



NNJR Track Pack

NJMP Thunderbolt

Friday, June 1 – Saturday, June 2, 2018

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, May 31 for trailer drop off. There is another event at TBolt that day, and we have been told we can't enter before 7pm.

Tech Inspections

Note: Prior to the event, all cars must complete a technical inspection at an authorized shop or dealer. Instructors may self tech. However, Instructors must submit proof of their annual professional tech inspection, which should be done at the beginning of the season.

All drivers are required to complete and sign the pre-tech inspection form and bring it to the track-side tech inspection. The form is available here:

<http://nnjr-pca.com/wp-content/uploads/2018/03/2018-track-tech-form-v2-1.pdf>

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 6:45am and will complete by 7:45am. Tech for Saturday will be held at Friday afternoon beginning at 5:20pm. 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 8:30 AM or after 8:00 PM.

Safety

NJ State motor vehicle regulations require full face helmets.

Happy Hour

Performance Trailers Inc. will sponsor complimentary beer and appetizers in the TBolt garage building after the track shuts down on Friday. Please stop by and take a look at their trailers that will be on display in the paddock. Thanks to Glen and Performance Trailers for sponsoring this evening!



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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 7 AM to about 4 PM

Fuel

Fuel, both race and street, will be available at the pumps between 8 AM and 5 PM.

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.

Aggressive Driving will not be tolerated. See the NNJR website for what constitutes aggressive driving: <http://nnjr-pca.com/drivers-ed/drivers-manual/>

At the Track 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 large, visible car numbers on both sides of car and to the front and rear. Your number **must match** the number shown in the entrant list below.

D. Affix tech sticker at the top center of the windshield (if you went to the NNJR pre-event tech). Otherwise, put your completed and signed tech form on the dashboard or under the windshield wiper.

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.



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H. Your car will be checked for:

- Loose articles
- Brake lights
- Brake fluid level
- Tight gas cap
- Lug nut tightness
- Car numbers, to ensure 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

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 track 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



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underneath any jack or jack stand.

EVENT OPERATING PROCEDURES:

Instructors and Students

- Each driver is 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.
 - If a driver feels they are in the wrong run group, they are encouraged to discuss it with the Chief Instructor, but only after at least 2 runs in the assigned group. Where appropriate, the Chief Instructor will change the assignment.
- We require that instructors drive all students’ cars for the first two laps of the first run in all run groups. This is to allow an experienced driver to evaluate the driving condition of your car, both for safety and to aid in instructing.
- Entrants assume all risk of damage to their car during the event. This includes the times when an instructor is driving your car. Because you are assuming the risk, it is your right to be satisfied with the manner in which the instructor drives your car.
- If you have a personality or communication issue with your instructor, please see one of the Chiefs or the Track Chair and we will make a change. This happens occasionally and does not reflect badly on you or your instructor. Our objective is for everyone to be comfortable and have a good time.
- Although not all entrants are required to work with an instructor, everyone is encouraged to make use of the instructors’ experience and skills.
- Use of video recording equipment on track is at the discretion of the instructor.
- All students are required to leave PSM (or similar) ON. If your car has an automatic braking system, it must be turned OFF.
- Students: 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.
 - It is strongly recommended that you agree with your instructor where to meet when you first meet each other, well prior to going on track.

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 or inclement weather has intervened. 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 and buckled properly, that doors and hoods are latched closed, and that windows are down. Note that the driver’s window must always be down (fully open) and the same for the passenger window if someone is in the seat. Some tracks require the passenger window to be open even if when there is no passenger.



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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. Insurance regulations require this - please cooperate.

For instructional purposes, a driver may ride with an instructor but only in the run group immediately “above” that driver’s run group. For example, a Yellow run group driver may only ride with an instructor in the Blue / White run group with the instructor driving at Blue / White pace.

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 as described in the Driver’s meeting. In many cases, passing is only allowed on one side. Passing is not permitted in the corners. The driver of the car being overtaken **MUST SIGNAL** with his/her hand by pointing over the roof (right side) or straight out the driver’s window (left side) to the side on which the faster car is to pass. **DO NOT TAILGATE.** The obligation



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for a safe passing maneuver falls primarily on the passing car, but the car being passed should never do anything unexpected to interfere. The car being passed should stay on line. Be aware of what is going on behind you as well as in front. **USE YOUR MIRRORS.**

- One CLEAR signal per car, with a brief lift.
- If a car is behind you for more than 1 or 2 corners, give them a pass signal. Be courteous and lift briefly to allow the pass to happen quickly. Do not race the overtaking car to the next corner.

We use expanded 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. More details on Expanded Passing are on the NNJR website: <http://nnjr-pca.com/drivers-ed/drivers-manual/>. With Expanded Passing, PCA rules require that the Red run group be limited to 5 non-instructor Black run group drivers as passengers; as a result, an Instructor wishing to take a Black run group driver as a passenger must see the Chief Instructor in advance to see if it can be allowed.

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. . Most contact incidents are caused by the driver attempting to keep the car on track when they should have driven it off.

If there is an incident of any sort, please respect the driver(s) involved and **DO NOT** take pictures; especially, **DO NOT** post pictures or video online or on social media.



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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.

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.**

Thank you for joining us at Thunderbolt. We look forward to seeing you at the track!

Janice Ernsting
NNJR PCA Track Chair



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NJMP Thunderbolt DE Event Officials

EVENT CHAIRMAN	Janice Ernsting
CHIEF INSTRUCTORS	Frank Kissel, Al Tafro
TOWER	Doug Holcomb
SAFETY/WRISTBANDS	Curt Barsi
STAGING	NJMP personnel
TECH INSPECTION	Ed Pepe, Bill Merritt
PHOTOGRAPHY	Volunteers
REGISTRATION	Craig Mahon



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Work Assignments

Group	Name	Car No.	Class
Tech Steward	Ed Pepe	480	Black
Tech Steward	Bill Merritt	60	Black
	Obi Akunwafer	200	Black
	Bart Grochowski	2	Red
	Grant Lenahan	54	Black
	Anthony Vasaturo	722	Red
Tower Steward	Doug Holcomb	198	Black
	Allen Morrison	75	Black
	Bruce Hersdorf	999	White
Gate/Wristbands	Curt Barsi	00	Black
	Andrew Robinson	166	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
12:12pm	LUNCH		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
12:12pm	LUNCH		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 23-24 Pocono

July 6-8 Mt. Tremblant

July 23-24 Watkins Glen

August 10-12 Watkins Glen w/NER

Sept 12-13 Watkins Glen Advanced

Oct 13-14 NJMP Lightning

Oct 26-28 VIR




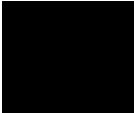
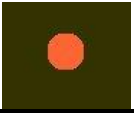

For more NNJR events please visit our website at www.nnjr-pca.com



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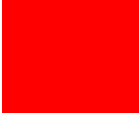
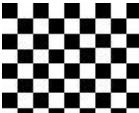
GREEN FLAG: 	Track is open and the course is clear. If no flag is displayed at a station, this is a green condition.
YELLOW FLAG: 	Stationary - There is a potential hazard near or on the track ahead of you. You must exercise caution until you pass a clear flag station. Slow down. Passing is not allowed while the yellow flag is displayed. This flag will also be displayed for the first lap of each run. Waving - 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
YELLOW/RED STRIPED FLAG: 	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.
BLACK FLAG: 	If directed at your car: There is something wrong with your car or your driving. Immediately pull into the pits and see an Event Official. If stationary at more than one station: all cars are to pull into the pits at their first opportunity. No passing.
MECHANICAL BLACK: 	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.
BLUE FLAG: 	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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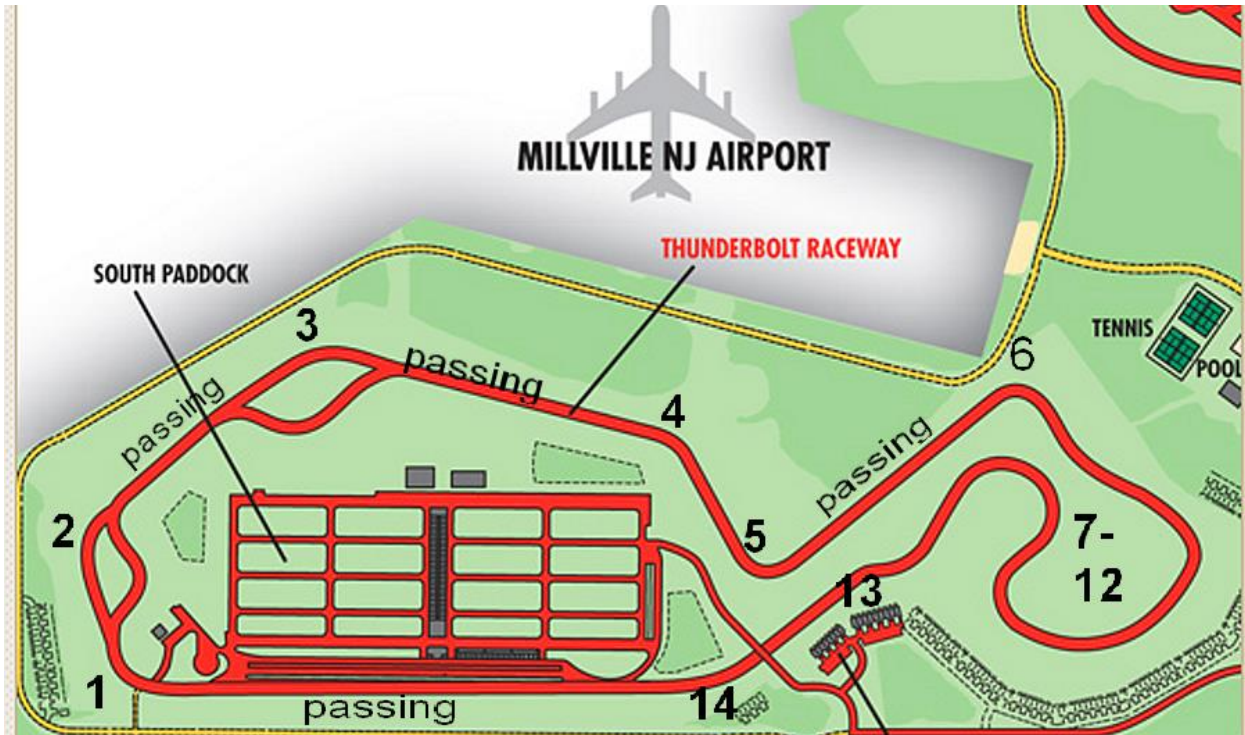
<p>WHITE FLAG:</p> 	<p>This means that an ambulance, service vehicle, or slow moving (e.g. with mechanical trouble) car is on the circuit. Be alert.</p>
<p>RED FLAG:</p> 	<p>Something affecting the safety of the event has occurred. Stop quickly and safely by moving to the edge of the track surface (off 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>CHECKERED FLAG:</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

