

PCI E-News

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Porsche Club

Ireland





David Whelan

Editorial

For the past two months I've mulled over the question, why did you buy your Porsche. Hopefully it has provoked a little thought on your behalf and even made you look deeper into your inner self. Years ago, the best reason I heard for buying a Porsche amounted to the heat from the open fire fuelled from the credit card slips spent in maintaining it, but what with paperless transactions, chip and pin, and global warming the joke does not still sound the same.

Well this month I've a confession to make. I've bought a new 911 GT3. It was a decision that ranks with getting married in 1978, joining the Army in 1973, and leaving it in 1997, and buying my business in 1997 and selling it in 2006. Simple really, just carry out a process they thought us in the Army (don't know if this is still a secret) called war gaming and the estimate of the situation. You just state all the minus points, then the positive points, do a comparison and the one that wins is best. Except I didn't do this. I was invited to the Porsche Centre Dublin's Customer day in May last which was held at Mondello. I went along and had a spin in a Cayenne and a 911S that had a gt3 motor and kit fitted. Only two drives, only two cars from about six on offer.

Later there was the Belgard coffee and canapés (I swear they drug them) but I was hooked. And there was a review of the GT3 by autocar magazine began "perhaps we need more than 5 stars". I dropped onto Alan in Belgard in August the

weekend of the Phoenix Park and asked casually how much was a GT3, hoping to hear I'd get one at a discount to be told that there were three coming to Ireland in 2008 and there was one still left and I could have it at list.

I went home after some good racing in the Park and over a glass of wine mentioned to Mrs. Whelan that I was considering buying a GT3. "Why would you want one of them" she replied. I had no answer. I did leave the Autocar article in our loo, and she must of read it 'cos she asked pertinent questions and remarked that it was rated way better than a Ferrari F430 (how did she know) and that it was a bit loud and track orientated. Then Sonya's husband in Cork bought an F430, he's wise and an accountant and must be right, so I ordered my GT3. It's a decision from my heart, like all the ones mentioned earlier, maybe difficult to justify but it's the best car I've ever driven, simple. Me and Mrs. Whelan collected it from the factory (do this, I recommend) and even she was impressed with the factory tour and the drive home via Der Nurburgring and Circuit Spa Francorchamps.

Talking about Factory tours, do we want to go on one in 2008. Do we want to go to Leipzig and see the Cayenne, or do we want to see the 911 being built at Stuttgart. I'm not sure, in fact I'm nearly sure they do not offer tours to Finland to see the Boxster built. Planning by the committee will begin this month, so if you have a preference then email me or tell someone on the

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committee. Or better still come along to our club meeting and have your say. By the time you read this a group of us will have done a trip to the Christmas market in Bernkastell Kues on the Moselle in Germany.

One of the most expensive aspects of owning a Porsche is insurance. You will be glad to hear that I'm working with AXA Insurance on ways to make insurance cheaper and more flexible for our members. There is talk of some recognition of the status of our Porsches as classic from 20yrs old. That makes a 1988 944 Or 911 a good buy.

Take care, and don't forget to wave as you pass another Porsche, a BIG wave please.





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Track & Social Events



A Porsche is not just for Christmas

Brush off the snow if you left it outside.. Or take off the winter woollies if you put it in storage. Come join PCI for a Xmas get together on Dec 8th.

Porsche Centre Dublin has delighted us once again by throwing open their doors for PCI members on Saturday 8th December from 4pm for a pre-Christmas get together.

Whilst many of us have been visitors to the Porsche Centre, I hope a lot of new faces will come along too. Its on a Saturday Afternoon and its not in the centre of Dublin !

So join us for a bit of gossip, a few tall tales and some serious cars on display - and that's just the members cars !

Once again, we would like to thank Alan Tracey and all the staff at Porsche Centre Dublin for their generosity and time.

The Porsche Centre is located on the old Belgard Road in Tallaght beside the luas stop. You can visit the centre's website at www.porsche.co.uk/dublin for contact numbers and driving directions.

If you can't make it, then all of us here at Porsche Club Ireland wish you and your family a safe and happy Christmas. And the same to your Porsche of course !

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 of the club is as strong as ever and we do seem to attract many new members every year.

Unfortunately due to time constraints, it wasn't possible to compile the list and breakdown of members cars in the club, but we

hope to have this for the January edition of PCI E-News.

With Christmas approaching fast, if you require any Porsche Club Ireland clothing or gifts please contact David Gorman at 086 2740444 or via email at davidg996@eircom.net

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

Get your Porsche stories and photos into print.



As 2007 draws to a close and our event list takes a breather, why not tell your Porsche related stories in PCI E-News.

You don't have to be the worlds greatest storyteller or photographer, but we are looking for Porsche related Articles and pictures for our magazine. It could be something as simple as how you found that elusive Porsche you have dreamt about since you were a child - or a rare Porsche you spotted on the road.

The main thing we want is for the members to contribute and help other members by sharing their knowledge.

You don't have to be too concerned about formatting and editing it - don't worry if the words don't flow on to the page. The main thing is that there will be help here at PCI in putting together your article or colour fixing your photograph and you will have full approval before it is published.

A prize will be given at the annual dinner in 2008 for the best article and the best picture of the year . Send your articles and pictures to alan@weadick.com

Porsche Cayman S gets all dressed up



The new Cayman S "Porsche Design Edition 1" and rumour has it a few are making their way to Ireland.

Porsche AG is to expand its mid-engine coupe model range with the launch, in November 2007, of the Cayman S "Porsche Design Edition 1", a limited-edition special series. Porsche has incorporated various design disciplines into this very special mid-engine coupe: the black exterior emphasizes the purist nature of the 295-bhp sports car and, at the same time, is a nod to Porsche Design and the famous Chronograph 1s designed by Ferdinand Alexander Porsche precisely 35 years previously.

This look, cultivated by Porsche Design, imparts additional luxury and class on the Cayman S: the black leather and Alcantara upholstery harmonizes with refined details such as the instrument dials, the layout of which reflects that of all Porsche Design chronographs. Even the centre console, dashboard, and door trims glisten in black, while the three-spoke sports steering wheel, the gear lever, the handbrake grip, and the roof lining

are clothed in non-slip black Alcantara. The Porsche logo (crest) is embossed on the headrests.

The vehicle's technical features are equally sophisticated: beneath the ten-millimetre-lower body, standard Porsche Active Suspension Management (PASM) actively controls the hardness of the shock absorbers and it features a special Sport mode that can be activated at the touch of a button for a really dynamic driving feel. Five-millimetre spacers together with 19-inch turbo wheels give the Cayman S "Porsche Design Edition 1" a presence that is reinforced yet further by the 235/35 ZR 19 tires at the front axle and the 265/35 ZR 19 tires at the rear.

The Porsche Design Studio, created by Ferdinand Alexander Porsche 35 years ago, has rapidly become a top international name for industrial design, luxury items, and consumer goods. Top-class functionality and aesthetics glisten in the new

"Porsche Design Edition 1" collection – in black or black matt, of course.

The Cayman S "Porsche Design Edition 1" standard equipment thus includes an elegant briefcase containing the Flat Six Chronograph, a pocket knife, a pair of sunglasses, a pen, and a key ring – all in black, even the knife blade, in keeping with the vehicle's styling. The number of Cayman S "Porsche Design Edition 1" units is to be as exclusive as this series-production luxury package: only 777 are being built, and each will be identifiable from a badge on the lid of the glove box.

The market launch of this black Cayman with exclusive Porsche Design equipment, including briefcase, will begin in Germany in November 2007 and in the United States in January 2008



Porsche draws inspiration from the past



Boxster RS 60 Spyder and the 718 RS 60 Spyder - Order now before they all disappear !

Porsche AG is presenting a new version of the mid-engine Boxster sports car at the Bologna Motor Show in early December. In its colour, design, features and philosophy, the Boxster RS 60 Spyder brings back Porsche's Motorsport era of the '60s: After countless class wins, the Porsche Type 718 RS 60 Spyder was able to take on and beat its competitors also in the larger engine categories, scoring its first overall victory in 1960 in one of the most prestigious long-distance races for the Manufacturers' World Championship in the important US market, Hans Herrmann/Olivier Gendebien winning the 12 Hours of Sebring in Florida.

Now the new Boxster RS 60 Spyder is taking up the momentum and purism of that so successful mid-engine two-seater racing car. The front end of this special model taken as a standard feature from Porsche's Sport Design Package distinguishes the RS 60 Spyder significantly from the Boxster S. A modified exhaust system made up of a sports exhaust combined with a dual tailpipe increases engine output to 303 bhp. Spacer plates move the 19-inch wheels in Porsche Sport Design into an even more prominent position in the wheel arches. Likewise featured as standard, Porsche Active

Suspension Management (PASM) ensures both sporting and comfortable driving pleasure at all times.

Paintwork in GT silver metallic is further accentuated by its contrast to the natural leather interior in Carrera red and the roof also finished in red. As an alternative there is also the choice of dark grey natural leather in conjunction with a black roof.

The features and equipment of this special model are likewise very special and sophisticated: Door trim strips made of stainless steel proudly bear the "RS 60 Spyder" model designation, an extrasporting gearshift lever, special surface grooves in the centre sections of the sports seats and the centre door linings as well as on the steering wheel rim and handbrake lever accentuate the sporting and exclusive ambience of the interior.

The design of the instrument clusters finished at the front in GT silver metallic is equally sporting and dynamic. With the binnacle otherwise positioned above the instrument cluster being dropped on this special model, the large central rev counter and the two circular dials at the outside add a unique and purist touch, presenting the exceptional flair of a racing car



also in the cockpit.

This special look is further enhanced by other refined features such as the windscreen frame finished in black and red rear light clusters as well as the centre console, the rear sections of the seat backrests and the roll bars all finished in GT silver metallic and thus harmonising perfectly with the seat belts finished in silver.

Reflecting its model designation, the new Boxster RS 60 Spyder is limited to a Special Edition of 1,960 units proudly bearing a silver coloured placard on the lid of the glove compartment.

Market launch of the new Porsche Boxster RS 60 Spyder is starting worldwide in March 2008

Porsche draws inspiration from the past



The Lohner-Porsche Electric Voiturette System built in 1900. Chassis and body made of wood. One internal-pole motor on each of the front-wheel hubs, output per motor 2.5/3.5 hp, with short bursts of 7 hp. Forty-four cell 80-volt lead battery. Period of use approx. three hours, top speed approx. 28 – 36 mph. Overall weight 2,160 lb.

Stuttgart/Los Angeles. Porsche AG, Stuttgart, presented drive concepts particularly friendly to the environment at the Los Angeles Auto Show on November 16, 2007.

The highlight of this leading event at the Los Angeles Convention Centre was of course the first appearance of the innovative Cayenne Hybrid in America. At the same time Porsche also presented a milestone in development to the well-informed public attending the show in North America with their great knowledge of history and technical development over the years: The electric-drive Lohner Porsche from the year 1900, one of the world's first zero emission vehicles and, accordingly, a forerunner for hybrid drive.

With its future-oriented electric motors in the wheel hubs, the Lohner-Porsche was acknowledged as the absolute sensation at the Paris World Fair in 1900. On loan from the Technical Museum in Vienna, Austria, this outstanding achievement in technology protected today as a universal monument was seen the first time outside of Europe at an auto show.

It was this vehicle, Ferdinand Porsche's first major project completed at the time without lay shafts and without a transmission that gave the 24 year old automobile genius his breakthrough as a pioneer in the history of the automobile.

Shortly thereafter Ferdinand Porsche added a combustion engine providing power for the electric generator to the electric drive system with two internal-pole motors in the front wheels. This made Porsche's hybrid drive ready

for production and created a unique highlight at the Paris Auto Show in 1901.

More than 100 years later the engineers at Porsche's Weissach Research & Development Centre took up precisely this concept, creating the future-oriented high-tech Cayenne Hybrid, a unique vehicle combining superior efficiency with equally superior driving dynamics. The Full-Parallel-Hybrid System developed by Porsche combines the best of two worlds so efficiently that the series production will consume less than 9 liters/100 km. An equally important point was to maintain Porsche's typically ambitious standards in terms of vehicle weight and driving dynamics also in the hybrid model. And perhaps the best news is that Porsche will be introducing this very economical SUV before the end of this decade.

The Los Angeles Auto Show has become the most significant show for Porsche in the USA, reaching Porsche customers in one of the brand's main regions with maximum impact and with a great effect on the company's image. The particular lifestyle of California is clearly borne out by the new Porsche GT2 likewise making its North American debut in Los Angeles and offering high technology of tomorrow in today's market.

