



The Ozark Injector

A Publication of Ozark Region Porsche Club of America

January-February 08

THIS MONTH'S SCHEDULE

Volume 6, Issue 1

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

Activities Chairman and committee is working on events. Please contact us if you have any ideas!

2007 OFFICERS

President

Rick Daes
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Vice President

Chuck Weeks

Secretary

Charles Dante

Treasurer

Joani Mott
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Membership Director

Harry Broadwell

Webmaster

Kelly Shipp

Newsletter Editor

Michael Kennedy

Activities Chairman

Harry Broadwell



President's Corner

By Rick Daes

I want to introduce our 2008 club officers:

Rick Daes - President
Chuck Weeks - Vice President
Joani Mott - Treasurer
Charles Dante - Secretary

Right now the club has around 88 members and I hope we can increase that by 50% by next June. One way of doing this is for each of you who knows someone who owns a Porsche and is not a club member to encourage them to sign up. I hope to give as many members as I can 3 application forms that can be easily passed out or left under the wiper blades of any Porsche. On it is: my name, phone number, e-mail address and club website. The future of any organizations lies in the recruitment of new members, they will in turn become the officers in the years to come.

In talking with many of you this past year, I can assure you, our club is alive and doing well. All one had to do is attend this year's Porsche-Palooza, many compliments and praises were being given to the Ozark Region. Having less than

(Continued on page 3)



Membership Report

By Harry Broadwell

As of 5 January, 2008

New Members:	0
On time Renewals:	0
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	91
Affiliate Members	63

Total Members as of 5 January 2008: 154



Editor's Notes

By Michael Kennedy

After a Holiday break, the Ozark Injector is back! Our first newsletter of 2008 is a combined January and February issue since not much is going on during this time of year.

Our activities crew is working out a schedule and you should begin seeing events on the website, in Injector Updates, and the newsletter soon. Until then, we start the year off with a wrap up of some of last year's events including Porsche-Palooza, Toys-for-Tots, the Christmas Party, and a sighting of Rick Daes as Santa Clause riding a fire engine. Of course we also return with our Porsche of the month (page 2), and two news releases from Porsche Cars North America on page 6. Some interesting reading regarding the Panamera Hybrid and some history on Porsche's alternative fuel/hybrid vehicles!

With any kind of (good) luck, we'll have

some fairly warm and sunny weekends coming up. So watch your email box in case a fun run or social pops up out some nice weather. Until then, keep warm, and if you're driving your Porsche, keep the shiny side up! We'll see YOU at an event soon!

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



Porsche of the Month

The January/February Porsche of the Month belongs to Harry and Lisa Broadwell and their new 1991 911 (964) Cabriolet.

In order to tell you about new 964 I have to start this story when we bought our 996.

In June of 2007 I was on my way home from work and passed Sutherland Imports at the Morgan exit on I-40. A 2000 ocean blue metallic 996 cab was parked near the street. I stop and take a look, and this is a beautiful car. The guys at Sutherland Imports, Shaun the owner, and Mark the internet sales guy, came over and told me about the car. We made the deal and I traded in my 1999 Boxster for this 996.

In July some strange things began to happen like low oil pressure and very low coolant levels. I was adding a couple of quarts of water to the tank every week or so. Then in early September the final blow happened. On my way to Hot Springs a hose going to the heater core ruptured and the most vile and disgusting goo came spewing from the cooling system filling the compartment around the battery and covering the windshield. I had the car towed back to Rick and Steve at Perfection Plus and the diagnosis was not good. Oil had been leaking into the cooling system and had emulsified and clogged all the hoses and radiator causing the engine to overheat. After some research, Rick and Steve informed me that a factory rebuilt engine would be the least expensive option to repair the car. But that was still beyond my budget. So I went back the Shaun and Mark from Sutherland Imports and explained the situation. I bought the 996 without any warranty and didn't really know what might happen. To my surprise they offered to find me another car and take the 996 back in the trade.

So the search began in late September. I told Mark to be on the lookout for a 993 or maybe a 964 (I had had it with water

cooled engines at this point). Weeks passed, no cars. Auctions in Dallas and Memphis came and went, no car. Depression sets in as I have a great looking car sitting in my garage that can't be driven. Now its November and time for Porsche Palooza. I have to have a car. There is an auction in Dallas two before the start of Porsche Palooza but the right car was not to be found. Cal and Joyce Arnold talked Lisa and I into going with them to Eureka Springs even though we didn't have a car and it wasn't as bad as we thought it was going to be once everything got underway. We had a great time looking at all the different changes in the 911 model over the years.

Now I'm starting to worry that it's all falling apart and I'm stuck with this big blue doorstop. Then I receive a call from Mark. There is a 1991 Guards Red 964 cab going through the auction. It sounds just like the car I have been looking for. It has a problem with it's top but it can be fixed. Mark gets the car and tells me that if it's not the car I want he will sell it and keep looking.

I have to wait five days for the car to be transported from Dallas. It was a VERY long wait. As soon as the car arrives I fall in love with it. This car has so much more personality than my last two Porsches. I take the car to Perfection Plus for a prepurchase inspection and am praying the entire time that no show stopping problems are found. Fortunately, only minor problems are found. I talk to Shaun and he agrees to take care of fixing the top and a few other things.

We cannot compliment our new friends at Sutherland Imports enough. They took this really bad experience and turned it around and now we have a car that we love even more than the original one.

So here it is. Our 1991 Guards Red 911 cab. She has 3.6L engine with a Tiptronic transmission. I have bought new Bridgestone Potenza RE-01R tires and she runs as good as the day she left Stuttgart, Germany.



PRESIDENT'S CORNER CONT...

(Continued from page 1)

100 members, we are a very diversified and active club, we have auto cross in association with the SCCA, fun runs, social gatherings, charity fund raiser's and multi-region events.

Our club is in good financial standing, we currently have over \$3000 in our account and much of this is a result of our being able to e-mail the Injector News Letter to our membership, that saves the club over \$120. a month.

I want to "Thank" our advertising: Blair's British Cars (North Little Rock), Firestone Complete Car Care (on Rodney Parham next to Shorty Smalls), Joey's Seafood and Grill (in Conway), The Peabody (Little Rock) and Perfection Plus (Little Rock) have supported us with their advertising and we support them.

We will be working on the 2008 activity calendar, so if you have ideas for things to do, fun runs to drive or places to eat, let us hear from you. The club officers encourage and welcome any comments (good or bad). So let us hear from you.

Hope to see YOU in 2008
Rick Daes
President

Perfection Plus is located in Little Rock
Contact Steve McPherson at 565-1911

2008 CLUB CHRISTMAS PARTY

The club had it's 30th annual Christmas Party at the Peabody in Little Rock on Saturday December 8th. We had about 30 folks attend and participate in the Pirate Gift exchange. Gregg Herning had us park right up front where guests and visitors had to pass by a most impressive sight. I think we, as Porsche owners, take it for granted the sight of so many Porsches at one event but to someone who was walking in front of the Peabody that night and saw 15 Porsches, different years, styles and colors it is no wonder they stop and look and ask a few questions.

Once inside the Capriccio Grill, we had time to socialize before ordering dinner. The Christmas Party is the most eloquent event our club has each year, and we want it to be Special for all the wives and ladies that put up with us all year long who tolerate our fun runs, auto crosses and other activities.

The service was Wonderful, the food was Delicious and a Good Time was had by All.

A Special "Thanks" to Gregg and his staff for making our Christmas Party at the Peabody Little Rock a most memorable and enjoyable experience.



2007 PORSCHE-PALOOZA

Porsche-Palooza was held in Eureka Springs, the weekend of November 9-11. We had about 127 cars, a couple hundred folks participated, Caren Cooper; our Zone 5 rep and Zone 10 rep, Doug Pierce were also in attendance.

Friday night was the "Mixer", club member Gregg Herning and his band "Crisis" provided for the musical entertainment for all those dancing, party goers.

On display in the lobby were paintings and drawings of Porsche's by Lisa Callicott. Lisa is a very talented artist and she donated two of her paintings for the charity auction raising over \$800.

Kelly Shipp had some enlarged photo's of past Porsche - Palooza on display and he donated three of his collection for the: door prize, raffle prize and silent action charity donation.

Kelly made a "mosaic panorama picture" of an original panorama photo, by using 400 separate images, up to 2300 times, he created a picture of the original panorama photo.

The weather was very pleasant for the three scenic and spirited drives. The spirited left at 8 a.m. with about 40 cars, then there was two scenic drives that left 20 and 40 minutes later, the last scenic drive left about 10 a.m., each group having about 15 cars.

Saturday afternoon we had our car show then following that was our two "Tech Sessions." The first session was presented by Bridgestone/Firestone representatives and the second session was the representative from Brembo brakes. the representatives gave informative discussion on their products and answered all questions.

Saturday night we had the awards banquet and dinner, three folks won from our region: Joe Keeling for his 911 Turbo look a like, Kelly Shipp for his 928 and Steve Reyna for his Boxster S.

Steve Reyna presented me, a Lisa Callicott painting, of my 1983 911 Targa in appreciation of our friendship that was made possible by our both being members of the Ozark Region. The detail of my car in the painting makes it look more like a picture than a painting.

2007 TOYS-FOR-TOTS

On Saturday December 1st., club members met at Ray Winder Field to make our annual Toys for Tots donation. Generally we pile all the toys into one car, stand around them, take some photo's and then drive through the line and make our donation. This year was different, Charles Dante (club Secretary) of Hot Springs, owns two UPS stores and accepted donations for Toys for Tots. Charles called Saturday night and said he would not be able to bring his Porsche, that he had a truck load of toys. When we assembled at Ray Winder and started pulling all the bags of toys out of his truck, we decided there was no need to unload all the bags just to take a few pictures. To make things easier for the army of volunteers, we placed a bag in each car. Chuck Weeks and myself went over to the Bob Robbins trailer and got a couple minutes of Fame by being live on KSSN and donated a \$100 from the Ozark Region.

The group decided to go to Mimi's Cafe off of Chenal for breakfast, surprisingly they were not that busy and we were seated within minutes.

A Special "Thanks" to Charles and all of those who made donations for making sure that many more children will have a Merry Christmas.



P O R S C H E P A L O O Z A 2 0 0 6
Eureka Springs, Arkansas
Kelly Shipp Photography

\$\$\$ 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!

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

Check out all the photos and order your own prints here!
http://kellyshipp.exposuremanager.com/g/2007_porsche_palooza



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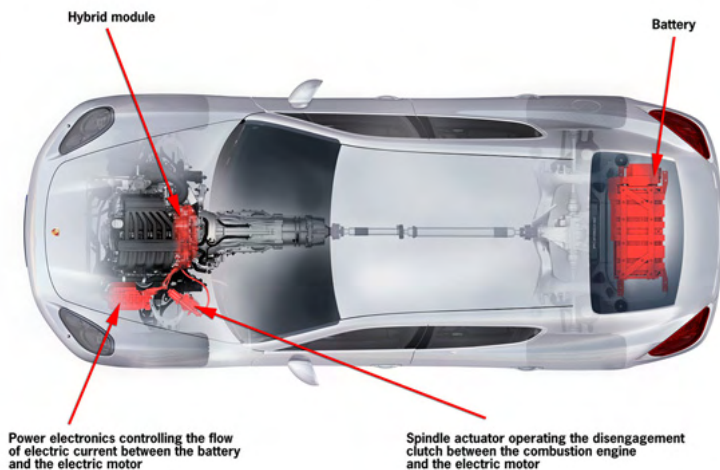
Ground Breaking Four-Door GT to be Offered with Porsche Hybrid System ATLANTA--(BUSINESS WIRE)--Jan. 7, 2008--Dr. Ing. h. c. F. Porsche AG, Stuttgart, announced today that it is developing a hybrid drive version of its highly anticipated four-door Gran Turismo. The Panamera Hybrid will utilize the same gas-electric drive concept as the Cayenne Hybrid that comes to market at the end of the decade and will claim a remarkable 30% reduction of fuel consumption.

The full parallel hybrid system of the Panamera will be configured with the battery unit positioned below the luggage compartment, and hybrid module, comprising of an additional clutch and electric motor, will be between the engine and transmission. Depending on driving conditions, the hybrid module has the ability to disengage either the combustion engine or the electric motor, or to combine both drive systems as one joint power unit. This flexibility results in benefits such as a zero emissions driving mode, fuel savings in both city and highway driving and maximum performance when desired.

The Panamera, which represents Porsche's fourth model line, will make its world debut in 2009 and promises to redefine the Gran Turismo category by featuring a unique design package that will afford equally generous front and rear space and seating comfort for four while retaining the sporting and unmistakable driving dynamics of every Porsche. Introduced initially with traditional drivetrains, the hybrid version of the Panamera will be offered at a later date.

Porsche Cars North America, Inc. (PCNA), based in Atlanta, GA, and its subsidiary, Porsche Cars Canada, Ltd., are the exclusive importers of Porsche sports cars and Cayenne sport utility vehicles for the United States and Canada. A wholly owned, indirect subsidiary of Dr. Ing. h. c. F. Porsche AG, PCNA employs approximately 250 people who provide Porsche vehicles, parts, service, marketing and training for its 212 U.S. and Canadian dealers. They, in turn, provide Porsche owners with best-in-class service. ###

Panamera Hybrid



Porsche's Hybrid Legacy Spans 100 Years. Ferdinand Porsche developed the world's first advanced electric car, all-wheel drive car and hybrid car at the turn of the 20th Century

Porsche®, a name long associated with engineering innovation, stunned the automotive world by introducing the world's first advanced electric car – a vehicle that also led to the world's first hybrid car. While this “green” alternative to petroleum-based transportation may be considered a mundane news story in the 21st Century when green technology announcements are a daily occurrence, a 24-year-old engineer by the name of Ferdinand Porsche developed, produced and raced such a car more than 100 years ago when horseless carriages were in their infancy.

Working for Jacob Lohner & Co. in Vienna, Austria in 1899, Ferdinand Porsche – father of Dr. Ferdinand ‘Ferry’ Porsche who in 1948 founded the Porsche high performance sports car and SUV company we know today – developed and built the world's first automobile that used electric wheel hub motors rather than a fossil-fuel combustion engine and transmission to drive the wheels. It was called the Lohner-Porsche.

A Lohner Porsche and concept versions of the Hybrid Cayenne® SUV can be seen at the Greater Los Angeles Auto Show to be held Nov. 14-25, 2007.

Ferdinand Porsche installed his patented invention, the electric wheel hub motor, directly on the front wheels. Standard output was 2.5 horsepower at 120 rpm, but they were capable of 7 horsepower each for up to 20 minutes.

This technology could provide speeds of just over 10 mph and a top speed of about 31 mph. Using a 44-cell battery with 300 ampere hours and 80 volts, Porsche's new vehicle had a range of about 30 miles.

Hailed as “the greatest invention of the age” by one trade journal because electric wheel hub motors eliminated the need for a transmission, gears, belts, chains, differentials and other moving parts and could be produced very quickly, this drivetrain was 83 percent efficient because there was no mechanical loss due to friction. Its debut at the World's Fair in Paris on April 14, 1900 hurled Ferdinand Porsche to worldwide fame overnight and prompted Lohner to produce and sell well over 300 such vehicles.

Soon after, Porsche took his invention to the race track. On Sept. 23, 1900 he fitted his electric wheel hub motor car with a larger battery and set his first speed record at Semmering, covering the 6.2-mile route in less than 15 minutes with an average speed of 25.5 mph. The best internal combustion engine powered car averaged 21.5 mph. Later that year, Porsche fitted his wheel hub motors on all four wheels, thus producing the world's first all-wheel drive car. To give the car sufficient power and range, it required nearly 4,000 lbs. in batteries, proving to be the same challenge faced by today's engineers. He tried to solve this dilemma by fitting the all-electric speed-record car with two De Dion Bouton gasoline engines producing current for the electric powertrain. The result was the world's first hybrid.

He again surprised the automotive world when this new concept debuted at the 1901 Parisian Auto Salon. His design used the 3.5-horsepower combustion engines to drive dual generators to supply current to the two wheel hub motors on the front wheels. It also was possible to run the gasoline engines after start up to so that the electric motor functioned as a generator and kept the battery charged. If necessary, both the combustion engines and electric motors could be used in parallel. Porsche stepped up performance and created variations delivering 5 to 12 horsepower. And in 1902 he piloted his hybrid during trial runs at the Exelberg race, finishing first in the large-car class and third overall.

Porsche went on to develop automobiles for Austro-Daimler, Daimler-Motoren-Gesellschaft in Stuttgart, and Steyr-Werke AG in Austria before forming Dr. Ing. h.c. F. Porsche GmbH in 1931. He is most remembered as the inventor of the Volkswagen Beetle, yet his innovative work in the areas of electric and hybrid drive systems is substantial. His wheel hub motor resurfaced decades later when the concept was used to power the Lunar Rover during NASA's Apollo missions to the moon. Today, his innovative spirit lives on at Porsche AG's Research and Development Center in Weissach, Germany where the company is applying its engineering strength to develop hybrid systems for the Cayenne SUV and the upcoming Panamera four-door gran turismo.