

Fellow Track Rats,

Welcome to NER's July 18-20th, Driver Education event at CMP. We are all excited about returning to Calabogie, one of my favorite tracks.

All the information you'll need for this event may easily be found on our web site www.porschenet.com. As this 'Track Rats' is multi-media, if you are reading this on-line, there are direct links to pages listed below. **There will not be copies of any of these materials at the event (nor the schedule, instructor and work assignments and run groups). Please visit the event page at [NER DE Event at CMP](#) to download and print your own and bring them with you or load them on your Smartphone.**

The following links should help to get you started. Start at our DE home page. If you then click on the links down the left hand side they will lead you to the information you will need.

NER's Driver Education

Pay particular attention to the following links listed on the right side of the page:

- Requirements**
- Technical Inspection**
- On the Track** (all sections)
- Run Groups**

Event Specific Information: Links to this information are located on the event page.

Event Schedule and in **Smartphone format**

Worker Assignments

Student/Instructor Assignments and **How to contact your student or instructor**

Run Groups for the event

Check back shortly before you leave for the track as there are often last minute changes.

The following are a few other details not specifically spelled out in any of the information provided above:

Drop-off: We can drop trailers in the paddock on Monday afternoon between 5 and 7 PM.

Registration: Please sign the track waiver as you enter the paddock. Registration will be open at 7:00 AM or as soon as the Registrar arrives. The PCA waiver will be signed at registration. For those arriving after 8:00 AM, drivers and/or guests, you'll sign the track waiver prior to

entering the paddock and our PCA registration will be located at Control. Everybody attending the event (including your guests and family) will be required to wear a wristband to indicate that they have signed the waivers. These will be distributed at registration. PLEASE MAKE SURE THAT EVERYBODY ASSOCIATED WITH YOU SIGNS THE PCA WAIVER AS WELL AS THE TRACK WAIVER. You only need to register on the first day you attend.

Tech Workers: REMEMBER Tech Workers work every morning and everyone must go through tech every day.

Tech: PLEASE GET INTO THE PADDOCK PROMPTLY - EMPTY YOUR CAR OF ALL LOOSE GEAR AND MATERIALS, APPLY YOUR CAR NUMBERS, AND MOVE QUICKLY TO THE TECH LINE WITH YOUR HELMET AND PRE-TECH FORM. WE ARE TIGHT FOR TIME AND THE TECH LINE CLOSES AT 8 AM SO PLEASE BE PROMPT AND GET TO THE TECH LINE QUICKLY. YOUR CAR MUST BE TECHED, YOU WILL NOT BE ALLOWED ON THE TRACK WITHOUT GOING THROUGH THE TECH LINE! You must have your car teched each day. If you are late to Tech, you will be expected to contribute \$20 to NER's charity, Angel Flight NE.

As always, **every car needs to be pre-teched** as explained in the “Technical Inspection” section mentioned above.

Instructors please note: Although you will be doing your own inspection when you get to the track you are still required to have your vehicle pre-inspected by an appropriate inspector as described in the “Technical Inspection” section of the website. At some events we have had Instructors turning up with Tech forms filled out by themselves or by someone unidentifiable as a PCA tech Inspector. This is contrary to PCA requirements and will not be accepted. If it is not clear to you what is required please email Stan or Chip in advance of the event so that we can explain it to you. Those failing to meet this requirement cannot be allowed to run under the terms of our insurance.

Worker Assignments: All attendees are expected to help make our event safe and fun. Most should be able to find their names associated with a work assignment in the material on the NER website in the Event Info section for this event. Some may be listed to work the morning tech line and others will be shown to be working in control or at staging. Please take the time to understand when and where you are expected to be. **If you are listed to work the tech line please try to be at the track a little early.** Details of the actual assignments will be discussed with you when you get to the track. Questions regarding work assignments can be directed to me (email and phone at the end of the Track Rats. **Almost everyone working staging and control will have two shifts.** This is due to the low number of participants at this event.

Noise Restrictions: Mont Tremblant:

15. Noise Restriction. The Client shall be responsible for ensuring its Participants respect the

Mandatory Noise Restriction of 92 dB or lesser without exception. This reading will be taken on a full acceleration pass by at a minimum distance of 50 feet. In order to enforce the Mandatory Noise Restriction, CMP will measure noise levels of vehicles and/or equipment prior to being granted access to the track. The sound level shall be measured 5m in front and 5m behind a stationary vehicle with its engine operating at maximum allowable rpm or the red line of the tachometer. For a vehicle to be permitted to use the track the average sound level shall not exceed 100 dBA. At its own discretion, CMP may also conduct noise level testing at various points around the track facilities at various times during the event with its own method of measurement and choice of equipment. The measurements so taken shall be final and binding upon the Client and its Participants, without recourse against CMP or right of contestation.

To put this in perspective, 92dBA is not a lot louder than most standard street-going Porsches configured with a factory exhaust. GT3s with original exhausts have not had a problem. Cup cars and the like (if running open exhausts) have no chance of passing whatsoever. If your car is running a substantially modified exhaust, was one of the factory race cars or for whatever reason you have any doubts about whether you will meet this standard, you probably want to make sure you will comply before making the long trek to CMP. If your car is running an open exhaust then take it as a given that you must do something to make it quieter. Most drivers with cars originally produced for street use simply put on their original mufflers for these events.

Two Spin Rule: Any driver who leaves the track (two or four wheels off), spins, is not in control of his/her car, and/or makes contact with another car or object will be black flagged and must come into the pits to have the car looked over and to be queried for the cause. Do not wait for the black flag to come into the pits. A second incident may be cause for not driving the rest of the day and/or ejection from the event.

Attitude Adjustment: Anyone deemed to be unsafe and discourteous will be ejected from the event. Safety is our primary concern throughout the course of the event. This is NOT a timed event and it is NOT practice for racing.

Breakfast and Lunch: Breakfast may be bought at several restaurants near the track. We've requested the snack bar at the track to be open for coffee in the morning and for lunch. Bring plenty of liquids as discussed in the section "Prevent Heat Illness" found in the links above.

Fuel: CMP now has fuel available at the track for your convenience – 91 and 94 octanes are available.

Tires: CMP has tires and services available as in the past.

Social: There will be a beer, wine, soda and snacks social open to all drivers and guests Tuesday in the paddock after the track goes cold.

Charity Events: We will not be doing a Charity Event at this event.

So, study your materials, make sure your car is pre-teched, MAKE SURE YOU PRINT YOUR SCHEDULE, WORKER ASSIGNMENT AND INSTRUCTOR ASSIGNMENT and we'll see you at the track,

Stan Corbett

If you need anything else or have questions feel free to email **me** or phone 774-275-1621 before 9PM