

der *Gasser*

OCTOBER, 2002

**Buckingham Concours**

**Election Month**

**Rally Photos**

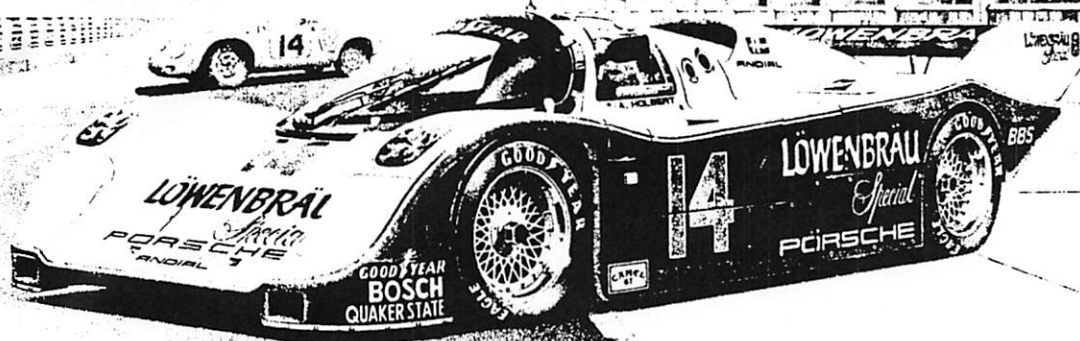


*Riesentöter Region*



*Porsche Club of America*

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# HOLBERT'S

1607 Easton Rd.

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# President's Message

It has been a great year. Our meetings averaged over 100 attendees and we hit 150 at least three times. Our programs were complete, well rounded, and fully supported. Financially RTR is sound, we have an added track event - at Watkins Glen, no less - and it was for charity.

The activities were there this year. A great Driver's Ed/Track/Tech Program, four strong rallies, well planed social events, overnight caravans, a tour to the Pittsburgh Grand Prix, concours presence at both Radnor Hunt and Buckingham, and all with a Main Event - our Holiday Banquet - still to come. All in all there was something for everyone, and in many months almost every weekend was full. The Riesentöter I see today is as healthy as I can remember. I have been asked to serve again, next year, as president ... and am hopeful of surviving the election. If that happens, my main goal is to answer the proverbial question – WHAT CAN WE DO BETTER?

One of the next steps we should take is to increase our exposure. The key to growth is participation and we need more people to enjoy our events to assure longevity, fresh ideas, and enthusiasm. All the members that organize our events are committed to excellence - RTR puts on some terrific first class events. As an example the inaugural Pittsburgh Grand Prix trip was a blast - we all had a true highlight - but the ten cars should have been thirty with a Club our size. With a little exposure - publicity - we can encourage attendance and thus improve the strength of our Club. Maybe we will even get some fresh blood in the Exec.

What we need is a publicist. Someone who will write articles for Pano as well as for der Gasser. Someone to get the word out that we sponsored an event for The Make A Wish Foundation, and not only contributed money but our hearts as well. Advertising from Brandywine Porsche helped us turn out 50 cars for the most expensive rally we have ever held! Marketing works! Let all 1300 RTR members realize everything we have to offer and I guarantee we will flourish. So, we need a volunteer. A cheerleader, maybe. An author, possibly. An enthusiast, definitely. If you care about your Club, brag about it to others but don't have the time to plan and organize events, have we got a job for you. Please call me today. You won't be sorry.

Craig



## Features -

September Sales; Carrera Hesitation	5
Buckingham Concours	6
Spring Rally Photos	7
Zoned Out - HI Performance Clinic	9
Racing Lingo: Bump Steer	11

## Departments -

Calendar	2
Meetings; From the Editor	3
Membership	4
Classifieds	10

Cover Photo - Richard Cunningham in his 1961 356B taking a trophy at the Buckingham Concours (see page 6). (Ron Kellett)

This Issue

# Calendar of Events

## OCTOBER

- 20 Fall Rally
- 26 - 27 Zone 2 Hi-Performance Driving Clinic (see pg12)
- 27 Fall Rally rain date
- 30 Membership Meeting - Elections -  
Bent Elbo Tavern at Fortside, 582 S. Bethlehem  
Pike, Fort Washington, PA. (215-646-2228.)

## NOVEMBER

- 27 NO MEMBERSHIP MEETING THIS MONTH -  
Come to the holiday banquet!

## DECEMBER

- 14 Holiday Banquet - Radnor Hunt

See RTR Driver Ed Application on page 11 and  
[www.rtr-pca.org](http://www.rtr-pca.org) for the latest updates.

## Maple Grove Autocross

Blue Mountain SCCA is trying to set up two more autocrosses at Maple Grove. Tentative dates are Nov 10 and Dec 1. Contact Joe Specht at [bib236@aol.com](mailto:bib236@aol.com) or 610.582-4266 (CJ's Tire in Birdsboro) for more info and to insure the events happen.

Bill O'Connell

## Octoberfest at Delaware Water Gap

Come join Pocono Region at their fourth annual Octoberfest multi-event weekend celebration on October 18-21. The Clarion Hotel in Stroudsburg, PA will be our headquarters for the weekend. For info contact Jim and Margie Becker, 3438 Wild Cherry Lane, E. Stroudsburg, PA 18301, 570/629-5568, or at [jimmar@ptd.net](mailto:jimmar@ptd.net). Registration forms at [www.pca.org/poc](http://www.pca.org/poc).

## 2002 ELECTION BALLOT

As provided by the club bylaws, at the October meeting the officers of the club for the following year are elected by RTR members in good standing. The nomination committee selects one person for each elected position and nominations for those wishing to run for any position are accepted at the September meeting. This year, there was a nomination from the floor for the position Autocross. The bylaws also provide for write in candidates if desired.

If you are not attending the election meeting and you wish to vote, you may send a copy of this to **Bill Cooper, 1148 St Finegan Drive, West Chester, PA 19382**. To insure your ballot is counted, print your name and address clearly on the envelope, and to insure it is not opened prior to the election, please print the word BALLOT on the envelope. The ballots should be mailed to arrive at Bill's home no later than the day of the meeting (Oct. 30). The envelopes will be opened at the election meeting.

PLEASE VOTE FOR ONE PERSON FOR EACH POSITION.

WRITE-IN

President:	Craig Rosenfeld	_____
Vice President:	Tom Zaffarano	_____
Secretary:	Terry Lamont	_____
Treasurer:	Art Rothe	_____
Drivers Education:	Michael Andrews	_____
Tech:	Bill Cooper	_____
Autocross:	Dave Coughlin	_____
Membership:	Brian Minken	_____
Der Gasser:	Jim McHenry	_____
Goodie Store:	Liz Zaffarano	_____
Social:	Francine Knackhaur	_____

The NEW LOCATION OF VISION PORSCHE AUDI VOLKSWAGEN on Bernville Road in Leesport, PA is AWESOME !

Thank you Craig for hosting our meeting and to Bill O'Connell for taking those "suitable for framing" pictures of our Porsches.

**October Membership/Election Meeting**

Our all important ELECTION MEETING will again be at the **Bent Elbo Tavern** at Fortside, 582 S. Bethlehem Pike, Fort Washington, PA. (Phone 215-646-2228.) Brian Minkin our Membership Chairman will report and show slides on the 2002 Pittsburgh Vintage Grand Prix. Bill and Debbie Cooper, our Club Historians, have put together another Porsche Trivia Challenge, and there will be goodie store prizes for the luckiest experts....

We have arranged for wursts, kraut, and German potato salad for you to sample, and a cash bar for your favorite libation. So Join us for some food, drink and fun, and meet vote for your 2003 club officers.

Ballots can only be cast in person at the meeting, or by absentee ballot received by Bill Cooper not later than October 30, 2002.

The meeting will be held Wednesday, October 30, with Social at 7:00 PM, Membership Meeting at 8:00 PM.

**License Plate Update**

After 2 years and 10 months we finally did it....

We reached 300 plate applications Friday September 20, 2002!

304 applications were mailed to PENDOT September 23, 2002.

I understand the first plates should be delivered by Thanksgiving.

Thanks for your continued support.

Applications received in the meantime will be sent to PENDOT in batches of 10.

PCA PA LICENSE PLATE APPLICATIONS WILL BE AVAILABLE AT THE MEETING—to fill out an application at the meeting bring your owners card(s) and \$20 check or cash.

**Holiday Banquet**

Our **Holiday Banquet** will be held on December 14, at the Radnor Hunt Club; home of the **Radnor Hunt Concours**.

Look for additional information in this month's der Gasser

Goody Store Update: New Enameled RTR Logo Pins And A Fresh Supply Of RTR Polo Shirts.

Tom



I fully concur: The new Vision dealership is a winner and the Porsche facility isn't even open yet. One of the great things about it is that it was designed by our own Awards Chairperson, architect Fred Bonsall.

That reminds me of something I'm going to put on my things-to-accomplish list for next year. I've always thought it would be helpful to have a directory available to club members. The purpose would be to enable one club member to contact another for help on a particular topic, speciality, interest, or miscellaneous situation. Let's say I'm looking for some advice with woodworking or replacing a clutch in a 930 or I need a lawyer who specializes in pension law. I'd like to be able to contact a member who are willing to share their expertise. Whoever chooses to be on the list may be giving assistance for free or for a fee but at least it would be a fellow member you were dealing with who listed themselves as available to provide some level of support. It would be a place to start and would be member helping member.

The concept is pretty simple in that it would be just a list with contact info and the area of knowledge; no advertisements. It would be strictly voluntary. How this list would be accessed and updated is a question that would need answering but I'm pret-

ty sure it could be done. Stay tuned.

A slow news month, this one is but we have some interesting things for you. The Buckingham Concours update is on page 6. Some sales info and a brief technical article are on five. Bump steering is explained on 11 and spring rally photos are on page 7.

See you next month. Jim



**Volunteer Needed**

The club needs someone to get the good word out about us. Yes, there actually is a lot to say. Writing two articles for Panorama and creating a few of press releases a year is probably the minimum responsibilities. But the position is actually only bounded by your energy and imagination. (Also, see page one)

Please contact Craig if you have always wanted to be a press agent but the media world just wasn't ready for you. We are!



# Membership

## Membership News

by Brian Minkin, Membership Chair

I would like to welcome all the new & transfer members who joined Riesentöter in September of 2002. I encourage you to enjoy the benefits of membership and look forward to seeing you at an event. The region has 1295 active members.

### New Members

Adrian P Black	'96 911 S
James Craig	'95 968
Len Cusato	'02 Boxster
Wendell L Evans	'01 Boxster
John S Gergely	'91 964
Henry F Guckes	'02 Boxster
John W Hartmann	'03 Carrera
Joseph J Hyduke	'96 911 C4s
Edwin Kemmerer	'02 C4
Evan M Kline	'73 911

Bill S Letter	'03 996 C4s
John C Michael	'02 911
John Mutter	'97 Boxster
Steven Reichman	'94 928
Richard S Schwendler	'78 911 Sc
Wayne Thompson	'70 911 Targa

### Transfers From Other Regions

Jeff Long	'83 944
David J Morris	'88 911
John Nugent	'63 356



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(610) 695-9545

## New Record September for the 911

Stuttgart. Dr. Ing. h.c. F. Porsche AG, Stuttgart, continues its upward trend in North America - it's most important market by far. The sports car manufacturer delivered 1,285 units of its 911 and Boxster model lines to customers in the USA and Canada. Compared to the sales volume of 991 units for the same month of the previous year, this represents

an increase of 30 percent. At the same time, these were the best September sales figures since the year 1987.

The 911 once again accelerated greatly: with 736 units sold, the sales volume for 911 model line topped that of the respective month in the previous year (616 vehicles) by 19 percent. Never before have so many

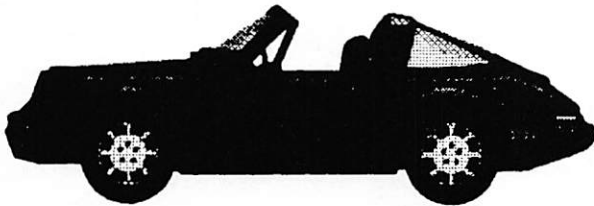
911 vehicles been sold in North America in the month of September. The increase for the Boxster was even more dramatic: with 549 units, 46 per cent more vehicles were delivered than in the comparison month of the previous year (375 units). Obviously, the new Boxster generation has become very popular with customers.



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### Carrera Throttle Hesitation Repair

*by Steve Grosekemper, San Diego Region (from THE WINDBLOWN WITNESS)*

As the miles stack up on your 84-89 Carrera you may notice a slight hesitation just off idle. This symptom can be caused from one of several problems from dirty injectors to incorrect fuel mixture. One of the most common failures is the loss of the fuel rail vacuum source.

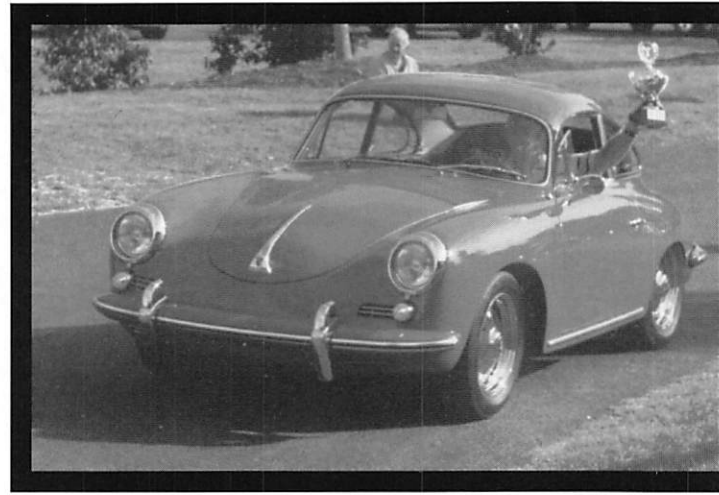
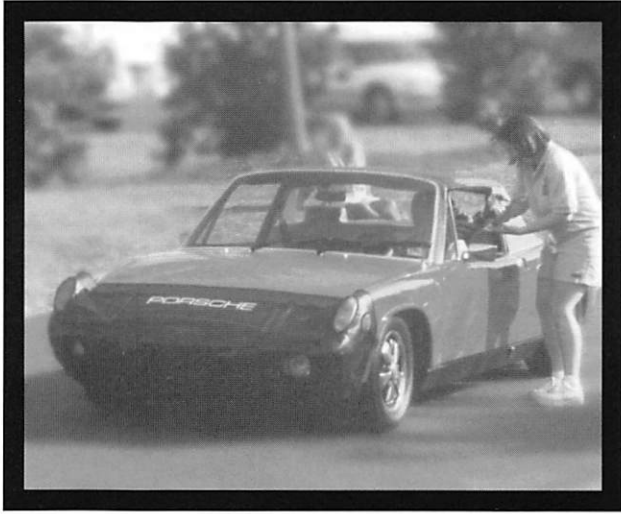
Vacuum is supplied to the fuel pressure regulator and dampener to help tailor the fuel mixture according to engine load. As load increases and vacuum decreases, fuel pressure and mixture go up.

However, if the lines or connections fail and the vacuum signal is lost, fuel pressure and mixture will remain higher than usual under all conditions. With the addition of unmetered air at idle a lean condition will occur (the air leak is unmetered because it enters the engine after the air flow meter, and is not measured). The air leak at idle is a large percentage of the total volume that the engine sees. Under acceleration the air leak becomes an increasingly smaller percentage of the total volume. This causes the engine to experience a rapid change in

fuel mixture within a very short period of time, and a subsequent flat spot off idle (the idle mixture is lean because of the unmetered air leak and off idle is rich due to the missing vacuum signal).

The cause for this vacuum signal loss is usually the failure of the connector at the vacuum dampener. It simply becomes soaked with oil vapor and expands, losing its seal at the dampener. This connector can be found at the forward right side of the engine above #6 cylinder. Replacement is quite straightforward after the air filter housing has been removed. The connector at the left side pressure regulator and the throttle body can also fail, but this is much less common. After the appropriate repairs have been made the base idle fuel mixture should be reset and the hesitation should be gone.





## Buckingham Concours d'Elegance

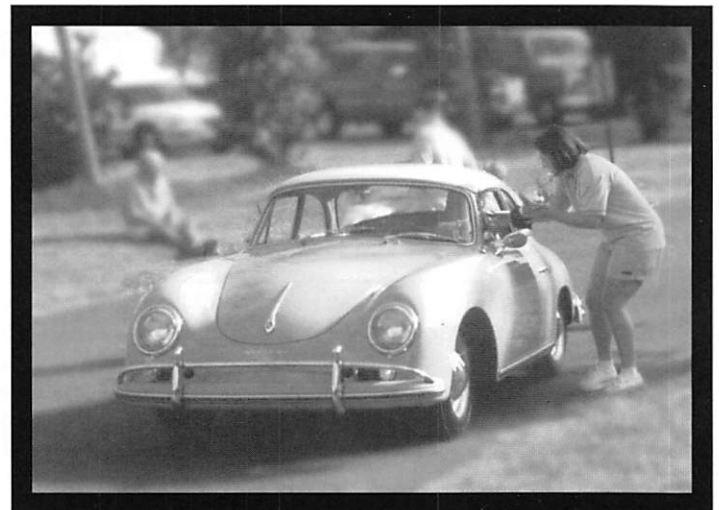
*Photos & Text by Ron Kellett*

The fourth annual Buckingham Concours d'Elegance was held on September 22 at Holigong Park in Buckingham, PA. Once again, as in the past, the weather man had not gotten the word and the event, originally scheduled for September 15 was postponed one week. The traditional dinner, however was held on Saturday night the 14<sup>th</sup>. Plenty of excellent food, music, and open bar, and a silent auction with many items to choose kept everyone entertained all evening.

The weather on the new date was still in doubt but we went ahead with the show as planned. The weather cleared early and a good showing of the registered cars made it to the show. A full breakfast was served to all registered car owners and guests and at 10 o'clock the field was nearly full. Ten Porsches arrived early and the only disappointment was that two excellent Porches from Washington, D.C. and Scranton were not there. However, their owners decided to make the long trip to attend the show anyway, which was a compliant to the overall quality of the show.

Much against my will I was asked to judge the Porsche class and I enlisted the help of Charlie Lewis to assist me. It was not an easy a job as the quality was very high. We finally decide that Best in Class would go to Jim Brenner's 1970 914-6. The second place trophy was much more difficult. We judged the two potential winners three times before deciding that it was a tie between Richard Cunningham's 1961 356B and William Frizlen's 1958 356A.

Trophy's were awarded at 4 o'clock. Overall, another enjoyable day.

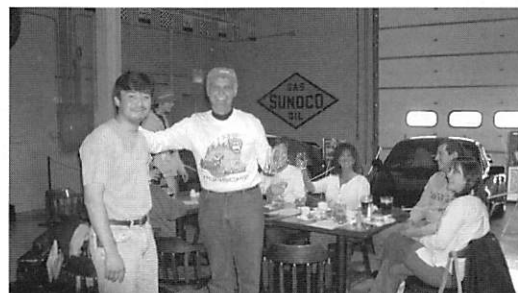






# Rally! Rally! Rally!

*spring rally photos by Bill O'Connell*



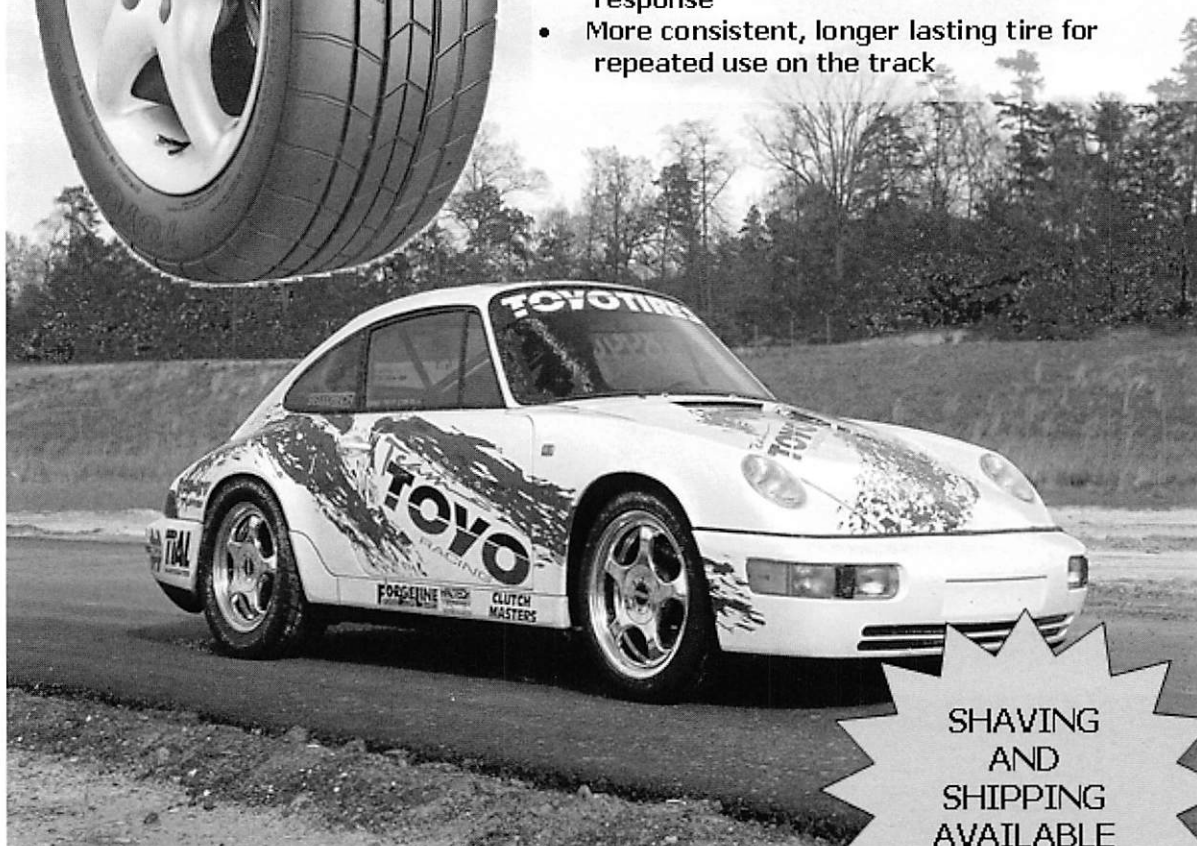


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*Or request information on line at [www.cjtire.com](http://www.cjtire.com).*

## Zone 2 High Performance Driving Clinic

PCA Zone 2 will conduct a 1 day High Performance Driving Clinics on the Jefferson Circuit at Summit Point Raceway in Summit Point, W Va. from 8:00 am to 5:00 pm on Saturday, Oct 26 and again on Sunday the 27th. Summit Point is 90 minutes west of Washington, DC off Virginia Rt. 7 near Winchester, VA. The High Performance Driving Clinic is an outstanding opportunity to introduce PCA members, who have not participated actively in track or autocross events, to the techniques of high performance driving. Each one day event is designed to provide practical classroom and driving experiences and to learn further about PCA driving events. For more details see August's der Gasser and <http://www.pca.org/zone2>.



### High Performance Driving Clinic Registration Form (BOXSTERS WELCOMED!)

Please Circle ONE of the following and indicate the amount remitted.

Venue	Date	Amount	Amount Paid
Jefferson Circuit, Summit Point Raceway	10/26/02 Student	\$160	_____
Jefferson Circuit, Summit Point Raceway	10/26/02 Instructor	\$0	_____
Jefferson Circuit, Summit Point Raceway	10/27/02 Student	\$160	_____
Jefferson Circuit, Summit Point Raceway	10/27/02 Instructor	\$0	_____
Jefferson Circuit, Summit Point Raceway	10/26 & 27/02 Instructor	\$0	_____

**Instructions:**

Email to [leckels@avmgt.com](mailto:leckels@avmgt.com) is preferred for all DE and HPDC information and notification. Please go to <http://www.pca.org/zone2> to register on line, to download training materials or to check your registration status. Registration will be limited with preference to the least experienced drivers. Maximum 1 driver per car per day. Use only one form per driver per event. Confirmation will be provided a minimum of 60 days in advance of the event. Refunds will be provided if notification of cancellation is received 14 days prior to the event. There is no registration at the event. Mail registration with check payable to "PCA Zone 2", c/o Lynn Eckels, 10315 Waverly Woods Drive, Ellicott City, MD 21042.

**Car and Driver Information:**

Name: \_\_\_\_\_ Telephone: \_\_\_\_\_  
(Driver) (Day) (Evening)

Email: \_\_\_\_\_ PCA Region & Member #: \_\_\_\_\_

Address: \_\_\_\_\_  
(No. & Street) (City, State, Zip)

Car: \_\_\_\_\_  
(Make) (Model) (Year) (Color) (Modifications)

**Driving Experience:**

\_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_  
(PCA DE Events) (PCA Autocross Events) (BSR, Bondurant, etc.) (Total)

**Car Restrictions:**

All makes and models of cars are permitted. All cars must have three point seatbelts or approved and properly installed driver harnesses. Trucks, Vans, SUV, etc. will not be permitted to participate. Convertibles can participate in the track and skid pad exercises but must have an approved roll bar to participate in the afternoon track sessions. Instructors will be responsible to grid tech each others car. All loose items and exposed equipment such a car phones, radar detectors, etc. must be removed from the car. Cars must pass all technical inspections prior to and during each event.

**Dress Restrictions:**

Loose fitting shoes (loafers, sandals, open heel shoes, etc.) will not be permitted. Short pants will be permitted for High Performance Driving Clinic skid pad and track exercises. Short sleeve shirts will be permitted for High Performance Driving Clinic track exercises, skid pad, and track sessions. Please dress comfortably and appropriately for expected weather conditions at the track venue. Helmets are required to participate in the track sessions or "lapping". Loaner helmets are available at the event.

**Driving Restrictions:**

Each driver must be at least 18 years of age and possess a valid driver's license and PCA Membership Card which must be presented at the event.

**Certification:**

I hereby certify that I am a current member of the Porsche Club of America and have no known physical or mental conditions that might jeopardize myself or others if I participate in this event.

Driver: \_\_\_\_\_  
(Signature) (Date)

Zoned Out

## Pictures!

Have a picture of your item published. Just send along a picture. E-mailed ones are best but we'll try to run whatever you give us.

## PORSCHEs FOR SALE

**65 911 Coupe**, #302210 w/2.2 "S" (1970) eng. Original color -sand beige, original Interior. Weber carbs, K&N filters, Allison Crane electronic ignition & Jacobs h.p coil, 5 sp trans 901/911 & h.d. Clutch, s.s.header/heatboxes, kyb front struts & adj. Koni rear shocks, front spoiler (metel) Factory "S" Fuchs wheels/Yoko tires 610-326-1066 after 6:00 eastern or e-mail hshontz@nwcontrols.com 8

**74 Porsche 911S Targa** - excellent condition. Owned since 1988, Silver/Black, fully rebuilt engine w/all upgrades including hydraulic ten-



sioners, dilivar head studs and pop off valve. Transmission rebuilt with new synchros, SS heater boxes, Carrera duck tail, bare metal repaint, interior excellent. Just passed NJ inspection. Always garaged. \$12,500 (973) 763 0295 before 9PM 9

**78 928**, Good condition. 5 speed. \$6500 or best offer. 610-239-4280 9

**79 924**, Street/DE car. S option group(928 brakes, limited slip, no air/sunroof), rebuilt motor, sport seats, harnesses, 951 struts/bars,



250# springs, 28mm bars, header, custom exhaust, cam, big throttle body. street wheels/tires and 2 sets of track wheels/tires. Car is awesome on the track. \$5,000 obo. Randy Cohen 215-997-1762 or mccoehens@aol.com 10

**80 911SC**, D.E. car, newly constructed, 2300 lbs., 264 hp, 3.0 twin-plug w/Tec 3 electronic fuel & ignition, cage, Turbo brakes, fuel cell, trick suspension, fresh trans w/new posi, RS

interior, new white epoxy paint, more. \$28,000 obo 215-348-9774 Greg Gelcius 9

**1980 911 SC Targa**, VIN# 91A0142663 Triple Black, leather @75,000mi. always garaged, Chain tensioner upgrades, pop-off valve upgrade, turbo tie rods, factory short-shifter. Power windows, A/C, power mirrors, H4 lights, Blaupunkt Houston w/ CD, new clutch, battery, front calipers. Great shape, excellent power, tight. Overall, an excellent car. \$15,000. Jason Robbins 23 Latham Parkway, Elkins Park, Pa. 19027 215-635-9915

**82 911SC Targa**, red/black leather, cold a/c 5spd, excellent cond, 45k miles needs nothing new inspection \$18,000/obo 215-493-5989 frank palumbo@msn.com 8

**84 911 Carrera**, White/black leather, very good cond. Tail, creast steering wheel, CD changer, built-in radar, painted phone dials. Recent tires and starter. New clutch and rebuilt trans at 77K. Daily driver great for driver ed, 135k hiway miles. \$15,700. 215-297-0784 10

**85 911 Targa**, 43K miles, 2nd owner, black/black with tail, very good cond, \$23 000. mark rosenberg, markr@geminibe.com located in Horsham 8

**85 Porsche 928-S**, 26K ORIGINAL MILES! Guards Red w/special order Tan Leather. Multi. P.C.A. Concours Show Winner. First year for



the desirable 4 cam, 32 valve V8 rated at 288 hp. Factory options: auto, sunroof, pwr + heated seats, Hi-Fi sound pkg. and alarm. All documented w/Cert. of Auth. from Porsche. Upgrades include: Stereo, BBS 3 pc. wheels, Koni shocks, swaybar, K+N, Exhaust and 2nd alarm. All orig. books, tools, records, cover, etc. included. THIS CAR IS PERFECT! \$22,500. Call David Redmond at (610)-964-7-996 8

**86 928S Coupe**, WPOJB0928GS862707, red/black leather, auto, ABS, A/C, sunrf, Blaupunkt AM/FM cassette, 43K orig mi. New tires, battery, timing belt, water pump, A/C, cover. No snow or smoke. Garage kept. All service records since new. Very exceptional car. Runs & looks like new. \$20,000. Mr. Vassil, 93 Dispatch Dr., Washington Crossing, PA 215-321-1324 9

**96 911 C4 Cabriolet**, Guards Red w/full leather interior. Incredibly loaded including walnut interior trim. Original sticker \$96,000. 82K miles,

garage kept, all records. Best offer over \$48,000. 610-496-3299 9

**98 Carrera 4 Cabriolet**, Six speed, custom dark blue/dark blue/midnight blue full leather, supple, rear seat delate, AM/FM/CD player w/6 disc remote, digital sound, motor sound, lumbar left, factory sport classic wheels, 3500 miles, MSRP \$91,424. As new. \$69,500. Jeff Hayes, 2610 Westview Dr., Wyomissing, PA 610-376-3834 JWHatHCI@aol.com 9

**02 Boxster S**, Arctic Silver/Black Leather, 6 Speed, PSM, Sport Package, Heated Seats, 18" Wheels w/Michelin Pilot Sports, CD Changer, Litronics, 7K Miles, Like New, Factory Warranty till May 2006. \$49,950. Bill Cooper, 1148 Saint Finegan Drive, West Chester, PA 19382 610-793-9345, barrett356@msn.com. 10

## PORSCHE THINGS

**Porsche Wheel:** 7JX15 ET23.3 Phonedial style rim, Part# 951.362.104.00, Fits 944 and possibly others. \$125 Rick 401-782-3624 (best after 8:30PM EST) zrick@yahoo.com 8

**Black Bra**, Porsche OEM for 993. Almost new. \$40. Ray 610.363.3914 or mamray@aol.com 9

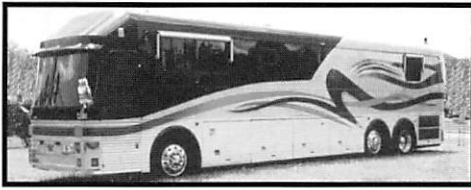
**944 Parts** - 28 mm torsion bars \$125.00, 4-8"x 15" fuchs reproductions 225/50r15 R1's, \$175.00. BBS RS wheels with center caps, 2-8.5" x 16", 2-10" x 16" for 930,\$1200.00. Other 944 parts available. Dennis 610-562-8956, dennwasser@aol.com 10

## OTHER STUFF

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## Racer Lingo – Bump Steer

By Steve Grosekemper, San Diego Region  
(from *The Windblown Witness*)

If you spend enough time at the various PCA events, you will eventually hear a multitude of new words that may not be in your daily vocabulary. These are words used by track and bench racers alike. They are best described as racer lingo.

Bump steer is one of the few terms that is actually what it says (unlike heel and toe). If you hit a bump, the car steers to one side. On early Porsches, such as 356s, the tie rod ends were of two very different lengths (see figure #1). They were installed in the car at an angle. When the car hit a bump and lowered, the short tie rod would straighten more than the long one. This would increase the amount of toe the car would see on the short tie rod side, causing the car to steer to the right when it hit a bump.

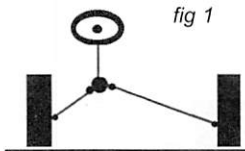
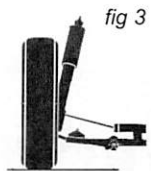
Later on, when the 911 was introduced,

this problem was addressed by using rack and pinion steering with equal length tie rods. In these cars the tie rods were parallel with the ground and caused very little toe

change as the car went through bumps (see figure #2). As time went on, people discovered that if you lowered a 911 it would handle much better. However, this caused yet another problem: the tie rods

were now at such an angle that a bump in the road would cause excessive toe change (see figure #3). While this problem would not cause the car to pull to one side or another, it did create a very *darty* feeling. The cure was to install spacers between the steering rack and the front suspension member to raise the steering rack. This levels out the angled tie rods causing less toe change. This is what is done when someone is said to *set the bump steer*.

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## Some Scenes From The Springtime Swap Meet in Hershey

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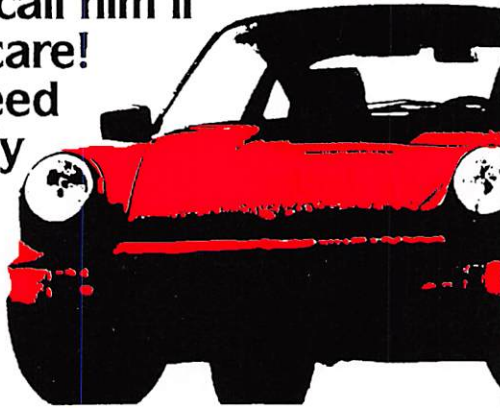


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