

Das Herz von Dixie



January 2022



Every day on the road with a Porsche is a very good day!

Club Executive Committee

President – Jim Cambron
Treasurer – Regan Carlile
Past President – Dave Schroetter

Executive Vice-President – Ed Stone
Secretary – Bob Tarvin

Club Board of Directors

Nominating Committee Chair – Ted Sendak
Social Committee Chair – Beth Carlile
Webmaster – Scott Witt
Outreach Committee Chair – Rita Ferguson

Membership Chair – Greg Bayuga
Publication Chair – Scott Witt
Historian & Equipment Chair – Jim Cambron

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Cover Photo Credit: Daniel Müller

President's Corner

By Jim Cambron



Heart O' Dixie Club History

The Heart O' Dixie Region of the Porsche Club of America was originally

chartered on March 28, 1961, in Birmingham, with membership territory encompassing the states of Alabama, Mississippi, and all of Tennessee with the exception of Chattanooga and its immediate counties. There was a lapse of Club activity as interest dissipated. Frederic Smith, the Club President, sold his Porsche, resigned his office, and returned the treasury balance of \$42.98 to the PCA National Executive Secretary.

New Year's Day, 1967, Bill Stephens met with a group of Huntsville Porsche

enthusiasts to organize an ad hoc Porsche-oriented Club called the Porsche Pushers. Their primary purpose was to enlist the 15 Primary members necessary to reapply for PCA membership. The Porsche Pushers developed a draft Constitution in November 1967, using the Niagara Region Constitution provided by PCA as a template, and worked to enlist members and formulate their own Club documents leading to the Heart O' Dixie Region's re-charter on June 19, 1968, with the same geographic membership area. The Club had *23 primary and 38 total members*, 17 in Huntsville, 7 in Birmingham, 4 in Dothan, 3 in Montgomery, and a total of 7 members in Auburn, Selma, and Eufaula.

Highlights from the Club minutes over the last 60 years

1961-66 - First Club archive Dark Ages – limited archives; *26 primary members* by year's end 1962; *20 members* by year's end

1963; Club lapsed during 1964; Huntsville Porsche dealer closed in 1967; the Club disbanded and PCA listed it as inactive (not disbanded) through 1968.

1969 - The first HOD logo; Tri-state design with the “heart” centered in Dixie, “1961” founding year inside the heart. Activities included an Economy Run to Shiloh, MS and a Covered Bridges Tour. Club members went to Sebring as a group and the membership peaked at *50 Primary members*.

1970 - *Alabama Region chartered in Birmingham*; splits from the Heart O' Dixie Region, encompassing Alabama south of Cullman and the southern 65 counties in Mississippi.

1971 - Leonard Turner appointed as PCA's first Zone Rep, holding the position for 24 years. Club sponsored by Hollytree Automotive with activities including a Hound & Hare Rally.

1972 - All Club Officers transferred by the Boeing Company to Seattle; a new slate of officers was elected three months early, including local author Homer Hickam as President with *31 Primary members*. PCA prevents HOD from joining the Tennessee Council of Automotive Clubs. The Club held three TSD Rallies.

1973 - Ivester Porsche-Audi of Nashville announced plans to open a dealership in Huntsville. In August the dealer diverts to Jackson, MS. The Club held the second

Economy Run to Shiloh. PCA declares the 914 is a Porsche and eligible to participate in PCA activities. *29 Primary members*.

1974 - President Marvin Martin schedules events on 29 weekends, invites the 95 owners of Porsches among 160,000 vehicle Madison County registrations to join the Club. When none did, he resigned and moved back to New Mexico. HOD vows to never attend another Can-Am race since they banned the 917. The *Smoky Mountain Region chartered in Knoxville*, splits from the Heart O' Dixie Region, encompassing eastern Tennessee north of Chattanooga. *34 Primary members remain in HOD*.

1975 - VW of America rejects the Club President's suggestion to open a Porsche Service Center in Huntsville. Only 13 of the *24 Primary members* attended the Annual Business Meeting (ABM).

1976-81 - *Second Club archive Dark Ages* – First *Der Wanderer* Newsletter published in '78, PCA lists the Region as inactive (not disbanded).

1982 – *Musik-Stadt Region chartered in Nashville*, splits from the Heart O' Dixie Region, encompassing middle and western Tennessee; HOD Club President Jim Williams resurrects the Club and creates a Fuchs wheel-based logo. *29 Primary members*.

1985 - Ken Haynes elected President and vows to double the membership from *36*

Primary and 58 total members. Carriage Motor Company starts business as the local Porsche dealer; annual Oktoberfest and Zone 3 Autocross initiated. 14 Standing Committees organized. *Mid-South Region chartered in Memphis*, splits from the Heart O' Dixie Region, encompassing western Tennessee.

1986 - HOD placed third in the Zone 3 Autocross series behind the Carolinas and Tennessee, ahead of Peachstate, Palmetto, and The Wilderness Trail. *94 total members.*

1987 - *Magnolia Region chartered in Jackson*, splits from the Heart O' Dixie Region, encompassing the entire State of Mississippi.

1988-92 - *Third Club archive Dark Ages* – the Club is relatively inactive (not disbanded).

1993-2003 - Active Club with eleven Dixie Tech Multi-Region Events, held but no minutes or records archived.

2004 - *175 total members* with three attending the Ft. Worth Parade. The Club held five tours, one rally, and the first High Performance Driver's Education (HPDE) at the Talladega Gran Prix Raceway (TGPR). The Club adopts a new stylized Porsche Club Logo.

2005 - *183 total members* with ten attending the PCA 50th Parade in Hershey. Second TGPR HPDE.

2006 - Initiated Pit Stop Breakfasts. Held the third TGPR HPDE with 14 students, 8 DIs, and 7 volunteers. *189 total members.*

2007 - *195 total members*; held the fourth TGPR HPDE with 39 students, 10 DIs, and 21 volunteers. The President and wife attended the San Diego Parade and two members attended the PCA Potomac Escape.

2008 - *216 total members*; held fifth TGPR HPDE with 40 students, 10 DIs, and 15 volunteers. Sixteen members attended the Charlotte Parade and four members attended the PCA Albuquerque Escape. The Club hosted the PCA 914 Registry Rocket City Ramble.

2009 - *232 total members*; held the sixth TGPR HPDE with 30 students and hosted the Peachstate Region's PCA HPDE Driving Instructor (DI) School, graduating nine DIs. Six members attended the Keystone Parade.

2010 - *237 total members*; donated \$2,500 to the Florence North Alabama Children's Home and held the seventh TGPR HPDE with 42 in attendance, including the Peachstate Instructor Certification Program. Seven members attended the St. Charles Parade.

2011 - *250 total members*; held the 50th Anniversary Gala with 192 members for lunch at the Cedars, 105 parading Porsches, and 138 for dinner, including two PCA National Presidents. All six Zone 3 Reps spoke, eight of the 26 HOD Past Presidents

attended, and 11 Regions in attendance with distribution of the two historic logo badges (The 1961 Tri-state design and the 1982 Fuchs logo badge) and a Golden Anniversary logo badge. Held the eighth TGPR HPDE with 70 in attendance. Six members attended the Savannah Parade and the President and his wife attended the PCA Flagstaff Escape. The Club conducted nine tours and one tech session.

2012 - *284 total members*; held the ninth HPDE with 68 in attendance generating a profit of \$3,412. Four members attended the Salt Lake City Parade, and ten members attended the PCA Eureka Springs Escape. The Club conducted 11 tours (two overnight to Fontana Village & Helen, Georgia) with a combined attendance of 265 members, and one tech session with 31 members attending.

2013 - *177 Primary and 309 total members*; held the tenth HPDE with 76 in attendance, generating a profit of \$3,047; trained 18 Novices for a total of 136 Novices over ten years and 12 new DIs for a total of 42. Four members attended the Traverse City Parade and the Club conducted ten tours with a total attendance of 235 members attending, and two tech sessions with 68 members attending. Held a New Member Reception at the dealer followed by 18 with dinner at Wintzell's for 43 members.

2014 - *183 Primary and 311 total members*; held the eleventh HPDE with nine Novices included in 27 students, 15 DIs, and 15 volunteers. Six Club members attended the

Monterey Parade, 23 members attended Zone 3 events (Winterfest, Spring Thing, Sommerfest, and Rennfest), and the Club conducted eight tours with a combined attendance of 168 members. The Club held two tech sessions with 83 in attendance and there were 11 Pit Stops for 199 members and 12 dinners for 293 members. The Club held a summer picnic for 65 members and a New Member Reception/Dinner for 19. Eighty members attended the ABM followed by 101 members at the Christmas Dinner at Athens State University.

2015 - *186 Primary and 318 total members*; cancelled the twelfth HPDE with the sale of TGPR. Ten members attended the French Lick Parade. Sixty-two members attended Zone 3 events (Spring Thing, Ultra Region Fest, and Rennfest). The Club conducted ten tours with eight in Alabama and Tennessee State Parks (Wheeler, Natchez Trace, Cumberland, Guntersville, Fall Creek Falls, Desoto, Pickwick Landing, and Montgomery Bell) and one tour to the Porsche Experience Center in Atlanta with a combined attendance of 216 members. The Club held two tech sessions with 95 in attendance and a car show with 38 Porsches. The Club held 12 Pit Stops for 217 members, 12 dinners with 314 members, and a New Member Reception/Dinner for 33 members. Ninety-six members attended the ABM and 90 attended the Christmas Dinner at Terranova's.

2016 - *195 Primary and 335 total members*; held the 55th Anniversary celebration with

135 members showing 116 Porsches in the car show and serving 167 members for lunch at a cost of \$9,052 for the car show and \$1,655 for lunch. Minted the three historic Club logos as badges (1961 Tri-states logo, 1976 Cotton Bail logo, and the 1982 Fuchs Wheel logo) as well as a 55th Anniversary badge for all attendees. Four members attended the Jay Peak Parade. The Club conducted nine tours with a combined attendance of 168 members, held four tech sessions with 99 attendees, and a car show with 38 Porsches. Held 12 Pit Stops for 217 members and 12 dinners for 314 members. Held a New Member Reception/Dinner for 19 members and a Providence Commons display with 22 Porsches. Seventy-five members attended the ABM and 71 were at the Christmas Dinner at Terranova's.

2017 - 211 Primary and 353 total members; conducted nine tours with a combined attendance of 264 members, including a joint tour with the Birmingham Mercedes Club. Held one tech session for 39 members. Twenty members attended four Zone 3 Region events; two members attended the Spokane Parade. Held 11 Pit Stops for 225 members and 12 dinners for 292 members. Held a New Member Reception/Dinner for 31. Seventy members attended the ABM and 60 were at the Christmas Dinner at Terranova's.

2018 - 216 Primary and 362 total members; conducted ten tours with a combined attendance of 255 members and three tech sessions for 78 members. Supported the

dealer Sports Car Day with 59 Porsches. Twenty members attended four Zone 3 Region events (Winterfest, Spring Thing, Ultra Region Fest, and Rennfest) and six members attended the Lake of the Ozarks Parade. Held 12 Pit Stops for 211 members and 12 dinners for 271 members. Held a New Member Reception/Dinner for 20 members. Fifty-eight members attended the ABM and 42 were at the Terranova's Christmas Dinner.

2019 - 232 Primary and 389 total members; conducted nine tours with a combined attendance of 208 members, including an overnight tour to Fontana Village. Held two tech sessions for 46 members. Twelve members attended four Zone 3 Region events and ten members attended the Boca Raton Parade. Held 12 Pit Stops for 298 members and 11 dinners for 293 members. Held a New Member Reception/Dinner for ten and a Car Show and Charity Auction at Martin's Barn with 56 members, raising more than \$5,000 for the Kids to Love/KTECH foundation. Held the first Lady's Luncheon with 13 ladies attending, and 42 members attended Joe Still's Toy Barn display. Sixty-six members attended the ABM and 49 were at the Christmas Dinner at Terranova's.

2020 - 259 Primary and 425 total members; held three Pit Stops for 76 members, three dinners for 82 members, two tech sessions for 69 members, one tour for 26 members, and one Ladies Quarterly Luncheon for 12 ladies before the COVID-19 outbreak mid-

March. After the outbreak, the Club held six Pit Stops with 98 members, held three Drive-by Food Donations with 64 members, three Cars & Coffees with 61 members, conducted four tours with a combined attendance of 105 members, and 40 members visited Joe Still's Toy Barn. The Club held another Charity Auction at Martin's Barn raising \$3,500 for KTECH Scholarships and displayed 25 Porsches on the Providence Commons. The Porsche Parade scheduled for Palm Springs was postponed until 2023. Forty-two members attended the ABM at the dealer's breezeway, all other activities cancelled this year.

2021 - 260 Primary and 435 total members; mostly back to normal after the COVID-19 outbreak. Held 11 Pit Stops for 205 members and after cancelling the dinners the first five months, held the last seven dinners for 115 members. Fourteen Club members attended the French Lick Parade. Conducted eight tours with a combined attendance of 200 members, including an overnight tour to Fontana/Tail of the Dragon with 32 members. Held two tech sessions for 35 members. Seventy-one members attended the ABM and 63 were at the Providence Grille on Main Christmas Dinner.

From Your Editor

By Scott Witt



Well, with 2021 in the rear-view mirror now, I think we can take a look back and say that the club did a pretty good job of trying to get back to normal after a rough 2020. We had almost the normal level of activities, with participation steadily increasing throughout the year. We had great turnouts for the breakfasts on the first Saturdays of the month, likewise with dinners on the second Thursdays. I'd like to recognize Beth Carlile and thank her for all the effort she put into organizing all those events for us. It takes a constant effort to work with all the venues to make sure they can do a good job of taking care of us.

The *magnum opus*, of course, was the Christmas party on December 5th at The Grille on Main in Providence. We maxed out on attendance at 70 members, and the club paid for half the price of each member's dinner! A terrific deal.

The meal was well prepared, the service was excellent (those folks were hustling), and the camaraderie was great, just what was needed after a long, wacky year. We had about five left-over meals, so Jim Cambron delivered them to the Madison Fire and Rescue folks on Hughes Road on the way home. Boy, were they pleasantly surprised!



The table centerpieces were prepared by Regan and Beth Carlile, and the very cool woodcut Porsche logo ornament, created by Lee Fowler, was at everyone's place to take home and hang on the tree. Nice!



A large, happy, and hungry crowd of HODers at The Grille on Main. A great night was had by all!

This year was also the 60th Anniversary of HOD, and we had a great celebration in August. More than 50 cars and their owners

drove in. Free Anniversary logo badges for all!



Every kind of club Porsche on display at our 60th anniversary celebration of Heart O' Dixie in Madison.



HOD Executive Committee with Rod Johnson, PCA Zone 3 Representative, at the 60th.



Folks lining up for their bling at the 60th.

A bevy of members took advantage of PCA's annual Parade being relatively nearby and made the trek in July to French Lick, IN, for the event. Fourteen of us from HOD went, most for their first Porsche Parade. It was a first-class affair and you ought to think about building a vacation around the next one if you haven't been, just for the experience. Those guys know how to throw a party. See details in last quarter's newsletter.

This year we also did our seventh trip to Fontana Village and the Tail of the Dragon. It was an overnigher with the group staying at the Fontana Lodge. This year, the weather was good, with dry roads and plenty of sun. It was late in the year, so traffic was way down and you could drive the Tail without having to wait for a lot of people not fortunate enough to be driving Porsches.



Sixteen Porsches and drivers taking a break on the drive to Deal's Gap and Tail of the Dragon.

We had a big group of 16 Porsches on the fun drive up and 32 members and guests for dinner together at the Mountainview Bistro. A great, relaxing weekend.



Good times and a great meal at the Mountainview Bistro at Fontana Village Resort.

The Club traditionally holds its Annual Business Meeting (ABM) the first Sunday in December at the Porsche of Huntsville dealership. This is when you get annual reports from the officers and staff of the club (they are mercifully brief, usually) and learn about what is planned for the new year.

We also get introduced to the management and staff at Porsche of Huntsville and get an update on performance, expectations, and changes at the dealership. This is good information! We were pleased to learn that 2021 was the best year ever for Porsche of Huntsville since they opened in 2005, and George Jones was effusive in his thanks to the membership for their support of the dealership.

We also vote on any changes to the bylaws and, most importantly, elect new officers for the coming year. This year, our officers and staff remain the same as last year with two exceptions: Bob Tarvin has relieved Fran Witt as Secretary, and Rita Ferguson has

relieved Dave Bender as Chair of our Outreach (Charity) Committee. The current, updated roster is on the masthead of this newsletter.



Bob Tarvin, our new Secretary, with some of his raffle winnings.

Thanks to both Fran and Dave for their hard work and efforts in supporting the club for the last couple of years.



Dave Bender, our outgoing Charity Committee Chair, receiving his Enthusiast of the Year plaque from President Jim Cambron. Congratulations, Dave, and thanks for everything you did for the Club.

As we do every year, we had a raffle drawing for a lot of great items contributed by Porsche of Huntsville. This year was exceptional. Seriously.



Jim Cambron and outgoing Secretary Fran Witt raffling off a new Porsche to a lucky winner.

George Jones surprised everyone with the award of a pair of two-person trips to the Porsche Experience Center in Atlanta for two persons each. One trip had a \$2,000 value and the other \$1,600. George also presented a \$250 Gift Certificate, followed by several dozen door prizes of much more value than years past, including very expensive Porsche speakers, cargo bags, backpacks, and so on. Very generous and very well received.



This year, we filled up the back of a Panamera at the dealership with Toys for Tots contributions from our members at the ABM.

I'm looking forward to 2022 with HOD. Our membership is growing and there is almost always a new member coming to one of our events for the first time. It's a great chance to meet the new folks and welcome them to the club.

You can always get the latest updates on the what, where, and when for all our happenings on the **Events** page on our website at www.hodpca.org.

A couple of longer-range things you might want to keep in mind for this year . . .

First, we are always looking for Tour Directors to lead our monthly Porsche caravans around the hills and byways in our little corner of the southeast. Dave Schroetter heads up our committee to make that happen and he can walk you step-by-

step through the process. There are several of us who do lead tours, so feel free to approach us if you want to discuss the ins and outs.

Second, as I mentioned in our last newsletter, our Parade experience at French Lick in July this year was really great. We had a better time than we ever expected and I want to encourage you to think about trying it out this year if you've never been. This year, the annual Porsche Parade will be at the Kalahari Resort in the Poconos. Planning is already underway for the event, June 12th – 18th. Think about it!

And finally, for this issue of the newsletter, we have three articles from members that I think you will find extremely informative. First is a terrific discussion about living with an EV by Rae Millin, who talks about the ins and outs of his relationship with his Taycan. Fascinating.

Second is an article by Ed Stone on all things necessary to lead one of our monthly tours. There is more to it than meets the eye, but the extra effort is definitely worth it for the members that join the tour.

And finally, a super report by Joe Still on his 2021 season racing in the Carrera Cup series.

Articles from members are always welcome and encouraged. Tell us a story!

Heart O' Dixie Outreach

Outreach Committee News

This year, Rita Ferguson will be leading our (newly named) Outreach Committee after Dave Bender stepped aside. She's been with the previous Charity Committee since it started and has had a hand in everything that the committee has done, which is substantial.

Our primary focus has been in developing a good relationship with Kids to Love/KTECH. You've read about them in this newsletter before several times. We are totally impressed with their stewardship of our scholarship contributions (we have provided three so far, at \$3500 each).

Fran and I were among a group of HODers that visited their facility in Madison. We were so impressed that we volunteered to pitch in there, teaching a section of their Life Lab curriculum and helping the staff prepare the Christmas packages for the foster kids they support all over northern Alabama.

I strongly commend them to you for whatever support you might want to give. It has a very strong and direct impact on people living right here among us.

Fran and I and the Benders were invited to attend the graduation ceremony on December 7th at Hudson Alpha for the most

recent class. It was a terrific evening, with each of the grads having a few moments to speak about their experiences. These were heartfelt and quite moving testimonies, to be sure. There were also a couple of corporate bigwigs who were very complimentary about the quality of graduates that KTECH is producing. Really, you can't go wrong supporting this outfit.

We continue to collect your contributions for the North Alabama Food Bank at the first-Saturday breakfasts. Dave Bender reports that we exceeded our goal for 2021 and contributed at total of 1,531 lbs. of food and \$40 in cash for the year. Thanks to all of you who helped us meet that goal. That's a lot of food!

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:

Michael Ackenbrack, Primary Member

Steven F. Brown, Primary Member

Mark Johannes, Primary Member

William S. Knight, Primary Member

Jonathan McDowell, Primary Member

Michael Phillips, Primary Member

Tuyet Vo, Primary Member
Jennifer Ackenbrack, Co-member
O. Yvonne Helmick, Co-member
Hieu Ho, Co-member
Candice Johannes, Co-member
Amy McDowell, Co-member
Natalie Silva, Co-member
Joanne Tritt, Co-member

Welcome aboard, y'all!

Member Articles

What's it like to live with an Electric Porsche?

by Rae Millin

Well, there's a loaded question if I've ever seen one! That's a question that's both complicated and simple. It has a short answer and a long one. So, for the TLDR (Too Long, Didn't Read) among you, the answer is it's an absolutely amazing experience! If, however, you are still reading and want a more detailed answer, here hopefully you will find some helpful and useful information about this lifestyle, because as much as I want run to the top of the mountain and yell to the world to go out and buy a Taycan now, this is not necessarily for everybody . . . yet.

A little about my background. So, I'm a long-time car guy, love racing and going really fast! I am, however, both new to Porsche and new to Electric Vehicles (EVs). I have been an admirer of Porsche for a very long time, but honestly, I never really thought I'd be blessed enough to be in a position to own one, so I come from a background of American muscle cars. Loud and fast, in a straight line anyway, and lots of horsepower! My last car, which I drove daily, was a 93 octane-guzzling, 800hp beast which I truly loved, but I long felt the time had come for a more refined ride, and maybe, I could roll back a little of the damage I caused Mother Earth with all them smokey burnouts . . . so here we are.



Taycan EV through the turn.

I don't think I need to explain why I chose Porsche; if you are reading this, you are quite aware why, so we'll jump past that and right into what it's like first, living with an EV every day as a daily driver. I've had the car just about a year now, and honestly for where we live and how we live, it has been very easy! I'd advise anyone considering it to do a little planning and research first.

You are first off going to want to have access to adequate power to charge your car at home, since 90% of the time, that is where you will likely be charging. If you are in a house with a garage, it's generally pretty easy. You would need to install a NEMA 14-50 outlet in your garage; this is known as Level 2 charging. That was the first thing I did after consulting a qualified electrician, to make sure the wiring could support it. The 14-50 is the same outlet you would generally see in use by your dryer. It allows for more amps to allow more power to charge your vehicle faster than a regular wall outlet.

A regular 110v wall outlet (this is considered Level 1 charging) would take about a week to fully charge the Taycan, whereas the 14-50 outlet will have you charged from 0-100% overnight (5-7 hours). Most times, you are charging from maybe 30% to 85% anyway, so 4-5 hours to charge up is easy. As for how many times a week to charge, I generally might charge 2 or 3 times, depending on how much I drive.



Useful information at your fingertips.

Don't forget to purchase one of the two charging station options Porsche has, the cheaper option is basically a normal cable to plug into the 14-50 outlet and to your car charge port, while the more expensive option

has a smart connector with WiFi capability and a few smart features added on, but honestly, in my opinion, the more expensive option is not really worth it.

So what's it like to road trip? So far, I've done about four road trips from North Alabama to Disney World and back, to Charlotte NC and back and to the Tail of the Dragon and back. If you pre-plan your route, it's pretty easy in most cases, although sometimes, due to locations of the chargers, you may have to go a slightly less-than-optimal route to reach your destination. I had to do this in order to reach the Tail of the Dragon. I recommend downloading the PlugShare and ABRP apps to your phone and they will smartly help you plan your routes along available charging stations.

The preferred charging network for Porsche, Electrify America (EA), has fast-charging DC stations along most major highways in the continental US, making it relatively easy to reach most places. DC fast charging, or Level 3 charging at the EA networks, will generally get your car from 20% charge to 80% charge in about 20 minutes. So, it's excellent as far as charging goes for most cars, but of course much slower than getting gas. It adds a little more time to your trips, but it's not bad at all, seeing as how you get more time to stretch, eat, and relax when you stop.

These stations are usually at shopping areas, near Walmarts, Targets, or Best Buys and restaurants, so it's pretty convenient. You

plug in to your DC port (the car has a charging port on each side, and while both can do the slower at-home charging speeds, only the passenger side port can connect to the fast DC charger), and either start the charging session with your app on your phone, or the 2021 models and up should all have plug and play, so they charge right away. You get free charging for three years (30 minutes a session, which you will top off at just about anywhere) at the EA network with the purchase of the car, so no bill to pay there. Depending on rates though, if you are curious, it can cost between \$8 and \$18 if you were to pay for the charge.

What does that full charge get you in range? Well, just like a gas car, it depends! Drive it hard and it'll drop precipitously, drive it with some restraint and you'll do just fine. EPA rates the car around 200 miles, but real-world numbers put it in closer to 300 miles. Something to be aware of: temperature can affect range by up to 25%, so in the cold of winter, you are going to see that range drop off quite a bit, but in spring/summertime you will get a lot more miles out of it. The range is displayed in miles on the screen, just like a gas car, and Porsche has it really excellently configured to guess your range pretty closely. It won't surprise you like I've seen in some other EVs by dropping the miles far faster than they are actually going.

So what's it like living with an electric Porsche? Many people don't even realize such a thing even exists! Well, you don't get that occasional dirty look from folks who

don't like the EV scene first off. They see the Porsche first and their eyes pop and you get the usual head turning when a Porsche drives by or is seen parked somewhere. EVs tend to bring out a lot of emotions by many, some good and some pretty hostile!

Honestly though, I have gotten nothing but respect and admiration with that Porsche badge on it. I hear stories all the time of Tesla owners getting dirty looks, getting coal-rolled (when a diesel truck purposely floors it to kick up black smoke and soot all over your car) and getting "ICed" at chargers (when a gas vehicle parks in one or multiple charging spots to block off and anger the EV owner). Never experienced any of that in my Taycan, so it's a win for Porsche by designing such a beautiful car that looks and performs like a gas car. And let me tell you, that it DOES PERFORM on the road!



A Porsche like no other.

It is absolutely a Porsche first and will tackle the road like one. Yes, I do miss an exhaust note and the visceral thrill you get when gunning it, but it's a trade-off I am happy to

make for the added performance of the Taycan being able to put all that torque down instantly and blast off like a rocket! The Taycan is available with an option to add an electronic sports sound. While not for everyone, I found it to be a really cool, sci-fi and kinda Star-Wars-going-into-hyperspace sound. One of my buddies asked, "How did Porsche travel back in time to the 80s and record a sound we all thought the future would sound like???" The sound does also give you a sense of speed, because it's scary how fast it'll get from 0 to go-directly-to-jail speeds! Having driven in other EVs, I find them too quiet. Porsche got it right, but I do hear that Porsche is working on being able to accurately emulate exhaust noises in future models, so that may be an option for folks down the road.



Nope, no exhaust pipes.

Is the electric car life for everyone? No, not yet anyway. The charging infrastructure, while good and improving every day, isn't where it needs to be yet for everyone's needs. Maybe you live in an apartment or townhouse and can't install a charger, so you

will need reliable charging in your town. Not every town has that yet, not even close in a great number of places. Not to mention, it would take great initiatives to get charging into apartment parking lots and especially in lower income and remote areas. Those will need to be addressed. Maybe your house electric wiring can't handle the power load of a 14-50 outlet. If so, then you are looking at expensive upgrades to support it. We are lucky to have cheap power in the TVA area and it equates to the Taycan costing \$8 to fill up from 0 to 100% charge. But, not all states have such cheap rates, so an interested EV owner will need to research that. As for the power grid, no, it couldn't handle everyone driving and charging an EV today. It will likely take over a decade before we are even close in this country, though the grid is being improved upon every day. It will be up to each person to see if their situation will currently allow for an electric car in their lives. So, as awesome as the Taycan is, it's just not going to be for everyone yet.

This car has truly been an eye-opening experience and an absolute joy to own. I drive it an excessive amount more than I need to. It's so cheap to recharge, it makes daily life so much better. I find myself now not just an ambassador for Porsche brand, but for EVs as well, as you have to adopt both lives when you own this car and won't mind either a bit. I've brought the car to EV car events, as well as gas ones as well, in order educate and yes, show off some too! This is Porsche's first foray into electric and

they nailed it! Not perfect, they sorely need to hire some better software developers and step up the software Quality Assurance, but the car and the drive, perfection. Porsche perfection.

Planning and Leading a Porsche Club Driving Tour

By Ed Stone

Owning and driving a Porsche has been one of my lifelong dreams. But like many, realizing that dream had to wait until my kids were grown, the college bills were paid, and I could afford having a “fun” car in addition to the “practical” family car.

Enjoying my Porsches, my “fun” cars (I have owned two Caymans, and now a Macan S) was based both on admiring the quality of their build, as well as sensing the pleasure of cars designed for spirited driving dynamics.

Participating in club events and their organized tours make my driving experiences even more pleasurable. They provide an opportunity to share fellowship with other Porsche owners, hear about what they have learned with their cars, and to travel together on roads that accentuate the capabilities of the cars. It is the Porsche driving experience that justifies the love and admiration we have for the brand.

Our Heart O’ Dixie region plans several driving tours each year, usually between March and November, depending on the weather. As a newish member of the HOD club, I participated in several drives,

enjoying the efforts of others. As I became more experienced, I began to think of other potential destinations. When I joined the Board of Directors, I was invited to volunteer to lead a tour. I was initially hesitant, but then made the commitment. The next thought was, how do I do this?

Seek advice from experienced tour leaders

I had about six months to develop my tour plan, validate it, and complete my preparations. I knew that if I did not know how to do something, even if I thought I did know, it was always best to seek advice from other sources. I talked with experienced HOD club members who had led tours that I participated in. I learned that there are many records of past tours available to consider in choosing my destination. Those packages included the tour briefing package with directions and maps used, as well as the restaurant visited at the destination. I also learned that our HOD Region and Porsche Club of America have well-thought out and practiced guidelines, procedures, and rules for conducting driving tours; reviewing them provided the baseline for what had to be done. Club goals are to conduct safe enjoyable tours, while minimizing potential risks.

Step 1: Choose a destination and plan a preliminary route

Lookout Mountain near Chattanooga was suggested to me; two previous tours to that destination had been rated as highly

successful and very enjoyable. I was provided a copy of the tour package for that drive to consider while developing my tour plan. This was of immense help in simplifying my planning, and more importantly, reducing the self-induced stress of planning my first driving tour.

I studied the Lookout Mountain tour package and considered what I had experienced during other drives. I thought that the past tours included a significant “boring” section along Highway 72 between Huntsville and Scottsboro; I had driven that path many times during our boating weekend trips, and there was nothing particularly engaging in it. I had been on a very good drive led by Greg Bayuga which departed from south Huntsville, passed through New Hope, and on to a point of crossing Highway 72 near Woodville as it turned northward. I decided to combine the two into a new tour to Lookout Mountain; that would increase the opportunity for “spirited” driving.

I had a copy of Bayuga’s tour; so, with the two printed plan details, I developed a combined tour by doing a detailed map analysis, using both the provided tour package as a baseline. I also used Google Maps to build a driving route map, entering in starting point, way points, rest stop, and the destination. Google Maps calculated driving distances and times, with a visual map and turn-by-turn directions. A planning guideline was to have a rest stop for each 90-minute or less tour segment. My map plan

looked good, but it had to be validated on the roads.



An important component of a tour plan is choosing a restaurant at the destination that has the capacity to accommodate parking for the cars, and a staff capable of serving the participants. Luckily for me, the Café on the Corner had already met those criteria.

Step 2: Recon the planned tour route

I had been advised that traffic patterns varied by whether it was a work/school day vs. a weekend day. Since our tours are always on Saturdays, for a recon to be valid, they had to be done on a Saturday. I drove three recons of my planned route. They validated much, but each exposed a few surprises.

I did my first driving recon on May 19th. I drove solo on this first effort to validate the roads and the route turn intersections. I departed on a Saturday morning, leaving the assembly point at 08:00. The “driving” fun began quickly once I turned onto Hobbs Island Road; I was familiar with this route since I had used it several times during drives to/from Lake Guntersville. I knew its crossing through the Hwy 431 traffic light would be a challenge; I chose a site in the

high school parking lot where the cars could regroup. I was less familiar with central New Hope; as I drove along, I missed a critical turn and had to back-track to it; I highlighted this for the tour's route directions plan.

Back on the correct road and moving northeasterly, I noted two more critical turns. To my surprise, I came upon a large group of bicycle riders on the same road; this could be a hazard for our Porsche group that we must be prepared for. At Hwy 72, I turned easterly and followed it into Scottsboro; it was an easy run, but a cautionary area that contained patrolling Alabama State Troopers and Scottsboro Police. I made the turn onto AL 35, crossed over the Tennessee River, and made the turn onto AL 40 which would take me to Henagar for our Rest Stop. It was a nice curvy climbing road that we could charge up to the top of Sand Mountain; more fun!

At the McDonald's Rest Stop, I checked my times and noted I was a little off plan; I attributed that to the wrong turn in New Hope. After my "rest," I continued along northeasterly on route AL 75. This segment of the tour provided a swoopy road that would take us to a critical turn onto GA 136, where we would drive down the mountain on switchbacks into Trenton. I noted two critical turns at traffic lights that would need highlighting in the tour instructions. Once through Trenton, GA, the fun roads continued, this time back up a mountainside with its switchbacks to where I found the key turn that took me along another fun road

on the top of the mountain to the town of Lookout Mountain, TN. I found a critical stop sign turn inside the town that I noted. My GPS directed me along a street where the restaurant was supposed to be, but I did not find what I expected. This was a problem that I would need a solution for. I returned to my home to review my draft tour plan and I found that my mistake was that I had used Google Earth's identified destination address, instead of the correct restaurant address included in the original source plan – that was a rookie mistake!

I updated my tour plan with what I had learned during my first recon, however, I was not able to verify the driving times since I was a solo-driver; I could not safely make notations while underway. I planned to fix that on the next recon drive.

I convinced my wife Marcia to be my driver on the second driving recon, which we performed on August 14th. She did have conditions though: we had to make it an overnight trip, including dinner and a B&B. She is not a voluntary early riser, but after I explained that we needed the representative conditions expected for the actual drive date, she agreed, and that is what we did. We arrived at the assembly point at 07:30, and loitered there for several minutes. We began our tour from the start point at 8 AM. All went well; Marcia drove at the posted speed limits, negotiating the traffic lights and turns normally. As she drove, I compared actual times and noted the differences on the draft tour plan. During this recon, we drove

through a fog that was suspended over the farming land between New Hope and Hwy 72/Woodville area. I noted two more critical turn spots along the way where the correct path was partially hidden by the fog. After passing into the sunlight, it became a beautiful day for a drive. We completed the trip per plan, arriving at the correct destination, Café on the Corner. We had a nice lunch, and I coordinated with the café's owner; she was pleased to know that we had chosen her restaurant.

After lunch we went touring at the Raccoon Mountain Caves, thoroughly enjoying the tour. Later we searched for our Airbnb; we had some difficulty as the address was a Georgia address instead of Tennessee – who knew! But we did finally find the correct location and checked in there. After getting settled in our room, we internet-surfed for a dinner restaurant. We discovered there was no other option on Lookout Mountain; we would have to drive off the mountain into Chattanooga. We had enjoyed our Café lunch so much, we decided to return there for our dinners. Dinner was great, after which we returned to the B&B. It was a bit spartan for evening entertainment with no TV or radio; we had to stream via our phones to computer viewing.

On Sunday, with beautiful sunny weather, we departed the Airbnb, and drove to the Lookout Mountain Point Park, a Civil War Battlefield, and toured it; very interesting. It was amazing to look over the edges and realize the battle that took place with Federal

soldiers fighting upwards to the top of the mountain, including dragging with them cannon pieces. After, we drove homeward via I-24 to Hwy 72 to Huntsville. The best parts of the weekend were that I was able to improve the tour plan, and Marcia had enjoyed the outing, and agreed to again be my driver for the actual tour.

Step 3: Finalize plan, publish Tour Information Package

Next in the process was to request insurance coverage by Porsche Club of America, update my tour plan into Final Draft status, and then do a final recon on the Saturday prior to the actual tour date. In updating the plan, I considered what it was like for me as a solo driver, and following the vehicle in front of me, while trying to read the “small” print for the tour package directions - that is one of the reasons I always try to stay up front; I rarely had a navigator along for the drive. So, for my tour package, I increased the font size, included blow-ups of the map diagrams of critical turns, and added photos of those critical locations to aid the participant recognition of them. Examples:

Conduct Tour Assembly and Briefings

The original scheduled tour date had to be delayed until the following Saturday due to heavy rains. This happens occasionally, and the club President announced the decision on Friday evening.

On tour day, Marcia and I arrived at the assembly point, the south Huntsville Walmart Supercenter parking lot, off Memorial Parkway, 30 minutes before the designated assembly time. I wanted to be there before other members began arriving. As the tour leader, I was responsible for ensuring all participants signed the appropriate waivers (adult, or parental for minors), distributing tour packages, and conducting the tour and safety briefings.

As tour leader, I also designated the “sweep” car, which would be the trail car and provide progress info to me during the tour, and respond to any member whose vehicle became disabled along the way – for this tour the sweep car happened to be Jim Cambron in his yellow 911. It was important to pick a car/owner that would be easy for me to see at the front of the line of cars so that I could judge progress or delays.

We also had to identify any drivers/cars that planned to exit the tour somewhere along the way. One of the most important tasks while underway was ensuring that every participant was accounted for, and if anyone was missing, to initiate assistance for them.



When I thought the package was good, I shared it with Jim Cambron (Club President, and past leader of the Lookout Mountain tour) to get his opinion about it. He made a couple of suggestions, which were implemented into the final package. Jim suggested a shortcut change to the route on the other side of Trenton, GA, which would cut our time by fifteen minutes. I chose to use it to create two options, an Option A, and an Option B. If we were on or ahead of schedule, we would go with the original plan (A); if we were running late, we would go for the shortcut (B).

I did my final driving recon on Sept 11th as a solo driver again, and verified that all of the times were close and the conditions along the roads were as noted during the previous recons. After returning to home, I made some minor edits, and added “Return to Huntsville” directions. Now, I believed the package was ready to execute.

We had a large turnout of 15 cars and 31 participants for the morning drive, and it was a beautiful sunny and clear day. After the briefings were complete, we began lining up for the on-time departure.

Lead the Tour

Marcia and I drove onto the route at 08:00; we were on our way on-time. Marcia drove a little slower than the speed limit initially, then after everyone was underway, increased to the parkway speed limit. Traffic was light and the group moved along in good form. It was a very pleasant drive. As Marcia drove, I kept track of the times; we were within +/- 1 minute of the plan. The tour progressed per plan with no significant gaps or delays all the way to the Henagar rest stop.

We had a 20-minute planned rest stop in either the McDonald's or Jack's restaurant. At 15 minutes, we began sending drivers forward to the reassembly point (a business parking lot about .5 mile onward) on AL 75. There, President Jim was guiding the drivers/cars into a series of files to facilitate the group's continuation departure onward. When the road was clear, we led the tour group out onto the highway, and we were again moving along.

We continued to the critical turn across the Georgia border, where we turned onto GA-136, which we followed down the mountain into Trenton, GA. My recons had identified the potential issue of the group being broken with two traffic lights. We planned a

reassembly point in a parking lot on the far side of those two lights. That plan was a great idea to get us back together as a touring group; it had been recommended by President Cambron.

With all together, we were slightly ahead of schedule, so I led us on the route up the mountain on the curvy roads (Option A). All was good until we approached the critical turn at the intersection with a flashing yellow caution light at GA-189. There were road resurfacing crews working on GA-189, and in doing so controlling traffic. This was unexpected. We idled for about 20 minutes at that intersection waiting for the escort vehicle to return to pick up another group of cars; we were now behind schedule. As the lead car, I had a friendly conversation with the sign bearer, and told him about our car group of sports cars. When his supervisor arrived, the Stop Sign guy arranged for us to be next in the queue, and then we were moving again. If we had known that road surfacing had been ongoing, we could have taken Option 2 and missed all of it and stayed on schedule – oh well!

We continued along the top of mountain, along a swooping road, through Lookout Mountain, GA and on into Lookout Mountain, TN. We arrived at our destination about 20 minutes later than scheduled. The official PCA-sponsored tour had been successfully completed with no incidents. I had completed the technical portion of my tour.

We parked, and then walked to the Café on the Corner, joining others. The restaurant staff was ready for us; they had set up most of their outside patio for us with umbrellaed tables, and settings. The weather continued to be wonderful; the service and food were top-shelf; it was a beautiful day.

After lunch, tour participants individually returned to their homes via their chosen routes. Marcia and I chose to back-track a bit so that we could stop at the hang-glider launch site and observe the brave pilots enjoying the favorable winds. It was amazing. The brave and confident pilots prepared and safety-checked their rigs, and then stepped off the mountain launching themselves, and then rode the wind above us.

After about an hour of watching the pilots, we continued our drive homeward. Although a long day, it had been a beautiful day. And, best of all, because of detailed planning and multiple recons, the tour executed mostly as planned, with no incidents. I was satisfied.

Post-Tour Requirements

Ah, but finishing the “drive” does not complete all of the official PCA-sponsored driving-tour requirements. At the end of the tour, I designated a member to submit the Observer Report. And I submitted the Tour Report. Both reports are submitted via the PCA website. I printed off a copy of my report and emailed it to the Club President and Secretary.

Summary

I had a ton of fun doing this. Planning and conducting a PCA-sponsored driving tour was much easier than I originally had thought. Learning from others with experience, following the club and PCA guidelines, and conducting multiple recons gave me both the technical knowledge and confidence to provide the club’s members with an enjoyable event. I recommend that each member commit to leading such a driving tour. The most difficult step in the process is choosing the destination.

My Year in Porsche Carrera Cup

by Joe Still

I started my quest to race in the “big time” in 2020 with the older “IMSA Cup Challenge” program before it was replaced. IMSA brought in its place the international series Porsche Carrera Cup. I entered Road Atlanta as the last race of the 2020 year and the last Cup Challenge race ever. Some may recall the experience was not completely positive (I have the \$25k in Blue Cross payments to the hospital ER to prove it!). That series was repackaged and moved to USAC and is similarly professionally organized. Late last year, I got licensed to run in both series this year as my Goldcrest stablemates were trying to sort out what series they wanted to run in so we could stay together.

Some background on IMSA with PCCNA and 2021. Porsche Carrera Cup North America (PCCNA) is the domestic version

of a standardized series run worldwide. The other countries have been running the series for some years so they are a little more developed than North America, which is in its first year.

There were three classes:

992 Pros (with a “young driver” category who dominated the top six to eight positions all year);

992 Pro Am (non-pro drivers in the new 992 Cups);

991.2 Pro Am (the one and only year the older Cups are allowed).

IMSA makes all the team trucks line up in a remote location by Series and then they are brought in and escorted to position at a pre-determined time. And all rigs must stay closed until ALL trucks are in place and then and only then can you open up and set up.

Part of the Carrera Cup series internationally is standing starts. PCCNA (Porsche Carrera Cup North America) at the last minute said the standing starts would not be implemented until later in the year. Rumors of reasons were there were not enough spare parts for the brand new 992 Cup in North America to fix the potential carnage, which turned out not to be the case. It seems a standing start required a large, expensive light system PCCNA did not own and was not prepared to transport and set up. Think of the F1 start lights we have all seen.

We had done some looking into standing start to get a jump on it before it was scrubbed. My pal Grady in BHM actually tried a standing start in his neighborhood and had a line of pre-teen boys running out of their houses yelling “Cup Car” from the sound they recognized from their Simulators 😊. Kids these days!

So, we were relegated to a rolling start like that used in IMSA. It remained that way throughout the season. By the way, the Cup has a launch control none of us even knew about until we started looking into standing starts. At the first of the five red lights, you engage first gear while holding the brake, at the third red light you advance to full throttle, when the fifth red light goes out you keep the throttle buried and take two seconds to release the clutch. Two seconds exactly. If you take longer, you get left behind. If you dump the clutch and light up the rear tires, you also get left behind. Two seconds is the secret sauce.

Carrera Cup Race Event One - Sebring 12-Hour

Wow, what a cool show to be part of. Totally professionally organized with paid staff. Now I like the PCA club-racing folks, but to keep it affordable it is run by volunteers, so the level of skills might be a bit diverse although they all are happy to help, just in a few cases they can be uncertain how to do that.

COVID again dominated the Sebring event as it had the last race of 2020 at Road Atlanta. We had to drive through a tent and show credentials and have temperature recorded every time we arrived at the track. It was, however, well conceived and took very little time to enter, except the day of the big race. Then it backed up a ways.

Race 1 - My rolling start was not very good. The rule is you are SUPPOSED to stay in your lane until you cross the start/finish line. I applied the rules as I understood them and I was about the only one, so I lost a few places on the run down to Turn 1. And as it was the very first race of the year of the series and elbows were out, the result was a pretty high attrition rate. I did make it through with no damage and in fact moved forward rapidly thanks to said attrition. I finished 4th in-class and while just missing the podium, I did have to pass thru tech, which felt like an accomplishment. They post-race tech the top four cars so that in case one of the top three fails, they still have a complete podium.

Race 2 - I spun early and was lonely in the back. As I was moving up to a close competitor a few laps in, I hit what I later heard was oil and lazily spun toward the inside wall. By the way, cars always spin back to the inside; a physicist might be able to explain it but it escapes me. Anyway, it was a slow spin into the grass and stopped 5 feet from the wall. Gear down to first and back on the track I go.

I had a lot of moments later in Bishops Bend (high speed sweepers) with the car pushing toward the tire wall and I started losing time. Turns out later that I had knocked half the front splitter in the spin and lost a lot of front grip in the high-speed stuff.

The humorous part of this is I made the highlights both in our telecast AND during the run up to the BIG SHOW 12-Hour the next day in the previous highlights. That is where most people saw me as they were watching the 12-Hour event. They say there is no such thing as bad publicity, but I am not sure of the truth of that in this case, having your friends hear “Joe Still spins off the track!” I will leave you to decide.

Anyway, since after the spin I was too far back to do much, I let the front runners come through easily. I foolishly let a guy in class get past me. Lesson learned here. The three classes have different headlight colors so I just failed to notice he was in my run group.

Carrera Cup Event Two – COTA

COTA (Circuit of the Americas) was a replacement race for one of the cancelled Canadian races due to COVID travel protocols.

I had another decent outing at COTA. As typical, I was a little slow getting up to pace and then a little off in the high-speed stuff. Practices were OK but qualifying got canceled due to torrential rains. Since we couldn't qualify, they gridded us up by

national championship points which placed me fourth in class based on Sebring results.

Race 1 -We were expecting a wet race based on the weather forecast but as we got up Friday morning the sky was clear. The track, however, was far from dry. But in the absence of falling rain, all but one car went out on dry slicks under the assumption that early in the 45-minute race we would have a dry line. Wet tires just would not hold up, so we thought. Yes, the wet tire guy won the overall.

We rolled off from the false grid on onto the track and the rear tires lit up like a Christmas tree! I have had better traction on ice and snow it seemed like...not really that bad but I was surprised/shocked.

I did what I could putting heat in the slicks on the out-lap and then for a rare change had a good jump on the start. I was actually leading in class into the first turn but was passed by my pal Matt, and by T2 I had let him come thru outside. It did leave me in a solid second in class for the moment! A few laps later I am having fun with the slippery track, and chasing hard, I looped the car in T11. Nice easy spin to the inside wall and stopped just short of contact. Unfortunately, the steering wheel was upside down and as I was pulling the paddles to get back to 1st, I was actually upshifting. These cars do not like to downshift sitting still so I lost a lot of time in rocking the car in gear so it would take the downshifts to get back to first gear so I could jump back on the track. Damage done, back to fourth place. 😞

Race 2 -The track was completely dry and as such I was pretty lonely after the first few laps. After cruising in fourth the whole time I had been lapped by a few of the front runners. On the last lap the leader came by a second time just as we pulled onto the front straight. At the same time on the other side of the track, Grady in third place in class got into it with one of the other Goldcrest cars and hit the wall, crippling his car. I drove by his wreck on the last lap and it looked like I have my third place in class! Well, Grady who crashed out from third, rides back with the wrecker and gets escorted directly to the podium as third place? We are all confused. How did I pass him while he was parked on the last lap and not win that position? Best I can figure out, that last lapping leader pass before start/finish ended the race for me with one less lap than others still in front of him starting the last lap.

Carrera Cup Event Three - Watkins Glen

We did a test day at The Glen before the three days of PCCNA. After two decent slow-but-improving sessions, my gearbox went south. It would not take an upshift into 4th. It kept bouncing back to 3rd. Now these are computer-controlled gearboxes with paddle shifters that are all electro-hydraulic, so it is not like anyone can say I muffed a shift. This gearbox had about 10 hours on it from a complete rebuild by Porsche Motorsports in California. You have to use PMA for motor and transmission rebuilds/refurbs to have the requisite seals to

pass tech inspections. No AAMCO rebuilds, please.

Goldcrest tried some stuff overnight that did not fix the problem. So by the end of day two, they leased a gearbox from Porsche Motorsports for...well, I will not tell you what the hourly rate was, but there was a comma involved. I felt they should waive both the repair and the lease cost as it was their work that was suspect. (Later news, they did charge for the lease but no charge so far for the rebuild).

Race 1 -The loaner worked and we qualified with the loaner transmission working fine. But everyone had several sessions practice over me, so I was dragging around the tail end somewhere. Neither race was very memorable for me but neither did I get hit. The loss of 75% of practice time really cost me training.

Race 2 - I ran over the exit of the bus stop in Race 2 and unknowingly took off half the front splitter, just like at Sebring to start the year. The car was evil in the high-speed stuff like the climbing esses and I thought I had a tire going down. A quick pit-stop for safety confirmed the tires were fine. The crew thought by being off pace and getting out of the leaders' way I picked up "clag" (AKA tire debris) and it just lost all grip for a few laps. The crew however did not notice the missing splitter so all I could do was reduce pace in the high-speed turns.

Carrera Cup Event Four - Road America

I had a bit of a sore throat for several days prior to Road America, so I did the responsible thing before the race, I went and got a COVID test the day before leaving, which was negative.

I had a great one-day test the week before. We were a little slow getting started; I had Bryan Sellers run some laps to check my set up. He thought it was fine but he cut a tire on the next-to-last lap. To prove the age-old axiom, "It is always something," my front built-in hydraulic jack failed, leaving Goldcrest to have to jack the car up in increments. With a new tire, they then had to pull the hydraulic line to get the jack retracted. We missed two hours getting started.

My lap data at the test actually matched Bryan Sellers' in all regards except I was over-slowng T1 and T6. I expected great things from the Road America weekend!!

Alas, I got home Wednesday and by Sunday was in bed for 24 hours straight before finally relenting for another COVID test the following Tuesday. That test came back positive. This was when the Delta variant was starting to shake things up and since I was Pfizer vaxxed in Feb/Mar, it was a breakthrough case.

By that Friday night my SAT rate was fluctuating from 92 to as low as 72, which is not good. So, I had Susan call an ambulance for the ER. My working assumption was ambulance patients do not get dumped in the

waiting room with sick people (LOL- like I was not one) and I was put on the express lane. I was started on O2 and IV meds that took four days to absorb. My last day was without oxygen so I asked to be released to make room for someone worse off. I made it out after the four days and was never intubated, just O2 by cannula. The “spa” was very quiet but boy the chef should be burned at the *steak* (pun, while regrettable, is irresistible).

It took until mid-November to get full taste and smell back and take a deep enough breath to think I am near fully recovered. This would affect the balance of the season with mental fatigue midway thru stints. Not dangerous, just loss of edge. Now the races I missed at Road America turned out to be another demolition derby and I would easily have slid into second place due to attrition but ya gotta race to be on the podium. My big shot missed, including an almost certain second place in the second race at Road America.

Carrera Cup Event Five - Indy

I did not sign up for Indy. I had run the track before and did not particularly enjoy the lap there. Also, due to various circumstances through the summer, my wife had ankle reconstruction surgery delayed until the actual first day of practice for Carrera cup, so just as well I hadn't pinned my hopes on that event.

The Indy event was a triple-header to try to get in all the races originally planned in face of canceling the two events/four races originally set for Canada. So, I missed three races at Indy and dropped well back in the points.

Carrera Cup Event Six – VIR

This should have been a good track for me, but lack of aerobic fitness left me just a little flat. Mental fatigue was a real challenge.

Race 1 - There were only five cars in class and I finished fifth.

Race 2 - There were still only five cars but I could not stay focused, so last in class again. I did get a “good guy” shout out on TV for courtesy in letting front runners by. I can say that I was third-fastest lap in class in Quali, Race 1 and Race 2. So, my pace when I built it up showed some promise.

Over lunch one day, Brian Blocker, the head of PCCNA, promised to appeal to Germany for a “Seniors” class that would satisfy me. I told them I voted for Masters as being 68 years old or over or 45-year-old and spot me a one lap lead for every year under 67. They were 😊.

As of now we have been granted the third “master’s class” but details will not be out until January 4th.

Carrera Cup Event Seven - Road Atlanta

The last race of the Carrera Cup year was our home track Road Atlanta and it was a three-race event like Indy was. This was to make up for the race planned for Mosport in Canada which had severe COVID restrictions, including a two-week quarantine on the way in, which would not work.

Qualifying did not go as well as I needed and I started near the back. I have failed to grasp just how important a good Qualifying is. It seems like even two rows back at the green flag you are only 40ft back of the four spots in front. That is NOT how it sorts out. I plan to hang it out next Qual.

Race 1 - My car tech and I just don't seem to be able to get the starts right. We need to practice that in this offseason because it puts me out of position and complicates results. I never heard a green flag call and lost spots every time.

Race 2 - I no more than started and my right shoulder harness popped over the lip on the HANS device. I do not have a death wish so I had to slow to loosen the shoulder strap and get it back over the HANS and then cinch it back up. I lost a few hundred feet in the process, showing yet again how many things can go wrong. I chased hard and by the end made a nice pass for position to move up to top 20 overall.

Race 3 - This race turned in to as big a crash-fest as the first race of the season at

Sebring. Several of the front runners in our class either crashed out or bumped into the wall and DNF'd. I was mounting my usual late-race charge and needed about two laps to pass for third in class. The next time across S/F, I got the white flag. Lord knows I put the whips to that car but came up a little short on what would have been my first and only podium for the season. Again, fourth is just a "just-in-case" tech inspection.

Race 3 at Petit Le Mans ended my year with a fourth-in-class out of 10 and a 20th overall, which given 22 of the cars were superior platforms, is not bad. Thankfully attrition, coupled with a level head and knowing a new car was coming first of January, along with needing to sell the current car, I stayed well out of trouble. Had a spin in T7 and had to sit there while three or four cars come within inches of me parked backward on the fast line. Not a great picture. I was able to clear and pull back on the grass and then rotate back to head the right way.

And someone spun my pal Grady in T6 and I was the next one by. I lined up to go inside and the guy pulled back to the inside cutting me off so that was a quick-hands moment. But again, the car was unmarked.

Wrap-Up

The year was a success in several ways. I ran with a really fast group of drivers and faster cars and managed to at least stay out of the way. I did not total a car this year. The damage was pretty nominal, especially

at Road Atlanta end of year with new cars coming and everyone planning to sell the 991.2. Seems like all of my competitors but me had some big wreck damage to fix first.

I did get a little better I think, especially under braking. And I really got back most of my alertness. If you look at the sector top times from Road Atlanta, I finished near the back and unsurprisingly had similar sector times to that place. Except the final sector, which comprises the back straight to the front straight. Turn 10A includes hard braking from 170 mph down to 60. In that sector I was 10 places higher than my overall and in fact was faster than some of the 992 cars through that sector.

So, we look forward to what will be for sure the last year at the Pro level, and if I struggle with the new cars as badly as the other older guys have in theirs this year, I may not make all the events. Some very quick guys from PCA made the move to the 992 last year and frankly I can keep pace with them better in their new generation cars. The repeated claims are the all-electric steering is completely numb. I can only dream about being the exception. Also, as mentioned at VIR Carrera Cup, they have promised me some concession for age groups.

We have booked extensive winter testing to acclimate to the new cars, due the first of January. We were booked for three two-days tests and then the Sebring 12-hour race weekend. We just learned of “trouble at sea” and our new cars are now expected January

28th, so one of the test events will be scrubbed.

One note about running on an IMSA weekend: if you do not book hotel accommodations a year in advance you stand a good chance of taking whatever Airbnb you can still find at whatever distance from the track. And the hotels have “special pricing” for event weekends. As an example, the Sebring Seven Motel offers a special 12-Hour Sebring rate of \$450 per day, 5-day minimum, and no cancellation. This for a motel doing well to earn \$150 per night 😊. Now THAT is special.

Respectfully submitted,
Joe A Still
Carrera Cup 2021 991.2
Car Number 8