

# PCI E-News

Issue 13 - November 2007



**Porsche Club**

Ireland





# David Whelan

## Editorial

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

The above paragraph had a hidden clue and not one of you got it right. Well, that's not quite true, I got a missed call from Albert who has won a previous month, so please Albert text me the details. And Rose O Connor texted me to say it was that I had bought a Cayenne, but she does not get a prize cos she could not explain the answer to me. Women!

Anyway, if you take the first letter of each word of each sentence there is a message Cayenne has arrived. It's a simple code, an old army one, and I refer to the Roman Army BC. Don't worry though, we will move on from that to enigma, or is it an enigma. And the Cayenne certainly is one. Second hand, they are good value, superbly equipped and finished, very fast and the fuel consumption is not that bad. I brought it to France in Sept and collected my mother from the airport there with a round trip of 200 miles. My mother is an expert on cars, and a very wise woman (I take after my Dad in some respects!), and judges cars on comfort and the ability to see out and to go fast while seemingly going slow.

The Cayenne scored top marks from her and she remarked it did not seem like a 90min journey each

way. This is from the same woman who swore never to get into my cars again when she was collected from the train station on one of her visits to Cork and had to travel in the back seat of my early 911.

We were reminiscing last month as to what made us buy our Porsche. There are lots of things we do and sometimes the best turn out to be the decisions made on the spur of the moment. Then perhaps, if we look deeper, that spur of the moment decision is made a long time ago, even when we were children. I remember an 1970 Porsche 911S parked near my school in Synge Street that I passed every day. It was what I now know to be Sepia Brown and was so different to the other cars parked in the street. And among these was an Escort Twin Cam which later was replaced by an RS 1600 MK1. There was also a Jensen Interceptor, the 4WD one. Such are the influences that makes the snap decision 20yrs later happen.

Myself and Ted are going to the Porsche Presidents Meeting in Leipzig in December. It's what they call a workshop where we might pick up some useful ideas that would help our club next year. I've also got a kind invitation from our friends in PCGB R 27 to attend their annual dinner on Dec 08th.

I'm also bringing a small group of people who are members of PCI to the Christmas Market in Bernkastell-Kues from 23-25th November. If you want to join us please email me asap. The plan is

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fly out to Ryan Air Hahn Frankfurt, hire cars and overnight 2 nights in Bernkastell-Kues and attend the opening of the Christmas market on the Sat night, visit the beer keller and visit the Nurburgring on Sunday and be home in Dublin by 11pm Sunday night. Flights are cheap at the moment, the hotel costs 35euro pp pn and a hire car less than 100euro, 25 euro per person if shared. Without doubt, I'd say it will be an interesting and memorable week end.

Don't forget to wave when you pass another Porsche.





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## Track & Social Events



PCI Dinner in 2007

Early 2007 saw over 70 members of PCI attend its annual dinner at the Barberstown Castle in Kildare. This year's dinner should be in January or February and promises to be as well attended as 2007

Our next big event will be the PCI annual dinner in January or February of 2008. Whilst the venue is not decided, it should be a good night for all - and all PCI members are encouraged to attend.

If you have a particular venue or time in mind, please do let us know by contacting Dave Whelan at [porscheclubi@eircom.net](mailto:porscheclubi@eircom.net) or via text message to 086 8069678.

It has been an eventful year in 2007 with the highlight being the Family Day at the Radisson Hotel in Stillorgan. Whilst the weather conspired against us on the day, it didn't dampen the enthusiasm and

attendance of the members of the club.

The content of the magazine will change now during the winter months as we concentrate more on human interest stories rather than reports on track days, social events and Sunday drives. Do please send in your articles ( and ideas ) to [alan@weadick.com](mailto:alan@weadick.com) for publication.

Our next club night is at the Radisson Dublin Airport hotel at 8pm on November 5th next. Hopefully we will see you there for an informal club night to chat about cars and plan events for 2008.

## Club and Website Update

As ever, the club's 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.

Next month we will have a section in the magazine that will outline the various models registered in the club - and perhaps a few of the

rarer vehicles will be featured during the year in the magazine.

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](mailto: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 world's 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](mailto:alan@weadick.com)

# Bringing my 356 Home

Albert Harding recalls how he came to own one of the six Porsche 356's registered in the club. He is pictured below with Rosemary Smith and what is now known in club circles as the 'Grace Kelly' car.



## Bringing my 356 Home



Ever since I was a kid, I've only had eyes for one marque. True, Italian exotica can catch the breath of any small boy, but I liked the purity and unpretentiousness of Porsche.

I've had the full range of cars, starting with a red 944, then a silver Boxster and my last Porsche was a blue 993 cabriolet, but running it as a second car for weekends and evening dashes, was a little rich for my blood and so I started to investigate early '70s classics, 911 or 912.

All the websites were scoured and my mountain of motoring magazines going back years was scattered around the bedroom for inspiration. By fluke, I happened across some cars being advertised out of the States and started to look further knowing that as a family we were going to California for three weeks last summer. On further investigation, I discovered that 50% of all Porsche production goes to the US and 50% of that goes to California and particularly south California, where we were going. With the dollar weakening by the day and the abundance of well looked after and rust free Porsches on my holiday doorstep, I began to concentrate my research on California.

Instead of just looking at industry sites, I used Craigs List, which is a localised version of eBay. I went to look at a couple of beautiful 911E's

and T's and it was while I was at one particular dealers yard that I saw my first 356 up close.

Two years previously, I had heard of and then saw John Rocha's beautiful black 356 on Fitzwilliam Square and thought it was really fabulous. It made me smile as I followed it disappearing onto Leeson Street, and started a longing in me that I thought would be unfulfilled because of rarity and price. But here in south California, Laguna Beach to be precise, I was ignoring 911's in favour of the increasing number of 356's I was spotting. Coupes, Cabriolets and even that rarest of variations, the coveted Speedster. Now my web searches were focussing solely on these classics first manufactured in 1947 until the last ones rolled off the lines in 1965, having been replaced, a year earlier, by the legendary 911.

I signed up with the 356 Registry ([www.356registry.org](http://www.356registry.org)), and looked for help in my quest to narrow down my list of likely suspects. I was already constrained by my own budget, \$20K, and so to allow for shipping and taxes etc, I was looking for a car around \$15K (max \$20K).

Around this time, a series of emails began to go to and fro with Alan Weadick, who I had never met before even though I had been a member of the Porsche club for

years. Not his fault, my unavailability was to blame when many of the events were scheduled. My queries to Alan were in relation to import taxes and whether VAT was applicable. I was also pointed in the direction of Ted Gaffney for advice and guidance and typically they were both full of information and encouragement.

One night while browsing the latest entries on the List, I saw 'my car'. Photographed sitting in the typical leafy American driveway, all buttery Yellow with her complimentary yellow on blue Californian licence plate. I was hooked and the \$19K price tag was perfect. She was owned by Dr. Don Bosch who lived in Pasadena, a few hours north of LA.



I called him and arranged to meet at his office the next morning at 6am. I was there first, not unusual for me, and watched from across the road as he turned the corner in brilliant sunshine, and steered 'my car' into his office parking lot and brought her to a halt at just the right angle to convince me with her eye watering lines and curves, if I hadn't already been seduced. We got on great together and went over the car and its history. He had all the receipts for recent work done, and I arranged to meet him again having discussed it with Ruth. That night I

## Bringing my 356 Home

called him at home and he agreed to sell for \$18K and I arranged to transfer the money.

Finding and buying the car was the easy part of the equation. Shipping was made simple by way of the friendly and cooperative nature of one of the dealers that I had met earlier in my quest. I asked him which shipper he would use to send a car to Europe and he gave me the details for CFR Line out of Long Beach ([www.cfrline.com](http://www.cfrline.com)). I contacted them and they were very familiar with the regular traffic of fine cars from the dry, rust free climate of California to Europe. He had two other cars going to London out of Long Beach in about a month and so my Yellow filled the container.

Many emails and phone calls later to the shipping agent in London, and I finally resolved the import taxes, VAT and duty issues. Below you will find a breakdown of the shipping charges;

Freight collect	£472.22
Bank transfer fee	£ 25.00
Container service	£ 68.00
Bond & transfer	£ 67.00
Devan	£ 65.00
Import customs	£ 80.00
Government security fee	£ 3.50
Agency fees	£ 55.00
Delivery of title	£ 5.00

Total excluding customs & taxes                   £840.72

I was concerned about the possibility that I could be taxed twice, on bringing the car back from London into Ireland. But common sense prevailed and you only pay VAT at point of entry to Europe, which was to be the port of Grantham on the Thames. I had to provide a UK address so that the UK Customs could issue a C&E Form 386 for DVLA purposes. The document that proved duties etc had been paid was the Single Administrative Document (SAD).

We got home from the states at the end of July and in early

September, Ruth and I were flying to London to collect the 356 and drive across the UK to catch the ferry from Holyhead that evening. I had driven a couple of the earlier rejected 356's but unusually I had yet to drive my car. We arrived at the port, typically busy and full of containers. Having produced the customs release document (C&E 386) that proved that all taxes had been discharged, we were led out into the yard to receive our cargo. She appeared from around the corner in a cloud of dust, looking very sorry, oily and travel tired.

As has been her nature since I've owned her, the 6 volt battery awoke the engine from its nearly six week rest and within minutes we were on our way. I couldn't wait to get to the first petrol station for a fill up and to wash the car. Gleaming and full of regular unleaded, we headed for the motorway and the ferry. After a few nervous gear changes and small tailbacks, caused by me, we finally got a chance to let her fly on the open road. It was great and we got waves of appreciation as we passed cars 40 years her junior.

I was concerned all the way back on the ferry that I would be pulled over in the port and quizzed about the ownership of the car, the duty status, the lack of license plates etc.

When we disembarked in the darkness of Dunlaoghaire port, the customs official just shone his torch into the car, asked our nationality and waved us on. I think they were more concerned about non-nationals than classic imports.

I've had the car home now for nearly a year and I drive her as often as possible. Any excuse and I'm off. Because she had spent all her time in the dry warm climate of California, I thought it best to restrict my driving to dry days and did my best initially, but had to forget about that very quickly!!

I garaged her for most of the winter, taking her out only for weekend drives. Her condition is



what the industry call, "good unrestored runner". The paint was redone some years back and she could do with a lot of cosmetic surgery but I like the originality of the condition and the fact that I don't have to be too precious about her.

People who don't even know what type of car it is, smile when they see us and without exception, she is favourably regarded. I get some comments like, "Volkswagen, is she?" And it very understandable, as so much of the cars origins began with the other Ferdinand Porsche design, the VW Beetle.

She continues to start without fail, even after weeks of lay up and the performance must have been great in its day, as I still manage to raise a few eyebrows. Most of all my 356 continues to give me great pleasure and even after a year of ownership, I still can't resist turning my head to look back at her after I've parked outside the house, and smile admiringly at the enduring appeal of the original Porsche.