



Audi Club
NORTHWEST

Second Quarter 2008

Upcoming Events

- June 22—Picnic and Annual Meeting, LeMay Museum, Tacoma
- June 28—ACNW Booth, Audi Expo 2008, Burien
- July 4-6—Audi Car Corral, SOVREN Historic Car Races, Pacific Raceways, Kent
- August 10—Autocross and ACNW Booth, WaterWërks, Tacoma
- August 16 - Matt Ammon Memorial Tour
- September 12-14 - Maryhill Loops Road Tour and Wine Tasting, Goldendale
- November 1-2 - Quattrofest, Portland International Raceway

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- Women Only Tech Session
- Auto Detail Tech Day
- Wheel and Tire Fitment Revealed
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- Maryhill Loops Road Tour and Wine Tasting

Audi Club Northwest
P.O. Box 193
Mercer Island, WA 98040
www.audiclubnw.org

Picnic and Annual Business Meeting

Sunday, June 22, 2008

LeMay, America's Car Museum, in Tacoma

Please join Audi Club Northwest for our summer picnic and annual business meeting on Sunday June 22nd. Our picnic will be held at LeMay, America's Car Museum (325 152nd Street East, Tacoma, WA 98445, www.lemaymuseum.org). LeMay hosts the largest private collection of automobiles in the world and the tour will allow you to see over 300 of the vehicles in their collection. Lunch will be served and you will also have the opportunity to enter your car in our show-n-shine competition.

Our annual business meeting will also take place. The terms for three board members expire this year and nominations are now being accepted. If you would like to contribute to your club in a

meaningful way, please consider volunteering to be on the board. Proposed bylaws amendments will also be voted on at the business meeting.

The museum opens at noon and voting for the show-n-shine competition will take place before the museum tour starts at 1:00 pm. When the tour is over at 3:00 a late lunch will be served, the business meeting will be held and the show-n-shine prizes will be awarded.

Admission is free for ACNA members and \$10 for guests.

To RSVP please contact Carrie Stewart at stewart.carrie@comcast.net or 206-523-9108.

Audi Club Northwest at WaterWërks

Sunday, August 10, 2008

Cheney Stadium in Tacoma



The Audi Club Northwest will have an information booth at WaterWërks, a gathering of water-cooled Volkswagen and Audi enthusiasts, Sunday, August 10, 2008 at Cheney Stadium (2502 Tyler St., Tacoma, WA 98405) from 11am to 5pm. Events include a Car Show, Show N Shine, Dyno, Swap Space and an Auto-X organized and run by Audi Club Northwest. Prizes will be given for the best times in the Auto-X. Audi Club Northwest will also have an informational booth so please stop by and say hello. Admission to the event is \$10 for adults and \$5 for children 6 to 12.

For more information visit: <http://waterwerksnw.com/>

Wastegate Chirps

By Pat Martin, President, Audi Club Northwest



I am going to keep my portion of this newsletter very short because very soon after you read this will be the most active couple of months of events in Audi Club Northwest history. Packed into a little over two months will be six events, all with different activities, catering to different interests in the hopes of getting you out to enjoy some of them.

I certainly know how busy life can be but please make an effort to come out to at least a few of these events. Most of them can be done with family and are a great way to spend an afternoon relaxing and hanging out with a bunch of really nice people. There is a great group of people working hard to make these events happen and it makes it all worthwhile if people are coming out to participate. If you have never attended any

ACNW events come and talk to those who attend regularly and you will quickly see why they keep coming back.

Also, start making plans for Quattrofest on November 1st and 2nd. As our flagship event, we are working on making this event the largest and most comprehensive Quattrofest to date.

As always, myself and the ACNW board are interested in your input. In addition to our board meetings we are always available via email for any questions, suggestions and requests. Please keep an eye on our www.audiclubnw.org website for upcoming events. We now are getting much more regular updates so the website is more relevant than ever.

SOVREN Historic Car Races and Audi Car Corral

Friday-Sunday, July 4-6, 2008

Pacific Raceways in Kent

The 2008 SOVREN Pacific Northwest Historics will be held at Pacific Raceways Friday July 4, Saturday July 5 and Sunday July 6, 2008.

Porsche will be the celebrated display, with Vintage Stock Car Racing as the featured grid to highlight three days of racing for about 250 pristine vintage race cars. Indy 500 and Le Mans veteran Dominic Dobson will again be the Pace Car driver. The event Guest Celebrity is the great Al Unser, Sr.

Audi Club Northwest is hosting the Audi Quattro car corral. We are selling discounted tickets for drivers with cars in the Car Corral. The car corral features prime event parking and "pace" laps on the road course Saturday and Sunday.

Your spouse, children, passengers and friends can buy their tickets at the gate, day-of-event, for \$25 (1-Day) or \$40 (Multi-Day); \$5 per day for children (7-16), children 6 and under are free.

This event is a major fund-raiser for Children's Hospital and Regional Medical Center in Seattle, so no refunds will be given. The fund-raising goal for the 2008 Pacific Northwest Historics Vintage Auto Races is \$550,000. Please consider an additional donation amount to supplement your ticket purchase or, if you wish to give without attending, you may via the www.audiclubnw.motorsportreg.com website.

To purchase tickets, please visit our website at www.audiclubnw.org, or contact Pete Dieckerhoff, event master, at skidiebutz@yahoo.com or 425-241-2811. This is the **ONLY** way to get Audi Club car corral tickets!

Information about the event itself can be found at www.northwesthistorics.com.

First Women Only Tech Session a Success!

University Audi, April 19, 2008

By Billie Hess



On April 12, the sun was shining bright and it was so very warm. What a temptation to skip the University Audi Women Only Tech session; but a commitment I had made so I slowly made my way to the dealership. It was the best time investment I made since I purchased my A6 4.2. The women warmed up to each other and realized the un-tech questions were answered just as promptly and courteously as the tech questions. We all understand that the Audi is a performance automobile and should be treated as such. We listened and learned so much.

We learned to take time to check the fluids between the times the service staff will do it. We were shown where all the different fluids could be found under the hood, how to know if they were low and how and what to use to replace them and especially, how to change wiper blades without breaking the windshield. I am sure that some men do not have this knowledge because I have tested this theory since the session!

We were able to stand under the Audi chassis and thoroughly inspect the undercarriage. The four wheel drive makes a lot more sense to me, as do the rubber bushings and exhaust system. We were also given instructions as to how to change a tire – a uniquely different experiment

due to the way the tires are placed on the axels. We all now carry large trash bags with the spare, and know to take the spare out before jacking up the auto. Even if we do not have to change the tire ourselves, we can make sure it is done correctly with no damage to our auto. I also found out what the round plastic cylinder and those plastic tweezers had to do with tire changing! I now have a proper tire gauge and, most importantly, know how to use it to keep the tires at the correct pressure especially since this helps the gas consumption. I will also be checking for tire wear.

I learned too that there is a lot of important information in the owner's manual – information that needs to be reviewed to help me take care of my Audi. I am probably among the few that read this manual from cover-to-cover when the Audi was delivered. I am now able to make more sense of the information on those pages.

I could go on and on as the tech session lasted for two hours. It far exceeded my expectations. Thank you University Audi, service advisor Amanda Cottrell and shop foreman Mike Kurtak for giving me the chance to really take charge of my Audi's maintenance.

Auto Detail Tech Day at MirrorWorks Detail

MirrorWorks Detail, April 26, 2008

By Billie Hess and Doug Cerretti



The Audi Club Northwest sponsored an auto detail tech day at MirrorWorks Detail Saturday, April 26, 2008 at their Magnolia location (4240 Gilman Place West, Bay #B, Seattle, WA 98199; Phone: 425.269.4370; web: www.mirrorworksdetail.com). About 30 people attended the two hour presentation by Jin Kim. It was easy to see Jin's enthusiasm for detailing as he would have continued for another two hours if we had not called a stop. He shared a lot of the ins and outs as well as product information for those of us who like to detail our own auto. The group learned a lot while appreciating the science and art of auto detailing as well as the knowledge and professionalism of the MirrorWorks' crew.

Jin is constantly investigating new and better detailing products (clay bar, waxes, polishers, sealants, etc.) to determine how they rate with his current inventory. Jin's latest find is a product called RejeX a polymer coating that Jin has been using instead of wax. While a wax will give you a deeper shine, RejeX gives you better and longer lasting protection for your car. It is a relatively new product for autos as the local supplier for RejeX is Fisheries Supply across from Gas Works Park. As the day ended we continued discussions about detailing and look forward to another detail tech day next year. Audi Club North America members receive a 10% discount from MirrorWorks Detail.

Wheel and Tire Fitment Revealed



By Todd Vogt, Achtuning

When considering the purchase of a new wheel and tire combination for your Audi, or any car for that matter, there are several details that need to be taken into consideration. Fitment, budget, performance, longevity, and aesthetics will all be key factors in making the right choices to personalize your Audi. Sometimes though, the terms and specifications can be a bit confusing, but they are all equally important in determining proper fitment. Hopefully, the following breakdown of some of these terms will help in your decision making.

Wheel Diameter: Typically when changing the wheel diameter for your car, the various options are discussed using the term "Plus" sizing. This refers to the diameter of your stock rims Plus one inch, Plus two inches, etc. This does not mean that the diameter of the wheel and tire combination will increase, just the diameter of the wheel itself. The main goal in Plus sizing is to maintain, as close as possible, the same overall rolling circumference as your stock setup by using the appropriately sized tire to compensate for the larger size of the wheel. Keep in mind that this means, while you will typically have a larger tire footprint, i.e. more rubber on the road, you will have less rubber between you and the road's surface. This results in somewhat increased performance in handling and braking and better road feel, but also may come at the expense of ride quality. With the proper combination though, any drawbacks will likely be negligible.

Bolt Circle: The bolt circle or bolt pattern of the wheel is the diameter of a circle drawn through the centers of each lug hole. The more recent Audi models commonly use two bolt patterns: 5 lugs on 112 mm (5 x 112) on most cars, and 5 on 100mm (5 x 100) found on Mark I TTs. This measurement is also sometimes referred to as PCD (Pitch Circle Diameter) which is a bit of a misnomer as it refers to wheels utilizing a single center nut, commonly used in road racing.

Lug Seat: The lug seat of a wheel is the surface where the lug bolt (or sometimes lug nut) mates with the wheel. There are a few different styles including Ball seat and Cone seat (Conical.) Audi original equipment wheels use ball seat style lugs exclusively. Depending on the brand or the design, aftermarket wheels could be either style. It is critical that the lug style and the seat of the wheel are compatible. If they differ, this will result in a reduced contact surface area between the lug and the lug seat of the wheel. This may allow the lug to possibly work its way loose from the wheel – a serious safety issue.

Hub-bore (Center-bore): This is the measurement of the diameter of the hole in the center of the wheel. The typical center-bore measurement for Audi vehicles is 57.1 millimeters. To maintain safety and ride quality, it is critical that this diameter mates exactly to the hub of the car, as it does with your factory wheels. This is referred to as being hub-centric. Various aftermarket wheel companies, including BBS and OZ, design some of their wheels with a larger center-bore and then will supply a plastic or aluminum ring to compensate for the larger center-bore. If your wheels are not hub-centric or are missing these rings, you will undoubtedly experience a vibration, sometimes violent. This is a result of the wheel not being perfectly centered where it is mounted to the hub of the car. Depending on only the lugs to center the wheel to the hub is sometimes referred to as "lug-centric." Be wary of anyone using this term trying to sell you wheels and tires, as this was a marketing term coined by manufacturers that did not supply the necessary hub-centric rings.

Offset: The offset of a wheel is probably one of the most important and misunderstood terms used in wheel fitment. The offset of a wheel is the measurement from the centerline of the wheel to the surface of the wheel where it mates to your car's hub. This measurement is usually expressed in millimeters. When shopping for wheels, you will commonly see offset also referenced as "ET", such as ET35, etc. ET is the abbreviation for the German word 'Einpresstiefe' which literally translates as 'insertion depth.' Offset is important in a few critical areas. Aesthetically, too little offset and your wheels will stick out past the fenders, too much offset and your wheels will be tucked in. More importantly, the lower the offset, the wider the car's stance will be as the wheel will sit further out from the car, brake calipers, and suspension components. The higher the offset, the inverse is true, as the wheel will be closer to the car, calipers, and suspension. The main goal in determining the proper wheel offset is to be high enough not to stick outside the fenders while still clearing the calipers and suspension.

Hopefully, this overview helps to take some of the mystery out of figuring out the proper wheel and tire combination for your Audi. However, these few paragraphs barely scratch the surface. If you would like any further information feel free to contact me at todd@achtuning.com.

Record-Setting Attendance at Matt Ammon Memorial Driving School

By Elaina Anderson



No matter how long I have been participating in track events, I always have a hard time sleeping the night before! I wake up every hour looking at the clock like it's the first day of school all over again. The Matt Ammon Memorial Diving School (MAMDS) was no different. From the time I registered on www.audiclubnw.motorsportreg.com I peeked at the list of people attending nearly every week. As I saw the list growing it brought a smile to my face.

MAMDS is named after Matthew Ammon, a local Audi enthusiast like you. He was tragically killed in November of 2006, but he inspired and sparked a huge gathering of Audi enthusiasts. The event represents his true passion – cars and teaching people how to drive safely both on and off the track. This event was the largest the Audi Club Northwest had seen at Bremerton. With 70 drivers and nearly one half of them first timers to a track event made this a record. Besides Audis of all models, Porsche, BMW, Mini, Subaru, Lotus and others were represented as well.

I pulled up to the gate just after 7am on Saturday ready to go. I had my Starbucks, the sun was shining and following me were a plethora of other Audis! I came prepared with many clothing layers on - I have enough experience with Bremerton Motorsports Park to know that sometimes it seems to have its own weather pattern! Very rarely is the weather nice for the May Audi Club track event. This year was an exception. With the weatherman predicting temperatures in the upper 80's it made for a different challenge – how to keep the car and the drivers cool and comfortable.

Saturday began with a driver's meeting. Afterwards novices stayed in the building for briefing and general direction while Bernie Strub lead the experienced drivers down to his masterfully designed "Audi-cross" course and the instructors set up the morning exercises for the students.

All morning I watched as every student improved greatly each time out on the course. Each exercise is designed specifically to build on the driver's skill set; looking ahead, smooth throttle, steering, braking and accident avoidance are all important for the track, but most impor-

tantly out on the streets daily driving.

After a brief lunch break we were back out on course. Bernie had crafted a pretty technical autocross course for beginner drivers that implemented the skills learned in the morning exercises. First we walked the course to learn the layout and then it was full throttle in our cars. The instructors took their turn at the course first to see what it was like at speed. Then, we hopped into the student's cars and directed them through the autocross course. By the end of the day I saw a smile on everyone's face. People had met new friends and some found friendly competition in their autocross times!

Sunday morning brought more nerves and excitement. This was the time the students – really everyone – can put their skills to use. Lapping is a larger, faster autocross course. The skills we taught Saturday are highly involved in the lapping exercises. When out on the track we add to those skills including some basic necessities like hand placement and reaction time, things to watch out for and pay attention to.

After a driver's meeting talking about rules of the track, flags and the schedule the instructors hopped into our cars for 20 minutes while the novices had more classroom time to talk about lapping, rules and expectations. Then, it was everyone to their cars to start off on the very addicting and exhilarating Audi Club lapping day. I was pleased that both my students came into the second day of lapping having thought about what they learned the day before and actually applying it to their street driving. The day brought more warm weather, many smiles and yet more water consumed.

I want to express my thanks to the Audi Club Northwest Board and the volunteers, the people who made this event possible, and all the people who came out to better themselves, their driving and make some new friends. One of Matt's favorite quotes was "The first mod should be driving school". He believed in driver education in a fun and safe environment. I hope to see you all out at the next driver's school held at Portland's International Raceway. Until then, drive safe, learn and get involved in the many other things our club has to offer.

2nd Annual Matt Ammon Memorial Tour Coming Soon

Saturday, August 16, 2008

Route: It's a surprise!

Last year's inaugural Matt Ammon Memorial Tour took place on a beautiful sunny day in June. There were 18 cars on the tour (17 Audis and one Porsche) and we all had a blast driving fun, curvy roads in the Issaquah, Duvall, Snohomish and Granite Falls area. This year's tour will take place on Saturday, August 16th. We are hoping for equally nice weather this year, and a larger attendance. And we don't want to disappoint so we are scouring our maps for another fun route. Keep an eye on www.audiclubnw.org for more information about the tour as the date draws closer.

Maryhill Loops Road Tour and Wine Tasting, an ACNW First!

Friday-Sunday, September 12-14, 2008

Maryhill Museum of Art, Goldendale, WA

Nestled amongst the foothills above the Columbia River in Southwestern Washington, the Maryhill Museum of Art has a little-known secret on its property: the Maryhill Loops Road. Owned by the Maryhill Museum of Art, the Maryhill Loops Road was the first macadam asphalt-paved road in the Pacific Northwest. In 3.6 miles the road ascends 850 feet via a series of 25 curves, 8 of which are hairpins. Generally the road is only open to pedestrians and bicyclists but on Saturday, September 13th, Audi Club Northwest has private use of this road for a tour.

Save the date now, as this weekend will be fun-filled and cram packed with driving and social fun! On Friday September 12th those in the Seattle area who are interested can caravan over to Goldendale, Washington. Our route has not been finalized yet, but the tour over is sure to

please! Once at Goldendale we will meet up with others who have come from all different directions. Anyone who is interested can arrange caravans from other cities as well. On Saturday we will tour the Maryhill Loops Road during the day and finish up with wine tasting in the area in the evening. We are making plans for some socializing on Sunday morning before everyone has to head their separate ways home.

Event planning is taking place now so not everything is finalized yet. Please check our website periodically for updates (www.audiclubnw.org), or watch for registration to open at www.audiclubnw.motorsportreg.com.

For more information about the Maryhill Museum of Art and Maryhill Loops Road visit www.maryhillmuseum.org.

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...because they support our club! Without their contributions we could not offer the variety and caliber of driving and social events that we do.

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