

PCI E-News

Issue 6 - April 2007



Porsche Club

Ireland





David Whelan

Editorial

All clubs have headbangers, but in PCI and with Porsches there are more than the norm. They're easy to spot and usually have a small hole, bald perhaps, in the centre of their head. How so you may ask, and how does a club member become a headbanger ?? Well, I'm glad to enlighten you so read on. The front bonnet of a 911 is supported by two gas filled shocks that support the heavy bonnet for at least the first few openings. After that , it's all down hill, onto your head I'm afraid.

The two shocks soon loose their ability to hold up the bonnet and it seems Porsche have programmed this bonnet drop to coincide with your efforts to get luggage from the aforementioned compartment. Bang, curse, blood is usually the first reaction, but it can be followed by further curses when you hit the back of your head off the front of the bonnet and or drop the luggage on your foot. If you have a 911, remember there are two types of owners, those who are headbangers and those who have yet to be head bangers. I've just bought a kit from the states consisting of a second

pair of struts, I'll keep you posted on the results. Also the so called heavy duty struts don't work, been there, tried that. And have you noticed how boxer owners have short fingers, well its to do with the rear luggage compartment lid I suspect.

Just back from the Barberstown Event as I write this. An enjoyable night and a good location to display our cars. It was nice to see some members that we had not seen for a while or since the AGM. Some very well kept cars there and some interesting ones too. I particularly like the 997 with the GT3 body kit and the savanah interior (tan) is growing on me, but I still would go for black or grey. That's clubs for you , every member has their tastes and opinions, come to the meetings and or our events and make yours heard.

Larry Brophy has announced that he wishes to stand down from the committee and his position as treasurer. Larry is an active club member and has been very hard working on the committee. Thanks

Useful Contacts.

Club President:

David Whelan

Mobile: 086 8069678

Email: porscheclubi@eircom.net

Club Vice President:

Ted Gaffney

Mobile: 087 1249444

Email: tedgaf@aol.com

Membership Secretary:

Alan Weadick

Mobile: 086 8258576

Email: alan@weadick.com

Larry and well done. The treasurer's role is important and Larry kept our finances on the straight and narrow. Larry's departure leaves us with a vacancy for club treasurer so if you have skills in this area and are willing to attend our monthly meetings then please contact me for discussion. Don't leave it to others to volunteer , give something back to your club. Ideally we would like someone with experience or a qualification in this area, but the will to work is the most important criteria.

In accordance with Porsche Club Guidelines we are advised to have a nominee from Porsche Centre Dublin on our committee and to that end Tom Whelan (no relation !) will be joining us shortly.

Club and Website Update

The club website has seen a big increase in the number of activities and picture galleries posted on it. Check out the club website at www.porsche-club-ireland.ie

Other PCI news of note is that our racing brothers in the club had a very successful outing at Brands Hatch in the UK on the weekend of the 24th of March. Special congratulations go out to PCI member Linda Gorman (and the only female racer) who finished her

first race and gained another signature on her license. Her brother, our own illustrious Brian Gorman, also proved that he could out drive even his own car ! Rumour has it that after a spin he made an amazing recovery from 8th place to put himself back in contention for the race. Unfortunately Brian then manage to suffer another blow when the airbox blew off his car when he was in 2nd place. Our president Dave Whelan finished a commendable 3rd place on the day.

I know its an old moan, but if you have access to email and you get this magazine by post, can you please please please switch to email. It costs the club a lot of time and money to post out over 70 copies a month, so if we can reduce that it benefits us all. Contact alan@weadick.com to switch.



Track & Social Events



PCI Annual Dinner 2007

Over 60 PCI members attended the annual dinner in Barberstown Castle. The following day a few hardy souls turned out for a group photo.

The club's annual dinner was very well attended this year with over 60 people enjoying a lovely dinner at Barberstown Castle in County Kildare.

We were especially delighted to have as our special guest Sandra Mayr who is the head of Porsche Worldwide Club Co-ordination. The primary purpose of her visit was that Porsche wanted to help us celebrate our 10th birthday as a Porsche Club.

We would also like to thank Porsche Centre Dublin for the loan of a new Porsche Cayenne to ferry around our distinguished visitor.

After we were all fed and lingering over deserts and coffee (well some were!), Dave Whelan gave a little speech about the club and thanked everyone for coming. We were particularly pleased when Sandra Mayr presented a collection of gifts from Porsche AG to the eight members who met in the Great Southern Hotel back in 1997 to go for a Sunday drive in their Porsches.

The club has come a long way since then and the scale of events and membership has increased dramatically - but the core reasons for forming the club still prevail. There are over 500 clubs worldwide, but Porsche Club Ireland seems to be thought of very highly in

Porsche Germany.

Our former club secretary, Lorraine McCarthy, was presented with a piece of fine crystal in recognition of the four years she served as secretary and for all the assistance and time she has given to the club in the past few years. I'm sure I can speak for the club and thank Lorraine once again for her tireless efforts over the past few years.

Following the dinner, there was a raffle for a large assortment of prizes. These prizes were donated in particular by Porsche Centre Dublin, David Gorman and David Whelan. All monies raised from the raffle were donated to the Barretstown Camp - an organisation that has become almost our adopted charity over the years.

I am also very pleased to announce that the raffle raised **1000 euro** for Barretstown, and that the money was presented to them the following Friday by the club secretary.

A full collection of over 60 photos are on the club's website in the Picture gallery section at <http://www.porsche-club-ireland.ie>

Or click on the following link to be taken directly to the gallery.

Modem/ISDN





2007 Porsche Open Race Series

Upcoming Social Events in 2007

April 6th : PCI track day on Mondello's National Circuit. Gates open at 12.30 and cars out on track at 2pm. €180 for PCI members, €210 for non-members. Additional drivers cost €50. Full details on the club website.

April 10th : Porsche Open Race series night in Dublin Porsche Centre. To launch 2007 racing championship.

April 24th : Karting Challenge against MG owners club.

May 3rd-6th : Factory Trip to Porsche Leipzig. See the section on the next page for more details.

May 12th : A chance for members to see if their Porsches have lost any horsepower over the years at a rolling road day in Enfield.

May 17th-20th : (non-PCI) The Porsche Shop Isle of Man tour with PCGB and Porsche Club Holland. Contact Weadick at alan@weadick.com to let us know if you are going !

March 24th : Brands Hatch (UK).
April 22nd : Mondello Park.
May 13th : Mondello Park.
June 2nd : Silverstone (UK).
June 23rd : Mondello Park.
July 1st : Mondello Park.
August 11th : Phoenix Park.
August 25th : Kirkistown (NI).
Sept 8th : Anglesey (UK).
Sept 22nd : Mondello Park.

PCI members are welcome to all these events and the racing members of PCI have assured us all of a warm welcome as they battle amongst themselves for their very competitive championship.

Contact Dave Whelan for details at porscheclubi@eircom.net or on 086 8069678.

Social Event Guide

The racers in PCI have invited all PCI members to the Porsche Centre in Dublin on Tuesday 10th of April for a media get-together in relation to the Porsche Open Race series in Ireland. On display they will have, new to the class this year, Porsche GT3's. The fun starts at 7.30pm.

The racing classes consist of 3 groups - group 3, group 2 and group 1. The championship began in Brands Hatch in the UK on the 24th of March, with dates in Silverstone, Mondello, Phoenix Park and Kirkistown in Northern Ireland. The racing will also be televised 4 times this year.

The MG owners club of Ireland have extended a 'challenge' to PCI. It is to take place on April 24th in our usual indoor location of Kylemore Karting. We would hope that PCI can muster together about 15 to 20 members to provide a good challenge to the MG owners

and show them the benefits of a rear mounted engine. Of course, picnic stops will not be mandatory for PCI team members.

It is always a great night with a fairly high standard of racing with prizes and the perpetual trophy up for grabs. Contact Ted Gaffney at tedgaf@aol.com or on 087 1249444 to register your interest.

A Rolling road day has been organised by PCI member Paul Moran at Westward Engineering in Enfield on Saturday 12th May.

Please note the date change as Paul has had to reschedule due to personal commitments.

The prices for the Rolling Road Day are €65 for 2WD and €105 for 4WD. Unfortunately, Westward have said they cannot cater for autos on the day.

All cars should be in attendance at Westward for 9.30am and the Rolling road day itself will probably

be complete by 12.30pm or so. For people who don't know where WestWard engineering are, PCI members can meet up at 9.15am in Enfield.

People must pay in full before the event or their place will not be confirmed. Contact Paul Moran at paulvmoran@gmail.com or on 087 2477078 with any queries or to book a place at the rolling road test.

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. A number of PCI members have already signalled their intent to travel to this event and have booked their places already.

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



A good number of PCI members took advantage of the invitation from Porsche Centre Dublin to attend the launch of the new Cayenne range. On show was the new 3.6 Cayenne in addition to the Cayenne S and Turbo.

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 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 person (based on two adults travelling in one car).

A booking form for this event was included in the February issue of PCI E-News. Contact Alan Weadick at 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 via email at davidg996@eircom.net or on 046 9028159 / 086 2740444

If you would like to organise an event in your own locality for Porsche Club Ireland members, PCI are delighted to support you in any way we can. It is a club about the members and run for the members, so if you want to even just organise a Sunday drive, or a local tyre kicking festival - don't hesitate to let us know and we will inform the members of the details.

Contact Alan Weadick on 086 8258576 or at alan@weadick.com with the details you would like published.

Alternatively you can write to us at

*Porsche Club Ireland,
P.O. Box 10747
Dublin 15.*

Trip to the Porsche Factory in Leipzig

Its factory trip time again ! And we know its going to be in demand. Once again we are heading to Leipzig where Porsche will play host to our gang of 40 and lay out the red carpet treatment for us.

Leipzig is the former home of the Carrera GT and has been the home of the Cayenne since its launch several years ago. Leipzig will also be the home of the forthcoming super saloon from Porsche called the Panamera.

A large number of members have been to both the factories in Stuttgart and Leipzig before, so in the interest of fairness we hope to give priority to people who haven't been before if we are very much oversubscribed.

The trip is scheduled from the 3rd of May to the 6th of May with the factory tour itself taking place on the 4th of May. And further more, there is a possibility of members going out for laps in a racing car - for a fee of course !

We appreciate this is very short notice, but the dates have only just been agreed with Porsche AG. The details of the package should be finalised on Monday the 2nd of April and we will advise all members of the costs and details as soon as we have them.

In the meantime, if you wish to register to go on the trip then email porscheclubi@eircom.net or text 086 8069678 with your name, membership number, number of people travelling and a contact number.

Once the details and prices have been finalised, we will look for a deposit to secure the cost of the coach and hotel for each person travelling. This is an extremely popular trip and is usually booked out in several days , so get in early !

Members and Their Cars



Name : Paul Moran

Location : Navan, Co. Meath

No Of Previous Porsches : 0

Joined PCI : 2006

Current Car : 1988 944 Turbo

In late 2006, Paul Moran realised a long term dream of Porsche ownership. He recounts the buying process and how to live with it.

When I was growing up, like every other petrol head on the planet, my bedroom wall had its fair share of car posters. The usual suspects were present - a white Lamborghini Countach and a black Ferrari 365 GTB/4 – but I always remember having a Porsche 911 of some sort up there too. Amongst my friends, many said the 911 was not a true supercar, which seems to be an argument I still have today. (Maybe the latest 911 Turbo with its impressive 40-60mph time of 1 second will put a lid on that!)

Determined to put some of this to rest, I wrote to the Porsche factory in Stuttgart when the 959 was announced. I remember it taking a while to actually find an address that I could use, as this was a pre-Internet era and I was essentially a non-automated humanoid (I hadn't yet played with computers to any great extent, except for playing Elite on the BBC Model B Microcomputer and getting very good at it!).

Anyway, to my surprise and well after I'd forgotten all about it, they wrote back. Postmarked 12.6.86, Porsche sent me a large envelope. Can you imagine the excitement when I got it, and even more when I opened it? And a lot of naysayer's

in my peer group decided that maybe Porsche's just were the coolest thing since sliced bread after all I have a feeling that this was the moment I decided I would have to own a Porsche of some flavour when I grew up.

"Postmarked 12.6.86, Porsche sent me a large envelope. Can you imagine the excitement when I got it, and even more when I opened it?"

So, over the years, I always followed the Porsche model range, drooling over the stuff I thought I'd never be able to afford. Indeed, when I eventually met the girl who later became my wife, I used to tell her that we had to be careful with any spare money as I wanted to build up my PPF. (It was only years later I explained that PPF stood for Paulie's Porsche Fund. She got a bit of a surprise!)

In December 2006, I decided it was time to change my current car, but was in for a nasty surprise when trade in values were being discussed. My car, the garages all said, was worth the price of a bag of crisps, which was slightly annoying as I only had a fixed budget of €13,000 to add to the car. This was not going to get me anything as

big or with as many toys as the current car, so after talking to ten garages and getting the same story, I decided the time had come to buy a toy car instead for weekends, and so on. Would this be the moment that the PPF might actually get a Porsche to put in it? Exciting times ahead ...

This being the modern age, my Porsche search was considerably easier this time. I have an inherent distrust of any high performance or very expensive car that has lived all its life in this country, due to the state of the roads, the lack of servicing knowledge over the years, etc. So, the car had to come from the UK. Roll on www.autotrader.co.uk, a web site that became extremely useful over the next number of weeks. Thinking carefully about what model I wanted (yeah, right, a 2 hour discussion over a few beers more like!), it was decided that my dream of owning a 928 might be about to come true.

I actually found a few 928 examples for sale on the site www.carzone.ie, which I enquired about. There was one particular red example that looked amazing in the pictures on the web, so I rang and asked the history. It sounded a bit sparse, and when he told me he had yet to do a lot of work to get it actually running so I could take it on a test drive, I dropped it like a hot potato. This happened a few times, so I decided to do a bit more research on the running costs of a 928.

To my dismay, I discovered high running costs seemed to the norm

Members and Their Cars

on most 928 models. Should have done that first then – silly boy! I then looked at the budget again and decided while I could afford some 911 variants, they were all from the 1970s, when all the reviews I ever read suggested that it was very easy to swap ends on a 911 while trying very hard not to. This ruled out the 911. When I was 13, a house 5 doors away had a red 924, which never impressed me. I always thought it was too slow for a Porsche, although some of my aforementioned buddies used to pester the owner looking for lifts around the neighbourhood. So, the 911, 924 and 928 are out. That left the 959 (some chance!), and the 944.

I then did a lot of reading up about the 944. I have car magazine collections going back for years (The Encyclopaedia of Supercars proved an invaluable collection!), and pulled all of them out to read up on the 944. I was originally going for a 944 S2, based purely on what I thought were cheaper running costs, but the search in England turned up more rubbish than anything else. The amount of 944 models with a lot of rust, or no service history, amazed me. What I thought would be an easy search turned out to be a long search, as every time I found one that looked good and got more detail about it, I rejected it on some issue.

Finally I found two good ones, where “good” means I couldn’t find a reasonable reason to reject them. One had actually been featured on the Used Car Roadshow on Men & Motors, as the salesman made a big deal of telling me. Extremely helpful chap, I spent ages conversing with him via email and decided that a petrol head friend of mine and I would go over to England near the end of January to look at these two models.

There were problems, of course. The cost of buying the car was increased by the cost of the ferry tickets, the VRT and the exchange rate, and one of the cars was a burgundy colour with a very

burgundy interior. Not even a leather interior. And I still have nightmares about the burgundy steering wheel But having searched for a while, they were the best I thought I’d find. Until I spoke to a certain Alan Weadick one evening, who asked me if I’d spoken to Bob yet.

Bob who? Oh, the garage in Baldoyle with the 944 turbo for sale that I’d seen on www.carzone.ie. No, haven’t spoken to him, don’t want an originally Irish Porsche. What? It’s not originally Irish? Hmm, should have rung him about that. Probably gone by now, and it’s near Christmas anyway. What, he still has it? And you drove it and its sound? And you recommend Bob, he won’t sell me rubbish? Right, where’s the phone.

So, I rang the week before Christmas and asked about the 944 turbo. Fair play, he agreed to meet me during Christmas week as I would be over that way visiting my folks and he lived nearby.

My first taste of Porsche ownership came the day I went to Cameron Cars and found a gleaming 944 turbo standing outside the garage being washed. It made a lovely noise, and Bob took me for a quick spin to show me what she could do. The test drive with me at the wheel was a lot more leisurely (!), and I got back to the garage in one piece having just spent 20 minutes getting more stares and fingers pointed at me in a 19 year old car than I ever got in some of the GTIs I owned over the years. When further inspection revealed the cleanest 944 I’d yet discovered, the PPF became a piece of history and the slot on the drive for a nice car was filled.

The best source of information is the people who already own one of these cars. The guys on the 944 forum on the Porsche Club GB web site are a mine of information, pointing out both good and bad ideas. A good example of this happened recently, where someone had done lots of work to the engine

to upgrade the power, etc, only to have the engine disintegrate last week. I was thinking of upping the power and replacing slower bits with faster bits, but underneath all that is a 20 year old engine with 128k miles on the clock, so maybe 220bhp is enough for me in this particular car.

A final obvious tip, given where this article is being read, is to join the owner’s club. I got a lot of help from the PCI (thanks, Ted) when it came to insurance, and a lot of help when it came to actually finding the right car in the first place (thanks, Alan).

I’m still amazed at the amount of attention this car gets – my office is in a business park, so the parking is common to a lot of different companies. Whenever I feel the urge to take the 944 to the office, 30 miles from home on empty roads, somebody always points at it in the car park. And the attention it gets at traffic lights is funny – some day I’ll be inadvertently responsible for a pile up in the lane beside me as somebody will have taken their eyes off the road long enough to stare

My Dad said to me before I went to my first PCI meeting, “you may have the least impressive car in the club, so don’t get discouraged”. Fair point, but he’d forgotten two things. One, I won’t be the only 944 owner. And two, in the immortal words of Tom Cruise (Risk Business, 1983) :

“Porsche – there is no substitute”

In case anybody is still wondering, the Porsche package contained two 959 brochures and a brochure that outlined the history of Porsche and the current model range. The really cool brochure went into great technical detail about the 959, but it’s mainly in German!! I have it 21 years and still can’t read it ...

Next Month : Living with the 944 Turbo and the joys of Insurance, NCT and Irish Road Tax.