



## NNJR Track Pack

Watkins Glen 2

Monday, September 16 & Tuesday, September 17, 2019

### Welcome to the NNJR Driver Education at Watkins Glen

YOU ARE RESPONSIBLE FOR KNOWING THE INFORMATION INCLUDED IN THIS DOCUMENT. PLEASE READ, PRINT AND BRING A COPY OF THIS DOCUMENT TO THE TRACK (COPIES WILL NOT BE AVAILABLE AT THE TRACK). Run groups, event schedules, track map, garage assignments, and work assignments are included.

#### EVENT SPECIFIC INFORMATION

##### *Arrival at Track*

The track becomes available to us at 6PM on Sunday, September 15 for trailer drop off. You will not be admitted prior to 6PM, and you must not line up in front of entrance Gate 2. Should you arrive early, you are permitted to wait up the hill in the field across from Registration/Ticket offices on Bronson Hill Road. You will be able to enter the track up to 10PM. Access later than 10PM will require prior arrangement, as security does not remain all night at Gate 2. **Some volunteers are allowed to enter early to help set-up for Tech... If you see them entering the gates, do not attempt to get in early. Their names will be on an early entry list.** You can enter the track in the mornings after 6AM.

##### *Guests*

Guests arriving with you require no action other than signing both the WGI and the NNJR waivers. Guest arriving at other hours must be on a list submitted to WGI security, or they will not be admitted. There will be a guest sign up list each morning, available in the vicinity of the driver's meeting.

##### *Tech*

**NNJR requires tech inspections both prior to the event *and* at the track prior to running on the first day.**

##### *Prior to the Event*

Prior to the event, all cars must complete a technical inspection at an authorized shop or dealer. The tech form to be used for this technical inspection is available here:

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

All drivers must bring this completed and signed inspection form to the track-side tech inspection.

##### *Track-side Tech*

We will hold a tech session on Sunday night beginning just after 6PM and concluding no later than 7PM. For those arriving Monday morning, tech will open at 6:30AM and will close promptly at 7:30AM. We will no longer require additional Tech inspections for the following days unless your car requires additional services as specified by the Tech team. Anyone requiring or requesting an additional tech or missing a tech session may arrange that with the tech steward.

Instructors may self tech. However, Instructors must submit a completed tech form, as well as proof of their annual professional tech inspection, which should be done at the beginning of the season.

##### *Driving at Watkins Glen*

At <http://nnjr-pca.com/turn-by-turn/> the NNJR website has turn by turn information about driving Watkins Glen including a video.



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### *Trackside Classroom*

Eric Filgueiras, our guest coach, will be hosting happy hour at the Jack Daniels Club starting Monday afternoon after the track goes cold. Please stop by and meet Eric!

### *Garages and Camping*

Garages are available for rent; however, they are sold out. Overnight camping is permitted. Electric power hookups are available for purchase: ask at the entrance gate.

### *Food*

Lunch will be served each day from 12 to 1:30 PM at the Media Center.

### *Safety*

The interior roads within the WG facility are public roads and are patrolled by local police. You must obey all local traffic rules. Minors (under age 18) are not allowed in the pit lane. Drone aircraft are expressly prohibited from use within the WG facility.

### *Fuel*

Race fuel will be available at the pumps. The pumps will be open from 8 AM to 11:30 AM and from 12 PM to 3:30 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.

### *At the Track Tech Inspection*

The procedure is as follows:

- A. Remove all loose objects from vehicle:
  - ☐ Passenger compartment: floor mats, EZPass, mobile phone, 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 to both sides of car and front and rear. Your number **must match** the number shown in the entrant list below.
- D. Affix tech sticker at the top 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 they are properly placed, as well as sufficient size and contrast and match those assigned to you
- ☐ 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 before entering the track

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

### *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.

### *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.



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- 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 track 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 you 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 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. 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 event 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 mirror s 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. Indicate your intention to pit by holding your arm straight up out your window.



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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 Crimson 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 Crimson run group drivers as passengers; as a result, an Instructor wishing to take a Crimson 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



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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 online or in social media.

### *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 for that damage. An invoice will be forwarded after the event.

### *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 Watkins Glen. We look forward to seeing you at the track!***

Janice Ernsting

NNJR PCA Track Chair



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### **Watkins Glen 2 DE Event Officials**

EVENT CHAIRMAN	Janice Ernsting
CHIEF INSTRUCTORS	Mike Carr, Bill Gilbert
TOWER	Shannon Muller
SAFETY/WRIST BANDS	Curt Barsi
STAGING	WG personnel
TECH INSPECTION	Bill Merritt
PHOTOGRAPHY	TBD
REGISTRATION	Craig Mahon





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### Work Assignments

Group	Name	Car No.	Class
Tech Steward	Bill Merritt	60	Crimson
	Peter Miller	13	Crimson
	Obi Akunwafor	22	Red
	Anthony Vasaturo	722	Red
	Tony Topencik	326	Crimson
	Tom Bravante	69	Red
Tower	Shannon Muller	Volunteer	
	Doug Holcomb	198	Crimson
Waivers/Wristbands	Steve Chomsky	265	Crimson
	Craig Chomsky	265	Crimson





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### Monday/Tuesday Event Schedule

#### Tech Inspection:















Monday 06:30am – 07:30am Paddock

#### Morning Meetings:

07:45am – 08:10am Drivers' Meeting in garage 1/30

Meetings are mandatory for all drivers and instructors

#### On Track:

08:30am		Crimson	1:00pm		Red
09:00am		Red	1:30pm		Crimson
09:30am		Crimson	2:00pm		Red
10:00am		Red	2:30pm		Crimson
10:30am		Crimson	3:00pm		Red
11:00am		Red	3:30pm		Crimson
11:30am		Crimson	4:00pm		Red

**12:00 pm – 1:00 pm LUNCH**

#### Happy Hour

Monday 4:30pm – 5:30pm

***Please Join us for drinks and appetizers and a meet and greet with our pro coach  
Eric Filgueiras!***

**Have a Safe Trip Home!**

**Registration is Open for Upcoming Events:**

October 12-13 NJMP Lightning

November 1-3 VIR



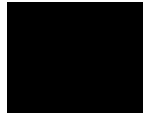

For more NNJR events please visit our website at [www.nnjr-pca.com](http://www.nnjr-pca.com)



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<b>GREEN FLAG:</b> 	<p>Track is open and the course is clear. If no flag is displayed at a station, this is a green condition.</p>
<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> 	<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>
<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> 	<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>



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<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.
<b>WHITE FLAG:</b> 	This means that an ambulance, service vehicle, or slow moving (e.g. with mechanical trouble) car is on the circuit. Be alert.
<b>RED FLAG:</b> 	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.
<b>CHECKERED FLAG:</b> 	The run group is over. Proceed around the track more slowly, cool engine and brakes, return to pits and paddock.



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## NNJR PCA Watkins Glen Advanced 2019

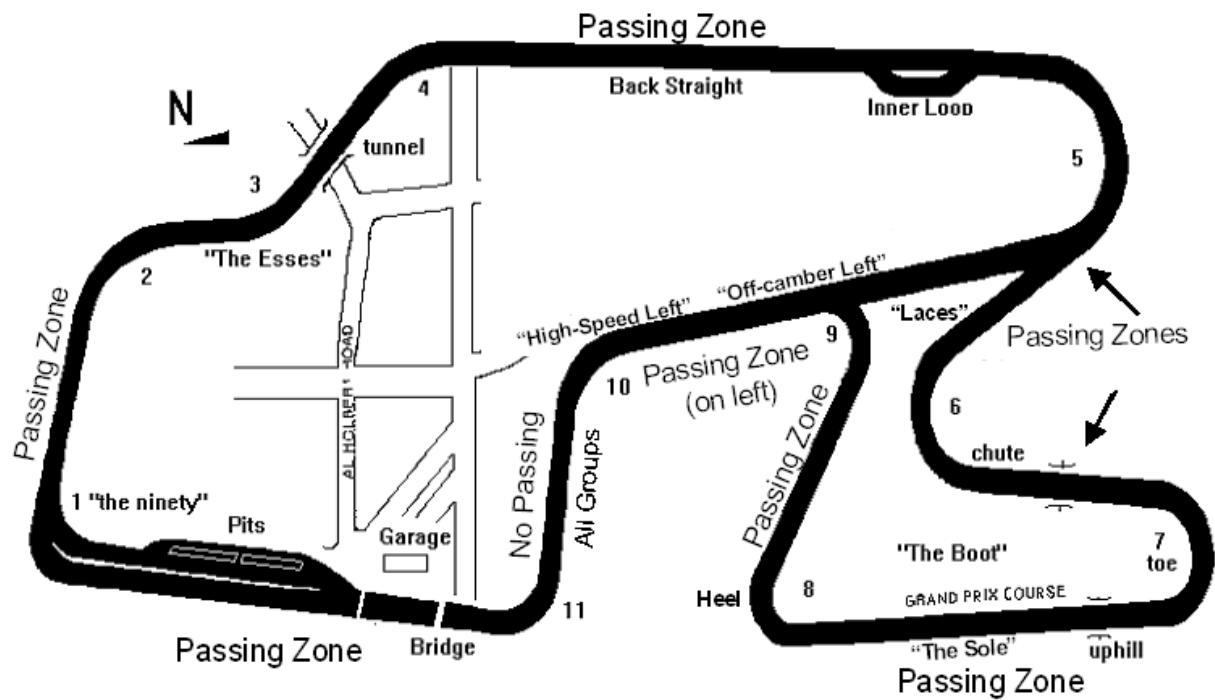
RED			RED			CRIMSON			CRIMSON		
No.	Name	Instr	No.	Name	Instr	No.	Name	Instr	No.	Name	Instr
00	Curtis Barsi		199	Danny Pijuan		02	Nicholas Bravante		326	Anthony Topencik	
3	Bill Gilbert	Yes	200	Alberto Jimenez		03	Andrey Dolgikh		362	Michael Dix	Yes
08	Hal Jones	Yes	200	Nick Pijuan		4	Tom Becker		376	Tim Ripley	
09	Robert March	Yes	230	Matthias Schaub		05	Gary Tickle		430	Ron Rusnak	
22	Obi Akunwafor		241	Daniel Lewis	Yes	11	Stuart Milsten		435	Nathan Goodrow	
33	James Vazquez	Yes	247	Thomas Davis		011	Adam Presser		492	Jim Moore	
47	Simon Addis		257	Joseph DeSimone		012	Jeff Pan		512	Robin Mukherjee	
53	Arthur Meltzer	Yes	289	Craig Mahon	Yes	13	Peter Miller		522	James Schenck Jr	
55	Philip Black		313	Greg Mills	Yes	14	David Cheng		585	Oliver Jones	
57	Guy Cappucci	Yes	328	Anthony Castronovo	Yes	20	Alan Bauman		606	Jack Ippolito	
58	Mike Carr	Yes	331	Dean Hollister	Yes	26	Larry Schmidt	Yes	622	Claudio Dicoyskiy	
59	David Martin	Yes	344	Iskender Catto	Yes	28	Sherman Lee		640	Tim Barnes	
61	Richard Lambert		361	Joe Mansfield	Yes	31	Wayne Lee		666	Michael Vincent	
64	James Durcan		391	Michael Merkin		34	Omer Erkovan		671	Steve Lefler	
66	Lester Chang	Yes	441	Dan Parrish		41	William Georges		689	Mike Scott	
67	Thom Calabro	Yes	453	Brian DeForest	Yes	54	Grant Lenahan		694	Bruce Grobman	
69	Thomas Bravante		467	Doug Hall	Yes	068	Roy Goldfarb		711	Hareesh Patel	
071	Yarek Ostaniewicz		555	Al Tafro	Yes	70	Sue Smith		763	Sheryl McAfee	
74	Dan Curry	Yes	587	Robert A March Jr	Yes	72	Janice Ernsting		775	Chris Raham	
077	Chris Odonnell		715	Mike Calcaterra	Yes	81	Eric Lee		795	James H. Coleman	
86	Ken Ernsting	Yes	722	Anthony Vasaturo		082	Megan Britton		831	Robert Graham	
088	Pawel Kaniewski		723	Steve Zwiren	Yes	90	Mark Elliott		861	Norm Mandell	
98	Jerry George		764	Robert Phelan		131	Stu Aberte		940	Vinnie Bondi	
111	Keith Peare	Yes	811	Ken Casterline	Yes	188	David Lee		999	Bruce Hernsdorf	
117	Peter Hon Chong		885	Tibor Jurich		198	Douglas Holcomb	Yes			
128	Matthew Muller	Yes	928	Frank Bennett	Yes	220	Junghyun An				
129	Blake Aberte		929	Joseph Carione		238	Ralph Hallenborg				
147	Wilson Lau	Yes	981	John Cengiz		265	Craig Chomsky				
164	Louis A Vozza	Yes	991	Steven Corodemus	Yes	265	Steven Chomsky				
172	Leslie Shrem	Yes				288	Christopher Carione				
						314	Dan McAuley				



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<b>WATKINS GLEN GARAGES</b>			
<b>September, 2019</b>			
1	TECH LINE	30	TECH LINE
2	TECH LINE/Chief/Chair	29	TECH LINE/Chief/Chair
3L	Akunwafor	28R	Ernsting
3R	An	28L	Ippolito
4L	Barnes	27R	Hernsdorf
4R	Becker	27L	Hernsdorf
5L	Barsi	26R	Holcomb
5R	Barsi	26L	Holcomb
6L	Black	25R	Kaniewski
6R	Buchanan	25L	Lewis
7L	Carione	24R	Lau
7R	Carione	24L	Lau
8L	Catto	23R	Meltzer
8R	Cengiz	23L	Merkin
9L	Cheng,D.	22R	Milstein
9R	Chong	22L	Scott
10L	Chomsky	21R	Phelan
10R	Curry	21L	Phelan
11L	Davis	20R	Pijuan
11R	Georges	20L	Pijuan
12L	Erkovan	19R	Smith
12R	Erkovan	19L	Tickle
13L	Goldfarb	18R	Topencik
13R	Goodrow	18L	Vasquez
14L	Grobman	17R	Vincent
14R	Hollister	17L	Vincent