

# *Das Herz von Dixie*



*April 2022*



Porsche. There is no substitute.

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*Cover Photo Credit: Regan Carlile*

**President's Corner**

By Jim Cambron



Ferry Porsche said, “You can’t tell what makes a Porsche great by only driving it around the block on public streets. You have to drive a Porsche on the track to safely see why it’s special!”

My first Porsche was a 2002 Boxster S. I spent the next eight months modifying it for more power, a better suspension, lighter and wider race wheels with Hoosier track rubber. Better brake discs, pads, and fluid. Lighter racing shell seats with shoulder harnesses. Removing or replacing components to lighten the load, and more aerodynamics for downforce and brake cooling. Just about every aspect of the Porsche was examined and modified.

Like Ferry Porsche said, it looked the part, but no one really knew its capability driving on city streets. I took to heart the saying, “the best investment to drive faster on the track is to educate the nut behind the (steering) wheel.” I worked through the PCA High Performance Driver’s Education (HPDE) curriculum from a Group 1 Instructed Beginner (first one or two two-day HPDE) to a Group 2 Solo-qualified Beginner (usually a student’s third to sixth two-day HPDEs), to a Group 3 Intermediate, to a Group 4 Advanced student (achieving a master of car control), to a Group 5 Professional/Instructor). In addition to this education, I took all the courses offered by the Porsche Sport Driving School, the Porsche Experience Center, and then 30 hours of private lessons from a professional SCCA Champion, followed by additional lessons from Porsche professional National Champions.

Some years ago, tracks were classified based on the skills necessary to master them: Talladega Gran Prix Raceway (TGPR or Little Talladega) was a Level 1 Beginner's course, our Club ran DE's there for seven years. Top speeds were about 100 mph with no elevation changes and little technical skills necessary.

Memphis International Raceway (MIR) was Level 2 with higher speeds (160-175 mph or so at the end of the dragstrip, depending on the car) and several technical sections.

Barber Motorsports Park (BMP) is a Level 3 track with a lot of technical corners with higher cornering speeds, but top speeds limited to about 130 mph depending once again on the car and its setup.

Road Atlanta is a Level 4 track with everything from technical requirements, 130 mph cornering speeds, 175 mph or higher top speeds braking-down to 25-40 mph, so it had it all. In those days you couldn't enter a HPDE at a Level 3 or 4 track until you had completed a Level 1 or 2 track.

So, with a suitable mid-engine, race-tuned Porsche and a lot of lessons, I added practice and more practice. Seven track days my first year in 2003, twenty days at year's end 2004, forty days 2005, then 48, 59, 67, 77, 86, 95, and 111 track days by the end of my first ten years.

What did I get out of it? The opportunity to run neck-and-neck with the 911s in my

Boxster as well as racing the top cars in America. I have many great memories:

Nov '03 – Oct '05 - Running SCCA Time Trials at TGPR and BMP, then Hill Climbs, and PCA and SCCA Club races.

Sep '05 - Getting my PCA Instructor License, then certificates to instruct for BMW, SCCA, Audi, Corvette, and Ferrari at their track events.

Nov '05 - Seeing the look on my instructor's face with my Boxster outran his new 997S at BMP. I couldn't pass him on the straights, but could brake later, enter the corner faster, and walk off from him in the curves and once past him, he never caught up.

2006-present - Running my Porsches against all the competition, both Porsche, as well as BMWs, Corvettes, Mustangs, Audi's, Ferrari's, and every other car made. There's nothing quite like entering the back straight at Road Atlanta after turn 7 with the pedal to the metal and seeing what it will do, same for Memphis. Or, blowing by another car at Road Atlanta at 175 mph on the back straight heading to a 90-degree turn 10A when your Dad desperately says, "Bub, you do see that turn up ahead don't you?"

So yes, I love every aspect of Porsche participation, be it Car Shows, Concours, TSD Rallies, track days, or social events. I guess with eleven different Porsches, since five were track machines, I'm sort of partial to them.

It was with great sadness when I reported that Little Talladega closed, then the Nashville Superspeedway, and now, Memphis International. A company bought it for the large expanse of pavement, for conversion to warehouses. I'm just glad that I'm getting too old to continue driving on the tracks when so many of my favorite tracks are disappearing. It's sad, but I've sold my three GT3s and GT4 prototype, so since every Porsche is designed for track duty, I have a few Porsches left that would still perform well there, but the available tracks are getting short!



**From Your Editor**  
By Scott Witt

This quarter we took one of our favorite tours out to Trissl Sports Cars, led by Dave and Ann Schroetter. We get out there about once a year to take a personal, guided tour of what has to be one of the best one-of-a-kind collections of Porsches in the world. In Florence AL!

This year, Tom Trissl was there to greet us and Elton Darby, the GM, spent more than an hour introducing us to these incredible cars and answering any questions we had. The collection is quite large and many of the vehicles are either on the road at shows or being prepped in the shop. This year, there were 52 cars and 1 Porsche tractor.

Tractor?

You may not know that Porsche tractors are famous around the world. The first was produced in Germany in 1934, and between 1956 and 1963, more than 125,000 Porsche tractors were produced and sold worldwide. About a thousand of them were sold in North America.



**Yours truly with a 1959 Standard Porsche tractor. Alas, no room in the garage for this one.**

The number of Porsche tractors in America is actually growing now because of collectors and restorers. There is an active Concours circuit where restored tractors compete. Concours-ready Porsche-Diesel tractors are trading in the \$15,000 – \$20,000 range. But I digress.

This issue's cover photo of the neon Porsche logo was taken by Regan Carlile. The sign hangs prominently over the collection in the Trissl barn. It got me to thinking about the logo and where it came from. In my research, I discovered that this is still an



open question, depending on who you talk to.



The origin of the logo is in dispute. Most Americans believe that it came of a meeting in New York between Ferdinand Porsche's son, Ferry, and Max Hoffman, an American BMW, Mercedes, VW, and Porsche distributor. Supposedly, the crest was sketched out on the back of a napkin at lunch and went on from there to become the logo we are all familiar with. While this is well known among Porschephiles, what is less well known is that Hoffman was, in fact, responsible for suggesting the development of the 356 Speedster, which sold like hotcakes when it was introduced to the US.

The Germans have a different idea, and they ascribe the logo to a design made by Franz

Xaver Reimspiess, an engineer in Germany. What most folks don't know is that Reimspiess actually was also the designer of the VW logo, for which he was paid 100 Reichsmarks. He went on to patent more than 10 inventions associated with the suspension and engine of the VW Beetle.

In any case, the logo first appears in 1953 on the Porsche 356 model. The crest derives from two sources. The red and black stripes and stag horns are taken from the crest for Württemberg, the state in which Stuttgart is located. The horse comes from Stuttgart's crest. Stuttgart translates to "stud farm" and in fact, the factory is located on an old stud farm.

The crest has evolved slightly and infrequently over the years, but has always been uniquely identified with Porsche.

At Trissl, the cars are the stars of the show. Below is a mere sampling of some of them. You have to be there to appreciate the awesomeness!



**HOD on the way to Florence and Trissl.**



**Supercars: Carrera GT and 918.**



**Elton Darby, GM, talking story about all the incredible cars. Fascinating.**



**GT2 RS in Weissach livery being inspected by Rich Corbeille. When a 911 Turbo S just isn't enough!**



**Rare Singer Porsche (#100). A 2- to 3-year wait for one of these aftermarket beauties.**



**An embarrassment of riches.**





**Halloween Porsche.**



**HOD at the stable.**

Aside from the Trissl Tour, we also had a tour to Guntersville with lunch at Wintzell's Oyster House, and a technical session at Freddy Louis Auto Accessories. Freddie had Verena from AutoworkZ there to give us a detailed introduction to ceramic coatings. It was a truly informative discussion as we learned about the do's and don'ts of this rapidly developing technology. Rule 1: It's gonna take a while to do it right. Rule 2: This isn't a DIY project.



**Marina from AutoworkZ giving us the low-down on ceramic coatings for our Porsches.**

Saturday morning breakfasts are some of my favorite times with the club. Sunrise coffee and great conversation make the early rising worth it. This quarter we had our fill at Little Libby's, Edgar's, and Another Broken Egg. You gotta start the day right and you can't go wrong at these places.



**Chow at Little Libby's in Madison.**

Our HOD Club Racer, Joe Still, is back on the track, this time in the IMSA series 2022 Porsche Carrera Cup races. First race of the season was at Sebring in his new racer, the 992 GT3 Cup car. Next up, he'll be doing a

PCA club race at Road Atlanta, and then onto Watkins Glen, Road America and Road Atlanta. Joe's pretty good about keeping us up to speed, as it were, on how things are going. Wish him luck in the new car and the new series this year!



**Joe Still's new ride for this year's IMSA race series.**

So, Joe and I were talking at breakfast one day and we got into a discussion about SIM racing. I'd tried it out at Parade in French Lick in July (I was terrible at it), but a lot of guys said it was great for learning tracks and working on skills.

A few weeks later, I get a note from Joe, and he says, "Hey, my SIM racer is here. Come on over and take a look." I said, "!!!" and went on over to the garage.

Oh, my. This wasn't anything like the SIM racer I'd been on at Parade, which was basically a desktop computer with a steering wheel clamped to the table and some pedals moving around underneath the table.

This was something else. I'll leave it to Joe to put something together to give you the details on what this thing can do, but he put me in the seat for a while and it was just

thrilling. Dave Schroetter was there, too, and we just about wore that thing out. Take a look:



**The bare SIM platform before all the electronics are installed.**



**SIM cockpit from the driver's seat. Pedals below, screen above with dash and instrument display, track ahead.**





**Yours truly on the track with Joe's SIM.  
Exhilarating!**

The danger here is that you'll like it too much and end up filling a spare bedroom and using all your spare time learning how to drive faster. Way cheaper than a race car and you don't have to wear a firesuit and a helmet!

This coming quarter, we've got some good stuff planned. Along with first-Saturday breakfasts around town, and second-Thursday dinners, we have a couple of great tours planned. In April we're going to Miss Mary Bobo's in Lynchburg TN and in May we'll be going to Top of the Rock in Jasper TN. Check the website [www.hodpca.org](http://www.hodpca.org) for updates and details.

We have one member article this month, from Dave Schroetter. Ann and Dave went to the Amelia Island Werks Reunion and he's put together an interesting report on how it was and how it went. Enjoy!

## Heart O' Dixie Outreach

### Outreach Committee News

By Rita Ferguson

The Community Outreach Committee has established the following three goals for 2022:



### KTECH Mechatronics Scholarship

Plans for a FUNdraising event are in process. The committee will be providing more information when plans are complete and closer to the date of the event. Kids to Love/KTECH was recognized for their work as the 2021 Alabama Automotive Service Provider of the Year

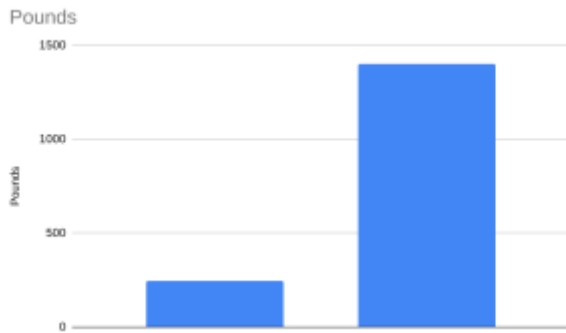
(<https://www.facebook.com/9651237735709/23/posts/4415142008569065/?d=n>).

For more information regarding KTECH see <https://www.goktech.org/>.

Here is a YouTube presentation featuring KTECH [What is Mechatronics?](#)

## Support to the Food Bank of North Alabama

At the monthly Pit Stop breakfast, collect and donate items to the Food Bank of North Alabama. As of March 31st, a total of 246 pounds has been collected. Our goal is 1,400 pounds in 2022.



## Kids to Love Christmas



Toys and appropriate gifts will be collected at the December HOD annual business meeting.

Members of the committee are Rita Ferguson, Dave Bender, and Peter Hill. Please contact Rita Ferguson if you are interested in working with the committee.

## Who's New

We've had a bunch of new members join since the last newsletter. We're glad you're all here and look forward to meeting you soon at any of our events:

John Allen, Primary Member

Graham Bocchino, Primary Member

Jose Fallas, Primary Member

Daniel Ghaleb, Primary Member

Jack Harding, Primary Member

Jasper Hicks, Primary Member

Joe Sanford, Primary Member

Heather Haney, Co-member

Lisa Harding, Co-member

Welcome aboard, y'all!

## Member Articles

A

### Visit to Amelia Island Werks Reunion

By Dave Schroetter

On my bucket list for some time has been a trip to Werks Reunion. Two years of dealing with the COVID pandemic made me determined to check that box this year. The event occurs at the beginning of March with this year being March 4. I reserved our spot to show the 928 the first day registration opened in January, as the event does sell out for having your car in the show. Attendance at the event is free and open to the public. It is a one-day event but is part of a larger weekend happening including auctions, cars and coffee and a Concours d'Élégance.

Amelia Island is a long day's drive from the Huntsville area if you are into 8-9 hours of driving. Ann and I are no longer interested in seeing how far we can travel as fast as possible. Our plan was to do the drive over two days and take roads less traveled, and avoid Atlanta at all costs. Our first day's travel took us to Columbus, GA with our route being a 5-hour drive plus the time zone change. The second day we had a leisurely drive to Kingsland, GA which is about 30 minutes north of Amelia Island. We preferred to stay outside the island area as it is very crowded and chaotic.



928's lined up at the Werks Reunion.

We had to arrive at the staging area at 7:00 AM the morning of the reunion to be positioned on a fairway of the Amelia River Golf Club. There were 750 Porsches on display on two fairways; one for display and one for judged cars. We were in a corral display for transaxle Porsches that included 928, 968, 944 and 924s. The judging of the Porsches is not the same as it is at Porsche Parade Concours in that it is not all about who has removed the most dust from the deepest crevices, but rather rewards the Porsche that has been lovingly maintained and presents itself well on the field.





**You can never have too many Porsches.**

There are vendors, food trucks, and bar stations throughout the event area. Staff from PCA national and PCNA are in attendance doing presentations and prize drawings from a stage area. This year, personnel from Porsche Classic in Stuttgart-Zuffenhausen, presented a custom-designed restoration of a 1999 911 (996) to PCA which will be displayed at events this year and next and then auctioned off in 2023. You can see and read about the car by googling, “Porsche Classic and PCA unveil 996-gen Porsche.”



**Ageless beauty.**

The weather was beautiful with a clear sky, slight breeze and temps in the mid-70's. I was told that the bugs can be bothersome but apparently the breeze was enough to keep them at bay. The transaxle corral was on a part of the fairway that was intersected by a ravine and a footbridge crossing which gave us not only a more open feeling but a very nice view as well. The fairway was a sea of Porsches which seemingly went on forever. The cars were generally grouped by models, but a few late arrivers ended up being interspersed, which made them look out of place. There was every flavor of Porsche on display with rarely seen models and colors. Everything from pure original, outlaws, everyday drivers, and race cars.

It took several forays for us to take in all the cars, booths, presentations, food and drink. Nothing like walking around taking in the atmosphere, sunshine and Porsches with a cocktail or glass of wine in your hand. We

met some old friends from around the region and made a few new ones. I was able to garner some useful facts, information and contacts regarding 928's. It is such a great place to meet other Porsche model-specific people. Next time I may attend in one of my other cars to see who I meet. We even did a little shopping with Ann finding a PCA vest that she really liked and I unearthed an original Porsche promotional 928 S4 diecast model I added to my collection.



**Carrera GT supercar. Lucky owner!**

One long day and suddenly, it's over. But it is such a great opportunity to see so many Porsches and talk with so many like-minded people. It has a much more relaxed feel than Parade and people seem to have more time and are willing to talk, unlike Parade where people always seem to be heading to the next event or meeting. It is a lot of travel for one day but if you make the trip part of the event it feels much more rewarding. Unless it rains!