



NNJR Track Pack

Lime Rock Park

Wednesday, April 17 and Thursday, April 18

Welcome to NNJR Driver Education at Lime Rock Park

YOU ARE RESPONSIBLE FOR KNOWING ALL OF THE INFORMATION IN 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 5pm on Tuesday, April 16 for trailer drop off. Arrive promptly, as we are required to vacate the track by 6:30pm.

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:

<https://nnjr-pca.com/wp-content/uploads/2019/02/2019-NNJR-Tech-Form.pdf>

We will hold a tech inspection on Tuesday night from 5:30pm to 6:15pm. For those arriving Wednesday morning, we will also hold tech beginning at 7:00am and concluding no later than 7:45am. We will no longer require additional Tech inspections for the following day unless your car requires additional services as specified by the Tech team. Anyone requiring an additional tech or missing a tech session may arrange that with the tech steward.

Driving Lime Rock

At <http://nnjr-pca.com/turn-by-turn/> the NNJR website has a lot of information about driving Lime Rock:

- Article on how to drive Lime Rock
- Lime Rock Turn by Turn
- How to Drive Lime Rock with the line (official PCA info showing the line)
- Lime Rock Video

Trackside Classroom

Materials ("Weight Transfer") that will be presented and discussed during the classroom sessions at Lime Rock can be found on the NNJR website: <http://nnjr-pca.com/drivers-ed/drivers-manual/>

Noise Restrictions

Lime Rock has a strict noise limitation standard of 81 dBA for moving vehicles. Vehicles with noise measured above this level will be black flagged and given a chance to make modifications to reduce noise. Anyone receiving two black flags for noise in one day will be prohibited from running for the remainder of the event.



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Safety

Open cars must have a fixed roll bar. Lime Rock does not permit cabriolets that have deployable roll bars. Roll bars must be of sufficient height to pass the “broomstick” test.

Libations

We will have complimentary beer and appetizers at the concession stand after the track shuts down on Wednesday.

Garages and Camping

There are no garages, and camping is not permitted.

Food

LRP concession stands will be open both days for breakfast and lunch.

Fuel

Both race and street fuel will be available.

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 car numbers to both sides of car and front and rear.
- 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 your 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.
- HANS – or appropriate head and neck restraint system when using a multi-point harness system.

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 bring a completed tech form to the tech line 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 car 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 (Lime Rock, VIR).

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.



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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 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 when there is no passenger.

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.



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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 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 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



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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 you go off track and the car is still running, come to a controlled stop and **DO NOT** re-enter the track until you are signaled to do so by a flagger. If you are stopped where you do not have clear view of a flagger, but have clear vision of the track and oncoming traffic, you may proceed with caution, re-entering off-line if possible. Otherwise remain where you are until the track is black flagged and track personnel indicate it is safe to move.

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.

Disabled Vehicles

If your car becomes disabled or you have an incident on the track, **REMAIN IN YOUR CAR WITH SEAT BELTS FASTENED 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 tow sign ("T") 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.**

JANICE ERNSTING, NNJR PCA Track Chair



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LRP DE Event Officials

EVENT CHAIRMAN	Janice Ernsting
CHIEF INSTRUCTORS	Mike Carr and Craig Mahon
TOWER	Doug Holcomb
SAFETY	Jeff Krol
STAGING	Ed Pepe
TECH INSPECTION	Bill Merritt and Rich Barry
FRONT GATE	Steve Chomsky
PHOTOGRAPHY	Dom Miliano
REGISTRATION	Craig Mahon



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Work Assignments

Group	Name	Car No.	Class
Gate Steward	Steve Chomsky	265	Black
Gate	Craig Chomsky	494	Black
Tech Steward	Bill Merritt	60	Black
Tech Steward	Rich Barry	561	Red
Tech	Dana Beaton	31	Green
Tech	James Elliott	151	Green
Tech	Bruce Hays	914	Green
Tech	Glen Ochten	36	Black
Tech	Tom Bravante	69	Black
Tech	Bob White	781	Black
Tower Steward	Doug Holcomb	198	Black
Tower	Jim Vinci	901	Yellow
Tower	Pete Miller	987	White

Staging Assignments





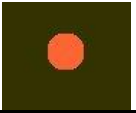

Group	Name	Session	Class
Staging Steward	Ed Pepe		Black
Staging	Jared Randall	Wed Morning	Black
Staging	Ellen Hays	Wed Morning	Green
Staging	Nick Bravante	Wed Morning	Blue
Staging	Joseph Topolski	Wed Afternoon	Yellow
Staging	Rob Hoffman	Wed Afternoon	Blue
Staging	Michael Vincent	Wed Afternoon	Black
Staging	Sheryl McAfee	Thur Morning	White
Staging	Fred Munk	Thur Morning	Black
Staging	Steve Sands	Thur Morning	Yellow
Staging	Bruce Grobman	Thur Afternoon	White
Staging	Joseph Cracco	Thur Afternoon	Yellow
Staging	Attilio Albani	Thur Afternoon	Black



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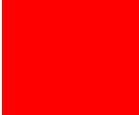

<p>GREEN FLAG:</p> 	<p>Track is open and the course is clear. If no flag is displayed at a station, this is a green condition.</p>
<p>YELLOW FLAG:</p> 	<p>Stationary - There is a potential hazard near or on the track ahead of you. You must exercise caution until you pass a clear flag station. Slow down. Passing is not allowed while the yellow flag is displayed. This flag will also be displayed for the first lap of each run.</p> <p>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</p>
<p>YELLOW/RED STRIPED FLAG:</p> 	<p>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.</p>
<p>BLACK FLAG:</p> 	<p>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.</p> <p>If stationary at more than one station: all cars are to pull into the pits at their first opportunity. No passing.</p>
<p>MECHANICAL BLACK:</p> 	<p>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.</p>
<p>BLUE FLAG:</p> 	<p>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.</p>



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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 but look in your mirrors before braking: 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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LIME ROCK 2019 RUN GROUPS

No.	Name	Instr	No.	Name	Instr	No.	Name	No.	Name	No.	Name	No.	Name
3	Bill Gilbert	Yes	14	David G. Fox	Yes	2	Rafal Walkiewicz	35	Stu Libby	1	Ryan Foley	28	Mike Cho
24	Howard Medow	Yes	22	Obi Akunwafor		22	Benson Ross	51	Hank Brucker	11	Ashraf Selim	31	Dana Beaton
39	Jim Foster	Yes	55	Fred Munk		36	Glen Ochten	69	Nicholas Bravante	011	Joseph Topolski	34	Ryan Petrecz
056	Yury Marasanov	Yes	57	Leon Carson		40	Michael Gordon	235	Michael Melnyk	42	Michael Kiyashka	035	Vincent Smith
68	Ken Ernsting	Yes	60	William Merritt		41	Oliver Kamp	303	Rob Hoffman	057	Steve Sanders	77	Amory Ross
79	Mike Daino	Yes	69	Thomas Bravante		46	Ruslan Skuratov	363	Shane de Burca	66	Robert Cicchino	117	Jaymin Mehta
83	Will DiGiovanni	Yes	72	Janice Ernsting		70	Sue Smith	376	Tim Ripley	177	Peter Lorillard	151	James Elliott
111	Keith Pearce	Yes	96	Jared Randall		98	Britton Smith	765	Marshall Knutson	629	Dishen Li	411	Ellen Hays
128	Matthew Muller	Yes	138	Gary Yu		191	Val Zoubarev			831	John Korossy	412	Daniel Eorio
152	David Peterman		157	Michael Tashjian		217	Marcio Razuk			901	Jim Vinci	466	Jeanne Clark
189	Darwin Agena		172	Leslie Shrem	Yes	228	Caleb Wong			909	Duncan Findlay	592	Carlo Huber
252	Alan R. Soberman	Yes	198	Douglas Holcomb		346	Ian Lindvig					612	Joseph Cracco
289	Craig Mahon	Yes	265	Steven Chomsky		472	Christopher Kohn					717	Tom Kopczynski
331	Dean Hollister	Yes	314	Dan McAuley		622	Claudio Dicoskiy					760	Craig Knutson
354	Lou Hudyman	Yes	480	Edward Pepe		640	Tim Barnes					871	Jarrad Jacobs
561	Richard Barry		494	Craig Chomsky		694	Bruce Grobman					914	Bruce Hays
591	David Martin	Yes	516	A. Laud		763	Sheryl McAfee						
722	Anthony Vasaturo		628	Attilio Albani		779	Sanjay Uttam						
745	Shawn Cudnik	Yes	666	Michael Vincent		987	Peter Miller						
885	Tibor Jurich		689	Mike Scott									
907	Chung Lee	Yes	728	Jeff Krol	Yes								
918	Thomas Iervolino	Yes	757	Bob Weeman									
			781	Bob White									
<u>Volunteer Instructors</u>													
	Mike Carr												
17	Dom Miliano												
52	Dyke Hensen												
97	Knute Hancock												
99	John Vogt												

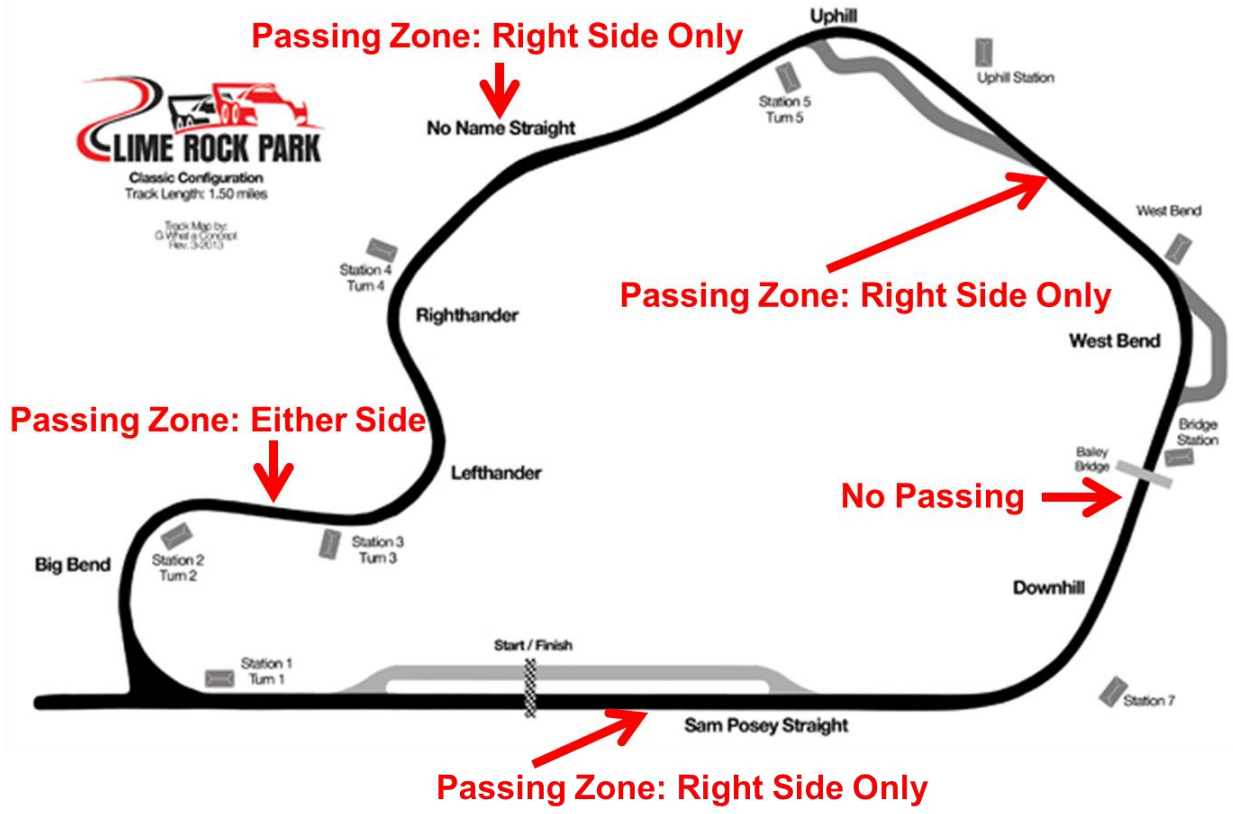
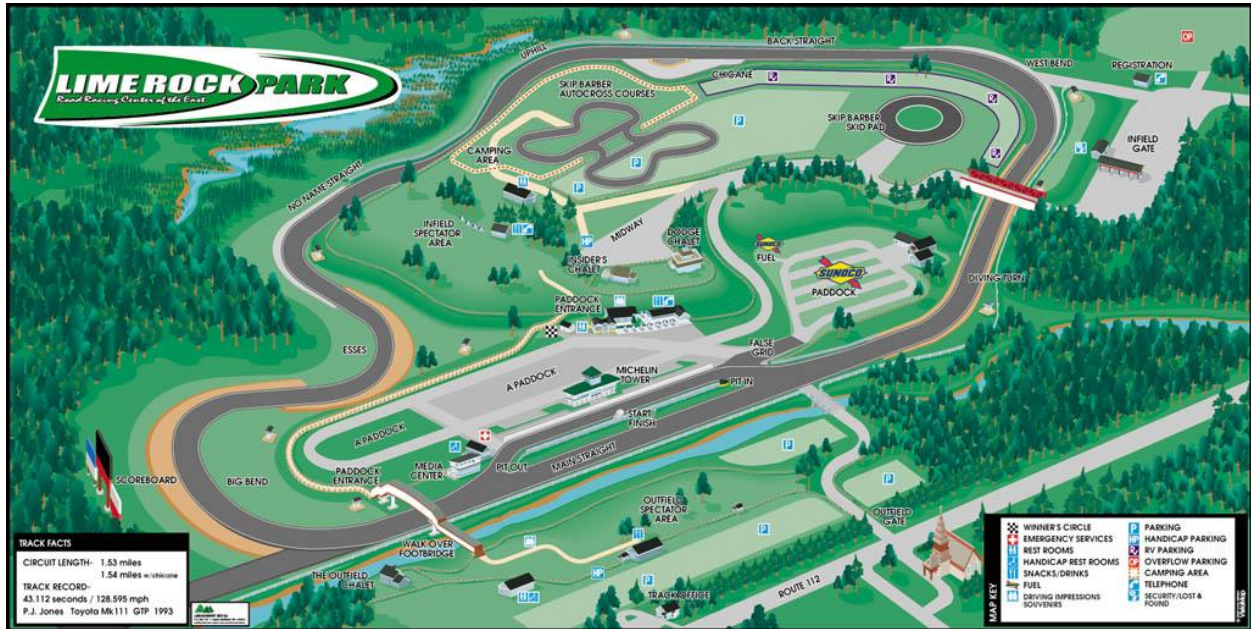


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LIME ROCK PARK TRACK MAPS





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WEDNESDAY SCHEDULE

Morning Tech Inspection:

07:00am – 07:45am Tower Lane – Students & Solo Drivers, Instructors must check-in

Morning Meetings:

08:00am – 08:20am Drivers Meeting in the Pit Lane – Students & Solo Drivers

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

08:20am – 08:35am Students Meeting in the Tower Classroom – Green, Yellow & Blue Drivers
Meetings are mandatory for all drivers and instructors

Classroom Session:

02:15pm – 02:45pm Black

On Track:

09:00am  Black

09:24am  Red

09:48am   Blue/White

10:12am  Yellow

10:36am  Green

01:00pm  Black

01:24pm  Red

01:48pm   Blue/White

02:12pm  Yellow

02:36pm  Green

11:00am  Black

11:24am  Red

11:48am   Blue/White

12:12pm  Yellow

12:36pm  Green

03:00pm  Black

03:24pm  Red

03:48pm   Blue/White

04:12pm  Yellow

04:36pm  Green

Complimentary Beer and Appetizers:

05:00pm By the Concession stand

See you tomorrow!



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THURSDAY SCHEDULE

Morning Meetings:

- 08:00am – 08:20am Drivers Meeting in the Pit Lane – Students & Solo Drivers
 - 08:00am – 08:20am Instructors Meeting in the Tower Classroom
 - 08:20am – 08:30am Students Meeting in the Tower Classroom – Green and Yellow Groups
- Meetings are mandatory for all drivers and instructors

Classroom Sessions:

- 08:30am – 09:00am Green and Yellow Groups
- 10:45am – 11:15am Blue and White Groups

On Track:

09:00am	■	Black	01:00pm	■	Black
09:24am	■	Red	01:24pm	■	Red
09:48am	■ □	Blue/White	01:48pm	■ □	Blue/White
10:12am	■	Yellow	02:12pm	■	Yellow
10:36am	■	Green	02:36pm	■	Green
11:00am	■	Black	03:00pm	■	Black
11:24am	■	Red	03:24pm	■	Red
11:48am	■ □	Blue/White	03:48pm	■ □	Blue/White
12:12pm	■	Yellow	04:12pm	■	Yellow
12:36pm	■	Green	04:36pm	■	Green

Thank you for coming! Have a safe drive home!

We'd love to see you at a future event.

April 27-28 Lightning
 July 5-7 Mt. Tremblant
 12-13 Lightning

May 17-19 Mid-Ohio Adv/Race
 July 26-28 Watkins Glen
 Nov 1-3 VIR

May 31-June 1 Thunderbolt
 Sept 16-17 Watkins Glen Adv Oct

For our full schedule please visit our website at www.nnjr-pca.com