

PCI E-News

Issue 2 - December 2006

911 Carrera S



Porsche Club

Ireland



Club Update.



Whilst this month has been a quiet time for club events, our newsletter features two very exciting articles. Firstly, Donal Daly has written a review of the current 911 Carrera 4S that he recently had from the Porsche Centre Dublin on an extended test drive. Our thanks to Donal and all the staff and Porsche Centre Dublin for this opportunity to put one of the most exciting 911's in the current range through an extensive workout.

Secondly, we have an article on the new 911 GT3 RS that has just been announced. What is so unique about this article is that the electronic version that most people receive contains links to several Porsche movies on the new car. The web special on the 911 GT3 RS include a full lap of this stunning new vehicle on a high speed lap around the Porsche test track at Weissach.

We hope to continue and improve the newsletter by including more of these multimedia links in our forthcoming publications. For Postal members unfortunately this facility will not be available to you. However, all the Porsche films and images can be accessed indirectly by visiting the Porsche website at <http://www.porsche.com/uk> and choosing the appropriate model from the vehicle selector.

And don't forget our annual dinner which this year will be a celebration of not just the year ahead, but also of PCI's 10th birthday !

Ted Gaffney | PCI

Club Website.

The most recent addition to the website has been photos from two runs organised in the South East by our members. A Special thanks to George Neurieder for collating all these photo for submission. You can access these photos directly by clicking on the following links.

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Alternatively, you can access the full picture gallery from the main page of the club website at <http://www.porsche-club-ireland.ie>

We will endeavour to notify all members via email or text message of any new events - but keep an eye on the website just in case !

Also, if there are any keen photographers out there, we are always looking for Porsche and club related images for our front cover and website.

Front Cover: 964 Carrera RS at Mondello Park. (Photograph by Alan Weadick)

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.

We have also negotiated an evening only rate for the night which covers the 5 course dinner for €60 per person.

Contact Barberstown Castle at (01) 6288157 and speak to Leanne quoting the Porsche Club Dinner. 20 rooms have been reserved, so we ask that you let us know if you plan to attend so we can gauge numbers.

The website for Barberstown Castle is:

<http://www.barberstowncastle.ie>

Useful Contacts.

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Porsche Club Ireland member Donal Daly collects a 911 Carrera 4S for an extended test drive from Alan Tracey, Brand Manager at the Porsche Centre Dublin.

The Long Road Home.

It was mid October and I was in the US (San Francisco) on business when I got the call from Alan Weadick. Porsche Centre Dublin had offered the club an extended test drive in any of the current models and my name was randomly selected. Wow! I thought as I accepted the offer, but which car to choose? I called Alan Tracey a couple of days later and he reiterated the offer, but which car to choose? I drive a Boxster (987) currently and I thought the Cayenne would be interesting to drive and I could take the family for a change. Alan also had a Cayman, which I heard is a great "drivers car" but I felt it would be too close to the experience of driving my current Boxster, I should go for something different. I suggested a 911 to Alan and he offered a 997 C4S and I thought perfect! Decision made.

The next week I had a "friendly" call with my insurance company to get the car on my policy for the weekend. The car as tested was €160K (C4S starts @ €154,850) more than twice the value of my current car. I had never driven a 911 for such an extended period or such an expensive car. This was going to be a fun weekend. Friday came and I fought my way through the M50 "car park" to The Porsche Centre. Alan Weadick was there, to take some photographs and we both agreed the car looked magnificent. To a dedicated Porsche "spotter" the changes from the 996

to the 997 are very obvious. According to Porsche the only exterior body panel the 997 shares with the outgoing 996 is the roof. From the front the more upright headlights pay homage to the much loved 993, further changes include the reprofiled front bumper, bigger indicators, wraparound rear lights with more pronounced rear arches. Gone now in this 7th generation 911 is the characteristic red wideband reflector across the rear of this car. The 997 range now include 14 different models, which is some achievement in itself. To me this latest generation design is more evolutionarily than revolutionary, which is just fine by me. This has been the source of much comment by motoring journalists, Jeremy Clarkson making a point of this when he test drove the new 997 for Top Gear. So if you get yourself a new 997 don't expect your next-door neighbor to notice the difference.

As I headed out there was no fear of me blasting away to test the limits of this car, as this was Dublin on a Friday evening, Time for a reality check! On Alan Tracey's advice, I avoided the M50 and took the N81 as I made my way back home to Ratoath (Co. Meath). My initial impressions as I sat inside, was that this car was very luxurious and well made, but as the engine came to life, I was greeted by the wonderful sound that only a Porsche can make. I joined the traffic on the

N81, and received numerous admiring glances from other drivers and young boys being ferried home, and you could sense the longing of a new generation for the Porsche 911. This 911 is very easy to drive, in fact I think it flatters the driver. The manual transmission was great, and clutch travel very self-assured, not an issue for busy traffic or hills. But find a clear road, and she will eagerly move swiftly forward. On the S models the Bi-Xenon lights are standard, and they provide very good illumination. As I got home the kids thought the car look cool, especially with the rear seats, we could all travel together. My wife remarked, "*I know that look, you're not thinking of buying this car..*" Been married to that woman for too long, she knows me too well, but another reality check, this car is out of my range currently, it needs to age at least 4 years. I caught myself a number of times that evening, looking out the window at this amazing super car in my drive.

Saturday came and it was time, for a proper test drive. I decided to head north toward Dundalk where I have family. For the most part, I stayed on back roads, and was rewarded with an exhilarating driving experience; The 3.8 liter engine (355bhp) has so much power and torque along with unbelievable levels of grip for a rear engine car. I feel that my Boxster is a very well balanced car, being mid engine, but there is no comparison with the C4S, it is such an engaging car to drive, you just become one with the car, a truly emotional experience, this car works nearly all your senses as once. On aggressive cornering, you expect the tail to slide gently wide for a bit oversteer, but the C4S nose just pulls the car through like there is some magnetic force holding onto that invisible rail in the road, very effective, if slightly less engaging.

I joined the M1 just before the Bridge of Peace at Drogheda, and with a clear road ahead as I left the toll booth, I decided to see how fast she was from a standing start, well before I hit half way down the slip

road, she hit 120km/h, This car is quick, very very quick. It is claimed that it will do a lap of the nürburgring 20 seconds a lap faster with the sports mode enabled, than the previous S model. Because of the wider track and tyres, the new Carrera 4 can lap a dry track faster than a Carrera 2, that wouldn't have been the case with previous models. The viscous coupling that feeds the front axle is arranged so that just five per cent of the torque goes

ence, as there are great roads from Julianstown to Duleek, and then the R125 back to Ratoath.

On Sunday, it was time for a family drive, my kids (aged ten & twelve) fitted fine in the back with some minor seat adjustment on my behalf. Where to go? It was a cold, bright, winter morning, so I decided to retake the scenic drive the club did back in August – The Wicklow mountain drive. We fought our way

" Nothing honey, now mind your speed."

Monday came, and it was time to return the car, and it was with a heavy heart that I did so, I found myself taking the most twisty back roads in to work, it was early morning, the sun was just rising, traffic wasn't an issue, the ground was lightly covered with fog, as the C4S eagerly took each twisty bend, always with plenty of power in reserve as you powered out of each bend. The levels of grip are simply unbelievable for a car with its engine at the rear; it is as if the laws of physics have been rewritten.

To those members who are lucky enough to be driving a 997, I applaud your decision and I'm envious. To those members, who are a considering a purchase, I can only offer my total endorsement for this car, and the S versions are especially potent. The C4S, in my humble opinion, is really the ultimate, all weather, and everyday super car. For the rest of us (including myself), my wish is that those who can, will, so there will be a healthy supply of 997's in the years to come. In the US currently, they are running a great TV ad for the new 997. It features a young boy catching a glance of a new 997 out his schoolroom window and his trip after school to the Porsche garage. I know how that young boy feels, I am that boy! Hopefully I won't have to wait as long...

TV Ad Link : [Broadband](#)



forward in normal driving, so turn-in should be as good as a normal 911, and the steering uncorrupted in fast but reasonable cornering. It's only when the rear tyres lose traction, from very aggressive driving, that up to 40 per cent goes forward to keep things neutral. I rained in my enthusiasm, otherwise the title of this article could well have been about how I got 12 penalty points in a C4S over a weekend. The C4S was very well behaved on the motorway, and the cruise control helps to keep you just on the right side of legal. Nineteen-inch wheels are included as standard as well as wider profile rear tyres (305/30 ZR 19). I would describe the ride as firm (as it should be) rather than hard, but on our poorer quality roads, but get direct feedback on the state of the road beneath you.

through Sunday traffic, the 911 being very well behaved, even docile, but as we reached Blessington, the traffic eased and I was able to open her up more. It was a terrific drive, so responsive and self-assured. This is simply an amazing car, I said this many times now, but I think you get my point. We stopped briefly at the summit of the Wicklow Gap for some photographs, but didn't hang around for long, as it was bitterly cold up there, back to warmth and comfort of the C4S as we dove down to Laragh and returned home. My wife, drove, part of the way home and gave some very positive comments about the car, she prefers it over my current Boxster, but was quick to catch that look in my eye, *" What are you scheming? "* ...

The car as tested, came with the Bose digital surround sound, ideal for long motorway journeys. However, you will find yourself seeking out lesser quality, twisty roads to complete your journey, turning off that sound system, and listening to the glorious soundtrack provide by that 6 cylinder 'boxer' engine as you work though the gears. On my return home, I had such an experi-

Donal Daly | PCI



911 Carrera 4S

Ultimate stability and performance.

Performance

261kW(355 bhp) at 6,600 rpm
 0-100 km/h in 4.8 secs
 Top Speed: 288 km/h

* Contact your local Porsche Centre for tailored specification and pricing.



The New 911 GT3 RS. Origin Motorsport.

RS. Synonymous for moving at the very limit. It stands for motor racing in its purest form. For the perfect balancing of all components. This principle is embodied by the new 911 GT3 RS – the road-licensed version of the pure-bred race car 911 GT3 RSR.

The 911 GT3 RS is driven by a 3.6-litre flat-six engine that delivers 305 kW (415 bhp). The high rev-concept of the engine results in a maximum engine speed of 8,400 rpm, a 0 to 100 km/h (62 mph) time of only 4.2 s and a top speed of 310 km/h (193 mph).

In the 911 GT3 RS, every detail serves performance first: an additional spoiler on the front spoiler lip increases the car's road-hugging properties by providing additional downforce at the front. The adjustable rear wing is not only lighter than on the 911 GT3, it's also larger – providing additional downforce at the rear. Standard equipment to the vehicle's interior includes: the Clubsport package and a rear roll cage bolted to the body along with light-weight carbon-fibre bucket seats to provide excellent lateral support.

The 911 GT3 RS is a high-performance sports car that continues the long and glorious tradition of Porsche racing cars for the road.

Please click here for a video of the new 911 GT3 RS.

Broadband Modem/ISDN



The Lightweight Design of the 911 GT3 RS.



magnesium and the uncompromising lightweight design ensures a low overall weight and keeps the weight of unsprung masses to a minimum. Examples include the weight-optimised rear axle, the standard brake system featuring aluminium monobloc brake callipers or the optional Porsche Ceramic Composite Brake (PCCB).

When it comes to weight optimisation, the Porsche motor racing engineers are in their element. The new 911 GT3 RS, despite being equipped with a roll cage and a widened body, benefits from a specific power-to-weight ratio only 3.31 kg/bhp.

Use of carbon fibre, aluminium,

On the new 911 GT3 RS, weight was reduced in other locations as well. For instance at the rear by fashioning the rear wing from carbon fibre (CFC). Standard light-weight bucket seats have a combined weight of 20 kg and are among the lightest bucket seats ever available for a standard pro-

duction vehicle. Lightweight design straight from the race track.

More details on the subject of lightweight design in the new 911 GT3 RS are available in the models section of the Porsche website.

A full web special on the 911 GT3 RS can be found on the Porsche website at the following link.

Broadband

