



QUICK START TO GETTING AROUND CALABOGIE MOTORSPORTS PARK

Calabogie MotorSports Park is North America's Premier Driving Experience. A unique combination of speed, elevation changes and flowing corner combinations challenges drivers of all skill levels to be their best from the very first corner.

The track rewards smooth, patient driving and is designed to test a drivers concentration and car control skills throughout the entire lap. This corner by corner description is aimed at accelerating the learning curve for drivers who are new to the track and will also give experienced drivers some insight to compare against their own observations.

You will notice that I don't talk about shifting at all in this description. When we take people out for the first time, we generally put the car in 4th gear and leave it there for the first few laps to remove one distraction from learning the track. At the end of the guide I list the gear changes I typically use in the *Mustang GT* and the *Porsche 911 GT3* which should cover off most cars.

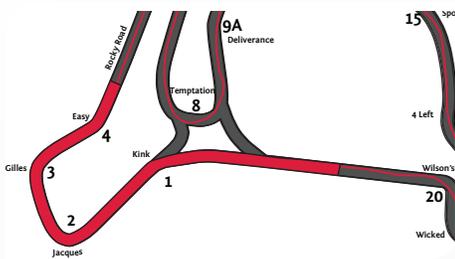
I've broken the track down into six segments. Each segment can be worked individually and then stringing them together will produce a very satisfying lap. Once you're comfortable with the track you can check out the advanced guide which breaks down the track and the driving dynamics in a little more detail.

All the corners have names and numbers, I'll refer to corner numbers in the description as they are less cumbersome, but we use them pretty interchangeably at the track.

- | | |
|---------------------|------------------|
| T1 - Kink | T11 - Brow |
| T2 - Jacques | T12 - Beak |
| T3 - Gilles | T13 - Throat |
| T4 - Easy | T14 - Hook |
| T5 - Mulligans | T15 - Spoon |
| T6 - Big Rock | T16 - 4Left |
| T7 - Candy Mountain | T17 - Quarry One |
| T8 - Temptation | T18 - Watts Up |
| T9 - Deliverance | T19 - Wicked |
| T10 - Crown | T20 - Wilson's |

Some words of wisdom before getting started. It has been our experience that unless you are a pro driver it will take about a day to learn the track, so be patient and, if you can, find someone who knows the track to play lead follow with. Some critical words of wisdom – as much as you want to, you can't lift off the throttle when cresting a blind corner, in particular corners **3**, **7** and **9A**. And you really can't lift in the middle of the sweepers – **T1** and **T16**.

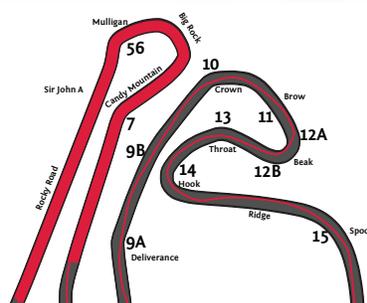
SEGMENT 1, T1 THROUGH T4



Just think fast left, tight right, tight blind right and fast left and you have the section leading from the front straight to **Rocky Road**, the longest straight on the track.

Come down the front straight as far to the right as you can, brake gently and release before turning in for the **T1** apex curb on the left. Balance the throttle into the apex and then gently accelerate out letting the car go all the way to the right. As you are easing the car back to the left to get tight to the wall, brake hard, release the brake just before the end of the wall and turn in for just after the end of the pit wall for the **T2** apex curb on the right. Accelerate from the apex and let the car track all the way left, then breathe out of the throttle and turn right about a car length past the end of the turtles on the left. **T3** is blind and you have to turn before you can see it. You want to clip the apex on the right just after the crest and accelerate out of the corner. Let the car track left then get it to the middle of the track before sweeping left for the apex curb of **T4** which is taken while accelerating.

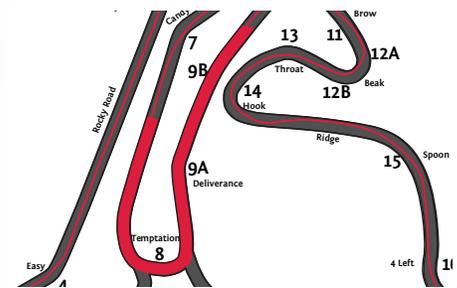
SEGMENT 2, T5 THROUGH T7



This sequence is at the end of **Rocky Road** and is the fastest approach on the track. The sequence is a blind downhill right-hander followed by a compressed then rising right-hander and finished with a blind left-hand sweeper. At the end of the straight is a slight jog left called **Sir John A**, more about that later.

As you come down the straight line the car up with the left edge of the track. Brake in a straight line as you go up and over the hill, you will be lined up for the inside of **T5**. Release the brakes, turn in and clip the **T5** apex on the right, then let the car come all the way out to the exit turtles on the left. As you pass the end of the exit turtles, turn in for the **T6** apex curbing on the right – wait until the car is compressed in the dip before accelerating then accelerate up the middle of the track. Just before cresting sweep left then clip the **T7** apex on the left and let the car track out to the right while accelerating down the straight to **T8**.

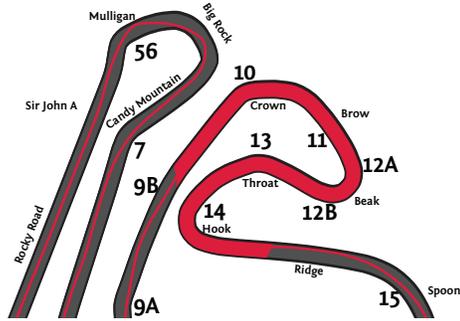
SEGMENT 3, T8-T9A AND B



T8 is usually referred to by its name, **Temptation**. Push early in the corner just once and you'll know why. **T9A** and **T9B** are known collectively as **Deliverance**, do **Temptation** perfectly, just once, and you'll know why. **Temptation** is a long decreasing radius left-hander with a tight exit while **9A** and **9B** are both blind cresting right-hand kinks.

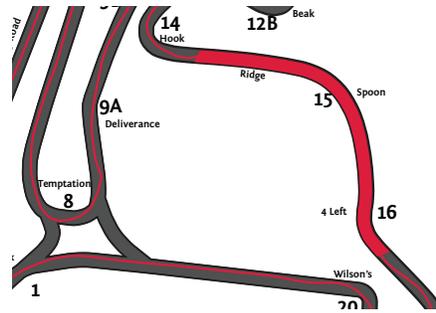
Temptation is an easy corner to get around, it's just hard to do it efficiently. The key is to be patient in the corner. Come down the straight from **T7** on the right-hand side, brake early and then ease the car left into the corner staying wide, leaving about a car width between you and the outside of the track. There is a seam in the asphalt that you can use as a guide to follow through the start of the turn. As the car turns, let the turn bleed off speed while you look out the left window for the second apex curb (there is one at the entrance that you deliberately missed by a country mile). As soon as you see that curb, you have to tighten up the turn to get in to that apex, then you will be able to see the exit and you can begin to unwind the wheel and accelerate, letting the car track out all the way to the right. Bring the car slightly to the left, a car width at the most, and then ease the car right just before the crest of the hill at **9A**. The track drops away on the other side, so you want to open the wheel as you are cresting and let the car track all the way to the left-hand side. Half way down the little straight between **9A** and **9B**, turn the car right and aim straight at the apex of **9B**. When you get there, keep the wheel straight, don't turn – you will clip the apex and then land on the left-hand side of the track ready to enter **T10**.

SEGMENT 4 THE DUCK'S HEAD CROWN (T10) – HOOK (T14)



This is a really fun part of the track, you want to think of it as fast-slow-fast-slow-fast. If you did **9B** correctly, you'll be on the left side of the track approaching **T10**. It's a little blind downhill right, but you can see the corner just before turning in. Brake aggressively and then just at the top of the hill, roll the car right into **T10**. Get all the way in to the apex curb, hold the arc of the turn so the car only comes out to mid track and then hold that arc so the car gets all the way in to the apex curb of **T11**. These two turns are really taken as one long sweeper, you can accelerate all the way through **T11** if the car is set properly. Exiting **T11** let the car track out all the way to the exit curb on the left and start braking hard as soon as the car is at the exit curb. **T12** is a decreasing radius right-hander, the key is get the entry speed and turn in point right. As you come off the exit curb on the left, start a gradual turn right and try to look way around the corner for the apex curbing on the inside right. You will have to balance the car with the throttle and let the turn bleed off speed as you approach the apex. As soon as you get to the apex, start to open the wheel and apply throttle – the track keeps going to the right but you actually want to exit a little early and mid track so that you enter **T13** from the middle of the track. As you approach **T13** you will notice that it goes slightly up hill – you're going to use this positive camber to help the car turn. As soon as you can see the apex curbing you want to turn in and keep a gentle acceleration going – the car will turn as the front end compresses in the uphill and the camber will help the car through the corner. There is a very short straight between **T13** and **T14**, you want to let the car come out of **T13** a little early so it ends up all the way on the right-hand side of the track. Brake hard as soon as you are straight and then turn right trying to get the car in to the apex curb about a car length past the start of the curbing. Look way left up the hill and accelerate out of **T14**, letting the car track all the way out to the right as you climb the hill.

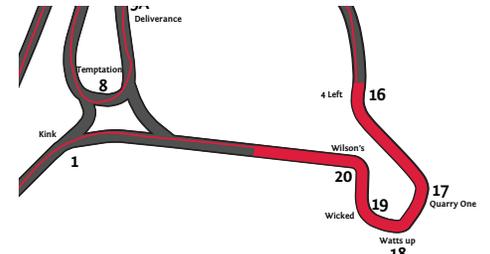
SEGMENT 5 SPOON (15) AND 4LEFT (16)



T15 and **T16** are fast and flowing, and blind downhill right-hand sweeper followed by a short uphill into a fast left-hand sweeper. As you exit **T14** on the right-hand side, sweep the car all the way to the left going up the hill. As you crest the hill ease the car into the middle of the track and then continue bringing the car to the right as you come down the hill. The goal is to be all the way to the inside by the time you get to the apex curbing at the bottom of the hill. As you finish the turn, you want to keep the car tight to the right, no track out of this corner, so you are setup for the fast left-hander coming up. A little brush of the brakes as you come up the small hill will settle the car, then look left and turn left as soon as you see the apex curbing. Get all the way in to the curb (but don't hit it – it will really unsettle the car in a very fast corner), remember to accelerate through the corner to keep the car settled, and then let the car track out.

T16 is a classic high speed corner – coast in to the apex and the car will feel squirrely and uncomfortable. Accelerate too hard and you risk losing the back end. But roll on the accelerator right after turn in and keep gradually accelerating and it's a thing of beauty.

SEGMENT 6 THE QUARRY COMPLEX: QUARRY ONE (17) THROUGH WILSON'S (20)



Now you're almost done the lap – with just one more complex to get through. The key thought to hold through **T17-T18-T20** is *hit it, miss it, hit it* which refers to the three apexes of the three right-handers. As you exit **T16** on the right-hand side of the track, ease the car back to the middle of the track, get it straight and then brake hard. The trick now is turning in early enough to hit the apex of **T17**, holding the arc so you go around **T18** in the middle of the track and land on the exit curb on the left and then continue to hold the arc so you apex **T19** and stay on the right side of the track. As you exit **T19** and stay tight to the right, a quick lift will settle the nose, then turn left for the apex of **T20** and settle the car with the throttle, feeding in throttle as you come off the apex and let the car track all the way out to the right as you accelerate down the front straight to do it all over again!



A WORD ON GEAR CHANGES

In the advanced guide I talk about driving techniques, as well as some more detailed corner analysis. Changing gears in a manual transmission car is an art form on track and takes a lot of practice. As you start out, the one piece of advice is shift easy. Drag racing power shifts are very hard on the equipment and not very effective on a road course. Here is a list of gear changes that I make in the *Mustang GT* and the *Porsche 911 GT3*, and then for fun, the *Radical SR3* which has a very close ratio sequential gear box.

Mustang GT – 12 gear changes per lap

Front straight 4th gear, stay in 4th for **T1**, down to 3rd for **T2** and **T3** back up to 5th on *Rocky Road*, down to 3rd for **T5-T6-T7**, back to 4th before **T8**, down to 3rd for **T8**, back to 4th through **9A** and **9B**, back to 4th for **T10-T11**, back to 3rd for **T12-T13-T14** up to 4th for **T15-T16**, back to 3rd for **T17-T18-T19-T20** and back up to 4th on the front straight.

Porsche 911 GT3 – 14 gear changes per lap

Front straight 4th gear, stay in 4th for **T1**, down to 3rd for **T2** and **T3** back up to 4th on *Rocky Road*, down to 3rd for **T5-T6-T7**, back to 4th before **T8**, down to 3rd for **T8**, back to 4th through **9A** and **9B**, down to 3rd for **T10-T11**, then 2nd for **T12**, 3rd for **T13**, 2nd for **T14** up to 4th for **T15-T16**, back to 3rd for **T17-T18-T19-T20** and back up to 4th on the front straight.

Radical SR3 – 22 gear changes per lap

Front straight 4th gear, upshift to 5th instead of braking for **T1** (yep), down to 3rd for **T2-T3** up to 6th on *Rocky Road*, down to 3rd for **T5-T6**, 4th for **T7**, 5th before **T8**, down to 3rd for **T8** up to 5th through **9A** and **9B**, down to 4th for **T10**, 2nd for **T12**, 3rd for **T13**, 2nd for **T14**, 4th for **T15**, 5th for **T16** (yep), down to 3rd for the *Quarry One* and back to 5th on the front straight.

