



BMW Car Club of Ottawa
Advanced Driving Schools
Calabogie Motorsport Park
Ontario Canada



This Student package contains:

Welcome / Introduction

Directions to the Track

Important notes on vehicles

**Students with convertibles.
RESTRICTIONS APPLY.
Please Read the Requirements!**

Suggested Packing List

Optional Packing List

Pre-event tasks

See above: Students with convertibles.

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What can I expect at the track

Paddock Etiquette

Event help and resources.

Calabogie and area amenities

Track Map

Drivers' Guide to Calabogie Motorsport Park

Welcome!

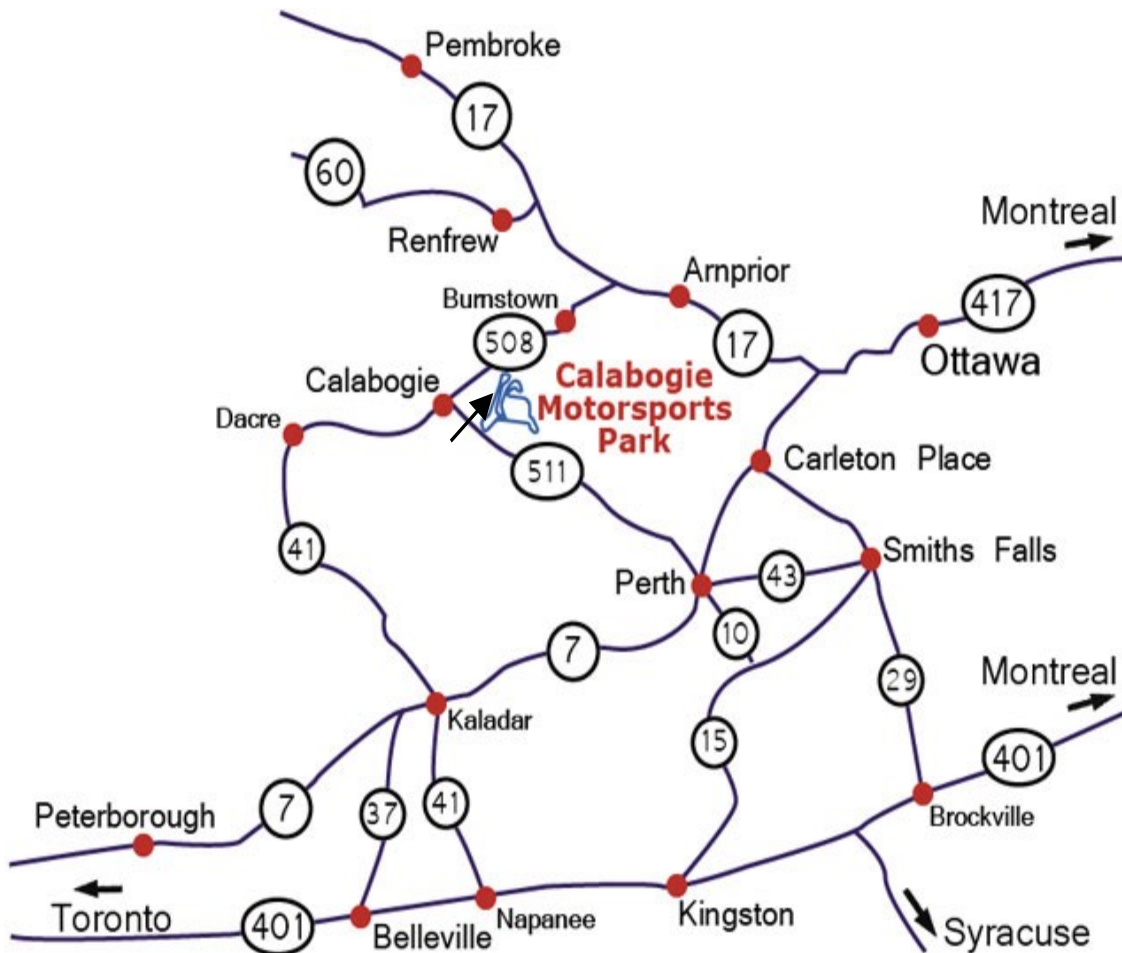
The BMW Car club of Ottawa is pleased to host an Advanced Driving School at Canada's newest race track, Calabogie Motorsports Park. The facility is located in the scenic Madawaska tourist area of eastern Ontario.

We encourage you to take the time to read through this student package. There is information covering many facets of an Advanced Driving School.

We look forward to meeting friends, old and new at this exciting and challenging venue.

Happy motoring!
See you at the track!

Directions to the Track.



Traveling from Toronto

Highway 401 East to Belleville,
3rd Exit Hwy 37 N through Tweed to Hwy 7;
Turn right on Hwy 7 to 1st set of traffic lights at Perth;
Turn left onto Highway 511. Follow 511 to Calabogie.
Wilson Farm Road is on the right side as you near Calabogie.

Look for a white house.

BarryVale Road is on the left side of the intersection.
The facility is 2 kilometers down the Wilson Farm Road.

Traveling from Montreal

Highway 40 West to Hwy 417 continuing to Ottawa.

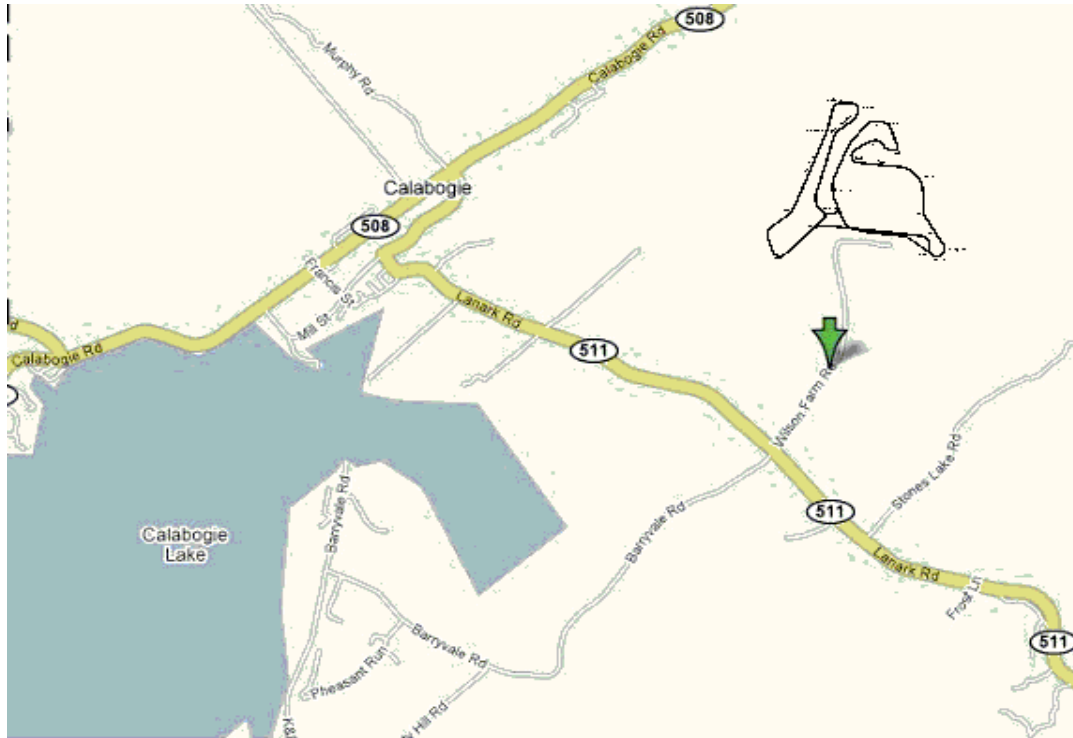
Traveling from Ottawa / Montreal

Highway 417 West,
Continue past Arnprior approx 7 kilometers;
Turn left onto Calabogie Road (Hwy 508) to Calabogie.
As you enter Calabogie, turn left on Highway 511.
Four kilometers out of Calabogie, look for a white house on the left.

Turn left on to Wilson Farm Road.

BarryVale Road is on the right side of the intersection
The facility is 2 kilometers down the Wilson Farm Road.

Calabogie Motorsports Park Address
462 Wilson Farm Road
Calabogie, Ontario
K0J 1H0
613-752-1252
866-669-TRAK (8725) Toll Free



Important notes on vehicles:

An advanced driving school brings a large number of drivers and their vehicles together. To maintain a safe environment for all, the following guidelines are used for all participants and their vehicles.

1. Race cars are only allowed in the instructor group and MUST contain a passenger seat.
2. Student vehicles require a Vehicle technical inspection by a licensed technician.
3. All students MUST have a street legal, licensed and insured vehicle.
4. No timing or recording devices are allowed in student vehicles or in the paddock.

5. Convertibles and cars with Folding Tops must have Rollover Protection that is compliant with the following guidelines:

- a. Instructors and Students running in the Advance Group must have rollover protection that meets current CASC-OR Solo Sprint Rules
http://www.casc.on.ca/documents/2008_SoloSprint_Rules.pdf.
- b. Students in the Intermediate and Novice Run Groups can run with Factory Rollover Protection that passes the "Broomstick Test".
- c. If the Rollover Protection is of the "Pop-up Type" they must be in the deployed (raised) position.
- d. The Broomstick Test requires there to be 2" of clearance between the driver/passenger's helmet and a broomstick placed on the top of the windshield and the roll hoop behind the driver/passenger. The driver should be in a normal driving position.
- e. **Contact the Chief Instructor for pre-event inspection. Inspection can be arranged in Toronto, Montreal and Ottawa by appointment at least three (3) weeks before the event. Failure to meet the guidelines will mean you will not be able to run on the track, and will not be able to get a refund.**

6. SUVs, trucks and Vans are not allowed with the exception of BMW X3/X5 and Porsche Cayenne vehicles with beginner and intermediate students ONLY. No SUVs are allowed with advanced students.
7. Passing will be indicated by turn signal.
8. Driver side and passenger side windows will be all the way up or all the way down.

A final note regarding timing or any apparatus that could be used to determine lap times: Students or instructors may NOT use any type of timing device, stop watch, camera or data logger during the driving school. If you are found using any of these these devices you will be asked to leave the event without recourse or refund.

Suggested packing List

YOUR COMPLETED VEHICLE TECH INSPECTION FORM!!! Before each event, you need to have your car inspected to make sure it's safe.. Without proof that your car has passed a technical inspection, you will NOT be allowed to drive your car on the track.

Do not forget this critical document.

The document is required for you to drive on the track.

Helmet. For the 2008 season, we will accept helmets with the following certifications: **SA-2000, M-2000, SA-2005 or M-2005**. Please note that SA-95 and M-95 certified helmets are no longer allowed at any track event run by the BMW CC.

Torque Wrench. If you have a torque wrench, bring it with you. You will be checking wheel-nut torque throughout the day. This is a safety issue and should be considered mandatory.

Tire pressure gage. A good tire pressure gauge will help you keep your tires at the proper inflation pressure. Tire pressures increase as they heat up during your driving sessions and may require adjustment.

A cooler full of **water**, Gatorade, or your favorite beverage (non-alcoholic, of course!) Also pack some light snacks to munch on throughout the day. Remember to drink plenty of fluids during the day. Keep well hydrated.

Rain gear for yourself and large plastic tarp to protect your belongings.

Sunscreen, a hat, and bug spray. There will be mosquitoes and black flies.

Paper towels and glass cleaner. **For those who wear eye glasses**, bring cleaner for your glasses as well.

Appropriate clothing. This includes snug fitting, low-cut, lace-up shoes. No high top sneakers or boots! Bring comfortable, loose fitting clothing. Bring a few extra layers as it can be cool in the morning and warm up as the day goes on.

Long, cotton pants (e.g., blue jeans) are required and long sleeve cotton shirts are recommended while driving. No synthetic fabrics. Wearing synthetic fabrics while driving on track is prohibited. This is a safety issue and exceptions are not allowed.

For our friends from the USA, bring your passport or birth certificate. Sometimes it's easy to forget that Canada is another country. The proper documents make border crossings easy.

Drivers license, vehicle ownership papers and vehicle insurance slip.

The above items should be considered absolute necessities.

Optional packing list.

If you have any room left in the trunk. A collapsible chair and a folding canopy can enhance your day whether confronted with rain or bright sunshine.

A basic set of hand tools is nice if something goes wrong (however, there will be plenty of people around that can lend tools if the need arises).

An inexpensive hydraulic jack makes rotating tires and swapping brake pads a lot easier, quicker, and safer than the scissors jack that came with your car. Again, there will be plenty around if you need one.

Bring 3 or 4 sheets of plywood (18" X 18" X ½" is a good size) to place under the jack wheels and safety stands. The paddock is paved and the plywood will protect the surface.

Front brake pads. Bring a spare set for your car (or tow vehicle) should the ones on the car get too thin. This should not be a problem for most students. But if you DO wear through your pads, you'll be glad you brought a spare set with you.

A small collection of spare parts, coolant hoses, hose clamps, spare bulbs for your lights and so on

Rain-X. If it starts to rain, a clean windshield topped with a couple of coats of Rain-X can make the all the difference between good visibility and "where am I now"???

Duct tape.

Pre-event tasks.

Tech Inspection. Make sure that you have this completed a reasonable time before the event (2-3 weeks). Have your car tech inspected early so you have time to correct any problems that may be identified. Get your form signed by the technician completing the work.

A few days before the event, you should spend some time reading through the student package. If anything doesn't make sense to you, make a note of it and remember to ask

about it in the classroom or the paddock. Don't be shy : if you're confused about something, chances are others will be, too. They will appreciate your taking the initiative.

Check the weather forecast in the Calabogie area in the days leading up to the driving event. The expected weather will directly affect your choice of clothing and or protective gear. The Calabogie Motorsports Park website <http://www.calabogiemotorsports.com/> has a link to the local weather forecast.

On the day before the event, try to get the car packed early in the day. You don't want to be up half the night scrounging for your tire gage and clean underwear when you should be resting up for the drive to the track...not to mention all the driving you'll be doing once you get there! Last minute preparation is a sure-fire way to forget something important.

If you anticipate rain, apply several coats of Rain-X or similar product following the manufacturers' directions. Several coats of the product should be applied to a dry windshield and buffed clear for maximum effect.

Before traveling, add a little extra air pressure to your tires...about 3-4psi over the recommendation on the driver's door should be adequate. Don't worry about adding too much as you can always release some at the track. Cornering forces on the track are considerably higher than those on the street. Your tires will need the extra pressure to keep their shape and to keep you safe.

You are welcome to bring children or pets. However, children cannot be left unsupervised and all pets must be leashed and attended to at all times.

Make sure that your vehicle has as reasonable muffler. Every vehicle is tested for the amount of noise it makes before you are allowed on the track. Fail the noise check and you won't be able to drive on track.

SOUND LEVEL TESTING

Calabogie Motorsports Park is very concerned regarding the impact of noise created at the race track. To ensure compliance with legislated noise restrictions every vehicle that is to run on the race track is subject to a sound level test. The test is performed for every event at the facility.

The sound level test is completed by a trained track employee using a high quality calibrated sound level meter.

At the start of a driving event your vehicle is subject to a "tech" inspection and the sound test. After your vehicle has been quickly inspected, you will be asked to drive slowly to the sound level check area in the paddock. The following will occur:

You will move your vehicle to a designated spot.

Vehicle information will be recorded (Make, Model, License # and so on)

The track employee will ask you to rev the vehicle engine to approximately $\frac{3}{4}$ of maximum revs. For example if your vehicle red line is 6000 RPM you will blip the throttle to approximately 4500 RPM.

As you blip the throttle the sound measurements will be taken.

This process will be repeated at the front of the vehicle and at the rear of the vehicle.

The vehicle under test must not exceed a maximum sound level equivalent to 92 db measured at a distance of 50 feet.

The vehicle will be given a pass or fail rating.

If the vehicle has a pass rating, a sticker is applied to the windshield and the vehicle is allowed to drive on the track.

If the vehicle fails, an opportunity is given to remedy the problem and be retested.

A FAILED VEHICLE WILL NOT BE ALLOWED ON THE TRACK.

NO REFUNDS WILL BE GIVEN FOR FAILED SOUND TESTS.

Throughout the day sound level readings will be taken at the side of the track. Noise restrictions apply. If your car is too loud as you drive past the sound measuring gear, you may be black flagged and asked to make changes or repairs to reduce the noise you vehicle makes.

Failure to meet the sound restrictions means you will not be able to drive.

WHAT CAN I EXPECT AT THE TRACK?

The paddocks gates open at approximately 6:30am. You will be asked to sign a waiver at the gates by track employees. Drive to the large paddock area. Find a parking spot and proceed immediately to the event registration desk.

Registration starts at 7:30am and will continue for about one hour.

Confirmation of opening times will be e-mailed a few days before the event.

DO NOT BE LATE FOR REGISTRATION! There will be many students, instructors, and volunteers to process. To ensure the event starts on time we must move quickly and without unnecessary delays. If you are late, you will miss out on some track time.

Bring your vehicle technical inspection form with you. Students will not be allowed to drive if they do not have proof that their car has passed a pre-event technical inspection by a certified technician / mechanic. There will be no exceptions and no refunds.

Do not forget the tech inspection form!

If all of your paperwork is in order, you will be asked to sign a second waiver (this one for the Club) and you will be given your registration package, which includes your schedule for the event, instructor assignment, car numbers and a wristband. Put the wristband on your left wrist and don't take it off until the event is over (that means the WHOLE weekend!). The wristband tells everyone that you're supposed to be there. No one drives without a wristband. Any guests you bring with you will have to sign in at the track entrance and get a special visitors' wristband.

Once registration is complete, you will have time to go back to your car, empty its contents, and proceed to the track "technical inspection" area.

Make sure your car's interior is completely free of any loose items (for example: CD's, soda cans, fuzzy dice, dashboard hula-hula girls, etc.). Completely clear out your map pockets, glove box, ashtrays, etc. Remove all floor mats. Clear your trunk of anything that is not bolted down. For example, most BMW's have their spare tires and jack securely bolted down. It's OK to leave those in place if you like. But anything loose must be removed. Remove any wheel-covers or hubcaps. Torque your wheel nuts to an appropriate setting using a torque wrench. For most BMW's with 17mm lug nuts, the appropriate wheel torque setting is approximately 87 - 89 ft/lbs (E30 87 lbs/ft, E36 and newer 89 ft/lb). If you don't have a torque wrench, ask around and someone will help you.

With your helmet, slowly drive your car to the tech inspection line. Remember, when in the pits you must keep speeds down to a walking pace. The car will be quickly inspected on-site. This does not replace your pre-event inspection! On-site tech consists of a quick look around the car to catch any glaring problems. For example, we cannot readily identify worn brake pads, damaged rotors, or old brake fluid with a quick look. This is why pre-event tech is so critical. Your helmet will be inspected to ensure that it's rated SA-2000/M-2000 or better. Cracked or otherwise damaged helmets are unsafe and will not be accepted.

Once your car has passed tech, slowly drive your car to the Sound check area. Track workers will test your car for the amount of noise it makes. They use a calibrated sound Level meter. You will be asked to rev your motor to a specified level. Sound level measurements are taken at the front AND the back of your car.

When your car has passed the sound level checks, slowly drive back to your parking space, and give the car a once-over. Clean all glass (especially the windshield) with a good cleaner. Foaming glass cleaners seem to work best when removing road grime and dead bugs from your windshield. If it's raining, a quick coat of Rain-X is a wise idea. To obtain the best results from the Rain-X or similar product, it should be applied to a dry windshield, allowed to dry and then buffed clear with a soft cloth or paper towels.

Now, leave the car, and proceed back to the registration area for the morning driver's meeting. Relax, listen, and feel free to ask any questions you might have.

Paddock Etiquette

There are many things in life that make where we are and what we are doing more enjoyable. As visitors to this facility we should always put our best foot (feet?) forward. Here are some things we should do in the paddock and in pit lane.

Always drive slowly in the paddock area or down the pit lane.

Keep the paddock area clean. There are waste cans placed around the paddock for waste materials.

If you plan to use a jack and / or safety stands bring some small sheets of plywood to put under the stands and the jack. This will prevent damage to the paved surface.

If you bring fuel to the track there is only one area where it is permissible to fuel your car. Spilled gasoline (even a small amount) will destroy the pavement. The fueling area is gravel. Ask at the track for the location of this fueling area. If you use the area, complete your fueling as efficiently as possible. There may be a line-up to use the area.

Do not try to do an oil or anti-freeze change in the paddock. The risk of spills is too great.

If you spill oil or anti-freeze clean the spill up as quickly as possible. These products are slippery and spills create a safety hazard. They will also attack the pavement.

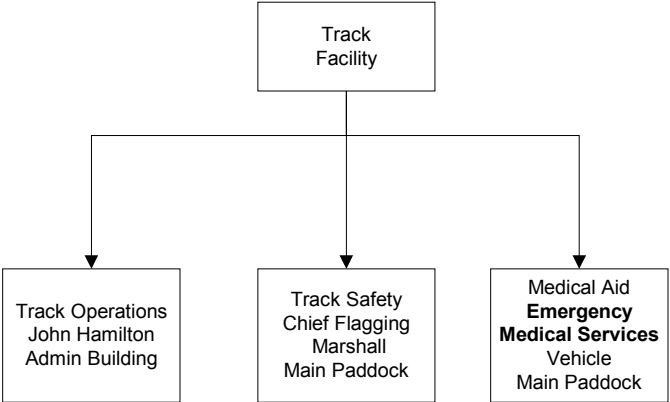
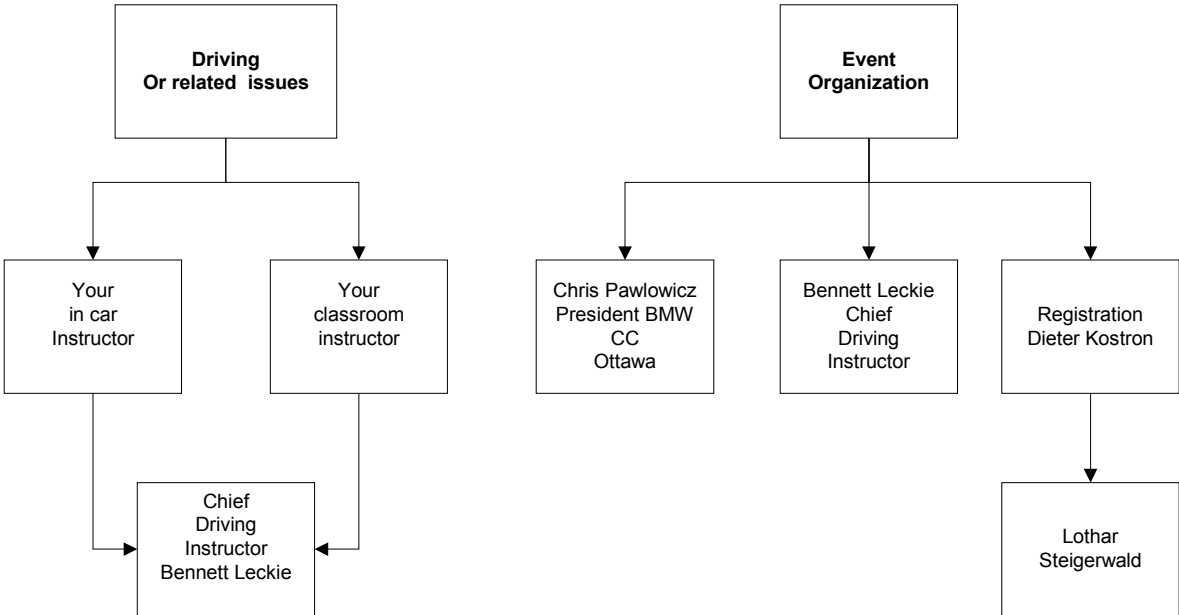
The Pit lane is approximately three lanes wide. The "lane" closest to the pit will normally be used as the staging area for the run groups as they prepare for their driving sessions.

The "center" lane is used to drive through the pits to exit the track.

The "lane" closest to the paddock may or may not have parked vehicles, usually the instructors cars. This lane is generally not for parking.

As noted above drive slowly. 15 km/h (10 mph) should be your self imposed maximum.

Event Resources
Who to see.
Who to ask.



Calabogie Amenities

94 octane gasoline will be available at Stinsons' Gas bar (corner of hwy 508 and hwy 511) approximately 10 KM from the track.

91 octane gasoline should be available at the Shell station on Mill Street in Calabogie.

There are numerous hotels, motels and bed and breakfast establishment in and around Calabogie although the total number in Calabogie itself is quite low. Similar amenities are available in the nearby towns of Arnprior, Perth and Renfrew. Further accommodation is available 50 minutes away in Kanata. Book early to avoid disappointments when booking accommodations.

Some web links are listed below:

These links are for your convenience only.

Calabogie – <http://www.calabogiemotorsports.com/>

Calabogie - <http://www.calabogiemotorsports.com/content/view/16/31/lang.en/>

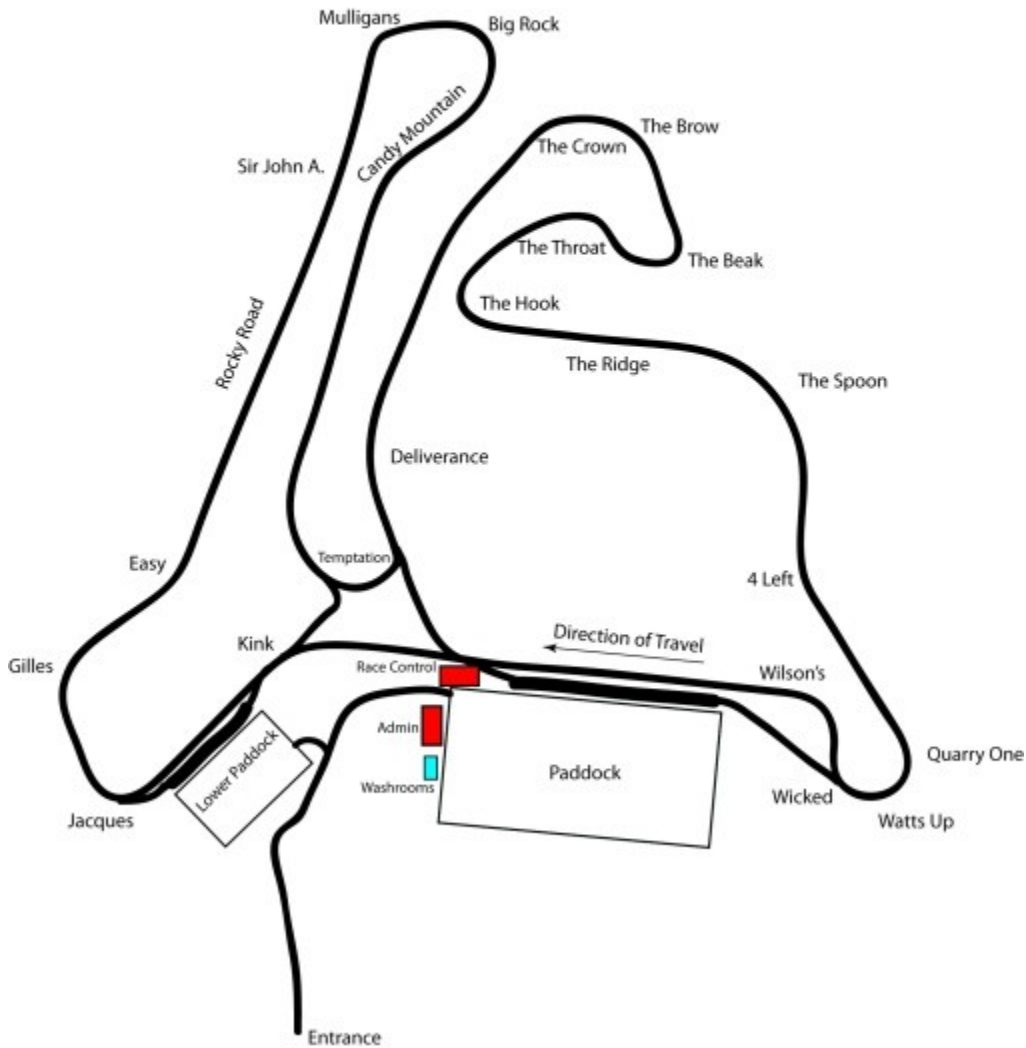
The amenities page.

For weekend or three day events the BMW Club of Ottawa **MAY** negotiate group rates at several locations. You will be informed by e-mail so that there is time to make timely lodging arrangements.

Track Map



BMW Car Club of Ottawa
Advanced Driving Schools
Calabogie Motorsport Park
Ontario Canada



Quick Facts

- Length: 5.05 km (3.05 miles)
- Number of Turns: 23 (official count still subject to change)
- West Track: 2.2km (1.38 miles)
- East Track: 2.81km (1.74 miles)
- Track Width: 40 feet
- Elevation Change: 65 feet
- Camber in turns: 0% to 6%
- Straightaway: 2000 ft.
- Safety systems: Extensive run-offs, and combination of tire barriers/walls, guardrail, and concrete
- East Paddock (main): 3.75 acres
- West Paddock: 1.2 acres
- Direction: Clockwise

Drivers' Guide to Calabogie Motorsports Park.

This track guide has been created and continues to evolve drawing from experience gained while driving a modified E30 BMW 325.

For all readers: this description of a lap at Calabogie Motorsports Park is a guideline only. It should not be construed as the “definitive” or the only way to drive a lap of the track. The suggested “line” is subject to change and is unique to every driver and vehicle combination.

As the driver of your vehicle you are responsible for your personal safety, your instructors' safety and keeping your vehicle accident free on the track and in the paddock.

Drive with care and enjoy!

Please refer to the track map. The corner names are indicated.

PIT OUT - You enter the track on the left side of the front straight. The concrete pit wall is very high and as you go on the track you cannot see cars coming down the front straight. Use your mirrors. Stay to the left. The faster cars on track will stay right in the braking zone to the KINK.

TIP - If you are just coming onto the track and you are not up to speed yet, stay to the left all the way past the Kink and you should be AT speed in the braking zone of Jacques.

KINK - that's all it is – a relatively easy Kink to the left. If you just come on the track, follow the TIP above. If you are at speed coming down the front straight you apply some medium braking on the approach, settle the car down, gentle on the throttle at the apex – it's easy. But, this Kink is intriguing, especially in the rain it will catch some drivers by surprise as the terrain drops quickly downhill and emphasizes the tendency of a tail-happy car to oversteer.

TIP - Use the whole width of the road, let the car drift out completely: do not try to force the car to the left early.

JACQUES – At the exit of the *Lower Pits* (Pits for the West track on the left) you come to a 90° right hander. The approach to it is fast and fairly steep downhill along a daunting 6 foot high concrete pit-wall. Stay as close as possible to that wall, brake hard, downshift once or twice (I have to shift from fifth to third), mid-corner apex, track out, just like in a classroom textbook. Be careful on the exit of this corner, keep the car tight, DO NOT track out too loosely, the edge of the track comes towards you rather fast and to drop a wheel there will give you a very rough ride. I have to shift back to fourth on the short uphill approach to a blind apex of Gilles. My gearing and diff is rather short, so I have to do a bit more shifting on this track.

TIP - When it is raining, a lot of water is crossing the track on the approach to *Jacques*. There is a little river running from right to left in the braking zone. **BE CAREFUL!** Apply brakes earlier when wet!

GILLES - A right hander with a blind apex. The approach is uphill, but the corner is actually flat. You do not see the apex as you come uphill. As soon as the road crests, turn in. This will not happen on your first few laps since you have no reference to where the track is leading. After a few laps, you should be more confident and able to turn right as soon as you get over the crest. If you wait until you see the actual corner you will be too late on your turn-in.

There are two strong opinions regarding the best lines on the short straight towards the next corner, *Easy*. Some drivers take '*Gilles*' as a very late apex and bring the car back to the right side of the track on the approach to '*Easy*'. As more experience is gained at this race track I think more and more drivers will take a slightly late apex and stay in the middle of the track on that short straight.

EASY - As the name states, this corner is easy. A 25 degree flat kink to the left leading onto the 2000ft long back straight called *Rocky Road*. You can accelerate using full throttle from the exit of *Gilles* through *Easy* on to the straight. Staying in the middle of the track on the short connection between '*Gilles*' and '*Easy*' does not compromise the speed you can carry onto the straight since there is ample room to 'track-out'. At first it might appear that in order to carry maximum speed onto *Rocky Road*, you should be using the whole track and move to the right on this approach to *Easy*, but I think you should experiment and you will find which lines your car prefers.

TIP - To maximize speed from *Easy*, turn in using a slightly early apex. Do not force the car to turn, just turn early.

ROCKY ROAD - is the 2000ft long back straight. Most School events would use it as a passing zone. You have lots of time there to check your mirrors, let others pass or prepare for a pass on others. Take the time to scan your gauges. Take a deep breath. The driving line is a traverse from the right side of the track to the left side as you approach *Sir John A.*, another little bend to the left. The road drops downhill right after *Sir John A.* It appears at first that you have to turn left at that bend however, this is NOT a corner and should NOT be taken as such. As you approach the end of the *Rocky Road* you should be on the left side of the track and the "Apex" of *Sir John A.* is actually your braking point for the next corner.

TIP - Don't turn left as the road turns left, brake hard in a straight line right up to the apex of the next right hander, *Mulligans*.

MULLIGANS – As you are braking hard and down shifting from *Sir John A.*, you'll "hit" the apex of *Mulligans* in a straight line just as you get close to the curbing on your right. I have tried a couple of different ways to get through this right hander and again, there will be different opinions regarding the best line through each corner. After the apex in *Mulligans*, you have to gently track out, unwinding the steering wheel ever so slightly, you may accelerate for a bit, but, before you are straight again you are already braking for the entry to the next corner. The exit point of *Mulligans* is at the end of the curbing on the left side. The exit point of *Mulligans* is also the turn-in point of *Big Rock*.

BIG ROCK – I heard people talking about this huge rock perched high on top of a hill in this corner. Honestly, I have not seen that rock, because it takes my full and undivided attention to drive the best line through this combination of linked corners. If you drive a good line through here, it is amazing the difference in speed you get out of this section. At the ENTRY point of '*Big Rock*' right at the end of the curbing on your left (EXIT of *Mulligans*), you start the turn-in of a long right hander. The road continues to drop down and you have to be patient and get to the apex right at the point where the elevation changes to uphill. The turn into and through *Big Rock* is a wide one. It is difficult to pick up visually. Rather than following the track, you are driving across it. Instead, visualize a smooth arc that will place the car in the middle of the track on exit. Hug that curbing for only a short distance (maybe 20ft) and track out to the middle. From that apex you can accelerate pretty hard (depending on the HP of your car).

TIP - Stay in the middle of the track on the uphill climb, there is no need to hug the inside (right side) too long out of *Big Rock* to line up with the next left hander it will just take away momentum. Even though this corner has considerable banking, if you approach it too fast you will get pushed to the outside and lose all the momentum on the following steep climb up to *Candy Mountain* as you will have to lift instead of accelerating.

CANDY MOUNTAIN – Left hand corner with a blind apex. Staying in the middle of the track, coming out of '*Big Rock*', you get to the top of *Candy Mountain* at full throttle (for most cars). It seems at first that you have to hit the apex on top of the crest. It will take some time to get used to it, but you need patience here and wait until AFTER the crest to get to the apex about 60 feet further downhill or you will be correcting the turn-in or be on the grass before the curbing and this is not much fun as you are going pretty fast at this point. The apex is again almost at the very end of that curbing. Let the car track out all the way to the right onto the next long straightaway, which will be a passing zone for most schools. This straight runs opposite to *Rocky Road* but is not quite as long. Watch for the braking markers for the next corner, *Temptation*, really use them as a reference for braking or you will have a hard time slowing down enough into the next corner.

TIP - *Big Rock* and *Candy Mountain* have a rhythm. They flow together when done at speed. Give the car enough time to settle after the exit of *Big Rock*. You'll just be cresting the hill at *Candy Mountain*, then turn in.

TEMPTATION - A carousel-like 180° (or more) decreasing radius left hand corner with a VERY late apex. Views on the proper line here vary again, but a safe "School Line" is to stay close to the right edge (about 3 ft in) until you get past some big cones that block off the connecting road for the West track. It is very hard to find a proper braking point here. The corner begins to turn to the left gradually and you still want to carry more speed. You will inadvertently end up with some (trail) braking as you start the turn. Until you get more used to that corner, brake early in a straight line, coast a bit and brake lightly to about 1-1.5 car lengths past the last cone. You can finally see the apex further on your left and you should move from the outside edge gradually to the inside while accelerating lightly. That apex is more or less the point where this section joins the East track. Don't be "early" on the apex, don't accelerate too hard as you will run out of track at the exit.

The other line that I found works better (but not for everyone) is to turn in slightly at the brake markers, and once your car is more in the middle of the track, brake much later in a straight line towards those cones, turn left hard here to continue on the normal line. This line is not as smooth as the "School Line" and it requires a lot more confidence in your brakes and tires. I would not recommend this line for stock cars as you leave absolutely no room for error, however, it is faster.

In the wet you have to be extremely careful with acceleration at the exit as you continue on to the EAST track. There is no camber and no curbing at the exit of the corner. Some more curbing is desperately needed at this exit zone.

Going uphill to the next corner, I continue along the right edge of the track, other drivers prefer the middle in order to straighten out the next right hander that goes over a crest of *Deliverance*.

DELIVERANCE - Easy right hand corner over a crest. I prefer to stay on the right edge of the track up that hill and straighten out at the crest as I continue to accelerate throughout that turn. DON'T LIFT when you crest this hill. Take it easy on the first few laps until you know the right speed. If you are going too fast and have to lift coming over this crest, you will very likely end up in the left Armco. The next sections have constant elevation changes, a real roller coaster. On that straight you want to stay more in the middle. I can see that this section will also be used as a passing zone in future, at least for advanced students. As we are going uphill, there is a slight bend to the right, just let your car "drift" to the left side of the track. Past the crest the road drops down again into the next combination of linked turns, which got their names because they resemble a duck's head (on paper).

THE CROWN - You should look at the next two corners as ONE long right turn with a double apex. You will approach *The Crown* from the left edge and turn in as the road drops further down, you can see both apexes, turn in once, hold the steering wheel, there is no need to adjust, it brings you perfectly around both corners.

THE BROW - As you come around *The Crown*, let the G-force carry the car around. The exact position to be in at the exit of this corner is on the paving seam; hold the steering wheel and it will get you to the apex of *The Brow* like magic. It is important here to hold the speed, even accelerate a little through these two corners. You can feed

more throttle before the apex of *The Brow* and be at full throttle on the short straight as the road goes uphill again, brake hard in a straight line, right up into *The Beak*.

THE BEAK - This corner uses the natural banking as you enter the corner uphill and exit it downhill. The corner is a right hander that opens up towards the exit, but with the very , very late apex it becomes almost a textbook 180° corner. Brake right into the corner, turn in, stay in the middle of the track on the first half and tighten the steering as you go downhill and hit the apex at the very end of the curbing. You can accelerate here pretty hard, the road takes you downhill and you probably have to shift up heading into the next corner left.

THE THROAT - A fairly easy left hander. The roller coaster ride continues as at the apex of this corner the track goes uphill again. Use a slightly late apex and you can accelerate right through this corner. The compression here will provide good grip out of the corner. Be careful of how much speed you carry through here because the braking zone into the next corner is short and you cannot see the entry of the Hook as it flattens out again.

TIP - Try to straighten out the braking zone, cross the track from left to right and brake in a straight line.

THE HOOK - Through this tight left hander the road rises uphill again. At first it seemed the best line is the late apex and to stay more on the left side of the track to go up over *The Ridge*. This requires harder braking and therefore you shed more speed. After getting used to the following section it appears that the better line through *The Hook* is actually a much earlier apex, and then track out all the way to the right side, traverse on that straight up that hill and set your car up at about one car width in from the left side before reaching the crest.

The East track does not have the nice long straights for good passing, so we opened this uphill straight as a passing zone in the Instructor's group. We realized however, if you want to let another car go by, take the late apex approach and stay on the left side up *The Ridge*. This is not the "normal" rule for passing, since the passed car would have to move off line. In the situation here however, it would make it very difficult for more evenly matched cars to complete a pass, while the passer loses all the momentum by making a much tighter turn on the steep uphill section. Therefore, slower car takes a late apex and stays to the left, faster car takes the "wide" turn, carry momentum and pass on the right.

This uphill section is called *The Ridge* and is the highest point on the track. The Marshall to your left would be showing you the checkered flag that would indicate the end of a session at that station. You only have about one kilometer to cool off before exiting into the pit lane.

THE SPOON - Just as you go over the crest the track turns to your right and opens up into a long downhill section (almost like corner two at Mosport but to the right). You want to position the car about 1/3 in from the left side and as soon as you crest, turn right and keep accelerating all the way down. The apex is at the very bottom of the hill, a few feet before the end of the curbing.

Be careful, if you are late on the turn-in at the top, or a little wide on the way down the hill, it is hard to get to the apex. It seems to be off-camber on the left side and the speed you carry here forces you surprisingly quickly to the outside.

I love this section as you really require some guts to gain speed all the way through *The Spoon* and to the next corner, *4 Left*. There is another compression at the bottom of *The Spoon* as the track goes uphill again. You should be going at a pretty brisk pace at that point.

TIP - DON'T LIFT, BE SMOOTH: trust your tires and you will rush down into the apex for a great bit of track design.

4 LEFT - About 45° to the left, a bit downhill and open. You have to do some braking to settle the car down as the road flattens a bit before the corner. Then, just get back on the throttle and carry the speed through, with the apex at mid-point in the corner. Let the car drift over the middle, but not too far to the right, because you have to bring it back to the left side again. The track goes downhill and you want to be straight in this heavy braking and shifting zone.

TIP - It appears that you need to stay on the left side at the exit of *4 Left* to have a better line into *The Quarry*, however, you have to give up a lot of speed to hold it tight there. Let it go over the middle of the track, carry the speed, it's more fun. Do not apex *4 Left* early. If you are carrying huge speed from the *Spoon*, you WILL run out of track on an early apex.

QUARRY ONE - Fast downhill approach to these next three linked right hand corners, *Quarry One*, *Watts Up* and *Wicked*. You can take them almost as one very loooong turn with little adjustments for each. I have seen many different lines through this section by other cars in front of me, but I prefer the single, very late apex at the third corner the best. It's simple wicked if you get it right in *Wicked*.

TIP - Entry into *Quarry One* is best just left of the center of the track. After exiting *Quarry One*, you should find yourself just over the left pavement seam.

WATTS UP & WICKED – Between *Quarry One* and *Watts Up* you can unwind the wheel a little and apply some more braking. This will allow you to carry more speed through *Quarry One*. Turn a bit harder into *Watts Up*, you don't need to get close to the apex, this brings you perfectly in line for a very late apex in *Wicked*. There is hardly any adjustment on the steering input required, carry the speed through the whole section, do not accelerate and about 270° later you are perfectly in line on the right hand edge for that short uphill stretch to the last corner.

TIP - The Pit-in road goes straight off at the last right hander (*Wicked*). If you intend to go into the Pits, indicate this early enough on the entry to *Quarry One* by raising your arm outside your window. It will cause much less frustration in cars behind you from other drivers wondering why you don't go faster through here.

WILSON'S - Uphill 90 degree left hander that flattens out as the track continues on to the front straight. Textbook 90° corner, be patient with the throttle as you may have to lift on the exit if you were early. Key here is to start accelerating at the right spot just before the apex. The front straight is another passing zone, stay to the right if you are being passed, or stay on the right if there is no other traffic. As the East track is turning to

the right, but the Full track continues straight to the *Kink*, start your braking zone after you passed the turn off to the right. Also have all passing completed at this point. Tap the brake short but hard in preparation for the *Kink*. Go back to the top of the story.

Opinions about “the better line” may differ, but, everyone is learning this new track, better and faster ways will be discovered over the next year(s).

More information:

The Calabogie Motorsports Park website also presents a Drivers Guide.

See <http://www.calabogiemotorsports.com/driversguide.htm>