



NNJR Track Pack Master 2022

Welcome to the NNJR Driver Education

YOU ARE RESPONSIBLE FOR KNOWING ALL OF THE INFORMATION IN THIS PACKAGE.

Registration, Waivers and Crew Members

All entrants to the track, drivers and crew members, must register and sign the NNJR 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.

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

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Track Logistics

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/2022/02/2022-track-tech-form.pdf>

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 page 8 and the NNJR website for what constitutes aggressive driving: <https://nnjr-pca.com/wp-content/uploads/2017/07/Aggressive-Driving.pdf>



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Tech Inspections

At the Track Tech Inspection

The procedure is as follows:

- A. Remove all loose objects from vehicle:
 - Passenger compartment: floor mats, EZPass, mobile phone, etc.
 - Glove box must be empty or locked.
 - Luggage compartment: tool kits, air compressor, oil, spare parts, etc. Leave spare tire in place.
 - Door pockets must be empty.
- B. Remove any wheel covers and wheel locks.
- C. Attach car numbers on both sides of car and to the front and rear.
- D. Affix tech sticker at the top 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 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 2015 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 at the scheduled time. Late arrivals will be tech'd at the tech steward's convenience. Tech is required prior to entering the track.

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



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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 painter's masking tape works well on light colored cars. Door numbers should be at least six inches high and appear on both the driver and passenger side of the car. Front and rear numbers must be at least 4 inches high. **You must use the number assigned to you as shown in this track pack.**

Attire

Long pants, preferably a natural fiber such as cotton, are required, as are closed-toed, rubber soled tie shoes.

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 badly on you or your instructor. Our objective is for everyone to be comfortable and have a good time.
- Although not all entrants are required to work with an instructor, everyone is encouraged to make use of the instructors' experience and skills.
- Use of video recording equipment on track is at the discretion of the instructor.
- All students are required to leave PSM (or similar) ON. If your car has an automatic braking system, it must be turned OFF.
- Students: begin to look for your instructor as soon as you are in the staging area or make prior arrangements to meet your instructor in the paddock. However, note that your instructor may be on the track driving or instructing in the group immediately prior to yours. Do not proceed to pit out until signaled to do so.
 - It is strongly recommended that you agree with 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



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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 if 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.

For instructional purposes, a driver may ride with an instructor but only in the run group immediately "above" that driver's run group. For example, a Yellow run group driver may only ride with an instructor in the Blue / White run group with the instructor driving at Blue / White pace.

Paddock and Pit Speed Limits

The paddock speed limit is 5 MPH. 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



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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 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.

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 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.



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Track Damage

Any car causing any damage to track facilities or equipment will be required to pay the amount of damage. A bill will be forwarded following 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.

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.

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”.



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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 mirror

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



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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.

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 Yellow- 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 one or two laps of each groups' first run session on the first morning. Waving Yellow- 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



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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.
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. 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.