



## NNJR Track Pack

Virginia International Raceway

Friday-Sunday, November 1,2 & 3, 2019

### Welcome to the NNJR Driver Education at VIR

YOU ARE RESPONSIBLE FOR KNOWING THE INFORMATION INCLUDED IN THIS DOCUMENT. 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, a track map, and work assignments are included.

#### EVENT SPECIFIC INFORMATION

##### *VIR Rules*

Please read the VIR visitor rules that are available at <http://virnow.com/about/policies/>

##### *Arrival at Track*

The track becomes available to us at 5:30pm on Thursday, October 31 for trailer drop off. If you arrive prior to 5:30pm, you will not be allowed to enter the main gate. However, you may temporarily park and wait at the lower Raceplex complex (after turning off Pointer Road onto Pine Tree Road – the normal approach into VIR – take the first right onto Ace Rd and then left onto Ryan's Way).

If you have reserved a room at VIR's Villa, Lodge, or Paddock Suites, you may check in at 3pm, 4pm, and 5:30pm, respectively. However, you will not be able to enter with a trailer prior to 5:30pm.

We will have 24-hour access to the track beginning on Thursday PM.

##### *Work Assignments*

These are shown later in this document. Please note that those assigned to registration and tech must be at the track early. Please be sure you are in touch with your steward and understand your responsibilities.

##### *Instructor/Student Assignments*

The instructor/student assignments will be sent out by Craig Mahon, NNJR Registrar.

##### *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 Thursday night from roughly 6:00pm to 7:00pm. For those arriving Friday morning, we will also hold a tech beginning at 6:30am and concluding at 7:30am. 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.



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### *Driving at VIR*

At <https://nnjr-pca.com/turn-by-turn/> the NNJR website has turn by turn information about driving VIR.

### *Trackside Classroom*

Classroom materials ("Driving at the Limit") that will be presented and discussed at VIR can be found on the NNJR website: <https://nnjr-pca.com/drivers-ed/drivers-manual/>

### *Safety*

**Drivers are allowed to wear short sleeves;** however, long sleeves are recommended by VIR. Operators of race-prepared cars must wear a one-piece SFI or FIA-rated drivers suit, no exceptions.

### *End of Season Celebration!*

We will have a southern BBQ dinner in the Barn beginning at 6:00pm Saturday. All registered entrants and their guests may attend without charge.

### *Camping and Garages*

Camping is permitted but requires the purchase of a permit from VIR. Electric power hookups may be available. You may purchase camping permits, electric hookups, garage space, etc. at main gate registration. Additional information may be found at <http://virnow.com/about/policies/>

### *Waivers and Guests*

All entrants to the track, drivers and guests, must sign both VIR and NNJR waivers. NNJR will issue colored coded bands to drivers based on run group, with silver bands issued to guests. If guests are to enter separately from drivers, their name must be submitted to VIR security and they may have to pay a facility access charge. We will circulate a guest list at the drivers meeting each morning if you expect to have visitors that day.

### *Parade Laps*

If there is sufficient interest, we will have parade laps during lunch on Saturday. This is an opportunity to have guests experience the track, albeit at a modest pace. \$20 per car, to benefit Employment Horizons charity, a NJ organization that provides training and job placement for people with disabilities.

### *Food*

The VIR concession will be open all three days for breakfast and lunch. The tavern will be open for dinner.

### *Fuel*

Fuel, both race and street, will be available at the pumps and paid for via credit card.

### *Fire Lanes in the Paddock*

The fire lanes in the Paddock must remain open and clear at all times to facilitate the movement of EMS and tow vehicles. Please keep all vehicles and equipment, including awnings, Ez-Ups, etc. behind the yellow fire lane markings in the paddock. Security patrols will notify participants if they are in violation of this policy and require them to move equipment/vehicles immediately.



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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.

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

#### *What to Expect at the Track Tech Inspection*

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

- A. Remove all loose objects from vehicle:
  - Passenger compartment: floor mats, mobile phones, EZPass, etc.
  - Glove box must be empty or locked.
  - Luggage compartment: tool kits, air compressor, oil, spare parts, etc. must be removed. If applicable, 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 front and rear.
- 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.
- H. Your car will be checked for:
  - Loose articles
  - Brake lights
  - Brake fluid level
  - Tight gas cap
  - Lug nut tightness (except Centerlock wheels)
  - 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 once per event.



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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. We have permission to wear short sleeves at 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. Children are not permitted to ride bikes, hover boards, roller blades, skates, skateboards and scooters in the Paddock during hot track hours. Children may be permitted to ride them at the end of the day if they do so safely. Children may ride them on the Skid Pad if it is not being used during the day. 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.
  - 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 negatively on you or your instructor. Our objective is for everyone to be comfortable and have a good time.



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- 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 PMS (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 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 that 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. Indicate your intention to pit by holding your arm straight up out your window.

### *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" the 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.



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### *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 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 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.



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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 on social media.

### *Disabled Vehicles*

If your car becomes disabled or you have an incident on the track, REMAIN IN YOUR CAR WITH SEATBELTS 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 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 MIND-ALTERING DRUGS IS STRICTLY PROHIBITED.

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

Janice Ernsting  
NNJR PCA Track Chair



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## VIR DE Event Officials

EVENT CHAIRMAN	Janice Ernsting
CHIEF INSTRUCTORS	Tom Swift and Alan Soberman
TOWER	Dana Beaton
SAFETY	Tibor Jurich
STAGING	VIR personnel
TECH INSPECTION	Bill Merritt & Rich Barry
REGISTRATION	John Korossy
PHOTOGRAPHY	Petra Swift
REGISTRATION	Craig Mahon

## Work Assignments

Group	Name	Car No.	Class
<b>Event Registration</b>	John Korossy	717	Yellow
<b>Safety Steward</b>	Tibor Jurich	885	Red
<b>Tech Steward</b>	Bill Merritt	60	White
<b>Tech Steward</b>	Rich Barry	561	Black
	Tim Barnes	640	White
	Obi Akunwafor	22	Red
	Bruce Grobman	694	Black
	Bruce Hernsdorf	999	Black
	Dana Beaton	31	Yellow
	Alex Tafro	888	Green
	Mario Razuk	217	Blue
	Bob White	781	Black
	Peter Miller	987	White
<b>Tower Steward</b>	Dana Beaton	31	Yellow
(Friday morning only)	Bruce Hernsdorf	999	Black





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### Friday/Saturday Event Schedule

#### Tech Inspection:

06:30am – 07:30am **Friday only** - Paddock

#### Morning Meetings: **Friday and Saturday**

07:45am – 08:10am Drivers' Meeting outside the Tower Building

07:45am – 08:10am Instructors' Meeting in the Classroom in the Tower Building

08:10am – 08:40am Green/Yellow Drivers' Meeting in the Classroom

Meetings are mandatory for all drivers and instructors

#### Classroom Sessions:

09:40am – 10:10pm **Friday only** - Black Drivers in the Classroom

3:20pm – 3:50pm **Friday only** - Blue/White Drivers in the Classroom

#### On Track:

08:30am	■	Black	1:30pm	■	Black
09:00am	■	Red	2:00pm	■	Red
09:30am	■ □	Blue/White	2:30pm	■ □	Blue/White
10:00am	■ ■	Green/Yellow	3:00pm	■ ■	Green/ Yellow
10:30am	■	Black	3:30pm	■	Black
11:00am	■	Red	4:00pm	■	Red
11:30am	■ □	Blue/White	4:30pm	■ □	Blue/White
12:00pm	■ ■	Green/Yellow	5:00pm	■ ■	Green/ Yellow
<b>12:30pm</b>		<b>LUNCH</b>			

Please join us Saturday evening for BBQ in the barn at 6 pm. Guests are welcome!

Don't forget to set your clocks for Daylight Savings Time starting on Sunday.

**See you tomorrow!**



## NNJR Track Pack

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Friday, October 27 through Sunday, October 29, 2017

### Sunday Event Schedule

#### Morning Meetings:

08:00am – 08:20am Drivers' Meeting outside the Tower Building

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

Meetings are mandatory for all drivers and instructors

#### On Track:

08:30am	■	Black	1:30pm	■	Black
09:00am	■	Red	2:00pm	■	Red
09:30am	■ □	Blue/White	2:30pm	■ □	Blue/White
10:00am	■ ■	Green/Yellow	3:00pm	■ ■	Green/ Yellow
10:30am	■	Black	3:30pm	■	Black
<b>11:00am</b>	<b>LUNCH/QUIET HOUR</b>				
12:00pm	■	Red	4:00pm	■	Red
12:30pm	■ □	Blue/White	4:30pm	■ ■	Green/ Yellow
1:00pm	■ ■	Green/Yellow	5:00pm	■ □	Blue/White

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

Thanks for coming and have a safe trip home.

Best wishes for the holidays, and see you next year!




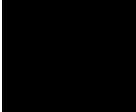


For more NNJR events please visit our website at [www.nnjr-pca.com](http://www.nnjr-pca.com)



# NNJR Track Pack

Virginia International Raceway

Friday, October 26 through Sunday, October 28 2018


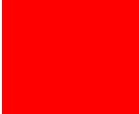

<p><b>GREEN FLAG:</b></p> 	<p>Track is open and the course is clear. If no flag is displayed at a station, this is a green condition.</p>
<p><b>YELLOW FLAG:</b></p> 	<p><b>Stationary</b> - There is a potential hazard near or on the track ahead of you. You must exercise caution until you pass a clear 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>
<p><b>YELLOW/RED STRIPED FLAG:</b></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><b>BLACK FLAG:</b></p> 	<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>
<p><b>MECHANICAL BLACK:</b></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><b>BLUE FLAG:</b></p> 	<p>When pointed at you, this flag indicates that there are faster cars behind you that should be allowed to pass.</p>



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	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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RED			BLACK			WHITE		YELLOW	
Car#	Driver Name	Instr	Car#	Driver Name	Instr	Car#	Driver Name	Car#	Driver Name
0	Stephan Tisseront	Yes	02	Bill Altvater		4	Yuriy Zeylikman	11	Ashraf Selim
01	Jim Stevenson	Yes	3	Bill Gilbert	Yes	18	Eric Lee	14	Paul Belnap
07	Cyrus Smith	Yes	05	Gary Tickle		020	Stratimir Doytch	29	Brandon Vollmuth
08	Hal Jones	Yes	16	Bill Haig		21	Ken Husler	31	Dana Beaton
010	Brian Butt	Yes	20	William Potter		27	John McKenzie	042	Michael Kiyashka
22	Obi Akunwafor		26	Larry Schmidt	Yes	029	Clint Shuler	47	Jim Litsey
25	Leland Blanding		28	Susan Stevenson		30	Patrick Kite	056	Danny Carmichael
028	Chuck de Peralta		031	Karl Yurko		40	Andrew Schuler	57	Todd Penry
35	Chuck Mills	Yes	50	Aaron Nauman		42	Arizona Stafford	98	Wendy Penry
051	Todd Gebhardt		060	William Merritt		66	Joshua Becker	177	Peter Lorillard
52	Dyke Hensen	Yes	61	Scott Schober	Yes	75	Kiwi Cheung	229	Paul Ehrenzeller
53	Arthur Meltzer	Yes	72	Janice Ernsting		108	Gary Shemaka	261	Jeremy Albert
58	Mike Carr	Yes	76	Jim Sweetman		112	Stephen Morris	396	Kimberly Kohn
058	Bob Thomas		77	Bill Angus	Yes	121	Carl Kite	466	Jeanne Clark
59	David Martin	Yes	078	Arthur Hall		129	Joe Gorleski	467	Walter Clark
67	Thom Calabro	Yes	85	Jim Heisick		185	Michael P. Meyer	717	John Korossy
069	Chris Ryan		87	Woody Whichard		220	Ian Krane	918	Lisa Iervolino
070	Mohamad Almasri	Yes	88	Joe Aievoli		238	Ralph Hallenborg		
79	Mike Daino	Yes	91	Ken Lessans		281	Sherman Lee		
86	Ken Ernsting	Yes	93	Steve Schultz		288	Chris Carione		
95	Brandt Stover	Yes	100	Nick Rodriguez	Yes	303	Rob Hoffman		
96	Craig Gaul	Yes	105	Jonathan		322	Kim Aievoli		
102	Shelly Spatz		122	Allen Smith		340	Dennis Okin		
111	Keith Peare	Yes	137	Hong Lim		376	Tim Ripley		
115	John Holland		198	Douglas Holcomb	Yes	396	Christopher Kohn		
116	Richard Lambert		201	Robin Edwin		417	David Testa		
128	Matthew Muller	Yes	211	Michael Purcell		435	Nathan Goodrow		
138	Mark Kuszczak		221	Douglas Scovanner		625	Matthew Rutten		
148	Don Moberg		222	Barbara Grant		640	Tim Barnes		
244	Joseph Mangan	Yes	240	Michael Eisenberg	Yes	707	Lionel Phillips		
252	Alan R. Soberman	Yes	241	Daniel Lewis	Yes	795	James Coleman		
266	Dante Oliverio		269	Christopher Hatch		987	Peter Miller		
271	Jay Mazzola	Yes	299	Brandon Carione					
289	Craig Mahon	Yes	321	Laszlo Szanka	Yes				
313	Greg Mills	Yes	327	Jeff Woodard	Yes				
319	Larry Lanwehr	Yes	331	Dean Hollister	Yes				
324	Michael Laffey	Yes	415	Arthur Dube					
328	Anthony Castronovo	Yes	443	Dale Koblenzer					
337	Allan Gardner	Yes	453	Brian DeForest	Yes				
362	Michael Dix	Yes	512	Robin Mukherjee					
391	Michael Merkin		671	Steve Lefler					
408	Vincent Castronovo		694	Bruce Grobman					
409	John Giove	Yes	712	Scott Francis					
539	Thomas Swift	Yes	728	Jeff Krol	Yes				
555	Al Tafro	Yes	757	Bob Weeman					
561	Richard Barry	Yes	781	Bob White					
570	John Gralton	Yes	805	Clayton Eley					
636	Joseph Doria		812	Kenneth Rutyna					
686	Paul Taeschler	Yes	825	Megan Britton					
715	Mike Calcaterra	Yes	925	Brian Mader	Yes				
722	Anthony Vasaturo		999	Bruce Hensdorf					
759	Josh Golden								
811	Ken Casterline	Yes							
885	Tibor Jurich								
912	Charles Price	Yes							
918	Thomas Iervolino	Yes							
928	Frank Bennett	Yes							
929	Joseph Carione								
981	John Cengiz								
991	Steven Corodemus	Yes							

GREEN	
Car#	Driver Name
03	Tom Theruvath
04	Dillon Malcolmson
16	Scott Cooper
32	Lorenzo Sargenti
34	Ryan Petrecz
41	Scott Medrick
053	Pamela Wright
81	Jeff Walker
095	Julia Patton
95	Carol J Theodore
162	Christopher Skorke
249	Charlie Abell
864	Joseph Groom
888	Alexander Tafro

BLUE	
Car#	Driver Name
11	Tim Gavin
011	Adam Presser
17	Daniel Testa
027	John Strangfeld
56	Ryan Gavin
068	Justin Ernsting
071	Mike Fedorenko
78	Andrew Hall
117	Mike Sabbagh
149	Christa Eley
217	Marcio Razuk
260	Warren
424	Steve Kogut
591	Bryn Martin
910	Scott Baer

Volunteer Instructors	
	Eric Filgueiras
	Bill Foster

