

Das Herz von Dixie



April 2026



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COVER PHOTO CREDIT: RUSSELL LLOYD

President's Prologue

Jim Cambron



It's been a busy six months planning and executing the Club's 65th Anniversary Celebration scheduled on April 25, 2026.

When I joined the Club the fall of 2002, Kurt Lessman and his wife were effectively the Executive Committee of the club. He was President, Membership Chair, and default Activity Coordinator, his wife was the Secretary/Treasurer. With less than a hundred members, we received a double PCA subsidy but didn't have a lot of activities for our members, beyond monthly Membership Dinner Meetings. We had occasional driving tours but mainly participated in neighboring Region events (Alabama Region's (Birmingham) Driving Education (DEs) at Barber Motorsports Park, Mid-South Region (Memphis) DEs at their North Courtland track, the occasional Tour or Rally with the Tennessee (Chattanooga) Region, and Peachstate Region's (Atlanta) Rennfest and Road Atlanta DEs.

I jumped into the Club with my 986 Boxster after observing events at my first Parade, and similar events Peachstate executed, thinking we could do the same thing if we had more members assist Kurt with the Club's activities. Assuming the Activity

Coordinator role we started Pit Stop Breakfasts on first Saturdays, increased Driving Tours to once a month, continued the Monthly Membership Dinner Meetings (second Thursdays), and added Tech Sessions and DIY Technical Training Sessions in member garages teaching oil changes, installation of front bumper grills, painting wheel hubs, and corner balancing Porsches with adjustable shocks.

As Club activities increased, so did our membership, passing 100, 200, etc., to today's 568. When elected President in 2006, Kurt stipulated one non-negotiable direction: STOP saying "Porsh", it's "Por-sha", when referring to the cars we drive.

Most PCA Regions celebrate their 25th Anniversary with presentation by PCA National of an Anniversary Flag, Letter of Congratulations signed by the PCA President, and a Celebratory Party attended by a member of the PCA National Staff and the Zone Representative. However, on our 25th Anniversary March 28, 1986, our Club was in its "third Dark Ages of Inactivity" so there was no celebration. Likewise, for our 30th Anniversary in 1991, and 40th in 1996, we were active, but no one stepped forward to plan an event.

Our first Anniversary Celebration was held April 2, 2011; the Golden (50th) Anniversary. A past Presidents' walnut plaque was commissioned with brass plates naming each President and their Porsche. In addition to the 50th Anniversary Grill Badge, the original 1961 Tri-States Grill Badge, and 1982 Fuchs Wheel badge were minted for attending members. Attendance at the Celebration included the current

and past PCA President, all six past Zone 3 Reps, 8 of our 26 past Region Presidents, and attendance by 11 of the 14 Region Presidents in Zone 3.

The celebration started with complementary Lawler's Barbecue lunch for 192 members at the Limestone County 1859 Cedars Plantation. After lunch there was a 105 vehicle Parade from the plantation east on Highway 20 to the Huntsville Marriott with vehicles arranged in ten-year groups from 1959 to 2011, led by a Homewood Police confiscated 996 Turbo with its flashing light rack. Later that afternoon a multi-media presentation was presented at the Marriott by Leonard Turner, PCA Panorama photographer.

138 members attended a subsidized dinner at the Marriott where the featured speaker was the PCNA Southeast Sales Manager Domenic Calkins and a scripted presentation of the fifty-year Heart O' Dixie history by the six Zone Reps.

Five years later, we planned and executed our 55th Anniversary in 2016 by minting another Anniversary Grill Badge, reminting and offering for sale the '61 and '82 Grill Badges, and minting for the first time the 1969 "Heart of Dixie" Badge, based on a shoulder patch provided by the 1971 HOD President Chuck Drake. We also created a walnut Enthusiasts Plaque with brass plates designating our most active members each year. A 116 Porsche Car Show and complementary Lawler's Barbecue lunch were held at John Hunt Park for 167 members. Each Porsche received German flag-colored ribbons with gold, silver, and bronze medallions for 1st through 3rd place finishers in each model class and six walnut plaques awarded by our sponsors to the Class winners.

Despite COVID, Dave Schroetter and I planned a diminished 60th Anniversary in 2021, minted another Anniversary Grill Badge, re-minted the '61, '69, and '82 badges, and featured 54 Porsches on display at the Madison Old Town Pottery parking lot with six walnut plaques again presented by Club sponsors to class winners.

Now, it's our 65th Anniversary to celebrate April 25th. In the tradition of our previous Anniversaries we minted a Grill Badge, this time from the design and genius of our Club's Grandfather, or as he refers to himself, the Supreme Curmudgeon! We bought enough badges to give one to every primary member, with some for members who can't make the dinner. Speaking of the dinner, our response to the Valley Hill Country Club (VHCC) Christmas Party dinners

has been so good that we enlisted them to host us and present their highly acclaimed Salmon and Steak entrees.

In appreciation of our members' attendance, the Club subsidized the dinners by more than 50% and will host an open bar Happy Hour! Additionally, we procured the PCA Club Store's best quality Polo Shirt including an embroidered Grill Badge crest, also highly subsidized by the Club. Lastly, we have an Anniversary Cake, Anniversary Grill Badge decals and PCA provided 65th Anniversary Windshield decals.

The VHCC Dining Room will display a Porsche Parade trophy from each of the last twenty Parades, the walnut President's Plaque with brass plates from the 50th Anniversary, and the walnut Enthusiast of the Year Plaque with brass plates from the 55th Anniversary. PCA also provided the Club with a new 65th Anniversary Region Pennant and stand.

We start the Anniversary Day with arrival at VHCC between 3:30 and 4:00PM to park your Porsches by model and pick up your Polo shirt and Grill Badge orders, followed by a one-hour Open Bar from 5:00 to 6:00PM with two drink tickets per attendee. During this time, you can select your dinner seats, store your shirts and badges in your Porsche, and review the Porsche Parade trophies as well as the Club walnut plaques and flag. Dinner is served at 6:00PM and features an address by Rick Daniels, our Zone 3 Representative, followed by cutting the Anniversary Cake and a coffee service.

The 70th Porsche Parade, Lake Placid. There are four aspects of Porsche comradery and fellowship: the PCA **National level**, the **Zone 3 level**, within the **HOD Region**, and occasional **events outside the PCA network** (e.g. EuroSunday). Having served on the National Parade Staff since 2008 I thoroughly enjoy the National aspect of Porsche fellowship, which led me to believe that "the Porsche Parade is the greatest automotive week of my life" and has resulted in my attendance at every Parade since 2003.

Even though we offer four monthly events, only a quarter of our members participate in these events. In 2003, the HOD had traditional Porsche Club members, similar to what Bill Scholar found when he established PCA in 1955. People who bought the odd little German Coupes for their unique attributes, understanding they pretty much had to perform their own maintenance and bond with other owners to

learn how to drive, maintain, and best enjoy their automobile.

In those early years, we held tech sessions in our garages, advising where to source parts and maintenance items not commonly available. We demonstrated the removal and replacement of plugs, adjusting valves and sometimes points with feeler gages, adjusting carburetors and fuel injectors, replacing wheel bearings, and a host of other things. Almost every quarter, a member was rebuilding the top-end and sometimes an entire engine overhaul.

In 2003, I also documented the aspects of our Primary members and their Porsches. Our 98 members had 101 Porsches: four 356s, two 912s, seven each 914s, 911Ts, and 1973-77 LWB 911s. We had seventeen 911SCs, three 1976-89 930 turbos, nine 944/951s, and three each 968s and 928s. We had twelve 1984-89 Carrera 3.2s, a 924 and a 993, eight 964s, nine 986 Boxsters, and ten of the new 996 911s.

This translates into 1% 356s, 7% 914s, 9% 964/993s, 9% Boxsters, 10% 996s, 15% front-engine water cooled Porsches, 16% early 911s, and 30% 911SC/3.2 Carreras. The Boxsters were six or less years old and the 996s were all less than 4 years old. Accordingly, “entry-level” affordable Porsches were the 944s and 911SC/3.2 Carreras and they all required an independent shop or owner maintenance (prior to a Huntsville Porsche dealer).

Early PCA Panorama’s contained a plethora of Do-It-Yourself (DIY) articles on maintenance procedures. You had a choice of a couple of terrible local independent Porsche shops or driving more than 100 miles to the dealer in Birmingham or 130 miles to the Nashville dealer. If you owned a Porsche in those days, it was a very clear decision requiring dedication, not like buying a Chevrolet or Toyota.

Now, with 568 members, a 240% increase over 2003, it seems that our “active members” are about the same number as 23 years ago. In 2025, we held 52 events with 1,100 attendees, averaging 21 members per event (28 at 12 Breakfasts, 21 at 12 Dinners, 24 on 10 Tours, and 22 at 14 Coffees). There was a total of 127 members at those 52 events, about the same number of active members as 23 years ago. Even though we have a much larger membership, only 23% attend events, leaving 415 or 77% never attending a single event last year.

I think most members initially join the Club for the Panorama subscription and the dealer’s 10%

maintenance and parts discount. While Porsche fellowship may have been a factor when you initially joined the Club, that interest seems to have dropped by the wayside over the years.

So, with 22 years of Club leadership experience, what should I do about the lack of participation? I don’t really know, but I appreciate those of you who do attend events and I will continue scheduling them for those who enjoy coming. Your Club staff offers one event a week for your participation, carefully monitoring and evaluating each event to ensure the highest quality. If you like driving your Porsche, then “come on down” for the opportunity.

We enjoy planning Club events, leading meetings, driving tours, and talking to like-minded Porsche owners. Most of my fondest memories are following a variety of Porsches on Driving Tours down the backroads of north Alabama and southern Tennessee—that’s the **Region level at its best!**

Attending the Porsche Parade in a different part of the country provides the satisfaction of those “*Greatest Automotive Weeks of My Life*” that’s the **National level!**

There’s a lot of Porsche enjoyment available within the Club, it’s up to you to reach out and grab it!



From the Editor Mike Stokes



Starting with this copy, the Heart O' Dixie Region will feature Club sponsor advertisements in the newsletter. The cost of these ads is \$250 per year for the quarterly publication. If you are interested in submitting an ad or simply want more information, please contact Jim Cambron

jcambron418@gmail.com (PCA President) for more details.

Some of you might notice that the lead page graphic of the tiny 914 and the large blue bridge is the full-page version of the thumbnail in the previous (Q4) newsletter. For some reason this image really catches my eye. If anyone agrees with me let me know why you like it and I'll publish your responses in the next newsletter. BTW: The 914 was driven by our very own Pamela Collopy with the photo credit to Russell Lloyd. Russell, you have a keen eye for content and I look forward to your next work of art!
--Mike (Stokes@aris.net)

1st Quarter Events

- **Jan 8th**, Membership Dinner Meeting, Rocket City Tavern, Huntsville
- **Jan 17th**, Schroetter's Driving Tour to Trissl Sports Cars, followed by lunch at Sam's Sport Grill, Florence
- **Jan 22nd**, Ladies Lunch at Terra Italian hosted by Marcie Elkins with eight Club ladies in attendance, Huntsville
- **Jan 31st**, Porsche, Pastries, Coffee & Display, Joe Still's Toy Barn, Huntsville
- **Feb 7th**, Pit Stop Breakfast at City Café Diner Huntsville
- **Feb 12th**, Membership Dinner Meeting at Mildred's Restaurant Ardmore
- **Feb 21st**, Jack Harding Driving Tour to the Freight House Restaurant, Hartselle
- **Feb 28th**, Cambron hosted Porsches & Coffee at Huntsville Krispy Kreme Donuts.

- **Mar 7th**, Pit Stop Breakfast at the West Madison IHOP followed by the Annual Driving Tour Leader Training
- **Mar 12th**, Membership Dinner Meeting at old Greenbrier Barbecue Restaurant, Madison



- **Mar 21th**, Bayuga's 9th Annual Driving Tour lunch at Miss Bobo's, Lynchburg, TN



- **Mar 28th**, Cambron's Porsches & Coffee at PJ's New Orleans Coffee, 243 Browns Ferry Rd., Madison.
- **Mar 29th**, Century Collision Center, 1008 Jordan Lane NW, Enjoy Food, Coffee, & Merchandise.



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Member Articles

History of my 356C

By Lee Fowler

Our 1965 356C recently experienced a complete body restoration required by my letting it roll backwards out of the garage and into a tree. This car has an interesting history, having traveled extensively in Europe and the U.S. I'd like to share it with you.

I have a very detailed history of the car as written by the previous owners plus actual service and registration documents.

It rolled off the assembly line on December 3, 1964, as a 1965 model year with serial number 716162. Paint code 6406 – Irish Green. In 2017, the one-millionth model, a 911 rolled off the assembly line and was painted Irish Green.

The car arrived in the U.S. on January 29, 1965, and was transported to P. C. Imports of Northbrook, Illinois, a suburb of Chicago. It was purchased by Harold James of Portland, Oregon. Harold was active in rallies and concours and drove the car to Mexico and the East Coast.

In June 1973, Harold sold the car to Robert W. Hess, Jr. Hess was in the military and stationed in Key West, Florida. He mainly used it for touring,

traveling across the country to attend the Eighteenth PCA Parade in Monterey, California and on the return trip to Florida, attended the Peachstate Region's Rennfest. Hess was transferred to Norway in 1974 and took the car with him. The car traveled the roads of Norway, Sweden, Denmark, and Germany. At 98,000 miles on October 10, 1975, the car was taken to the factory for a complete engine replacement. The factory work order number is Werkauftrag NR 210 25223. The cost was 4,655.56 Deutsch Marks. The factory gave Hess 360 DM in trade for the original engine. The car has a European heater system. Much more efficient than the systems installed on U.S. bound VW's and 912's. Great for staying warm on frigid Alabama winter days. Hess decided to buy a 912E and sold the 356C to W. H. Barnard on May 18, 1976. Barnard was another Marine Corps Officer. He shipped the car back to the U.S. in August 1976. Barnard drove the car from Virginia to the 356 Registry 1st West Coast Holiday, the 22nd Parade in San Diego and the 23rd Parade in Aspen CO. He then moved to Twenty-nine Palms CA. From there he took the car to the 25th Parade in Portland OR, the 26th in Ashville NC, and the 27th in Reno, NV.

Eighteen years of history are lost. In 2000, the car belonged to Steven and Susan Tietz in Arcadia, CA. It was then sold to Jose Gochez who had it stripped, body work done, and repainted. (Note: lousy paint job).

The next owner was George McMurtry who bought the car in 2002. It was during this time that the actor James Woods considered buying the car. He is a long time Porsche owner and currently owns an Irish Green 1964 356C. In 2005, McMurtry moved and took the car with him to South Carolina.


Next came Jeff and Nancy Frye of Atlanta, GA, now living in Chattanooga. They enlisted Ray Morgan, restoration specialist at Vintage Motorcar Restorations to perform a thorough evaluation of the car. They bought it and spent over \$6,000 sprucing up the tired old forty-year-old machine.

We had owned a '65 356C back years ago and Suzanne had always wanted another one. But it had to be Irish Green with a tan interior. Thankfully, there wasn't much chance of finding a car like that. We weren't looking but that was exactly the car the Frye's had, and it was for sale. I learned about the car during a casual conversation with Jeff at Rennfest. I made the mistake of telling Suzanne about the car.

So, on September 21, 2013, Suzanne and I, along with our son Scott traveled to Atlanta and loaded the car on a trailer for the trip back to Huntsville. Fast forward to 2025 and the unfortunate serious damage to the rear of the car. The restoration work on the car included body work performed by Steve Jones and painting by Tod Rowland at Martin's shop. It looks like a brand-new car. Maybe better. After allowing time for the paint to cure, we took it to AutoworkZ to have ceramic coating applied.


That little car has traveled far on two continents. Of the 76,303 356's built, approximately 12,800 still exist. The average age of a 356 owner is seventy. Seventy percent of the owners are over 65 years of age. Obviously, the car will outlast Suzanne and me.

We have three sons and six grandchildren and hope that this is the car's last stop and will remain in the family.



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MACAN-ing Across America; Part 3: The Southern Swing Jim and Carol Wachter

As we continue our trips across America, we spent a day back in Yellowstone circling around the central area looking for more animals. Yet not much more was seen besides a dead tree forest (looked pretty well burnt) and miles of tree lined roads with a deer every so often peeking from cover. Made it back out toward Cody with a lunch stop at Bubba's BBQ. Sunday morning great weather continued to hold as we went back into Yellowstone for our final glimpse before heading out the park's south exit. It seems that you go right into Grand Teton National Park (NP) without ever having to go through another check point. These mountains are truly majestic, but we were only driving along the foothills. All the roads and paths leading into them required 4WD. Now, Jinjer (our

Porsche Macan) is a capable off-roader, but that's not why we were there . . . at least on this particular trip.







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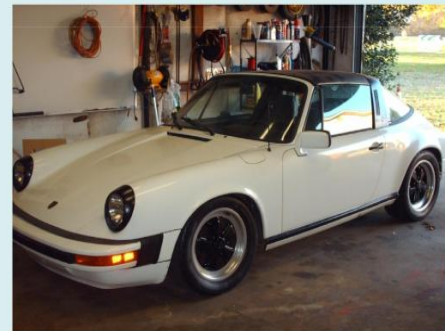
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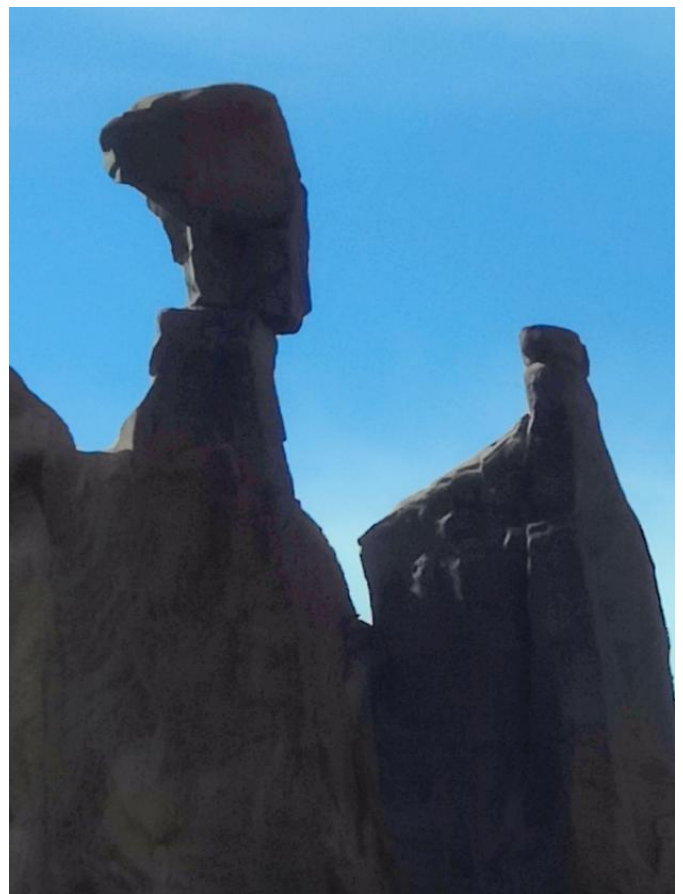


11th State: Idaho – I let Carol get as many pictures as she wanted before continuing south and then turning west into Idaho. Stopped for lunch at the Evergreen Chinese Buffet on our way to the IHG Group Garner Hotel in Idaho Falls for a 2-night stay. Here we just wanted an extra day to relax finding lunch the following day at the Hokkaido Ramen House. I think Idaho would be a really interesting state to explore if we had more time, but it was already halfway through September. So, returning to the road we were back into Wyoming and heading south to Rock Springs for another 2-night stay at the Clarion Hotel. Not much happening here except lunch at Sapporo and the Sante Fe Southwest Grill the following day. Still heading south!

12th State: Colorado – The goal today was to make Grand Junction and see the Flaming Gorge NRA on the way. The visit was a bust as nearly no water to speak of sparked little interest in either of us. For me, the level of drought in the western states just east of the Rockies was troubling! I'm sure the impact on native animal populations was adding to our lack of sightings from as far back as the Mississippi. I just hope that I don't see an event similar to the Dust Bowl of the 1930s in my lifetime! Still, we were here at the GJ Econolodge and had a pretty good meal at Namaste Nepal. The one-night stay only fueled our desires for better scenes ahead!!



13th State: Utah – This state promised the most interesting photos for Carol outside of Yellowstone! And with six national parks to visit, we had high hopes as we drove to Moab for a 3-night stay at the Archway Inn after a fine meal at the Blue Pig BBQ. But Arches NP was our first outing later in the day, and Carol had reserved our time to enter for 4pm. This is the only NP that requires you to reserve a time as there's only one way in and the total number of vehicles is strictly controlled. Despite having our NP Pass, it costs \$2.00 to reserve a time slot!



On our way in, I saw a Yellow 911 coming toward us. So, I flashed him (as I usually do) and got a wave as they passed by heading for the exit. Didn't think much more about it until the next day. But for the moment, Carol was really excited as Arches NP is chocked full of interesting rock formations with plenty of Hoodoos and other stones that resembled animals or famous people. It's amazing how creative Mother Nature can be!

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The next morning, we took a spectacular ride over the La Sal Mountain Loop. Most tourists would just bypass this one, but it is well worth the 90 minutes of hair-raising twists and turns on a very narrow road devoid of any guardrails and rising up to 12,000 feet!! If Jinjer could smile, I'm sure it would be from bumper to bumper!! I needed a meal after that, so it was back to Moab to find the Alley Grill & Pub. Yet a strange thing happened on the way. We passed by a building that had lots of Porsches lined across the front parking area along with a group of people sitting at tables. So of course, I immediately turned around and pulled up into the parking lot.

As we walked toward the group, one guy pointed at me and said "You're the one who flashed me". I paused for a moment, then replied "Yellow 911, right?" He nodded as we introduced ourselves, told the group where we were from and why we were there. Answered a lot of questions from people that were truly interested in what we were doing! It seems I had triggered a minor mystery as the guy I flashed was president of PCA's Inter-Mountain Region and he thought it was one of his buddies. But his friend said NO, so they were left to ponder who it might be.....until we showed up!! These people were part of a 50-car group on a 3-day driving tour to explore the area, and most of them were staying at the Apache Hotel which was owned by one of the members. We learned that this building is a state historical landmark. Back in 1948, John Wayne had stayed here along with others in the cast while filming the movie, Fort Apache. At that point the hotel was renamed the Apache Hotel, and John Wayne's

pictures are everywhere inside and out. Pretty neat stuff!!! Yet with hunger pangs growing, Carol and I made a gracious escape and resumed our quest for pizza at the Pub.



Another gorgeous Sunday morning, and we were off to see Canyonlands NP's lower section. Nice scenery and not much traffic, but nothing more to speak of as the continued lack of water painted a much bleaker landscape than there might otherwise be. Back at the room, we chowed down on leftovers and prepared for the next drive.



On the road early heading south toward Escalante, UT we passed through Canyonlands NP's north section as well as Capital Reef NP. Here, it looked as though the canyon we were driving through was once carved out by a great body of moving water as the walls were very wavy rather than smooth. No water left now!! Arrived at Canyon Country Lodge

later for another 3-day stay with a great meal at the Escalante Outfitters Restaurant.



Although the Escalante region itself is not a park, it does contain many areas worth seeing; both on foot and by 4WD or ATV. Part of the road we were driving crossed a long winding ridge top. Just wide enough for 2 cars side-by-side with no guardrails and sheer drops on either side. Carol was a little nervous, but we were fine as we traversed this section several times to visit the Anasazi State Park Museum and the Petrified Forest State Park over the next 2 days. Tried a fast-food place called Nemo's but the Outfitters Restaurant was by far the best place to eat in a town with very limited choices, so we had several meals there!

A beautiful Thursday morning found us on the road again heading south toward St. George and a 3-night stay at the Comfort Inn Convention Center. Good thing Carol had made all our reservations so far in advance as we stumbled onto an event called the Skinny Wheel Festival. Cyclists from all over made their way here for this week-long shindig, and our hotel was the hub for all the activities! Food options were better here as Applebee's would become our first choice after our drive into Bryce Canyon NP for an afternoon of grand vistas and towering cliffs. At the top, we met a cyclist who said he started early that morning and traveled 18 miles to get to this spot! He didn't even seem winded!! But we wished him well on his down-hill ride back to the hotel.



After breakfast the next morning, we eagerly headed out for our last big excursion into Zion NP. This would turn out to be the prettiest park on our entire trip both in terms of scenery for Carol to shoot and in memories for me. There is a fairly long tunnel here with a break in the outer wall to see outside part way

through. For those movie buffs like me, it brought back a scene from the 1977 classic, *The Car*. The scene opens with a girl and boy on bikes peddling into this tunnel. The car is approaching from behind and runs them both off the road and to their deaths just after they exit the tunnel!! I never knew where the movie was filmed until now!! Fabulous!! Lunch at Royal Thai Cuisine was excellent, but the following day we shopped at Digby's Market to replenish supplies before our drive to Las Vegas the following day.



14th State: Nevada – We traded our time share for a chance to stay a week right on the Las Vegas strip at the Holiday Inn Desert Club Resort. Here we had a 2-bdrm suite and a kitchen where Carol could work her culinary magic!!! Nellis AFB was also here, so we stopped at the commissary for more supplies and a visit check out the USAF Thunderbirds Museum. I was also able to give Jinjer the proper washing she deserved. A real plus for our stay here was a chance to meet Carol's sister for dinner at an actual Filipino restaurant called D'Pinoy Joint. With so much catching up to do, I was happy they were able to really enjoy their time together!

Our resort was located right next door to the now famous **Sphere** where the Eagles were engaged for several evening concerts. Even though we love the group, our focus was on attending a Cirque du Soleil

show at the MGM Grand about a mile away. Facing pricy transportation costs, we decided to walk to the



show. Not my best decision, as it took me nearly an hour to get there and a bit longer to walk back after the show, which we enjoyed and made Carol very happy! I also needed an entire day to recover! The things we do for LOVE! But by Sunday morning, October 5th, I was ready for the push to drive home.

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15th & 16th States: Arizona & New Mexico – Still courting the nicest sunny weather, we began our trek east on I-40 with a breakfast stop at The Northern Pines in Flagstaff, AZ. Carol had made sandwiches for dinner which we devoured after reaching Sante Fe, NM for a 2-night stay. Not much happening along the way, and we just rested the following day to prep for another long leg on the road.

17th & 18th States: Texas & Oklahoma – Still running east, we stopped for lunch at the Lazy Gator in Amarillo TX before continuing on to Oklahoma City for a 1-night stop. Not to offend any Sooners, but Oklahoma didn't spark any interest in either of us even though the Porsche Parade was held here last year!

19th State: Arkansas – Made it to Little Rock, AK on Wednesday for another 1-night stop and lunch at the Red Bowl. Here we made a detour the next

morning, as my sister lives reasonably close by. So, we met her for lunch at Johnson's Country Cooking in the rural town of Melbourne, about 2 hours north of Little Rock. Much the same as when Carol had seen her sister, I was happy to be able to talk with Lynne and see that she is doing ok! By 2pm, we were back on the road heading southeast; back to I-40 and across the Mississippi into Tennessee. Just east of Memphis we exited I-40 onto US64 and continued east for a 2-night stay in Savannah.

Mississippi was supposed to be our 20th state where we had expected to visit the Shiloh Military Battlefield. But we decided to table that portion of the trip for a future date. Consequently, on Friday we did a short drive out for lunch at The Outpost on Pickwick Lake instead. And Saturday morning, Oct 11, we finally arrived home!

Conclusions: Well.....the entire trip was a rousing success! From planning to execution and covering 6,063 miles over 40 days, we couldn't have done any better. Jinjer performed flawlessly with all the power and reliability we needed regardless of the terrain or altitude!! Weather is always the unknown factor. So sunny conditions every day over the duration of the trip seems nearly impossible!! Yet what we experienced was so much better than we could have ever hoped for! My desire to see Yellowstone had been satisfied, however I remain wary of what's coming.....Tick Tock, Tick Tock! But the most disturbing thing for me was the decline of water resources for those people east of the Rockies So, I'll be keeping a watchful eye as the future unfolds.

Our biggest revelation came from the fact that of all the places we visited, Alabama remains the best place we could've chosen to live for so many reasons! Hazel Green is HOME now, and we thank all of you who have been traveling along with us! Please stay tuned, as I will be writing about attending the 2026 Porsche Parade this June. And later in the year, Carol and I will be continuing our ocean voyages with more targeted explorations of fascinating places on this extraordinary galactic outpost at the edge of the Milky Way!