



# The Ozark Injector

A Publication of Ozark Region Porsche Club of America

April 2007

**THIS MONTH'S SCHEDULE**

Volume 5, Issue 4

**8 Apr Breakfast Meeting in Little Rock**  
**28 Apr Hot Springs Dinner — TBD Watch the online calendar for details**  
**12 May Fun Run to El Dorado**  
**19 May Annual Firestone Porsche Car Show**

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**President's Corner**

By Rick Daes

I have always wondered how many Porsches were registered in the state of Arkansas. In February I was licensing my car, so I inquired as to the total number. I had to go to several departments but was able to find an individual who was able to help. She made a couple of phone calls and finally got me an answer. I had speculated that there was between 2500 and 5000 Porsches registered in the state, the official answer as of 2-13 -07, was 948.

Now, if we could get everyone who had a registered Porsche to become a member, we could increase our membership about ten times. This would put us just under the membership totals of the: Maverick, Hill Country, Lone Star and the Long Horn Regions.

On Saturday, May 12th we will be conducting a fun run to El Dorado to meet with the ARK-La-Tex Region driving up from Shreveport, La. We will be joining Dr. Mickey Murfee, 30 year Founding Charter Member of the Ozark Region. Mickey will make arrangements for us to meet and have lunch, afterwards, we have been invited to view his rare Porsche Collection.

I have just recently received our 30 year banner and stickers. I will pass the stickers out at every event to those who want them.

*(Continued on page 3)*



**Membership Report**

By Harry Broadwell

**As of March 1, 2006**

New Members:	0
On time Renewals:	7
Late Renewals:	0
Transfer In:	0
Transfer Out:	0
Dropped / Non Renewals:	0

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

Primary Members	<b>85</b>
Affiliate Members	<b>62</b>

**Total Members as of 31 January, 2006: 147**

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!!!



**Editor's Notes**

By Michael Kennedy

This month I have a few announcements to make. First, it appears I will be moving on in my Air Force career in the very near future. I don't know where, exactly when, or what I'll be doing, just that I will be retraining in the next few months. Chuck Weeks has been assisting with the newsletter production and emailing in the last couple of months. From now on, he will print, mail, and email the newsletter and Injector Updates. So don't send his email to the junk mail file! As I learn more about the when and how of my transition, we'll begin transferring all newsletter functions over to chuck. I'll continue producing the newslet-

ter for as long as I can.

The next bit of news is our success at the autocross! Chuck wrote a short article about it on page 4. Check it out, along with some photos of "Chef Chuck" and the fast talking hamburger salesman.

Finally, for those racers in the club, or at least there is a press release on page 6 from Porsche Motorsport North America.

As always, keep an eye on the website calendar for events, activities, and meetings, and watch your email box for updates and spur of the moment fun runs!

**Keep the shiny side up!**

**We're on the Web!**  
[www.Ozarkpca.org](http://www.Ozarkpca.org)



## Porsche of the Month

The April 2007 Porsche of the month belongs to Sanford Hooper with his 2007 997.

I like to tell someone, when talking about my obsession, "I have a car problem". Those who will read this most likely are of similar mind. If I were looking for help from the PCA members, that would be like walking into a bar to get help with a drinking problem. Unlike Chuck who authored the nice article in last month's new letter, I'm not sure when it began. I do remember wandering the old Riverside Motors car lot in high school. Back then they had Jags, Triumphs, MGs, Audis and of course Porsches. We all had our favorites and the truth is I loved them all. But I always wanted to drive one of those Porsches. I can't tell you how many times in the four years of high school my buddies and I adjourned to "the lot" to view the latest creations from across the water. Life led me to the service, school, more school and then more school and along the way I acquired debt, children, and a wife. Not necessarily in that order. I never lost my interest in cars only my ability to afford them. My addiction was fed by car magazines, car shows and late night car lot drive by's, without the wife. Not able to find any schools I hadn't attended, I came home to Little Rock to work. The harder I worked the more money I made and the more my family spent. I worked my children's way thru grade school, high school and finally college. And still no cars. Somewhere along the way my eldest daughter contracted the car illness and

worked several years as an engineer for Daimler Chrysler. It's a shame what we do to our children.

Years of relentless effort finally paid off and I bought my first Porsche a 2002 Boxster S. I don't think I need to describe to the readers the feeling I had on what was suppose to be a five hour trip home from Dallas. I loved and bathed that car until the 2005 Detroit Auto show, where I saw the new 987 and 997 body changes. Someone had expressed interest in the 02 Boxster, which made it a perfect time to move up. The 997's new more muscular stance was impressive. Still, the Boxster had been a great car and the new horsepower and body changes were equally enticing. Since I couldn't make a decision and my golf clubs fit neatly into the rear compartment of the Boxster, I decided to stay with the Boxster. The difficulty came in locating a 05 Boxster. They were brand new and the first shipments were on there way. Calling around it became apparent this wasn't going to be easy. Eventually everything fell into place when someone could not make good on their commitment to purchase one of the first arrivals at the Dallas dealership. I flew down and picked it up that weekend. I love that drive from Dallas.

The new Boxster S was different. If there had been any-

thing problematic about the first car it had been the transmission. The new Boxster had exorcised those demons. It also had a little more zip. Nothing wrong with a little more zip, right? I'd have to say the 05 was a better car than the 02. It sounded better, throatier. And it drove better. I did have some problems with the top, but the guys in Dallas are always good to take care of business. I wished they were closer though. I drove the 05 for two years. It wasn't until after the financial crash of 2006 I started thinking or looking at cars again. 2006 had been the year some brave young man had approached me for my daughter's hand. I suppose when a wedding and women are involved, one should expect a financial melt down. Wow! Now that's and emotional and fiscal beating all at once. The family survived the life changing event and the daughter gave up cars in Detroit for Aerospace engineering in LA. The climates a lot better there and I hear space is the final frontier.

In January 2007, I had to make a quick trip to Dallas. I don't know about you, but I can't go to Dallas without dropping by the Porsche dealership. Linger thoughts of upgrading the Boxster with new wheels and playing with the engine had been running through my mind for sometime. I couldn't choose between upgrading the 05 and putting the money into a new car. So, while



in Dallas I looked over the new cars and drove several offerings in the 997, and a Cayman. That's too much input for this guy, especially in such a short span of time. I think they should let me drive them each a month or two and then make my decision. Ultimately I traded the Boxster S and went with a 2007 997. Those of you that have driven the 987's and the 997's know how different the two cars are. The 997 is like driving a big car to me. It's so smooth, you'd swear it was slower to

sixty than it smaller brother. It's not like driving a Lexus, the 997 has a much sportier feel but still smoother than its sibling. There's a difference in the engine sounds too. The Boxster engine sounds were never invasive but the 997 sounds seem much further away. You probably noticed I like car sounds. I've had the car less than a month but the 987 seemed a little lighter on its feet. It made me want to challenge corners. Maybe, I just haven't settled in with the Carrera yet. I think the boss feels a little safer in the 997 and likes the space and the ride more as well. The amenities are nicer also. Just driving a coupe and not a cabriolet makes you appreciate your stereo system again. I don't like talking on the phone in a car, but should you call, I probably could hear you now. There really isn't a good place to put your golf clubs in a 997. Someone filled the back trunk with a bunch of mechanical stuff. On the other hand, its nice being able to see you're engine, if the need arises. Sounds a lot like life, we constantly are dealing with trade off. I'd have to say I'm really enjoying the new car. What's not to enjoy.

I can't explain my love of cars. Heck! I quit trying to understand myself years ago. What a horrible waste of money. Yes, "I have a car problem." And in my Porsche's it's the drive home from work is never long enough.



**Breakfast Meeting**

**April 8 / 8:30AM**

**MIMIS CAFE 115 LITTLE ROCK  
11725 CHENAL PKWY.  
LITTLE ROCK AR 72211  
(501) 221-3883**

Located on Chenal Parkway, one block east of Bowman, next to Garden Ridge.

We will meet at Mimi's @8:30 Let's try to park on the west side of the building.

**PRESIDENT'S CORNER CONT...**

*(Continued from page 1)*

On May 19th we will be having our annual Firestone Porsche Car Show on Rodney Parham, this is our charity fund raiser for the National Kidney Foundation. I would like to have all of our members attend but the reality is that we would be hard pressed to park 85 Porsches at USA Drug, Firestone and Shorty Smalls. We do need 20 to 30 cars to enter, to make the car show a success. There will be People's Choice Awards, door prizes and food and drinks provided. If you can't enter, please come by and say "Hello", make a tax deductible donation and let us take a photo of your car to be placed on the website membership directory. Website Membership Directory - Harry Broadwell will be working on this task over the next couple of months. New Website - Kelly Shipp has established a new website that will permit us to upload information more efficiently than previously. [www.ozarkpca.org](http://www.ozarkpca.org)

Porsche of the Month- Every member has a Porsche story, it's what "drove" you buy your first Porsche. I'll be calling upon "YOU" to tell your story.

We're always looking for new members, so if you see a Porsche owner, make sure they are aware of the Ozark Region Porsche Club.

Thanks Again for your support.  
Rick Daes

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### SCCA AUTOCROSS FUNDRAISER

Our first Burger burn fundraiser is now history and it turn out to be worth the effort. We had planned on providing concessions on Saturday and Sunday but because of the rain and bad storms that came in, the Sat schedule was canceled. Sunday turned out to be a beautiful day, a bit windy but a great day for February. There was a nice turn-out of competitors with five Porsches competing. That included Steve and Rick McPherson, Greg Wood, Rick Davis, Ron Mott and Tom Oxner. The Porsche guys made a great showing and placed very well among the 40 or so competitors.

Rick and I began cooking around 11:00am and continued until around 4:00pm. As soon as the food started coming off of the grill we began selling. My son Davis came in to help wrap burgers and hot dogs and distribute the food. Rick waited on customers, I cooked and Davis wrapped until we had cooked all of the burgers. The participants really seemed to appreciate the service we provided for them and we enjoyed being there.

It was also really great to get the support from some of our other club members. They came and enjoyed the autocross and purchased a meal from us. I personally enjoyed getting to meet several members I hadn't meet before. Some of those that joined us were Kelly Shipp, the Mott family, the Wood family, Henry Carraro, Jim Conner, Harry Broadwell, John Antle, Jason Beck and son, Sanford & Pam Hooper and the remainder of the Weeks Family. All seemed to enjoy the afternoon of Competition and Socializing.

We ended up making a profit on the day of about \$100.00 and were pleased with the initial effort. My plan is to continue through the summer at events held at War Memorial which should consist of 6 or 8 total. If we continue with a \$100.00 average profit this could really help us provide better door prizes at our events or better social events for you the club member. So if you get a chance come out and join us at the up coming events. Be sure and check our event calendar for future dates.

I am going to be out of the State on March 25th so please volunteer to help Rick that Day. He will need at least 2 people to help.

Thanks, Chuck Weeks.



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**\$\$\$ 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](mailto: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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**MARCH ADVERTISER OF THE MONTH**  
**By Rick Daes**

April's advertiser of the month is the Peabody Hotel. Hotel manager and Ozark Porsche member, Gregg Herning has been very gracious in inviting the club to the Peabody on four occasions in 2006: in February we were invited to the Peabody to have our "Logo Party", then Gregg invited the club back for Riverfest and 4th of July to view the firework displays, in December Gregg arranged an eloquent dinner for club members so we could have our Christmas Party.

In November of 2006, Gregg donated several door prizes to Porsche-Palooza, by coincidence, my ticket was chosen. The prize included a night stay at the Peabody and a complimentary dinner at the Capricco Grill. Having already purchased tickets to see Bob Seger I new the weekend of February 10th is when I would want to stay and also celebrate a special Valentine with my date.

The Peabody is the only Four Star hotel in the state and if you haven't had the opportunity to stay there or just go down and tour the facility then it's hard to explain why. Being from Little Rock, I seldom just get a motel room here in town just for the heck of it but I am recommending doing so for that special occasion with one's wife or to make a good first impression of a client by having them stay at the Peabody.

The Peabody is a 24 hour city in itself, it is so large and has the capacity to handle so many events the same time. The weekend I was there, it was filled to capacity, the Capricco Grill was reservations only, fortunately for me there had been a cancellation, so we were able to eat early, I highly recommend the "Surf and Turf".

**Business Card sized: \$25 per month**

**1/2 Page add (8x5): \$50 per month**

**Full Page add: \$100 per month**

**Discounts available for multi-month, packages when paid in advance.**



I realize that night I had planned to much, I should have not stayed at the Peabody and tried seeing Bob Seger on the same night. The reason was that once we had finished dinner we were very relaxed and wanted to just hang out at the Peabody and watch the crowds of folks coming and going and found it entertaining to talk with strangers about why they were in Little Rock. Many guest were from the Little Rock area but wanted the convenience of staying at the Peabody so they could attend Bob Seger or one of the other events going on. In my job I travel across the state and stay in many nice motels but none of those can compare to the comfort of the Peabody.

Gregg was kind enough to upgrade me to a suite and that made me feel really special, you enter the living on the tenth floor and there's a staircase that takes you up to the 11th floor to the bedroom. Living alone in a three bedroom split level house, it was apparent to me that the suite probably has as much usable floor space as my house and the furniture was more comfortable; in the living room was a full bath, a wet bar, a balcony, a TV, a dining room table and upstairs there was a full bath, a king size bed, TV and more comfortable furniture. We were so relaxed that we chose to skip the opening act, eventually we made it to the concert and returned about midnight. Sunday morning we found in the closets, two cotton Peabody robes that allowed us to lounge around until almost check out time, drinking coffee and reading the newspaper.

## PRESS RELEASE FROM PORSCHE MOTORSPORT NORTH AMERICA

### MORE THAN 60 PORSCHEs COMPETE IN THREE RACES, FOUR CLASSES AT SEBRING ENDURANCE CLASSIC; PORSCHE TO DEFEND MANUFACTURERS CHAMPIONSHIP IN ALMS AND WORLD CHALLENGE

SEBRING, Fla. - March 14 - For the opening weekend for the International Motor Sports Association/Sports Car Club of America racing season at Sebring International Raceway March 15 - 17, teams competing in Porsche race cars outnumber the competition by more than three-to-one, with more than 70 Porsches competing in two classes in the Mobil 1 Twelve Hours of Sebring, the IMSA GT3 Cup Challenge presented by Michelin, and the SCCA SPEED World Challenge.

The Mobil 1 Twelve Hours of Sebring will be telecast on Saturday, March 17, live on SPEED TV, starting at 9:30 AM Eastern Daylight Time (the green flag drops shortly after 10:00 AM EDT). In the history of this Florida long-distance classic, Porsche is the most successful manufacturer by far, with the most overall victories (17), the most wins in succession (13 between 1976 and 1988), and the most class victories (62). Porsche also heads another "Best Of" list in Sebring, having led the field over a record 3997 laps overall.

Uwe Brettel, president of Porsche Motorsport North America, said that his parts department personnel and race engineers are ready for the challenge, with a new motorsports parts truck, additional personnel, expanded capacity of the company's headquarters in Santa Ana, Calif., and extra help from the Porsche factory.

"We have both the parts and the expertise to service the Porsche RS Spyder, the Porsche 911 GT3 RSR, and the two variations of the Porsche 911 GT3 Cup race cars - all from a single headquarters right in the Sebring paddock," said Brettel, noting that this weekend's Porsche roster includes six Porsche 911 GT3 Cup cars running in the SPEED World Challenge GT event, four Porsche RS Spyder prototypes in the LMP2 class of the American Le Mans Series' Sebring endurance, ten Porsche 911 GT3 RS/RSRs in the GT2 class of the Sebring 12-hour, and 45 Porsche 911 GT3 Cup races in the IMSA GT3 Cup race.

### PORSCHE RS SPYDERS - DEFENDING PENSKE CHAMPIONS AND THE NEW DYSON CHALLENGERS

The defending LMP2 driver, team and manufacturer champions Sascha Maassen (Belgium), Penske Motorsports, and Porsche will all be back to try for two titles in a row with factory backing from Porsche AG in Germany. Maassen will be joined by his new partner Ryan Briscoe (Australia) and Emmanuel Collard (France) in the #6 RS Spyder. In the #7 team car, the season-long driver pair of Timo Bernhard (Germany) and Romain Dumas (France) will get third-driver help for this long event from Helio Castroneves (Brazil), a Penske regular in the Indy Car series and former Indianapolis 500 winner.

For 2007, Penske has been joined by Poughkeepsie, NY-based Dyson Racing, which will field two RS Spyders including the #16 prototype driven by Andy Wallace (Great Britain), Butch Leitzinger (USA) and Andy Lally (USA). Chris Dyson (USA) and Guy Smith (Great Britain) will share driving duties in the #20 Dyson Racing RS Spyder.

With three factory-backed entries from Acura, whose vehicles attracted attention with good test times earlier in the year, and an improved factory entry from Mazda, the LMP2 class battle should provide close racing all season.

### GT2 MARKS THE DEBUT OF THE PORSCHE 911 GT3 RSR (TYPE 997) RACE CAR

The Porsche 911 GT3 R/RS/RSR family of race cars has won the American Le Mans Series' GT/GT2 class every year but one since the series inception in 1999. Last year was no exception, as Jorg Bergmeister (Germany) won the championship, and with the aid of his co-driver Patrick Long and his Petersen/White Lightning Porsche 911 GT3 RSR, helped Porsche win the manufacturers title.

This year, Bergmeister will defend his title with Johannes van Overbeek (USA) in one of the brand new 911 GT3 RSRs prepared by Flying Lizard Motorsports. For the Sebring event, factory driver Marc Lieb (Germany) joins the pair. Germany's Wolf Henzler, Patrick Long (USA) and Robin Liddell (Great Britain) share one of the two new 911 GT3 RSRs fielded by Tafel Racing. For the first time, the renowned Indy Car team, Rahal Lettermann Racing, competes in the American Le Mans Series with the new 911 GT3 RSR. Co-team owners Bobby Rahal and David Letterman have signed 1987 Sebring winner Ralf Kelleners (Germany) and Tom Milner (USA) to contest the GT2 season. For the Sebring classic, Rahal's 18 year-old son Graham joins the duo at the wheel of the sports car built in Porsche's Motorsport Center at Weissach, Germany.

Other Porsche GT2 class entries include a Konrad Motorsport entry with Phil Collin/Antonio Hermann/Luchiano DaSilva; the second Flying Lizard Motorsports Porsche driven by Darren Law (USA), Seth Neiman (USA) and Lonnie Pechnik (USA); the new Boston based Team Trans Sport Racing entry of Tim Pappas (USA), Terry Brocheller (USA) and recent Daytona 24-Hour GT winner marc Besseing (Germany); the second Tafel Racing Porsche of Jim Tafel (USA), Dominik Farnbacher (Germany) and Iam James (USA); the Farnbacher-Loles Motorsports entry of Pierre Ehret (Germany), Lars Erik Nielson (Denmark), and Dirk Werner (Germany); and the Solvakiabased Porsche of Miroslav Konopka, Bo McCormick (England) and Mauro Casadei (Italy).

### SPEED WORLD CHALLENGE - PORSCHE RIDING HIGH AFTER 2006 TITLE

After upsetting the favored Cadillac factory team to win the 2006 SPEED World Challenge GT championship, Porsche drivers aim to continue their success in modified Porsche 911 GT3 Cup race cars at the 2007 opener at Sebring.

Randy Pobst (USA), who won the final event last year which clinched the manufacturers title for Porsche, will drive a GT3 Cup racer along with former World Challenge Touring Car champion Michael Galati (USA) in a two-car effort prepared by K-PAX Racing. Other Porsche SPEED World Challenge entries include James Sofronas in the Global Motorsports Group Porsche; Eric Olberz in the 911 Design Porsche; Tim McKenzie in the TR Racing Porsche; and John Bourassa in the Team Hurricane Racing Porsche.

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