



# NNJR Track Pack

Virginia International Raceway

Friday, October 30 through Sunday, November 1, 2020

## Welcome to the NNJR Driver Education at VIR

YOU ARE RESPONSIBLE FOR KNOWING THE INFORMATION CONTAINED IN THIS DOCUMENT.

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.

Run groups, event schedules, and a track map 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 5 for specific rules regarding two in a car.**



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### Track Logistics

#### *Address*

1245 Pine Tree Road, Alton, VA 24520

#### *VIR Rules*

Please read the VIR visitor rules that are available here:

<http://virnow.com/about/policies/>

#### *Arrival at Track*

The track becomes available to us at 5:00PM on Thursday, October 29 for trailer drop off. If you arrive prior to 5:00PM, 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).

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

#### *Instructor/Student Assignments*

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

#### *Tech Inspections*

Note: All cars must complete a pre-event technical inspection at an authorized shop. Instructors may self tech. All drivers are required to complete and sign the pre-tech inspection form, which 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)

There will be a tech inspection on Thursday night from roughly 6:00PM to 7:15PM. If you miss that, Friday AM tech will begin at 6:30AM and will complete by 7:30AM. There will be no tech session on Saturday or Sunday morning. Anyone missing a tech session must see the tech steward and will be tech'd at the steward's convenience

#### *Safety*

VIR requires long sleeves for any cars considered race cars and any with full roll cages. Operators in race-prepped cars must wear a SFI or FIA one-piece driver's suit

#### *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.



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### *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.

### *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 for those in race prepped cars.

### *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.

### *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 Cheshire Home, a NJ organization that provides round-the-clock nursing and personal care assistance is vital to the health and quality of life for individuals with spinal trauma.

### *Food*

The VIR concession The Pagoda will be open all three days for breakfast and lunch. Pizza/ wing serve & ice Thursday and Saturday night will be available for pick-up at the Pagoda concession area 5-8 pm. The Oak Tree Tavern will be open on Friday 5-9pm.

### *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.

### Tech Inspections

#### *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 on both sides of car.
- D. Affix tech sticker at the top center of the windshield (if you went to the NNJR pre-event tech).
- 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
  - Car numbers, to insure 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



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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. Tech is required each day of the event.

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 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.

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

### *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.
- We require that instructors drive all students' Porsches for the first two laps of the



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first run in all run groups. This is to allow an experienced Porsche driver to evaluate the driving condition of your Porsche, both for safety and to aid in instructing.

- Entrants assume all risk of damage to their Porsche during the event. This includes the times when an instructor is driving your Porsche. Because you are assuming the risk, it is your right to be satisfied with the manner in which the instructor drives your Porsche.
- If, after discussion with your instructor regarding any apprehension you may have with his/her driving or instructing technique, you are still not satisfied, you may ask the Chief Instructor to assign you to another instructor.
- 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

### *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.

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.

### *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 30 MPH 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.



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### *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.

### *Passing*

Passing is permitted on designated portions of the track only. Passing is not permitted in the corners. The driver of the car being overtaken **MUST SIGNAL** with his/her hand by pointing 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. Be aware of what is going on behind you as well as in front. **USE YOUR MIRRORS.** Do not block faster cars.

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 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





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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 on 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. If you require a tow, make sure your key is in the ignition with your steering wheel unlocked

### *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.





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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



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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.

**SEE YOU AT THE TRACK!**

Thom Calabro  
NNJR PCA Track Chair



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### VIR DE Event Officials

EVENT CHAIRMAN	Thom Calabro
CHIEF INSTRUCTORS	Mike Carr, Knute Hancock, Craig Mahon
REGISTRATION	Larry Lanwehr, Thom Calabro
SAFETY	Leslie Shrem
STAGING	VIR personnel
TECH INSPECTION	Peter Miller, Bill Merritt, Sue Merritt, Frank Nicodemus, Glen Ochten, Bob White
REGISTRAR	Craig Mahon
MENTORS	Bill Gilbert, Dyke Hensen, Tom Iervolino, Al Tafro



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## Friday Event Schedule

### Tech Inspection & Registration:

06:30am – 07:30am Paddock

### Morning Meetings:

- 07:45am – 08:10am Drivers' Meeting outside the Tower Building
- 07:45am – 08:10am Instructors' Meeting by the Pagoda concession stand
- 08:10am – 08:15am Red, Black, White/Blue separate Mentor's Meetings
- 08:10am – 08:40am Green/Yellow Drivers' Meeting outside the Tower Building

Meetings are mandatory for all drivers and instructors

### Classroom Sessions:

#### 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>				

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

See you tomorrow!



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## HAPPY HALLOWEEN!

### Saturday Event Schedule

#### 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>				

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

### Turn your clocks back an hour tonight

See you tomorrow!





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### Sunday Event Schedule

#### 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>		4:00pm		Red
12:00pm		Red	4:30pm	 	Green/ Yellow
12:30pm	 	Blue/White	5:00pm	 	Blue/White
1:00pm	 	Green/Yellow			

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

Thanks for coming and have a safe trip home.

Enjoy the "off season," best wishes for the holidays, and see you next year!




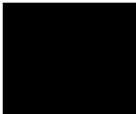


For more NNJR events please visit our website at [www.nnjr-pca.com](http://www.nnjr-pca.com)



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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> 	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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## All Drivers and All Run Groups

	RED		BLACK		WHITE		BLUE		YELLOW		GREEN		
06	David Kienze		1	Fick Houck		0	Joseph Irwin		5	Ryan Gavin	04	Mateo Calderon-Arnulphi	
08	Hal Jones	Yes	3	Bill Gilbert	Yes	2	Job Nieman		7	Antonio Casellas	011	Robert Francis	
011	Scott Francis		09	Stephan Tisseront	Yes	03	Gerard Piccioni	Yes	10	Matt Cheely	20	Bill Baker	
22	Allen Smith		14	David G. Fox	Yes	4	Yuriy Zeylikman		62	Gb DeShazo	229	Paul Ehrenzeller	
23	Grant Karnes	Yes	17	Michael Merkin		015	John Caruso		73	Tim Gould	326	Teresa Topencik	
27	Jan Nieman	Yes	28	Susan Stevenson		15	Tim Gavin		76	Johnathan Weizman	524	James Kang	
57	Michael Woodward	Yes	29	David Font	Yes	16	Magnus Krantz		301	Ayodeji Oshinnaiye	717	John Korossy	
66	Lester Cheng	Yes	36	Glen Ochten		30	Matthew Rusnak		771	Boris Kalika	753	Pamela Wright	
67	Thom Calabro	Yes	43	John Rattenni		55	Bill Fox		778	Kelly Quisenberry	778	Shanti Quisenberry	
72	Janice Ernsting		48	Richard Lutz	Yes	81	Andrew Hall		845	Audrey Engelsberg			
77	Ken Ernsting	Yes	51	Megan Britton		082	Natalie Sword		888	Alexander Tafro			
79	Mike Daino	Yes	51	Robin Mukherjee		84	Ralph Hallenborg		993	Betsy MacDonell			
95	Patrick Strehl	Yes	52	Dyke Hensen	Yes	98	William Scott					166	Robert Dykes
115	John Holland		58	Mike Carr	Yes	101	Adam Morrison					353	James Powers
121	Josh Snyder	Yes	058	Bob Thomas		119	Vernon MacIntyre					919	Lisa Iervolino
126	Dante Oliverio		60	William Merritt		122	Pattapon Lertpiriyapong (Art)						
138	Mark Kuszczyk		61	Scott Schober	Yes	156	Ernie Chilcott						
172	Leslie Shrem	Yes	066	Christopher Hatch		173	David O'Connell						
181	Danny Marshall		077	Hans Yu		185	Michael P. Meyer						
198	Douglas Holcomb	Yes	081	Arthur Hall		211	Ken Husler						
244	Joseph Mangan	Yes	97	Knute Hancock	Yes	260	Warren Mondschein						
257	Joseph DeSimone		109	Ed Leerdam		261	John McKenzie						
282	Chuck de Peralta		117	Ciuff Reynolds		277	Vidal Erbesch						
289	Craig Mahon	Yes	133	Adam Lava		303	Rob Hoffman						
331	RD Hollister	Yes	137	Hong Lim		326	Anthony Topencik						
419	Michael Laffey	Yes	161	Michael Miller		340	Dennis Okin						
442	Norman Ingersoll		216	Adam Levine		376	Tim Ripley						
443	Dale Koblenzer		231	Jason Friedlander		513	Ron Esteve						
555	Al Tafro	Yes	277	Neil Erbesch		581	Chris Adams						
612	Dan Mikhno		308	Michael Kling	Yes	691	Yoyi Fernandez						
715	Mike Calcaterra	Yes	319	Larry Lanwehr	Yes	716	Jm Litsey						
811	Ken Casterline	Yes	333	Anne Reid		795	James H. Coleman						
881	Michael Di Modugno		354	David Weiss		844	Mike Gourley						
886	Carl Baker	Yes	447	John Kelly		901	Herbert Beck						
912	Charles Price	Yes	505	John Lyons		910	Scott Baer						
918	Thomas Iervolino	Yes	580	Dennis Hoskin		982	Peter Miller						
948	Mike James	Yes	607	Grant Reid		987	Frank Nicodemus						
981	John Cengiz		616	Arthur Silvers	Yes								
991	Seven Corodemus	Yes	618	Dale Timmester	Yes								
			625	Matthew Rutten	Yes								
	Vol Instructor		637	John Sunderland									
	Eric Filgueiras	Yes	640	Tim Barnes									
			681	Eric Richardson									
			694	Bruce Grobman									
			728	Jeff Krol	Yes								
			779	Monty O'Connor									
			781	Bob White									
			843	Frank Courley	Yes								
			861	Wesley Smith									
			925	Brian Mader	Yes								
			971	Ken Lessans									



# NNJR Track Pack

Virginia International Raceway

Friday, October 30 through Sunday, November 1, 2020

## VIR Track Map

