

PCI E-News

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Porsche Club

Ireland





David Whelan

Editorial

Here we are, summer in the air (cooled cars), water rationing looming for the water cooled ones. A Porsche nut like most of us PCI ones needs only a hint of summer to find an excuse to bring the old porker for a blast. My silver 993 has been in for work on the clutch (an eminent Porsche Guru with years of experience wrongly diagnosed that a new clutch was needed when he drove it last month). I ordered a clutch kit and only discovered that the fault was not the clutch itself but only the bushes on the pedal. Ouch, that was a costly mistake, I must make a mental note to listen to Barry more often, he was right all along that it was not the clutch.

I'm off to France in mid June and hope to motor down to Le Mans for the 24hr race. Its almost 10 years since a Porsche competed with any chance of outright success, pity, do you think Wendelin Wiedeking might divert some of his attention from polishing VW's and sanction a proper attempt on the race? And I don't consider those RS Spyders an attempt, even if they cost 1.25 Million euros each. Meanwhile Audi continue to bore the socks off us with those RS Diesels.

I think I'm changing. Well maybe becoming more aware that things I did not like before, and I don't mean boiled onions and blondes, might not be all that bad. I'm thinking I'd like a Cayenne. Didn't like them when they first came out, and I still feel they are not really what I'd like Porsche to make, but as a second hand buy they seem good value. I had a spin in one at Barberstown in March and again at Mondello this month and I was impressed. My wife drives a Renault Scenic and I'm beginning that sales pitch us wise old husbands do on our wives, you know by saying

"there's another Cayenne" every time we pass one. And then adding, do you know we could have one of those Cayennes for less than the price of a new Scenic. I don't think she's biting yet though 'cos her constant reply is, "it's my Scenic and I don't want a 4 x 4", still we'll see what she says when another rear wheel drops off her Scenic!! Porsche makes fast, safe, reliable sports cars and I've never heard of anyone having a wheel fall off. Watch this space over the next month or so, we'll see who wins.

I can't let May pass without remembering how 25 years have passed since Motor Sport lost one of the fastest, wildest, honest, drivers, Gilles Villeneuve. A truly brilliant driver, who never gave up, I've a permanent image in my brain of him fighting his Ferrari 126T back to the pits on three wheels, with the front right wheel waving in the air, after a puncture blew his rim apart. Gilles was honest, he felt betrayed by his team mate who stole victory from him in the previous race, he took a chance in the next GP at Zolder, it did not pay off and he lost his life. Those of you who do not remember him could do worse than dig up an old book on him (try Alan Henry's Grand Prix Greats). His son, Jacques, had more of his mothers genes but still went on to win the world championship with Williams. Another honest man, he spoke out too much when at Bar- Honda and paid the price.

Have you ever been to a Christmas market in Germany? Have you ever driven round Der Nurburgring? No? Well I'm thinking of organising a week end 23-25 November. That wife I mentioned earlier read up all about Christmas markets some five years ago and we've gone to the

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one in Bernkastel a number of times now. Great fun, a part of Germany you will love and cheap Ryanair flights make it easy. A lovely restaurant, beer keller and marching bands, and a chance to drive the Ring as well. Watch this space.

Finally, the winner of last month's competition was Alan Mc Carthy our web man who was able to use his computer skills to dial into my mind through my emails and discover that the Formula 1 driver with the vineyard is Jarno Trulli. This month, from my collection I've a nice sparkling Saumur by Akkerman.

So answer this: where would you find your fuchs on an early 911??

All texts received by 3rd June go into a draw this time.



Track & Social Events



A few PCI members not so much kick tyres as tread carefully and try not to scratch anything at the club night in May at Porsche Centre Dublin.

Porsche Centre Dublin played host to the PCI club night at the start of May. The event was exceptionally well attended with over 30 members making the trek from varying parts of the country including Meath, Louth, Wexford and Kilkenny - and some even from the far side of Dublin City !

Alan Tracey and Tom Whelan from the Porsche Centre greeted us upon our arrival and made us feel very welcome in their showroom which was bursting with new and shiny Porsches from across the entire range. As per the norm at the Porsche Centre, the coffee and tea was excellent and flowed freely.

Alan however had gone a bit further for PCI and had produced a large selection of sandwiches and a cake for us to enjoy. In fact he was so keen for us to enjoy them, he made sure that the stragglers who were the last to leave finished off all the food on the platters !

In the Showroom the centre had laid out the entire range of new Porsche cars - from the sublime boxster to the truly jaw dropping 997 Turbo. You could see Brian Gorman's brain churning away - wondering just how many deals he was away from securing the ultimate in modern day 911 experience. Perhaps not as hardcore as a race car - but such an

awesome machine that is must come as close as one can whilst on the public highway.

On show also was a collection of pre-owned Porsches that quite frankly looked more like new cars than vehicles with 3 or 4 years under their belt. More than a few people were drawn to the beautiful 2003 911 Anniversary that sat in the showroom. And the 996 Carrera 4S was definitely a car that left a few hearts feeling wistful.

Perhaps there is some merit to this new fangled water-cooled engine idea that Porsche have been fitting to 911's for the last 10 years or so.

Once again, we would like to thank Alan and all the staff at Porsche Centre Dublin for being so open and inviting - and for letting us invade their facilities for our club night.

To see what new and used Porsche's are in stock, or to learn about the models available, feel free to visit the centres website at <http://www.porschedublin.ie>

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

Modem/ISDN

Club and Website Update

As ever, the clubs website is the hub for what is happening and what has happened. As normal, feel free to 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 racing members exploits in Mondello Park in May.

On the subject of Mondello Park, our email recipients will have noticed that they have received a track day guide which has been

drawn up by PCI to cover what is involved in a track day - and how you should behave at one. This guide is available on request via email to alan@weadick.com or contact us and we can post it out to you. This track day guide will be available on the day at our next event at Mondello Park and at subsequent track days.

We are currently drawing up a list of insurers for Porsches of all ages, so if you know of a broker or company you would recommend -

let us know so we can add them to the list.

Similarly, if you know of any mechanic or garage that maintains Porsches, let us know. We are especially interested in garages outside the Dublin area.

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.



Wicklow Run planned for June

The 2006 PCI run over the Wicklow mountains saw nearly 30 cars in attendance. The long awaited return of this run has been set for June 17th. As before it should be a great day with stunning sights.

Social Event Guide

June and July will be a busy time for the PCI members who participate in the Porsche Open Racing series. There are three meetings coming up in very short succession. Following a trip to Silverstone at the start of June, our racing friends will be back at their home circuit of Mondello Park for two more date in June and July.

PCI have arranged for members to share the corporate box with the racers and this will give members unparalleled access to the pit lane, the racers and most importantly - Lunch ! Entry free to Mondello Park is €15 per head, but access to the corporate box is free for all PCI members and their families.

Contact Dave Whelan or Brian Gorman is you want to know more about attending these events - or even getting up and running yourself in a race prepared Porsche.

The now annual Wicklow tour will take place on Sunday 17th June. As with last year, we will assemble at the Porsche Centre Dublin at 11am. Cars will depart for the Wicklow Gap at 11.30am. We will stop at the Wicklow Gap to take in

the scenery and move on then for lunch at Lynhams of Laragh. After a relaxing lunch, we will once again move off and this time head for the Sally Gap with a viewing stop about halfway to the summit.

This was an extremely popular event last year with 27 cars heading out from Tallaght to Wicklow - and a few joined along the way too.

Contact Alan Weadick on 086 8258576 or at alan@weadick.com if you have any queries. There is no need to book as the event will run anyway - but if you want to let us know you are attending, feel free to let us know.

There will be a small collection of prizes for the best turned out car etc, and a booby prize for the last car to arrive at the Porsche Centre !

The Terenure Classic Car Show is back again on the PCI calendar for the third year in a row. This is an extremely popular event with usually over 1200 classic cars on show. PCI will have a section once again at the show, so if you want to attend and bring your Porsche (regardless of age) contact Brian Gorman on 086 1566086 or at brian@bgpropertyconsultants.com to register your interest.

Upcoming Social Events in 2007

June 2nd : Porsche Championship racing at Silverstone. Contact Brian Gorman on 086 1566086 or at brian@bgpropertyconsultants.com for further details.

June 17th : A rerun of last years Wicklow Run. It will follow the same route as last years tour with cars assembling at Porsche Centre Dublin at 11am on the Sunday morning and departing at 11.30am sharp ! Contact Alan Weadick at alan@weadick.com or on 086 8258576 for further details.

June 23rd : Porsche Championship racing at Mondello Park. Contact Brian Gorman on 086 1566086 or at brian@bgpropertyconsultants.com for further details.

July 2nd : Porsche Championship racing at Mondello Park. Contact Brian Gorman on 086 1566086 or at brian@bgpropertyconsultants.com for further details.

July 8th : Terenure Classic Car show. Contact Brian Gorman via email at brian@bgpropertyconsultants.com or on 086 1566086 for further details.

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.*

Manx Tour Review



2007 PorscheShop Manx Tour

PCI member Alan Weadick leads a group of Porsches through the world famous Gooseneck corner on the Isle of Man TT circuit.

Stunning Scenery, Stunning Cars, Stunning Roads

The 2007 PorscheShop Manx tour was really a great event that was exceptionally well attended. Despite the less than convenient ferry sailing times, Porsche Club Ireland was represented by 3 cars. Alan Weadick in a Boxster S, Ross Shanley in a 993 and David Gorman in a 944 flew the Irish flag and made sure to represent PCI on this exciting event.

The only downside was that the Irish sailing from Belfast arrived a day ahead of the UK sailing from Liverpool and the rest of the cars. On the plus side, that gave the whole of the first day to explore the Island. Some of us were lucky to have natives in the passenger seat (and sometimes in the driving seat) to show us around, but one member even managed to get 3 laps of the TT course under his belt when he was supposed to be out shopping for all the clothes he forgot to bring !



The island itself is a truly amazing place with scenery that defies description. You have to give credit to PorscheShop and to Geoff Ives from PCGB for picking such a wonderful location for a tour.

After wandering around for the first day, we returned with empty stomachs to the hotel to meet with the 40 or so cars that travelled from the UK. The hotel had laid on a massive buffet and there was plenty of time to mingle and listen to old war stories (and blatant lies) about previous trips to the island.



The fun really started at the silly hour of 6.30am on the Saturday morning when every car headed from the hotel car park to assemble at the grandstand where the TT races start from. At 7am, the sound of Porsche engines could be heard firing up as the cars exited the grandstand in small groups to head

out on to the famous TT course. Needless to say the much more experienced and adventurous drivers headed out first !

Traffic at that hour of the morning was light to say the least. A number of people had the misfortune to be caught behind two tractors for about 10 miles - but thankfully that was in a large built area with a 30mph speed limit !

Once clear of the traffic, and exiting Ramsey, the mountain road beckoned and little encouragement was required to open up the throttle and experience some of the most stunning scenery at speeds that would make a member of an Garda Siochanna cringe !

After completing the 'dawn raid' along the TT course, we had the day to ourselves again after breakfast and this gave time to visit the attractions that have made the island famous. Plus of course, there were a few more mountain roads to experience - plus the 3 mile long Ballamoda straight.

That night, there was a gala dinner and PCI secretary, Alan Weadick, presented some Manx crystal to Geoff Ives of PCGB and Ian Heward of PorscheShop. David Gorman donated an artists sketch of Slane Castle and we were proud to present it to a senior member of the Manx government on behalf of PCI.

Unfortunately, our native Irish tendency to stay in the bar until the dying hours of the night had to be tempered with the fact that we had a sailing back to Belfast at 7am the following morning. Despite the changeable weather (and cancelled ferries the previous day) we managed to depart Douglas on time and arrive in Belfast about 3 hours later.

Many thanks to Geoff Ives from PCGB, Ian Heward from PorscheShop and the Manx government for making us feel so welcome. We'll definitely be back next year - with a few more PCI cars in tow we hope !

Porsche Cayenne Road Test



The Dual Personality Cayenne

The new models of the Porsche Cayenne have hit the roads and sales are booming for this split personality vehicle. PCI tries one on the road.

I know... I know.... We were all sceptical when the Cayenne arrived on the scene back in around 2003 or so. Let be fair - it wasn't the prettiest vehicle on the road and the front end looked a bit like the family gene pool had been diluted just a bit too far in the looks department.

Bearing this in mind (and with the prospect of free finger food) we went along to the launch of the all new Cayenne back in February at the Porsche Centre Dublin. Plus of course it give all a good chance to look at the 3 new Cayenne models up close !

The styling changes seem subtle at first, but you very quickly can see that the softness of the old model has been swept aside for a much more aggressive front end. Other notable details are that the exhaust pipes now exit through the rear bumper rather than under it. It is very hard to stand up close to one of these vehicles and not feel the power oozing at you from under that gorgeous body.

The trouble of course started after the launch. An upcoming trip to Cork prompted some animated discussions about how useless the boot space was in the boxster. Of course as we all know there is ample room for luggage is such a wonderfully practical car. I was of course assured that we would never

have this issue in a Cayenne. I think though proving even I could fit in the front boot of the Boxster may have been going a bit too far. Thankfully the other party was too busy laughing at me to lock me in !

So, thinking I had escaped that like drama intact, Alan Tracey put me on the spot one day and suggested I take one of the new Cayenne's for an extended test drive. To be fair I was curious about the new model, so I gratefully took him up on his offer. The theory was that I had to take photographs at a charity fashion show in Navan that evening and the Cayenne would be the perfect vehicle for transporting all that photo equipment. Needless to say it was just a matter of transferring over the equipment from my extremely roomy and practical boxster into the cavernous boot of the Cayenne.

Actually to be fair, the first impressions of the new Cayenne were very favourable. The seats are extremely comfortable with full electrical adjustment in all directions. For the sports car fans out there, don't worry - the seats can go so low it almost feels like to are back down on the road again. The steering wheel is large - but not overly so with all the relevant controls easily to hand.

The demonstrator Cayenne was fitted with the optional PCM and to

Model: Porsche Cayenne V6

Engine Size: 3.6 Litre V6

BHP : 290 (213 kW)

Base Price : € 85.200

Price as Tested : € 95,000

be honest as a Sat-Nav system it is very good. The display is clear and concise with easy to use controls and it never failed to find a destination for me. The integrated phone is perhaps a bit more fickle. You have to install your sim card into the unit itself - so this requires the dismantling of your phone first to get it out ! Making and receiving calls is childs-play with excellent sound quality and coverage. The only area I think that lets it down a bit is when it comes to sending text messages. You have to turn a button to get to the correct letter. This works very well with the Sat-Nav as it filters out addresses as it goes - but my God it makes composing texts messages an art in itself !

On the whole, impressions were good so far - and that was before I turned the key in the ignition. Once the mirror, heated seat and stereo rituals were complete I was ready to set off... I had a full tank of petrol (more on that later) and a trip to Navan ahead of me... The test model I had was the 3.6litre V6 and I didn't know what to expect from it to be quite honest. I've driven a couple of V6's before from the Mercedes stable and I expected it to be very smooth. What I DIDN'T expect was a V6 that seemed to sound more like a V8. The sound of the thing is amazing and on the road the performance doesn't disappoint either.

Now obviously sitting on the M50 on a Friday evening isn't going to give you much scope for testing the performance of the vehicle. It does however give you plenty of time to take in the other details (the ones

Porsche Cayenne Road Test

the girls seem to like). One of the most obvious differences from the other models is that you don't need a map and a magnifying glass to find where the cup holders are in the car. They are right there in the middle between the seats. The other really excellent feature I found whilst wandering towards the Toll Bridge was that it was fitted with double sun visors. Now normally I'm so low to the ground that roadside hedgerows block the sunlight - but in the Cayenne, you can unclip the visor and swing it around to the window to block the sun. Having done that, there is another visor there to shade you from the sun in front of you ! A small touch, but an indication of the attention to detail in this big vehicle.

The headline for this article is 'The Dual Personality Cayenne' but so far I've prattled on about the looks and practicality of the vehicle. There's one little button I haven't mentioned yet. It sits beside all those fancy diff locking suspension things (for something called off roading) and just below the shifter for the fabulous new 6 speed Tiptronic S gearbox.

There it is, all innocent and just labelled 'Sport'. Press that and things change a little.. Ok, they change a lot.. Suddenly the accelerator pedal seems lighter and the engine leaps into life with the merest touch. If you get the chance, travel along at a constant 80km/h and press the button. Without even a change of the accelerator the Cayenne downshifts and increases speed.

I'm sure if I read the literature I'd discover that the suspension firms up and the exhaust note changes, but to be honest, the bloody thing just wont roll either way ! No matter how hard you pushed it into a roundabout the vehicle stayed firm and level at all times. Even the back roads of Meath and Louth couldn't upset this monster.

I'm tempted to say that it handles like a sports car - it is really that good to drive ! The only thing that

stops me from saying that is the steering. It is exceptionally sharp and light, but it doesn't have that same direct feeling that you get from a low slung small car. But hey, even I'm prepared to admit this is an extremely practical animal that deserves the Porsche badge.

The other area that it cant shake off its size is in the dreaded shopping centre car park. Don't get me wrong - unlike a boxster you wont lose it... It just may take you a while to park it. This is a big vehicle and whilst the parking sensors are a must, you can't escape the sheer size of the thing when it comes to finding that elusive space in the Blanchardstown shopping centre on a Saturday afternoon. It is kind of funny though to come back and see that the roof of the Fiesta beside you doesn't even reach the bonnet on your mode of transport.

As far as fuel economy goes, the 3.6 V6 was bang on the figures provided by Porsche. Cruising down the M1 to Dublin on the Saturday night we averaged 22.7mpg at a constant 120km/h and whilst I didn't observe the combined fuel consumption I'm sure it was also as per the figures Porsche provide.

So in conclusion, the new Cayenne is fast, comfortable, practical and seriously gorgeous. One thing I did notice was that instead of people staring at me from BMW's and TT's in the Boxster - I was being seriously eyed up by every driver in any sort of 4x4. It has the engine noise to turn heads.... And the looks to keep them turned as you head up the road in a true modern day Porsche.

In case anyone is wondering, I did get asked for my phone number by a lot of the models at the fashion show. But as the Cayenne was parked outside and I was holding a camera, I can only presume it was that they wanted copies of the pictures.

There are only two loves in my life. One is a Porsche... and the other would kill me if I took any of the numbers offered !

The Cayenne S on Track.

As an aside to the road test, I also had the chance to drive a new Cayenne S at Mondello Park in May courtesy of the Porsche Driving Experience. This event is put on every year by Porsche Centre Dublin and it gives Porsche owners the chance to try out all the different models in a controlled track environment.

First impressions of the Cayenne S as it howled down the main straight is that the sound of the thing sends a shiver up your spine. If the V6 sounds almost like a V8 - what on earth can I describe the V8 as ? Evil... that's the only word for it.

In terms of performance over the V6, its hard to tell. It's a very very fast vehicle with so much power on tap. 385 BHP is a lot in any vehicle - and the 500nm of torque can be felt from the moment you put your feet on the pedal.

I think in fairness, the Cayenne can be an amazing vehicle on track in the correct hands - but going around Dunlop or Honda corner more than 2 feet off the ground seems unnatural to me.

My gut feeling between the V6 and V8 is that whilst the latter has the power and the sound to make even the most hardened air-cooled flat-six nut soften, the former is an exceptionally accomplished vehicle that will delight everyday and never ever disappoint.

Me ? I'd buy the V6 and spend the extra on a 930 Turbo to scare the hell out of me at the weekends...