sneaking a look in the car park later that night, it was hard to miss the 944's and 911's in the car park, rubbing shoulders with the newer Mercedes-Benz, BMW, and Audis.

Now being Ireland, we don't need to say that there was quite a number of PCI members in the bar still at 4am that night, but the following morning, most of us took up the offer from the Porsche Centre Dublin to take a test drive in some of the cars from the Porsche range.

I had the pleasure of taking a 996 Carrera 4S around Glanmire whilst Dave Whelan took a Cayman for a spin. Other PCI member took out 997's and Boxster's for a quick run.

When I headed back for Dublin before lunch, suffice to say I had the top down, the heater blasting, the seats set to maximum defrost and a massive smile on my face.

The open road ahead... and a flat six behind... the only way to travel...

Alan Weadick | PCI





AvD Vintage Grand Prix 2006 at the Nürburgring

The 2006 Vintage Grand Prix again managed to draw over 62,000 spectators to the Eifel. More than 560 race drivers took part in the race on the legendary Nürburgring in race and touring cars from eight different decades. As is traditionally the case for the three days of the event, several departments of the Porsche company made their home in a large exhibition tent located on the expansive premises.

Customer Centre Classic once again demonstrated its competence in matters of vehicle restoration. Information was provided on the availability of Genuine Remanufactured Parts and special documentation such as Driver's Manuals or Repair Manuals was on offer for sale.

Also on site were employees from Porsche Club Service and from Porsche Deutschland who were happy to answer any question. There was particular interest in the Porsche Design Driver's Selection Truck where the new Martini Racing Collection was also presented and sold.

A real eye-catcher were the nearly 400 Porsche vehicles parked on the premises which reflected almost the entire history of the brand. As every year, the VIP package again granted access to the parking areas sorted by model as well as to the Porsche Hospitality Tent where catering and drinks were served around the clock. It was also here that the Saturday evening event was held at which a raffle, a quiz round, cocktail, wine and champagne bars as well as live music provided for a great atmosphere

200,000th Boxster rolls off the line

Dr. Ing. h.c. F. Porsche AG, Stuttgart, is celebrating a very special production milestone: The 200,000th Boxster has just rolled off the production line at its partner Valmet Automotive in Uusikaupunki in Finland. This landmark vehicle, a meteor grey metallic Boxster S, is being delivered to a customer in the US. Michael Macht, Executive Vice President Production and Logistics, said: "Ten years ago, no one would have believed what a huge success this Porsche mid-range roadster has become. Thanks to our flexible production system, we can manufacture the Boxster model series at both our main plant in Zuffenhausen and at Valmet. Today's milestone will especially inspire employees at both plants to continue the success story that is the Boxster."

At the roadster's launch in 1996, Porsche had assumed an annual production of 15,000 units. In the past fiscal year 2005/06, total sales of this model series, since extended to include the mid-range Cayman coupé, amounted to

27,906. The most important market for the Boxster is North America, which has a share of sales of around 40%, followed by Germany with up to 20%.

For the current model year, which began on August 1, 2006, both Boxster models have been upgraded again. The power of the 2.7-liter component in the basic model has now been increased by five HP to 245 HP (180 kW). The boxer engine in the latest Boxster S, which has grown in size from 3.2 to 3.4 litres, can unleash 295 HP (217 kW), 15 HP more than its predecessor.

A full web special on the Boxster can be found on the Porsche website at the following link.

Broadband



Boxster S
Where sport begins.

Performance

217 kW (295 bhp) at 6,250 rpm
0-100 km/h in 5.4 secs
Top speed: 272 km/h

*Contact your local Porsche Centre for tailored specification and pricing





augmented with the new Porsche Dynamic Chassis Control (PDCC) roll stabilizer system. This constant roll control, also available for the Cayenne and Cayenne S, limits vehicle roll on corners and counterbalances it completely in almost all driving situations. The Cayenne thus offers significant improvements in terms of handling, directional stability and ride comfort. When off-road, the system enables maximum axle articulation and improves traction.

Porsche Stability Management (PSM), with its brake assist function, advanced trailer stabilization system and off-road ABS, comes as standard on all Cayenne models. These functions improve the brakes' reaction speed, markedly reduce the yawing which can affect vehicles when towing, and optimize braking performance on loose ground. What's more, with static and, for the first time, dynamic bend lighting, the bi-xenon headlamps fitted as standard to the Cayenne Turbo increase active safety. The system, which can also be ordered for the Cayenne and Cayenne S, is activated as soon a speed of three kilometres per hour has been reached.

The Cayenne web special can be accessed by clicking on the links below.

[Broadband](#) [Modem/ISDN](#)



The New Cayenne: More Performance, Less Consumption

The Cayenne is starting a new chapter in its success story: four years after the model's launch, Dr. Ing. h.c. F. Porsche AG of Stuttgart, Germany, is presenting the second generation of its sporty SUV. The new, attractively designed Cayenne, Cayenne S and Cayenne Turbo models have been given more powerful, direct gasoline injection engines. These are known at Porsche as Direct Fuel Injection (DFI), and they lower the fuel consumption of individual models by over eight percent (NEDC). In real driving conditions, savings of up to 15 percent are possible. The new Cayenne will be in Porsche showrooms from February 24, 2007.

The basic version of this sporty SUV has a 40-bhp (29-kW) power enhancement and is now driven by a 290-bhp (213-kW) six-cylinder engine, the displacement of which has increased from 3.2 to 3.6 liters. The torque of the Cayenne has climbed from 310 to 385 Nm. It can accelerate from 0 to 100 km/h in 8.1 seconds, reaching a top speed of 227 km/h. The previous model managed 9.1 seconds and 214 km/h.

Thanks to new direct gasoline injection and the introduction of VarioCam Plus valve control, the Cayenne S, now with an even bigger 4.8-liter, naturally aspirated V8 engine, produces a torque of 500 Nm (previously 420 Nm) and an output of 385 bhp (283 kW), an increase of 45 bhp (33kW). These higher fig-

ures translate into a 0-100 time of 6.6 seconds and a top speed of 252 km/h. (Previous model: 6.8 seconds and 242 km/h.) The performance figures for the new Cayenne Turbo are also impressive, with an engine output 50 bhp (37 kW) higher than that of its predecessor. The new eight-cylinder engine, driven by a twin exhaust-gas turbocharger, produces 500 bhp (368 kW) and 700 Nm (previously 620 Nm). This Turbo can race from 0-100 km/h in 5.1 seconds and has a maximum speed of 275 km/h. (Previous model: 5.6 seconds and 266 km/h.)

As before, optimum power transmission is ensured by Porsche Traction Management (PTM) which, in standard operating mode, distributes engine power between the rear and front wheels in a ratio of 62:38. The multi-disk clutch can direct up to 100 percent of drive traction to the front or rear as required.

The Cayenne Turbo is fitted with Porsche Active Suspension Management (PASM) with air suspension as standard. This variant can now be

