

PCI E-News

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Porsche Club

Ireland





David Whelan

Editorial

Why would or did I buy a Porsche ? This is one of those questions we ask ourselves many times. Men are supposed to ponder about females once in every six, or is it sixteen, thoughts. Well I suspect real men think of Porsche's more than this. And since women don't think then perhaps that's why so few of them have Porsches. But then again, a lot of them have fellas who have Porsches - so who owns what ? Or could it be that women are smarter than men.

No bottle of wine was won last month, you will recall I offered it to the first female to tell me she had changed a puncture , I knew it, they don't do it anymore ! (Am I digging myself into something deep here, I think I feel another controversial address coming on .).

Scalextric used make just two cars in the 60s, one was blue and a Cooper, the other was red and a Porsche. Barry's was blue and mine was the Porsche. Even then I could not beat him but I thought the Porsche was brilliant. I could not pronounce the name (cringe here) I used pronounce it por -shesk -ae. But I learned from Michael Butler, a family friend who had relatives in Dortmund, exactly how to say it and went on from there. The final e in Porsche is never silent he used say,

Fast forward to the early seventies and stand on a stone wall on what I now call a ninety right on the Tor Bally Lea stage one cold Friday night in Feb 75 , and the ear Splitting sound of the flat six nine elevens driven by people such as David Piggy Thompson, Josh Saddler, Ronnie Mc Carthney, his brother Dessie and our own Noel Smith. Even though a lot of my

hearing is gone I can still hear that sound, as pure and deep as a bugler at an army funeral.

Three rapid down shifts, burp, burp, burp on the approach and one long wail as they disappeared off into the darkness. The drivers could not afford to lift of the throttle because every little lift would be amplified a hundred times by the Sport haus puff kit number two (that's what Porsche used call the open megaphone exhaust on the cars).

Why would you buy a Porsche ? Some might answer because they cannot afford a Ferrari, but that's not true, its more the fear of financial hari kari and the certain sound of a flat electrical system or other mechanical woes that our German cars do not have. Wanting a Porsche , I think, goes back to some gene in our brains (male and female ones !) that was also responsible for driving out our early cave dwelling ancestors from the safety of their caves and into the light. One cannot go back, the best we can do is make the present better and that's what Porsche do with their cars.

Cayenne is a sports jeep and a true Porsche. Have a go in one. Allow yourself. Savour the technical superiority and speed. Re-adjust your thoughts. Relish it. Investigate the hills. Visit friends. Explore off road. Drive just for enjoyment.

The previous paragraph might look funny or odd, that's because there is a secret message to be found there related to a topic in previous monthly presidential addresses.

Another bottle of wine is on offer to

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the person who works it out, and please God do not let it be a woman.

Our next committee meeting on 8th Oct at the Dublin Airport Raddisson Hotel will be presented with a draft constitution for our club. We will put them up on the club web site for your information and comments. There is still some way to go on these but it is my hope to have them in place by the end of the year.

Oh, and in case the previous hints weren't enough, the Cayenne has finally arrived but it's my 993 that has to go - and not Scenic I'm afraid. But I am open to offers !!!





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Last PCI Track Day of 2007

It was the last day of the 2007 PCI track sessions, but good weather and enthusiasm for the track ensured that this was the biggest one yet.

The last track day of 2007 has come and gone. Numbers of drivers and cars were at an all time high and for once the weather decided to play along with us too.

Once again there was a wide variety of cars on circuit - from fully race prepared Porsches, to 944's and 911's. Even a few of the club members brought along more specialised track cars such as the blisteringly fast Vauxhall VX220. A great day was had by pretty much everyone and roll on 2008 !

We are looking now at our format and times for 2008, so if you have any feedback you would like to give

us regarding trackdays, please feel free to drop a line to Ted Gaffney or Alan Weadick at the numbers and email addresses on the first page of this magazine.

As usual, there are plenty of pictures up on the clubs website at <http://www.porsche-club-ireland.ie> and if you want high resolution shots of any of the pictures there contact Alan Weadick at alan@weadick.com and let him know what image number(s) you want from the picture gallery.

We retain a full high resolution archive of all pictures on the website and these are available to club members free of charge.

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>

Membership continues to be strong for the club in 2007 with it currently standing at 250 members so far since the start of July. We still continue to get a large number of people who are joining the club for the first time - or rejoining after many years of absence and to these people, I saw welcome !

We still have about 135 members from last year who haven't renewed yet but if you are one of these members, hopefully you will rejoin the club and take an active part in club life.

David Gorman is doing a sterling job of looking after the sale of club merchandising and now has plenty of high quality Club Shirts, Hats, Jackets and T-Shirts in various sizes and colours. You can contact David at 086 2740444 or via email at davidg996@eircom.net

New Appointment at Porsche Centre Dublin.



Kevin Dunne has been appointed as senior technical and service advisor at **Porsche Centre Dublin**.

He is a qualified technician and has over 14 years experience in the motor industry working with BMW, Honda and Chrysler.

He is a keen motor-sport enthusiast and is involved in Irish Rallying.

In his new role Kevin will be the key contact for Porsche customers on service, diagnosis and warranty issues.

He will be happy to post out any items for you subject to a small extra cost for postage.

As we are heading into the quiet season for the club, please do feel free to contribute any articles or ideas you have for the club that you think might be of benefit to our readers and members. This is the time where we plan for 2008, so any input you have now will be factored in to our 2008 calendar of events.



Racing Season Closes

The Porsche Open Racing series drew to a close after a competitive and challenging season that saw many ups and downs during the year.

Club events for the month of September

The Porsche Open racing series drew to a close at the Leinster Trophy races at Mondello Park on the weekend of 22/23 September.

It was a fraught filled opening day with Jim O'Reilly spinning on oil and being struck by the rapidly pursuing Richard O'Mahony. Unfortunately, Richard was unable to continue for the weekend, but Jim employed the magic of gaffer tape and soldiered on for the great weekend of racing.

Bob Cameron was missing from the field as a broken hub at the Anglesey circuit meant he had to sit out the last weekend. Brian Gorman suffered a similar problem on the Saturday and despite some frantic welding overnight, Brian was forced to retire on Lap 1 of the Sunday race.

Stephen Doyle ruled the weekend with a win in the GT class in both races. His 996 GT3 ran reliably and he beat off the challenge of Robin Titterington in the first race, and Jim O'Reilly in the second race. Greg Simpson came an admirable 3rd in the first race - and the last place on the podium fell to club president Dave Whelan for the second race.

Brian Gorman had some sense of achievement when he posted the

fastest lap time for race 1 in his 911 Turbo of 1m 53.403s around Mondello's international circuit.

Overall it was a great weekends racing and has left quite a few competitors to plan their attack on the 2008 season. Who knows what cars will appear on the grid for next year. Will we see our first 997 GT3 Cup Car in 2008 ?

All PCI members are welcome at these great days of racing - so come along and experience the thrill.

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.

Clonakilty Drive



The group assembled at the Stailoil Service Station, Kinsale Road, Cork before heading off on their drive. Fifteen cars then travelled in convoy through, Innishannon, Bandon and on to Clonakilty Show Grounds where a special area was put aside for Porsche Club Ireland.

Porsche Members came from Wicklow, Kilkenny, Waterford, Tipperary and Cork. Denis Collins presented the Long Distance Steering Wheel to John Daly, from Wicklow who travelled to the show in a 944 Turbo with his wife Mia.

There was a wide selection of cars, including various early 911's, several 944's—both normally aspirated and turbo charged and quite a few 996 and 997 models.



The Show was organised by The Skibereen Motor Club and the proceeds of the day were presented to 2 Local Charities. The Show attracted an entry of approx 450 vehicles with cars across the full spectrum of disciplines in motorsport, Custom European, Japanese, American Cars, American Trucks, Commercial Trucks & Motorcycles attended plus a Local Civil Defence / Fire Dept fire fighting display.

Thanks all the members for their support and Jimmy Murphy for helping with the organisation.

Denis Collins | PCI

The misunderstood sibling.

The 996 variant of the legendary Porsche 911 was the first model to be water cooled and broke with a long tradition of sports cars bearing the title 911 that were air cooled and rear engined. Water cooled 911's are perhaps more accepted now, but the 996 still suffers the stigma of the car that broke with tradition and changed the face of the 911 forever.

Perhaps some saw it as a changing of the guard, where the 911 was the flagship model of the range and all other models were perhaps an unfortunate commercial reality in a world where even car companies had to make money to survive. When the 996 came along in 1998 it shared a common family DNA with the recently released Boxster - and a family look that was carried forward into the Cayenne.

Porsche had changed and a new era was on the horizon which turned the small car manufacturer that began in a shed in Gmund into the most profitable car company in the world.

Alan Weadick ponders the future of the 996.



The misunderstood sibling.

One question that I keep getting asked and that I can't answer is 'Why Porsche?'. It's just one of those questions that makes you struggle for meaningful words that would be intelligible to the average Joe on the street.

As a kid, I always had 3 car posters on the wall - we all know them: The Ferrari 308 GTS, the Lamborghini Countach, and the wide-bodied 911 Turbo. All three are amazing cars and belong on a boy's wall as token dreams that can be fulfilled when viewed through the optimistic eyes of a 12 year old.

So, why Porsche? Well the simple answer to that one is because I can. Whilst all three makes evoke notions of power, glamour, speed and the jet set lifestyle, Porsche ownership is practical.

I was driving through Castleknock on a Sunday afternoon recently in a 996 Targa when a yellow Ferrari 355 pulled out in front of me. For a brief moment I had a flash of lust and jealousy, but as I following the driver into the Phoenix Park he turned around and went back home again. Maybe that's the difference, that particular Ferrari owner was either trying to see if his car still worked, or had to go home because something fell off the car (again!).

Me, I just sniggered and settled in to enjoy a Sunday afternoon trip through the countryside in my little piece of motoring heaven.

I've been debating for quite a while now about my next car and whilst the trusty Boxster S is a blast every day of the week, certain parties are trying to encourage me to look at a more practical vehicle. Never one to turn down a challenge, I decided that it shouldn't be too hard of a task to make a case that the 911 was far more practical than the Boxster - I mean, it has 4 seats doesn't it!

No, let's not go there.... That is a discussion fraught with difficulty and perhaps a few outright lies. But herself is quite understanding of my weakness around cars (just even mention the word 'shoes' and watch her get defensive), so the hunt was undertaken to look at a 911.

Of course, now begins my biggest dilemma - 993 or 996? I have to say, having driven a 993 once or twice, you can't but appreciate the power and passion of the air cooled engine from the moment you turn the key. Sure the ergonomics leave a lot to be desired - and don't even try to think about adjusting the volume on the radio! I knew all about the strong residual values of the 993 and the less than subtle depreciation of the 996 so naturally if you are going to invest in a 911 you want to play it somewhat safe.

I'm sure the hardcore of you out there are wondering what I'm talking about - I mean playing with the radio when you have the lovely flat 6 soundtrack? And don't even

dare suggest that tiptronic is anything other than Satan incarnate as a gearbox.

You see, deep down, I just don't get the 993. I don't yearn with envy to drive an 80's 911 or drool at the prospect of living with a 964 Turbo in Dublin traffic. Perhaps I'm just from a different generation. To me, the passion is there for the marque, but I do also look to balance it with the need to live with my car in the modern world.

I don't come from the generation where the red braces, stock markets and filofax's ruled. For me, I like nothing more than a well cut Louis Copeland suit, integrated SatNav and perfectly chilled air at 18 degrees. I'd even go so far as to say I **like** tiptronic. For me, a Porsche is an everyday item - a tool to use during the week, and a toy to play with at the weekend... Never disappointing and never letting me down.

To me, the 996 is a big fast GT car. If I wander a hardcore sports car I'd look at the Cayman or another Boxster. The 996 has the user friendliness of my Boxster and the sound and power to send a shiver up my spine. It has everything I need and is the right car for me and my desires right here and now.

Perhaps that is the magic of Porsche - there is something there for everyone regardless of age, status, gender or taste.

