

N O R D S T E R N



PORSCHE

September

2003

Dedicated to the belief that . . . getting there is half the fun.

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Front Cover - Okay, I have seen a fair amount of Porsche art but this truly has to be my favorite! The Porsche Cow graces the grounds of Tweeks, Inc. in Effingham, IL with it's specially painted thematic 'hide!' In truth there is also a Corvette Cow (this is Mike Yager's headquarters, after all!) and a VW Cow. Frankly, they looked quite natural since Tweeks' headquarters is surrounded by Illinois farm country!
Photo by Christie Boeder

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Address changes

PLUS!

*“How to Join
Nord Stern and/or
Porsche Club of America”*

Call Jon Beatty at

952 934-6902

or email:

jon@minnetonkasoftware.com

Leave your name, address
and both home and work
phone numbers.

Your application/s will be
sent out right away!

Address Changes:

Name: _____

Old: _____

New: _____

Send to:

Jon Beatty

**17113 Mtka. Blvd. Suite 300
Minnetonka, Mn. 55345**

**Reminder: Annual Dues are:
\$20 for January to December
Check your mailing label
for your expiration date!!!!**

*“ . . . only in Madison
do you see . . .
half the student
population essentially
homeless . . . August
14th every year as
they vacate current
digs but can't move
into their new loca-
tion until the follow-
ing day. There
literally are piles of
furniture stacked in
yards, kids sleeping in
tents, on couches and
hoping the weather
holds.*

With last week's events in the Northeast and Canada with the loss of power, it does make you pause and think about how incredibly dependent we are on our energy sources. We happened to be in Madison, WI helping to move son Geoff's stuff from one rental unit to another. (Now that's another whole story! and only in Madison do you see a whole campus moving on the same day. It was wild, half the student population is essentially homeless the night of August 14th every year as they vacate current digs but can't move into their new location until the following day. There literally are piles of furniture stacked in yards, kids sleeping in tents, on couches and hoping the weather holds. Amazing.)

Anyway, as I sit and type away on this computer I think about the inconvenience of a power outage plus the loss of business, of production, the waste of food, of discomfort that so many had to endure. It was great to know, however, this was not an act of terrorism. More than anything I think it shows us how much we take for granted in our current level of lifestyle conveniences.

I certainly remember the blackout of 1977 and it was striking to note the calm, the lack of vandalism and destruction which marked that event! And having just recently returned from Mosport Speedway (which is outside of Toronto), I was glad our trip was earlier! I would have been so bummed to miss touring Toronto, the restaurants, the museums, the track, all because of a power outage.

Speaking of inconvenience, we missed this year's Concours (first time in awhile) because our cars were stuck in our garage and inaccessible to us! How, you may ask? Well, our old, massive wooden garage door got jammed at an angle and will need profession TLC (hopefully taken care of by the time anyone reads this!) after our attempts to push it up were futile plus caused a couple of strained muscles for me! Tal about inconvenient, I also missed a surprise 50th birthday party for an old friend.

This issue features lots of photos. Doug Arndt sent me a whole CD full of images from this year's BRIC at Road America. There are photos from the Gimmick Rally, the Tweeks festival back in early June along with submissions from the Club Race at MidAmerica that so many Nord Sterners attended. Enjoy! Also info on the Awards banquet is in this issue. Get your reservations in!

Nord Stern Newsletter - Advertising Rates

Size Ad Size	Frequency:		
	x1-5	x6-11	x12
Full pg.	\$112	\$98	\$63
1/2 pg.	70	63	42
1/4 pg.	42	36	26
1/8 pg.	N/A	28	16
Inside Covers	N/A	N/A	74
Back Cover	N/A	N/A	84

Ad Sizes:

Full Page:	7" wide x 10" High
1/2 Page:	7" wide x 4-3/4" high
1/4 Page	7" wide x 2-3/8" high
1/8 Page:	2-1/8" wide x 4-3/4" high
Back Cover:	7" wide x 7" high

Color: All ads appear in black and white

All advertising materials can be camera ready (photostat or veloux, 100-line screen). This service available upon request. Or can be submitted on disk - Mac preferred.

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Art of Racing	20
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Carousel Automobiles	16
Carver Trails Landscape	33
Collision Center, Inc.	38
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Courtney Truck Service	5
Donnybrooke	17, 23
FlatSix	21
GarageTek	21
Johnson Autosport	IBC
Leighton's Garage, Inc.	34
Maplewood Imports	16
Mortgage Marketing Associates	17
Nurburgring, Inc.	32
Peterson Pools & Spas	BC
Pinnacle Signs	13
Royal Tire	19
Sears Imported Autos	23
United Mortgage	33

Willkommen

Welcome . . . New Members

(and returning members!)
We hope to see you
at upcoming events!

Martin Zielinski
Rochester, MN
1977 911

Greg Reierson
Minneapolis, MN
988 944 T (951)

Jon Tetzloff
Rochester, Mn
1994 968



So, Just What Do We Do In Nord Stern??!

A *brief* synopsis of activities and events offered by your club, Nord Stern, and/or PCA or, just enough info to pique your interest??!

Autocross: A driving event, teaching one how to maneuver one's car around a set course of pylons on a closed circuit. Instruction is available, drivers compete against the clock. No modifications to one's car are necessary. Some safety equipment needed (helmet).

Concours: A setting where Porsches are displayed for general viewing and/or inspection competition. Experienced judges evaluate the various models based upon cleanliness, overall condition and authenticity.

Driver Training: A driving course designed to teach and enhance high speed driving skill and technique on an actual racecourse. Training includes classroom sessions, on-track 'exercises' plus supervised lapping sessions.

Driver Education: High speed driving event on a closed-course racetrack (Brainerd, Blackhawk Farms) where drivers are grouped according to prior lap times. Instruction is available. Mounted fire extinguisher is required, performance enhancements are frequently made (but not required!).

Time Trials: On course timed lap with controlled starts and exiting.

PCA Club Racing: Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

Rally: An event wherein a driver and co-driver complete a predetermined route along open roads following a specific set of navigational instructions. Can be a TDS (time-distance-speed) or a 'fun' rally.

Social: Organized gatherings of club members, affiliates and family member to meet, eat and drink beverages! See our motto on page 1!

Tech Session: Casual educational session that span a wide range of topics, from general maintenance, through Concours prep, performance enhancements and general car/mechanical knowledge!



Letters to the Editor . . .

I want to send out a personal thanks to everyone who helped out at this weekend's Club Race. Special thanks go to Roger Johnson. This was the best organized race event I've attended. Great job everyone!

—Scott Anderst, President

Hello all, A huge thanks to all who participated in making the Courage Center auctions and parade laps a success: organizers, donors, and of course, buyers! Totals so far come to just over \$12,000 for the three events. Very well done!

—Bobby Piper

Outstanding job, Bobby! I know you didn't do it along but without a champion, nothing gets done.

—Jon Beatty

Editor's note: Watch Nord Stern for Club Race event follow up! This was an outstanding weekend and I promise lots of pictures and commentary!

“If you were one of the few who missed the Club Race event in Brainerd this past August, you missed one heck of a good time. We had an unbelievable turn out of racers, Driver Education folks and spectators.”

If you were one of the few who missed the Club Race event in Brainerd this past August, you missed one heck of a good time. We had an unbelievable turn out of racers, Driver Education folks and spectators. We also had a great hospitality tent set up with merchandise and Porsches on display from Maplewood Imports and Carousel Automobiles. Other than ten rain drops that fell on Sunday’s Loonacy race, the skies were sunny. I want to thank everyone who help out in the planning stages of this event and at the track. An enormous thank you goes out to **Roger Johnson** for all his time and talents used to put this event together. Look for more photos and articles on the Club Race in this and future news letters.

As of September 2nd, the first Tuesday of the month, we will resume our monthly meetings at Lindey’s Steak House in Medicine Lake. All chairs are strongly urged to attend or submit their written report to me via email three days prior. All members are welcome, unfortunately space is limited. If you are currently an assistant chair and will be taking over the reigns next year, I urge you to do your best to make November and December’s meetings.

Over the past couple of months we have been tossing around a few concepts on how to better structure our membership documents. In just the last three weeks we have had several issues with verifying membership status. Far to often renewal payments are sent to the wrong person or not sent in at all. I myself am guilty of sending in PCA dues and thinking I had sent in Nord Stern’s. Over the next several weeks we are going to attempt to put membership renewal on line. This will be incorporated into a newly designed web site. **Mike Selner, Mark Skewers** and **Bob Fleming** have been working on this for a while and completion is near. Watch for more information on this vital matter!

Racing at Mid-America a Success . . .

Text and Photos by John Phillips, Great Plains Region/PCA

“I witnessed some of the best racing I’ve seen in a long time. I can’t imagine a single reason why the racers in attendance would not be eager to return to this event in the future.”

Editor’s note: I received the following from the Great Plains Region shortly after the completion of their 2nd Club Race at the new facility near Council Bluffs, Nebraska called Mid-America. I thought this was a wonderful commentary on behalf of Nord Stern and various members who attended the event. My significant other, Bruce, was there and had a great time enjoying a new and different track. It’s not a bad drive for us and I know many of the members in attendance (Jon Beatty doing his first club race, by the way!) had a good time.

We completed our 11th annual PCA Club Race this past weekend and it was a tremendous success. We exceeded our goal in driver participation and event sponsorship. We had 72 racers and 38 DE participants from 9 different states register for the three day event.

As you know, we rely heavily on regional participation to make these events break even. There were 19 participants from the Nord Stern Region. We just can’t thank you enough for that level of support. Everyone seemed to have a great time and Jim Coshow, PCA Steward wrote in his report, *“I witnessed some of the best racing I’ve seen in a long time. I can’t imagine a single reason why the racers in attendance would not be eager to return to this event in the future.”* I hope all of your racers feel the same way.

Thanks again, to all the drivers who traveled south to make this a great Club Race!!

Below: Second from left is Jon Beatty and second from right is Teresa Vickery having a great time down in Nebraska



Below, the grid for Race Group ? - that's the Boeder-mobile on the pole!

Right, the action in one of the turns with #3 (Boeder) in the middle



Below, I think this is a pretty flat race course!

*Right, impressive line up!
Number 89 is Jim Breakey
from Nord Stern*



Winging Our Way to Effingham (where?!)

by Bruce Boeder

“Tweeks is a long time after market supplier of Porsche parts. Mike Yager, the current owner of Tweeks, originally got his start more than 25 years ago in car parts by selling after market parts for those plastic sports cars made by Chevrolet.”

Christie and I had the opportunity to attend the Tweeks FunFest this past June in sunny Effingham, Illinois. As a PCA Club Racing Steward, I was asked to give two workshops on club racing (actually, “asked” isn’t the correct term, I got volunteered for the job last winter at the annual club racing meeting while I was out of the room). After some trepidation about attending an event in deepest Illinois, Christie and I found that we had a great time.

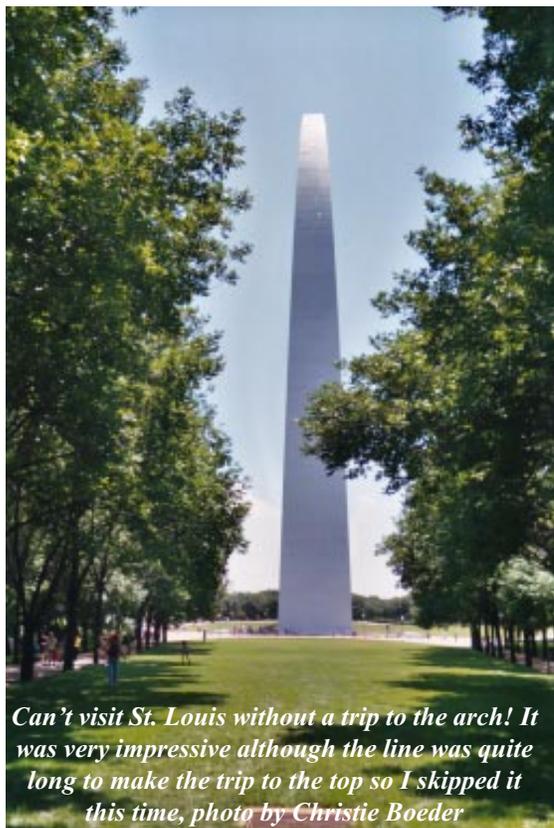
As part of the trip we flew into St. Louis, as that was the closest airport to Effingham. The Rothmans graciously hosted us for the evening (they’ve got a great house and lots of room so be sure to call when you are in St. Louis) and Joe and I took off early on Saturday AM for Effingham. Joe was also an invited guest, as the Zone 10 rep.

Tweeks is a long time after market supplier of Porsche parts. Mike Yager, the current owner of Tweeks, originally got his start more than 25 years ago in car parts by selling after market parts for those plastic sports cars made by Chevrolet. Mike had a rock band at the time but realized he wasn’t going to be the next Mick Jagger and knew he had to get into something else to provide for his wife, Lori, and family. After years of very successfully selling Corvette parts from his hometown of Effingham, an opportunity opened for him to buy Tweeks. Mike took the leap and hasn’t looked back yet.

The FunFest is an informal gathering of Porschephiles over two days in early June. This year was the third FunFest. Various “experts” on various Porsche related items gave tech sessions over the two days. I attended one where I learned more than I’ll ever need to know about Weber carburetors. The sessions on Club Racing were well attended but had some unusual questions (the best one was “I’ve got a 924 with a big honkin’ Chevy V8 stuffed into it, what class do I run in Club Racing” to which my reply was “Spectator.” Always the ambassador for the program.

As part of FunFest there was an informal show of attendees cars, with “celebrity” judging. What that meant was that Joe and I got to pick each day the car that was in the field that we liked best. There were a number of interesting choices (three slant nose 930’s parked within thirty feet of each other, for instance), but both days I picked early 912’s, as that was the first Porsche that I ever drove (a story to be left for another article). The trophies were wonderful flat pieces of granite, with the FunFest image for the current year (an early 70’s racing 911 at speed) laser cut into them and the statement “Judge’s Choice” also etched in. Everyone who received one was more than thrilled, as the cars were driven up in front of a short pit wall (yes, Mike even has a pit wall to go along with his old time gas station, extensive car collection, etc.) and their picture were taken with Mike handing them the plaques. A really fun event for all.

As special guests of the Yagers, we were also invited to dinner at their home on Saturday night. To say that the home is spectacular undersells it. Everything about it has a car theme, including the swimming pool which is in the shape of the Chevy bow tie. The food was great and I got a kick out



Can't visit St. Louis without a trip to the arch! It was very impressive although the line was quite long to make the trip to the top so I skipped it this time, photo by Christie Boeder

2003 Nord Stern Annual Awards Dinner

*Please Join Us for a Festive Evening of Awards and Commentary
highlighting the 2003 Nord Stern Year!*

DE Awards, Rally Awards, Concours Recognition

*Featuring the 'Year in Review' with pictures highlighting the
many, many activities of 2003*

Saturday, October 18, 2003

Lord Fletcher's on Lake Minnetonka

Cost: \$35 per person



6:00 p.m. Social Hour/Cash Bar
Assorted hors d'oeuvres

7:30 p.m. Dinner
All Meals include salad,
fresh bread basket, coffee/tea

9:00 p.m. Program

Dinner Choices:

Lord Fletcher's Traditional Walleye
topped with toasted almonds and scampi butter,
served with roasted garlic mashed potatoes
and vegetables

Slow Roasted Prime Rib
Served with roasted garlic mashed potatoes,
seasonal vegetables, lemon tarragon sauce

Name: _____ Choice of: Walleye or Prime Rib

Name: _____ Choice of: Walleye or Prime Rib

Email or Phone #: _____

Number attending _____ X \$35 per person = Total due _____

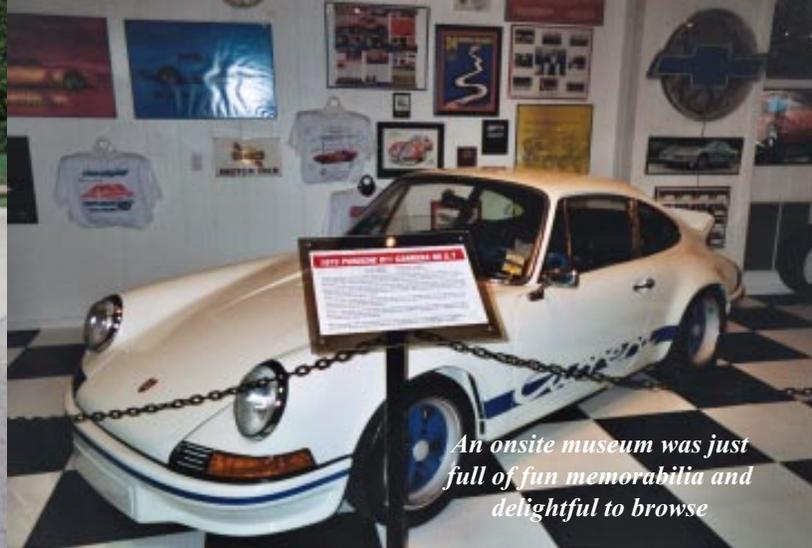
Make your check payable to Nord Stern and send to:

The Boeders
11919 Hilloway Rd. W.
Minnetonka, MN 55305

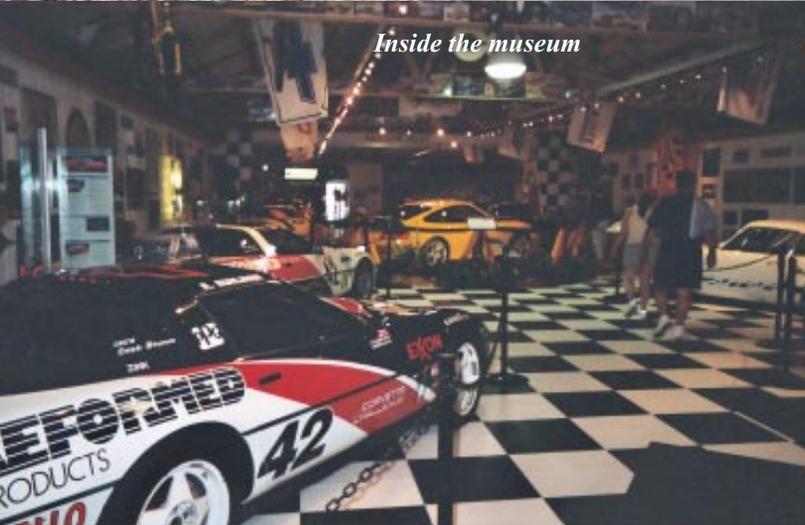
Deadline to RSVP is October 12, 2003



A serious restoration candidate



An onsite museum was just full of fun memorabilia and delightful to browse



Inside the museum



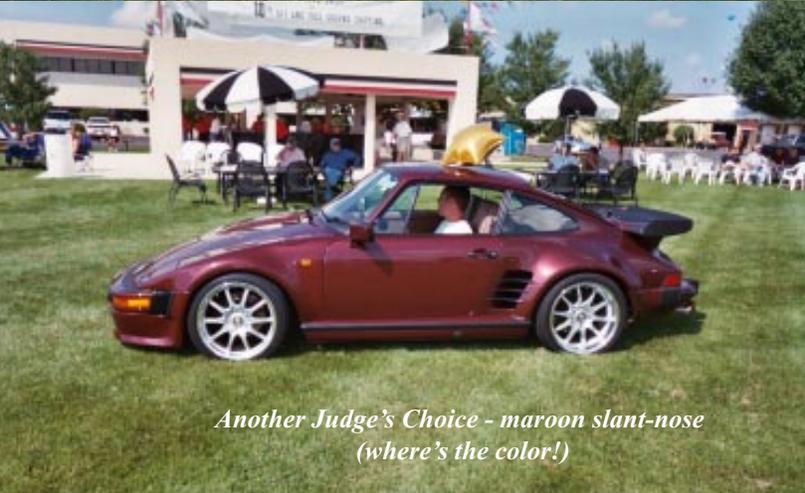
Original gas station



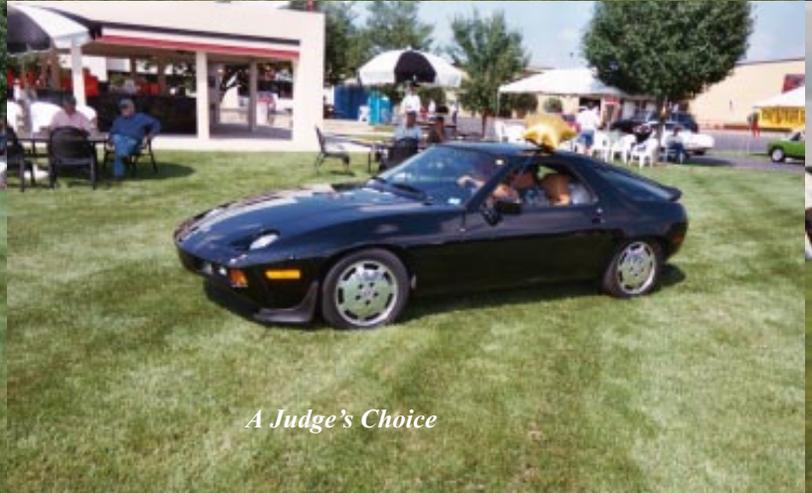
One of Bruce's Judge's Choice - early 912



914 - Judge's Choice



Another Judge's Choice - maroon slant-nose (where's the color!)



A Judge's Choice



Scenes from the Tweeks FunFest

photos by Christie Boeder

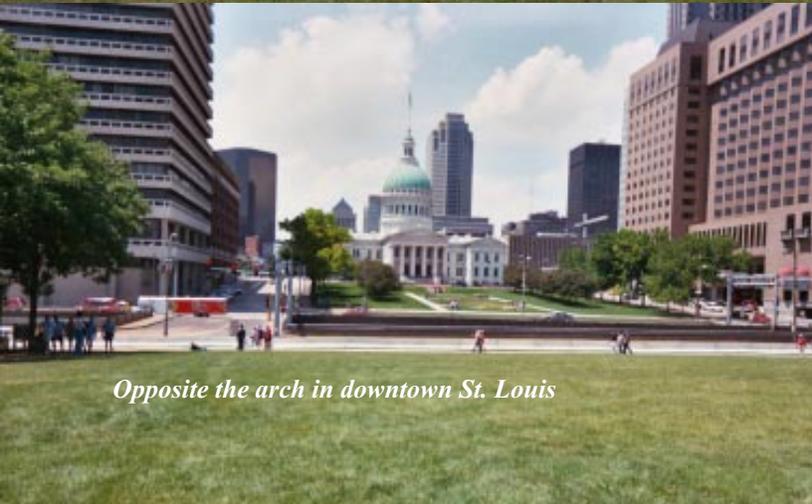


All sorts of interesting stuff at the swap meet area



Left, something for the kids (and kids at heart) a Nascar remote control race car setup that was under a pretty neat tent. Fun to play, fun to watch!

Joe Rothman, Bruce Boeder and Judy Hendrickson keeping cool in the shade - although the weather was excellent!



Opposite the arch in downtown St. Louis

Gimmick Rally Wasn't All a Gimmick . . . There were some Serious Questions to Answer!

by Luis Fraguada

“ . . . weather was just perfect for cruising through the Southwest portion of the Metro area . . . The route was fun, not too difficult to figure out but accuracy counted . . . included questions from the various tech quizzes that appeared over the year in Nord Stern . . . ”

Lorry and Lon Tusler finished in first place with only 6.33 penalty points. They were on the dot on getting the official time/duration of 2 hours, 40 minutes. They were 1.5 mileage short of the official mileage (80.6) for 1.5 penalty points and they missed only 4.83 points from the 34 questions. WOW!! Great performance for the Tuslers, CONGRATULATIONS!!!

In second place was the team of Vilmarie Fraguada and Lisa Overson, the youngest team in the cool Arena Red Boxster. They finished with 10.25 penalty points. And in third place was the team of Georgette and Mitch Berry with 14.40 penalty points.

After the Rally, all the participants enjoyed a beautiful and relaxed afternoon at the backyard of the Fraguada's (Vilma and Luis) for a nice BBQ.

Editor's Note: Luis is way too brief here, the rally was a lot of fun. The weather was just perfect for cruising through the Southwest portion of the Metro area (an area we ended up knowing quite well although it certainly did not help our score!). The route was fun, not too difficult to figure out but accuracy counted and the Boeders have to admit that despite their diligence, they managed to make two wrong turns (correction, missed turns!). We quickly corrected ourselves, but that still does add to the mileage count. The rally included questions from the various tech quizzes that appeared over the year in *Nord Stern* and despite the fact that I had typed in those Q & A, there certainly were a couple I had no idea what the answer was (and neither did Bruce who truly has a mind full of Porsche-related facts!). We also had to keep an eye out for various 'landmarks' and do some 'fill-in the blanks.' Lunch back at Vilma and Luis' lovely home was wonderful. Luis has the absolute perfect yard (shall I say, acreage!)

for a future Concours . . . hmmm, a change of location might be in the cards for our annual Concours! Thank you Luis and Vilma for organizing this event and sharing your home!

We certainly hope we can make this an annual event. A great way to spend quality time in your Porsche car (Boeders snuck in with their TT but no one booed us! The race cars just don't do well at the lower speeds needed during rallying!) and enjoy the camaraderie of the club.

Car Driver	Co-Driver	Question Calculation	Mileage Calculation	Time Calculation	Total Points
Lon Tusler	Lorry Tusler	4.83	1.50	0	6.33
Vilmarie Fraguada	Lisa Overson	3.75	0.50	6	10.25
Mitchell Berry	Georgette Berry	9	0.50	5	14.50
Mike Lancial	Lori Lancial	13.33	0.50	1	14.83
Garrett Harbron	Chris Harbron	12.75	0.50	2	15.25
Edmundo Vazquez	Ali Vazquez	12.50	1.50	3	17.00
Bruce Boeder	Christi Boeder	6.50	0.50	11	18.00
Rudy Mueller	Jayne Muller	10.8	1.50	22	34.25
Mike Robinson	Gayle Robinson	9.75	16.50	27	53.25
Roy Henneberger	Mark McArdle	5.75	18.50	42	66.25
Joe Evans	Nolan Sackett	31	80.60	5	116.60





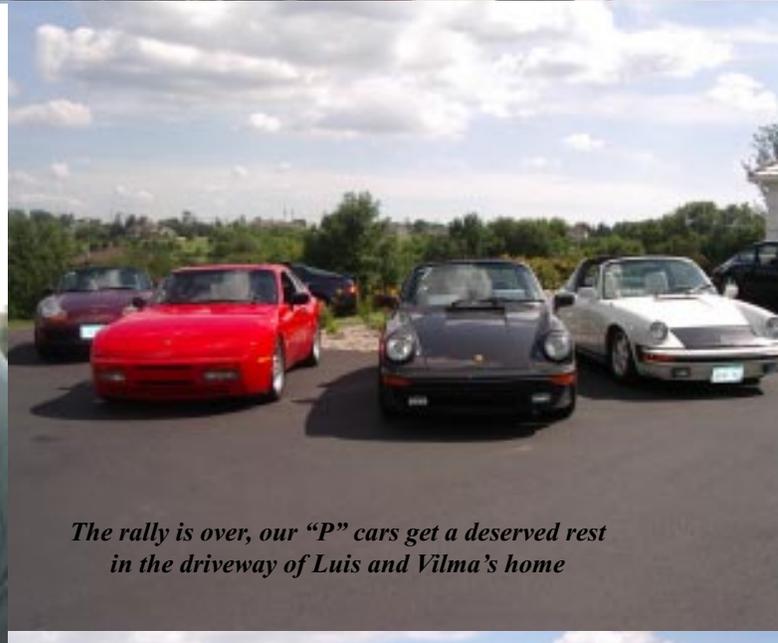
My favorite landmark!



"The Latin Connection" - Ed Vazquez and Luis Fraguada cooking during the BBQ Rally.



Chris and Garret Harbron enjoying their brats



The rally is over, our "P" cars get a deserved rest in the driveway of Luis and Vilma's home



Ooops, I left the flash on! Just wanted to show the rolling farm country we were enjoying



We even had tablecloths for our lunch on the lawn!



Three more rally participants - hmmm, that tail on the left just doesn't quite fit but the Boeders had a great time anyway as this is not your 'typical ugly duckling'



The Arena Red Boxster



Luis and Vilma's lovely home is the perfect backdrop for display some of the rally participants (note the lawn and this is only a 'portion'!)



Rally cars parked and on display



L to R: Lon Tusler, Bruce Boeder, Gayle Robinson, Lorry Tusler (hiding), Mike Robinson



2003 24 Hours of Le Mans

Story and Photos: Bob Chapman, Peachstate Region

“However, the nature of Le Mans frequently makes for strange bedfellows. After all, the 24 Hours is not just the most important endurance race in the world, it’s one of the biggest sporting events in the world, drawing in excess of 400,000 fans during race week.”

You never forget your Le Mans “firsts”. The first time you gaze down the front straight of the Circuit of the 24 Hours. The first time you drive the length of a public road known to the French as Les Hunaundieres and known to most Americans as the Mulsanne Straight. The first time you see the green flag wave and hear the engines scream at 4:00 P.M. on a Saturday in mid-June. The first time you see 24 hours of stress instantaneously melt into jubilation atop the podium.



The 2003 24 Hours of Le Mans featured several firsts to make the event memorable for fans of Porsche; three in particular. Alex Job placed his familiar “Alex Job Racing” sticker on the windshield of a Porsche 911 GT3 RS in his first Le Mans as an entrant. Michael Petersen opened his checkbook in his first Le Mans as a car owner. Dale White brought years of racing experience in his first Le Mans as a program manager.

Under normal circumstances, the latter two men would be tooth-and-nail rivals of the first. In American Le Mans Series competition, Alex Job owns and runs one of the most dominant GT teams in recent history. Petersen and White are better known as the force behind Petersen Motorsports/White Lightning Racing. Their team is one of GT racing’s recent up-and-comers and, incidentally, recent bridesmaids to Alex Job Racing (AJR) at the 12 Hours of Sebring.

However, the nature of Le Mans frequently makes for strange bedfellows. After all, the 24 Hours is not just the most important endurance race in the world, it’s one of the biggest sporting events in the world, drawing in excess of 400,000 fans during race week. Winning an event of such magnitude is everything to racers, and sometimes, a pooling of resources is the most prudent avenue to the top the podium.

To assist toward this end, Porsche offered two of its factory-contracted drivers, Sascha Maassen and Lucas Luhr, to the AJR entry to co-drive with Emmanuel Collard.



Two other Porsche works drivers, Timo Bernhard and Jörg Bergmeister, were offered to last year’s GT winner, The Racer’s Group (TRG), to team with Kevin Buckler. The final factory driver, Marc Lieb, was offered to Orbit Racing to co-drive with Leo Hindery and Peter Baron.

So, with the Porsche-contracted drivers dealt to the three “chosen” teams, GT was sure to be a three horse race. Right? Well, not exactly. The field also included three Ferrari 360s. Two were entered by Risi Competizione and promised to be well-prepared and competitive. Several other

Continued on page 28

September 2003

- 2 **Nord Stern Business Meeting** - 1st Tuesday
Location: Lindey's Steakhouse/Medicine Lake
Time: 6:30 pm
Eventmaster: Scott Anderst 651 462-0526 or
SAnderst@braille-scs.com
- 12 **Nord Stern Friday Night Social**
Location: Town Hall Brewery—Mpls. at
7 Corners, Time: 7:00 pm
Eventmaster: Roy Henneberger
R.S.V.P. 952 454-7716 or henneb@charter.net
- 19 **Nord Stern Driver Ed** at BIR
See Pg. 24
- 20,21 **Nord Stern Driver Education—Last Fling**
At BIR
See Pg. 25 (note new address for registrars!)
- 26-28 **11th Annual Nord Stern Fall Color Tour—**
Blue Fin Bay
Eventmaster: John Dixon 952 939-9071 or
email at: eyerack@tcq.net

October 2003

- 7 **Nord Stern Business Meeting** - 1st Tuesday
Location: Lindey's Steakhouse/Medicine Lake
Time: 6:30 pm
Eventmaster: Scott Anderst 651 462-0526 or
SAnderst@braille-scs.com
- 10 **Nord Stern Friday Night Social**
Location: The Black Forest Inn at 26th Ave.
and Nicollet Ave. S.
Time: 7:00 pm - Octoberfest Time!
Eventmaster: Roy Henneberger
R.S.V.P. 952 454-7716 or henneb@charter.net
- 18 **Nord Stern Annual Dinner and Awards**
Lord Fletcher's on Lake Minnetonka
Social Hour: 6:00 pm
Dinner: 7:15 pm
Program: 9:00 pm
Mark your calendar now to join as we celebrate
the year with a multimedia presentation!
Eventmasters: The Boeders 952 593-5544
See page 9

November 2003

- 4 **Nord Stern Business Meeting** - 1st Tuesday
Location: Lindey's Steakhouse/Medicine Lake
Time: 6:30 pm
Eventmaster: Scott Anderst 651 462-0526 or
SAnderst@braille-scs.com
- 14 **Nord Stern Friday Night Social**
Location: TBA
Time: 7 pm
Eventmaster: Roy Henneberger
R.S.V.P. 952 454-7716 or henneb@charter.net

December 2003

- 2 **Nord Stern Business Meeting** - 1st Tuesday
Location: TBA Time: 6:30 pm
Eventmaster: Scott Anderst 651 462-0526 or
SAnderst@braille-scs.com
- 12 **Nord Stern Friday Night Social**
Location: The Dock in Stillwater
Time: 7:00 pm
Eventmaster: Roy Henneberger
R.S.V.P. 952 454-7716 or henneb@charter.net

Porsche: Excellence Was Expected:

The Comprehensive History of the Company, its Cars and its Racing Heritage

by Karl Ludvigsen

Hardcover, 9 1/2 in. x 10 1/2 in.

Three volume set

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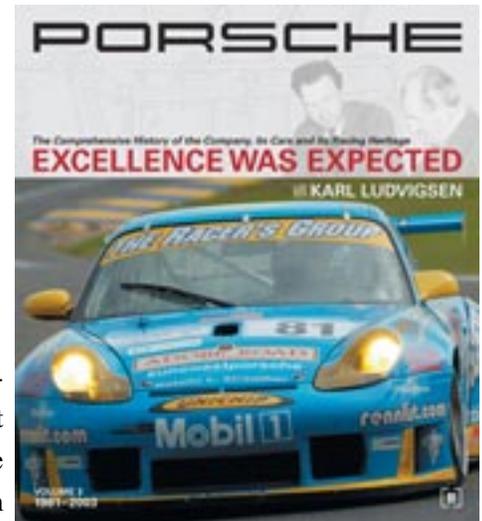
Volume 3

[View Table of Contents](#)

A successful and profitable sports-car and SUV manufacturer in 2003, Porsche witnessed significant swings in its fortunes during the final two decades of the 20th Century. In the mid-1980s, the company's exploration of the FIAs Group B resulted in the fabulous all-wheel-drive 959 of 1988. It was fast, sophisticated and beautiful. It was also a money loser for the company. In this same period,

Models in Vol. 3:	
959	Carrera GT Competition
928GT	961
944 Turbo	911 GT2 (993)
944 S	911 S LM
968	Carrera RS 3.8
911 (964)	GT1/96
911 (993)	911 GT3 Cup
Boxster	GT1/98
911 (996)	911 GT3 R
Cayenne	911 GT3 RS 911 GT2 (996)

Porsche won the Paris-Dakar Rally and conquered the highest levels of Formula 1 with the McLaren-TAG team. In contrast, Porsche lost its way with the CART program and experienced a disappointing return to Formula 1 in 1991 with the Footwork Arrows team. In the late 1970s, the company adopted front-mounted engines and water-cooling in a move that was expected to spell the end for the venerable 911. The 924 and the impressive V-8 928 were both extremely successful in the American market, their primary target.



Porsche continued to extract greater performance and sophistication from its 928 and the

many variations of the 944. But this model proliferation and the rise of the dollar took its toll on Porsche. After the departure of chief Peter Schutz, emphasis gradually returned to the 911, with the introduction of the vastly revised 911 (964) in Carrera 2 and Carrera 4 versions. By the mid-1990s, the 911-as the Type 993-was Porsche's only product, although it was available in coupe, Targa, Cabriolet and Turbo forms, with both two- and four-wheel-drive configurations. Variations of the 911 also performed with distinction on the track, by way of the GT1, GT2 and GT3 racers available from the Porsche factory.

With the return of manufacturing specialist Wendelin Wiedeking in 1992 came massive changes that led to new efficiencies within the company. In addition, the company made a stock offering and reached into reserves to provide development funds for a pair of new automobiles. The resulting Boxster and Type 996 version of the 911 brought about a gradual resurgence for the little firm.

Highlights in Volume 3:

- Porsche's 959 supercar · Formula 1 engine supplier ·
- A new 911 · Boxster success · 993 and 996 · Cayenne SUV
- Carrera GT

In the early days of the Twenty-First Century Porsche's Boxster and 911 lines remain strong and healthy. The advent of the Cayenne SUV and the Carrera GT supercar, as well as the overall victory of a 911 GT3RS at Sebring in 2003 should dispel any last doubts about Porsche's engineering capabilities or its ability to survive as a small and independent automaker.

Last Fling Driver Training Friday, September 19, 2003

at Brainerd International Raceway

■ **Eventmasters:** Lee Jacobsohn 952 922-8485 and Dave Ingraham 612 799-0520

Novice Class: For drivers who have not attended a (or attended no more than one) Nord Stern high speed driving event at Brainerd Raceway. This class will prepare you to safely participate in Nord Stern Drivers Education events. Cost \$110 per person (one driver per car). Limited to 20 students.

Intermediate Class: For drivers who have attended the Nord Stern Novice Class, or similar high speed school utilizing production based street cars, and have participated in less than six DE event sin the last six years. This class builds on the topics covered in the novice class with a concentration on advanced car control techniques and cornering lines. Cost: \$110 per person (one driver per car). Limited to 20 students.

Advanced Lapping Sessions: For drivers who have attended the Nord Stern intermediate school in the past and desire additional track time. Two lapping session will be provided on Friday afternoon. Instructors may be available at the driver's request. Cost \$55. Limited to 24 cars.

Requirements: Car must have passed a Nord Stern annual Tech inspection in 2003. Open top cars must have factory rollover protection or a roll bar that meets PCA club racing rules. Must be a valid PCA member and have a valid drivers license, must be over 18 years of age.

REGISTRATION AND PAYMENT MUST BE RECEIVED BY September 12th, LATE FEE \$25



Rush this form along with your check payable to Nord Stern to:



Lee Jacobsohn
4849 Russell Ave. S.
Minneapolis, MN 55410

Driver _____

Phone(Wk/Hm) _____ email: _____

Street _____

City _____ State _____ Zip _____

Car _____ Model _____ Year _____

Novice _____ Intermediate _____ Advanced laping _____

Class, if known _____ Prior high speed school? _____

"In consideration of being permitted to use the BIR facility under the track rental lease of Nord Stern, I agree to be solely responsible for any and all property damage to the BIR facility caused, in whatsoever manner, by myself, or a registered co-driver either in the vehicle which I have registered, or in another vehicle, within seven (7) working days of invoice by it for all reasonable property damage which it has been billed, or which it paid to the operators of BIR for property damage to the BIR facility in which I, or my vehicle was involved. Nord Stern Region reserves the right to exclude any individual."

Signed: _____

Last Fling Driver Education

Saturday & Sunday, September 20 & 21, 2003

*Brainerd International Raceway is a superb, three-mile road course,
situated six miles north of Brainerd, Minnesota*

- **Eventmaster/s:** TBA for each DE Event
- **Cost:** \$120 per person; \$100 second person, same car
- **Requirements:** Snell 95 or newer helmet, A fire extinguisher (5 b-c min.) is required. It must be securely mounted using a metal bracket, roll bar (to Club Racing specifications) for cabriolets, 96 db noise limit, PCA Membership Card & valid driver's license
- **Experience:** To participate, you must have Nord Stern or other approved driver's training experience.
- **Tech Inspection:** Mail in form with registration, form available in Nord Stern or downloadable from Nord Stern website (PDF format) www.nordstern.org
- **Refund Policy:** **Registration deadline is September 13th. Late Fee: \$40, however, FULL refund if you cancel by calling at least one day before event.**

Rush this form along with your check payable to Nord Stern to:

Janine/Todd Knettel
23170 Redwing Ave.
Jordan, MN 55352

Driver _____

Co-Driver _____

Phone(Wk/Hm) _____ email: _____

Street _____

City _____ State _____ Zip _____

Car _____ Model _____ Year _____

Check one: First Fling _____ June Fling _____ Club Race DE _____ Last Fling _____

Best Time BIR _____ Best time co-driver BIR _____

NS Assigned Car Number(s) _____

"In consideration of being permitted to use the BIR facility under the track rental lease of Nord Stern, I agree to be solely responsible for any and all property damage to the BIR facility caused, in whatsoever manner, by myself, or a registered co-driver either in the vehicle which I have registered, or in another vehicle, within seven (7) working days of invoice by it for all reasonable property damage which it has been billed, or which it paid to the operators of BIR for property damage to the BIR facility in which I, or my vehicle was involved. Nord Stern Region reserves the right to exclude any individual."

Signed: _____

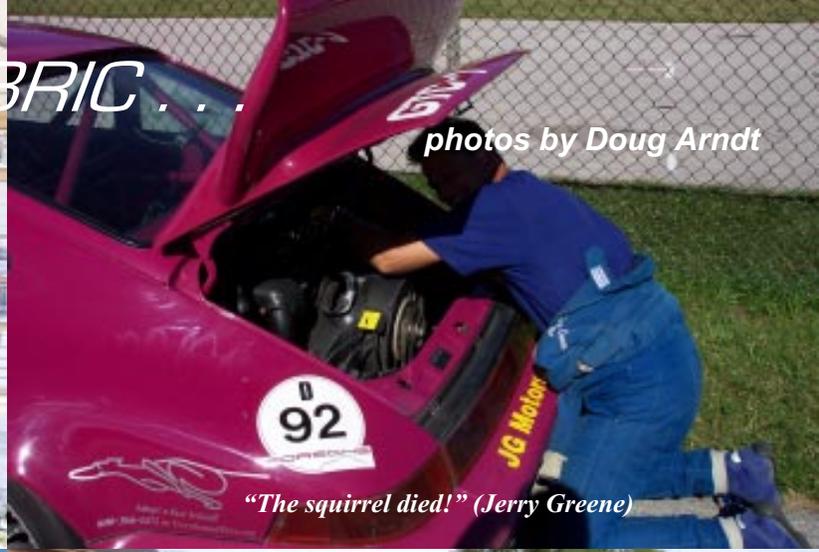
Co:Driver _____

Out and About at the BRIC . . .

photos by Doug Arndt



Inside the Nord Stern member Doug Arndt's Complete Garage at this July's BRIC at Road America



"The squirrel died!" (Jerry Greene)



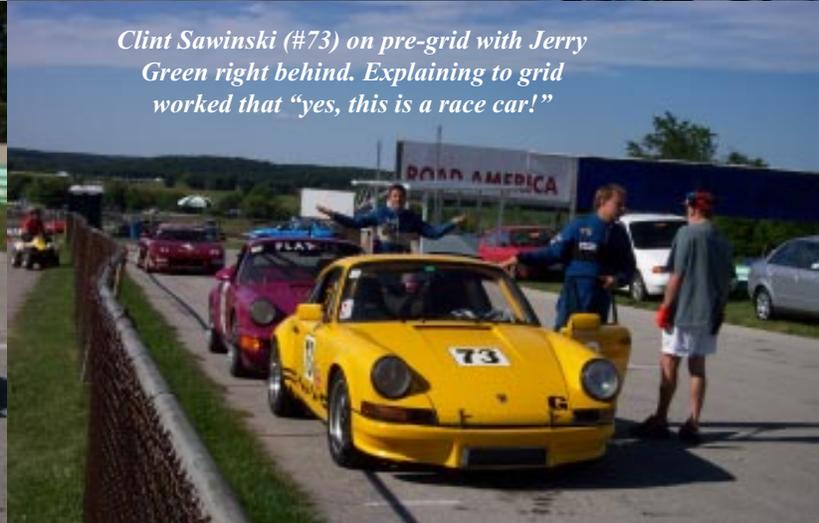
Yellow 935



Race cars on the way to the Concours in Elkhart Lake - Dave Arundel in the Lola



RS's on pre-grid at BRIC



Clint Sawinski (#73) on pre-grid with Jerry Green right behind. Explaining to grid worked that "yes, this is a race car!"



Toad Hall Lola T70 on it's way to the Concours in town



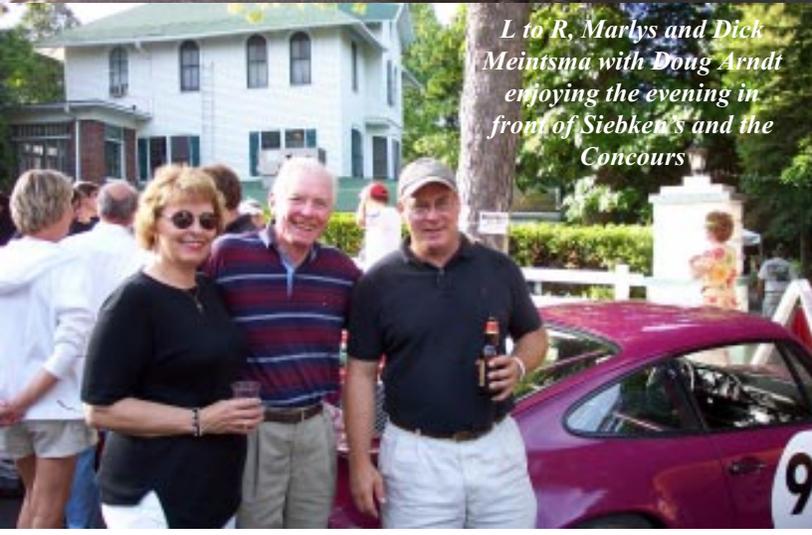
Porsche 906 makes it way to the Concours



"D" Jaguar



Blown Dustors



L to R, Marlys and Dick Meintsma with Doug Arndt enjoying the evening in front of Siebken's and the Concours

Le Mans

... continued from page 18

teams fielded 911 GT3 RSs, providing assurance that if the three factory-supported teams faltered, all would not be lost for Porsche. A couple TVRs, a Spyker and a lone GT-class Ferrari 550 Maranello added spice, if not speed, to the field.

Qualifying sessions on Wednesday and Thursday night went according to plan for Porsche. The AJR, TRG and Orbit cars ran 1,2,3, all within two seconds of each other. In fact, the first two Porsches were within four one-hundredths of a second, a mere fraction of a blink of the eye. This was particularly amazing when considering that a single lap of the Circuit of the 24 Hours covers nearly 8.5 miles.

If qualifying went per Porsche's plan, the same could not be said for the race. Well, not exactly anyway. Satur-



day morning's warm-up was followed by a steady rain, the first of the week. This left more than a few teams wondering if they had reasonable setups for wet conditions. However, the clouds parted, and the track dried before Saturday afternoon's 4pm start. It was good news for those hoping to avoid a repeat of 2001's consistent, drenching cloud-bursts.

The green flag waved at four o'clock, and the #93 AJR Porsche took the early lead, followed closely by the #87 Orbit and #81 TRG entries. The three ran nose to tail for much of the first hour. As hours two and three passed, #87 fell a bit off the pace, and the #77 Taisan Porsche (winners in 2000) moved to 3rd in GT.



©2003 Bob Chapman

At approximately the three and a half hour point, strange things began happening to the leading GT Porsches. It started when the class-leading AJR entry pitted with a faulty gearshift. Repairs ensued. Nearly five minutes later, Luhr took the car back onto the track, but the lead had been handed to Buckler in the TRG entry.

And just as prospects were looking bright for TRG, a slipping clutch forced the #81 Porsche to the pits. A quick diagnosis indicated that a new clutch would be necessary, and repairs began in earnest. Unfortunately for the recent "24 hour specialists" (2002 Daytona GT winners, 2002 Le Mans GT winners, 2003 Daytona overall winners), the stop would be a long one.

Next to experience problems was Orbit. Lieb pulled the car into the garage at approximately the five hour mark to replace one of the front radiators. Although not as time consuming as the fixes that were taking place in the nearby



©2003 Bob Chapman

Continued on page 35

Discount Plan for members of PCA and Nord Stern Region!

Carousel Porsche and Maplewood Imports are pleased to announce an im-proved discount plan for members of PCA and Nord Stern Region. The new plan, which supercedes all previous plans, will be effective immediately and is available to all club members and associate/family members.

Members will be eligible for a 5% discount on annual purchases up to \$300, a 10% discount for purchases from \$301 to \$700, and 15% thereafter. In order to receive discounts, members will be required to present the new **Discount Card**, available at the dealership retail parts counter. Members must present a current PCA member card when requesting the **Discount Card**. There is no charge for the card.

Discount Cards will be punched by dealer parts staff in \$50 purchase increments at time of purchase. A card will be considered FULL when purchases total \$1000 in a calendar year. These FULL cards may be redeemed for a \$50 purchase credit and the completed FULL card will be entered in a year-end drawing for a significant prize to be determined by each dealer in consultation with Nord Stern representatives.

Discounts as noted above will apply to all items with factory part numbers. Items sourced outside factory channels (e.g., tires, other accessories) may earn discounts at other rates, but purchase totals will still be punched on the **Discount Card** as above. Sublet items (e.g., paint, upholstery) may not be included in this program.

Eligible purchases may be made at the retail counter, in the shop while repairs and maintenance are being done, or by phone. Punches on the card will only be made at the retail parts counter, so keeping receipts will be important to assure eventual full credit. Contact your Porsche Parts consultant in either dealership for full details and a new card.

This new plan offers members an improved incentive to purchase Genuine Porsche Parts and Accessories for their Porsches as well as an additional reason to maintain PCA membership.

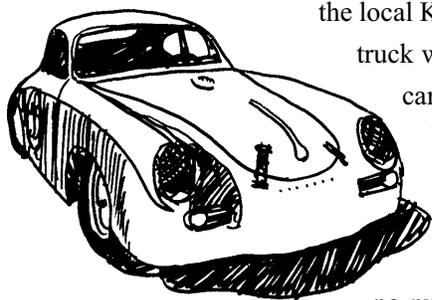
For additional information:
Mark Bouljon at 763-744-9170



Buying A Car On e-Bay

by James E. Schragger South Bend, IN author of "Buying Driving and Enjoying the Porsche 356" writes a monthly column on Porsches for "Sports Car Market Magazine" and is a regular contributor to the "356 Registry" magazine. Courtesy Chicago Scene

*"There it was, a
Signal Red/black
1964 356SC Coupe.
Recent paint, a new
leather interior, new
gray square weave
carpets, a nicely
rebuilt SC engine,
fresh pans and
longitudinals, powder
coated suspension
and steel wheels. The
car ran fine, was
totally rust free and
just ready to enjoy."*



I like to buy cars sight unseen. There, as idiotic as it sounds, I said it. Of course, the real question is why? Well, to a guy who has been fooling around with old cars for over thirty years, it's a kind of car collectors Mount Everest. I mean, anybody can spot a great deal when standing in front of the car. How many people can claim to make good buys over the phone?

And how many can get a good deal on the Internet? I was early in the eBay thing, back when it was mostly parts. I got taken for more than one bad deal, but when it's just a radio that doesn't work or a set of wheels that wobble, it wasn't the end of the world. But cars, that's a different matter.

It all started with my cousin wanting to buy a 356. He is a long time car addict and 911 owner and after driving one of our 356s, he just had to have one. He set off on trips all over the country burning up his frequent flyer miles looking at cars. Not silly enough to buy one without driving it first, he soon found out what a bunch of junk is out there masquerading as a 356. Full scale bondo replicas. Porsches that ran like beetles. Cars with papier-mache undercarriages. Handling that would scare Evil Kneivel. He saw it all, and I read his reports on email.

Then eBay started to sell cars, and I, as Mr. Smarty-Pants Porsche buyer, decided to help my cousin and good friend find his dream car. There it was, a Signal Red/black 1964 356SC Coupe. Recent paint, a new leather interior, new gray square weave carpets, a nicely rebuilt SC engine, fresh pans and longitudinals, powder coated suspension and steel wheels. The car ran fine, was totally rust free and just ready to enjoy. Located in Southern California, the bidding started at \$12,500. Doesn't it sound good?

The few photos were taken in the shade, but the paint looked especially nice. The engine looked good with proper Solex carbs. \$12,500 was way too cheap for this buggy, so I bid \$13,001 hoping to reach the reserve. The car stalled at \$12,600, the minimum overbid. I forgot about it but got an email message a few days later that I had won, at \$13,001. How neat!

The seller was a delightful guy, told me I got the buy of the century, and that he would help in loading the car. I immediately sent off a Cashier's Check for the full amount, and in a few weeks, the car arrived. The trucker had arranged to pull his rig in the local K-Mart about a mile from my house. It was already sitting off the back of the truck when I arrived. From about 200 yards away, I was immediately aghast. The car looked wrong, just horrible. It wasn't square, wasn't even close to right. Was this the same car I saw in the digital photos? It just couldn't be.

None of this was the trucker's fault, so I paid the bill and drove the car home. It barely started and ran like a complete pile of garbage, maybe running on 3 cylinders at best. The engine, which looked okay had no power, no punch, no poop, no pop. The brakes were squirrely, the transmission had a loud whine in 2nd gear. But my troubles were just starting.

At home I noticed the hood and door gaps were off, way off. But worse, the engine cover gaps were off. This is fairly rare in a 356 coupe, as the engine lid sits high enough to stay clear of all but the most serious body damage. Up under the front fenders and rear quarters were unrepaired rust holes, about a foot long and an inch wide. There was no powder painted suspension or wheels, they were each poorly painted, perhaps with a rattle can.

The engine was an old Super-90, not an SC. The leather was new, but not done to any Porsche standard, more like JC Whitney leather seat covers. The carpet was wrong and had no binding where the various pieces met. I valued the car, after some serious repairs that were immediately needed just to get it to run, at about \$7,000. Mr. Porsche Buyer, yours truly, had just managed to pay about twice what the car was worth. Hey, isn't this fun! No!

Up to this point in my 30 plus years of car hobbling, I had never sent a car back to the seller. I am a big boy, and if I made mistakes, I pay my own way. It was beneath my honor to send a car back. I was a pro at making lemonade

out of lemons. No car was so bad that I could not find a decent way out short of begging the seller to take it back.

After looking very closely at my new pride and joy, I decided the time had come to make an exception to my long-standing rule. I composed a very careful email, noting only the objective differences from the written description on eBay: The extensive - but hidden - rust, the complete wrong motor, the improper carpet, and the lack of any powder coated parts. I offered to ship the car back, at my complete expense, and promised no negative feedback on eBay. I mentioned that I felt the transaction bordered on fraud and that he would be wise to take the car back and be done with a cranky car nut like me.

He accepted, then a few days later changed his mind. I then wrote a harsher letter and he accepted again. This time I scrambled to get a discount trucker to haul the car that same day. After a few hours on the phone, I found one that could pick it up in a few days.

I had driven the car exactly one mile to my house, and then 1 miles back to K-Mart. I had charged the battery and washed and waxed it. I took full photos for him, to show it hadn't fallen off the truck. Still, when it arrived back in LA, he refused to accept it. The trucker dumped it at a towing yard.

The seller gave me some cockamamy story that he was off with his wife on a second honeymoon, even though of course he was given full notice of the delivery a week in advance. He finally accepted delivery, but not until I agreed to accept the extra \$100 towing charges for his not being home.

One other small detail: he hadn't paid me yet. I had agreed to send it back without his advance payment - and of course, I paid for the transport both ways. I had made it very clear that I expected a cashier's check for \$13,001 the same day the car arrived. I had sent a prepaid overnight envelope just to make life easy for this wonderful keeper of the faith. The FedEx didn't arrive when scheduled. I called and although he ducked a few of my calls and didn't return them or my e-mails, I finally caught him and he promised to send a cashier's check.

Instead, a personal check arrived in about a week. I rushed it to the bank and was delighted, perfectly delighted

when it cleared to have only lost \$1,800 on this idiotic transaction.

I stayed off the Internet for awhile, but in later years purchased four more cars on eBay. Of these, two were aborted before they were paid for or delivered, the descriptions being so badly at odds with the merchandise (one was a 1976 912E listed and sold as a 1976 911S for \$3,500; the other a "rust-free" 1973 911S Targa that had gaping holes in the floor pans and a price of \$10,000).

The fourth eBay car was 1973 911T Sunroof, purchased for \$6,200. When it arrived my normally politic mechanic, wondered out loud what the heck I was thinking when I bought that dog. It didn't run, had been sitting outside under a tree for what could have been years and was blessed with the worst paint and interior I can remember short of a junkyard. We worked hard and maybe broken even on that one. The most recent one, a silver 1976 912E Sunroof was purchased on Christmas eve at 9:30 PM for \$5,450. It is the only one of the lot that was a reasonable car at a fair price.

These numbers add up to an 80% failure rate on eBay cars. To be sure, they all can't be winners. But do be careful out there. It's a jungle.



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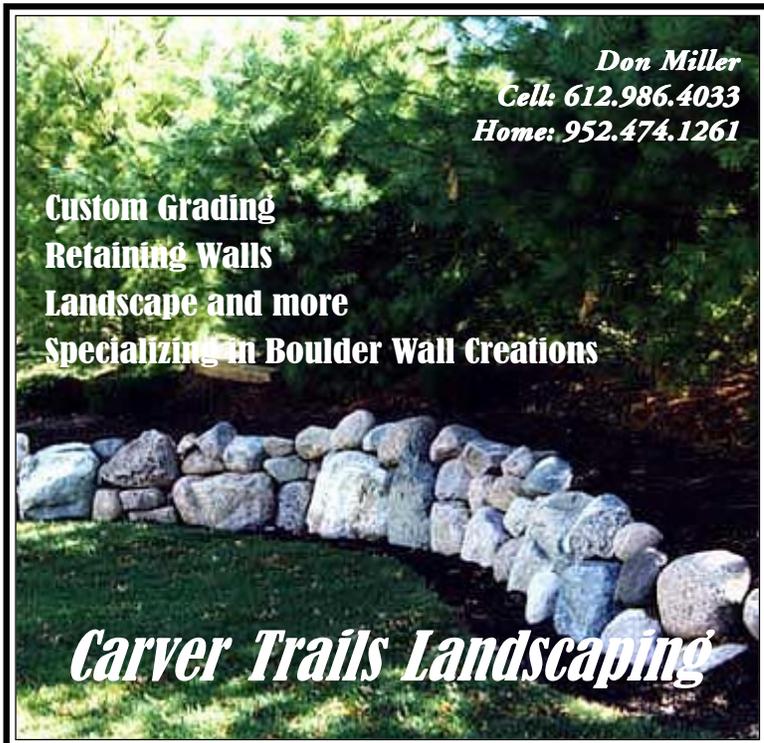
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Sept 26-28, 2003

Headquarters: BlueFin Bay (1-800-BlueFin)

Eventmaster: John Dixon 952 939-9071

or email: eyerack@tcq.net



Le Mans

... continued from page 28

TRG garage, the #87 car lost more than ten minutes as repairs were effected.

After more than 90 minutes in the pits, TRG made its way back onto the track with a new clutch and with twenty laps to make up on the GT class leader. A fourth consecutive 24-hour race win seemed a remote possibility, but Buckler/Bergmeister/Bernhard decided to fight gamely nevertheless.

As darkness fell, the #93 AJR Porsche had resumed the lead, followed by the #77 Taisan Porsche and the #95 Risi/Acemco Ferrari which had been running consistently strong throughout the early hours of the race, quietly ascending the leader board. With a spurt of Porsche problems successfully navigated, nighttime promised a settling at the front of the GT grid.

Wrong. Around 2 am, AJR returned to the pits for another extended stop, this time with a problem more significant than the shifter. A water leak indicated a radiator puncture which required replacement. Over 20 minutes in the garage moved #93 from first to fifth, promoting Taisan to first, Risi to second and the charging Orbit to third.

Next to suffer? Taisan. A door replacement was needed. The stop was luckily short-lived, and they rejoined the fray having lost only a couple laps. With that, the #95 Risi/

Acemco Ferrari moved into first place amongst the GT class, marking only the second time since 1999 that a car other than a Porsche 911 GT3 R/RS led at Le Mans.

Bang! Almost as soon as the Ferrari assumed the lead, its V-8 blew on the Mulsanne. No warning was given. Just Bang! There would be no upset amongst the competing marques at the 2003 running of Le Mans. With the Risi/Acemco entry parked, Porsche would surely win. The only issue was determining which Porsche would suffer the fewest niggling problems en route to victory.

At the race's halfway point, AJR and Orbit ran 1,2 on the same lap and enjoyed a four lap lead on the #75 Perspective Porsche in third. T2M's Porsche sat in fourth, relying on consistency rather than speed to achieve their strong position. Taisan and TRG were on the move in fifth and sixth place, and given the oddities of the first twelve hours, it would've been silly to count them out, despite the fact that they trailed by nine and sixteen laps respectively.

If the first twelve hours were notable for a glitch-induced shuffling at the top of the GT leaderboard, the second twelve hours were notable for relative steadiness. From hour thirteen until the end of the race, the AJR entry suffered only minor problems, one with the front splitter and one with the alternator. Orbit made quick change of a radiator when water temps climbed. But both teams cemented their 1,2 positions as the hours wound down. Only T2M



Continued on page 40

Boxster Coolant Tank Failure

By Steve Grosekemper

While Porsche has gotten along with air-cooling for their sports cars for the past 50 years or so, it has come to my attention that all Porsche models are water-cooled, and have been since 1999.

The reason for this new-fangled water-cooling is that it maintains a more uniform control over cylinder head temperatures. Air-cooling was much simpler and best of all, never suffered from coolant leaks. Or always did, but that was OK as well.

For better or worse water-cooling is here to stay, so we better get used to it. Modern cooling systems are sealed and once filled should never need additional coolant.

If a cooling system does lose its fill, it is imperative for us to find the source of the loss. If the coolant was there and now is not, there can only be a few reasons for its exodus. It might have leaked out of the cooling system and escaped to the ground. (A burst cooling hose or failed water pump is the most common failure).

A less popular escape route would be a leak into the engine itself. Coolant can find its way into the engine through a crack in a cylinder head or block, or by a failed gasket. If this is the case evidence will be found in the oil pan or exiting the tail pipe.

The method of determining the source of the loss is as follows:

Top off the cooling system. If coolant does fall out on the ground, trace it to its source and repair it. If the coolant does not fall onto the ground in an obvious manner, you must pressurize the cooling system to simulate operating conditions. (See Fig. #1)



Figure #1
Coolant pressure tester and adapters are installed to replicate pressure under operating conditions)

If the coolant does not escape quickly, you must leave the pressure on the system until the level drops noticeably. If the coolant leaks into the cylinder, the engine will not turn over. You then remove the spark plugs, rotate the engine, and watch to see which cylinder “Old Faithful” starts spraying out of.

If it leaks into the crankcase, the coolant will mix with the oil. After sitting for some time the oil and water will separate. Since oil is lighter than water, the water will settle on the bottom of the oil pan and pour out first when the drain plug is removed.

But what if none of these things happen? What if coolant is being added to the car slowly over time, and shows no signs of escape. This was the case for me a few months ago. While waiting for something to happen after pressurizing the system, I noticed a drip of coolant escaping the car.

noticed a drip of coolant escaping the car.

But this was not a normal location for a coolant leak. The coolant was not leaking from the engine, but out of the right rear jack lifting point!

Now this was a little perplexing as there are no cooling system components in the area. Then it hit me, (OK, maybe it actually dripped on me). The only thing that was even in the vicinity of the drip was the coolant reservoir mounted in the rear trunk. I looked in the trunk and started pulling carpet out to access the coolant reservoir. Under the carpet is a wooden flooring, so out it went as well.

With all the coverings and floorings removed, there it was. A green fog of coolant spray was coming from the bottom of the coolant tank. A green lake had formed on the trunk floor. As the coolant collected on the floor it found its way forward through body panels until it escaped at the jack lifting point. (See Figure#2)



Figure #2

Notice the lake of coolant on the trunk floor and the coolant deposits on the side of the tank.

If you find that your Boxster is losing coolant in a mysterious fashion, you can simply pull back the carpet surrounding the coolant tank. Complete removal of the carpet and flooring is only necessary when the tank is being replaced.

Coolant Tank Replacement:

At first glance this seems to be a very straightforward process. The tank and mounting bolts are right there in the trunk. There is also an oil filler pipe integrated into the tank but that doesn't look to be a problem. The problem lies not in the trunk, but on the other side of the firewall in the engine compartment.

That is where the coolant and oil hoses connect to the engine. They are connected with a series of pressure clamps that you may have seen before on Japanese cars. You must remove these pressure clamps before removing the coolant tank. Getting to the clamps is another issue.

They cannot be accessed from the trunk or the top of the engine compartment. They must be accessed from the bottom of the car. Unless you are 10 inches tall you will also have to remove the large aluminum protection plate on the bottom of the car. This is also not as easy as it seems.

The plate is sandwiched between the chassis and some aluminum braces, which all must be removed.

If after all these obstacles, you still want to tackle this project, continue reading and I will attempt to guide you through the process. A factory service manual is highly recommended for this service procedure. This is due to the fact that there are several small details that may be omitted here due space constraints.

- * Remove coolant and oil filler caps.
- * Remove reservoir cover and release coolant bleed valve (pull steel ring up into the locked position). Remove the top sealing ring of the reservoir.
- * Safely raise car and remove the plastic engine protection cover, and aluminum protection plate from the underside of car.
- * Drain the coolant at the bottom of the engine coolant housing. Reinstall the drain plug and tighten after coolant has drained.
- * Remove coolant pressure clamps and hoses from tank fittings. These are located on the engine side of the trunk wall, up high between the trunk and engine. (See Fig. #3)



Figure #3

*Fittings are way up into this cavity between the engine and trunk firewall.
(This is a good time to find a small-handed helper)*

- * Now go top the top side of the car and remove all the trunk carpeting and wooden flooring.
- * Remove the electrical plug attached to the coolant level sender at the bottom of the tank.
- * Now remove the three mounting nuts and bolts holding the tank to the trunk wall.

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Coupe, gold/brown leather; 135,000 on chassis, approx. 6,000 on 3.2, completely rebuilt (\$11,000 worth) mechanic was Paul Ross from Indianapolis and Indy car/Porsche mechanic) SSI's with 1974 muffler, professionally lowered and corner balanced, Newer Bilstein sport shocks (4) , factory Carrera tail, Turbatrol oil cooler, no oil leaks, Transmission rebuilt 5 years ago (Nurburgring), factory short shift, speedometer change over to 150 mph readout, K & N air filter, 5-point harness with harness bar, camera mount, cover,

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1988 Porsche 928S

Red with tan interior. Automatic transmission, beautiful Arizona car. Has all the options. Just turned 60,000 miles. \$15,000. Call Tim Hanratty at 612 718-2221.

Boxster

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- * The tank is sandwiched between itself, a gasket and the firewall.
- * Remove the oil dipstick and guide tube attached to the reservoir.
- * Carefully twist and juggle the tank while separating the gasket from the tank and it will come out. (The gasket should stay with the car)
- * Check the bottom of the tank to verify that the tank is actually cracked and the leak is not from the coolant sending unit. (See Figure #4)



Figure #4
Hold tank up side down and look for discoloration at leak points.

- * Once the tank is out use a wet/dry vacuum or other means to remove all the coolant from the trunk floor.
- * Transfer the coolant level sender and the three elbow hoses from the old tank to the new one.
- * Instead of reusing the pressure-style clamps replace them with screw type clamps. (This is a directive from Porsche when the pressure clamps leak, but is a good idea at replacement time as well.)
- * Mount the new tank (996.106.147.07 = \$217.76) to the trunk firewall.
- * All earlier coolant tanks, 996.106.147 .03/.04/.06 have been superseded to this 996.106.147 .07 tank.

- * From the bottom of the car, reattach the one oil hose and 3 coolant hoses to their original locations.

- * From the top of the car, reinstall the oil filler cap. Release the bleed valve, leaving the bail in the upright position. Turn the heater control to Max. Heat.

- * Fill the cooling system slowly with Porsche factory coolant part # 000.043.203.78. (Quarts). Mix this coolant with distilled water at a 50% mixture. It is imperative to fill the system very slowly so as many air bubbles as possible can come to the top.

- * Fill the tank until the coolant meets the bottom of the filler neck. Now start the car let it idle, add coolant as necessary to maintain a level at the bottom of the filler neck. Install the reservoir cap. Raise engine speed to 2500 R.P.M.

- * Rev engine quickly, several times during this process. The surging of coolant flow is needed to get all of the air pockets out of the system.

- * Let the engine temperature increase to 185 degrees and then close the bleed valve bail.

- * Continue revving the engine every few minutes until the coolant temperature reaches 195 degrees. After the engine temperature stabilizes, check below front radiators for hot airflow. (Cooling fan actuation)

- * Let engine come down to an idle and verify that the cooling fans are cycling on and off.

- * Check car for any coolant leaks.

- * If all seems well and no coolant leaks are present, reinstall the two lower covers.

- * After the car cools off completely the coolant level should be between the Min/Max indicator marks on the tank. If they are not, correct the coolant level.

- * As an extra precaution, you may want to re-pressurize the car cold, to make sure there have been no overlooked leaks.

