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THIS MONTH'S SCHEDULE

Volume 5, Issue 2

- 24** — SCCA Test and Tune Day at War Memorial Stadium www.arscca.org for details
- 25** — SCCA Autocross at War Memorial Stadium www.arscca.org for details



President's Corner
By Rick Daes

On Saturday January 6, the Ozark Region Porsche Club Officers met for our first board meeting of 2007. The topics discussed were focused around the rising cost of producing our news letter. We currently have about 85 members and we mail out about 55 news letters each month with an average of about 6 pages per letter, with a cost of about \$200 a month. Why so high you ask? Mainly it's the expense of ink and postage. Our news letter is in color and we use almost 4 cartridges each month. We have looked at having an outside source print it for us but the cost would be even higher. Last year we contacted everyone in the club who had an e-mail address listed and about half of our membership responded back to our survey asking if they would allow us electronically receive the news letter rather than receive a written copy. Since then we have gained new members and have lost a few, so once again we will ask those of you who have computers and can receive the news letter electronically to please do so.

The club basically has two sources of income: We receive about \$12 per member from the \$42 membership dues that we all pay annually (that's why it's important to renew you member-

(Continued on page 3)



Editor's Notes
By Michael Kennedy

January has already flown by and we've had our first social event of 2007! (see pg 4!) The Activities committee is in the early planning stages of several events, but one thing is certain for 2007; we'll be hosting and/or participating in many more driving events. So check your oil, kick the tires, and fill the tank! You're Porsche is going to a workout this year!

As you can see from the February events calendar, we are including the local SCCA region autocross, a.k.a. Solo II, events on our calendar. We would like to invent all the club members to come out and support our racing members in this very



Membership Report
By Harry Broadwell

As of January 1, 2006

New Members:	0
On time Renewals:	3
Late Renewals:	2
Transfer In:	0
Transfer Out:	0
Dropped / Non Renewals:	5

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

Primary Members	81
Affiliate Members	57

Total Members as of 1 January, 2006: 138

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!!!

fun, and addicting, sport. We are also discussing utilizing this venue as a possible fund raiser by setting up to sell hotdogs and hamburgers at the autocross events. For several years one of the chief drawbacks to the SCCA autocross venue is lack of anything to eat! Often times events are held at closed airports or large parking lots with little to no access to a decent lunch. We hope this will be a beneficial endeavor for both the Arkansas Region of the SCCA and the Ozark Porsche Club. We'll be looking for some volunteers to assist in setup, tear down, and grilling. If you are interested, contact any of the board members for details or to sign-up.

Speaking of autocrossing, with the race

(Continued on page 2)

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



Porsche of the Month

The February 2007 Porsche of the month belongs to Dave and Barbara Chance with their 2004 Boxster S Anniversary Edition.

I first learned about Porsches when in the 5th grade in 1963. I attended a local Jaycees sports car rally in Hammond, Louisiana with my Dad. I had wanted a Porsche ever since and knew someday I would have one.

My wife, Barbara, and I saw the Boxster S Anniversary Edition in Tulsa in 2004 and knew it was a special car. It is a 50 year anniversary recognition of the 1953 Porsche 550 Spyder. It has a variety of special features including race tuned chassis, springs, shocks and stabilizers plus 18 inch Carrera alloy wheels. We fell in



Editor's Notes Cont...

(Continued from page 1)

season about to start, our driving events chair Ron Mott has revamped a 2003 article on car preparations. Read it on page 6.

See you all at our next event!

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love with it upon first sight and bought it the day we found it.

The 1953 550 Spyder had racked up class victories virtually everywhere it raced and won the tortuous Targa Florio outright. It was the first Porsche created purely for racing.

Our car was designed in recognition of that special car. It has the GT Silver Metallic paint originally developed for the Carrera GT. Additionally, a special Cocoa Brown leather interior has a very distinctive look and offers reference to the classic 50's styling of the 550. Only 1,953 of these commemorative cars were made and include an individually numbered plaque mounted on the center console, making it a classic. Ours is number 32 of 1,953.

The boxer engine put into these anniversary edition cars was tuned slightly higher than a normal S at 264 horsepower, and 229 lb-ft torque. Top speed is 165 mph. It is also slightly lower and wider than the traditional Boxster S. The car will fly, as I found out the first week I owned it when I met the Rogers, AR Police Department on a local 2 lane road!! Have to keep my eye on the speedometer and my foot out of it (usually). My 24 year old son, DJ (who loves the story of me getting a ticket the first week I owned the car) gave me a Valentine 1 Radar Detector for Christmas that first year. Thanks, DJ!!

No matter what season of the year, Barbara and I enjoy running through the hills of north Arkansas in our Boxster S. We particularly love running highway 62 to Eureka Springs in the car as it was made to run on winding roads like those in our area. We enjoyed getting to know folks at this years' Porschepalooza and look forward to seeing you out on the road again soon!!



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Breakfast Club

We have not planned/scheduled our breakfast clubs yet. Once the activities committee completes the 1st quarter events, the schedule will be posted on the website and in the newsletters.

PRESIDENT'S CORNER CONT...

(Continued from page 1)

ship on time), the second source of income comes from our advertisers, without them, we could not afford to print the news letter in color.

I want to "Thank" all of our advertisers and encourage everyone to support them as they have supported our club.

I want to also take a moment to "Thank" Mike Kennedy, our news letter editor, for the wonderful job he has done. He has managed to publish our news letter on time (*most of the time, Ed.*) each month since he took over in 2005. Our club Secretary, Chuck Weeks, has volunteered to assist and help Mike with the news letter.

Joani Mott, our club treasurer, reported that we currently have about \$1400.00 in our account, which is about our average account balance.

We also talked about our club activity schedule with Harry Broadwell our Activities Chairmen. Harry will be looking for volunteers and suggestions for new and different events for our club to do this year. We hope to provide something of interest for everyone.

Thanks for your support.
Rick Daes
President

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JANUARY SOCIAL: WEST END By Rick Daes

Our first social event of the year was held at the West End Smokehouse and Tavern located in West Little Rock on Saturday, January 6th. We went there to support follow club member Gregg Herning and his band "Crisis". We arrived at 7:30 in order to get a good seat and reserve a table for the 15 or so members and guests who decided to attend. We were too late, the place was already packed, so we had to sit in the back of the room but with a good view of the stage. Our table was a 4 x 8 covered pool table, but it easily seated all of us around it. We referred to ourselves as the "Clampits" from the "Beverly Hillbillies".

We didn't need to whittle groves in the pool sticks and turn them into pot passers and it would have been very difficult trying to pass the salt shaker and ketchup bottle using a pool stick.

The first time we saw Crisis play was at the Sports Page last August, they sure have come a long way in such a short time and they have developed quite a large following. Since New Year's Eve fell on a Sunday, I don't think to many folks were out celebrating as they would have been had it fallen on any other night, so this gave us an opportunity for ringing in the New Year a week late. Gregg has moved from out behind the key board and has become the bands lead vocals, singing many of our old time Rock N Roll favorites. Most of us fell short of making it to the midnight hour but we did manage to make it through the first of three sets. A Good Time was had by ALL.
Rock On Gregg!!!!



\$\$\$ 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

If you would like to sponsor or advertise in The Ozark Injector, contact one of the officers. News! We are in the process of adding all of our sponsors to the website and adjusting our prices. Look for lower advertising costs with

additional service online soon!

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TECH-OF-IT

By Ron Mott

Rewritten from a 2003 article

It's that time of year again. For those of us who are going to drive our cars in a spirited fashion it's time to consider the shape they are in and how we can consider both factory and aftermarket options to get more driving enjoyment out of them.

Our cars come from the factory ready to take to the track for some fun. We will assume for this article though that for some strange reason, we want to make them faster, lighter, safer and more comfortable while remaining reliable at the same time. Let's talk about each of these categories individually. This month we will touch on comfort and safety.

Comfort:

What's the big deal about that... comfort is for weenies!

Although the other categories are fairly intuitive, ergonomics (the science of designing systems to work in concert with the human mind and body) is key to making you a less stressed and less tired driver.

Many of you who have run your cars on a track, or an Autocross course can attest to the fact that after many runs your body tends to get fatigued, and mistakes can happen. This is a fairly harmless thing at an autocross where the run-off is generous and cones forgiving, but on the street it is not a trivial thing and tired people make costly mistakes. What can we change to make our cars more comfortable in hard driving situations? This can be making a dedicated track or autocross car or one that can still be used on the street.

Seats and harnesses:

Some cars are better than others but anyone who drove the autocross course with less than perfect seats and belts was fighting the forces that tried to slide us out of position. The most extreme example I can remember (some years back!) is that of Joani sliding across the vinyl bench seat of our 1968 Ford Fairlane in a turn when the seat belt wasn't fastened properly. Our Porsches do better than that obviously but the principle is the same. If we have to hold onto our steering wheels or press our left feet onto the dead pedal then we are moving around too much to drive properly. The solution is often a different seat and better belts, both of which are easily bought from different sources. Seat manufacturers such as Momo, Sparco, OMP, Recaro, Corbeau and Kirkey have designed some really great seats that we can bolt right into our cars. Combined with four or five-point harnesses to replace your three-point seat belts, you won't be fighting the g-forces, your equipment will. That will help you concentrate on driving rather than holding yourself up. You'll be a safer driver as well as a less stressed one.

A final thought on the ergonomics of your car are the other controls. Are your clutch, brake and throttle pedals properly adjusted with respect to one another and at the right distance from your torso? When that distance is correct, is your steering wheel both comfortable and at the proper length from your chest to facilitate comfortable control? If not, steering wheel spacers might be the answer just to get the wheel closer to you. Likewise, for those of you that have manual transmission cars, is your shifter at the right height and throw? A short shifter kit or a new after-market shifter may fit the bill. If you have an early car and if there is too much play in the bushings of your shifter mechanism, your shifting may be vague.

Safety

Belts (harnesses)

Since we already started talking about the harnesses in the last section that seems like a good place to start. The more belt area restraining you in a collision, the smaller the force transferred to your body will be per square inch (or centimeter if you like). Most performance restraint systems accomplish this because they are the 3 inch-wide variety that distributes the force better than the skinny type. These are referred to as 4, 5 and 6 point harnesses depending on how many attachment points they have to the car body. They all have either cam type or toggle quick-release buckle that ideally allows you to get out of the car faster than you got into it.

Tires

Here's a subject that can go on forever and has many directions. In general, the stickier the tire, the better it will hold the road and the shorter will be its lifetime. Since many of us use these tires and their wear is accelerated watch them carefully for proper tire pressures and tread wear. An almost slick tire may be as fast as a scalded dog on dry pavement but hydroplane badly in wet weather.

Fire Extinguishers

Fire is rare but it's never a bad idea to have a small Halon bottle mounted in your car within fairly easy reach. One never knows when you will need it. Years ago Joani and I had a BMW that burned to a crisp for lack of a good fire extinguisher. A good one might cost you \$100 to \$150 but it's worth it. Besides... you will probably never need it if you go ahead and buy it!

Shock Absorbers

If your shocks (front or rear) are old get them replaced with sport versions if you are able to put up with a slightly stiffer ride. Shocks are responsible for keeping your tires planted on the road when the pavement is less than perfectly level, and actually act like springs (prevent body-roll) during quick turning maneuvers.

Brakes

With few exceptions Porsches with disk brakes have always had great stopping power. Keep them bled with fresh fluid, and make sure the calipers, pads and rotors are in good condition. If you are an aggressive driver and need more stopping power then replace your pads with better ones, or consider new, larger calipers and rotors.

Final Note:

If you are new to this sport then go to this link <http://www.sfrscca.com/solo2/faq/auto.htm#111> and learn from this excellent website. It'll prepare you for the in's and out's of getting yourself and your Porsche ready for this year's fun. Call me for information about your specific car and we'll talk it through.

If you aren't sure about driving yourself then at least come and watch us wrestle our machines through the cones! You'll probably decide to take a spin or two anyway, and the SCCA let's us take passengers. It's a hoot so come and exercise your car.

Above all keep the nut behind the wheel in good condition, both physically and mentally. Get plenty of sleep and prepare for a spirited drive like you would a day at the track.

Ron Mott
Driving and Safety Chair
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