

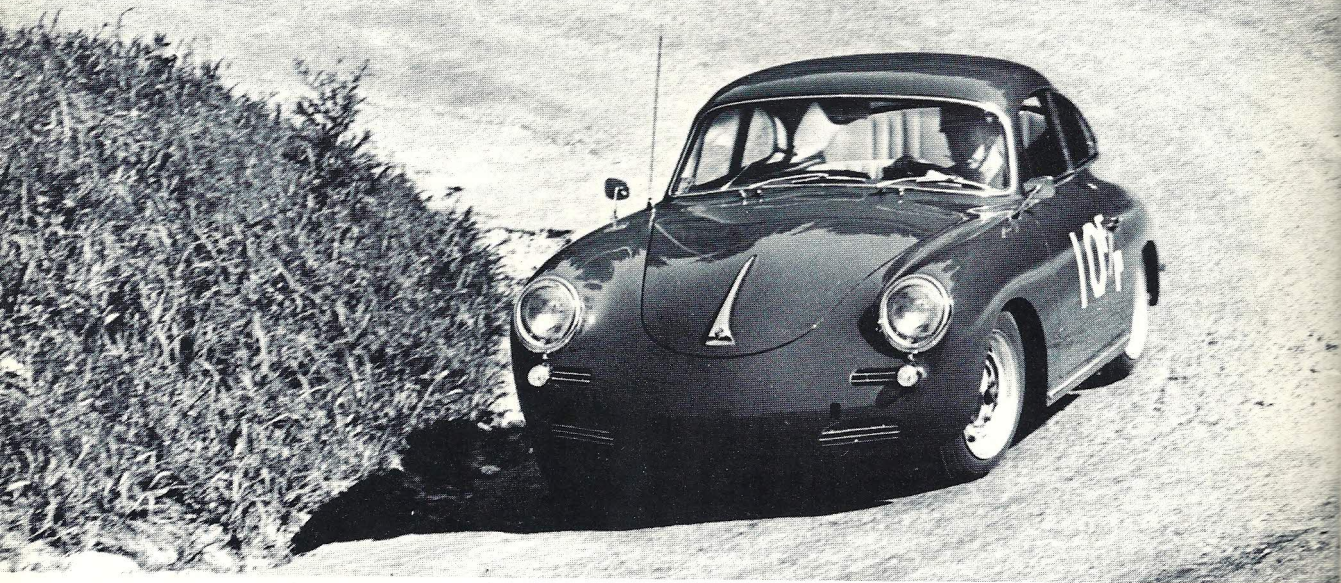
PORSCHE PANORAMA

OCTOBER 1962



SPECIAL SECTION

Lone Star Region



Hillclimbing in Texas!

The Lone Star Region is probably more widely spread than most of the PCA Regions throughout the United States for the simple reason that it is a long way between places down here. But, by the same token, we profit by drawing our members from far flung locations, getting various fresh viewpoints and being able to take part in many varied activities. We also find that distance actually leads to strong mutual support among the various sports car clubs scattered throughout the area. Some of our members live in Austin, a distance of almost 200 miles. While these members don't get to attend as many of our meetings and local events as we would wish, they do manage to drive down to Houston occasionally. We who live in the Houston area also contrive means of getting to Austin for some of the events sponsored by their local sports car club. (The president of the Austin Club is a fellow Porsche pusher and member of our Region.)

One of the events which regularly draws members from our Region, and from all over central Texas, is the hillclimb held in the Austin area. This event is held twice a year, usually in April and October. The course is in a beautiful location, in the midst of the Highland Lakes area. The Highland Lakes are a string of 7 lakes along the course of the Colorado River stretching 150 miles northwest of Austin. Despite what other parts of the country may think, there are a few hills in Texas big enough to provide a site for a sports car

hillclimb. The course, starting at the bottom of the dam creating Lake Buchanan, is approximately 0.6 miles in length. It winds through a series of curves of varied degree to the finish, rising approximately 600 ft. One of the most difficult curves is one of 180 deg. which is commonly known as "the switchback" (picture).

At the last hillclimb there were 10 Porsches entered. In the D Production Class, Porsches took 3rd and 5th places. In the F Production Class Porsches swept the first 4 places. Note that the 1st Porsche in F Production was almost 1 sec faster than the fastest Porsche in D Production!

Nor were the ladies forgotten as there were 2 entries in the Ladies Class, 1 driving her first competition event. Unfortunately, the Triumphs managed to best the girls in this class.

In addition to the trophies which are presented by the local sports car club for the hillclimb, the Porsche dealer in Austin, "CB" Smith, presents a trophy for the Porsche making the fastest time. Porsche No. 10 (see photo) won the trophy last year with the fine time of 42.49 sec. As a comparison, this time was faster than all except 1 of the B Production cars, faster than all except 1 of the C Production cars, and faster than any Triumph, all of which ran in 1 class because there were so many entries. Furthermore, Porsche No. 10 was only 4 sec slower than a C Modified Birdcage Maserati which had the overall best time of day.

History of the Region

By BOB MIESSLER

Since each historical summary must have a beginning, ours started about 5 years ago.

We received our charter as the Gulf Coast Region and immediately started a struggling existence—meeting in the sales room of the local dealer, showing a few movies with liquid refreshments—but still the program was very slow.

Finally, we were able to attend a sports car race at Galveston, and even paid an undertaker to erect a tent. I've always felt this was symbolic of our future. We also had a parade to the San Jacinto Monument where Sam Houston covered himself with glory. But even this was not enough to keep interest alive.

More calamity happened when our president, who, with our secretary, were the only members conversant with what a sports car club should be, left Porsche and joined the VW organization.

We elected the secretary to office of president and he almost immediately got married, sold his little jewel, and bought a Detroit monstrosity.

With no action and no activity PCA National recalled our charter. Some of us in this area continued to pay our dues to National and were satisfied to get PANORAMA.

Call to action

Suddenly a voice from out of the wilderness. A post card asked: "Do you want to start another PCA Region? If so meet with me to break bread," signed Ernie Roberts. We met, 10 of us, and decided to try again.

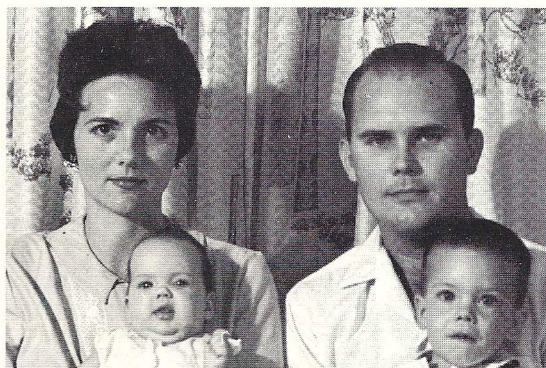
Our Charter was dated June 28, 1961, and by encompassing a lot of Texas, we have garnered some 50 members. The meetings are regular, with a good program of movies, Pusher experiences, and technical discussions by our learned colleagues on the workings of our cars. Meetings have snacks and attendance prizes to stimulate interest and lagging spirits.

A monthly bulletin is being written each month containing interesting and educational information for members.

Our program has sponsored and operated several gimmick rallies, tents at sports car races and hillclimbs, and a couple of bang-up picnics. The activity committee has on tap: instructions for operation of gymkhanas, driver training, and new and startling rallies for Porsche owners and for other sports car clubs.

Sponsored sports car races this year have been few and far between but promises have been made to increase this activity this fall. The Lone Star Region will be among those present at all these events. Our members will carry our colors and marque in these events, and will continue to cover themselves with glory. We don't have to worry about them in the future.

The junior members of the Region have been increasing our potential membership. With them in the cradle, our future seems assured.



PERSONALITIES OF THE REGION

Buchorns met in a Porsche, spent honeymoon on Treffen

In August, 1956, Ray Buchorn, single and just out of the Navy, bought a 1956 Volkswagen.

He drove it for about 6 months until he couldn't resist the urge to purchase a Porsche. He traded his VW in on a new 1957 Porsche Cabriolet. It was in this Cabriolet that he courted and won the hand of his wife, Mary Alice.

Mary Alice and Ray were married on Sept. 26, 1959, and left New York 2 days later for the Treffen to Germany. They picked up a new 1960 1600S Coupe, which they still own.

On the Treffen they toured Europe and 7 countries for 3 weeks, putting 3100 miles on their new car.

Ray and Mary Alice also own a VW Microbus and use their Porsche only for Regional events and special occasions.

The Buchorns are devoted PCA'ers, taking part in any and all events, and their attendance record was broken only by the arrival of daughter Paige (left, above) this year. Mark was born in June, 1960.

Ray is an engineer with the Hughes Tool Co.

FROM THE PASSENGER SEAT

Here's easy way to make terry cloth seat covers

By DAPHNE GARRETT
Guest Columnist

The joy of driving a convertible can be somewhat dimmed if the leather seats are too cold, too hot, or sticky; and if you enjoy taking your Porsche camping as we do, seat covers are almost essential. For the mutual protection of the leather and ourselves, I devised terry cloth seat covers from 3 bath towels. The cloth by the yard was more expensive, and by some scheming I cut the pieces so that all edges on the finished cover are selvedge edges, and no hemming was necessary.

The cover for the upper part (back-rest) slips on like a pillow case and duplicates the major sections and seams of the leather upholstery. All material was fitted on the wrong side by placing material of

the approximate size over each section. The seams were then pinned for a good fit, basted, and stitched.

The lower half is made with one large section in the seat (allowing plenty of fullness for sitting comfort) and one continuous strip around the sides. A dart or tuck at each front corner and on the sides takes care of the excess fullness of the continuous strip. This seat section is held down by 2 strips of wide elastic sewed to the front edge, run under the seat, and safety-pinned to the back edge. There is also a string tie across the back. This method could be improved, as the cover tends to slip. However, all sections can easily be removed for laundering.

I also made a terry cloth Porsche emblem for the driver's seat. Washcloths are a perfect media—gold for the background, and dark grey and red for the bars. For the lettering, stag horns, and inner-shield outline, the narrow rolled edge of the washcloth works well. However, a zig-zag machine could do a better job. For the horse, I outlined in pencil and filled in with a handmade monogram-stitch worked in sections: first a round section in the center of the body, then the legs, head, and tail.



The outer edge of the entire emblem is bound in black bias tape and stitched to the back-rest section.

A few hours and less than \$5 has provided us with custom-fitted seat covers which have added to the enjoyment of our car. We heartily recommend that others try their hand at making terry cloth seat covers for their Porsche.

A 1600N takes to water

By R. E. DOHERTY

These days the small boat owner who uses one of the new thru-the-transom outdrive units has a wide selection from which to choose his inboard power plant. But an exception may be the boat owner who is also an incurable Porsche Pusher. In that case the choice can only be the Porsche marine engine. This marine version of the basic 1600N engine is a compact, low-profile, and mighty desirable power package.

Because of budget limitations, we decided to use our spare 1600N engine which was gathering dust in the garage. Because this engine is occasionally used for its natural purpose, it was desirable to hold alterations to a minimum and to make it easily transferable from boat to car. The installation therefore follows as closely as possible the normal car installation.

The engine is supported entirely by a VW tunnel transmission housing which in turn is anchored rigidly at 4 points to the boat's engine bed. The housing was first shortened approximately 4½ in. by cutting it off flush with the intermediate bearing plate. This bearing plate now forms the small end of the housing.

Mounted in the boat with the big (flywheel) end forward, the bob-tailed housing functions to support the engine, the starter motor, and the clutch operating lever. It also provides support for the driveshaft.

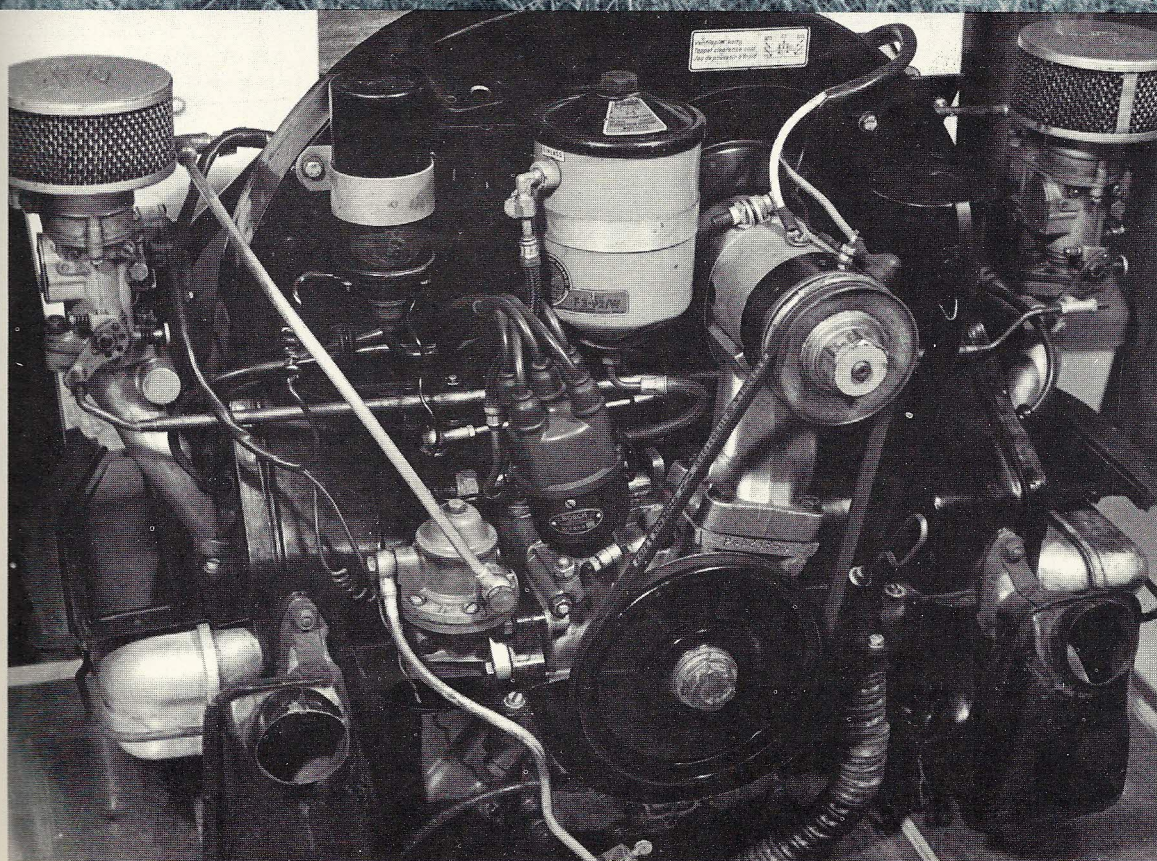
This shaft is a reworked VW driveshaft which extends through the otherwise empty housing and

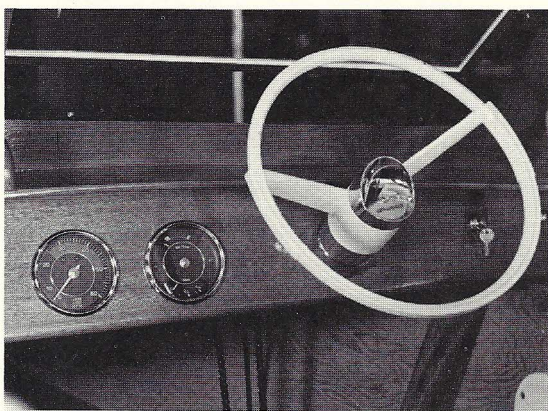
is supported by a flange-mounted bearing aligned and bolted to the outside face of the bearing plate. This shaft drives the input shaft of the boat's outdrive unit through a Morse Morflex coupling.

Few changes were necessary to the engine itself which is mounted with flywheel aft. Because we desired to exhaust to the rear, the long exhaust stacks from No. 1 and No. 3 cylinders were moved in position to No. 4 and No. 2 respectively. The short stacks, salvaged from a scrap muffler, were then installed at No. 1 and No. 3. The lower air shrouds were similarly reversed so that cooling air is also now exhausted to the rear. A VW crankshaft pulley was installed in order to increase blower rpm. These changes are all easily "undone" when the engine is to be put in a car.

After leaving the engine, both exhaust and cooling air are ducted vertically up through the rear deck, then deflected back over the stern. Engine exhaust from each bank is collected by a vertical receiver made from 2¼-in. tubing. These receivers are enclosed in the vertical ducts carrying the spent cooling air. These sheet metal ducts are roughly rectangular in section and are insulated to minimize ambient box temperature.

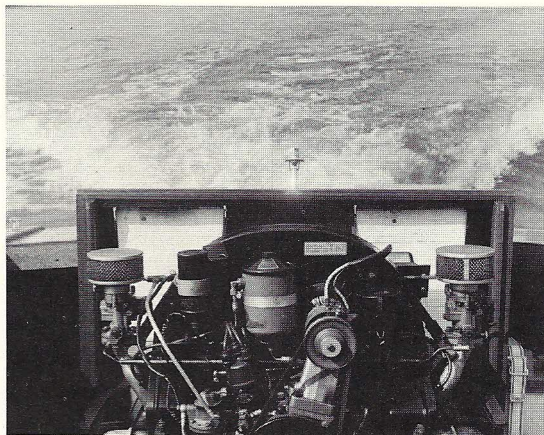
The engine box is divided into an upper and lower compartment in the same manner as in the car. Carburetor and blower air is taken in through the upper compartment. The lower compartment containing crankcase, rocker boxes, and long stacks gets separate air circulation by means of an electrically-driven 300 cfm blower which exhausts back





over the stern.

Although certainly no equal to the Factory's marine engine in compactness, neatness, and installation ease, it does do a creditable job. It performs well over the entire range although it begins to



rebel at the very low rpm sometimes required in docking maneuvers.

Do you know a better way to keep your spare engine limbered up?

Buzzer sounds if belt breaks, cooler goes, generator fails

By M. R. BUCHORN

If your fan belt breaks or the oil cooler lets go, the time it takes to notice the warning light may mean life or death for your engine.

To improve the odds for survival, I built an audible alarm operating in conjunction with the warning lights. The alarm consists of a buzzer controlled by a thermal time-delay relay. Either low oil pressure or lack of generator voltage will trigger the delay relay.

The unit functions as follows (Fig. 1): Current will flow from the ignition switch through the

heater of the delay relay to ground if a path is provided through D1 or D2 by a non-generating generator or a grounded oil pressure switch. After a 15 sec delay the contacts in the relay close and the buzzer is energized. The buzzer will continue to sound until the oil pressure and generator return to normal, or the ignition switch is turned off. The diodes are necessary to isolate the oil pressure and generator circuits. The fuse prevents damaging generator currents in the event that D1 fails.

I built my alarm unit to fit over the steering column (Figs. 2 and 3) but other locations would be satisfactory. All parts required can be obtained from an electronics parts house. The thermal delay relay is an Amperite 6N015. D1 and D2 are silicon diodes rated at a minimum of 500 ma. and 200

