

Das Herz von Dixie



October 2024



A beautiful day, a great drive in German machinery, and a lot of spirit
at Pritchard's Distillery in Kelso, TN

Club Executive Committee

President – Jim Cambron
Treasurer – Brents Pepper
Past President – Dave Schroetter

Vice-President – Ed Stone
Secretary – Jack Harding

Club Board of Directors

Nominating Committee Chair – Ted Sendak
Social Committee Chair – Melanie Nord
Webmaster – Scott Witt

Membership Chair – Greg Bayuga
Publication Chair – Mike Stokes
Historian & Equipment Chair – Jim Cambron

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COVER PHOTO CREDIT: MICHAEL STOKES

President's Corner
by Jim Cambron



In the July 2024 Newsletter Message, I explained consigning my '16 991.1 Turbo S to Trissl Sports Cars for sale. Hagerty replaced Edmunds as the predominate determinate of used Porsche values and Hagerty says the most subjective aspect of selling a used Porsche is determining its

condition.

Condition #1 vehicles are Concours quality: the very best vehicle in the world, in the right colors, driving onto the lawn at the finest Concours. Perfectly clean, exquisitely groomed inside and out, including the engine (if exposed), compartments, and tools. A perfect Concours Porsche may be valued \$10,000 or more above a Condition #2 Excellent vehicle.

Hagerty says that the way to confirm a Concours condition is by winning 1st in Class or even better, 1st overall, in a National Level Concours Competition, like the annual Porsche Parade. I took Hagerty's advice and used this year's Birmingham Porsche Parade Concours to certify my '16 991.1 Turbo S in preminent Concours condition.

My previous Newsletter article explained winning seven Concours Classes with five different Porsches, I understood the difficulty of accomplishing that task. I also explained that some

Porsche Concours Classes are much more difficult than others, newer cars require higher scores to win their class than older cars.

I used the example of this very Porsche scoring 298.7 points of a possible 300 at the 2016 Jay Peak Concours for 3rd place in Class, and 297.6 points at the Boca Raton Concours for 2nd place in Class. The only way to guarantee 1st Place in Class with the '16 991 Turbo S was with a perfect 300-point score. Like Dale Earnhart said, "2nd Place is just the 1st loser"! A perfect score means not a single misplaced hair, piece of lint, speck of dust, slightest scrape, misplaced fingerprint, or smudge anywhere on the outside paint, glass, lights, trim, lens, or the interior, or compartments with tools.

Understanding that the 15,000-mile paint must be perfect, I had Century re-spray the front and rear bumpers and lower sills, then AutoworkZ performed a thorough paint correction (wet sand) with Koch Chemie fine cut and yellow Rupes Pads. The Vinyl Paint Protection was carefully removed from all surfaces. New tires were installed front and rear, replacing the half-worn tires. The wheels were repainted, then judged to be still inadequate, repainted again, then a third time before they were perfect.

AutoworkZ had previously proven with my 718 Spyder and '88 Targa they were capable of preparing to Parade Concours 1st place in Class condition. With the paint immaculate, they applied Gtechniq Ceramic Coating to all painted surfaces including the wheels. Their efforts also included

decontamination, washing, and clay bar application to the painted surfaces. Even though only the exterior surfaces are “officially” judged in the Concours, everything the judges see influences their scoring process—the difference between the very best Porsche on the field and just another contender. Accordingly, the complete under-chassis, brakes, suspension, and every aspect of the undercarriage were cleaned to perfection and coated with the appropriate Gtechniq product: C2, C4, C5, and Crystal Serum Ultra. The nine-year old tinting was removed and replaced eliminating any minor scratches.

Every aspect of the interior was cleaned with Gtechniq I2 Tri-clean, coated with L2 Leather Guard, then Matte Dash and Smart Fabric finished the process. Compartments are judged in Class P12 including the under bonnet, rear deck lid, jams, under dash, and tools. Even though the engine was not “officially” judges, every visible aspect of the engine bay, cover, and compartment was coated with Crystal Serum Ultra. The final preparation included C4 on the vinyl/rubber trim and G1 to both sides of the glass and plastic. Once completed, the vehicle was sealed and remained that way until it was rolled into position for judging at the Birmingham City Walk Concours site.

The purpose of winning the Concours was to ensure it was ranked #1 overall of the Porsches in attendance. Winning that title would ensure the Turbo received its maximum selling value. I originally estimated the preparation as described costing about \$10,000. The actual price, including repainting, totaled \$10,400.

Elton Darby is Trissl’s General Manager and pricing expert. His stated goal was to sale the 991.1 Turbo S for the highest value of any like vehicle. Trissl’s unique world-wide client list enabled him to find the singular customer willing to pay that price. I couldn’t have found that customer who paid \$15,000 more than the previous highest amount without Trissl’s customer list and Elton’s convincing salesman. That customer is now happy to own the most perfect, 15,000-mile 991.1 Turbo S, with a Porsche Exclusive 686 horsepower tuned 3.8L engine and Porsche specially tuned PDK.

Confirmation of the Turbo S as the world’s fastest non-hybrid production vehicle included use of a Porsche professional driver at the Atlanta Experience Center where he surpassed the 0-60mph

record of 2.4 seconds, 0-100mph in 5.93 seconds, and the quarter mile at a track in Cummings, GA. The Turbo beat the Dodge Demon in the quarter mile by an astonishing 37 car lengths. Despite the Dodge using drag-race slicks, the Porsche tuned PDK and AWD launch-control enabled the Turbo S to apply its torque from the starting lights to the finish line while the Dodge was throttling-back, fighting for traction.

Was this Concours process a success? Yes and No.

Why YES? The Concours preparation resulted in the only perfect score in the Porsche Parade Concours. Initially, a tenth of a point was deducted, but that deduction was eliminated under protest. The Concours Chief Judge ruled: “You can’t deduct for a flaw you can’t see, even if you can feel the flaw (nick in the headlight lens) when touched.”

Achieving that perfect Concours score resulted in selling the Turbo for a price of \$15,000 more than any previous 991.1 Turbo S.

Why NO? The Turbo S won 1st Place in its Concours Class and the Best Overall Porsche with the only perfect score. I enjoyed driving and showing the Turbo in three Porsche Parades, but the selling price was much less than the amount paid for the Porsche. My three GT3s (996 GT3, 997.2 GT3 RS, and 991.1 GT3) escalated in value, but the Turbo S lost 40% of its value after nine years.



Region Secretary Announcement by Jack Harding

It’s time to elect the Region’s Officers for 2025. In Accordance with (IAW) our Bylaws, there are four Elected positions: President, Vice President, Treasurer, and Secretary. Also, IAW with our Bylaws, we would like to have two or

more nominations for each position, but we have once again only been able to identify one nomination for each position.

The Bylaws also state that elected officers can be re-elected for a maximum of four consecutive one-year terms in the same elected position, or until a suitable replacement is found for that position. James Cambron, our President, is completing his fourth consecutive one-year term and the Nomination Committee and Executive Committee is doing their best to identify a suitable person to take the position of President in 2026. Until that time, the Executive Committee has asked James Cambron, and he has agreed, to serve another one-year term as President.

The current nominees for the officer positions:

President: James Cambron

Vice President: Rich LeClaire

Treasurer: Ed Stone

Secretary: Jack Harding

Like last year, every Primary member will receive a Ballot via the PCA Mass E-mailer System, the same system used to send you the President's weekly email. Both the Primary and their Active Family members are eligible to vote. Affiliate and Associate members are not eligible to vote. Also, like last year, the Ballot will have a location for both the Primary and the Active Family members to cast their votes for the officer nominations.

An Election Committee composed of two Club Appointed Officers and two Club members will ensure that only one vote per person in each position is cast by each authorized voting member for each of the four nominees. The ballots will be emailed in October, we are looking forward to your participation.

Regards,
Jack Harding
Heart O' Dixie Region
Secretary

From your Editor by Michael Stokes



As the new newsletter editor, I would like to thank the previous editor Scott Witt for his support and encouragement as I find my way through this new position. As a new member of HOD PCA, you may appreciate a few details about myself. I am

married to PCA co-member Patricia Stokes. We have two daughters Elizabeth (Oxford, MS) and Kathryn (Huntsville), and three grandchildren. We live in New Market with the foothills of the Smoky Mountains in our backyard. I am a full-time scientist/engineer and work for a defense contractor in Huntsville.

3Q HOD Events

09/07/24. Pit Stop Breakfast at the Egg's-Up Grill, Madison, with **24 members** and guests

07/11/24. Monthly Membership Dinner Meeting at Luigi's Italian Grill on University with **28 members** and guests

07/27/24. Club Past President Dave Schroetter hosted Porsches & Coffee at the Scottsboro Starbucks with **8 Porsches** and **12 members**.

08/01/24. New Member Reception at Porsche of Huntsville and complementary dinner at the Parkway Mall Carrabba's Italian Restaurant. Reception for the **41 new 2024 members** with **15 members** present at the reception and dinner, plus **11 Club officers** and spouses for a total of **26 Club members** and guests at the dinner.

08/03/24. Pit Stop Breakfast at Edger's Bakery in Providence with **28 members** and guests.



08/08/24. Monthly Membership Dinner Meeting at the Providence Commons, with **21 Porsches** and **34 members** and guests. The event was rained out after half an hour. There were several who were sheltered in their cars and resumed socializing after the rain had passed.



08/24/24. Greg Bayuga's Distillery Driving Tour to Pritchard's Distillery followed by lunch at The Seafood House, Tullahoma, TN, with **17 Porsches**



on the driving tour and **31 members** and guests for lunch.



08/31/24. Porsches & Coffee hosted by Gil Ferguson at Savie Café, Toney AL with **14 Porsches** and **20 members** and guests in attendance. (Pictures courtesy of Edward Stone)



08/30-09/02. Four couples attended the Peachstate Region Rennfest. The Raines participated in the Concours and Time, Speed, & Distance (TSD) Rally with their Boxster, the Bayuga's participated in multiple Driving Tours, and the Schroetters won 1st Place in their Concours Class in their 928.

09/07/24. Pit Stop Breakfast at Shaggy's Burgers & Tacos Huntsville with **23 Club members** and guests.

09/12/24. Membership Dinner Meeting at Wintzell's Oyster House, Guntersville with **13 Club members** (the Porsches were sheltering from the bad weather).



09/21/24. Regan and Beth Carlile's Smith Lake Driving Tour for lunch at Smith Lake Trident Grill, with **18 Porsches** and **28 Club members** and guests in attendance.



Who's New

Ten new members have joined the Club since the July newsletter, bringing the total club membership to over **500**. We're glad you decided to join the Heart O' Dixie Region, Porsche Club of America, and look forward to meeting you soon at our upcoming events.

Member	Co-member
Edward Guice	
Kenneth Ellis	
Tony Humphres	
Philip Panagos	Sandra Panagos
Raymond Oldham	Clarissa Oldham
Jay Gadebusch	
	Miranda Andrews
	Lee Fox

REMINDER: If your name is the only one listed on your membership, you can designate another adult (19 or older) as a co-member, it's free, and it will bring another \$16 to the Club treasury for complementary events.

Member Articles

A GREAT opportunity to travel with the Club to Fontana Village and the Tail of the Dragon
by Jim Cambron, PCA president

Only a few times in your life can you make a LASTING Memory! Like the first time I saw a Racing Yellow 993 Turbo S, then following Club-member Wray Goode in his 993 Carrera 2S on a

tour through Tennessee. Or the memory of outrunning a previous driving instructor in his new 997 S in my Ruf Boxster at the Barber Motorsports Track. Another memory is outrunning newer Boxsters in my old-88 Targa on the sharp turns of the Tail of the Dragon. Sure, the 3.2L Targa has a larger engine than the basic 986 2.5L and 987 2.7L Boxsters. But I can still remember those Boxster drivers saying, "These are new modern Boxsters, that Carrera Targa is thirty years old!"

A year after joining the Heart O' Dixie Porsche Club in November 2002, I led the group to Fontana Village and the adjoining Dragon's Tail. Hearing of the "Dragon" at various Porsche events the previous year, I took the family there in our 4Runner for a reconnaissance. I read that it was better for the dog if she was enclosed in a kennel crate on road trips, providing more security. There were log-covered small house trailers in the Valley, with a nice lodge and restaurant. We had a great time hiking through the woods and when I got home, I started planning the overnight driving tour.

November 1-2, 2003. The Club's first tour to the Dragon included **9 Porsches** and **17 Club members**. Our route that year unknowingly became the standard for future tours. Departing the US72/Shields Rd. assembly area we traveled east on US72 to a rest stop on I-24 near Chattanooga. Our second rest stop was at the Ocoee White Water Olympic (1996) Training Center (OTC) on US74, just west of Ducktown, TN.

We had lunch in Murphy, NC then took US129 north in Nantahala negotiating the bottom-half of the Dragon through Robbinsville to Deal's Gap near the NC-TN border. Dropping most of the passengers at the Deal's Gap souvenir shop, the drivers ran the Tail for about an hour, then secured their passengers for the trip east on NC28 to Fontana Village. The Club re-assembled in the Fontana Lodge for dinner and reviewed their experiences running the Tail that afternoon and made plans for continued individual trips on the Tail the next day. After Sunday morning's runs, we individually returned to Huntsville.

October 30-31, 2004. The second trip to the Dragon was a year later with **six Porsches** and **ten Club members**. The first half of the trip was identical to the previous year, stopping again at the Ocoee OTC. Then we traveled north in Ducktown

on US68 to Tellico Plains where we had lunch at a Bistro alongside the river. After lunch we drove the Cherohala Skyway to Deal's Gap, then went directly to Fontana. After settling into our rooms, the Club gathered for a social and snacks at the Cambron log cabin festooned with a Porsche Flag and Porsche Dealer Neon Display. Runs down the Tail were made in small groups Sunday morning then returning home individually.

October 8, 2005. The third overnight tour was scheduled a month earlier this year for more daylight driving the Tail on the arrival afternoon. The previous two years nightfall prevented more than a single trip down the Tail during daylight. We had a small group of **six Porsches** and **twelve Club members**.

October 12, 2007. The fourth trip was coordinated by Fontana Village for Zone 3 Region Presidents. It included Cambron's from Heart O' Dixie, the Moody's from Music Stadt, the Williams from Magnolia, and the Zone 3 Representative Bob Saville and his wife Nadine. The trip included a tour of the nearby Biltmore Estate in Asheville, NC.

After several years without overnight tours, we next visited **Helen, GA** in **August 2011** with **11 Porsches** and **22 Club members**.

June 23, 2012. Our fifth trip to the Dragon was our largest to date with **12 Porsches** and **22 Club members**. Zone 3 Rep Bob Saville and Nadine met us for lunch in Murphy. Bob also addressed the Club during dinner at the Fontana Lodge Restaurant. In November we returned to **Helen, GA** with **14 Porsches** and **28 members**. The Helen tour included six laps of the Atlanta Motorsports Park, Dawsonville, GA

October 26, 2019. Our sixth trip to the Dragon had **12 Porsches** and **21 Club members**.

November 20, 2021. Our seventh Dragon Tail trip set a record attendance with **16 Porsches** and **32 Club members**. The route and agenda were the same, including dinner at the Fontana Lodge Bistro.

This year's trip will be our eighth. It's scheduled for **October 19th** and once again includes a Club dinner at the Fontana Lodge Bistro.

The Club's made seven trips to the Dragon's Tail and Fontana Village...so **What's It Like Driving the Dragon's Tail?** It's 318 curves in eleven miles! The Tail leaves Deal's Gap heading north uphill past

the Tennessee state line. Right away it starts curving- curves so sharp you could nearly fit one into your living room. Seriously, these are 15 mph curves much of the way and the speed limit is 45 mph. The number of young kids on sports bike "crotch-rockets" make it worse. You're lucky if they stay on their side of the yellow center line! In fact, that is what causes most of the head-on accidents, or them jerking their handlebars to avoid head-on accidents and running off the road into the woods which is usually over a cliff and eventually into an oak tree. Back at Deal's Gap the "Tree of Shame" has various parts of motorcycles hanging from its limbs or piled against its trunk.

The best plan is to wait in the ready position in the Deal's Gap parking lot, maximizing the time between you and the last vehicle (sports car or three-wheeled Harley), looking over your shoulder until you see another vehicle coming up the hill, then taking off. You won't be catching the sports bikes, but if you close in on a slower vehicle, your best choice is to pull off the road for a minute or so until you can restart the process all over again. No one wants to tailgate a slower vehicle all the way down the Dragon's Tail.

If you have your eye on a particular competitor, you can jump in behind them and ride their tail for a few miles demonstrating to them and yourself that they are incapable of leaving you behind. The harder approach, but even more effective, is to start out ahead of them and then pull away, again demonstrating your vehicle and driving superiority.

There are three things to be aware of:

- 1) Sports bikes crossing the solid center line into your lane for a head-on meeting,
- 2) Letting your enthusiasm out-run your talent, running off the road into the woods or off a cliff. There's very little run-off room on the Tail and single-vehicle wrecks of this sort require a wrecker from Robbinsville to pull you out of the woods. This often shuts down US129 for hours at a time.
- 3) Tennessee State Troopers assemble about half-way down the Tail on a daily basis, looking for vehicles crossing the center line and responding to accidents. The troopers seldom write speeding tickets since the road prevents most vehicles from exceeding the posted limit.

In addition to bragging rights earned from closing-up or leaving behind others on the tail, and the

enjoyment of driving your Porsche close to its dynamic limits on a good road, another benefit of driving the Tail is getting great photos taken by professional photographers at perfect spots along the road. These photos are available online for a reasonable price, I have one of each of my Porsches framed and hanging in my garage.

I almost forgot, there is another option, causally driving down the Tail with the spouse in the shotgun seat, nice and easy, no motion sickness for the passengers. If you're doing that and another vehicle closes on you, then kindly pull off at a safe place and let them speed on down the Tail. They will appreciate it, and you might even have the chance of seeing them again down the road, either tangled up in a tree, or in front of the flashing blue lights of Tennessee's finest.

Enjoy the Tail, your next opportunity is in two and a half weeks!

Rennfest Trip Report

by Lee Fowler

Here we go with another trip report. I'm gonna do you a favor and jump ahead to the finish of this report and give you the results. Then you don't have to read the rest of it. HOD's attendees this year were Lee and Suzanne Fowler, Dave and Ann Schroetter, Greg and Romy Bayuga, Kenny and Debbie Raines, and Elisha Maxwell. Kenny ran the rally with his granddaughter Brynnleigh and won the "Pink Pig" DALBF award. DALBF stands for "Dead Ass Last But Finished". Second time for Kenny. Debbie won the best raffle item. A Porsche travel bag. Elisha and her sister, Wendy won 1st in their Concours class in a white Cayenne. Dave and Ann Schroetter's 928 was immaculate. They did a spectacular job of prepping the car for the Concours and they reaped their reward. First in class with a score of 139.9 out of 140. Maximum points are seventy for the interior and seventy for the exterior. The interior had no points deducted. A judge found a very slight imperfection on a trim piece on the outside. Congratulations to Dave and Ann.

Okay. That's the results of the weekend. Everything else in this report is just my ramblings.



First In Class

Dave and Ann weren't the only ones who were happy with the Concours trophy.



I'm a happy Porsche

And I have to mention ex-HOD'ers Steve and Liz Baum and their magnificent 40th anniversary 911. Steve left his executive position at Intergraph here in Huntsville to become a golf caddy at an exclusive country club over in Greensboro, Georgia. It was great seeing them again. He used to be my favorite target in my trip reports. At this Rennfest he presented me with a bottle of barbeque sauce in an attempt to keep me from mentioning him in this report. It wasn't enough. The name of the sauce is "Jim's Smokin' Que, Low and Slow...., Kickin' Butt Sauce". Their motto is "You Can Smell Our Butts For Miles." We can't wait to try it.

Our last trip report was about our adventures taking the 912 to the Hilton Head Island Concours. That, we decided was the crown jewel of our fifty-eight

years of driving Porsches. We will continue to attend the weekend events put on by other regions but will not compete. We gave up autocrossing after our first son was born. We had participated in autocross competitions every weekend during the summer months. I've reported previously that Suzanne won the regional autocross championship for females two years in a row. But carrying a folding crib and baby stuff and changing diapers between runs got to be too much for both of us. We also stopped running rallies. Never ever did any concours events. Thought that was a dumb thing to do. Was once told by a friend that the inside of our 912 was dirtier than the outside of their car.

Fast forward many, many years and we started attending the weekend events put on by other regions. Ran some rallies but kept getting lost and gave up on that activity. Besides, it caused us to argue a lot. I would say, "How could you have missed that clue?" She would say, "You just watch the speed and keep us on time!" Once, we started arguing before we left the starting gate. It was about how I'd placed the car number on the windshield. We figured it was time to move on.

Then we got talked in to registering for a concours. "Not even remotely interested", says I. Okay, what the heck. Don't cost anything. So, I wiped down the car. Missed the bug guts on the headlights and still won a third-place trophy. I started bragging about that until Suzanne suggested that there were probably only three cars in our class, and they didn't want to store a trophy for another year. So, they gave it to us.

We recently decided to quit all the competition and just attend for the social parts. We're both getting a little too old for all the physical efforts required to clean the inside and outside of the car. Then Suzanne said, "The 912 is in perfect condition so why don't we enter the Rennfest concours one more time. It doesn't need a lot of cleaning. And we won People's Choice in 2018. We might could do it again." I couldn't come up with an argument to dispute that logic.

We took the Carrera, the 912, and the Macan to the car show that Dave Schroetter put on this year. The 356C was in the shop getting a "make over" after I caused a little damage to the rear due to negligence on my part. The Macan was just the equipment car and wasn't shown. Heading home was uneventful until the left front brake caliper on the 912 froze. Our son Scott, who was driving the car said it happened just as he turned onto our street. The brake was smoking when he came down the driveway. We took it to Martin's Classic Cars to have the problem resolved. I told them to be careful and not get the car dirty as we planned to enter it in a Concours. Well, Jacob was very careful working on the car. He was so careful that he found rust in the front frame section. Not surprising since the car was a daily driver in the Washington D.C. area for a number of years. Salt on the roads during snowstorms takes its toll on the under carriage. No problem! Order replacement parts and weld them on. Well, ordering parts like that ain't as easy as ordering a case of motor oil. They have to come from Germany and The Netherlands and pass-through U.S. Customs.

The 912 is now out of the picture as is the 356C since its stripped of its parts and down to primer. We'll just take the Macan and socialize a lot. Easy for Suzanne. Not easy for someone socially challenged like this Curmudgeon. Excuse me, "Supreme Curmudgeon." One of the things we had planned for the Macan was to have UV protection applied to the windshield. We've found that it makes a lot of difference on long trips. AutoworkZ was able to squeeze us in at the last minute. On the way to drop off the car Suzanne noticed that the low tire pressure indicator was telling her to put air in the rear tires. No problem. I'll check the tire pressure and we'll be all set. Next day I inflated all four tires to the correct pressures then drove the vehicle to get the TPMS synced. The tire pressure indicators in the rightmost gauge still showed low tire pressure. Then I noticed on one of the left gauges a light that indicated the TPMS was faulty. A "tire icon" was glowing orange. Now, prior to all this happening we had offered to carry some of the

cleaning equipment for the Schroetters. Their 928 doesn't have much room for suitcases and lots of cleaning gear. Well, we'll just have to tell the Schroetters that we can't take stuff for them. The Carrera doesn't have much space either. Then I remembered. Every time we crank the Carrera, we get this nasty message that says, "Service Required". I had forgotten that the car was past its time for an oil change. We did not want to drive a car that far needing an oil change or one that has the TPMS warning light ablaze. Later, Greg Bayuga gave me some of what he thought was excellent advice. "Put black tape over the offending gauge. Problem solved!" Ain't gonna ask Greg for any more advice.

Since we had promised Dave and Ann that we would provide the "equipment" vehicle for the drive over to Young Harris, Georgia we now had a dilemma. What do we do? Our plan was to meet in Scottsboro at 8:30am on Thursday the twenty-ninth of August. Dave came over on Wednesday with his Jeep chock full of cleaning supplies, chairs, stools, and all sorts of other stuff. He said, "How much of this can you get into the Macan?" I said, "Dave, we're taking the truck, so we'll be able to take all your gear." He said, "You're taking what?" "The truck" I replied. "That one sitting right there with the tailgate open". After a short discussion Dave reluctantly moved all his gear into the bed of the truck. The whole time arguing that we should take the Carrera. I think he was worried about being embarrassed leading a caravan over the mountains of Alabama and Georgia with a Toyota Tacoma bringing up the rear. He contacted me later that day and tried once again to try and convince us to take the Carrara. "Ain't gonna happen!", I told him many times before he finally gave up.

We got up bright and early on Thursday. We wanted to make sure we could make the one-hour drive to Scottsboro and be on time. Just as we were walking out the door the phone rang. "Hi, this is Dave. We've had a problem and won't be able to leave for an hour or more. Do you want to wait or head on out?" We chose to leave without them. We took a leisurely route over the Alabama and Georgia

mountains to avoid the uncertainty of Chattanooga traffic. Plus, it's a much more scenic route and about the same travel time.

Even with a stop for lunch in Ellijay, Georgia we realized that we were going to get there too early. Check-in is usually 3:00pm. So, I started driving the speed limit or below. Which, of course, was stressful because of all the cars going past me. We arrived at about 2:30pm and were greeted by friends at the hotel entrance. The hazing we took about driving a truck to Rennfest started early. And to make matters worse we couldn't get our room until about four o'clock. Which explained why everybody was standing around outside.

Dave and Ann arrived a couple of hours after us. Greg and Romy got there very late. They had also run into impacts that caused them to leave Huntsville later than planned. Friday was cleaning day for the Concours participants. We just watched others sweating over minor details. Saturday morning was Concours day. We did the same thing as Friday...watched. The remainder of Saturday was for the rally and tech quiz. Sunday was autocross day and quite a few attendees participated in that event. Dave and Ann went to watch. We didn't. Don't know what Greg and Romy did. The Awards Banquet was held Sunday evening. Also included in the weekend was the Welcome Party, Rally School, After Dinner Dessert Social, Yoga Class, and Cocktail Reception. Three maps for self-guided tours were made available for those attendees interested in driving around the North Georgia mountains. Brasstown Bald is the highest point in the state of Georgia. It's located in the northeastern part of the state in the Blue Ridge Mountains. On a clear day it is possible to see the tallest buildings of Atlanta, some 85 miles away from the summit. Which is the best way to see Atlanta. The term "bald" is common terminology in the southern Appalachians describing mountaintops that have 360-degree unobstructed views. The area is a great place to visit and if you've never attended Rennfest . . . well Rennfest 2025 will be its fifty-sixth year. We'll be there for sure.

The trip home had a different twist from our usual return. Some good, one almost bad. Both westbound lanes at Blairsville and Ellijay were backed up due to traffic light congestion. Never had that happen before. Once we got west of Ellijay, we decided to alter our route home and not go through Scottsboro. We took a more Southerly route, restricting our travel to secondary (country) roads. No traffic and I was still able to drive sixty-five to seventy miles per hour. And the mountain scenery was magnificent. The route took us through Cedar Bluff, Alabama. Haven't been through there in ages. From Cedar Bluff we take the causeway over Weiss Lake to Centre. Not much traffic and I was looking for the Centre bypass when I saw a State Trooper coming in the opposite direction. Looked at the speedometer and saw that I was doing slightly over seventy. I think the speed limit was fifty-five. Checked the mirror and saw that he wasn't turning around but I slowed down anyway. Still checking the rearview mirror, I could see that he continued heading away from us but I was able to see his brake light come on. "He's probably just turning", thought I. Considered pulling into a parking lot way off the road as a safety measure. "Naw, he ain't gonna come after me from that far back!" Next thing I saw in my rearview mirror was flashing blue lights. I considered the fact that this wasn't going to end well with me being a cranky Curmudgeon. I did a fast transformation and when the officer approached the truck, I had adopted the demeanor of a sweet, elderly gentleman. The officer asked me if I knew how fast I was going. Honestly didn't know and I confessed to that fact. My "play acting" of an innocent senior citizen worked. He gave me a warning. No ticket!

Even stopping for lunch in Centre we still made the trip in about four hours.

Next trips are Tennessee Region's "Winterfest" early next year and Smoky Mountain Region's "Spring Thing" in April.

It's easy for Suzanne to make friends. She'll talk to anybody and anything. Not for me! But even this recalcitrant old goat has made great friends by attending Rennfest

That gets us to Rennfest 2024. Thought I'd never get here, didn't you?

Peachstate Region's Rennfest is held annually on Labor Day weekend at the magnificent Brasstown Valley Resort and Spa in Young Harris, Georgia. In addition to hosting Rennfest, the resort has an 18-hole, par 72 golf course. And for the equestrians, horseback riding is available.



Rennfest has something for everybody. Available all weekend is the opportunity to take one or all three self-guided tours in Georgia and North Carolina. The scenery in the southern Appalachian Mountains is nothing short of "magnificent". It's worth going to Rennfest just for that. Rennfest doesn't officially start until Friday, but we drive over on Thursday to relax and renew friendships. The top tier of the three-tier parking area is reserved for the Concours and Friday morning will find the diehards up there washing their cars. Soap and water are available for that chore. Friday afternoon is check-in time, and we receive our badges, raffle tickets, food tickets and a gift bag full of goodies. Friday evening everybody convenes for the

Welcome Party. Also, for those who plan to run the rally on Saturday, the Rally master conducts a class to go over the rules.

Bright and early on Saturday the third-tier parking area is busy with everybody going over their cars looking for any dust or dirt that may affect their concours score. Then the judging starts and its hands off the cars, except for light dusting. Lunch is “on your own” then the Rally Drivers Meeting/Tech Inspection. First car off at 1:30pm. Dinner is “on your own”. Saturday evening, we have the “After dinner Dessert Social” and Tech Quiz.

Sunday starts off with the Autocross, held a short distance away in Franklin, North Carolina. For those who don't want to run the Autocross or go to watch, the Yoga Class is conducted. That evening is a Cocktail Reception and the Dinner and Awards banquet. Trophies are awarded and some very nice raffle prizes are given out.

This year saw about 130 attendees representing thirteen PCA regions. Peachstate, Heart O' Dixie, Carolinas, Georgia, Coastal Empire, Tennessee, Florida Suncoast, North Florida, Gold Coast, Smoky Mountain, Three Rivers, Palmetto, and Arizona all had members in attendance.

Great way to spend a “Porsche Weekend.” I highly recommend it to all you Heart O' Dixie members.

Footnote #1: The truck was also past due for an oil change. But what the heck! It's just a Toyota.

Footnote #2: Porsche dealer-No problem found with the Macan TPMS. User error. 😞 At least I got a free car wash.