

Das Herz von Dixie



July 2025



Member Dinner and Porsche Display at Providence Commons, Huntsville, AL

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COVER PHOTO CREDIT: GREG BAYUGA

President’s Corner

Jim Cambron



This year is out-of-ordinary with the Porsche Parade not until July 6-12. We’ve had later in the year Parades; 2011 on Hutchinson’s Island, Savannah comes to mind, with the Parade running July 31-August 6. We suffered through 108^o at the Autocross with more than 95% humidity.

Oklahoma City averages July temperatures in the mid-nineties with about 60% humidity. That sounds more like Huntsville than Savannah, so maybe we’ll catch a break. With both Concours Prep and Judging in the air-conditioned City Arena, it’s better conditions than outdoors. I remember the final detail of the 993 Turbo (its first Parade Concours) outside in the sun, under the pine trees at the Keystone Ski lodge in 2009. The point is that you get entirely different circumstances every

year at Parade and that uniqueness is what makes them memorable.

I’ve been working on the 993 Turbo for nearly a year, since returning from Birmingham’s Parade. One thing you can count on since Liz Shaw assumed the role of Parade Competition Rules (PCR) chair is continuing to combine Parade Concours Classes to eliminate one-car Classes and save money on trophy expenses. I started Concours for the 993 in 2009 with 964/993 sharing a Class as the last generation of air-cooled Porsches. That same class was in effect when I showed the 993 in 2012 at St. Lake City and in 2018 at Lake of the Ozarks Parades. During those years you could show any Porsche in the Preparation Group, originality wasn’t judged, just cleanliness. This year they have combined classes again with all 1974-1998 air-cooled 911s in the same class.

Starting last year, a new rule limited participation in the Preparation Group to Porsches with less than 50% of any one panel re-painted, so only limited repaints of the hood, or the front bumper, or front fenders. My 993 Turbo is 29 years old and has had the full front bumper and hood repainted, along with the door sills. This requires reclassification into the Restoration Group, competing against full restoration vehicles with total repainting, complete reupholstering, refinished trim, etc. To win this class I had to

completely repaint the turbo, replace the stock suspension, brakes, refresh the upholstery the best I could, then prepare it to Preparation Class cleanliness.

I changed a few years ago, after eleven years dedicated to preparing a Porsche for the Parade Concours, consuming most of my time detailing the car over an annual seven-month period, I got tired and lazy. I'd achieved pretty good results with eleven trophies in eleven years: four 1st Place trophies with the '96 993 Turbo (two) and the '12 987 Cayman R (two); three 2nd Place trophies with the '10 997 GT3 RS (two) and the '07 987 Boxster S; four 3rd Place trophies with the '96 993 Turbo its first year, the '10 997 GT3RS its first year, and two with the '16 991 Turbo S.

These days many of the top echelon Porsches in the Parade Concours are prepared by professional teams, three to seven people investing all their time over a year at a cost of more than \$200,000. They routinely win the top trophies in each Class. I have personal experience competing against those teams when they took 1st Place in Chicago and Savannah against my '10 GT3 RS, leaving me in 2nd and 3rd place; then they were 1st again in Palm Springs against my '88 Targa, leaving me in 2nd Place. Still having a strong urge to participate in the Parade Concours, but needing some assistance, I enlisted the help of Prin and Verena at AutoworkZ in Huntsville. Prin earned his reputation detailing Trissl's Sports Cars and has been outstanding preparing my Porsches the last four years.

My scores when I singularly prepared Porsches against these professional teams have been pretty good, but not perfect with 298.5pts for 2nd place in the '10 997 GT3RS at Chicago and 296.2pts for 3rd place in the '10 997 GT3RS at Savannah.

After enlisting the help of AutoworkZ I accumulated three 1st Place trophies and a second Place against professional Concours teams. In 2021, a 1st Place score of 299.7pts in the '20 718 Spyder, at French Lick, in '22 a 1st Place score of 299.3pts in the '88 Targa at the Poconos, in 2023 a 2nd Place score of 298.5pts in the '88 Targa at Palm Springs, and last year a 1st Place perfect score of 300pts in the '20 718 Spyder at Birmingham. That's when we realized that the only guarantee of a 1st Place Trophy is by achieving a perfect score of 300pts.

I've invested three months this year swapping out the Turbo suspension and brakes, then spotlessly cleaning the under-chassis front, under-chassis rear, and engine bottom. Then, the Turbo went to Troy Knox of Cars Collision for six weeks for a complete repainting inside and out. He achieved perfection by repainting some panels up to five times, with AutoworkZ Verena repeatedly inspecting each panel. Then, the 993 went to AutoworkZ for a month for

additional detailing. The Porsche is now back on the lift in my garage for additional repairs and prep in the front compartment followed by disassembly as required of the engine for its prep. I finished it mid-month and loaded it in the TrailEx for transport to OKC.

In addition to preparing the 993 for Concours, I've also cleaned 370 Parade signs carried over from Birmingham, created 78 additional signs, and bought another box of fifty-wire H-frames to go with the 256 frames on hand, plus an additional 78 red directional arrows.

We had our last Parade Staff Zoom-meeting June 12th, now it's just the 673-mile trip on July 3rd. I'll let you know how the 993 places in the Concours, we're aiming for another perfect 300pt score!

From the Editor Mike Stokes



This quarter I would like to encourage all members that participate in HOD PCA events to provide pictures of your event to me (stokes@aris.net) to include in the quarterly newsletter and Panorama magazine. To those that sponsor those events, please provide (and encourage) members the

opportunity to pose for those pictures. Since no single member can be present for all events, I rely on your support to make the Newsletter and Panorama successful.

This quarter we have a message from our Nomination Committee chair John Nord who is providing an organizational overview of HOD and also provides information on whom to contact to submit nominations for HOD Board of Director positions. After summarizing the 2nd Quarter HOD events, we have five member articles. Jack Harding provides a trip report titled "Chattanooga Winterfest 2025"; Scott Millhouse provides a follow-up article on the restoration of his Porsche Cayman titled "Cayman Flood Car Restoration (part 2)"; Carol and Jim Wachter provide an article titled "MACAN-ing Across America (part 1)"; Anthony (Tony) George gives us a very insightful article titled "Porsche Cabriolet Top Repair"; and finally Lee Fowler provides an article titled "Trip Report on Loretta's

Kitchen Tour” on Rich LeClaire’s recent trip to Hurricane Mills, TN.

I would like to highlight three new members to the HOD that join by transfer from an adjacent PCA region. These are Coby (member) and Tina Templeton (affiliate) and their daughter Alyssa (junior member). Alyssa and her father both own their own Porsche 986, but Alyssa on occasion gets permission to drive her Dad’s 986 to special events.



In closing, have a look at this interesting read on [Rare Porsches](#). And as always, if you run across internet articles you would like to see included or you would like to write an article for the newsletter, email them to me at stokes@aris.net and I’ll include them in a future issue.

2nd Q HOD Events

- Apr 5th, Pit Stop Breakfast, Biscuit Belly, Jones Valley, with 22 members and quests. First time at this great venue, everyone wants to return and it is scheduled for 2026.

- Apr 10th, Membership Dinner Meeting, Jones Valley Red Robin, with 9 members and quests. Hard rain resulted in the small attendance, but it is a great venue and service.
- Apr 19th, Jack Harding Driving Tour to the Hartselle Freighthouse Restaurant, with 34 members and 17 Porsches. Rain was sufficient the previous night and the resulting waterfall along the route was spectacular!
- Apr 26th, Jim Cambron hosted Porsches & Coffee at Dunkin Donuts, Athens, with 9 members and 12 Porsches. After several other donut locations cancelled, or lacked adequate parking, we went to Dunkin.
- May 3rd, the Pit Stop Breakfast at the Big Bad Breakfast, Clift Farms, with 22 members and quests. Another great venue that we will return to in 2026.
- May 8th, Membership Dinner Meeting at the Providence Commons cancelled for inclement weather.
- May 17th, Dave Schroetter’s Driving Tour to Legend’s Restaurant, Shelbyville, TN, with 21 members and 12 Porsches. Dave always includes great driving roads on his tours regardless of the destination. The food was great too!
- May 31st, Jim Cambron hosts Porsches & Coffee at PJ’s New Orleans Coffee, Madison, with 23 members and 15 Porsches. The best beignets north of the Big Easy.
- Jun 7th, the Pit Stop Breakfast at the Just Love Coffee Cafe, Huntsville, with 20 members. Now a club breakfast favorite.
- June 12th, the Member’s Dinner Meeting & Porsche Display on the Providence Commons, with 29 members and 18 Porsches. A lot of visiting Porsche owners came to see the club cars and meet the members.



- Jun 21st, Rich LeClaire led a Driving Tour with to Loretta Lynn's Kitchen, Hurricane Mills.TN with 24 Porsches and 16 Porsches. Everyone was very pleased with Rich's choice of

roads and rest stops along the way. Good food and great service.





- Jun 28th, Jim Cambron hosted Porsches & Coffee at Honest Coffee Roasters, Madison. A very pleasant venue outside under the portico. Nice breeze for the good Porsche conversations.

Member Articles

Chattanooga WinterFest 2025

Jack Harding



On February 21 & 22 of this year the Tennessee Region held its annual Winterfest Concourse event.

Since I have a son Luke attending the University of Tennessee Chattanooga campus, I saw an opportunity to incorporate Porsche's and a father-son weekend. So, I eagerly paid the price of admission for two and made plans to attend the event.

Anyone who is familiar with my 2012 911 Cabriolet knows that it's not "worthy" of being a concourse car, but I decided that being a participant would be enough reward, especially if I was able to hang out with Luke all weekend. However, conceding the results of the concourse before I even entered didn't mean I wouldn't give it a fair shot. So, I did like some of the pros in our club do, and I scheduled a visit to AutoworkZ before my trip. AutoWorkZ had a tall order to apply a level 4 paint correction to my car, remove and replace the rear rock guards that were yellow with age, apply Gtechniq Ceramic coating and to tint the windows black to match the convertible top. AutoworkZ did a satisfactory job, and they squeezed me in on a Monday and back out Thursday before heading to Chattanooga on Friday.



As planned, I arrived at the Volkswagen Assembly plant exhibition hall and was greeted inside with the 911 to begin prepping for the judging the next day.

While the AutoWorkZ detailing helped to some degree, it was not as helpful as I thought it would be. After picking up the car, I discovered I wouldn't be able to clean the outside of my car for 7 days! It turns out that the fresh ceramic coating needs time to cure, so no matter how dirty the

car got on the drive to Chattanooga, I wouldn't be able to clean the outside. That's a bummer! So, I found myself at a Concourse D' elegance that was "a street class level event, meaning judging will be for interior and exterior cleanliness." I was totally unable to clean the 911's exterior. Needless to say, I didn't win a trophy or even an honorable mention. However, the conversations with the group and time spent with Luke was better than I had hoped for. There were several really impressive cars to see and the conversations with their owners were a great time as well.

I learned some neat things about the members of the Tennessee region and often heard the names of some of our own legends like Joe Still, Lee Fowler and Jim Cambron. It is true that their fame goes beyond the borders of Alabama.

Our driving tour was somewhat short, but also a great adventure in the rural Chattanooga area. In between the driving tour and the dinner event there was some down time, so Luke and I utilized the Porsche Roads App for our first time.

We had learned about this App and how the Tennessee region utilizes it on each of their club driving tours during one of our conversations with the Tennessee tour chairman. The App is great! It led us around some very scenic roads for two hours and got us back where we needed to be on time. What a great experience to quickly generate a route so easily!

My first experience with Winterfest was a lot of fun! I was even able to keep my Luke's attention the whole weekend. I thought he would disappear back to his dorm room at some point considering that a college kid could only endure old people for a limited time. However, I was pleasantly surprised and I even was able to "dad trick" him into getting a haircut before the weekend was over.

With many thanks to the Tennessee region for producing a top notch event. I'm planning to return next year.

By Jack Harding

Cayman Flood Car Restoration (Part 2)

Scott Millhouse

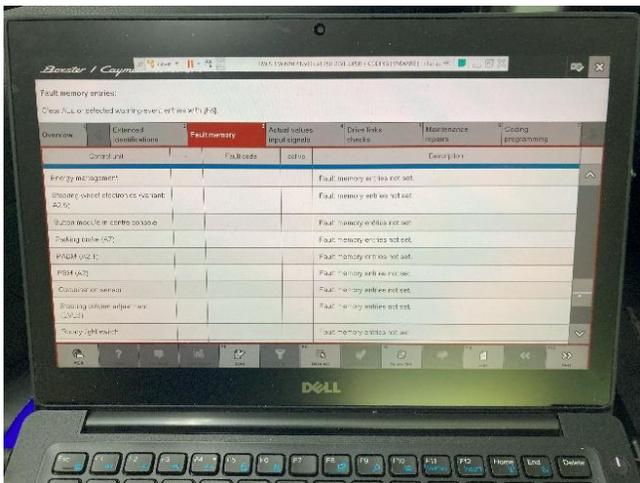
For the last newsletter I provided a narrative on the 2016 Cayman S that I bought at an auction from Florida. The car was totaled from flood damage

occurring with the hurricane Milton landfall that flooded it out in Tampa, Florida. We last ended with the car partially reassembled and trying to sort out the many computers, electronics, switches and device errors.

The rented PIWIS 4 was ineffective for the most important task of getting the transponder keys to work, effectively satisfying Porsche's immobilizer system so the car would start. Only a Porsche dealer with the current PIWIS system connected to their live network can do the transponder keys. Huntsville Porsche decided they did not want to attempt it but Birmingham agreed to try, so the car was trailered down. Almost everything electrical related had been replaced using salvage parts from eBay except for the engine ECU that was sealed and high and dry adjacent to the top of the rear strut in the trunk. Porsche Birmingham said they could only encode new Body Control Modules, so the front and rear were replaced. They got it running which they said was the first step of what they called the "wack a mole" process. Birmingham matched the parts prices from Sunset Porsche with about a 25% discount but the bill was still \$1500 for the first step. They gave me an estimate for the next step at \$3500 for replacing the door latches, steering module and Frunk/Trunk cockpit opening switch. Even though they should have been high and dry they were corroded and disabled. Also for reasons unknown to me they substituted the replaced salvage Gateway module with my original one that had evidence of corrosion. My theory is to satisfy the immobilizer they needed another original part with the VIN and car history.

When at Birmingham I found out that they could not do anything about coding out the missing airbags and deactivating the seat belt warning system. I assumed because of the liability of modifying from stock. I had already purchased a 12v 100 amp power supply to support PIWIS coding when I rented the PIWIS 4 system. I purchased a reconditioned subnotebook that met the PIWIS specs, purchased the OBDII interface, an external SSD and purchased and downloaded the software for the PIWIS 3 system. It appears that it was current until last year and the version I bought had the development version included in German that had additional capabilities. The process of building your own PIWIS system is well documented on the Porsche RENNLIST site.

Once trailered home I started with their list buying salvage latches and a steering module with controls off eBay for about \$250 and installed myself. Instantly the car's locking system worked and some steering module errors were corrected using my PIWIS 3 system. I could drive the car with a whole host of errors shutting down systems like the PSM. I still had about a 2 amp parasitic draw with ignition off with relays cycling. Removing the fuses did little to lessen it. I took a gamble and put in my salvage car Gateway. Once coded with my PIWIS it eliminated the parasitic draw and allowed me to code the steering module. This effectively eliminated all errors except for the Airbag and Air Conditioning System.



Overview	Selected identification	Fault memory	Actual values input signals	Drive links checks	Maintenance repairs	Coding programming
Control unit	Fault code	active	Description			
Energy management			Fault memory will be not set			
Steering control electronics (steer assist)			Fault memory will be not set			
Steering module (steer assist)			Fault memory will be not set			
PSM (PSM)			Fault memory will be not set			
PSM (PSM)			Fault memory will be not set			
Collaborator sensor			Fault memory will be not set			
Steering column adjust (steer assist)			Fault memory will be not set			
Steering light switch			Fault memory will be not set			

After a lot of experimentation, I found out I could get the lay of the land by running PIWIS standard in English and then switch over to the German development version with the added capabilities. To translate I had to use my phone as a hotspot and take a screen picture with my IPAD, translate and then pick options. For the airbags I then figured out how to code the system to ignore the missing airbags (track seats without airbags) and also for the seat belts

to allow the use of 5-point belts. To get the State inspection and get a rebuilt title, the airbag system must come up, and then the light go out after it verifies working correctly. With that taken care of the car was then inspected, titled and licensed.

I have now driven it a few hundred miles and just autocrossed it more as a test and tune for both the car and me. Next weekend it will be tracked at the Barbers PCA DE event. The car runs strong with everything that I want working as it should except for the air conditioning. Left to its own devices it puts the driver on full heat and the passenger to full air. There are 8 electrical servos that control the various options for two zone HVAC control. All were shorted out from corrosion. I replaced 7 and not the one for outside air entry since it was between the bulkhead and HVAC system and could only be replaced with the entire system removed. If one servo is replaced they must be programmed as a system of 8 and not 7 so I cannot finish programming the air conditioner. For now I shut off the coolant flow and have the windows down. I'm investigating alternatives since I do not want to remove essentially the entire interior, dash with supporting frame and wiring and then disconnect the air conditioning and heater lines to remove the entire HVAC just to get to the servo. Probably more to follow on that later.



By Scott Millhouse

MACAN-ing Across America (Part 1)

Carol and Jim Wachter

Dear friends, welcome to our continuing saga of world exploration! For some, this is your first time traveling with us, so a short background is in order.

Carol and I have been most fortunate in being able to see so much of the Big Blue Marble that we all call home, as our career choices had made many of those efforts in exploration possible! I served for 21 years in the USAF, and while stationed in Spain in the late '70s, I met Carolyn. She chose to say "YES" in 1980, and we've been traveling together ever since!

In 1994, I retired from active duty, and using the GI Bill, I managed to receive two degrees from Texas State University with the latter being a Masters in Applied Geography in 2001. All this time (19 years), Carol had been working at a variety of positions for DOD in Civil Service, and we wondered how we could continue exploring on often limited resources. The answer came in December of 2002 when Carol applied for a lateral move to join the DOS's Foreign Service. With such a wealth of experience, they took her right away and gave her the substantial raise that she certainly deserved!! Twelve more years served at U.S. Embassies overseas accelerated our breadth of world experiences, broadened our perspectives on everything and took us to numerous remote corners of the planet! To those of you who were along in our thoughts during those journeys I wrote about, we loved having you all on board!

Carol retired in 2015 with 31 years of Federal Service! Finally, we had the time we wanted to begin cruising, and we've been around the world by sea as well as by air several times. Thus, moving into retirement had certainly not slowed our desires to see more in any way. Covid did that! Now in the 6th year since our last cruise, we have a new base of operations here in Alabama. And it's the right time to get back on the travel horse and begin exploring once again. But where to go first has had us pondering nearly limitless possibilities for quite some time. Agreeing that in trying to see the rest of the world we've only scratched the surface in finding the beauty in our own backyard, we decided that a proper road trip was a priority!

Our Porsche Macan S is the perfect touring vehicle! But of course, I wanted to take our Cayman GTS as the steed of choice! However, while Carol and I talked through our plans, she continued to provide more and more reasons why we should take Jinjer (our Macan S) on this trip. So, I've given in, and in reality, I have to agree with her! Being such a long trip, I'll be breaking my commentary into three parts; Background for what we're planning to do, The

Northern Exploits, and The Southern Swing. I expect Carol's photography to aid greatly in enhancing my commentary, and leaving the Heart of Dixie behind, we'll soon be on our way! The Plan: 40 days to enjoy 20 states and 16 Nat Parks / Monuments. Stay tuned!



Our Macan S in Papaya Metallic (Jinjer)



Carol & Jim at a crater in Brazil

By Carol and Jim Wachter

Porsche Cabriolet Top Repair Anthony (Tony) George

I have never owned a convertible in my life but I recently took the plunge. Some of this may be of interest to both 911 Cabriolet and Boxster owners. I recently had some mechanical trouble with my top not being able to completely open. There are a plethora of YouTube entries on this subject and so many possible causes that I took the car to Century for evaluation/repair. Long story short my issue was

hydraulic as the "rams" were starting to leak oil. The dealer cost to repair was very high as they are required to use new parts and in my case the car was 25 years old. These parts are really expensive and some of the subsystems require other modifications to make them fit. I declined to repair needing time to replenish my bank account! They did refer me to a local specialist who had just finished installing a new top on a Boxster for Century and were very happy with the work. I saw the car and was impressed.

I called Manny Alban (PCA Technical Director) and asked whether he was familiar with this issue. His response was that it was frequently occurring and that up in Maryland the rams are taken to a local fork lift repair facility! It was recommended to be sure to obtain the Porsche approved oil for the refill both in the rams and the pump. Armed with this information I consulted Jason Ogle of Rocket City Convertible Tops and after an "interview" and a look at my car we were good to go. He does not repair the rams in his shop but has several facilities he trusts (based on his years in the field including many with Rod's Body Shop, who no longer do convertible tops). It took a week for the rams to return and a day to complete the job. His price was very reasonable. It turns out that one should exercise a convertible top at least two times per month year-round to avoid this problem (no mention of this in the owner's manual). My top had not been "exercised" for the previous 5-6 months allowing the seals to dry out and leak over time.

When I picked up my car there was another Boxster already in the shop. Rocket City Convertible Tops is not a walk-in facility but Jason Ogle can be reached at 256-457-3515. He is located on South Parkway behind the Planet Fitness Facility at 11319-C Memorial Parkway SW, Huntsville 35801, rocketcityconvertibleTops.com. He also does seat covers and carpet replacement. Hope this helps someone out there.

By Anthony (Tony) George

Trip Report on Loretta's Kitchen Tour Lee Fowler

In the past I have written "trip reports" about HOD events. Usually tours, but also about events that other regions host. The last report was about our participation at the Hilton Head Concours with our

1967 Porche 912. In thinking back about these reports, I realized that they all say just about the same. Just a different event. I had decided that I would not write another trip report because I had lost originality. Issac Asimov was a great scientific author, but his last book was a disaster. The last book written by Alistair Maclean was also a dud. I came to realize that all great authors lose their "creative genius".

No more trip reports. But I hadn't counted on a higher power. That power has a name. Suzanne! She said, "You should write a trip report about the tour to Loretta Lynn's Kitchen. I took that as a suggestion. Silly me! I ain't been married to the same woman for fifty-nine years without learning to interpret her words. What that sentence really said was, "YOU WILL WRITE A TRIP REPORT"! I meekly asked why. "Because Rich LeClaire obviously put a lot of work into it and needs to be recognized," says her. But I deftly countered with "But Jim Cambron acknowledged that during lunch". Ha! I had her! No response! Then I had this eerie feeling come over me and ventured a glance in her direction. Nothing but an icy stare that could freeze the lava from a volcano. So here goes.

The first time that Mr. Cambron posted the plan for the tour I said, "No way! I'm not going to drive that far just to eat lunch." I will admit that I've been a country music fan for a very long time and always liked to hear Loretta Lynn sing. But not a big enough fan to drive that many hours for lunch. We decided not to do the tour. Then a couple of days prior to the tour Suzanne said, "We haven't been on a tour in quite a while and the Carrera needs to be driven". "No way are we going on that tour", I replied. About two days before the tour, I got an email from Dave Schroetter asking if we're going. My brain said "no", but the fingers typed "yes". I feared the repercussions of not following her "suggestion".

I took a look at the Carrera and decided that it was clean. Drove to fill up the tank and noticed that the sides of the car were dirty. Drove to a local place to wash the car and the change machine was out of order. Suzanne said, "There's a good car wash at Bob Wallace and Wall Triana. We could go there." Right! We live in southeast Huntsville, and I considered that a ridiculous suggestion. But we drove over there anyway and got ripped off by the change machine. I sprayed the car with a good force of soapy water,

rinsed, and the rinsed again with “spot free” water. Well satisfied that I had done a good job.

Because of my advanced age we don’t attend as many HOD events as we used to. It’s a long time after daybreak before my eyes actually open and a lot of the events start early in the day.

In order to ensure that I would actually get up early on Saturday morning Suzanne suggested that we stop at Little Rosie’s for breakfast on the way to the tour starting point way north of town. She doesn’t play fair. We did that and that’s when I noticed that the car was still very dirty. Wasted a lot of money and now had to worry about getting comments about the dirty car from the two Dave’s (Schroetter and Bender). Thankfully, they were too occupied to notice.

Bear with me. I’m going to get to talking about the tour pretty soon. Rendezvous time was 8:00am at the Publix parking lot way north on Jordan Lane. Departure at 8:30. No way could I stand on concrete for half an hour, so we arrived about ten minutes late. Rich went over the tour details which I ignored, and Suzanne listened to. I just drive. She navigates. Rich talked about the great rural mountain roads that we would be driving on. Great! Nothing I like better than seeing how fast I can take curvy mountain roads. That is, until I saw the notes that Rich had written on the map.

- Animals on road
- No shoulder with steep drop
- Non-stopping cross traffic at left turns
- Gravel on roads
- Horse & Buggy

Wait a minute! “Horse & Buggy?” Sure enough we did have to go around one on the highway. That makes sense. Our route took us near Ethridge Tennessee. Ethridge is one of the oldest and largest Amish settlements in the South.

There were seventeen cars awaiting departure. Rich separated us into two groups. Each with a tour leader and “sweep car”. “Sweep car” is the last car in each group assigned to make sure nobody gets left behind. That’s an old rally term probably not needed in these days of cellular phones and instant communication.

The groups all departed on time, and we were in the first group, sixth in line and behind a white Macan. Behind us was a Cayman. Again, since we don’t attend many HOD events, most of the folks we didn’t

know. That’s not a problem for Suzanne since she will talk to anybody, including perfect strangers. Me? I’m the Supreme Curmudgeon and don’t like talking to anybody. But I introduced myself to Arnie in the Cayman at the first rest stop. Had to be able to tell Suzanne that I was at least trying to be sociable.

As I mentioned before Suzanne and I both like to see just how much we can push the car around curves. We both do it differently. I slow down then start my turn then accelerate. She slightly slows down then accelerates through the turn. That’s why I drive, and she navigates. Also, for the fact that I get car sick as a passenger.

But Rich didn’t disappoint. Throughout the tour we were constantly talking about the great roads that Rich found. The white Macan ahead of us really impressed me. It was taking the curves about as fast as I was. Our Macan has always been driven on straight roads. I didn’t know who the driver was, so I figured that he was very good, or the Macan is a great road car. Maybe both.

The tour covered straight roads and very curvy roads, mostly in Tennessee. Our first rest stop was very good with plenty of the necessary accommodations. Then on to more great roads and a Burger King/McDonalds rest stop. Not as good as the previous stop but it took care of our needs.

We arrived at Loretta Lynn’s Kitchen just off Interstate 40 about three hours after we departed. The staff had a separate room reserved for us and the server was very courteous and efficient. The food was buffet style and had a lot to offer.

We departed for home about 1:30pm after a gasoline stop. Everybody left separately. Since we live fairly close to the Benders we decided to travel together with Dave and Irene. We took the route home that Rich recommended. State route 13 to Waynesboro where we pick up state route 64, to route 31 which becomes route 53 at Ardmore. Got home about 5:00pm.

My limited ability at communication hinders me from fully expressing our appreciation of Rich’s efforts in laying out and leading this tour. Suzanne and I talked about what a great job he did and how much effort he must have put in to provide us with the great tour. So, my question to Rich is, “What are you going to do for an encore?”

By Lee Fowler