



NNJR Track Pack

Summit Point

Monday, August 17 & Tuesday, August 18, 2020

Note: This Track Pack has much new and updated content compared to last year. Please read through all of it now.

Welcome to NNJR Driver Education at Summit Point

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.

NNJR Drivers 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 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 page 15.

Registration, Waivers and Crew Members

All entrants to the track, drivers and crew members, must register and sign the NNJR and Summit Point 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. Summit Point will also issue a wrist band to all.



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COVID PROCEDURES

Number 1 rule: You **MUST** wear a mask anytime you are in a building, covered area (garages, bathrooms), 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 7 for specific rules regarding two in a car.



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Track Logistics

Address

201 Motorsports Park Cir, Summit Point, WV 25446

Track Arrival

The track becomes available to us at 6PM on Sunday, August 16 for trailer drop off. You will not be admitted prior to 6PM. 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.

Camping

Overnight stays in the paddock is allowed. Ground fires and campfires are NOT permitted. Grills and raised or contained fire receptacles must be used in a safe manner and be contained in designated areas. Electric power hookups are available for purchase: ask at the entrance gate.

Food

The concession stand will not be open for food service. Water and Ice will be available for sale

Fuel

Race fuel plus 93 octane will be available at the pumps.

Sound Level Limits

The sound level limit for all vehicles is 103dB, measured 50ft from the centerline of the track.

Quiet Time

Race engines and other load vehicles are not permitted to operate from 7:00 PM to 7:00 AM.

Paddock and Parking

Speed limit in the paddock is "walking speed" at all times. Pit bikes, ATVs and similar vehicle use is prohibited outside of the paddock. All operators must have a valid and immediately accessible license. No person under 16 is permitted to operate a motorized vehicle. Vehicles and equipment must be in designated paddock spaces, and not in fire lanes. One note: it should be obvious, but do not park in front of a trailer since the tow vehicle will be returning to that spot.

Safety

The speed limit on any and all access roads is 20 MPH. Minors (under age 18) are not allowed in the pit lane. Drone aircraft are expressly prohibited from use within the SP facility.

Bikes, Scooters, and Skateboards

Riding of these "vehicles" is only permitted in the paddock when the track "goes cold". Riders under 18 must wear protective headgear at all times in accordance with West Virginia state law. Please inform anyone attending with you, especially children, to remain clear of prohibited areas and to exercise caution.



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Pets

All pets must be leashed. Pets are not allowed in any building, excluding service animals.

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.

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.



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Tech Inspections

Pre-Event Tech Inspection is Required

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 must 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/2020/07/2020-track-tech-form-2_24_20.pdf

At the Track Tech Inspection

We will hold a tech session at the track on Sunday evening beginning just after 6PM and concluding no later than 7:30PM. For those arriving Monday morning, tech will open shortly after 6:30AM and will close promptly at 7:30AM. Anyone missing a tech session must see the tech steward and will be tech'd at the steward's convenience. There will not be a tech on Tuesday, unless you wish to have your car checked: just ask the tech steward. If you have any doubt about your car's safety, ask to have it looked at.

At the track tech is required before going on track. The procedure is as follows:

- A. Remove all loose objects from vehicle:
 - Passenger compartment: mats, radar detector, cell phone, CDs, 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 left 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 on the schedule.
- G. Stay with your car.
- H. Your car will be checked for:
 - Loose articles
 - Brake lights



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- 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 (2015 recommended)
- 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.

Instructors may self-tech their cars but **MUST** provide 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 or green 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.



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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.

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

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). 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 RIGHT SIDE OF THE TRACK UNTIL TURN ONE!** 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 in a car, one **MUST** be an instructor

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 and as shown on the Track Map attached. In many cases, passing must only be 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 or late passes. More details on Expanded Passing are on the NNJR website: <https://nnjr-pca.com/wp-content/uploads/2018/03/Expanded-Passing-Outline.pdf>.

NNJR Spin Rule

A spin is defined as 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.



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Driving Recommendations in Case of Trouble

If you make a mistake and lose control of your car, the best general rule is to engage maximum brake effort until you are completely stopped. If you see you are going to run off the track and if you still have control, drive off straight. **DO NOT** attempt to hold your car on the track or to bring it back onto the track. Your chances of escaping unscathed by driving off under control are **MUCH** better. Most contact incidents are caused by the driver attempting to keep the car on track when they should have driven it off.

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

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 or seat belts.

If you leave the track surface and the car is drivable, please come to a controlled stop in a safe position. If you have a clear vision of the track and oncoming traffic and/or can be assisted by a corner worker to re-enter, then proceed with caution, re-entering offline if possible. Otherwise, remain in your car with helmet on and seat belts fastened and await assistance.



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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.

All drivers are expected to drive well within their capabilities and to 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. Examples of unacceptable driving behaviors are shown below on pages 15 & 16.

- In particular, we expect all drivers to be courteous and give prompt pass signals at the first opportunity, with a lift.
- Passing without a signal is unacceptable and will be black flagged.

If you go off track (2 wheels or more) or spin, you are required to immediately report to the pits: see *Spin Rule* above. Failure to report immediately means a black flag.

Drivers must pay attention to all flags. In particular, missing or ignoring either type of black flag is a serious mistake.

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.




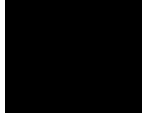




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Flags


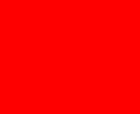
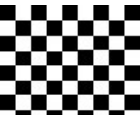
GREEN FLAG: 	Track is open and the course is clear. If no flag is displayed at a station, this is a green condition.
YELLOW FLAG: 	Stationary - There is a potential hazard near or on the track ahead of you. You must exercise caution until you pass a clear flag station. Slow down. Passing is not allowed while the yellow flag is displayed. This flag will also be displayed for the first lap of each run. Waving - There is a hazard immediately in front of you. It will require you to alter your course or take evasive action. Immediately slow down and be prepared to take appropriate action as necessary. Be aware of the cars around you as you do this
YELLOW/RED STRIPED FLAG: 	This striped flag indicates a surface condition - take care. It indicates that a slippery condition exists or that debris is present on the course. This flag is displayed standing.
BLACK FLAG: 	If directed at your car: There is something wrong with your car or your driving. Immediately pull into the pits and see an Event Official. If stationary at more than one station: all cars are to pull into the pits at their first opportunity. No passing.
MECHANICAL BLACK: 	At some tracks, you will see this flag used in place of a black flag when something is mechanically wrong with your car. Pull into the pit lane and see the chief, who will relay the flaggers observations.
BLUE FLAG: 	When pointed at you, this flag indicates that there are faster cars behind you that should be allowed to pass. Check your mirrors and give passing signal(s) at the next authorized passing area.



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



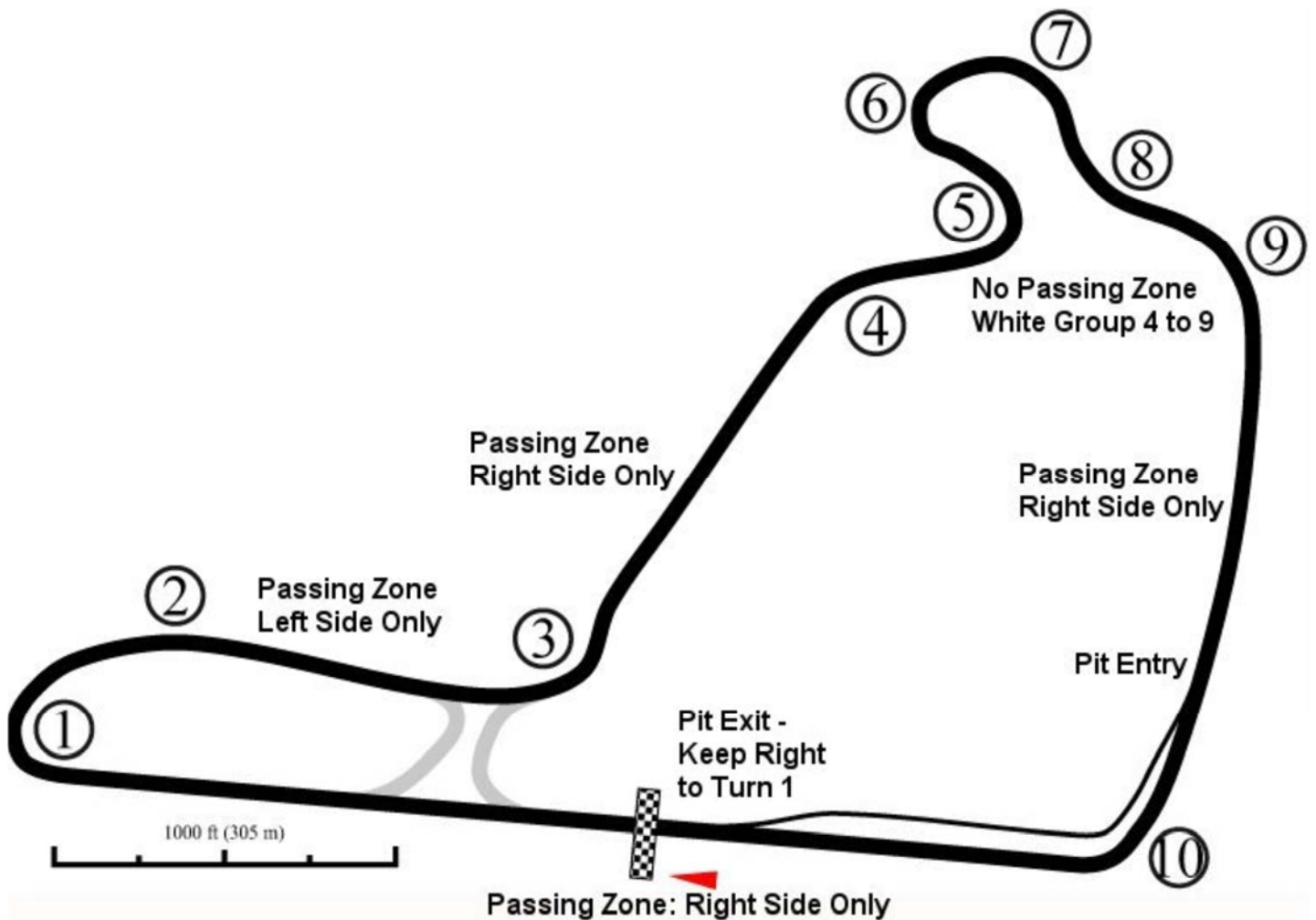
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Track Map

Summit Point Passing Zones





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Driving Summit Point

Driving Summit Point

The classroom for Summit Point will be held via Zoom. Please plan to attend, especially if you haven't been to Summit Point recently (all run groups):

- Wednesday, August 12, 7:30 sharp (log in by 7:20)
 - - <https://zoom.us/j/99833977259>
 - Meeting ID: 998 3397 7259
 - Password: 997786

Presentation material is at <https://nnjr-pca.com/driver-ed/>. Go to the "Classroom" section. Also look for the Summit Point track map in the Track Maps section and Turn by Turn in that section.

The first run on Monday will be a "Get Acquainted" run. It will be for all groups, run under Yellow - so NO PASSING. This is to be run at 50~70% normal speed. If you are familiar with the track, we ask that you not go out in this run. More will be explained at the Drivers Meeting on Monday morning.



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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
- Not using mirrors



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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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Event Officials

EVENT CHAIRMAN	Thom Calabro
CHIEF INSTRUCTORS	Knute Hancock, Dyke Hensen
TOWER	Kim Van Pala Aievoli, Jeanine Mazzola
SAFETY	Curtis Barsi
SIGN-IN REGISTRATION	Curtis Barsi, Janice Ernsting
TECH INSPECTION	Bill Merritt, Peter Miller
REGISTRAR	Craig Mahon



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ALL DRIVERS and RUN GROUPS

RED			BLACK			WHITE		
No	Full Name	Inst ?	No	Full Name	Inst ?	No	Full Name	Inst ?
00	curtis barsi		3	Bill Gilbert	Yes	11	Wayne Lee	
7	Wilson Lau	Yes	07	David Novack		011	Arthur Tinkelenberg	
37	Thomas Goeckel	Yes	017	Michael Merkin		59	Bryn Martin	
52	Dyke Hensen	Yes	026	Larry Schmidt	Yes	114	Shane de Burca	
67	Thom Calabro	Yes	027	Richard Coomes		117	Patrick McDonough	
77	Ken Ernsting	Yes	54	Grant Lenahan		238	Ralph Hallenborg	
88	Joe Aievoli		060	William Merritt		322	Kim Aievoli	
96	Jared Randall		72	Janice Ernsting		376	Tim Ripley	
130	Keith Stockton	Yes	088	Arlene Novack	Yes	606	Jack Ippolito	
172	Leslie Shrem	Yes	97	Knute Hancock	Yes	771	Lionel Phillips	
252	Alan R. Soberman	Yes	198	Douglas Holcomb	Yes	982	Peter Miller	
271	Jay Mazzola	Yes	228	Caleb Wong		998	Linda Stockton	Yes
289	Craig Mahon	Yes	331	Dean Hollister	Yes			
591	David Martin	Yes	480	Edward Pepe	Yes			
715	Mike Calcaterra	Yes	640	Tim Barnes				
811	Ken Casterline	Yes	694	Bruce Grobman				
918	Thomas Iervolino	Yes	885	Tibor Jurich				
951	Jarrett Novack	Yes	999	Bruce Hensdorf				
981	John Cengiz							
991	Steven Corodemus	Yes						



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Monday Schedule

Morning Tech Inspection:

06:30 – 07:30 am Paddock

Morning Meeting:

ALL MUST WEAR MASKS

07:45am – 08:10am All Run Groups

Meetings are mandatory for all drivers and instructors

On Track:

8:30 AM	to	9:00 AM	Open Track	
9:00 AM	to	9:30 AM	Red	
9:30 AM	to	10:00 AM	Black	
10:00 AM	to	10:30 AM	White	
10:30 AM	to	11:00 AM	Red	
11:00 AM	to	11:30 AM	Black	
11:30 AM	to	12:00 Noon	White	
12:00 Noon	to	1:00 PM	Lunch Break	
1:00 PM	to	1:30 PM	Red	
1:30 PM	to	2:00 PM	Black	
2:00 PM	to	2:30 PM	White	
2:30 PM	to	3:00 PM	Red	
3:00 PM	to	3:30 PM	Black	
3:30 PM	to	4:00 PM	White	
4:00 PM	to	4:30 PM	Red	
4:30 PM	to	5:00 PM	Black	
5:00 PM	to	5:30 PM	White	

Pick up your NNJR
50th Driver Ed Anniversary
shirt during lunch break

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

See you tomorrow!



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Tuesday Schedule

On Track:

8:30 AM	to	9:02 AM	White	<input type="checkbox"/>
9:02 AM	to	9:34 AM	Red	<input checked="" type="checkbox"/>
9:34 AM	to	10:06 AM	Black	<input checked="" type="checkbox"/>
10:06 AM	to	10:38 AM	White	<input type="checkbox"/>
10:38 AM	to	11:10 AM	Red	<input checked="" type="checkbox"/>
11:10 AM	to	11:42 AM	Black	<input checked="" type="checkbox"/>
11:42 AM	to	12:14 PM	White	<input type="checkbox"/>
12:14 PM	to	1:14 PM	Lunch Break	
1:14 PM	to	1:46 PM	Red	<input checked="" type="checkbox"/>
1:46 PM	to	2:18 PM	Black	<input checked="" type="checkbox"/>
2:18 PM	to	2:50 PM	White	<input type="checkbox"/>
2:50 PM	to	3:22 PM	Red	<input checked="" type="checkbox"/>
3:22 PM	to	3:54 PM	Black	<input checked="" type="checkbox"/>
3:54 PM	to	4:26 PM	White	<input type="checkbox"/>
4:26 PM	to	4:58 PM	Red	<input checked="" type="checkbox"/>
4:58 PM	to	5:30 PM	Black	<input checked="" type="checkbox"/>

Thank you for coming! Have a safe drive home!

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

Aug 26-27 Lime Rock

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/>