Driver & Team Meeting Notes
New Jersey Motorsports Park
July 25th – 28th, 2024

Race Director: Scott Goodyear
Clerk of Course: Pat di Natale
Event Steward: Wes Cunningham
Technical Director: Aaron Coalwell

Chairman of Stewards: Wes Cunningham
Event Steward: Kyle Colbey
Event Steward: Pat di Natale
Chief Scrutineer: Aaron Coalwell

To: Drivers & Teams.

On behalf of everyone at Parella Motorsports Holdings and SCCA Pro Racing, welcome to New Jersey Motorsports Park. Congratulations to all drivers and teams for an excellent weekend of racing at Mid-Ohio. Although we had a couple of races run in some difficult track conditions, we had some exceptional racing at one of North Americas most competitive tracks. You put on a great show – Congratulations!

The attached information relates to our event at New Jersey Motorsports Park. The complete track has been resurfaced over the winter so we're excited to compete there on the newly paved surface. It will be extremely hot this weekend, please remember to drink plenty of fluids.

Regulations:
The Regulations outline what is required of the driver and crew to compete in a sanctioned series. It's the responsibility of both the driver and crew to read and comply with the 2024 JSF4/F4/FR Championship Sporting Regulations and Event Supplemental Regulations. The Sporting and Technical Regulations are an overview for the season. The Event Supplemental Regulations come out before each event specific to the circuit we're competing at. Please be sure to also read the Supplemental Regulations before each event.

Drivers Meetings*:* Meetings are mandatory. All meetings will be held in the NJMP Classroom.

1. We will have a test-day drivers meeting Thursday at 10:15 am. At the conclusion of our meeting the track will have a brief overview about the practice sessions.
2. JSF4/F4/FR race event driver & crew chief meeting will be Saturday at 12:45 pm. All drivers and a crew chief from each team are required to attend. Attendance is taken at all meetings throughout the year. Any driver who is late or misses a meeting will be assessed a $250.00 fine. Please wear your credential to all meetings to allow for electronic sign in. Any team that is not represented at the meeting will be referred to the Stewards. Any additional meetings or details will be provided via WhatsApp

Drivers Equipment: Each Driver is responsible for ensuring that his/her equipment is compliant with Article 49, Appendix 1 of our Sporting Regulations. All equipment will be checked by the Technical Scrutineers. Please note different helmet requirements in each series. For drivers in need of a new helmet or drivers gear, discounts are available through our partnership with Bell Helmets and OMP Race Products.

Racing Force USA owns both Bell Helmets & OMP Racing.
For Bell Helmet products & service, please contact Glenn Wheeler at Racing Force.
Email: glenn.wheeler@racingforce.com
For OMP race suits and drivers gear, please contact Mike Magree at Racing Force.
Email: mike.magree@racingforce.com

Track Details

Track Length 2.14 Mile Road Course.
12 Turns, two left, 10 right
With chicane, three left, 10 right.
24' ft Elevation change.
Front Straight: 2,140ft.

Safety Car Lines:	See attached map for safety car lines 1 & 2 and related information.
Race Timing Line:	Start/Finish Line on Front Straight.
Pole Position:	Drivers right.
Pit Speed Limit:	40 mph
Track Access:	Refer to Supplemental Regulations for Pre-Grid Location.
Race Control:	Third floor of Race Control Tower.
Stewards Office:	JSF4/F4/FR Championship Trailer.
Timing & Scoring:	Second floor of Race Control Tower.
Black Flag Locations:	Turn 9 and Start/Finish on front straight.

Track Walk:
There is a track walk scheduled for Wednesday at 5:00 pm. No scooters, motorized vehicles or wheels of any type allowed. Remember to take along a track map so you can make a note of all the marshal flagging stations and trackside cutouts marked in orange. Also, once you've walked out of the corner, take a moment to turn around and look at the pavement you've just came from. Lots can be seen from this view that sometimes gives you knowledge of your cars handling.

Practice Session Information

First Session:
During the first practice session, if conditions and scheduling permit, we may run the first one or two laps of practice under a full course caution format. This will allow all drivers the opportunity to identify the location of the flagging stations around the circuit and to view the pit blend lines. Although some drivers may be familiar with the current track, it may be the first time a new driver has seen the circuit. This procedure will allow all drivers to become more familiar with the track and also help them identify flagging stations. It's also an opportunity for drivers to bring both their car and themselves up to speed.

Practice:
During practice sessions leading up to qualifying, we may display either a local yellow flag at a marshal station or put the complete circuit under a full course caution to allow the drivers to experience a yellow flag at this circuit. The goal is to reduce the amount of passing that can occur under a yellow flag (and as a result – driver penalties) because of the infraction. Also, during practice, we may put the circuit under a Red Flag situation to test drivers understanding of the Red Flag. The goal with both of these scenarios is to allow new drivers to experience these on-track conditions during a practice session environment versus possibly for the first time during a race event. Hopefully these on track programs lead to a reduction or elimination of on track infractions.

Practice Starts:
The official start lights will be available in pit lane Thursday and Friday during test/practice sessions. Practice starts are not available during qualifying. Location of the pit lane start lights will be announced during the drivers meeting. Drivers required to perform a practice start will be notified by series officials. Practice starts will be observed and logged by a Series Official. Practice starts are to be completed in the designated pit lane start box only. Practice starts are not to be done while leaving your pit box on pit lane or anywhere on the circuit.
<u>Note: Start lights and practice starts will not be available during qualifying.</u>

General Track Notes

Track Cutouts:
New Jersey Motorsport Park uses orange markings to denote where drivers can pull their car behind the barrier. Teams, if your team car becomes disabled during the event, please assist your driver over the radio and remind them to look for these openings to park their car in hope that we don't have to go to a full course yellow.

Disabled on Track:
If you become disabled somewhere around the circuit either from a mechanical issue or an on-track incident, unless the car is on fire, stay in your car with your belts on and wait for instruction from a marshal. If you're having a mechanical issue where you're putting fluid on the track, please drive off the racing line at your earliest opportunity and park off the track surface in a safe spot away from the racing line. Fire extinguishers are located at each corner station. **DO NOT STOP ON THE TRACK SURFACE, PULL OFF THE CIRCUIT IF YOU HAVE AN ISSUE.**

Circuit Characteristics:
NJMP, although a relative flat circuit, requires you to be smooth and have the car balanced through the long high-speed turns – hence no large lifting off the throttle in the turns which will cause the back end of the car to come around on you. This circuit demands that you hit your marks on entry and apex so you don't run out of race track on the exit of the turn. A track like this generally rewards drivers who look far ahead to help them keep smooth with both the steering and throttle. NJMP has generous curbs but don't get in a habit of using them to the outer edge. The drop off will unbalance your car and you'll have a good chance of ending up in the grass. At turn 2, the blind right-hand turn where the track climbs to the apex from turn 1, we've installed a yellow light to help you know when there's a yellow flag situation in that turn.

Turn 2 Yellow Light Panel.

Safety Car:
The safety car, if deployed during the race event, will be dispatched from pit out. It will enter the track with its lights illuminated and pick up the leader of the race or as directed by the Clerk of the Course. All competing cars must reduce speed and form up in line behind the safety car running approximately three car lengths apart. The leader shall stay within 10 cars lengths of the Safety Car. Under certain circumstances the Clerk of the Course may instruct the safety car to use the pit lane. An example would be if the front straight was blocked because of an accident on track. In these cases, and provided the safety car lights remain illuminated, all cars must follow the Safety Car to pit lane without overtaking.

Cockpit Yellow Caution Light:
We will use the driver yellow cockpit light system in JSF4 & FR. The yellow light serves two functions, first to alert the driver of a full course caution, and second, to assist the Stewards to confirm from your on-board camera when the circuit went to a full course caution allowing them to make an immediate decision on whether cars passed under an FCC. Yellow flags will still be displayed at corner stations and Race Control will still call FCC over the driver all call channel. It's the driver's responsibility to respond to the first indicator he/she sees for a yellow.

Practice Runs – Drivers new to NJMP:
To all drivers new to NJMP we recommend that you drive at your own pace and build your speed throughout the sessions as you learn the track. This would be a good time to find an opening on the race track away from other cars so you can learn the circuit. Keeping the car balanced with the throttle throughout the long turns is especially important. Any sudden lifting of the throttle mid turn will cause the back of the car to become light and generally cause a spin. If you slide off the circuit and are unable to continue, not only have you've lost valuable track time but possibly used up some of your racing budget repairing your car. If you go off course during a session your car will be removed and parked in a safe spot so we can restart the session. You may not be brought back to the paddock until the end of the session, meaning you've lost valuable practice time.

On Track Congestion:
Often times in practice and qualifying with our JSF4 class, we'll have many cars running together on the track. As many drivers will be new to this track, its highly recommended that you find your own space on the track so you can continue to learn the circuit without being concerned with other cars around you. Discuss with your team and plan a practice and qualifying strategy that works best for you.

Blend Lines:
You may not cross the blend line at pit entry or pit exit with any part of the car when entering or leaving the pit lane. Leaving the pit lane and re-joining the track must be done without endangering or hindering other participants. Any driver crossing the blend line at pit entry or exit in practice, qualifying or the race event, will be given a penalty under Article 15.3.

Exiting Pit Lane:
It's the drivers' responsibility to blend into traffic safely when exiting the pit lane and merging with other cars heading to turn 2. Keep to your right when leaving pit lane. Do not drive directly out onto the racing line. Teams, please communicate with your driver and alert them of any traffic coming along the front straight that may meet your driver as they exit the pit lane.

NOTE: Keep in the pit exit lane when you depart the pits. Do not cross over the chevrons onto the track. Keep to the right once out of pit lane and don't drive up into the racing line.

New Jersey Motorsports Park Pit Exit.

Entering Pit Lane:
When preparing to enter pit lane, once you've exited turn 11, keep to the right towards turn 12 to signal to other drivers your intent to enter pit lane. This also leaves the racing line to those drivers who are staying on track. The pit entry lane from the track to pit entry is very long which allows you to carry speed up to pit entry. Be certain you know where the pit speed limit starts as marked by the green cones with the 40-mph sign attached.

New Jersey Motorsports Park Pit Entry.

Pit Lane Usage:
Each pit lane is divided up into three lanes. Your pit box (on right) where you will stop to have your team attend to your car. The transfer lane (center) which is the middle lane, and the high-speed lane (left) which is the lane closest to the racetrack. Entering pit lane be certain you are not exceeding 40mph, keep in the high-speed lane, continue in the high-speed lane until your about 2-3 pit boxes away from your team pit box, then smoothly move over to the transfer lane and drive through this lane and pull into your pit box. When you leave your pit box, once in the middle lane, check your mirror to make sure you can safely move into the high-speed lane.

Mirrors:
It's the drivers' responsibility to know where other cars are around them at all times, this is known as situational awareness. Proper use of mirrors includes when leaving the pit lane, prior to initiating a pass (note - you may have cars on both sides of you especially with the long front straight at this track), when exiting a corner, entering the pit lane, and generally checking your mirrors often to know where other cars are around you.
Mirrors are not to be used as a tool for blocking another driver.

Car Delayed Leaving Pre-Grid:
If a driver doesn't leave pre-grid in the assigned position, the driver must enter pit lane at the end of the formation lap and continue down pit lane and stop at pit out and wait for instructions from the official. Once the race start has taken place, the official will release the car onto the circuit.

Car Off Track During Formation Lap:
If a car leaves the racetrack or loses control and falls out of position during the formation lap, the driver may not start the race on the track. The driver must enter pit lane at the end of the formation lap and continue down pit lane and stop at pit out and wait for instructions from the official. Once the race start has taken place, the official will release the car onto the circuit.

Car Off Track During Safety Car Period:
If a car leaves the racetrack or loses control and falls out of position during a full course yellow safety car period, that driver is required to go the rear of the field for the restart. Drivers not adhering to this rule will be referred to the Stewards.

Restart Pass Line:
The restart passing line at NJMP is the Start/Finish Line on the front straight. The restart passing line varies from track to track - so please take note. Restarts at NJMP can be an issue because of the speed going into turn 1. Please make sure you are up beside the car in front of you going into the turn. Do not dive bomb another car down the inside as this generally results in wheel-to-wheel contact. Remember that a car in front of you will be turning into the apex. Just because there's open track in front of you doesn't mean you can fill it when you know the car in front of you is going to turn into the apex. Please be aware of this issue and look far enough ahead to understand what the traffic is doing in front of you.

Aborted Start: Rolling two-by-two start.
If the standing start is aborted indicated by the three yellow lights on the light panel, the start will now become a two-by-two rolling start. We will dispatch the Safety Car onto the circuit for another formation lap. Once the yellow lights go out and drivers see two green lights appear on the light panel, they should proceed off the grid slowly and follow behind the Safety Car for another formation lap. The Safety Car will lead the field around the circuit and turn off its lights between turns 6 and 7 indicating the start of the race will take place that lap. The Safety Car will maintain Safety Car speed until entering pit lane. The pole car shall maintain Safety Car speed until entering the Start Zone on the front straight as indicated by the Start Zone signs. The pole car shall be the first to accelerate. Cars are not permitted to pass another car on the start until you are passed the Start/Finish Line.

Track Limits:
Please be advised that we will be monitoring track limits throughout the weekend, Article 19.3. Drivers should make every effort to stay on the track and not exceed the track limits.

Qualifying – Red Flag:
Per the Regulations, a driver who causes a Red Flag during JSF4, F4 or FR qualifying will have their fastest lap removed from scoring.

Standing Start Overview

Safety Car Procedure:

- All cars will line up on the pre-grid in their qualifying grid position.
- Cars will follow the safety car out of pit lane in qualifying order onto the track for the formation lap. Cars are permitted to warm up their tires during the formation lap up to turn 12.
- The first two cars will line up in their start boxes with guidance from a series official.
- All other drivers are to proceed to the start box with guidance from your team. Know your starting position and which side of the grid you're on.
- Pole position at NJMP is on drivers right.

Starting Procedure:

- All drivers should be familiar with the Starting Procedure in Article 36.
- It's the driver's responsibility to know which side of the grid he/she will start from.
- It's the team's responsibility to guide their driver to their start box.
- No part of the car is allowed to be over the start box line.
- <u>It's recommended that you place your car 6" behind the start box line to allow for error</u>.
- If a car is unable to take their starting spot, that spot will remain open. Do not move up and fill the spot. You will be penalized.
- If the driver needs assistance once the light sequence has started, you must raise your arm to signal to the official that you have an issue. If possible, the start light sequence will stop and the yellow abort lights will flash indicating an aborted start.
- The race will now be started with a rolling start noted by the green lights indicating cars to begin the formation of a pace lap behind the safety car.

Start Light Sequence:

- Green Lights – Grid is Full
- (5) Red Lights Illuminate in (1) Second Intervals
- Red Lights Out – Start of Race
- Yellow Abort Lights – Do Not Move

Abort Lights

- Abort Lights – 3 Yellow Lights
- If Abort Lights Come On – Do Not Move
- Race Clock Starts
- Safety Car Moves on Track
- Green Lights – Follow Pace Car
- Race Will Now Be A Two-by-Two Rolling Start

Crew Chief Notes

Tire Scanning:
Only tires used for qualifying and race sessions will be scanned by the Championship Technical personnel. Used tires must still be used during official F4 practice sessions. FR drivers may choose to run a new set of tires for official practice. For both Championships, practice tires will not be scanned, but their used condition will be verified and noted on the grid. Tires will be scanned at the team's trailer/paddock during inspection and pre-tech, hence, teams must pick up their tires before pre-tech so they can be scanned. Teams failing to do so will have to bring their tires to the series trailer to be scanned before qualifying when we don't have cars on track. Tires do not need to be mounted to be scanned. Scanning times will be listed on the official schedule.

Driver Car Radio:
All drivers must be able to hear the "Driver All Call Channel" from Race Control during all on track activity, including promoter test/practice days. Please confirm your driver's car radio is programmed correctly. As the Race Control Channel is used only if there is a full course yellow or red flag, the driver's car radio should be set up that the Race Control channel overrides the team channel. For frequency information and assistance, contact Speedcom Communications. Telephone: (386) 760-7110.

Team Radio:
All teams must monitor Race Control during all on track activities throughout the event, this includes during all test and practice sessions including **(Promoter test days & Official sessions),** qualifying and race events. As above, please contact Speedcom for information and assistance.

Timing Transponder:
All cars must have an operating timing transponder mounted in the required location for all test and practice sessions, **including promoter test days.**

Pit Lane Attire:
All crew members must wear team gear with the appropriate logos anytime they're in the pits. Long pants will be required for this event.

Crew Members over the wall:
For any pit stop during a race event, test session, practice or qualifying, there will be a maximum of three (3) crew members permitted over the wall at any given time. All of them may work on the car, and one of them shall be responsible for the car's safe entry and release.

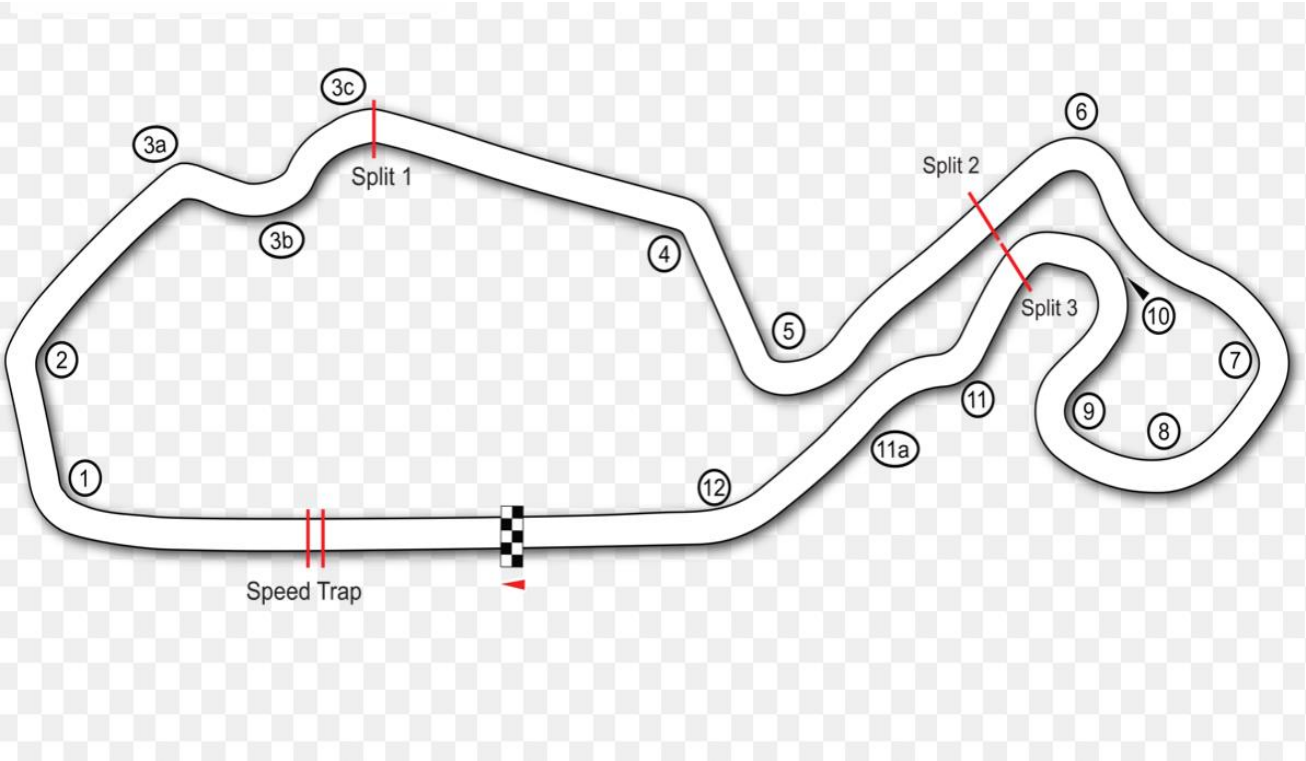
Driver's Meetings:
Driver and crew chief meetings are listed on the schedule and covered in this document on page one. Please make sure that your driver attends all meetings. Also, a crew chief from each team must attend the driver & crew chief meeting Saturday. Any driver who is late or misses a meeting will be assessed a $250.00 fine. Any team who is late or misses a meeting will be referred to the Stewards office. Please wear your credential to all meetings to assist with electronic check in upon arrival.

On Board Camera & Video Cards:
The car on board camera must be positioned so the camera can see the yellow caution light on top the steering wheel. Please check your camera location with the driver in the car to ensure visibility by the on-board camera.

Video Cards:
We're taking a stronger stance on teams who do not have a working camera or content on video cards. This past season we found many video cards without any content which created a problem for the Stewards to do their work in a timely fashion. Without content on a video card, it effects the Stewards ability to collect the information needed to officiate the event. Due to these previous issues, Stewards will be serving escalating fines for teams not in compliance. Thank you for your cooperation and understanding.

Engine Seals:
Engine seal declaration forms must be submitted before qualifying. Cars that have not submitted a form before qualifying will not be released from Qualifying Parc Ferme until the form is submitted.

New Jersey Motorsports Park
Track Layout



Safety Car Line 1 & Pit In Blend Line

Safety Car Line 1 is located at the attenuator. Please note location.

<u>Pit In Blend Line:</u> Do not cross any part of the pit in blend line while entering the pit lane. When you exit turn 11 keep to the right towards turn 12 to signal to other competitors that you're entering pit lane. This also allows the racing line to the cars staying on the track**.**

All four wheels should be within the pit entry lane to avoid a penalty.

Safety Car Line 2 & Pit Out Blend Line

Safety Car Line 2 located at Pit Out. Please note location.

<u>Pit Exit Blend Line:</u> Once out of pit lane do not drive up into the racing line when re-entering the race track. It's the drivers' responsibility to blend into traffic safely when exiting the pit lane and merging with other cars on the track heading to turn 2. Teams, please communicate with your driver and alert them of any traffic coming along the front straight and entering turn one that may meet your driver as they exit pit lane heading towards turn 2.

Safety Car Lights Out & Restart Acceleration Point

<u>Leader Restart Acceleration Point:</u> Leader may accelerate once he/she reaches the bridge. All competitors are required to maintain pace with the leader and accelerate only once the leader has accelerated. You are not allowed to pass another car on a restart until you are past the Start/Finish line. All drivers, please be aware of your surroundings during restarts and don't make any abrupt moves that will cause contact with other competitors. Sometimes a restart can cause further contact between cars. Drivers take into consideration that you may need to leave space to ensure you make it through the first turn and your able to complete another lap. Learn to read the traffic situation in front of you so you can finish the event and take the checkered flag.

Weekend Goals:
Complete every session without incident by not making contact with other cars or driving off course. Drive within the limits of your car and yourself. Focus on being consistent, hit your marks and work on smoothness and be aware of changing track conditions. On behalf of everyone at PMH & SCCA Pro Racing, we wish you a safe and successful weekend.

Good Luck.
Scott Goodyear.