

DRIVERS MEETING

Official Publication of the Racing Drivers Club, Inc.
And the Underground Road Racer's Newsletter from the Left Coast

VOLUME 45, NUMBER 2, MARCH 2005

Ott's Thoughts

Ramblings from the Racing Drivers Club
President

by George Ott

Have we got a deal for you! Are you a new graduate of Drivers' School? Do you have limited experience at Laguna Seca? How would you like to learn the line and get a few pointers. Racing Drivers Club is putting together a new driver orientation run at Laguna. There will be two parts. First you can get a ride around the track early in the morning in a street car driven by an experienced RDC member who will show you what line really works and give other tips. Next you can be paired with an RDC member in your run group who will agree to do some "lead & follow" during the practice session. You're going to have to sign up beforehand for the early morning rides. However you can see me or Lois (ITA #93 or ITB #39) at the track for the practice segment.

Have we got an even better deal for you! You'll see it elsewhere in this newsletter, but I want to call your attention to a great deal that the Board voted on in our February meeting. We have decided to give a substantial discount for testing on the Thursday before the Enduro this year. It will go to members of record as of May 15. The exact amount will be published later this year, but you are going to be amazed at how much it is. So get out that check book and get that renewal in now.

Surprise, due to some unexpected events, we now have openings on the Board of Directors. If you are interested at all in participating in the rewarding work of running the RDC, we can find a job that fits your talents and available time. See me at the track or send an E-mail or give me a call. You don't have to be a current racer to participate.

Drivers' School is over for the year and the winners of the Will Pool Memorial Scholarship did very well. There was only a tiny bit of extra paint on one of the two cars supplied by John Schmale. We won't tell if it was Joni Arellanes or Randy Gruening. However both of them got their novice permits at the end of school and both were seen with ear to ear grins at the graduation ceremony attended by Bonnie Pool (Will's widow) and many of their fellow workers. Hopefully both Randy & Joni will become avid drivers. And hopefully both will continue to be race officials when they are not driving. They now have a better idea of the driver's perspective.

You can stop worrying about your morning caffeine fix. Judy John has stepped forward and graciously consented to be the Coffee Chair for this year. This is a job that requires a lot of preparation and strange hours. Give her a hearty thanks at Registration (as soon as you get that eye opener that is).

In other news, the Board has voted to continue the No-Contact Challenge for at least one more year. We are still hoping to give away all that cash for the group who can demonstrate that they are skilled and safe enough as drivers to avoid making car-to-car contact for one full weekend. The schedule of groups eligible has not yet been determined. Look for it here soon and in your acceptance letter from SF Region for individual races.

Tim Linerud is now helping to update our web site. If any of you out there are web crawlers, drop by and take a peek. We hope to continue to improve over the next few months.

Another item we are hoping to improve on this year is keeping all of our members informed of what is happening with

the Club. In this vein you will notice that the minutes of the Board meetings will be in the newsletter. Hope you find this informative. If you have comments on any of the items give me a shout.

Speaking of comments, The Board would like to know if any of you members are interested in participating in a Vintage Enduro, or do you know any non-members who would be? If you do, talk to Vice President Bruce John.

Well, that should be enough rambling for now. Drive the line. More in the next issue.

WHAT A DEAL!!

Have we got a deal for you!
Get a huge discount
on testing!

The Board voted in our February meeting to give a substantial discount for testing on the Thursday before the Enduro this year. It will go **ONLY** to members of record as of May 15. The exact amount will be published later this year, but it will be substantial. So renew **NOW** to be sure that you are in on the benefits.

2005 Board of Directors

George Ott, President
H: 916-441-6356
Email: lloracer@pacbell.net

Bruce John, Vice-President
H: 510-530-0614
Email: Bjohn@bart.gov

Lois Leijdecker-Ott, Newsletter
Editor/Membership
W/Fax: 916-447-3698
Email: lloracer@pacbell.net

Greg Mercurio, Driver Rep Formula
Fax: 415-468-0192
Email: mercury racing@yahoo.com

Dave Allen, Driver Rep Fendered/
Region Board Liaison
H/Fax: 408-996-1356
Email: daverace@pacbell.net

Brad Dressen, Member-at-Large
H: 530-865-4240
Email: dressen@juno.com

Tim Linerud, Member-at-Large
H: 650-591-2808
Cell: 650-567-0543
Email: racer_tim@yahoo.com

Lisa Devlin, Banquet Chair
W: 650-428-0950
Email: drlisa@racindc.com

RDC website: www.racer.net/rdc

Andy Banta, Webmaster
Email: banta@fizzball.com

Stay tuned for additions to the Board!

Now That You Have

Want Ads: Want ads are free to RDC members. Please send ads to the editor before the 15th of the month preceding the issue. Ads run one month unless otherwise requested.

your Novice Permit

By Marcy Crawford
[with updates from your editor]

Drivers' school is behind us now. Ahead is the fun. However, if you do not know how to proceed with the various off-course steps which are required during the race weekend, ahead is the frustration. The purpose of this column is to guide you through these "not necessarily the fun part" steps. There are many details not included in this column (for all of the details, read the GCR from cover to cover – our newsletter is not that long). But this will get you started.

Before a race weekend even starts, you need to **enter the race**. If you do not have a race entry form, you can get one on San Francisco Region's web page (www.sfrscca.org) or call the office at 1-888-995-7222 or 1-530-934-4455. The entry form needs to be filled out entirely and **legibly**. All the written information (about you, your car, hometown and sponsor, not to mention medical and next of kin information) originates from your entry form – this means all information at registration, tech, and timing and scoring. If the office cannot read your entry, it creates a problem throughout the weekend for you. If you fax your entry into the office, be sure you use a black pen to complete the entry so that the faxed writing is dark enough. Blue ink and pencil fax illegibly. Also, make sure your fax does not have a line going down the page (make a fax copy of a page and see if your fax has this problem). The entry deadline is two weeks prior to the event, on Friday (i.e., your entry for April 2/3 is due on March 18). This gives the office time to get the entries organized and the acceptance letters mailed to entered competitors in a timely manner. This does not mean that you can't enter after that date. It just means that it may cost you a little more if you do. You can enter through the office up to noon on Thursday before a two-day event. After that time, you must post enter at the track. Post entering is a pain for everyone involved since no one officially knows you are there! So, you have to physically show up at Registration, Tech, and Timing and Scoring to complete the entry process.

Presuming you have entered the event

prior to the deadline, an **acceptance letter** is sent about one week prior to the event. After you have read a few of these letters, you notice that they say basically the same thing every time. The key word is "basically". It is not always the case that nothing ever changes on these letters. The one you don't read is the one that is not the same. Be sure you read this letter. It is your guide to the weekend. On the back is the expected schedule for the weekend. Although the times are not cast in stone, the sequence of events generally changes little or none. Changes are made by the stewards during the event to reflect unexpected situations (normally the schedule would be changed by shortening sessions due to a large number of tows or even abnormally difficult tows).

When you get to the track (finally) the first place you go is to **Registration**. If you don't know where Registration is, follow the line of drivers. If that doesn't work, ask someone. Since all participants must go to registration, it is a good bet that anyone you ask will know the location. At registration, have your novice log book and your membership card handy. You will be asked to show both. Drivers have their own registration line (s), crew members have another and race officials have another. Usually the driver line is the longest. [Later, you'll be able to use the Registration Express line for drivers who have received an annual tech on their racecar and driving gear. You must bring your helmet (to show them your sticker) and your license/membership for this line. If there are any questions/problems, you will be sent to the other driver line.] In the driver registration line, you will get a Tech sheet which will be turned in at Tech after your car has been checked over. Don't lose this card.

Paddock parking is under the control of the **Paddock Marshal**. He or she will have the paddock set up by the time you get there. Paddock etiquette must be followed. The most important thing to watch out for is the fire access lanes. They will be marked with lines and maybe pylons. If you park in the lane, the paddock marshal will ask you to move. This request is not negotiable. Fire, tow and medical emergency folks need to be able to access the entire pad-

(Continued from page 2)

dock. Sometimes, especially at Infineon, the paddock is very crowded. This means that competitors are going to have to get close and personal with their neighbors. The alternative is that competitors park up the hill in the dirt – not a viable alternative to either the competitors or to Infineon. So if you are requested to move, please do so quickly.

All cars that don't have an annual tech have to go through **Tech Inspection** for the weekend. The car must be inspected by a licensed Tech Inspector or Safety Tech Inspector before going out on course. If you don't know the location of Tech, ask anyone. This is a well known spot! Once the inspector has signed the tech sheet, you turn it in at the table where the tech stickers are issued. This is located in the tech area. These folks will check off your name on an event printout and issue a sticker, which is affixed to your roll bar behind your left shoulder. The sticker should be put in an area where the pregrid personnel can easily verify its existence.

Next step is to go to **Pregrid** when your session is called. Here is where you line up to go on course. The pregrid personnel will organize the group so that the session at least starts out orderly. During practice and qualifying sessions, the order is first come first served. This does not, however, mean that you go to pregrid two sessions before your own in order to get a good grid position – we don't have enough room for this to happen. Gridding for a race is done by qualifying times. The grid personnel are normally wearing orange shirts. As they see you coming toward them, they will raise an arm so that you can easily find them. These people will guide you to your correct grid spot. Space is tight on the grid. You may need to get quite friendly with your grid-mates. The grid personnel will inform you of the five minute mark, 3 minutes and 1 minute. If your engine needs to warm up at all, it is best to start it at the 3 minute mark. The one minute mark means that you had better be ready to go on course right now. Be aware that 5 minutes is advisory. It may be longer or shorter than that, so be prepared.

Timing and Scoring will time all ses-

sions. If the number on your car is creative but not readable by timing personnel, you will hear from them. You may feel that it is unimportant that your number be readable at speed, but everyone else thinks it is. When asked to "refine" your number, please do it so that the problem is solved. Timing is there to time every car every lap every session. If you have questions about this, please contact Timing and they will work with you. Timing and Scoring is done electronically so it is reasonable to expect that the results and times are correct. Per the GCR, all cars must have transponders, but Timing still needs to be able to read your number. Practice sessions usually will not have published results. All other sessions are published with copies available at Race Central. The results of qualifying sessions are generally available relatively quickly. You will hear an announcement letting you know when the results are available. Race results are a different story, per GCR requirements. The lap chart is posted at Race Central as soon as two different sets of results in Timing are agreed. One half hour after the posting is set aside for competitors to file protests. If there are no protests or stewards' actions, the stewards will release the results and they will be published. If there are actions to be resolved, provisional results may be published, but not necessarily. Check with Race Central. As soon as the actions are resolved the results are released and printed as Official.

Throughout the weekend, **Race Central** is open. The personnel in Race Central have the latest schedule revisions and timing results. In addition, they are a wealth of information. If you have questions, they either have the answers or know where to send you to get answers.

Trophies are awarded at each event. If you are eligible for a trophy, be sure you pick it up at the event or make arrangements for someone else to pick it up for you. The trophy people cannot leave the awards at the track at the end of a weekend – they have to store them. It is much better for the deserving competitor to have his or her trophy than the trophy personnel to store it!

Finally, the day is over. But not done.

At the fall of the final checkered flag of each race day, a **Social** is held. The workers come in from their various locations, usually a bit worn out from a day or so of fun, and get together. Drivers and crews leave their pits and add to the mix. Available at no charge is beer, wine, soft drinks and water, along with snacks of some kind. It is a good time to introduce yourself to people who are helping you to have a good time on the support side. Workers generally know you by your car or your on-course antics. But your face is a total unknown. Getting the face time is very satisfying to the workers (the official term is Race Official but that sounds officious). And it could be quite satisfying to drivers and crews to see those who are keeping them safe and informed both on course and off.

In addition to these SCCA functions, **Racing Drivers Club** members are available during the weekend to help out. We can help with information, assistance with a protest, problem resolution and many other things. If you cannot find one of us, or don't know who we are, you can go to Race Central and ask that an RDC rep be paged. We're there to help you have a great, safe race.



NEW DRIVERS

Would you like to learn “the Line” at Laguna Seca? Would you appreciate an experienced RDC member not only showing you the line, but also giving pointers on brake points, safe passing zones, alternate lines, and other things essential to your successful competition?

Sign up for the RDC ride around program at Laguna!

These ride arounds will occur before any other activity takes place on Saturday, so you must be able to be up, alert, and at the start/finish line before anyone else. And since we need special permission from the Track Management and the SCCA Stewards to do this program, we need to know in advance how many will want to participate. We will also need to know which car you will be racing so that we can try to put you in a car with someone who has experience in that same type of car as yours.

Call George Ott at (916) 441-6356, or E-mail Lois Leijdecker-Ott at lloracer@pacbell.net or send the info below to RDC @ 2900 Carolyn Way, Sacramento, 95818.

DO IT NOW!

Name: _____ Type of car/racing class: _____ Contact info: _____

We will also have lead & follow sessions available during practice for your group from a limited number of RDC members. Ask George Ott or Lois Leijdecker-Ott (ITA#93 or ITB#39) at the track for more info.

Mom says “Read Fastrack news in Sportscar magazine”.

Here’s why:

In the March 2005 issue (page F-34) the Club Racing Board has approved a change to article 17.31 - Towing Eyes. Previously Showroom Stock, Touring and Improved Touring cars were not required to install towing eyes. **However, effective 1/1//05**, that sentence has been deleted. Showroom Stock, Touring and Improved Touring cars are now **required** to install towing eyes or straps that “shall be easily accessible without removal or manipulation of bodywork or other panels...Towing eye minimum ID two (2) inches...Towing eyes must be strong enough to tow the car from a hazard such as a gravel trap...”

And, from the 2005 Supplementary Regulations:

#23: No Fueling of cars in position on the Grid. The car must be moved away from the pack and/or a Grid Marshal must

provide supervision and incident coverage.

All unnecessary persons are to clear the Grid by the “2” signal. One person may remain with the car for mechanical assistance **only** until the “1” signal...

#27: Tire scrubbing is prohibited on track except when following the Pace/Safety car.

#36: The speed limit in the paddock is 5 mph for any wheeled vehicle. You must have a valid driver’s license to operate **any** wheeled vehicle in the paddock, including scooters. Skateboards, roller blades and roller skates are not allowed in the paddock.

When can you start you engine in the morning? At Infineon and Laguna Seca, it’s 8 a.m.; at Thunderhill, it’s 7:30 a.m. You cannot run your race engine after 6 p.m. at any track.

Don’t forget: Deadlines are on Friday,

two weeks before a race weekend. Check the schedule at the front of the supps to keep track of the deadlines.

DRIVERS MEETING is published monthly for the Racing Drivers Club by **Leijdecker-Ott Bookkeeping & Desktop Publishing.**

RDC address is: 2900 Carolyn Way, Sacramento CA 95818 for membership renewals and changes of address.

Allow 4 weeks for change of address and include your old address label, if possible. Subscription is free to all members, included in the annual dues, or \$15.00 per year to nonmembers.

Send articles, letters, ads, etc. to:
2900 Carolyn Way, Sacramento CA 95818

Approved

Minutes of Meeting, RDC Board,
Feb.12, 2005, at Infineon Raceway

Present: George Ott, President

Bruce John, Vice President

Greg Mercurio, Driver Representative, Formula

Lois Leijdecker-Ott, Member
ship Chair

David Allen, Driver Representative, Fendered

Tim Linerud, Member at Large
Lisa Devlin, Banquet Chair

Absent: Brad Dressen

Jim Molinari

1. L. Leijdecker-Ott will be temporary
Treasurer until someone is elected.

a) The three signatures on the
bank account signature card
will be: Lois, B. John, & the
new Treasurer.

b) Account will remain at Bank
of America.

2. Driver School cars (2) will be provided
by John Schmale, G. Ott will have
his car at the track ready to use as
back up, Larry Oka will have at least
one car available for further backup.

a) G. Ott will arrange with L.
Oka.

b) J. Schmale will be presented
with a certificate good for one
free Enduro entry as a token
of our appreciation.

3. D. Allen will contact Jim Molinari
regarding his continuing participation
on the Board.

4. Office of Secretary will be held open
pending information from above item.

5. Persons will be contacted regarding
their interest in participating on the
Board.

6. T. Linerud will attend to getting old
membership application form off of web
site.

7. L. Leijdecker-Ott will print member-
ship application forms to be handed out
at Drivers' School.

8. D. Allen will give presentation and
application forms to both fendered
groups at Drivers' School, Greg Mercurio
will do the same for formula group.
All will attempt to collect completed
forms before the end of the weekend.

9. The naming of the Drivers' School
Scholarship(s) in honor of Will Pool
was approved.

10. All RDC members as of May 15,
2005 will receive a non-transferable
voucher good for a substantial discount
on the Thursday test day before the
Enduro.

11. D. Allen will purchase and T. Linerud
will deliver 2 display cases for
RDC trophies to Thunderhill. Exact
location for cases will be determined
after delivery. Cost not to exceed
\$2,000.00.

12. D. Allen will investigate the cost of
a new scale pad at Thunderhill which
would be donated by RDC and designated
as such on the pad.

13. A Survey will be developed by L.
Devlin to run in the newsletter, on the
web site, and possibly by E-mail. It will
determine member preference for the
type and location of the Annual Banquet
among other items.

14. Dues will not be raised for this year.

15. Instructors at SCCA Drivers'

School will be compensated by a \$10.00
reduction in their dues for the next year.

16. Coffee Chair (Judy John) will have
an initial budget of \$50 per event which
can be spent early to effect quantity
savings.

17. No-Contact challenge will continue
as-is for at least one more year to
evaluate effectiveness.

18. T. Linerud & B. John will investigate
creating a link to the SCCA web
site and creating our own issues type
web forum.

19. The position of Enduro Chair is still
open. A candidate has been interviewed
and is willing to take a larger part. He
will no doubt need guidance by more
experienced persons and/or an "Enduro
Instruction Book". G. Ott & L. Leijdecker-
Ott will pursue.

20. Other open positions are: No-
Contact Program Chair and Driver
Training Coordinator.

21. Membership cards are a possibility.
L. Leijdecker-Ott will investigate.

22. Next meeting will be Saturday night
of Drivers' School. Time and exact
location TBD.

Submitted by George D. Ott acting
Secretary.

**Earn free test time
at Thunderhill
and, at the same time,
help your fellow drivers
have a safe & sane race**

**How? Become a
Driver Observer!**

**Help out at a corner for a session
or two, 1/2 a day, a whole
day, or the entire weekend.**

*Help your fellow drivers and the stewards
by observing at a corner and giving a
driver's perspective on incidents,
passes, drivers' behavior and reactions.*

Interested? Please call me:
Lois Leijdecker-Ott
Chief Driver Observer
Phone/Fax: 916-447-3698
Email: lloracer@pacbell.net.

Racing Drivers Club

[reprinted from the 26th Annual Illgen Enduro program November 3, 1985]

The Racing Drivers Club (RDC) sprang to life in late 1956 when a nucleus of "senior drivers" banded together to ensure that all drivers were treated fairly and had an adequate program of races. There were many other reasons for its existence: to sanction its own races, to train new drivers, and to support and guide the SCCA at a time when amateur racing was floundering.

One of the first events sanctioned by RDC was a Drivers' School held in 1957 at the Kingdon Drag Strip southwest of Lodi. Like many subsequent drivers' schools, the major lesson learned by the students that year (Joe Huffaker included) was how to race in the rain. More than just providing a training ground for new drivers, the Drivers' School demonstrated the dedication of RDC to the sport of motor racing (and it put some money into the treasury). Since its humble beginnings, RDC has continued to develop along with amateur racing, eventually promoting its own events. Tracks used in those days included Cotati and the Vaca Valley Raceway, both long gone. From the start, RDC has been fortunate to have been guided by men of vision and imagination. Included among its past presidents are such notables as Larry Albedi, Ted Jackson, Earni Mendanhall, Frank Schultheis, and Nick Becker. These and others saw to it that the relationship be-

tween the driver and SCCA was held in the proper perspective.

Eventually, SCCA was able to provide an adequate program of regional races, so the need no longer existed for RDC to promote its own parallel race series.

RDC has, however, retained its role as a mediator between the driver and the SCCA, and it has continued to provide driver opinion on issues of regional and national importance.

In 1964, RDC held the last – and most successful – Drivers' School at the Vacaville track. Before the 1965 racing season, the National SCCA Office ruled that henceforth they would conduct their own Drivers' Schools. RDC had shown the need for such schools and their format was generally adopted by the SCCA. Now it was time for them to step aside and let SCCA run the show. Nonetheless, RDC is still very heavily involved in training new drivers. All of the driving instructors at the first SCCA Drivers' School in 1965 were provided by RDC. Even today, many of the instructors are RDC members.

Several years ago, RDC originated and implemented another program, new to racing and peculiar to the SF Region – the Driver Observer Program. The D.O. was sort of a corner judge who brought a driver's perspective to the observation of driver performance. Each driver on course was assessed by his peers, and reports of his transgressions were made by his fellow drivers. The D.O. Program has been incorporated into the GCR and has continued to improve racing. From the inception of the program,

most Driver Observers have been RDC members.

The one remaining holdover from the RDC program of races is the annual four hour Illgen RDC Enduro. Held at the end of each racing season, this low-key event provides each of its entrants with either trophies or gifts for their efforts. Awards for the top Enduro finishers are presented at the RDC banquet. Also, the RDC members earn points in the classes at all SFR Regional races and Regional Awards are presented for the best placing RDC members in each of the regional classes.

The aims of RDC remain ever the same today. We still operate as a forum for driver opinions, and we act as advisers to drivers. During each race weekend, an RDC Driver Representative is in attendance to assist drivers in matters of protocol and procedure.

To keep our members well informed, we publish a monthly newsletter called the "Drivers Meeting". Membership in RDC is open to any licensed racing driver and associate membership is available to anyone with an interest in motorsports. For more information, ask for an RDC Driver Representative at Race Central or call (916) 447-3698.

Race Car Rentals

Race car rentals that are competitive and reliable. Everything from preparation to transportation is handled by professionals. From Drivers School to your first pro race, we can help you achieve your goals. Learn to race and have fun and leave the race car responsibilities to us. Rentals in Improved Touring and Spec Miata. Trackside services are available. Spec Miatas are also available for SF Region autocross events.

Larry Oka Racing Services
11771 Foothill Rd
Sunol, CA 94586
(925) 862-0172

**Thank you, Larry Oka,
for your support at
Drivers' School.**

the RDC Board

**Commercial Ad Space
now available!**

**Contact the editor
for rates, details.**

Lois Leijdecker-Ott
916-447-3698

ARTICLES NEEDED

What would you like to see in the *Drivers Meeting*? Do you have a race story you'd like to tell? Would you like to make suggestions on how to make a race weekend better for all of us? Send your stories, comments, questions to the RDC board and we'll do what we can to help. But we need to hear from you. You can send your input to the editor at the address on page 2.

All Memberships expire on December 31st each year.

Be sure to renew early so that you receive all of your racing points toward the RDC trophies!
Fill out the application below and send it in today! Be sure to list any changes in your information.

RACING DRIVERS CLUB - MEMBERSHIP APPLICATION

Driver and Spouse-Driver membership is open to licensed competition drivers, past or present including novice permit holders. Associate membership is open to anyone. All members, except Spouse-Drivers, receive the newsletter. Only Driver and Spouse-Driver members are eligible to compete in RDC events (i.e. Illgen Enduro) or to earn RDC Championship Series racing points. No points will be awarded retroactively. **All memberships expire on December 31st each year.**

Note that dues increase depending upon the date of renewal.

Check appropriate box (es) and circle Renewal or New Member.

Driver (\$30 before May 15, \$40 May 15 to Sept. 15, \$50 after Sept. 15)

Renewal New Member (circle one)

Spouse-Driver (\$10 before May 15, \$20 after May 15)

Renewal New Member (circle one)

Drivers School Graduate (FREE before May 15, \$40 May 15 to Sept. 15, \$50 after Sept. 15)

Associate (\$20 anytime) Renewal New Member (circle one)

Please complete appropriate section(s) below. Renewing members need to include only their name, any information that has changed, and the appropriate dues.

Associate or Driver (includes School Graduate) Member:

Name: _____ Race Class(es): _____

Address: Street: _____

City: _____ State: _____ Zip code: _____

Phone #s to be published in directory:

Home: (____) _____ Work: (____) _____ Cell: (____) _____

Alternate phone #s (won't be published)

Home: (____) _____ Work: (____) _____ Cell: (____) _____

E-mail Address: _____

Spouse-Driver Member:

Name: _____ Race Class(es): _____

Address: Same as above.

Phone #s to be published in directory:

Home: (____) _____ Work: (____) _____ Cell: (____) _____

Alternate phone #s (won't be published)

Home: (____) _____ Work: (____) _____ Cell: (____) _____

E-mail Address: _____

Amount enclosed: \$ _____

Make your check payable to Racing Drivers Club and mail it to:
Lois Leijdecker-Ott, 2900 Carolyn Way, Sacramento, CA, 95818-3308

**Racing Drivers Club
2900 Carolyn Way
Sacramento CA 95818**

**DRIVERS
MEETING**

FIRST CLASS MAIL

RACE CALENDAR 2005			
April 2-3	Season Opener Regional Race at Laguna	May 6	DEADLINE for entering Regional at Thunderhill.
April 8	DEADLINE for entering Regional at Thunderhill	May 21/22	Regional at Thunderhill
April 23-24	Regional at Thunderhill	May 27	DEADLINE for entering Regional at Thunderhill
April 30-May 1	Rolex/Grand Am Series at Laguna Seca	June 4-5	Wine Country Vintage at Infineon
		June 11-12	Regional at Thunderhill