



## **NNJR Track Pack**

NJMP Thunderbolt

Friday, June 2 – Saturday, June 3, 2017

### **Welcome to the NNJR Driver Education at NJMP Thunderbolt**

YOU ARE RESPONSIBLE FOR KNOWING THE INFORMATION OF THIS PACKAGE.

PLEASE READ, PRINT AND BRING A COPY OF THIS PACKAGE TO THE TRACK (COPIES WILL NOT BE AVAILABLE AT THE TRACK).

Run groups, event schedules, track map, and work assignments are included.

### **EVENT SPECIFIC INFORMATION**

#### *Arrival at Track*

The track becomes available to us at 7PM on Thursday, June 1 for trailer drop off. There is another event at TBolt that day, and we have been told we can't enter before 7pm. It is likely that if you arrive prior to 7PM you will be held at the entrance gate.

#### *Tech Inspections*

There will be a tech inspection on Thursday night from 7:15 to 8PM. For those arriving on Friday morning, Friday tech will begin at 0645 and will complete by 0745. Tech for Saturday will be held at Friday afternoon beginning at 5:20 PM. For those entrants unable to tech on Friday afternoon, there will be an abbreviated tech session Saturday morning. Anyone missing a tech session must see the tech steward and will be tech'd at the steward's convenience.

#### *Noise Restrictions*

No race cars or vehicles with unmuffled engines may be started prior to 08:30AM or after 8:00PM.

#### *Safety*

NJ State motor vehicle regulations require full face helmets.

#### *Libations*

We will have complimentary beer and snacks in the TBolt garage building after the track shuts down on Friday.

#### *Garages and Camping*

Garages are available for rent. Overnight camping is permitted but requires the purchase of a permit from NJMP. Electric power hookups may be available. You may purchase camping permits or garage space at the main gate registration building.

#### *Food*

NJMP concession stands will be open both days from 0700 to about 4 PM

#### *Fuel*

Fuel, both race and street, will be available at the pumps between 0800 and 5PM.



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### GENERAL EVENT INFORMATION

Driver Education will afford you the opportunity to develop your driving skills in the relatively safe environment of a race track. IT IS NOT A RACING SCHOOL, NOR IS IT PRACTICE FOR RACING. All drivers participating are expected to drive well within their capabilities and be courteous and respectful of others. Drivers who appear, to an event official, to be pushing too hard or driving in an unsafe manner, will be black flagged and will lose track time.

#### *Tech Inspection*

Required for each day on track. The procedure is as follows:

- A. Remove all loose objects from vehicle:
  - Passenger compartment: mats, radar detector, cell phone, CDs, cassettes, etc.
  - Glove box must be empty or locked.
  - Luggage compartment: tool kits, air compressor, oil, spare parts, etc. Leave spare tire in place.
  - Door pockets must be empty.
- B. Remove any wheel covers and wheel locks.
- C. Attach car numbers on both sides of car and to the front and rear.
- D. Affix tech sticker at the top center of the windshield (if you went to the NNJR pre-event tech).
- E. Check wheel lug tightness.
- F. Proceed to tech line at event. Times for event tech inspections are noted on the schedule.
- G. Stay with your car.
- H. Your car will be checked for:
  - Loose articles
  - Brake lights
  - Brake fluid level
  - Tight gas cap
  - Lug nut tightness
  - Car numbers, to insure that they are properly placed, of sufficient size and contrast, and match those assigned to you as shown in this track pack
  - Tow hooks, either installed in the front bumper, or locked in the glove compartment
  - Secure mounting of auxiliary equipment, such as fire extinguishers, video cameras, data systems, etc.
  - Helmet - Snell 2010 or later



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- I. If your car failed the pre-event safety inspection, you will be directed to a separate line where the defect plus the above will be checked.
- J. At the end of the tech line, you will receive your run group sticker.
- K. The tech line will close PUNCTUALLY at the scheduled time. Late arrivals will be tech'd at the tech steward's convenience. Tech is required each day of the event.

Instructors may self-tech their cars but MUST provide a completed tech form and check their name off on the instructor check-in log.

### *A note on car numbers*

You must provide numbers and apply them to your car prior to entering the tech line. Numbers do not need to be fancy: one inch blue painters masking tape works well on light colored cars. Door numbers should be at least six inches high and appear on both the driver and passenger side of the car. Front and rear numbers must be at least 4 inches high. You must use the number assigned to you as shown in this tack pack.

### *Attire*

Long pants, preferably a natural fiber such as cotton, are required, as are closed-toed, rubber soled tie shoes. Short sleeves are allowed except at those tracks requiring long sleeves.

### *Bikes, Scooters, and Skateboards*

These "vehicles" are not permitted in pit lane nor in the paddock where cars are entering or leaving the track or where tech inspection is being held. While permitted in other areas of the paddock, you are responsible to ensure that all proper safety gear is worn, in compliance with state law. Please inform anyone attending with you, especially children, to remain clear of prohibited areas and to exercise caution.

### *Paddock Jack Rules*

Do NOT jack or place any jack stands on the asphalt. You must use wood or metal underneath any jack or jack stand.

## **EVENT OPERATING PROCEDURES:**

### *Instructors and Students*

- Each driver will be assigned to a "run group" based on his/her track driving experience. Instructors are assigned to each driver in green, yellow and blue for each day of the event.
- We require that instructors drive all students' Porsches for the first two laps of the first run in all run groups. This is to allow an experienced Porsche driver to evaluate the driving condition of your Porsche, both for safety and to aid in instructing.



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- Entrants assume all risk of damage to their Porsche during the event. This includes the times when an instructor is driving your Porsche. Because you are assuming the risk, it is your right to be satisfied with the manner in which the instructor drives your Porsche.
- If, after discussion with your instructor regarding any apprehension you may have with his/her driving or instructing technique, you are still not satisfied, you may ask the Chief Instructor to assign you to another instructor.
- Although not all entrants are required to work with an instructor, everyone is encouraged to make use of the instructors' experience and skills.

### *Staging*

All entrants should listen for their run group to be called on the PA system. Entrants should also note the times listed on the daily schedule: run times are normally very close to those posted unless an incident has occurred. When your run group is called, or 5-10 minutes before your session (not sooner) drive your car slowly to the staging area. It is very important that all drivers line up promptly. Staging officials will check that both you and your car have proper credentials to enter the track, that helmets are on, that doors and hoods are latched closed, and that windows are down.

Begin to look for your instructor as soon as you are in the staging area or make prior arrangements to meet your instructor in the paddock. However, note that your instructor may be on the track driving or instructing in the group immediately prior to yours. Do not proceed to pit out until signaled to do so.

### *Pit Out – Entering the Track*

Track entry is only upon instruction by the pit out steward. To enter the track properly, proceed briskly and be sure to look in your mirrors and down the track for oncoming traffic. **STAY INSIDE THE BLEND LINE OR TO THE SIDE OF THE TRACK THAT YOU ENTERED UNTIL THE TRACK IS CLEAR!** Blend line violators will be black flagged.

### *Pit In – Exiting the Track:*

At the conclusion of a session (run group), the checkered flag will be displayed. After receiving the checkered flag, proceed to pit-in, cooling your brakes and engine, slow down and enter pit lane at or below the pit lane speed limit.

### *Flags*

It is your responsibility to identify the location of the flag stations. Flag stations are your primary source of information about track conditions immediately in front of your car while you are running. Become familiar with their locations and with the meaning of each flag. See the attached description of flags and their uses.

### *Passengers*

If there are two persons in a car, one of those persons **MUST** be an NNJR approved instructor, and the other person **MUST** be a properly registered entrant. **NO EXCEPTIONS.** Failure to abide by this ruling is grounds for dismissal from the event.



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Insurance regulations require this - please cooperate.

### *Paddock and Pit Speed Limits*

The paddock speed limit is 5 MPH. Paddock traffic is one-way only, direction is track specific. Take particular care of pedestrians when traversing the paddock. Pit lane speed limit is 30 MPH. Please monitor your speed when entering and exiting the pits.

### *Passing*

Passing is permitted on designated portions of the track only. Passing is not permitted in the corners. The driver of the car being overtaken **MUST SIGNAL** with his/her hand by pointing to the side on which the faster car is to pass. **DO NOT TAILGATE**. The obligation for a safe passing maneuver falls primarily on the passing car, but the car being passed should never do anything unexpected to interfere. Be aware of what is going on behind you as well as in front. **USE YOUR MIRRORS**. Do not block faster cars.

We use extended passing in the red run group and, frequently but not always in the black run group. This allows passing anywhere on the track, upon receiving a valid pass signal. We do not, however, encourage passing in corners.

### *NNJR Spin Rule*

A spin is defined as either rotation of the vehicle more than 90 degrees from its intended direction, 2 or more wheels off of the track surface, or contact with anything. If you spin, you are to immediately proceed to the pits and see the Chief Instructor to discuss the occurrence. After a spin, you are on probation for the remainder of the event, and if you incur a second spin your driving privileges may be suspended or revoked for the balance of the event at the discretion of the Chief Instructors. Additionally, incidents involving contact will be reviewed by the Chief Instructors and may result in probation or exclusion from future events.

### *Driving Recommendations in Case of Trouble*

If you make a mistake and lose control of your car, the best general rule is to engage maximum brake effort until you are completely stopped. If you see you are going to run off the track and if you still have control, drive off straight. Do not attempt to hold your car on the track or to bring it back onto the track. Your chances of escaping unscathed by driving off under control are **MUCH** better.

### *Disabled Vehicles*

If your car becomes disabled or you have an incident on the track, **REMAIN IN YOUR CAR UNLESS THERE IS FIRE OR YOU ARE INSTRUCTED OTHERWISE BY THE CORNER WORKER**. You are generally much safer in your car than if you get out. If you are O.K. and do not need medical assistance, signal likewise to the corner worker e.g., a thumbs-up or similar. This will avoid dispatching the ambulance unnecessarily and potentially delaying the event. If you need a tow vehicle, you can make a tugging motion to indicate this. Do not remove your helmet.



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### *Track Damage*

Any car causing any damage to track facilities or equipment will be required to pay a predetermined amount of money immediately, or the amount of damage, whichever is greater.

### *Track Clean-Up*

No car parts, tires, batteries, etc. may be left behind in the paddock. The track will charge a disposal fee which will be billed to the responsible participant. Fluid wastes must be placed in approved disposal containers located in various locations in the paddock and never on the ground.

**SAFETY IS OUR PRIMARY CONCERN THROUGHOUT THE EVENT** - Anyone deemed to be conducting themselves or their vehicle in an unsafe manner, either on or off the track, is subject to suspension for the balance of the event.

**NO ALCOHOLIC BEVERAGES OF ANY TYPE** may be consumed by any person until the driving schedule has been completed and the track is shut down. The use of any **ILLEGAL OR REFLEX AFFECTING DRUGS IS STRICTLY PROHIBITED.**

**SEE YOU AT THE TRACK!**

Tom Swift  
NNJR PCA Track Chair



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### **NJMP Thunderbolt DE Event Officials**

EVENT CHAIRMAN	Tom Iervolino
CHIEF INSTRUCTORS	Frank Kissel, Al Tafro
TOWER	Doug Holcomb
SAFETY	Curt Barsi
STAGING	NJMP personnel
TECH INSPECTION	Ed Pepe
FRONT GATE	David Martin
PHOTOGRAPHY	Volunteers
REGISTRATION	Craig Mahon



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## Work Assignments

Group	Last Name	First Name	No.	Class
Gate	Coleman	James H.	795	White
	Morrison	Allen	175	Black
	Robinson	Andrew	166	White
Gate Steward	Martin	David	591	Red
Tech	Akunwafor	Obi	200	White
	Lenahan	Grant	54	Black
	Merritt	William	060	White
	Van Hise	Timothy	747	Yellow
	Vollmuth	Brandon	998	Green
Tech Steward	Pepe	Edward	480	Black
Tower	Hernsdorf	Bruce	999	White
	slupchynskyj	oleh	777	Yellow
Tower Steward	Holcomb	Douglas	198	Black





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## FRIDAY Event Schedule

### Tech Inspection:

06:45am – 07:45am Paddock

### Morning Meetings:

08:00am – 08:20am Drivers' Meeting by the Timing Tower

08:00am – 08:20am Instructors' Meeting in the Classroom

08:20am – 09:00am Green and Yellow Drivers' Meeting in the Classroom

Meetings are mandatory for all drivers and instructors

### Classroom Sessions:

11:30am – 12:00pm Blue & White Drivers in the Classroom

3:10pm – 3:40pm Black Drivers in the Classroom

### On Track:

09:00am		Red	2:00pm		Red
09:24am		Black	2:24pm		Black
09:48am		Green	2:48pm		Green
10:12am		Yellow	3:12pm		Yellow
10:36am	 	Blue/White	3:36pm	 	Blue/White
11:00am		Red	4:00pm		Red
11:24am		Black	4:24pm		Black
11:48pm		Green	4:48pm		Green
<b>12:12pm</b>	<b>LUNCH</b>		5:12pm		Yellow
1:12pm		Yellow	5:36pm	 	Blue/White
1:36pm	 	Blue/White			

### Tech Inspection:

5:20pm – 6:30pm Paddock

### Beer and Snacks:

6:30pm Garage

See you tomorrow!



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## SATURDAY Event Schedule

### Tech Inspection:

07:00am – 07:30am Paddock

### Morning Meetings:

08:00am – 08:20am Drivers' Meeting by the Timing Tower

08:00am – 08:20am Instructors' Meeting in the Classroom

08:20am – 08:50am Green and Yellow Drivers' Meeting in the Classroom

Meetings are mandatory for all drivers and instructors

### On Track:

09:00am		Red	2:00pm		Red
09:24am		Black	2:24pm		Black
09:48am		Green	2:48pm		Green
10:12am		Yellow	3:12pm		Yellow
10:36am		Blue/White	3:36pm		Blue/White
11:00am		Red	4:00pm		Red
11:24am		Black	4:24pm		Black
11:48pm		Green	4:48pm		Green
<b>12:12pm</b>	<b>LUNCH</b>		5:12pm		Yellow
1:12pm		Yellow	5:36pm		Blue/White
1:36pm		Blue/White			

**Run groups may be combined in the afternoon. Please listen for announcements.**

**Thanks for coming and have a safe trip home.**

### Upcoming Events:

June 23 Pocono – Ladies Day

June 24-25 Pocono

July 14-16 Mt. Tremblant

July 28-30 Watkins Glen

Sept 18-19 Wat Glen Adv

Oct 14-15 NJMP Lightning

Oct 27-29 VIR




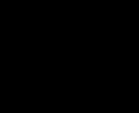


For more NNJR events please visit our website at [www.nnjr-pca.com](http://www.nnjr-pca.com)



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<b>GREEN FLAG:</b> 	Track is open and the course is clear. If no flag is displayed at a station, this is a green condition.
<b>YELLOW FLAG:</b> 	<p><b>Stationary</b> - There is a potential hazard near or on the track ahead of you. You must exercise caution until you pass a clear flag station. Slow down. Passing is not allowed while the yellow flag is displayed. This flag will also be displayed for the first lap of each run.</p> <p><b>Waving</b> - There is a hazard immediately in front of you. It will require you to alter your course or take evasive action. Immediately slow down and be prepared to take appropriate action as necessary. Be aware of the cars around you as you do this</p>
<b>YELLOW/RED STRIPED FLAG:</b> 	This striped flag indicates a surface condition - take care. It indicates that a slippery condition exists or that debris is present on the course. This flag is displayed standing.
<b>BLACK FLAG:</b> 	<p><b>If directed at your car:</b> There is something wrong with your car or your driving. Immediately pull into the pits and see an Event Official.</p> <p><b>If stationary at more than one station:</b> all cars are to pull into the pits at their first opportunity. No passing.</p>
<b>MECHANICAL BLACK:</b> 	At some tracks, you will see this flag used in place of a black flag when something is mechanically wrong with your car. Pull into the pit lane and see the chief, who will relay the flaggers observations.
<b>BLUE FLAG:</b> 	When pointed at you, this flag indicates that there are faster cars behind you that should be allowed to pass. Check your mirrors and give passing signal(s) at the next authorized passing area.



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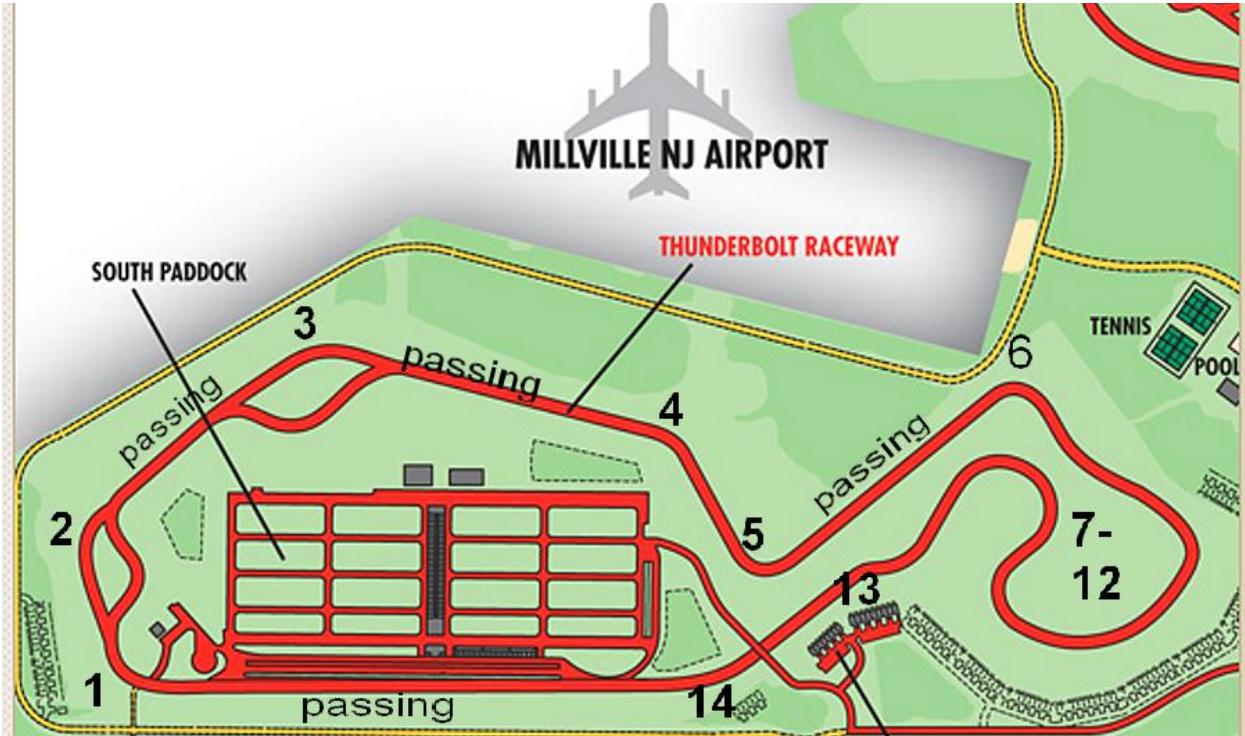
<p><b>WHITE FLAG:</b></p> 	<p>This means that an ambulance, service vehicle, or slow moving (e.g. with mechanical trouble) car is on the circuit. Be alert.</p>
<p><b>RED FLAG:</b></p> 	<p>Something affecting the safety of the event has occurred. Stop quickly and safely by moving to the edge of the track surface (off line) immediately. Be mindful of the cars around you. Do not drive around to see the cause of the flag signal. Remain stopped with your car until directed by a flagger to proceed.</p>
<p><b>CHECKERED FLAG:</b></p> 	<p>The run group is over. Proceed around the track more slowly, cool engine and brakes, return to pits and paddock.</p>



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NOTE: Passing also permitted between 6 and 7

## Thunderbolt 2017 Run Groups

NNJR NJMP2 2017 RUN GROUPS													
	RED			BLACK			WHITE		BLUE		YELLOW		GREEN
01	Nick Rodriguez	Yes	02	Bart Grochowski	0	00	curtis barsi	012	Jeff Pan	014	Bruce Grobman	0	Hau Chan
7	Wilson Lau	Yes	54	Grant Lenahan	0	2	Nick Phillips	083	Robert Graham	018	Pawel Surma	03	Gaspere Tallegra
21	Tom Trudel	Yes	88	Joe Aievoli	0	011	Wen Shen	429	Bobby Kasolas	46	Ryan Papera	05	Jack Ippolito
25	Manish Gupta	Yes	110	Thomas Shih	0	17	Bob Ashenbrenner	717	Hareh Patel	077	Douglas Munch	020	John Lu
37	Thomas Goeckel	Yes	175	Allen Morrison	0	025	Gary Tickle	761	Marshall Knutson	212	Tom Lawrowski	034	Omer Erkovan
62	Robert Tonczos JR	Yes	198	Douglas Holcomb	0	44	gary DiPietro	763	Sheryl McAfee	270	Chris Raham	069	Giorgio Tallegra
63	Matthew Partsinevelos	Yes	221	Doug Horton	0	060	William Merritt	770	Jeff Thompson	413	Scott Ring	081	Carl Stern
67	Thom Calabro	Yes	299	Joseph Carione	0	64	Lee Whipple	911	william georges	507	Ken Oliva	183	Peter Scott
78	Robert Vogt	Yes	319	Larry Lanwehr	0	070	Kevin Carouge	951	Marc Salvatore	747	Timothy Van Hise	199	Domenic Di Gesaro
79	Mike Daino	Yes	331	Dean Hollister	Yes	70	Sue Smith			771	Philip Tuturice III	229	Paul Ehrenzeller
096	Craig Gaul	Yes	418	Ran (Mark) Zhou	0	127	Leonard Goldspinner			777	oleh slupchynskyj	263	Aristotle Partsinevelos
102	Shelly Spatz	Yes	425	Stephen Fisher	0	166	Andrew Robinson			912	Steve Chapman	329	Cynthia Samson Birney
297	Alan Halpern	Yes	480	Edward Pepe	0	168	Anderson Chan			981	John Cengiz	707	Alfredo Caceres
305	Frank A. Kissel	Yes	516	A. Laud	0	176	Mark Kolb					718	Lukasz Radecki
313	Greg Mills	Yes	0547	Ed Stripko	0	200	Obi Akunwafor					762	Nicole Phelan
328	Anthony Castronovo	Yes	686	Tom Foerster	0	261	Phillip Shin					818	Brian Wilkens
344	Iskender Catto	Yes	722	Anthony Vasaturo	0	288	Christopher Carione					944	Rick Gregory
354	Lou Hudyman	Yes	757	Bob Weeman	0	343	Bill Waverczak					998	Brandon Vollmuth
409	John Giove	Yes	764	Robert Phelan	0	412	Thomas Stolz						
513	Marc Levy	Yes	844	Frank Gourley	Yes	417	Kim VanPala						
551	James McLaughlin	Yes	881	Michael Di Modugno	0	441	Jim Wohlmacher						
555	Al Tafro	Yes	929	Brandon Carione	0	508	Alexander Aiello			1	Raymond Lee		
587	Robert A March Jr	Yes	968	Mark Buchanan	0	559	Cliff Goldsmith			58	Mike Carr		
591	David Martin	Yes	986	Ceyan Birney	0	678	Wayne Beck						
687	Paul Taeschler	Yes	991	Steven Corodemus	0	795	James H. Coleman						
715	Mike Calcaterra	Yes				818	Christopher Wilkens						
728	Jeff Krol	Yes				885	Tibor Jurich						
811	Ken Casterline	Yes				917	Brian Murphy						
918	Thomas Iervolino	Yes				997	Tom Fennessey						
928	Frank Bennett	Yes				999	Bruce Hensdorf						

