

# PCI E-News

Issue 4 - February 2007



## Porsche Club

Ireland



# Club Update.



Welcome to the February edition of PCI News. I hope you have all been looking after your porkers over the winter and with the coming of the longer days that we will get out in them more often. My own car, a 993 ( 1994) is my every day mode of transport, except for my carrera mountain bike. Having only had the bike about 12mths it has made me more aware of how inconsiderate some of us motorists can be. Cycling around Glanmire in Cork where I live is tough, if you survive the attempts of motorists to kill you then you are likely to succumb to having a heart attack what with the horrible hills.

We had a great turn out at our AGM on Sunday 7th January. I would like to welcome Ted as Vice President (VP) and to acknowledge the sterling contribution of Michael the previous VP. As you know, Michael also stood down from the committee of PCI but continues with myself and others in putting together a set of club rules and constitution which we will put to members for their approval. This, in my opinion, is a vital step for the club and I hope you all will give it the attention and support it deserves.

Others who have stood down from the committee are Audrey Whelan and Keith McCarthy and we thank them for their efforts over the last few years. This year sees the club activity as busy as ever. The first big event will be our Club Dinner on Saturday 10th of March at Barberstown Castle. Please do come along and enjoy yourself !

Every time I pass another Porsche I always give a wave. Its an old Porsche tradition, a bit like knights of yore raising their visor on passing each other. However, I notice that owners of Cayennes and other modern Porsches do not wave back as much, are they playing with their PCM or Sat Navs, do they take it as an affront as in I might be shaking my fist at them ?

Our committee hope to offer you something for all tastes in 2007. We will continue the Social Events, the Week End and Sunday Runs, Track Days, Concours Competition, Technical Talks, Factory Tour and maybe even a trip to Le Mans or the Nordschleife of der Nurburgring. Its up to you, lets us know what you want and we will see can it be done.

David Whelan | PCI

## Club Committee.

Following the clubs well attended AGM, the following members have been returned to committee posts.

**President :** David Whelan      **Vice President:** Ted Gaffney  
**Treasurer:** Larry Brophy      **Secretary:** Alan Weadick

**Committee Members :** Leslie Kane, John Kane, Bryan Kane, David Gorman, Ruth Keane, Brian Gorman, Bob Cameron, Karen Gaffney Ivor Murphy.

## 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. Dinner only rate is €60 per person.

Contact Barberstown Castle at (01) 6288157 and speak to Leanne quoting the Porsche Club Dinner.

### 17th - 20th May 2007: Porsche Manx Tour 2007

Further Details of this event can be found on the next page of this issue of PCI E-News.

## Useful Contacts.

### Club President:

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### Club Vice President:

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### Membership Secretary:

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## Porsche Manx Tour May 2007

Porsche Club GB and their sponsor PorscheShop have extended an invitation to PCI members to attend their Isle Of Man event in May 2007. There will also be a contingent attending from both Dutch Porsche Clubs.

As many members are probably aware, the Isle of Man is famous for the TT races that take place each year, but also for the fact that outside of the restricted towns and villages, no speed limits apply on the public roads. An incidental item that doesn't seem to have escaped the people over at Top Gear when they need somewhere for a bit of performance testing !

This event is run every year by PCGB and is usually extremely popular and very well attended. If you wish to have a look at last years event, the click on to <http://www.porscheshop.co.uk/> and follow the Monaco in Man banner on the top of the page. The link contains a large selection of images and articles from the 2006 tour.

The package arranged includes return ferries from Belfast to Douglas, 3 nights B&B in the luxurious Mount Murray Hotel and Country Club, Welcome reception and dinner on one evening. The total package price is €415 per persons (based on two adults travelling in one car).

A booking form for this event has been included at the end of this issue of PCI E-News. Contact Alan Weadick at [alan@weadick.com](mailto:alan@weadick.com) or on 086 8258576 if you require additional copies.

Local PCI member David Gorman is a regular visitor to the Isle of Man and is more than willing to answer any questions about the event. He can be contacted on [davidg996@eircom.net](mailto:davidg996@eircom.net) or on 046 9028159 / 086 2740444



*Design drawing of the new Panamera Sports Coupe.*

### **Panamera Sports Coupe scheduled to launch in 2009.**

The Supervisory Board and the Board of Management of Dr. Ing. h.c. F. Porsche AG, Stuttgart, gave their go-ahead for the development and production of a further Porsche model series. The new car is a premium class Sports Coupé with four seats and four doors, and will be powered by various engines. The power unit will be fitted at the front and will drive the rear wheels.

The fourth model series built by the Stuttgart car maker following the 911, the Boxster and the Cayenne will be called the "Panamera", a name derived from the legendary Carrera Pan-americana long-distance race, and is scheduled to enter the market in 2009. Porsche's total investment in the new model series, including development, will be more than Euro 1 billion and will come entirely from the Company's own funds. Expected sales are at least 20,000 units a year.

Production of the Panamera is to be in Leipzig, where Porsche already builds the Cayenne Sports Utility and the Carrera GT High-Performance Sports Car. The final decision will require further detailed talks at the Plant, which will be held by the Board of Management of Porsche AG and the Management of Porsche Leipzig GmbH with representatives of the employees.

This would also require a major extension of the assembly hall already in operation today starting in

2006/2007. Should the site be chosen for production of the Panamera it would potentially create some 600 new jobs in Leipzig alone. In the course of the project approximately 400 more new jobs will be created at Porsche's original plant in Stuttgart-Zuffenhausen, where the engines for the fourth model series will be built, and at the Weissach Development Centre.

In the words of Dr. Wendelin Wiedeking, the President and CEO of Porsche AG: "We have indeed taken a lot of time in making this decision. But now we know one thing for sure: The Panamera is the right car for Porsche, as it has all that typical DNA characteristic of a genuine sports car. In terms of performance, design, and driving dynamics it meets Porsche's high standards in every respect. Through this Sports Coupé we are making our customers an attractive offer in the top performance segment."

Wiedeking stated that Porsche will be developing and building the Panamera through the Company's own resources: "We will be developing a separate platform for our fourth model series in Weissach. There are no plans for a joint venture with another car maker. But to ensure the profitability of this new model series we will cooperate more closely than so far with selected system suppliers."



## New Porsche Museum in Stuttgart takes to the air.

450 days after the ground-breaking ceremony, the shell of Dr. Ing. h. c. F. Porsche AG's new museum in Stuttgart Zuffenhausen is largely completed as 2006 draws to a close. An important construction phase is thus concluded: the underground car park, ground floor, first floor and central girders, the "cores", made from reinforced concrete have been constructed. At total of 21,000 cubic meters of concrete have been used. The around 100 employees – partly thanks to the mild weather of recent weeks – have made rapid progress, even during the cold season. Many night shifts were arranged to lift major parts of the construction into place by crane, and on several occasions Schwieberdinger Strasse (B 27) was closed on one side during at night when there was little traffic on the roads.

Lift shafts, stairwells and service channels are now in place in the three building cores. These also

serve as heavy load-bearing supports for the exhibition area, which will cover 5,600 square meters and hover over the first floor as a building in its own right. Employees are currently pulling eight inch-thick steel wires through one of the Y-shaped supports. Each of the 22 meter-long wires is secured as an abutment and must be prestressed with a tensile force of 300 tons using a special apparatus. The technology being used is derived from bridge construction and is required on static grounds – to provide sufficient support for the audacious architecture of the new Porsche museum. Once completed, the exhibition area will weigh 35,000 tons and will house 80 valuable museum vehicles and 200 further exhibits from the history of the Zuffenhausen-based car manufacturer.

In the meantime, the futuristic museum with its striking contours is now beginning to take shape. The actual exhibition area is being constructed as a steel shell. 500 of a

total of 6,000 tons of steel are already in place. The imposing frame construction – similar to those used in ship and aircraft construction – sketches the future silhouette of the museum, which is located directly adjacent to the parent factory and is expected to be completed in the second half of 2008.

"The steel girders have a span of up to 60 meters and are bridged between the supports. This design creates the impression that the exhibition hall is hovering above the rest of the building," remarks Christina Becker, project manager for the new museum construction. The steel construction work is being continued section by section from east to west (from the S-Bahn overpass in the direction of Porscheplatz/ Porsche showroom) and is expected to be completed in 2007, when the facade will be complete and the interior construction can begin.

The new museum building covering 24,000 square meters, which was designed by the Viennese architects Delugan Meissl, also houses the Porsche archives and a special workshop for historic vehicles. The workshop, which is home to the 300 vintage cars from the Porsche depot, can also be used by private customers who want to restore or service their valuable vehicles. On completion, the museum will also boast a coffee bar, a museum restaurant and conference area, and an exclusive restaurant operated independently of the museum.

## Launch of the new Porsche Cayenne in Ireland.

Porsche Centre Dublin are delighted to extend an invitation to all PCI members to preview the new Cayenne, Cayenne S and Cayenne Turbo at Porsche Centre Dublin on Friday 23 February 2007.

The evening will start at 7.00pm for 7.30pm and will give you and a guest the opportunity to view the new Cayenne models prior to the Irish on sale date of Saturday 24 February. If you are unable to attend the Centre's preview evening, please feel free to visit them to view the new Cayenne models at your convenience anytime from Saturday 24 February

Porsche Centre Dublin hope you can join them and would be grateful if you would let them know if you will be able to attend ASAP by contacting Bettina Schropp by email on [bettina.schropp@porschedublin.ie](mailto:bettina.schropp@porschedublin.ie) or by phone on 01 404 9911 .



## A rare breed - The sensational 959

There had never been anything like the 959 – an everyday sports car with a top speed of 315 km/h, costing 420,000 DM, and packed with technology. The roof, the wings and the back of the bodywork were made of Kevlar. The front skirt was polyurethane and the bonnet and doors were made of aluminium. Under its outer skin the 959 throbbled with the finest technology. The all-wheel drive was on all the time but depending on the pre-loaded driving program, different amounts of torque were applied to the front and rear axles. The driver

could choose any one of four programs depending on the road quality: dry, wet, ice and traction, the latter of which settings would enable the Porsche to extricate itself from off-road difficulties.

The technical highlights also included three possible settings for shock absorber recognition along with automatic speed-dependant shock absorption correction. A ride-height controller enabled the driver to raise the 959 body for driving over uneven terrain and lower it for motorway driving. To enable drivers

to brake the 959 safely at any speed, a special anti-lock system was fitted which controlled each wheel individually.

Depressing the accelerator was guaranteed to put a smile on the face of the 959 driver. The rear-mounted six-cylinder, 2848 ccm engine with water-cooled cylinder heads produced 450 HP thanks to two turbochargers and intercoolers. These combined to catapult the car forward with a barely credible vehemence. "It reached 100 km/h after just 3.7 seconds" according to the calculations of auto motor und sport and that put the 959 into a class of its own.

Only a very few came to enjoy its qualities, however: 113 examples were delivered in 1987 and another 179 in 1988. The sports package offered was very rarely requested. Nearly all buyers preferred to enjoy their 959 on the roads.



## Production starts on new Porsche Cayenne

Production of the second generation of the sporty SUV Cayenne has got off to a successful start in the Leipzig factory of Dr. Ing. h.c. F. Porsche AG. Following the production of exact 150,371 units of the predecessor series in less than four years, series production of the new Cayenne model started in December. "The production start of the follow-up model has progressed to our full satisfaction," confirmed Siegfried Bülow, factory manager at

Porsche Leipzig GmbH. "The generations merged seamlessly."

Porsche sold 34,134 vehicles of the all-terrain vehicle in the 2005/2006 financial year (to July 31). Despite the model change, Bülow is confident of matching the previous year's sales in the current financial year: "Following sharp life-cycle-related falls in production in the last few months, we are very confident about the new vehicle generation. We will have raised Cayenne production back up to 180 units per day by the end of February."

As with the first generation, the bodies of the new Cayenne model will be manufactured in the Volkswagen factory in Bratislava, while the majority of engines will be delivered from the Porsche parent factory in Stuttgart-Zuffenhausen.

Assembly and quality inspection is performed at the Leipzig factory. The manufacturing concept used to date has proven exceptionally successful and it has only been necessary to optimize a few cycles. Thus, for example, employees on the inspection line now benefit from newly developed axle measuring technology, which uses a light projector to generate three-dimensional scans of the surface of the wheels. This high-quality measuring process makes it possible to generate measurement results even more quickly, which are then used to implement an exact chassis set-up for the Cayenne.



