

PCI E-News

Issue 7 - May 2007



Porsche Club

Ireland





David Whelan

Editorial

I swallowed a wasp this morning. If you attend my funeral in the next week, you'll know for sure that swallowing a wasp is fatal. There I was thinking, at the same time as I was cycling my Carrera Mountain bike (see Jan 07 E news), how was I going to loose the 4 kilos I need for my race car (I was going to get Barry to remove the air jacks from it to save weight and he said it would be cheaper for me to loose the 4 kilos), when as I opened up the throttle on my bike (ie. My mouth) in flew this yellow peril. Straight down he went, I did not feel a thing, just the sudden silent realisation that I might not be around to write the June address.

Anyway, as I said I was thinking about the Porsche Cayman at the time. I drove the S one at the Belgard Cork Event and while I liked it, I would prefer a 997. It must be me getting old or something, but I felt the Cayman behaved the way I liked my cars in the last century. The 997 is more refined. Then I began to think more about a Cayman (I do this as I cycle to

relieve the pain of exercise and also because I read somewhere that you should think more when you get old to prevent yourself going dotty). What if they made a lightweight Cayman, and put in an engine from the GT3, left out all the electric stuff to save weight, yes I'd buy one, in black or yellow and with a limited slip diff, then I swallowed the wasp. Yellow and black and lightweight. Before this I was worrying about the forthcoming Porsche four door coupe to be called the Panamera. I'm worried it might be ugly. If they try to make it too much like a 911 then it might be ugly. Yet BMW make a good looking M5 four door so I worried even more as it's this car that I feel it will have to beat.

Raced in Mondello, finished third and fourth. Made the worst start ever in 30 yrs of races and rallies. I'm going to be honest here and admit what I did as I deserve to be punished (but not by dying by wasp). I put it into reverse on the grid by mistake. There I've admitted it. I am a dope, or worse. Imagine the mayhem I could have

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caused. If you were the car behind me on the grid and you are reading this, now you know, you did not make a super start, it was my better start coming back to meet you!

A small quiz, to win one of my French red wines, what current F1 driver has his own vineyard and produces his own wine. The first correct text I get after, but not before 0001hrs on Fri 4th of May wins a bottle of Burgundy Pinot Noir.

I'm off to France in June, going to the 24hrs of Le Mans with a view to organising a PCI trip there next year. PCGB do a great trip, as do PCA. Enjoy you Porsche's in May. And give them a waxing and wash.

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 <http://www.porsche-club-ireland.ie>

This month alone we have added a large collection of photos from our recent track day and a slightly smaller collection of photos from the recent racing at Mondello Park.

In other news, the club will soon be acquiring a card printer. This will allow us to produce cards as

required to be sent with your membership pack in a single mailing. This should also stop delays in getting the personalised cards to you when you join or renew. We are currently working on the new membership card artwork and hopefully we can give you a sneak preview of the card in next months PCI E-News.

Keep visiting the website regularly to keep up to date with what is going on in the club. As always we will try to let people know of events

by email and text.

Finally, it costs the club a lot of time and money to post out over 70 copies of this publication every month, so if you can do your part and switch to email it benefits us all. Contact alan@weadick.com to switch.





PCI April Track Day 2007

Over 50 PCI members took to the track on a glorious good Friday in

The club held its first track day of the year in Mondello Park on the 6th of April last. The event was exceptionally well attended with both novices and experts giving it plenty on the track in the glorious sunshine.

I think many of us were not only pleased, but very excited when a stunning 997 Turbo made its way out on track to play with its mostly older siblings. Sad to say the 997 GT3 that was hiding in the back of the car park only graced the tarmac of the racetrack as it crossed it briefly heading for the exit towards the end of the day. Needless to say, it still managed to turn heads just sitting still in the pit lane.



Bob Cameron gave us a good demonstration in how to wear the tyres on a 993 Turbo from the outside to the inside by showing us just how to perform a four wheel drift through the Dunlop corner. Thanks Bob ! But we might hold off copying you for a while yet !

The day itself was a gloriously sunny day with not even the vaguest hint of rain on the horizon. Its probably this reason as much as any that had poor Karen Gaffney ensconced in the office trying to keep everything running smoothly. Rumour has it though that Karen managed to sneak out for a few passenger laps, so whilst we thank her for all her efforts - we can also understand her sneaking off for a little while !

The only noticeable mechanical retirement was Dave Whelan's racing 993 RSR which somehow magically got stuck in 2nd gear after being extensively driven by one of his racing competitors. Thankfully Dave experienced the same problem previously in Brands Hatch, so a diplomatic incident was avoided. But his brother Barry who prepares the car still doesn't believe him !

A special thanks to Rose O'Conner who was making sandwiches at 5.30am when Dave Whelan called to collect them for the track day.

Photos from the day are on the club website. Or click on the following link to be taken directly to the gallery.

Modem/ISDN

Mondello Park virtual racing

For those who cant get enough of Mondello Park at the PCI track days (or if you don't have a licence), there is a PC only game which has been knocking around for a while called GT Legends.

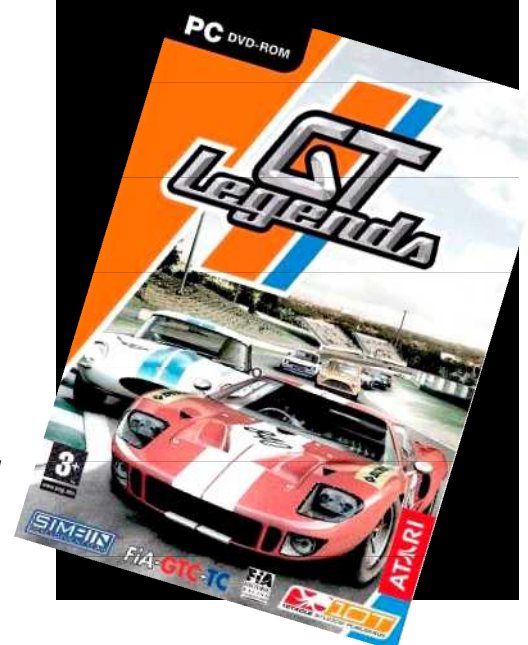
Whilst the game is based around classic racing cars it does feature the Porsche 908 and the Porsche 911 RSR. The other significant fact about this computer racing Simulation (and its definitely a simulation and not an arcade racing game !) is that it features the Clubman, National and International tracks from Mondello Park.

The circuits are accurately recreated for the game and it boasts stunning graphics and incredible realism complete with fully adjustable race cars.

You should be able to pick up GT legends from any games retailer for under 40 euro. Check out the games website to download a demo and view screenshots here

GT Legends

Finally, if you have windows XP, you can use any Xbox 360 wheel or controller on your PC - so you can use your favourite Xbox 360 controller with this game.





2007 PorscheShop Manx Tour

The 2007 PorscheShop Manx tour is one of the many events that PCI are involved in throughout the year. Details on last years tour and booking details can be found on the PorscheShop website.

Upcoming Social Events in 2007

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. This event is mostly full, but contact Paul Moran on 087 2477078 for a possible last minute cancellation.

May 13th : Porsche Championship racing at Mondello Park. Contact Brian Gorman on 086 3816868 or at brian@bgpropertyconsultants.com for further details.

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

Social Event Guide

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

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.

Our racing comrades in PCI are back on track on the 13th of May for a televised race at Mondello Park. If the hot track action was anything to go by on April 22nd last, it promises to be a fast and furious season ahead. Brian Gorman will hopefully figure out how to get that

turbo spooled up on his 911 and Dave Whelan will hopefully find a gear on the start line - now that he knows how the lights work (Sorry Dave - was too funny to pass up)

The Porscheshop Isle of Man tour is upon us in a few short weeks and a good few members are making the journey over for what should be a great weekend. The Isle of Man is famous for the TT races that take place each year and for the fact that outside of the restricted towns and villages, no speed limits apply on the public roads.

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 click the Isle of 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.

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.

We can arrange for some prize packs to be made available and to be given to participants at the organisers discretion.

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.*

Porsche Club Ireland in the community



Serious Fun at Barretstown.

At Barretstown the focus is on 'Serious Fun'. Children, aged 7 to 17, with cancer, blood disorders and other serious illnesses come from Ireland and all over Europe to take part in the life-changing programmes at the charity's castle in Co. Kildare.

Kids who come to Barretstown have often been traumatised by the experiences of their illness. The rigorous treatment regimes have taken their toll on their bodies, their families and their psychological well-being. They have often missed out on normal childhood experiences such as making friends, gaining independence and exercising their own choices.

Backed by medical experts, the Barretstown programme is seen as an integral component in helping with a child's recovery. The children take part in a range of arts, adventure and fun activities at the centre in Ballymore Eustace, Co Kildare: from performing on stage

and climbing the 40ft giant's tower, to fishing, horse riding, photography and pottery.

As their families, their hospital consultants and the children themselves testify, the result of a stay at Barretstown is increased self-esteem, improved self-image, greater tolerance, understanding and new coping skills to help them deal with the challenges of their illness.

The unique facility, set up in 1994 by Hollywood actor Paul Newman, costs €5 million a year to run. Travel to and from Barretstown, equipment for the activities, accommodation, food and medicines are all provided for the children for free. In order to be there in the future, Barretstown desperately needs help to raise funds.

Chief Executive Jenny Winter sums up: *"We have the backing of the medical world, we have the facilities*

May 12th is Bandana Day for Barretstown.

Why not join in Barretstown's Serious Fun Day and buy a bandana for Barretstown or hold a FUNdraising event?

The bandana was chosen as a symbol for Barretstown's national day on May 12 because certain forms of cancer treatment lead to hair loss and many children choose to wear a bandana at this time.

Specially-designed bandanas will be on sale in Smyths Toys stores in the weeks before and after the event. Barretstown is inviting schools, business, families and community groups around the country to take a box of bandanas to sell, wear a bandana on Serious Fun Day, or to join them in holding a Serious Fun event on or around the day.

Last year Serious Fun Day was a huge success, with 80 events taking place around the country, raising around €100,000 to bring more sick children to Barretstown. Call 045 864115 now to get involved, or email fundraising@barretstown.org.

and we know there are thousands more children who need our help. Now all we need are the funds to make it happen."

Barretstown has been fortunate to be the nominated charity of the Porsche Club of Ireland for a number of years and was the beneficiary Club's annual dinner in 2007. Through its links with the Porsche club, Barretstown was able to organize for one of the brand new Porsche 911's to be at Mondello for Barretstown's founder actor Paul Newman to drive in

2004. Porsche also supplied Barretstown with one of the new Porsches at a discount to auction in 2004, which resulted in a significant sum of money being raised. Also the Club has been very supportive in bringing cars on site to allow the children at Barretstown the treat of being able to sit in a variety of Porschesfor some fulfilling their biggest dream!

For information on Barretstown please visit our website at <http://www.barretstown.org>

Or you can contact us phone at 045 864115 or via our email at fundraising@barretstown.org



Members and Their Cars



Living with the 944.

Following up on last month's article about sourcing a 944, PCI member Paul Moran delves a bit further into the quirks of Porsche ownership.

Name : Paul Moran

Location : Navan, Co. Meath

No Of Previous Porsches : 0

Joined PCI : 2006

Current Car : 1988 944 Turbo

What's life like with a 944 turbo? In a word, different. In another word, amazing. In yet another word, scary. Watch out for muddy roads in the wet

A lot of conversations seem to start with the cost of owning a Porsche. Is it expensive? Did you get a huge pay rise? Did you win the Lotto? Did great uncle Albert leave you a wad of cash that you haven't mentioned to anyone? The reality is buy well, buy cheap and it will not be expensive to run.

As already mentioned, I spent ages looking for the right car. When I thought I'd found the right car, I spent another ages (well, 10 minutes reading the history file and 10 minutes looking over the car) ensuring it was the right car. I had done some digging and exposed the common leaks to 944 models (sunroof, hatchback) and knew to open the oil filler cap and look for the dreaded mayonnaise (although I didn't actually do that until after I bought the car, for some strange reason!). I knew that a black leather interior wore the best over the years, but didn't want a car that had an interior like a hearse. I also knew to press all the buttons to see what didn't work, and to test the braking on the test drive, etc.

I also checked insurance long

before I bought the car – this is important as the quotes varied from over €3000 to €340. I thought my days of high quotes were long gone, but just be sure to check before you buy a car.

Petrol consumption, what I was the most worried about, is better than my Dad's C200 Kompressor. For a €60 fill, he gets about 200 miles. The 944 will run for 350 miles on the same fill. And I don't drive like a granny in a micra either, unless the road is wet.

So far, all problems have been relatively minor. This car will not be living in a garage, so I had to buy a car cover. I had a few copies of various Porsche magazines, and checked out the ads in these for the various retailers, but found an online shop in the UK that also traded on eBay and got my car cover for £85 (sterling), some £40 (sterling) less than the usual price. Sorted.

Having bought the car with only one key, I lived in fear of locking the key in the car, as the all singing all dancing alarm locks the car after 30 seconds if the drivers door has not been opened (luckily both the key and I were outside the car when I discovered this!). A spare key was found easily enough on eBay, and I got it cut in a key cutters in Navan

shopping centre without any hassle. A word of caution though – if you are getting a spare Porsche key cut, supply your own key blank as I did. The key cutter got a bit nervous when I said I wanted a key cut for a Porsche turbo, and started to explain that their blanks might not work for such a car until I managed to get the blank out of my pocket and handed it over.

In all my research about Porsches, I did not know they came with an uninflated space saver tyre in the boot that needed a compressor to inflate it, so I didn't know to check for the existence of a compressor. I'll know next time, but got one in the Halford's January sale for half price (which annoyed a mate of mine who tried to do the same but missed the sale!).

The car then decided it wanted to be a bathtub, despite my checking that the sunroof and hatch seals had been replaced. Took a while, a lot of tea towels, a hairdryer and a portable dehumidifier, but the leak was eventually traced to the sunroof seal. Resealed this with silicone spray, available in any motor factors, and the leak went away, which proved we had found the source of the leak. I then sourced a new sunroof seal, slightly better than the 20 year old original design, on eBay again, and fitted that in about 15 seconds. And resealed it with silicone to be sure. I seemed to be getting good at this car maintenance stuff!

Then the engine oil warning light came on and gave me a heart attack. I was reversing up the drive having just washed the car, so I

Members and Their Cars

stopped at the top of the drive, shut off the engine, contemplated the price of a new engine for a minute, and read the manual. (Oh yeah, buy a car with an owners manual or you could be in trouble). The manual outlined the oil usage for the 944 turbo, which meant I had just used the oil and did not have any problems, so for the first time ever, I actually bought car oil (in a motor factors) and topped it up myself. The boys in my office laugh when I say this, but I was starting to feel like a real mechanic.

A quick note on engine oil for any novices (like me) reading this – if you are topping the oil up without changing it, stick to the same grade and type as is already in it. I was told that the current oil was 10W40 semi synthetic, so rang the motor factors who understood this terminology (it was new to me!) and said they had a 5 litre can for €22. The 944 gobbled up 1.25 litres of this, which again was in line with what the manual suggested.

When I did get to the motor factors, I tried to be a bit independent and went straight to the oil section, to be met with a bewildering selection of different engine oils that were 10W40 semi, so I bought the one that had "Turbo engines" stamped on the front and Porsche written on the back..

I put the car through an NCT – this was where I got it wrong. The car had an expired NCT on it, and I should have agreed with the garage that they'd NCT it before I bought it, because the car failed on worn brake lines, an oil leak (that isn't actually an oil leak) and a worn cv ball joint (I think the NCT tester guy got Porsche envy and failed it because it wasn't his, as the symptoms of a worn ball joint as I understand them are not present).

However, in the garage's defence, the NCT on the car had only recently expired, the car had done a few hundred miles since it had passed the NCT, and the problems highlighted on the car had to have been present during the last NCT,

which suggests strongly that the NCT is not a standardised car test at all, just a rough set of guidelines that are open to different interpretation by different testers. Meaning the NCT is not as valid an indicator of car quality as I thought it was. Still, next time I'm buying an older car, I'll let the garage deal with muppet central as I don't want the grief.

Anyway, after discussions with some people, I bought an upgraded set of stainless steel DOT approved brake lines on the internet, not from eBay this time but a Porsche parts specialist in California.

A note on internet shopping at this point seems relevant – buy from somebody reputable. The brake lines I sourced turned out to be wrong, as some later investigation by the brake line supplier revealed that Porsche had 3 different types of brake callipers on the front of the 944 turbo in 1988, and I actually needed a set for a 1987-spec car. The dealer in California, Pelican Parts found this out and are replacing the wrong set with the right set, free of charge.

I also noticed weeks after I bought the car that the complementary driving lamps under the front bumper were not working, and of course when I tried to remove the fittings to get to the bulbs, I discovered the screws had rusted in place. This was where the age of the car was apparent, as light fittings on cars these days are done differently (and better in my opinion). Ultimately the only way to remove the screws was to drill the heads off and hope for the best, an approach I was reluctant to take but which proved successful, revealing a pair of very old non-functional H3 bulbs. The lights now work (or will when I get a new relay for the fuse box to power them).

So that its for now.. Can you live with a 944 ? Yes of course you can, but like any old car there may be a few bumps on the way.

Have your say in your club.

At the start of every month we hold a club meeting (usually in Dublin) and it is a chance for all of us to meet up and talk cars, kick tyres and plan future PCI events.

But a club is nothing without its members and we hope that as many as possible can attend the monthly meetings to get to know one another and our cars.

However, if you cant make it you can contact any of the club officers to discuss any issue or an idea you might wish brought up at the meeting. The contact details for the club officers are on the front page.

We need feedback from people to tell us not only when we are doing things wrong - but also when get it right from time to time too ! This is especially true of members who aren't within easy reach of Dublin.

One initiative that was taken up after last months meeting was to make prize packs available to any member who organises an event for PCI members. We will happily provide a small number of items that can be given out for the best turned out car at an event, or the oldest vehicle - as the organiser, the choice is yours.

We don't want to tell people how to run events and as a club we support anyone who wishes to make the effort to organise a run or meeting for the local members. We only ask that if it is run under the PCI banner that you represent all Porsche owners well and have a good and safe time in your cars.