



# NNJR Track Pack

Lime Rock Park

Wednesday, Aug. 26 and Thursday, Aug. 27

## 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).

IN THIS “COVID WORLD,” THERE ARE A LARGE NUMBER OF CHANGES VS. PAST NNJR DE EVENTS. YOU MUST FOLLOW THE PROCEDURES OUTLINED HEREIN OR YOU WILL BE ASKED TO LEAVE THE EVENT.

### *Registration, Waivers and Crew Members*

All entrants to the track, drivers and crew members, must register and sign the NNJR and Lime Rock waiver. Registration will be set up in the paddock area. NNJR will issue color-coded wrist bands to drivers based on run group, with silver bands issued to crew members. Lime Rock will also issue a wrist band to all.

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

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### COVID PROCEDURES

Number 1 rule: You **MUST** wear a mask anytime you are in a building, covered area (garages, bathrooms), registering, tech, and at all meetings.

Number 2 rule: You **MUST** wear a mask anytime you cannot be physically distant from others, by at least 6 ft.

**Please see page 4 for specific rules regarding two in a car.**

### Track Logistics

#### *Address*

60 White Hollow Road, Lakeville, CT 06039

#### *Arrival at Track*

The track becomes available to us at 3:00pm on Tuesday, Aug. 25 for trailer drop off. Arrive promptly, as we are required to vacate the track by 7:00pm.

#### *Noise Restrictions*

Lime Rock has a strict noise limitation standard of 88 dBA for all Porsche Clubs. 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.

#### *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.

#### *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.

#### *Bikes, Scooters, and Skateboards*

These "vehicles" are not permitted in pit lane nor in the paddock where cars are entering or



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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.

## Tech Inspections

### *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/2020/03/2020-track-tech-form-2\\_24\\_20.pdf](https://nnjr-pca.com/wp-content/uploads/2020/03/2020-track-tech-form-2_24_20.pdf)

We will hold a tech inspection on Tuesday night from 4:30pm to 6:00pm. 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.

### *At the Track Tech Inspection*

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.**

## Event Operating Procedures

### *CV-19 Protocols for in-car coaching and instruction*

1. Face shields down when in car
  - a. If there is no shield present, a mask must be worn
2. Balaclava or mask under helmet highly recommended
3. Students are encouraged to use their own student or in-helmet headset
4. If student headset is supplied by coach:
  - a. Remove foam covering microphone
  - b. Only one student allowed to use the headset during the event
  - c. Allow student to retain headset until the end of event
  - d. Disinfect the headset after event
5. Pre and post run communication to be conducted outside vehicle

Federal, State and Local guidelines and restrictions supersede these guidelines where there is conflict or ambiguity.



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Two car occupancy is on a volunteer basis. Both occupants must be in mutual agreement as to the requirements and precautions.

### *Attire*

Long pants, preferably a natural fiber such as cotton, are required, as are closed-toed, rubber soled tie shoes. **Long sleeve shirts** are required at Lime Rock

### *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.

### *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.

### *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.



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### *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: <https://nnjr-pca.com/wp-content/uploads/2018/03/Expanded-Passing-Outline.pdf>. 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 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.



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### *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.

## Event Safety Rules

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.

**Thom Calabro**, NNJR PCA Track Chair



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## Event Officials

|                   |                               |
|-------------------|-------------------------------|
| EVENT CHAIRMAN    | Thom Calabro                  |
| CHIEF INSTRUCTORS | Mike Carr and Craig Mahon     |
| REGISTRATION      | Curtis Barsi                  |
| TOWER             | Doug Holcomb                  |
| SAFETY            | Curtis Barsi                  |
| STAGING           | Glen Ochten                   |
| TECH INSPECTION   | Bill Merritt and Peter Miller |
| REGISTRAR         | Craig Mahon                   |



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### Staging Assignments

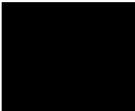
| <b>Name</b> | <b>Car #</b> | <b>Session</b>  | <b>Run Group</b> |
|-------------|--------------|-----------------|------------------|
| F. Simmons  | 191          | Wed Morning     | Black            |
| H. Mintz    | 12           | Wed Morning     | White            |
| N. Goodrow  | 435          | Wed Afternoon   | White            |
| E. Mansing  | 322          | Wed Afternoon   | Black            |
|             |              |                 |                  |
| B. Grobman  | 694          | Thurs Morning   | Black            |
| M. McCarthy | 191          | Thurs Morning   | White            |
| M. Lucas    | 532          | Thurs Afternoon | White            |
| T. Barnes   | 640          | Thurs Afternoon | Black            |



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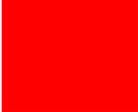
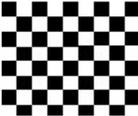
|  |   |
|--|---|
| <p><b>GREEN FLAG:</b></p>                 | <p>Track is open and the course is clear. If no flag is displayed at a station, this is a green condition.</p>  |
| <p><b>YELLOW FLAG:</b></p>                | <p><b>Stationary</b> - There is a potential hazard near or on the track ahead 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. Check your mirrors and give passing signal(s) at the next authorized passing area.</p>  |
|  |   |



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|   |   |
|---|---|
| <b>WHITE FLAG:</b><br>     | 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><br>       | 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. |
| <b>CHECKERED FLAG:</b><br> | The run group is over. Proceed around the track more slowly, cool engine and brakes, return to pits and paddock.  |



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### Driving Lime Rock

At the NNJR website has a lot of information about driving Lime Rock: <https://nnjr-pca.com/driver-ed/#trackpacks--downloads>

- Article on how to drive Lime Rock <https://nnjr-pca.com/wp-content/uploads/2019/02/Driving-Lime-Rock.pdf>
- Lime Rock Turn by Turn <https://nnjr-pca.com/wp-content/uploads/2019/02/One-lap-of-Lime-Rock-Park.pdf>
- How to Drive Lime Rock with the line (official PCA info showing the line) <https://nnjr-pca.com/wp-content/uploads/2018/03/17-PCA-0002-Lime-Rock-Park-V2-Web.pdf>
- Lime Rock Video

Bill Gilbert will host a class on Monday evening. Plan on attending, you might pick up a tid bit or two to improve your driving!

Lime Rock class Monday, August 24 at 7:30 PM sharp, plan to login a few minutes early

Topic: Consistency: How to focus on technique, not speed, followed by Lime Turn by Turn

Class materials will be posted on the Classroom section of <https://nnjr-pca.com/driver-ed/> before the session. Look for Lime Rock turn by turn and video in the Turn by Turn section.



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### Aggressive Driving

***Aggressive Driving is not consistent with the NNJR Drivers Education program and will not be tolerated.***

#### **Definition:**

Aggressive driving is any operation, while on the track, pit lane or paddock area that introduces unwarranted risk to NNJR DE event participants or other attendees.

#### **Enforcement:**

The responsibility for determining “Aggressive Driving” behavior will be the NNJR Chief instructors in combination with the local track flagging operations. One warning will be issued either during or after a run session. After the first warning, any confirmed “aggressive driving” for that individual will result in the car being black flagged in session and the incident will be equivalent to a ‘spin” subject to the NNJR two spin rule.

“Aggressive Driving Behavior” is not about overall “speed”, slip angles, hard acceleration, or threshold braking. It is not about which car is overtaking or being overtaken. Aggressive Driving shows a lack of respect for fellow drivers and manifests itself in poor decision making that introduces unwarranted risks. In essence, Aggressive Driving is the polar opposite of “safe, serious, fun”.

*Examples of behavior that can be considered “Aggressive Driving”.*

#### **Lead car**

- Holding a faster car up. If a car shows up in your mirror, and maintains a consistent distance or consistently closes in at turn entry or exit over the course of 2 or more corners, they have established that they are a “faster car” and should be given a passing signal at the next safe passing opportunity. If you pull away on straights but the car behind catches you at corner exit, the following car is faster and should be given a pass signal (with a lift).
- Failing to give a clear passing signal.
- Giving a pass signal not lifting or racing the overtaking car to the next corner.
- Blocking: Any defensive move to take away an upcoming cars line
- Brake Checking: (early braking to surprise upcoming traffic)
- Payback: holding up a faster car due to a perceived previous transgression on their part
- Ignoring or missing flags
- Paddock or pit lane speeding



## **NNJR Track Pack**

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- Not using mirrors

### **Following (passing) car**

- Weaving: Moving the car on the track to attract the lead car's attention
- Tail gating: Driving less than one car length behind the lead car with intent to "intimidate" the lead driver
- Rapidly closing on a car expecting a pass signal late in a passing zone.
- Flashing lights, blinkers, horns, etc. in an attempt to get the attention of the lead car.
- Overlapping: Driving next to lead car without a passing signal
- Chopping: Any immediate abrupt change of line in front of the passed car not immediately necessitated by the driving line
- ANY hand gestures other than a "thank you" wave when over taking a car

### **Maintaining the "train"**

Trains can be frustrating and lead to aggressive behavior. This is quite subjective, but track awareness and courtesy should be your guide. If you are being held up in a "train" you generally should know if the car behind you has been a faster car either in other events or earlier sessions. If that's the case, don't wait for the car holding you up to provide a passing signal before you allow the faster car to pass you in the "train".

If you are the lead car in a train of more than 2 cars, you are causing the train! Give pass signals at the first safe opportunity.

If you are at the back of a long train, you always have the option to roll through the pits and, if you choose, to let the Chief Instructor know about the train.

### **Reporting Aggressive Driving**

If you see aggressive driving of any type, you are encouraged to report it (with a car number) to one of the Chief Instructors at the first possible opportunity: either by rolling through the pits or at the end of the session. If you have video, please bring it to the chief's attention.



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## LIME ROCK 2020 RUN GROUPS

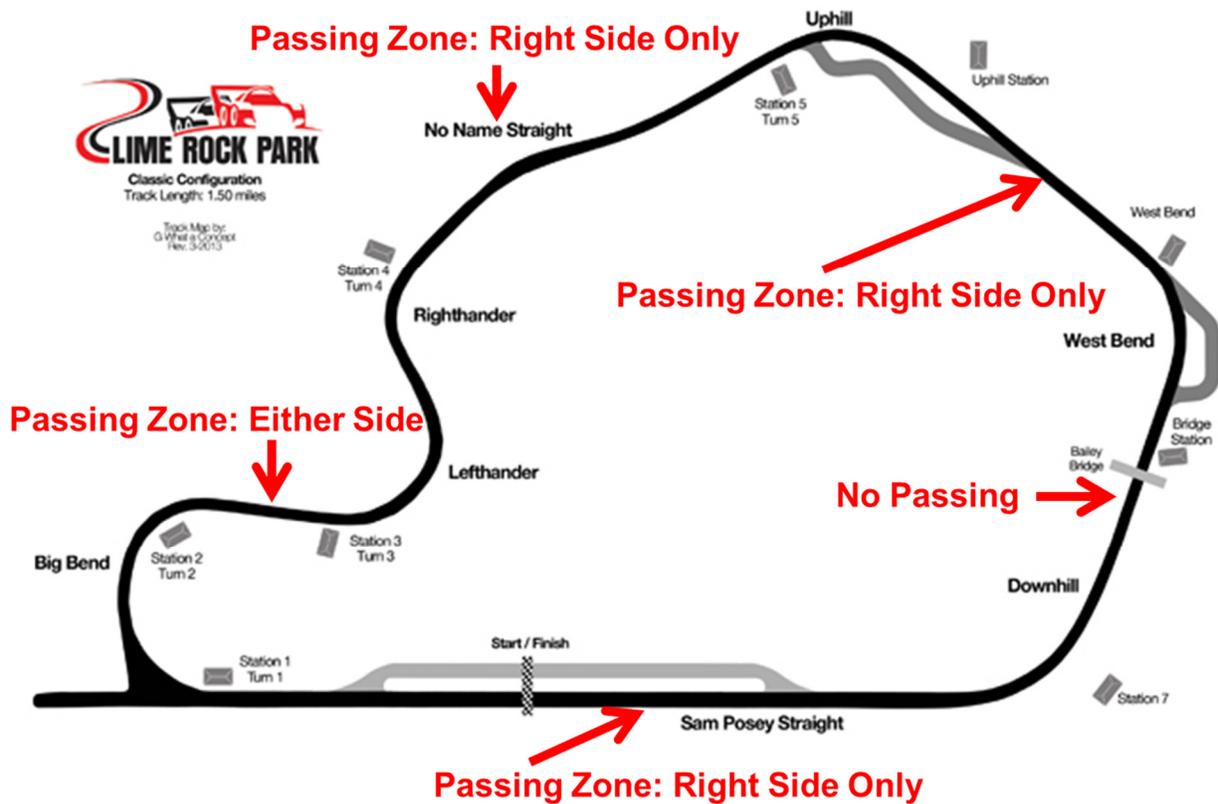
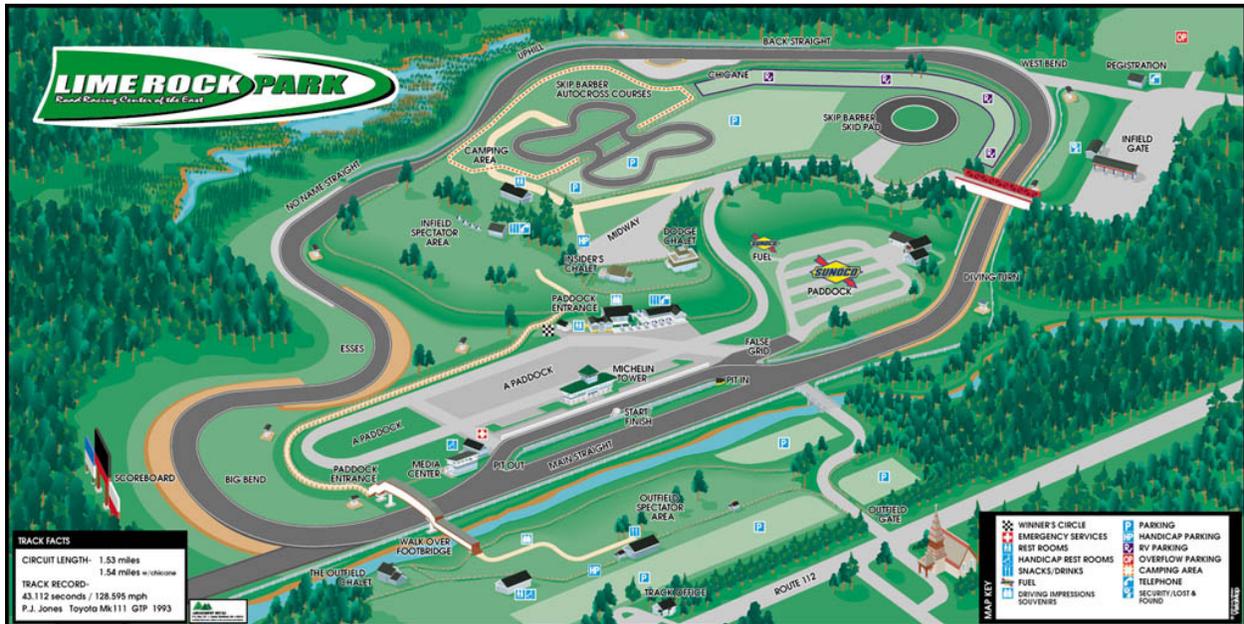
| RED |                  |       | BLACK |                     |       | WHITE |                  |       |
|-----|------------------|-------|-------|---------------------|-------|-------|------------------|-------|
| No. | Full Name        | Inst? | No.   | Full Name           | Inst? | No.   | Full Name        | Inst? |
| 00  | curtis barsi     |       | 14    | David G. Fox        | Yes   | 03    | Joseph McNally   |       |
| 3   | Bill Gilbert     | Yes   | 26    | Larry Schmidt       | Yes   | 009   | Joel Hollen      |       |
| 67  | Thom Galabro     | Yes   | 036   | Glen Ochten         |       | 12    | Howard Mintz     |       |
| 289 | Craig Mahon      | Yes   | 57    | Mike Carr           | Yes   | 014   | Bill Fox         |       |
| 354 | Lou Hudyman      | Yes   | 060   | William Merritt     |       | 039   | Guy Williams     |       |
| 767 | Michael Aquino   | Yes   | 69    | Thomas Bravante     |       | 114   | Shane de Burca   |       |
| 862 | Rick Uhler       | Yes   | 138   | Gary Yu             |       | 191   | Maureen McCarthy |       |
| 991 | Steven Corodemus | Yes   | 144   | Peter Traphagen, Sr |       | 212   | Ronald Robins    |       |
|     |                  |       | 191   | Frank Simmons       |       | 262   | Roland Morin     |       |
|     |                  |       | 198   | Douglas Holcomb     | Yes   | 303   | Rob Hoffman      |       |
|     |                  |       | 228   | Caleb Wong          |       | 376   | Tim Ripley       |       |
|     |                  |       | 313   | Greg Mills          | Yes   | 435   | Nathan Goodrow   |       |
|     |                  |       | 316   | Paul Hye            |       | 532   | Michael Lucas    |       |
|     |                  |       | 322   | Ed Mansing          |       | 795   | James H. Coleman |       |
|     |                  |       | 492   | Jim Moore           |       | 982   | Peter Miller     |       |
|     |                  |       | 640   | Tim Barnes          |       |       |                  |       |
|     |                  |       | 689   | Mike Scott          |       |       |                  |       |
|     |                  |       | 694   | Bruce Grobman       |       |       |                  |       |
|     |                  |       | 757   | Bob Weeman          |       |       |                  |       |
|     |                  |       | 781   | Bob White           |       |       |                  |       |
|     |                  |       | 885   | Tibor Jurich        |       |       |                  |       |
|     |                  |       | 928   | Frank Bennett       | Yes   |       |                  |       |
|     |                  |       | 999   | Bruce Hensdorf      |       |       |                  |       |



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## LIME ROCK PARK TRACK MAPS





# NNJR Track Pack

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## WEDNESDAY SCHEDULE

### Morning Tech Inspection:

07:00am – 07:45am Tower Lane – All Drivers & Crew must check-in

### Morning Meetings:

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

Meetings are mandatory for all drivers and instructors

### On Track:

|          |    |          |             |   |
|----------|----|----------|-------------|---|
| 9:00 AM  | to | 9:28 AM  | Red         | ■ |
| 9:28 AM  | to | 9:56 AM  | Black       | ■ |
| 9:56 AM  | to | 10:24 AM | White       | □ |
| 10:24 AM | to | 10:52 AM | Red         | ■ |
| 10:52 AM | to | 11:20 AM | Black       | ■ |
| 11:20 AM | to | 11:48 AM | White       | □ |
| 11:48 AM | to | 12:16 PM | Red         | ■ |
| 12:16 PM | to | 1:16 PM  | Lunch Break |   |
| 1:16 PM  | to | 1:44 PM  | Black       | ■ |
| 1:44 PM  | to | 2:12 PM  | White       | □ |
| 2:12 PM  | to | 2:40 PM  | Red         | ■ |
| 2:40 PM  | to | 3:08 PM  | Black       | ■ |
| 3:08 PM  | to | 3:36 PM  | White       | □ |
| 3:36 PM  | to | 4:04 PM  | Red         | ■ |
| 4:04 PM  | to | 4:32 PM  | Black       | ■ |
| 4:32 PM  | to | 5:00 PM  | White       | □ |

Pick up your NNJR 50<sup>th</sup> Driver Ed Anniversary shirt during lunch break – today only

Debrief meeting 10 min after each group's last run. Location for meeting will be announced at the morning Driver Meeting

See you tomorrow!



# NNJR Track Pack

Lime Rock Park

Wednesday, Aug. 26 and Thursday, Aug. 27

## THURSDAY SCHEDULE

### On Track:

|          |    |          |             |  |
|----------|----|----------|-------------|--|
| 9:00 AM  | to | 9:28 AM  | Red         | <span style="color: red;">■</span>   |
| 9:28 AM  | to | 9:56 AM  | Black       | <span style="color: black;">■</span>   |
| 9:56 AM  | to | 10:24 AM | White       | <span style="border: 1px solid black; display: inline-block; width: 10px; height: 10px;"></span> |
| 10:24 AM | to | 10:52 AM | Red         | <span style="color: red;">■</span>   |
| 10:52 AM | to | 11:20 AM | Black       | <span style="color: black;">■</span>   |
| 11:20 AM | to | 11:48 AM | White       | <span style="border: 1px solid black; display: inline-block; width: 10px; height: 10px;"></span> |
| 11:48 AM | to | 12:16 PM | Red         | <span style="color: red;">■</span>   |
|          |    |          |             |  |
| 12:16 PM | to | 1:16 PM  | Lunch Break |  |
|          |    |          |             |  |
| 1:16 PM  | to | 1:44 PM  | Black       | <span style="color: black;">■</span>   |
| 1:44 PM  | to | 2:12 PM  | White       | <span style="border: 1px solid black; display: inline-block; width: 10px; height: 10px;"></span> |
| 2:12 PM  | to | 2:40 PM  | Red         | <span style="color: red;">■</span>   |
| 2:40 PM  | to | 3:08 PM  | Black       | <span style="color: black;">■</span>   |
| 3:08 PM  | to | 3:36 PM  | White       | <span style="border: 1px solid black; display: inline-block; width: 10px; height: 10px;"></span> |
| 3:36 PM  | to | 4:04 PM  | Red         | <span style="color: red;">■</span>   |
| 4:04 PM  | to | 4:32 PM  | Black       | <span style="color: black;">■</span>   |
| 4:32 PM  | to | 5:00 PM  | White       | <span style="border: 1px solid black; display: inline-block; width: 10px; height: 10px;"></span> |

**Thank you for coming! Have a safe drive home!**

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

Sept 21-22 Watkins Glen

Oct 10-11 NJMP Lightning

Oct 30-Nov 1 VIR

For our full schedule please visit our website at <https://nnjr-pca.com/driver-ed/#ep/>