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The Ozark Injector

A Publication of Ozark Region Porsche Club of America

April 2006

THIS MONTH'S SCHEDULE

Volume 4, Issue 4

- 7 Apr Cimmeron Region Spring Fling** — See page 6 for flyer and details and registration information.
- 8 Apr Breakfast Club** — The breakfast club continues touring the Ozark Region. We'll head to Heber Springs in April to McPhersons Restaurant. More details on page 3!
- 13 May National Kidney Foundation Walk** — Little Rock Zoo. Followed by brunch at the Clinton Library
- 20 May Annual Firestone Car Show** — Hosted by Keith Lundquist on Rodney Parham. Charity car show for the National Kidney Foundation



President's Corner
By Rick Daes

Hello! I first need to correct an omission I made when writing the Porschepalooza article. I failed to list Perfection Plus as one of the sponsors, I meant to list them first.

The club officers are researching ways to communicate with the members more effectively and continue improving the club. The most effective way to inform you as to what is going on is by our monthly newsletter. The cost of postage, printing and supplies continues to go up and we would like to start e-mailing the news letter to those of you who wouldn't mind. Those of you who don't have a computer or would prefer a mailed copy will of course continue receiving a hard copy.

We are in the process of updating the web site roster and we would like to list members and their cars, along with a picture. To do this we will need to have your permission.

We would also like to know what activities and events you would enjoy so we can continue to offer a variety of things to do, as well as hear what you think the officers and committee members could do to make the club better and more interesting.

Over the next month, myself or one of the other officers will be contacting you to get your response. Please feel free to contact any of us, either by phone or e-mail with your comments at anytime.



Editor's Notes
By Michael Kennedy

What a great month for the Club March turned out to be! With the new logo, the logo party at the Peabody, dyno day, and Porsches and Ponies! It sure was a busy and fun month, and a great way to break into the spring!

Speaking of Spring's arrival, this time of year is well known for a few things; Spring Cleaning, end of school, and getting our Porsches ready for a spring and summer full of driving fun! Well the spring cleaning is up to you, but I have a couple of important messages about the other two. First,



Membership Report
By Lisa Broadwell

As of February 1, 2006

New Members:	1	
Lee Sabath	Little Rock	2004 Boxster
On time Renewals:	3	
Late Renewals:	0	
Transfer Out:	0	
Dropped / Non Renewals:	2	

Please try to remember to pay your dues on time. PCA's Main Office doesn't offer a grace period.

Total Members as of February 1, 2006: 86

If you see LAPSED and a date next to your name on the address label, it means that PCA National shows you as past due on your membership. Pay ASAP to continue receiving your newsletter and email updates. Speaking of email, If you do not get a weekly email update from us it's probably because we do not have a good email address. Please remember to tell us when you change your email address and also go online at pca.org and change it with National. Thanks!!!

and foremost, our very own Rick McPherson has happily agreed to answer technical questions about our Porsches. As many of you know, Rick and his father Steve take care of all things Porsche down at Perfection Plus. All you have to do is send an your questions in an email to the editor (me) at OzarkPCAactivities@comcast.net and Rick will answer your questions in the next issue! By the way, all you have to do is reply back to your Ozark Injector and I'll get your email!

Next is the issue of school getting out. Many of our members have children, so we would like to include events that are fun for the whole family. So be sure and talk to any officer at our events, or

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We're on the Web!
<http://www.pca.org/ozk>



Porsche of the Month

The April 2006 Porsche of the month belongs to... Well I'm actually not sure who owns it. I goofed and forgot all about the Porsche of the Month until it was way to late to vote for one and have time for the owner to write a good article and provide pictures. So this month I'm cheating a little bit and going back to a newsletter from last year when we had a historic Porsche. This time we have a short article to go with it. The April 2006 Porsche of the month is the 1962 Porsche 804 driven by Dan Gurney to the one and only F1 victory for Porsche back in 1962.



The 804 was a neat little unit that owed much to the lessons learned from the earlier 787 model. Fitted with an all new eight-cylinder Boxer power plant the air



cooled 804 provided the German outfit with a competitive car that scored the marque's first and only F1 victory courtesy of Dan Gurney.

The car also featured an interesting new brake design. Instead of a disc the brakes acted upon a flat ring mounted on the outside of the hub which helped in limiting temperature and thus made the brakes more efficient and longer lasting.

Credit for this article and more information at:

<http://www.gpracing.net192.com/cars/data/496.cfm>

Editor's Notes Cont...

By Michael Kennedy

(Continued from page 1)

email us, if you have ideas on events you believe will be fun for everyone! Although many of the schools are getting out, I am going BACK to school! In fact, by the time this issue reaches your mailbox, I'll have already begun! This means, beginning this month, any articles or submission for the newsletter will need to be to me by the 7th of the month prior (i.e., April 7th for the May issue and so on). This will give me the time I need to work around my class schedule and still produce a quality newsletter on time. For those who are interested, or just curious, I'm going back to school to complete the general education requirements for my Associates in Aircraft Technologies and beginning my Bachelors in Aerospace Engineering.

That's all for this month from the editor. Take care, and keep the shiny side up!

National Kidney Foundation Kidney Walk May 13

Once again, the Ozark Region Porsche Club will be sponsoring a team during the National Kidney Foundation of Arkansas Kidney Walk at the Little Rock Zoo, May 13th. This annual event will be the kick off to the region's fund raising through the month of May for the National Kidney Foundation. We'll carry through to the Annual Firestone Car Show where we will continue accepting donations for the NKF of Arkansas.

After the Kidney Walk is completed, the club will meet for brunch at the Clinton Library in Little Rock this year. So make plans to come on out and support a very worthy cause and get some fresh air while you're at it!

To add a personal touch, our region's very own Vice-President and Newsletter Editor, Mike Kennedy and his father are both kidney patients, as was his grandfather. So come out and support your region and this great event!



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WANTS YOU!



Breakfast Club

The 8th of April will see our touring breakfast club continue to jaunt around our region. This first, we'll venture to Heber Springs, home of McPhersons Restaurant for breakfast. Meeting place for the Little Rock caravan will remain the same at Christ the King Church on the corner of Rodney Parham and Cantrell Rd. We will meet at 8:00AM and depart at 8:15AM. We expect to arrive at the restaurant between 9:30AM and 10AM. Depending on our arrival time, we may take a few minutes to take some pictures of the caravan. Anyone joining us from other areas of the region should plan on arriving at the restaurant before 10AM.

This will be a dry weather event only. Should it be raining or snowing that morning, our alternate location will be Kierre's Kountry Kitchen in Maumelle. If the weather is questionable, you may call Rick Daes at 501-565-5113 on the morning of breakfast for the final word.

Just the Details

WHEN: 8 April, 8:00 AM at Christ the King Church.

WHERE: Caravan meets at Christ the King Church at 8:00 AM, departs 8:15 AM - Arrive at McPhersons Restaurant 10:00 AM



Logo party at The Peabody

Logo Party at the Peabody

On Friday February 24th, the Ozark Porsche Region had it's new logo party at the Peabody Hotel. A large group caravanned to the hotel and true to form the lead car, driven by Rick Daes aka "Wrong Way", managed to pass the entrance and the entire motorcade had to circle the block. Effectively starting the evening off with a tour of downtown Little Rock. Once the group entered the parking area they were positioned on the large vestibule by the front door out of the way of incoming traffic but in plain view of the hundreds of guest who entered the Peabody that night. There were 944's, 928's, 968's, 911's and Boxster's, almost 40 years of Porsches! It resembled a show room of antique cars parked on a granite slab in front of sparkling clear windows, enabling one to stand in front of the cars and still see the backs of them. All tallied there were 18 Porsches. As if to make a statement that it is indeed fashionable to be late, Ray and Doreen Gage arrived with their 1963 356 B and parked perpendicular to the line up. Why not!? Ray's car speaks for itself, as if to say "Look at Me First"



Photo by Harry Broadwell

Once inside members were given their name tags and car placards with the new logo on them, along with a door prize ticket. Then the president of the club, Rick Daes, called the event to order by welcoming everyone to the "New Logo Party" and introducing the new officers and committee members. Rick then introduced Gregg Hering, the General Manager of the Peabody Hotel, a Boxster owner, a new member to the club, and promoter of this event. Gregg introduced the staff who would be attending the club that evening and spoke briefly about his family moving to the Little Rock area, his job as manager of the Peabody Hotel and how he came to purchase his Boxster. He then directed the club's attention to the bountiful buffet that was set up for the evening.

I find it difficult to describe in words the excitement and enthusiasm that was present over the next 3 hours. Folks could not



Photo by Harry Broadwell



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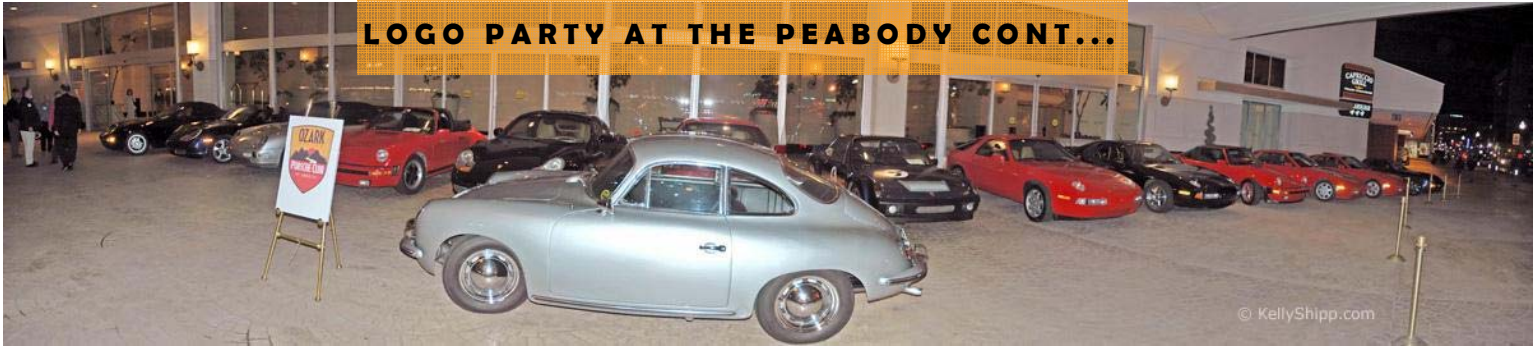


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STEVE MCPHERSON

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LOGO PARTY AT THE PEABODY CONT...



(Continued from page 3)

decide whether to eat, get a drink or go back outside and marvel at all the cars. Seeing that the buffet line and the drink line were long, I chose to go outside and take advantage of a few quiet moments to view and inspect all the cars by myself. Much to my surprise there was a large crowd of folks outside gazing at the cars. With my name

body's Capriccio Grill Italian Steakhouse, John Antle and Kelly Shipp were the lucky winners.



Photo by Harry Broadwell



Photo by Harry Broadwell

The evening culminated when someone asked Gregg what they had done with the old Pinnacle Lounge on the top floor. So without giving an explanation Gregg said, "I'll show you." Talk about bringing the Porsche Club together, there we were packed in an

tag displayed I was met with a volley of questions and was very happy to see other club members come out to inspect the cars and take photo's and diverted some of the questions to them.

I think my date thought I must have left her because what seemed like only a short period of time outside turned out to be about an hour. Once I had returned to the lounge area I approached the buffet table to find a wonderful selection of hand made Hors D'oeuvres and other great food. While I stood there eating and visiting I could over hear folks returning from outside and



Photo by Harry Broadwell



Photo by Harry Broadwell

commenting about the crowds of people who were looking at the cars.

There were many door prizes given away by the club, but to add to the list Gregg donated two dinners for two to the Pea-

elevator heading to the top. What a wonderful sight at night with the city lights shining from all directions. The Pinnacle lounge had been converted to private multi-function dining area. Who knows, maybe a great place for the Porsche Club's Christmas party.

There is no doubt when I say, "A Good time was had by All." A job well done by the club's activity director Joyce Arnold and her committee Harry Broadwell and Mike Kennedy.

A Special Thanks to Gregg Hering and his staff at the Peabody Hotel.

\$\$\$ NEWS FLASH \$\$\$

It costs the club quite a sum of money to print out and mail the monthly newsletter. If you would like an electronic copy of the newsletter please send an email to ozarkPCAactivities@comcast.net with Electronic Newsletter in the subject line and I will add you to the e-mail list. Electronic versions will arrive as PDFs. A free PDF reader is available <http://www.adobe.com/products/acrobat/readstep2.html>

NEWS FROM OUR SPONSORS

On May 20th, Keith Lundquist will once again be hosting our Porsche car show at Firestone on Rodney Parham. This will be a fund raising event for the National Kidney Foundation. We are

working on the details now and hope we'll receive as much support from USA Drugs as we did last year (they let us have their front parking area). Watch for more details as work progresses.

If you have a business and would like advertising space in the Ozark Injector, or would like to help sponsor our newsletter, please contact the newsletter editor for details. A 10% discount will apply if you pay for a full year in advance. Regular prices are as follows:

- Business Card sized: \$25 per month**
- 1/2 Page add (8x5): \$50 per month**
- Full Page add: \$100 per month**

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**Contributing Article
By Leonard Zechiedrich**

RUF Pedal Upgrade

I was recently contacted by a "Porsche friend" regarding an aftermarket aluminum pedal set that he had seen on Ebay. He wanted to know my thoughts regarding the function and difficulty level of installing the pedals. I also had to hurry as there were only two days remaining in the auction to take advantage of this "unbelievable and rare" opportunity (at least that is what the item description said). I advised him against the pedal purchase for two reasons. The pedals looked cheap and flimsy, and also the ad listed models that did not fall in their correct production years.

Roughly two weeks later, my "Porsche friend" showed up at my house with the pedals. I could see that there was a lack of enthusiasm on his face when I opened the door. Once I inspected the pedals, I understood why. The pedals were lousy. Sure they cost less than \$100.00, including shipping, and he had to outbid numerous other bidders for this rare opportunity to own them, but none-the-less they were still pathetic. I suggested he put them on his Triumph. I spoke with him at length about the quality and craftsmanship of a Porsche and how it deserves only the best that can be acquired. However, he insisted on installing the pedals on his 3.2 Carrera.

After seeing the sense of desperation on my friend's face, I decided to help him with the installation. The new pedals had small straps which held them to the original pedals...sort of. This meant



that installing these inferior pedals would not require any permanent modifications. Although the pedal covers slipped, were flimsy, and were aesthetically unpleasing, I did like the positive feel I got while the pedals were in the right place. After the test drive, the pedals were promptly removed and the search began for a new quality set of pedals.

I had only driven one other car with "sport pedals", and it was a dedicated track

car. The pedals worked perfectly unless it was wet or the driver happened to be wearing hard sole shoes. Either of these made it difficult for the driver to keep his feet in the right spot on the pedals. With this in mind, our new pedal of choice would have to meet the following criteria.

1. Be functional for better heel-and-toe
2. Have a secure mounting system
3. CNC machined Billet, No cast or sheet stock cut-outs
4. Must have no-slip rubber dots (No punch-outs with razor edges)...
Ask me about my finger
5. Improve interior aesthetics with high-quality fit and finish

There are many manufacturers of after market pedals. Most can be ruled out relatively quickly after only a brief inspection due to poor quality, or poor aesthetics. The search was narrowed to a couple of manufacturers. It ended, however, after a trip to RUF Auto Centre in Dallas. Wayne Corley of RUF brought out a set of pedals for my 1979 930. The quality was excellent. Complete with anti-slip rubber dots, CNC machined, and stainless hardware. All of the criteria were met. In the shop, there were several vehicles with sport pedals already installed, and I was very impressed. The pedals

were not the only thing impressive about the trip to the RUF facility, but that is another story.

The pedal kit came with three "sport pedals", all mounting hardware, instructions, and of course the awesome RUF logo. A dead pedal is optional. The installation can be performed by virtually anyone with a drill and a metric Allen wrench set.

Installation Steps and Tips: 911 (74-89), 930, 964, 993

Remove the rubber pads from original pedals.
Center the new clutch and brake sport pedals.
Insure that the lower-most hole on the sport pedal is at its lowest possible position on the original pedal. This should allow enough space for drilling a hole in the original pedal. There should be no interference between pedal lever (arm) and mounting hole.

3. Using the new sport pedal as a template, mark the holes and drill each one using a 4 mm (5/32") drill bit.

4. Use the provided stainless Allen bolts, nylocks, and washers to attach the clutch and brake sport pedals.

5. Adjust the throttle sport pedal at its center line. (I adjusted mine slightly off center toward the brake for better heel-and-toe.) Make sure that the floor mats do not interfere with the pedal operation. Use the provided stainless self-tapping screws to attach the sport throttle pedal. (I opted to add matching Allen bolts)

6. Make sure ALL pedals work without interference BEFORE driving.



These sport pedals are available for most all Porsches.
ENJOY!

Wayne Corley: 1-888-RUF-N-USA www.rufautocentre.com

Leonard Zechiedrich: melzechiedrich@aol.com



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