



The Ozark Injector

A Publication of Ozark Region Porsche Club of America

May 2007

THIS MONTH'S SCHEDULE

Volume 5, Issue 5

!Don't forget to always check the website calendar for the latest information!

4 July Fourth of July Party at The Peabody
Sept We are hoping to reschedule the Firestone Car Show for September or October

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President's Corner

By Rick Daes

Well here it is July and we have been very fortunate so far that all of our scheduled outdoor activities have had pleasant weather. We have had several fun runs and social events and many times folks ask me "What do we need to do to get more folks to attend." That's a hard question to answer; all we can do is plan activities that might be of interest to as many members as possible. In this years Zone 5 Presidents meeting that was one of the topics discussed. The reality of it is that no matter how many members your club has, only about 10 to 15 percent participate. In every region, the membership is made up of a diverse group of folks and the one common bond is they own a Porsche.

Harry Broadwell is the Activity Chairman and welcomes all activity suggestions, you can reach Harry at hbroadwe@swbell.net or (501) 803-4427. For a current update listing of club activities go to our web site activity calendar at www.ozarkpca.org.

This brings me to our next scheduled event, 4th of July Fireworks at the Peabody Hotel. Gregg Hering has once again invited the club to attend this event and watch the fireworks from the private patio of the Peabody Hotel. This is a family event and children are welcome. Those members driving their Porsches will be permitted to park up front, those driving their other car will

(Continued on page 3)



Membership Report

By Harry Broadwell

As of 13 June, 2007

New Members:		2
Michael Carringer	2007 Cayman S	
Harvey Walker	1994 968	
On time Renewals:		●
Late Renewals:		●
Transfer In:		●
Transfer Out:		●
Dropped / Non Renewals:		●

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

Primary Members	88
Affiliate Members	64

Total Members as of 13 June 2007: 152

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

June has been a very busy month, both for the club and officers as we adjusted the schedule due to changes in event possibilities and locations. In the middle of all the club happenings, I also bought a house and moved into it! Hence the reason I am far, far behind in getting the July Newsletter out to everyone. I do apologize for the tardiness of not only the July newsletter, but numerous Injector Updates. Our activities director, Harry Broadwell, has maintained the calendar on

the website, and this is always your best source of information for any and all events. So be sure to check it out if you haven't received a newsletter or update recently.

In the interest of brevity, I have not included the usual hyper-links in the electronic version this month and the calendar up top is a bit bare. So keep watching the website and I hope to get the August issue in your hands in a timely manner this month! Happy Independence Day everyone! Enjoy the summer and we'll see you at our next events!

We're on the Web!
www.Ozarkpca.org



Porsche of the Month

The July Porsche of the Month is Bob and Vicki Roheby's 2006 Cayman S.

We were not in the market for a new Porsche, but things happen! We had gone to Springfield, MO in late Feb to look at a couple of 930's. One was a slant nose '89 (5 speed). The other was an '87 with slant boxed rockers and rear fender gills, but regular front fenders. Neither one fit the bill, so Vicki suggested we go by the Porsche dealer.

A little background on our P-car ownership, we bought an '82 SC coupe in '86 with 25k miles. I had a brief moment of rational thought (not recommended in dealing with Porsche's!) and we sold it in fall of '04 with 52K miles. I have been on the hunt for a G-50 3.2 coupe for the last 2 years, which resulted in our trip to Springfield.

I have had the Porsche bug for a long time, even stopped by the museum in Stuttgart when the museum was still in the warehouse. I think I subscribe to every 911 mag printed, and have a big collection of 911 models. In my mind the 3.2 coupe was /_the_/ car, maybe a 993 coupe in a pinch.

That said, I had admired the lines on the Cayman. A good friend in Eureka Springs has a Boxster S; (at my encouragement) I had driven it a few times, but felt it was very tight (I'm 6-1, 235 lbs), but the handling dynamics of the car were very impressive. When the Cayman was released, I first saw one at the dealer in Omaha, NE. I tried it one for size, but still felt I was a bit too tight a fit, and didn't drive it (remember, I was not in the market for a new car).

Back to Springfield, we walked into the showroom about dark on a Friday evening. It seemed odd, as no one was there. I helped myself to all sorts of Porsche info and finally someone asked if they could help us. I asked about used 911's or if they knew of any potential trades coming in. They had a 997 C4S, but it was getting the paint touched up (rock chips). They had quite a few Cayman 2.7's and an '06 Cayman S. We looked at the '06, but I told the salesman I couldn't fit in it. He moved the seat all the way down and back and then put the seat back against the bulkhead, and I fit! We also have the opposite problem in that Vicki is 5'2 and needs the minimum leg room to drive.

We arranged to drive it the next day as it was dark and getting late. I was still mediocre about it, but I'm always up for a test drive. Both of us were not wild about metallic black-Basalt Black so we both knew it wasn't going to be too tempting.

Saturday, we took the car out on some rural roads south of Springfield and were impressed! The telling and selling point was Vicki pulling in a church parking lot and doing some tight turns. It was then my turn in the church parking lot and this car never sweat a bit! It's pucker factor is way higher than mine!

Over the next week we negotiated over the phone (we had a '02 BMW 330 conv to trade), and in the end we got a great deal on the Cayman and a good trade. They delivered it to us the next weekend. In retrospect, I think the old model ('06) and end of month in Feb. helped in our buying it. I was concerned that it was unwanted because it had undesirable options, but it's Basalt black, (which under the showroom lights had looked so awful, but in



sunlight became a plus), 19" wheels with Michelin Pilots, leather sport heated seats and a few other minor options, but in the end, it wasn't a loaded pig in a ghastly color.

I was smitten by the performance of this car. It is so stable, in a corner, it whispers "go faster". I must try to be a good citizen around our area, as we are tourist based, but it is hard when one is behind a burgundy Buick with Oklahoma plates going 34 mph and braking at every corner!

I really liked our '82 SC, I liked the noise, the bump steer, the sound of the door latch, kind of hated the shift effort, but the Cayman by far out performs it, and the AC works! Saying the Cayman is obedient is an understatement.

To me the top 5 impressive features of the car are (in no order):
Fit and finish
engine sound
Handling
Handling
and the view out the rear view mirror of those beautiful hips.

We now have 2500 miles on it and it is a great car!! Vicki keeps begging for a "long, blue roads trip" to anywhere and there certainly is the storage space to accommodate.

Checkout the price history on Porsche stock (PSEPF). The smart guys must think the company has a good product line. I agree!

Bob

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Next Event

July 4 / 7PM

Fourth of July Fireworks at the Peabody Hotel

Gregg Hering has once again invited the club to come down to the Peabody Hotel on the evening of July 4th. We need to arrive between 7 and 8 p.m., parking our Porsches in the "Loop" where we have on past occasions, all other cars will have to park elsewhere. Those of you who have never attended an event at the Peabody can meet up with me at the parking lot at 9th and Main streets in Little Rock at 7:15 pm., from there we will convoy down to the Peabody and park in the "loop". Those of you who know what to do can arrive at your conveyance, this way the valet staff won't be so overwhelmed.

We will adjourn to the Arkansas Ballroom, where Gregg has arranged for us to have Hot Dogs, Hamburgers and cold drinks. In addition, there will fun things for the kids to do.

I must have RSVP's no later than 10 pm. Tuesday July 3rd so I can inform the staff at the Peabody of how many will be in our group.

Thank You

Rick Daes

RSVP Rick Daes (501) 565-5113 or rdaes@aristotle.net

PRESIDENT'S CORNER CONT...

(Continued from page 1)

have to park elsewhere. This will be an RSVP event so please watch for more details in the Injector Update.

The Firestone Porsche Car Show was unfortunately canceled due to scheduling changes but we hope to be able to reschedule it in September.

In August we hope to offer the club "A day on the Lake". Bret Patton has extended an invitation for the club to come for to Greers Ferry Lake.

Chuck Weeks (Club Secretary) and his band of volunteers are still cooking food at the SCCA auto cross at War Memorial Stadium. Proceeds from the food sold goes to the club, so if you have not been by to try one of his cheeseburgers or brawts, take the challenge and come out and support the club. The next three scheduled auto crosses are Sunday July 15th, August 19th. and September 9th.

On November 9th, that's actually the 9th (Friday) through the 11th.(Sunday), we will once again be sponsoring Porsche-Palooza being held in Eureka Springs. In 2006 almost 120 cars were registered with about 150 folks attending the three day event. I will be sending out more details once I've heard from Palooza organizers Melody and Leonard Zechiedrich.

Thank You

Rick Daes

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NEWS FROM PORSCHE CLUB NATIONAL OFFICES



To: Region Presidents, Region Membership Chairs, and Newsletter Editors

PCA is very excited to announce two new on-line tools to assist you in communicating with your Region as well as organizing events.

The first new tool is on-line event registration. This tool can be accessed at: <http://clubregistration.net/>. Key features include:

- Registration for any type of event, while it can be used for complicated events like DE's and Club Races, it can just as easily be used for a dinner meeting or a tech session. Club Racing has already adopted it as their preferred method for registration.
- Your members will create a profile and then never have to enter that information again.
- Car numbers are saved for future events
- Run groups can be assigned
- Accepting credit cards through PayPal is an integrated feature which makes it easy for your Region as well as your members.
- A variety of reports are available.
Available 24x7

ClubRegistration.net was developed by Chris Alvarado of the Hill Country Region working closely with both the PCA Website Committee and Club Racing. We thank Chris for all his hard work on this and Chris is making it available at no charge to those Regions who wish to use it.

This email was sent with the second new feature. We are very excited about the new E-mailer. It gives Regions the ability to email all their Region's members in the PCA membership database who have not opted out of receiving emails. There are many features to this application which will be covered in an up-coming Regionfocus. This tool allows PCA to have more frequent and more immediate contact with its members.

Key features of the E-mailer are:

- Region Presidents and Membership Chairs have the capability of emailing all members in their respective Regions. Zone Reps can email everyone in their zone.
- Membership chairs can easily email new members as

well as those who have recently dropped their membership.

- Region Presidents and Membership Chairs can email their Region management team.
- The editor allows for you to quickly send simple emails very quickly, but will also allow you to create very sophisticated messages as well. Those knowledgeable in HTML can paste it into the editor to build even more sophisticated messages.
- You can personalize the message with easy to use substitution strings. This allows you to personally greet your members with things like "Dear John Smith."
- Graphics can be uploaded and included in the email. There is a PCA header as the default, but you use whatever header you like.
- Members can opt-out of receiving emails by following a link at the bottom of the email they received.

Those that have access to the emailer will see it as a selection on their logged-in page on PCA.org. If you are not registered with PCA as a Region President or Region Membership Chair you wouldn't see it as a selection. Click on "Emailer" and you will see the lists you can send to. Click on "Compose" and create you message.

We think you will find this new tool to be very powerful. With power comes responsibility. Please use this tool with some thoughtfulness. You need to respect your members email accounts and only send messages of value. You want to make sure that when they see a message in their inbox from PCA they will know it has value and that they want to open it. We're addressing Newsletter Editors in this message because we need to get the word out to all members to update their member profile. There are thousands of members who have no email address in their profile and many thousand more with out-of-date email addresses. Please ask your members to go to PCA.org, log in, and review their email address in the blue box on the right side. Everything we can do to get member email addresses up-to-date will make the E-mailer work better for your Region and PCA in general. Watch for the upcoming Regionfocus for more details. As always your feedback is most welcome.

\$\$\$ 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!

Keith Lundquist
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www.FirestoneCompleteAutoCare.com

SPONSOR OF THE MONTH

July's Sponsor of the Month is Perfection Plus, operated by Steve and Rick McPherson and located at #9 Trigon Place, in Little Rock (501) 565-5113. (Perfection-Plus.com). Steve has been working on Porsches since 1982 while at Riverside Motors and has earned some impressive awards through the years. In 1988 he won the Regional District Premier Technician Competition and in 1989 he achieved Porsche Premier Master Technician.

Steve and Rick have been in business three years and they work on all Porsches, catering to the Porsche enthusiast, and are dedicated to engine and suspension upgrades. They do admit they have their favorites. Steve prefers the 944 Turbo (which he owns one) and Rick prefers a 944 race car, which he has. They are participants in the SCCA, and you'll usually find them on the track, either driving or working. Steve and Rick have always supported the club and the club supports them by selecting them as July's advertiser of the month.

[Perfection Plus is located in Little Rock](#)
[Contact Steve McPherson at 565-1911](#)

Business Card sized: \$25 per month

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

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PORSCHE IN THE NEWS

PCA Membership Station in the Porscheplatz (Porsche Owners Corral) during the American Le Mans Series Race Generac 500 at Road America, Elkhart Lake, Wisconsin August 10 August 11, 2007

There will be a PCA Membership station within the Porscheplatz for the American Le Mans Series race at Road America, Elkhart Lake, Wisconsin, on Friday, August 10 and Saturday, August 11. The Porscheplatz is hosted by Porsche Cars North America and Porsche Motorsport North America with the cooperation of the International Motor Sports Association (IMSA) and the American Le Mans Series. There will be scheduled appearances by Porsche race drivers for informal talks and autographs. Registration will be at the hospitality tent for credentialed Porscheplatz participants only. Special features for the weekend will include a "Long Distance Award," raffle drawings for an "Honorary Pit Crew Member" with a Porsche race team, and a "Hot Pit" escorted tour. For information please contact Zone 13 Rep, Chris Inglot, 847-559-1126 or cinglot@aol.com and also visit the IMSA website, www.imsaracing.net for the latest event schedule. Parking in the Porscheplatz will be for Porsches only. "For Sale" signs on cars will not be permitted. For drawings and awards, participants must be present to win.

PORSCHE 911 GT3 RSR WINS SECOND 24-HOUR RACE IN TWO WEEKS AT AMERICAN FACTORY DRIVER PATRICK LONG LEADS FRENCH TEAM TO GT2 VICTORY AT LE MANS

ATLANTA June 17 -- After missing out on a GT2 class victory last year when leading in the 23rd hour, Porsche returned to the top of the podium in GT2 with a victory for the French IMSA Performance (not related to International Motor Sports Association) Porsche 911 GT3 RSR and the trio of Raymond Narac (France), German factory driver Richard Lietz and American factory driver Patrick Long.

Just last week, the German Manthey Racing Porsche 911 GT3 RSR won the 24 hour race on the Nrburgring with the Porsche works drivers Timo Bernhard (Germany), Romain Dumas (France), Marc Lieb (Germany), together with German Marcel Tiemann.

It was the second career Le Mans win for Long (2004 in the Petersen White Lightning Porsche) and his third podium in four tries as the IMSA Porsche finished six laps ahead of the Risi Competizione/Krohn Racing Ferrari F430 GT of Nic Jonsson, Tracy Krohn and Colin Braun. For the production-based GT race car based on the Porsche 911 GT3, this marked the eighth class win in nine years at Le Mans, and the 34th class win for the Porsche 911 at the Sarthe.

Once we forged a good lead, we reduced our speed in the last seven hours to conserve our car and were able to control the pace at the top of the GT2 class, said Long.

Third position after a race marked with changeable weather conditions went to the Porsche 911 GT3 RSR customer team Autorlando with drivers Lars Erik Nielsen (Denmark), Allan Simonsen (Denmark) and Pierre Ehret (Germany and USA).

The Flying Lizard Motorsports Porsche 911 GT3 RSR, making its third appearance at Le Mans, was forced to retire after ten hours, due to a mechanical driveline failure that could not be repaired. Both Johannes van Overbeek (USA) and then Joerg Bergmeister (Germany) set the fastest GT2 lap times during the early part of the race, but could not replace a cracked transmission case as ACO regulations do not allow teams may not replace an entire transmission, only the transmissions internal components.

SCARDINA, MILLER WIN IMSA GT3 CUP RACES AT INDIANAPOLIS

INDIANAPOLIS June 17 -- Charles Scardina, from Delray Beach, Florida, won the first IMSA GT3 Cup Challenge race of the USGP weekend on Saturday, his third victory in four starts this season. He took the lead on Lap 2 by overtaking Bob Faieta, and went on to defeat Faieta by 2.3 seconds. Jay Policastro finished third.

Bryce Miller won the second IMSA GT3 Cup Challenge race of the weekend after a daring pass for the lead from third place in turn one on the opening lap. He then cruised to a 17.3-second victory. Scardina, winner of Saturday's race, placed second. Bob Faieta was third.

JOHANNES VAN OVERBEEK LEADS PORSCHE CUP

STUTTGART -- June 17 - Johannes van Overbeek, driver for the Flying Lizard Motorsports team from the USA, is currently the most successful private Porsche race driver in 2007, heading the Porsche Cup rankings with 3,230 points. This sought-after award has been bestowed on private Porsche drivers annually since 1970 with prize-money totaling 153,000 Euro. At the end of the motorsport season, the winner receives 37,000 Euro, second place is rewarded with 23,000 Euro and third 18,000 Euro. Amongst the recipients of this esteemed award are such legendary racing figures as Bob Wollek and Jochen Mass. DTM professionals like Bernd Schneider and Klaus Ludwig have inscribed their names on the list of winners.

Competitors driving privately-run Porsche vehicles are eligible to collect points for the Porsche Cup at all races up to 11 November. Points are allocated according to a distribution key based on the race category.

Points can be earned towards the Porsche Cup in the American Le Mans Series, the Japan Le Mans Series, the FIA GT Championship, the Grand Am Road Racing Championship, the Grand Am Koni Challenge, the Super Taikyu Series in Japan, the French, Italian, Spanish and British GT Championships, the BF Goodrich Long Distance Championship, the Speed Channel World Challenge as well as all long distance races like for instance the Le Mans 24 hour race.

Ranking second at the moment 430 points in arrears of van Overbeek is Germany's Wolf Henzler. Third position is occupied by Darren Law from America with 2,680 points. Also holding hopes for an extra Christmas package are French sport scar pilots Richard Balandras and Michel Lacourt, who successfully compete in the French GT Championship. Germany's Marc Basseng and Dirk Werner, the US pilot Butch Leitzinger, as well as Robin Liddell and Andy Wallace from Great Britain round up the top ten in the points.

The winner receives the award at the Porsche Motorsport celebration in December 2007. Wolf Henzler from Germany, who currently sits second, took home the coveted trophy in 2006. With a 2,175 point advantage he beat Johannes van Overbeek.



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OF AMERICA

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