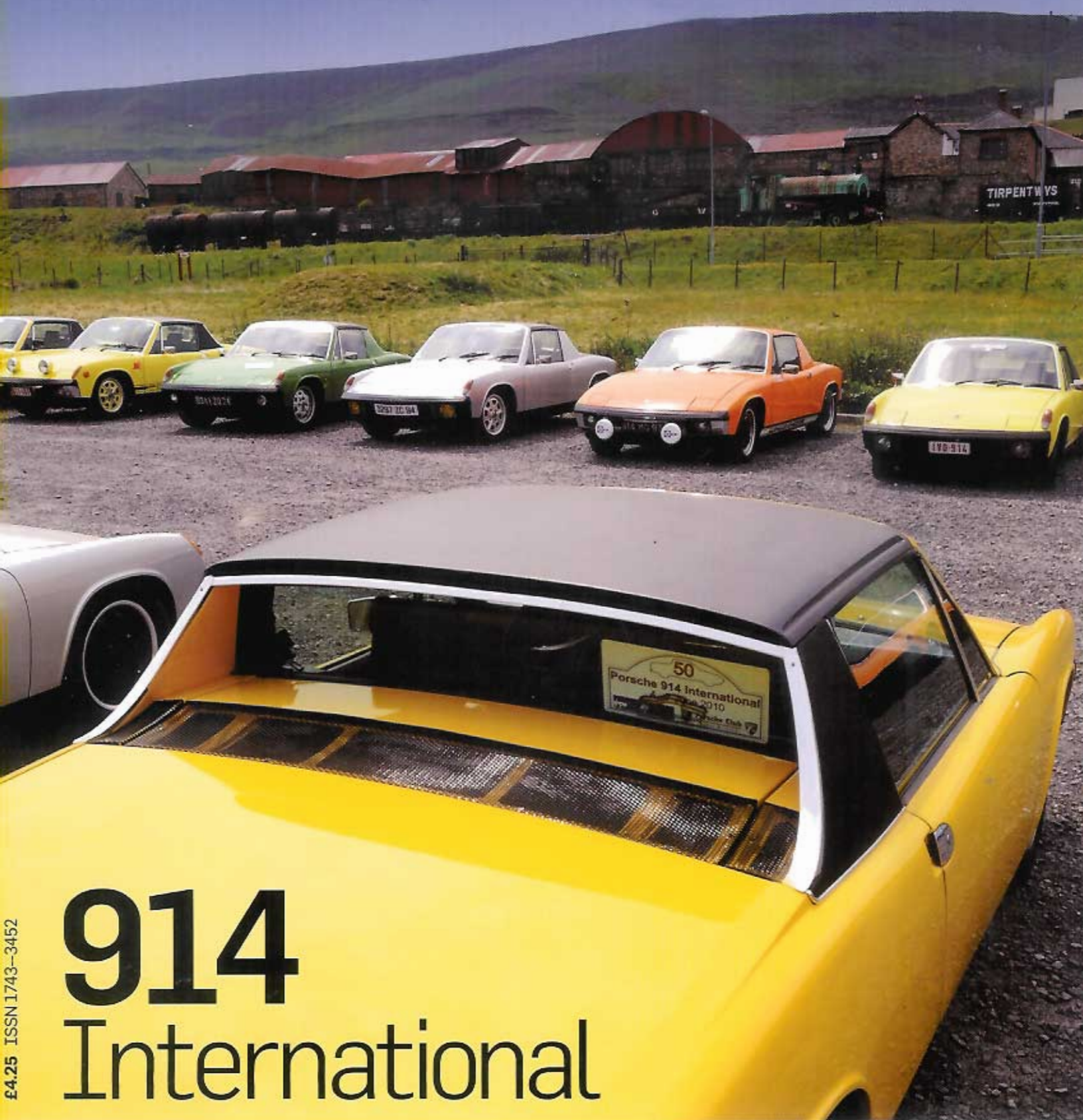


# Porsche **post**

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## 914 International



**Porsche Club**  
Great Britain





# Wye 914

*This year's 914 International was held on the Welsh Borders in June, Terry Davison reports* →

PHOTOS COURTESY OF CHRIS PALMER PHOTOGRAPHY AND ANDREW KENYON



- 1 Event organisers Julie and Ian Foster
- 2 Participants came from many countries
- 3, 4 An idyllic setting, The Royal Lodge Hotel, our base for the weekend
- 5 Terry Davison on car park duty
- 6 Signing in

## 914 INTERNATIONAL



7 Ready with the road books  
8 En route to Big Pit  
9, 10, 11 The rich array of colours created a wonderful scene

**T**his year it was the turn of Porsche Club Great Britain to host the 914 International, and where better to go than the hotel owned by good Club members and 914 enthusiasts, the Howells family? The meeting was based at The Royal Lodge Hotel, Symonds Yat, in the most beautiful location alongside the River Wye.

On Friday afternoon the car park was cordoned off ready, the weather was absolutely perfect, and a small band of us awaited the arrival of 58 914s. Well, 58 were booked, but one failed before leaving the continent. 49 cars crossed the channel from Austria, Belgium, France, Germany, Holland and Switzerland, and a further eight arrived from all corners of Britain. Some had already enjoyed a touring holiday before arriving; one German 914 had travelled all around the Welsh coast, and others were planning a holiday exploring Devon and Cornwall before returning home.

With no other marque or model allowed to spoil the display we soon had quite a spectacular car park. The first thing that struck you was the stunning condition of all the 914s. There wasn't one in need of restoration or TLC. Secondly, the array of bright colours created a wonderful scene. When you see a gathering of modern Porsches, it's clerical grey, silver and black, a very sombre sight. How times have changed! Thirdly, there were no two 914s the same, with different colours and different engines from 1.7 flat-four to 3.2 flat-six.

At this point your scribe was feeling rather out of place having sold his 914/6 two years before in favour of a 356, but was given car park duties to earn his keep. These comprised making a detailed inspection of each car as it

arrived and ensuring that the 914 International rally plaque and sticker were fitted.

On Friday evening there was a Champagne 'welcome reception' on the lawns overlooking the river. It was a perfect English summer night and the hog roast, which was very popular with our German guests, was served outside with happy reunions and 914 stories long into the early hours. It was rumoured that Graham, the hotel manager, neglected his duties to give driving lessons to some of the ladies in his grandfather's Cayman!

Porsche Centres Bristol and Cardiff kindly loaned our organiser, Ian Foster, a Panamera for the event, to ensure there was transport for anyone in trouble, but it also made a number of demonstrations as bemused 914 owners wished to make a comparison! One owner was so impressed he seemed serious in his intention to buy after the weekend.

Saturday morning saw perfect weather again and all the 914s set off, with their road books, to navigate the route down the Wye Valley to Tintern and then across to Big Pit at Blaenavon. The coffee stop in Tintern, at the Old Railway Station, was a sticking point for many; the coffee brought them to life and the huge portions of home-made cake gave them energy to talk again. Consequently, the schedule slipped a little, but Big Pit had plenty of space, with a reserved car park, and no one noticed.

Big Pit laid on a traditional Welsh lunch of cawl, cheese and crusty bread, followed by Welsh cakes; no slimming today! The trip down the mine is something all should do, although it was difficult to persuade some. Not only is it very interesting but it does open your eyes to what went on in the past to provide the nation with fuel. The thought of very young children working in the dark and dust all day, and of the

ponies that only saw daylight once a year, is something we do not comprehend now, but it wasn't long ago.

Everyone travelled back to the hotel in their own time. The rest of the afternoon was very relaxed for some who sat on the lawn eating ice cream. There was a boat trip on the Wye included in the package and canoeing for the more daring, whilst the more energetic embarked on a walk along the river, crossing upstream and returning down the opposite bank to arrive back at the hotel by the rope ferry.

The evening started with drinks on the lawn and a presentation, or rather a tasting, of a locally made cider. Needless to say the laughter got louder and louder! Then dinner was served in the dining room and followed by dancing to the Fair Warning band, although many adjourned to the lawns once more to enjoy the warm night.

Sunday morning was another prompt start with the drive to Prescott. The road book provided set out suggested leaving times, mileages, approximate journey times and Tulip signs for directions. This worked very well and we think no one had difficulty navigating.

The car park attendants were ready and waiting and the 914s were formed into a display opposite the hill from the restaurant to please all the photographers. Following coffee and more large slices of cake everyone formed up in batches of 20 cars for the cavalcade up the hill. While our E-type hosts were having an early lunch break the 914s were let loose to try their skills at hillclimbing.

There were a number who enjoyed the experience and were quickly back to the start for another go. Jonathan Williamson, a many-times hillclimb champion, joined us for the day with his 914/6 just to help with car parking but could not resist the →



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**12** A welcome top-up  
**13, 16** Happy reunions  
**14** Laughter got louder and louder  
**15** Drinks were enjoyed on the terrace  
**17** The food was as colourful as the cars!  
**18** The hog roast proved very popular  
**19** The River Wye offered many a pursuit  
**20** On the banks of the Wye, Paul Howells' 911 RSR under discussion



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21 Arrival at Prescott 22, 23 Taking to the hill  
24 In line for the photographers 25, 26 At Cornbury House with co-ordinator Bruce Manning and Chairman Andrew Kenyon  
27 The Panamera, kindly lent by Porsche Centres Cardiff and Bristol, was on call throughout

opportunity to drive up the hill, and our hotelier, Paul Howells, arrived in a magnificent 2.7 911 RSR just to do a few practice climbs.

And then it was on to Cornbury House for a picnic lunch, courtesy of Aldi. Our Club Chairman, Andrew Kenyon, welcomed everyone and gave a short talk about Porsche Club HQ, and the Open Day team, led by Harriet Shannon and other prominent members, looked after all the overseas guests. Club Shop proved very popular with lots of goodies to take home. Some of the attending overseas Club Presidents used the opportunity to give thanks for the event and make announcements concerning the 914 International next year.

Sadly, one 914, belonging to the German President, failed to start for the journey home. A large 'committee' formed and decided it was the fuel pump but no one was able to effect a quick repair. This left poor Udo Breuer in a difficult spot as he had to be home

## "THE ARRAY OF BRIGHT COLOURS CREATED A WONDERFUL SCENE"

for business on Monday morning. Graham, back at The Royal Lodge, co-ordinated a plan. The Panamera had been loaned for just this situation so Ian and Julie ferried the stranded couple to Birmingham Airport to catch the plane home, booked by Graham. He also collected his father's Race Shuttle trailer and your scribe was dispatched to Moreton-in-Marsh to collect the 914. As we arrived back at Symonds Yat with the 914, the Panamera followed us down the lane on its return from Birmingham. We were all back in time to join everyone for dinner and more entertainment.

Monday morning saw a small number bidding farewell and heading for home, but the majority were studying their road book for the next adventure. The journey this morning headed into Wales to a very unusual factory, the only whisky distillery in Wales. Members arrived following a wonderful route through the mountains for a conducted tour of this unusual and unique process of distilling whisky; and

the inevitable tasting. Many were seen carrying large numbers of bottles back to their cars!

A short way down the road was the lunch stop, a long drive up to a country house, Ty Newydd Country Hotel, set in beautiful gardens and with large car parks. The hotel set out a superb buffet for everyone, which was the opportunity for some final formal goodbyes and thanks. Members departed wearing their new red and white 914 caps with matching umbrellas (used as sun shades this weekend) and a 914 bag of goodies that included a Porsche Club USB stick, a 914 mouse mat, a copy of *Porsche Post* with a membership pack, hand cream courtesy of Aldi, a polishing cloth and accident report booklet courtesy of Motorvation, the official Porsche body repair specialists in South Wales, and a *Visit Wales* book impressively in the appropriate language.

Huge thanks and praise must be given to Club members Chris and Pauline Palmer who appeared at almost every stop to take pictures. All members went home with a picture of their car as a memory of the event and a huge number are available online at [www.914international.com](http://www.914international.com), click on Gallery and then on International Meeting.

Great praise and thanks must also go to The Royal Lodge Hotel where all the staff entered into the spirit of the event, the food and service was superb and the manager, Graham, was the best host we could have wished for (when not stealing his grandfather's Cayman to take ladies for rides!).

We must also thank our sponsors: Porsche Centres Bristol and Cardiff, Aldi, Ashbrook Garage and Pole Position Books, Exclusive Games Ltd, iaf design, Motorvation Body Repairs Ltd, The New Inn Mayshill, Oak Tree Garage Devon, Chris Palmer Photography, Red Castle Classics, The Royal Lodge Hotel, Sandydown Bodyworks Ltd, Southern Auto Services, Total Merchandise, Westview at Llowes, and Wydean Canoe Centre.

Last and most important, everyone must be very grateful to the organisers, Ian and Julie Foster, who worked tirelessly to cover every detail for many months beforehand and made this one of the best-organised events in the Club's history. ☺

*Next year the event will be held in June in Reims, France*



1 Udo and Kevin replacing the fuel pump 2 Udo, Kevin, Ian, Martina and Julie can relax now the car is fixed



I'm having nothing to do with this latest acquisition! It is a very nice colour and that's about the only good thing I can think of. I'm told that it goes very well and that it has impressive wheels, brakes and tyres, and that the gears are a dream, but to my mind it looks very uncomfortable – it wobbles, and the steering, well least said – and I am not, repeat not, getting on it. I forgot to mention that it only has two wheels, and two wheels and me just don't go together – I have the scars to prove it. I'm told it is the 'bee's knees' (du they have knees?) of Porsche bikes (push variety). I don't even know if they have ventured into motorbikes – may be that is yet to come. I'm sure Valentino Rossi would show one to great advantage!

However, the saving grace of the much acclaimed bicycle, as far as I'm concerned, is its size. I can still get into the cupboards in the garage, and on a rainy day I can still put up the washing and do a variety of jobs like repainting stuff and sawing wood with my electric saw. John wouldn't let me have a chainsaw (can't think why), but the one I have is much more useful, it cuts all sorts. On reflection, maybe I do like the new Porsche after all.

PS: I spoke too soon. The red bike has been joined by a very pretty matching Guards Red turbo-bodied Cabriolet. I had to ask what it was. So now I get to go to the Silverstone Classic in style. But again, situation normal, and no room in the garage to move, so I only got to make one trellis.

Until next time...  
John Ward and Penny Hepburn

### September 12 Classics at the Castle, Castle Hedingham

This is the show for classic Porsche. We are looking for a good display of 914s this year, to brighten up the display area. If you haven't taken your 914 to a show this year, this is the one to be seen at before the season is over. Just turn up and pay on the gate.

### The One That Got Left Behind

At the 914 International, on the Sunday at Cornbury House, Udo Brewer (president of the German Club) had his 1.7 parked up in front of Club office. He said his goodbyes, and with his partner Martina, was ready to head off to Dover. Unfortunately the car would not start. He had the same problem, that morning, back at Symonds Yat. A group of us tried to bump start the car, but this didn't work. Now it was time to work out where the problem lay.

When the ignition was turned on, I couldn't hear the fuel pump prime the fuel circuit. The fuel pump relay had failed. A good spare was fitted, and the pump could then be heard to run, but still the car would still not start.

After checking for a spark, checking that fuel injection trigger points were working, we found that the fuel circuit was dry. We disconnected the inlet fuel hose to the fuel pump to check to see if the fuel filter was blocked, but we could see fuel flowing out of the hose. The problem was the fuel pump – buzzing away but not pumping.

Arrangements were made for Udo and Martina to fly home. Ian and Julie took them to the airport in the Panamera, while Terry and Sally Davison drove to Club Office with a trailer to take the car back to Symonds Yat. The car was looked after by Paul and Graham Howells. I made a return trip, back to Symonds Yat to work on the car to make sure the diagnosis was correct, and to make sure all required parts were ordered.

Udo located a new fuel pump in Holland – a new pump is currently unavailable from Porsche or Bosch. I did have a second-hand pump if a new pump could not be located.

Udo and Martina flew back to England, with Ian and Julie collecting them from the airport. Graham arranged for the car to be placed on a ramp. Udo brought the new pump with him

and we both got stuck in to fit it.

The pump was fitted, and a few fuel hoses replaced (they were restricting the flow of the fuel). The car fired up and I made sure that everything that was checked at Club Office was put back to its correct setting.

It was now time for a short drive to book into the hotel and to park the cars on the lawn, like we did at the International.

For the rest of the day we all enjoyed looking round Symonds Yat, including taking the ferry to the other side of the river for lunch, and taking a leisurely walk up Symonds Rock to enjoy the views of both sides of the valley.

Udo and Martina drove back to Germany on Sunday morning, while I drove to Llys y Fran to join the South Wales Region at the hillclimb event.

Udo's car made it back to Cologne in Germany without a problem. Udo said: "The car now runs better than it has done for some time."

### Welcome Back, Helen and Larry

Helen and Larry have bought a 1972 car that started life as a 1.7, but is now fitted with a 2.0 running with carburettors.

This is not their first 914 – it is their third. I asked Helen why they had bought another, and she said: "A 914 becomes part of the family, annoying, frustrating, but it's missed when it's gone."

Hope this car brings you both many hours of driving pleasure.

### Silverstone Classic

I attended this event on the Saturday. There were four 914s displayed in the PCGB parking area, Bruce, Helen, Phil and myself. Walking round the circuit I bumped into a few other 914 owners who had left their 914s at home and were enjoying the event. It was great to see these classic racing cars at speed on the circuit and to walk round the paddock area seeing the cars close up.

### 914s in Print

Classic & Sports Car has published an article featuring eight different mid-engine sports cars, one of them being a 914. They put them into four different price brackets and paired them off – the 914 was paired off with a Lotus Europa Special.

914



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### International Events Co-ordinator

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Lotus Europa Special and 914 at Curborough for the Classic & Sports Car test

The cars were driven round the Curborough Sprint Circuit, as well as on the road. They really liked the 914, but the Lotus Europa won on thrill factor! An early Boxster is also featured. The magazine is in newsagents now.

*Practical Classics* will have a one-page buyer's guide in the October issue, featuring Andy Wilson's car. This magazine is out on September 8.

There has been a lot of interest in 914s in recent months in the classic car press. The 914 is finally being recognised in Britain as a fun, practical classic.  
*Kevin Clarke*

First, I must thank Kevin for his excellent Register reports over the last months. Holidays and a new role at work have meant that my time has not been my own, but hopefully normal service will now be resumed.

#### Classic Marathon

Slightly old news (sorry Andrew), but Andrew Mallagh came a superb third place overall in this year's edition of the Classic Marathon Rally. He obtained the lowest overall penalties on two days out of the six. He also got first in class and dominated the special test times. The only collateral damage, over 2,000 miles, was that the front tyres were completely bald for most of their width, which gives you an idea of the pace of his driving on the tiny single-carriageway mountain roads. It does once again prove how competitive a 914 can be.

The only word of caution is that the 914 (particularly six-cylinder variants) were not used by Porsche as prolifically as the 911, and thus may have a limited scope for some events due to the limited number the car was originally homologated for. It is well worth doing your homework to ensure that a 914 does actually meet the event rules before committing to use one in competition.

#### Future Events

Hope you can join us for the following 914 Register events.

**SEPTEMBER 4 Panshanger Aerodrome, Hertfordshire**

Joining the 912 Register.

**SEPTEMBER 12 Classics at the Castle, Castle Hedingham**

**SEPTEMBER 26 911 & Porsche World Picnic, Windsor Racecourse**

This is a new location, and a chance also to see Volkswagen's Italian and Japanese cars.

Don't forget to have fun with your 914.  
*Rob*

## 924 except GT



### Register Secretary

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### My Car

The plan to be at all three days of the Classic was curtailed by a broken-down car in the south of France. You keep on learning lessons in life and one of them is that, on this occasion, my 27-year-old 924 would have probably delivered me to every destination asked of it with more reliability than a two-year-old Ford, which broke down twice on French motorways. The lesson is always to make sure you have breakdown cover abroad. I have previously used AA cover with the Porsche, but I didn't think I'd have problems in a nearly new Ford. Wrong!

### The Register

Hello to 924 owners Tim Bell, Stephen Gildea and Derek Hemmi, who have joined PCGB recently.

### Register Stickers

It is a common misconception that once you have joined PCGB, you are part of the Register for your car. This is true only in as far as I receive basic details from Club Office so I can send you a welcome letter and Register form – at that point you need to return the form to confirm your place.

If you sent me a form some time ago, or have not heard from me, just send a SAE to Paul Hedges, 98 Grampian Way, Sundon Park, Luton, LU3 3HE and I'll send a sticker out to you. New

and established members who wish to update their details just need to send an email to 924@porscheclubgb.com and I will email you a form to fill in.

### Silverstone Classic

To all the members I missed on Friday and Saturday, sorry for not being there to greet you in person. However, I was lucky enough to meet a small band of owners on the Sunday.

The 924 of Freda Lodge (which appeared in this column in June 2010) attended, as did the immaculate 924 S of Desi Stewart. Geuff and Mavis Ives in their 'his and hers' cars (a Turbo and an S respectively) were there. Good to speak to the owners of E393 NCR, although I still don't have your details on record.

I had a good chat to a Mr Mountain who bought his 'W' registration 924 after seeing it unloved in a car park, covered in moss. He found out who the owner was, and it turned out to belong to a doctor, who had driven it for a few years then left it and never quite got round to selling it. The car certainly has a great new owner, and has been restored to a solid, everyday car, and all for an initial outlay of £150.

### Bumper to Bumper

#### Bonnet and Badge Panel

To my knowledge there are two major variations of bonnet design. The 924 Turbo has a NACA air duct for further engine cooling, but the 2.0 and S have a 'clean' design. The badge panel is the same, with the Turbo having four inlets at the leading edge.

Early cars came with a metal prop to keep the bonnet up, which caused it to sag due to the weight of the panel. Later cars have twin hydraulic struts as standard, which keep the panel level, but themselves eventually become unable to hold the weight after a few years. You will also find a light under there, and the rubber pipes leading to the windscreen washer nozzles (of which there are at least two designs).

Lightweight bonnets are out there for racing cars, as is replacement soundproofing for the old material that has degraded over the years.

## 930 Turbo SE



### Register Secretary

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Four of seven at Silverstone

REGISTERS

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**Porsche Club**  
Great Britain

