

## Quattrofest 2002 at PIR

Audi Club Northwest presents the 9<sup>th</sup> annual



Want to know how to make your car go faster for the least amount of money? Interested in the best way to make your car safer? Attend Quattrofest in November. This is by far the easiest and most enjoyable way to increase both the performance of your car and your safety. Quattrofest is 2 days and 2 nights of intensive instruction coupled with hands on activities all in the controlled environment of one of the best facilities in motor sports.

Our venue once again is the Portland International Raceway, home to many, world class racing events and perfectly suited to our needs for instruction. Located minutes from downtown Portland and a little over 3 hours from Seattle, PIR has been a wonderful host for us for 9 years. Visit the web site for more information <http://www.portlandraceway.com/>

Our activities will start Friday night with tech inspections and a chalk talk session at our favorite Portland hotel, the Oxford Suites. Friday starts with tech from 5pm to 6:30pm in front of the hotel with a 7pm start on the chalk talk. The chalk talk is required for 1<sup>st</sup> timers and recommended for all. This talk will focus on the basics of high performance driving and how it applies to safe street driving. Time details to follow. Saturday will start at 7:00 am for tech inspections and registration for those who

did not attend Friday's talk. At 9:00 participants will be split into groups and run through exercises designed to teach the basics of control at the limit. Lunch will be provided at noon and door prizes will be awarded. At 1:00 we will finish the exercises, and move to some low speed track familiarization. There will be some high speed lapping on Saturday afternoon.

Saturday night there will be a dinner at a local restaurant. I am happy to announce that former Indy car driver Dominick Dobson will be speaking at our Saturday dinner. There are always many door prizes, such as 2 \$100 headlight treatments from Clearbra, so set aside some time to hang out with your fellow students and their families.

Sunday we will focus all day on high speed lapping. Cars will be broken up into run groups based on drivers experience levels and car performance. We limit the number of participants to 65, so there is always plenty of track time to get what you need out of the day.

I would like to call out to the ladies out there. This is not only an event for the testosterone junkie men out there. All the women who have attended the event in the past have always left with a huge smile on their face and a newfound confidence in their head. This is a school in every sense of the word. There will be qualified instructors available for anyone that wants one.

So in summery... If you would like to drive more safely, than this is the event for you. If you like hanging out with a bunch of really nice people, than this is the event for you. If you like seeing a lot of really cool cars, than this is the event for you. And lastly if you want to make your car faster, this is the event for you.

**Hotel info:**

The Oxford Suites Hotel, where we will conduct Friday's class session, is now sold-out. Other hotels with availability (as of 10/20) include:

- \* Best Western Inn at the Meadows (Delta Park), 503-286-9600
- \* Holiday Inn Express (Jantzen Beach), 503-283-8000 - limited availability
- \* Courtyard Portland North Harbor (Delta Park), 503-735-1818 - limited availability

Pat Martin – Event Master

**Dominic Dobson –**

Dominic Dobson has had a long career in all types of auto racing. Dominic has competed in seven consecutive Indianapolis 500 mile races, 66 CART/PPG Indy Car World Series races over a 10-year span, as well as five 24 Hours of Daytona events and the 1989 24 Hours of LeMans. He also fielded a Chrysler factory team and drove to second place in the North American Touring Car Championship in 1996, and the NASCAR Craftsman Truck Series in 1998. Dobson has won the “Fastest Rookie in History” award at Indy and was the 1986 CART “Rookie of the Year”. Prior to racing on the Indy car circuit, he taught as an instructor at the Bondurant School of High Performance Driving. Dobson is currently the President of Cavallino Holdings, Ltd. and was a co-founder of PacWest Racing Group, where he was both a driver and Vice-President/GM. Dobson also runs Motion Research Corporation, a developer of heads-up displays, and is a Director of Indy Racing Indoor Karting. He is married to Kristen, a former television news producer for KOMO-TV and has two children, Kayleigh, 6; and Aidan, 3.

**Here’s your chance to prove that you are the best of the best.**

Sykart Indoor Racing Center and Audi Club Northwest have teamed up to organize the greatest challenge the Northwest indoor racing scene has ever offered!

We are organizing an inner competition among car clubs. Each club will have a monthly league series race. At the end of six months the top six drivers from each league series will compete against each other in a championship shoot out.

Each league series will be separated by car type, such as Audi, BMW, Mercedes, Porsche, Honda, Toyota, Subaru, and any other interested clubs. Each league series will then be open to as many interested participants as possible.

Each league series will have a designated day of the week each month that they hold their league race. Each driver will earn points by where they finish.

At the end of six months the top six drivers from each league series, or club, will participate in a championship shoot-out race to find out who the best of the best really are.

If interested please sign-up with me at the email below.

Brian Presser '01 S4  
Audi Club Northwest - Events Coordinator  
[brian@touchtechsystems.com](mailto:brian@touchtechsystems.com)

## New Years in Colorado



That's right; we are currently taking registration for a New Years Snow Driving Event in Steamboat, CO. This will be a two-day event, December 30<sup>th</sup> and 31<sup>st</sup>. We will only take the first 30 paid participants and then registration will be closed.

What: Winter Driving Experience

Why: The purpose of this event is to hone your winter driving skills.

Where: Steamboat, CO

When: December 30<sup>th</sup> and 31<sup>st</sup> (That's right, a two day event!)

Who: **You!**

This event will build on our other Winter Driving programs. There are many exercises and opportunities that only Steamboat can offer. The driving program will be similar to our two-day track events, exercises in the first morning, lapping in the afternoon. The exercises will be engineered to develop driver skills and confidence. The lapping will provide a venue to practice and reinforce those slippery surface skills. This event is all about learning and understanding the dynamics of driving on slippery surfaces. If you have any apprehension about driving on snow and ice, this event is for you. All ability levels are welcome, beginners are encouraged.

The venue is a purpose built snow track in Steamboat. The Bridgestone Winter Driving School (<http://www.winterdrive.com/>) owns and operates the track. One of the prerequisites for our event is attending a half-day program at this school. You will then get two more days to practice and learn during our event.

There will also be club dinners and other activities. As well as offering an excellent learning environment, Steamboat offers many extra activities, sleigh rides, skiing, hot springs and much more. Did somebody say, "Hot springs?" Yeap, that is why it is called Steamboat.

For those that can't afford to take too much time off, we are working on an "Arrive and Drive" program. Details will follow. Please contact me for this at the information below.

What we need now is response. We need a minimum of 20 participants. We are limiting the participation to 30 to insure plenty of track time. The cost is \$400 per person. This will include both track days and a (weather permitting) Winter Driving Event "warm up day", prior to leaving for Steamboat. I know this sounds expensive but you can't put a price on the skills that you will learn. We are also negotiating a group rate at a hotel in Steamboat (all of Steamboat runs on a holiday rate schedule during this period). Registration will open to the National Club members on November 23<sup>rd</sup>. If we do not have 20 participants by December 1<sup>st</sup>, we will have to cancel the event so time is critical.

So, if you have interest, please contact me at [aneckas@attbi.com](mailto:aneckas@attbi.com) or (425) 398-7803.

Alex Nechas – Event Master

## Thanks to Achtuning!

Tuesday night October 8<sup>th</sup> we had a tech gathering at Achtuning's new shop in Redmond. Adam Dieckerhoff demonstrated the installation of a Stoptech braking system on a new A4, Josh Decker and Ben Moses were on hand to answer questions and feed us Pizza. Maybe next time Adam will breakaway from the demonstration to actually get a little dinner? ☺

## The 2003 Schedule

The 2003 schedule is underdevelopment at time of this going to print. We can look forward to some track events at Portland, Bremerton and possibly Pacific Raceways, the third annual spring tour, the 3<sup>rd</sup> annual Audi Owners Gathering, the Summer board meeting and Picnic and of course the 10<sup>th</sup> annual Quattrofest at PIR.

For those of you with ideas to improve on the events we have or maybe ideas with new events we welcome your feedback and involvement. By the way, an event can be as simple as meeting for dinner and talking Audi's before hand in the parking lot.

Please contact Pat at 425-844-9609 or [mardkins@msn.com](mailto:mardkins@msn.com) and let him know how you would like to help out.

## The Audi Club Quattro Quarterly

Did you all see the Audi Owners Gathering article on page 75 of the fall 2002 issue? Brian Presser was able to get the Northwest Chapter some National recognition by holding a very successful event and then writing an article about it. Thanks again Brian and thanks to Sue Dieckerhoff for the pictures in the article.

Pete Kunzler

PS. The kid in the orange shirt and blue hat that managed to get in all 5 pictures... Kris Kunzler, of course. ☺

Tech Tip No. 6

## "LOSS OF BOOST PRESSURE, Part II" By Ned Ritchie

(See Tech Tip No. 5 for physical & mechanical reasons)

While the wastegate allows use of a larger turbo, it keeps the boost pressure from becoming excessive by wasting or dumping some of the exhaust gas away from the turbo. What is excessive? When you hear the knocking, the pinging or the detonation that destroys the engine it may already be too late.

In the early 80's boost control was simply the spring in the wastegate. If the spring was made stronger there was more power, but engines could be damaged; therefore, a safety margin was allowed, and a spring was selected for engine durability not maximum horsepower.

In the late 80's engine computers were used to squeeze more safe power from the engine. The computer controls the wastegate through a "Wastegate Frequency Valve". Of course when it is not safe to have the extra boost "the little man in the computer who runs things pulls the plug on this control valve" and the boost pressure falls to minimum. Your loss of boost power in these instances is just the computer protecting the engine.

If you think things are O.K., but you loose power, what happened? What do you need to check? Usually the boost control

frequency valve is only receiving the "save the engine" signals from the computer.

## **THINGS TO CHECK:**

### **Water temperature sensor**

If the sensor is defective the computer will hold the boost at minimum. The computer is programmed to do this when the water temperature exceeds 245 degrees. If high boost was allowed while the engine was this hot the engine could be damaged. Also, if the signal from the sensor is bad or defective the computer reacts the same as if the engine is too hot. On some engines this sensor is part of the "Multi Function Temperature Sensor" on others it is a separate sensor.

### **Full throttle switch or Throttle valve potentiometer**

If the switch is not closed only minimum power is allowed. On some engines it is not a switch but a potentiometer but the same thinking applies. If the switch or potentiometer is defective only minimum power is allowed.

### **Poor fuel**

Low octane fuel will cause detonation, but this is detected by the knock sensor system and boost is reduced. If you do not use premium fuel the engine may detonate so once again the computer keeps the power at minimum. Depending on your engine even putting in good fuel will not immediately bring back the power. The newer computers have what is called "Adaptive charge pressure control". These computers remember what fuel you've been using and only gradually allows maximum power to return after you put in good fuel. This may take up to 100 miles or 10 to 30 starts of the engine!

### **Altitude Sensor**

One job of the altitude sensor is to reduce boost pressure as the altitude increases. As the air becomes less dense the turbo can spin with less restriction. This reduction in boost pressure is to avoid over-revving the turbo. If the altitude sensor is defective your power goes away.

### **Intake Air Temperature Sensor**

As intake temperature increases, the boost pressure is reduced to prevent detonation. If the sensor fails boost pressure is reduced.

### **ByPass Valve**

One purpose of the bypass valve is to reduce boost pressure in the air duct when the throttle is closed. Guess what happens when it sticks open. Reduced boost pressure all the time!

### **Boost Control Frequency Valve**

This is the little item that controls the extra boost pressure. If it is defective, you don't have the extra boost.

Not every computer and engine combination has all these controls and sensors. If you don't know what you have, it is best to leave troubleshooting to a professional, or take your Audi to a dealer who has a mechanic who was trained on your model Audi.