

## Thunderhill West (Two Mile Course)

Thunderhill West is the latest addition to tracks used by CSRG, the first race there having been run in June of 2014.

Do not let this track's relative shortness compared to Thunderhill East lull you into thinking it's easy. This is one tough hombre that throws all manner of blind, uphill turns, banked turns, fast esses, elevation change and more at you. There is an edginess to this track unlike any of the others CSRG visits. Perhaps committing your car to a blind, over the crest turn is no big deal for some, but for a lot of others it's a pucker moment...or how about threading some esses flat out in fourth with a little less room than necessary to make it a straight shot? The runoff areas are superb---smooth, but not so deep that you think you're invincible. Thunderhill West is a demanding layout that requires the driver to stay focused at all times. As such it can be mentally exhausting until you find your comfort zone. Yes, there is a straight, but it's barely long enough for you to check your gauges and hunker down for another test of your ability.

**Turn 1** is actually a wonderful amalgam of three turns taken in one flowing motion. On entry there's a left that leads directly to the apex of the first right-hander that flows into the the second right-hander with an exit that's critical to setting up a good entry for Turn 2. Use the concrete berm on the inside.

**Turn 2** is a banked left-hand, constant radius turn that spits you out onto a short straightaway. Get the exit right to maximize speed down to Turn 3.

**Turn 3** is a downshift and a quick left-right that involves running over the concrete berms. Be careful not to enter the concrete too soon or you can catch a rear wheel on the its leading edge.

**Turn 4** is critical setup for Turn 5. Stay tucked in to the left because exiting wide to the right will force you into a horrendous early apex into Turn 5 that could end in tears.

**Turn 5** is a test of commitment—almost like a faster version of Turn 3. There's enough room to stay on the gas but your positioning is critical. Get it right and you can pick up a lot of speed. Get it wrong and you can end up with a high speed tank slapper. Be aware that the concrete curbing is not as flush as in Turn 3.

**Turn 6** is all about getting a good exit speed and having your car placed properly so that you stay on the gas over the (blind) brow of the hill leading up to Turn 7. Take it with a lift at first and then build up to not lifting.

**Turn 7** is unbelievably tight, but has the threat of spitting you off the outside if you don't control your car.

**Turn 8** is a fantastic turn over a blind brow. This one needs your complete attention. If you get it right, it's an early power on affair with a nice flowing exit. If you get it wrong and have your front wheels turned in search for the apex, get ready for a spin when the back end goes light. Caution is the operative word and an early apex is to be avoided.

**Turn 9** is another tight turn with the apex way on the other side as you approach it. The exit is shallow in order to position you for Turn 10. Note that there is enough of a chute exiting 9 and entering 10 to build up some speed.

**Turn 10** is the third tight turn with an apex way "over there". You get a lot of run off room, but note that the run off ends rather quickly and a trailing car might have unwittingly taken a shallower exit and thereby used up the space you had planned on using as you return from your wide exit.