

Wastegate Chirps

Pat Martin

Since Pete Kunzler and I are good friends and I helped him make up the name of his column it is only fair that I use Wastegate Chirps as the name for my column.

(I guess I should have applied for a copyright, Pete)

It has been a very eventful year in a lot of ways. We had a record number of events as well as more activities tuned for non-track participants. The club purchased some assets such as a roof rack to transport helmets and such to the various tracks we visit. We also filled an event for the 1st time at Northwest Quattrofest at PIR.

We are also working on some exciting new events to enhance our existing schedule. There will be a winter driving school at

Stevens pass and we may also have a date at Pacific Raceways (old Seattle International Raceway) in the works. Bremerton will have at least 2 events and Portland will have 2 weekend dates that will make things easier to deal with for everyone involved. There will be a tour in the Seattle area in the spring and probably one in the Portland area a little later. We are going to continue to try to have local get together's and other non-track activities under the club umbrella.

I am very sensitive to the needs of the membership so if you feel there is something that needs to be added please let me know and we can talk about anything that needs to be done.

Notes from the Edge

Bernie Strub

Hi all, I hope that the holidays have treated you well. For those who haven't heard, I have been elected to a full term on the national club Board of Directors. Thank you all who took the time to vote! It is important for our club to hear the voices of the membership.

Our national club is changing all the time. Now, for reasons of renewal, realignment, and to serve the membership better, the club is changing its name from Quattro Club USA to **Audi Car Club North America**. This change was undertaken with full cooperation with Audi of America and Audi AG in Germany. You will likely start seeing these changes soon in communications from our newly moved national headquarters in Oconomowoc, Wisconsin. Yes, it is a mouthful, but it is a

nice office in a small community located on the outskirts of Milwaukee. We now have a dedicated office staff which should help us to more efficiently process membership, driving event application, and magazine duties. By the way, the magazine will continue to be called the Quattro Quarterly, too good a name to change!

Our club will again be selling merchandise from both ads in our magazine and the club website. We will begin fleshing out our catalog of club items soon, with some very nice items. Check the website links out from time to time to see what is new.

I will be attending events at Thunderhill in January, Portland in February, and Roebing Road (Georgia) in March. I hope to see you there!

Winter Driving School

Alex Neckas

A whole lot of early season snow set the stage. A quick check with the Stevens Pass Administration office and a few peoples “I don’t see why not” later, we were off and scheming. The resort would be in full swing by the 15th so if we wanted an early season Winter Driving Event, we had to act fast.

In these serendipitous events, we don’t have time to send out a flyer to every club member. Notices for the event were sent via email to the NW-Audi list and the NWRAQCUSA email registry. If you have questions about either, take a look at our club’s website:

<http://www.nwquattroclub.org/> .

You can get information on the NW-Audi list on the “Links” link. Again, I apologize if you did not receive word that we were putting on this event.

After a quick email poll, we found that enough people were interested and that the best date would be the 12th. That left less than a week to make preparations for the event. A few frantic emails and calls later, your club officers and members were pulling through to make this happen. Special thanks go out to Linus Toy (who, BTW, is always hard at work behind the scenes) and Ned Ritchie.

Wednesday the 12th started out painfully early. I arrived at the mountain at 7:00 am. A few quick preparations and the lot “E”

was all ours. We parked our cars and headed into the lodge for a breakfast meeting. All participants receive a “Winter Driving Supplement” to our club’s “Drivers Handbook”. This supplement contains tips and tricks for dealing with the idiosyncrasies of driving in winter conditions. I would like to take this opportunity to invite suggestions and comments for this work in progress.

With every Winter Driving Clinic we put on, the supplement gets more and more refined. If you have something that you would like to contribute, please email me at

aneckas@attbi.com .

After the chalk talk it was time to put theory into practice. We started with a simple breaking exercise to demonstrate exactly how slippery the surface was that we were working on. We practiced threshold braking, full ABS and cadence braking. Just when everyone was getting the hang of that, we introduced a lane change. To everyone’s credit there were no unrecovered slides. We did a few turns on an “expanded figure eight” slalom and broke for lunch. After lunch we worked with the figure eight and 200 meter slalom. That’s right, a car moving gracefully from cone to cone for 200 meters, sliding the whole time. The day came to a close around 4:00 pm, when we ran out of light. We practically had to pry Rich off the course! As he will tell you, it is way too much fun.

But wait, all is not lost!

This first event was just a warm up to a bigger and better event, Icicle Fest! Yes, there will be a second Winter Driving Event this year. We are scheduled to go play (and learn) on the January 28th, 29th, and 30th. Just think, you can improve your confidence and slide control skills while having a great time playing in the snow. All this and more

TIME FOR ICICLE FEST!!!!

for a measly \$100 for Monday’s Novice program, \$150 for Tuesday’s Intermediate and Advanced program or \$200 for both days! As an added bonus, we have invited a guest instructor, Lea Croteau, from the **Bridgestone Winter Driving School** in Steamboat Springs, Colorado to join us in instructing. -- <http://www.winterdrive.com>

After spending each day learning winter driving skills, we will pilot our Quattro's down the backside of Highway 2 to Leavenworth. There we will partake in a fabulous dinners and take in the ambiance of this little slice of Bavaria.

We have even arranged group pricing at the Icicle Inn for \$80 (king) to \$90 (two queens) for the nights of January 28th and 29th.

<http://www.icicleinn.com/>

After each of our overnights it will be back up to Stevens Pass. For those that want to continue practicing their driving skills an Intermediate / Advanced day is being added to the program. Or for those that wish to make their turn in the snow another way, the first Northwest Audi group ski day is at hand. So, break out those skis and boards (if you haven't already), and come ride with us. We will break into small groups based on where people would like to play and then hit the hill. If we get 20 or more, we can knock a few bucks off the price of the lift ticket. Don't worry about ability or knowledge of the hill, we will have some group guides and we can find something for everyone. And, of course, the whole family is welcome. Check out Stevens Pass' website at:

<http://www.stevenspass.com/>

The cost of lift tickets is posted on their site (about \$43 and we will be working on some discounts)



Lea Croteau got her start almost ten years ago in the Quattro Club, and quickly progressed through the instructing ranks at Summit Point Raceway teaching everything from safety programs to tactical vehicle interception.

Building on that knowledge and experience, Lea is currently working as an instructor at the Bridgestone Winter Driving School in Steamboat Springs, Colorado. <http://www.winterdrive.com>

Meet her at the Steven's Pass Icicle Fest on January 28th & 29th

So please, we need to hear from you soon! Join us for either day or both. Please send in the registration form ASAP, post marked by 1/21/02 or email to linust@mindspring.com, or as a last resort call Alex at 425-398-7803. For those staying at Icicle Inn you need to book your room before January 21st. Only 15 cars will fit in the parking lot that we are using so space is limited for the driving dates.

Even considering the days that you will have to take off, the price is inexpensive. The skills you will learn and apply are invaluable and can save your life. Consider it cheap, proactive insurance. You're happy, go lucky event-masters, Sue and Pete Dieckerhoff and Alex Neckas hope to see you there!

Winter Driving Pictures at:

<http://home.attbi.com/~aneckas/WinterDrive.htm>

Email Sue and Pete at skidiebutz@yahoo.com for accommodation and festival information

Email Alex at aneckas@attbi.com for winter driving school information

Treasurer's Report

Linus Toy

During calendar year 2001, the club received gross revenues of \$22,338.75. Revenues were primarily derived from driving event registration fees, with additional revenues from helmet rentals and event sponsorship. Expenses for newsletters and to conduct events during the year totaled \$19,047.09. Finally, the club made charitable contributions of \$1800 to Children's Hospital Uncompensated Care

Fund, Northwest Harvest, and Oregon Food Bank. Total expenses were \$20,847.09, for a net income of \$1491.66.

The club also invested in additional track and event equipment to assist with the orderly and efficient administration of club events, including a supply of 2-way radios and track equipment storage & transportation containers. These investments totaled \$1926.25.

Northwest Quattrofest 2001.

If you attended Quattrofest in November and you want to take it to the next level, we have an event for you. This will be an event tuned for those of you that have attended 1 or 2 Drivers training events but want to take the next step. Starting at 12:00 Saturday February 16th, we are going to have a drivers meeting during lunch. This will cover the next level of car control along with some information of what you might learn in the next day and a half. There will also be a more advanced track familiarization. Pre-registration will be required for Saturday participation. Registration and tech open at

10:30. Please be ready for the drivers meeting at noon.

Sunday Feb 17th will cover all the things we started on Saturday with lapping dominating the day.

Pre registration for this event is highly recommended due to space constraints.

WE SOLD OUT THE LAST EVENT!!!

For those of you needing Hotel reservations we have arranged a group rate of \$69 a night at the Oxford Suites. To book your room contact them at 1-800-548-7848.

Registration form is in this mailing.

Seattle Area Tour

Pete Kunzler

Barrier Motors is again the starting point for the second annual Seattle area tour on Saturday April 20th. This year's tour route will take us north towards Granite Falls, Arlington and points of interest in between. Because of the popularity of last years second stop we will again be finishing at a go-kart track for some fast fun behind the wheel.

Refreshments will be provided and lunch details will be forth coming. We might be brown bagging it in an area park.

The cost of this event will be \$5. I know that this is a little high but I just can't justify paying people to enjoy themselves. (Grin). The cost of the go-karting will be a separate cost to be covered at the track.

For sign up send a note to Pete at pck@gte.net or give me a call at 360-805-9630. I will need to know how many people will be coming with you. Look forward to seeing you again.

Winter "Quattro Cornering & Stopping" Tips

By Ned Ritchie

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Cornering & Handling

On slippery surfaces there is only a limited amount of grip that is available for the tires. The grip can be used for turning, braking, acceleration, and possibly a combination of them. However, on slippery surfaces using a combination of braking, turning or acceleration is only asking for a skid or slide. If you feel your vehicle begin to slide through a turn, you are likely experiencing "understeer." Understeer is usually caused by entering a corner too fast, or by braking while trying to turn, or from excessive acceleration while cornering.

To most effectively control your car on a slippery road, and prevent understeer, lower your speed, and only use one aspect of grip control at a time. The proper way to negotiate any curve is as follows:

1. Brake on the straightaway before the curve, adjusting your speed.
2. Coast and steer through the turn.
3. Accelerate only when the road becomes straight again.

In other words while cornering, you should be off the brake and off the accelerator, coasting through the turn and using all available grip for steering.

Please note that excessive acceleration in a Quattro except when very slippery or with very high power will always create understeering, but you can accelerate a little harder than front or rear wheel drive cars because of the extra acceleration grip available from two more tires. The "unfair advantage."

If you're already in a corner and your Quattro is not responding to your turning

input, (steering seems light) you are understeering. The only way to stop under steering is:

1. Get off accelerator (Transfers weight to the front tires)
2. Reduce the amount of steering input. (Straighten the wheels)
3. Wait, and wait again, for the front wheels to grip again before turning into the corner again.

If you're in that corner and the back end of the Quattro seems to be coming around faster than the front is turning you are oversteering. To stop oversteering:

1. Immediately and quickly input a counter steer (Steer into the direction of the slide)
2. Add a burst of acceleration (I worry about putting this here as this is only for experienced drivers)
3. As the car begins to correct itself quickly counter steer the other way for 1/2 a second and
4. Immediately and quickly steer straight or you will be over steering the other direction in a heartbeat
5. It is better to counter steer twice than to counter steer too long.

Generally on ice and snow quick steering does not have much effect on turning. Therefore when steering you must begin each turn slowly and progressively increase the speed at which you turn the steering wheel as the car begins to turn. The only time to turn the wheels quickly is when correcting for an oversteering situation.

I've just described how to negotiate curves safely but perhaps a bit slower than you

want to go. What then? The trick is to never allow the car to understeer by creating continuous oversteer and negotiate curves and corners with the throttle and brake.

The Scandinavian Flick, or Pendulum Turn is a proactive cornering technique used by professional drivers to set the car up for maximum control in the corners and avoid understeer altogether. This will be taught to club members at the Winter Driving School at Steven's Pass on Tuesday January 28th

Stopping and Reducing Speed

In an emergency with ABS to stop or reduce speed in a straight line get on brakes very hard. Don't wait. The first few feet are very important. Use your leg muscles. Your ankle is not strong enough! You have to press on the brake pedal with at least 88 pounds of pressure. If you press with less than 88 pounds you may feel the ABS working, but it is only working on the rear wheels. You have not reached the maximum braking with the front wheels yet. This minimum brake pressure is absolutely required for maximum stopping power! Simultaneously disengage the clutch so that you do not have to stop the rotating mass of the transmission and drive train. Keep pressing hard and steer.

Audi's new version 5 ABS is better than the previous three channel systems. The new version 5 has a quicker pulsing action, front to rear and lateral loading detection, plus 50 percent of the braking is now applied to the

rear wheels instead of the 30 percent in earlier systems. Just nail the brakes and the clutch, hang on, and steer.

When do you turn off ABS? On some Quattros you can turn the ABS off. For those who can there are only two times when you should turn the ABS off:

1. There is compact snow or ice **with** fresh slippery snow on top
2. A **loose gravel-covered** road in contrast from simply a gravel road

If your Quattro is without ABS keep the clutch engaged to possibly keep the wheels from locking up. However, with the clutch engaged you could kill the engine and lose your power steering. Remember you must come off the brakes to turn. In other words only when you are going straight ahead brake as hard as you can. Hold the brakes on to the last moment, come off the brakes, turn the steering wheel with progressive increase in speed to change direction, immediately correct the counter slide you created, come back to straight, and nail the brakes again when going straight. At our Winter Driving Clinic in January we will teach club members in addition to the Scandinavian Flick other tricks like the use of oversteer to get around a slippery tightening radius (read under steer about to happen) turn. A tighter than normal handbrake turn. Drive the Quattro around a traffic cone with the front of the car always pointing toward and only a few feet from the cone.

A Little Club History

Alex Neckas

It's been roughly eight years. But, to be truthful, I had to go back and check my notes. A lot of faxes went back and forth to Minneapolis in January of 1994. And, it would be another year and a half before the Northwest Region Audi Quattro Club would technically exist.

Oh yes, I had gotten the bug. I had owned my 1987 4000 Quattro for a couple of years and really wanted to drive it on the track. I had heard and read about track events but my understanding of them was vague at best. Boy, was I in for an education.

It was late in 1993 when I started talking to Kent Anderson, who was then the acting President of the Audi Quattro Club (a.k.a. the "National club"). The closest event the National club had was in Brainerd, MN. That was a long way to go to spend a couple of days driving. I asked him what it would take to put on an event in our area. His reply was quite simple: a couple of enthusiastic individuals to run the event. He gave me a short list of individuals that he knew of in the area. One of the people on the list had already asked this question - his name was Al Swackhammer.

Now, like a few others, I loved my 4000. I loved everything about it. Almost everything, that is. There just seemed to be something missing. That something was acceleration. Ask any (stock) 4000 driver about planning your passes. The 115 hp pushing a 3200 lb car did not leave a lot of room for error on two lane highways. Especially at altitude and loaded with skiers and their gear. Talk about momentum management.

After some research I decided that my 4000 needed a turbo. I went to Campbell Nelson

Used Parts to enquire about shoehorning a turbo engine into a 4000. One of the counter people, Darrel, told me that it had been done. Not only that, the car was only a few miles away. He picked up the phone and called Al Swackhammer. He said a few words to Al, then handed me the phone, and Al invited me to come over and take a look at what I would have to face. Some quick directions, a couple of wrong turns and then I met Mr. Swackhammer. Al gave generously of his time. His enthusiasm for Audis was unparalleled. He spent a couple of hours telling me about the trials and tribulations of a turbo conversion. It almost seems funny now, but Al scared me right out of pursuing that project. My idea of a turbo conversion project was buying a 1985 UrQ. In hindsight, I am not sure which one turned out to be more work.

But, I digress.

When Kent Anderson brought up Al's name as a possible co-event master I knew that he would be perfect for the job. It wasn't a hard sell. I think that Al wanted to drive his car on the track as much as anyone.

Al, Kent and I spent many hours on the phone. Since it was the first event for our club in the area a lot of information and ground pounding needed to be done. Some of the relations that we initiated in those early months of 1994 are still in use today. Kent trained and guided Al and I through the process of running an event. The first "regional" mailer went out in January of 1994. Over 200 invitations went out. We got the needed response to keep the ball rolling and our regions first event was scheduled for March 17th and 18th. Then the work really began. Not many people were using the Internet at the time so there were

hundreds of calls and follow-ups (I had three months of \$200 phone bills). I even put in a reconnaissance trip to Portland to scout out Hotels (and yes, you can blame me for picking the Oxford Suites).

By the end of February, only about half of the respondents of the invitation letter had signed up. There was even discussion about canceling the event. We decided to press on and hoped that we would get more registrations as the event drew closer. This was the beginning to an unfortunate and somewhat frustrating trend, LATE REGISTRATION. We went into that event weekend with less than 20 people registered. In the end there were about 30 participants and the event broke even. This was an amazing feat for a region's first event.

Kent Anderson drove all the way out from Minneapolis, MN. He brought out the cones, lights for the lane toss and helmets. We had a published schedule that we soon had to give up on. We had 10 more cars than we planned for. This also required more instructors, waivers, etc. It is true that those 10 extra participants made the event financially viable, but the expense in frustration was almost prohibitive.

I called this a "trend" because this theme has followed through all the way to our last PIR event, Quattro Fest. So, please, please, please, get those registrations in early. This will allow the event master to plan and run a better event.

Nevertheless, the event was a success on many levels: financially, participation, and unification. That is to say that our region now had some identity. From the list of those first participants, many individuals became instrumental in the formation of our regional club. Some continue to serve and assist the club even today. I wonder what Linus Toy would have chosen to do if he'd known what he was getting himself into? Al Swackhammer, Ned and Marni Ritchie,

Brigitte and Max MacDonald . . . all would continue to give their time and vision to shape the club into what it is today.

The foundation for running events had been laid and relationships forged. The second event in our area was a slam-dunk compared to the first. During the summer of 1994 the National Club invited Al and I out to Brainerd, MN to watch and learn how the National Event was run. There was an incident that I witnessed during that event. The National club was doing timed runs and a beautiful 5000 TQ ran out of track at the exit of a turn. Instead of the driver backing out of the throttle, he stayed in the power. The car came back to the asphalt with all four wheels spinning in the dirt. Unfortunately, the front tires contacted the asphalt before the rears and the car shot straight across the track into a low concrete wall. Fortunately the car and a four-point harness absorbed the impact and the driver was able to walk away unhurt. The incident left a lasting impact on me however; I vowed to do everything I could to prevent this sort of thing from happening at one of our area's events. To this day, our region holds one of the best safety records. This is not only true of the National club, but other car clubs as well. It is a tribute to the hard work that all our event masters, assistants and instructors put forth at every event to make sure you have a safe, enjoyable event.

I started discussing the area's second event in the fall of 1994. Kent assured me that it would be much easier to run than the first. Our area's second event was run on February 17th and 18th of 1995. The event ran smoothly even though it had grown to about 40 cars. Again, late registration and the increase in participants stretched resources to their limits. Get your registrations in early!

The region was beginning to take on an identity. There was enough enthusiasm to support a local entity and run more than one

track event a year. Adding the second date to the 1995 calendar was considered and then set for November. Things outwardly seemed to be moving along smoothly. Unfortunately, under those placid seas were riptides that would destroy the foundation and trust between our fledgling region and the National club.

The National club hired Karen Chadwick to help alleviate some of the problems that it was facing. Along with the growing pains of a rapidly expanding membership there were issues with the formation of local

regions. To add to that, longstanding members began to voice concerns about how the National club was conducting "business".

In article Number Two we will cover the "birth" of the Northwest Audi Quattro Club USA, the fallout from the February event, and the problem that led the membership to vote on and decide to secede from the National club.

NOTICE

The Board of Trustees has made the following updates effective January 1, 2002:

1. New helmet regulation --- **Snell M90 or Snell SA90 minimum.**
2. Brake fluid will be checked for moisture content. Use fresh fluids.
3. Long pants and closed shoes required at Drivers Safety events,
4. No day of event registration for beginners. (those not signed off to Solo)
5. Drivers License and Club Membership card must be presented on site.
(we will all need to dig out our membership cards)
6. Pre-registration **REQUIRED** for all instructors at all events.
Late fee will apply to those that do not.

Call for Instructors

Benefits can include free track time. Obligations are that you share your skills. We have different minimum requirements for different levels of instructors so it's very easy to get started.

If you are interested, contact Pete Kunzler at pck@gte.net

Advertisers

You can reach this Audi enthusiast demographic.
For more information --- contact Pete at pck@gte.net

Northwest Region Audi Quattro Club, U.S.A. presents

Iciclefest Winter Driver Safety & Training

Please complete name and address information if it differs from the mailing label on the other side of this form

Name _____ Co-Driver _____

E-mail Address _____

Address _____

City _____ ST _____ Zip _____

Home Phone (_____) _____ Work Phone (_____) _____

Vehicle Year _____ Model _____ License & State _____

Modifications _____

Have you previously participated in a Winter or Ice or Snow driving event or training? _____

If so, when _____

	Driver	Co-Driver	
<i>Check appropriate boxes:</i>			
Full Event	<input type="checkbox"/> \$200	<input type="checkbox"/> \$200	
Monday Jan 28 th	<input type="checkbox"/> \$100	<input type="checkbox"/> \$100	
Tuesday Jan 29 th	<input type="checkbox"/> \$150	<input type="checkbox"/> \$150	
Wednesday Jan 30 th			Group Ski, self pay
QCUSA membership fee	<input type="checkbox"/> \$40	<input type="checkbox"/> \$40	<i>For all non-members, to join</i>
Total Fees	Driver \$ _____	Co-Driver \$ _____	Total Enclosed \$ _____

Registration is limited to 15 cars! ONSITE REGISTRATION will be accepted subject to space availability; priority will be given to QCUSA members.

Make check payable to **NWR Audi Quattro Club**.
Complete and mail this form to address at right:

Northwest Region Audi Quattro Club
PO Box 94407
Seattle, WA 98124

RELEASE OF LIABILITY

I hereby agree to **indemnify and hold harmless** Bridgestone Winter Driving School, North West Region Audi Quattro Club, U.S.A., Quattro Club, U.S.A., and all representatives thereof from any and all legal liabilities or expenses for injuries, death, or damages to person or property resulting from or relating in any way to my attendance or participation in this event. I also understand that I will be responsible for any and all damages I may make to any part of the facilities or grounds.

SIGNATURE _____

DATE _____

Northwest Region Audi Quattro Club, U.S.A. presents
Quattrofest 201 at Portland International Raceway
Driver Safety & Training
 Saturday and Sunday February 16th and 17th

Name _____ Co-Driver _____
 E-mail Address _____ Shirt size _____
 Address _____
 City _____ ST _____ Zip _____
 Home Phone (_____) _____ Work Phone (_____) _____
 Vehicle Year _____ Model _____ License & State _____
 Modifications _____
 Have you previously participated in one of our driver safety seminars or driving events? _____
 If so, when _____

	Driver	Co-Driver	
Driver Level (<i>circle</i>)	Int Adv	Int Adv	
Full Event (Sat + Sun)	<input type="checkbox"/> \$150	<input type="checkbox"/> \$100	
School only (Sat)	<input type="checkbox"/> \$60	<input type="checkbox"/> \$40	
Lapping only (Sun)	<input type="checkbox"/> \$125	<input type="checkbox"/> \$75	<i>Not avail. for beginners</i>
Late fee (after 2/8)	<input type="checkbox"/> \$50		<i>Fee applies per car</i>
Helmet rental (<i>limited to first 15 requests</i>)	<input type="checkbox"/> \$15 Size _____	<input type="checkbox"/> \$15 Size _____	Avail sizes: S (<i>v. limited</i>), M, L, XL
QCUSA membership fee	<input type="checkbox"/> \$40	<input type="checkbox"/> \$40	<i>For all non-members, to join</i>
Total Fees	Driver \$ _____	Co-Driver \$ _____	Total Enclosed \$ _____

Registration is limited to 65 cars! ONSITE REGISTRATION will be accepted subject to space availability; priority will be given to QCUSA members until 8:30 a.m. Cancellations prior to 2/8 = full refund; after 2/8, a \$50 fee may apply; after 2/12, no refund (you may designate another driver to use your space)

Make check payable to **NWR Audi Quattro Club.**
 Complete and mail this form to address at right:

Northwest Region Audi Quattro Club
PO Box 94407
Seattle, WA 98124

RELEASE OF LIABILITY

I hereby agree to **indemnify and hold harmless** North West Region Audi Quattro Club, U.S.A., Quattro Club, U.S.A., and all representatives thereof from any and all legal liabilities or expenses for injuries, death, or damages to person or property resulting from or relating in any way to my attendance or participation in this event. I also understand that I will be responsible for any and all damages I may make to any part of the facilities or grounds.

SIGNATURE _____ DATE _____