



SCOTT MAXWELL

**BORN:** January 20, 1964  
**HOME:** Toronto, Ontario, Canada

RACING RECORD

**2008** - *Grand Am Koni Challenge* Champion driving the Hypersport Ford Mustang FR500C. (2 wins.) Competed in 4 rounds of the *FIA GT3 Championship* in Europe driving the Ford Mustang

**2007** - 2nd Place, *Grand-Am Koni Challenger* driving the Hypersport Ford Mustang FR500C. (1 win.) Competed in 4 events in the *American Le Mans Series* driving for Team PTG Panoz in the Panoz Esperante GT2.

**2006** - Winner, *12 Hours of Sebring GT2* class driving for Panoz Motorsports. Contested the entire *ALMS* for Panoz Motorsports and selected *Grand-Am Cup* events for Hypersports.

**2005** - 2nd Place, *Grand-Am Cup Championship, GS Class* driving the Multimatic Ford FR500 Mustang's. (2 wins, 2 pole positions). Contested 5 events for Panoz Motorsports driving the Panoz Esperante GT2 car.

**2004** - Competed in the *ALMS* for Barbour / Krohn Racing driving the Lamborghini Murcielago GT1 car.

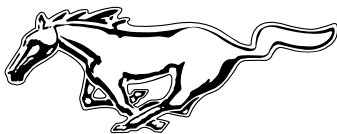
**2003** - Pole position and winner of the *24 Hours of Daytona* driving the Multimatic Ford Daytona Prototype. Co-drivers David Brabham and David Empringham. Contested 6 races for Team Panoz in the *ALMS* in the LMP900 class. Highlight of 2nd place at the Mosport round won by the Joest Audi.

**2002** - *Grand-Am Cup* Champion driving the Doncaster Porsche GT3. 4 wins and 5 pole positions in 10 races. Contested 5 races for the MBD Panoz Team driving the Panoz Mugen LMP900 with Milka Duno.

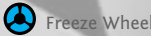
**2001** - Winner, *Petit Le Mans*, driving the Dick Barbour Racing Reynard Judd LMP675. Pole position, GTS class, at the *24 Hours of Daytona* driving the BMS Porsche 911 GT1.

**2000** - Winner of the *Le Mans 24 Hours* in the LMP675 class driving the Lola Nissan.

Here is Scott's take on the fast way around the track...



LEGEND



9A & B

DELIVERANCE

Like *Candy Mountain* but much quicker, this is an easy flat, gently bending corner over a rise in the road. Yes, it is easy, but not on your out lap or your first time around! Make sure you know where the road *drop's off* before you go flying over the top...

8 TEMPTATION

You approach *Temptation* on the right, getting most of your braking done in a straight line before turning in. It is a long, drawn out left hander that tightens up at the end where you will apex. However, I do not use the text book line here. I do not let the car drift wide to set-up for the ultimate late turn-in/apex combination, I find that it is quicker and a lot less work to *hold* the car tight; that is I don't let it run wide. After braking and initial turn-in I hold the car tight to the left, never wandering more than one car width maximum from the left hand shoulder of the road. Depending on what type of car you are driving you will be back on the throttle in the middle of the corner, just a bit, not a big acceleration, just using the throttle to *balance* the car as you prepare for the late apex. At the last moment I will let the car move to the middle of the road to help my angle of attack as the corner tightens at your apex point. This is one corner I tend to *play* with the line depending on track conditions... it can be very slippery out wide and also at the exit when you want to apply a lot of power.

7 CANDY MOUNTAIN

Like *Gilles* you can't see the apex until you *clear* the jump between *Big Rock* and *Candy Mountain*. *Candy Mountain* is easy flat if you have hit your apex of *Big Rock* and if you have been around the track a few times before. Don't blast over the *jump* the first time flat out and assume you know where you are going...

6 BIG ROCK

While you *arch* the entrance to allow a late apex for *Big Rock*, don't get too wide or turn-in too late... you will lose both grip and time. So really turn-in early but slow, making sure you eventually hit a late apex. You should end up tight to the right as you apex *Big Rock*.

5 MULLIGANS

Brake and carry more speed than you think as you clear the apex, use all the road as you exit *Mulligans* and set your eyes towards *Big Rock*. This section(apex on) is downhill so your car will likely want to *U/S* through here.

4 EASY

The name is correct here. After you exit *Gilles* on the right you will swing back to the middle of the road and be flat through *Easy*, unless you are on really old tires or your car isn't working properly.

2 JACQUES

Hard braking and tight up against the wall on drivers left. Pretty basic corner, just don't turn-in early as you will run out of road at the exit which is more costly than normal as you have Turn 3 immediately after.

3 GILLES

Tricky with a blind turn-in and elevation change at the same time, almost a little *jump* as you begin to apply steering. No need to brake here, just a lift as you approach your turn-in spot. Fortunately it is a slow corner as you will be accelerating from Turn 2, so experiment with your turn-in point until you nail it. It is earlier than it looks as the car gets light as the road drops at that point. You likely will have to deal with a bit of understeer (*U/S*) or oversteer (*O/S*) (or both!) as the car leaps over the jump and then loads up thru the apex. You want to be able to apply full throttle asap at the exit. Essentially this is the start of the *Rocky Road* straight as the following bend *Easy* is flat in most cars.

10 CROWN, 11 BROW

On your first visit to Calabogie it is easy to confuse *Crown* with *Mulligans* until you know the layout. They *appear* to be much the same as you enter, but in reality they are far different and you don't want to get them mixed up! You brake to the outside left hand side of the track which then drops away at your turn-in point. You can brake much later and carry more speed than you think as you enter *Crown*. After you have completed your turn-in and clipped your apex you are able to get immediately back on power, modulating the throttle as the road drops down into *Brow*. The key here is to keep your eyes moving way ahead of where you are... don't be looking down the nose of your car, look as far down the track as you can so that you use the road and don't hold too tight a line.

12A & B BEAK

You brake hard and late into *Beak*. I tend to use a lot of trail braking, almost into the apex of *Beak* to get the front to turn, and I turn-in earlier than most. I do not *arch* the corner for the ultimate late apex... it can take too long to get there if your car doesn't have excellent front turn-in capabilities. I enter early and hold the car tight to the edge of the track. In fact if I do it correctly I will have my right front wheel at one point on the grass (or in the mud!) at the apex. I'm sure the owners of the track will edit that last line of advice out! If nothing else make sure you finish and exit the corner on the hard right of the track as *Throat* is about 2 seconds away and coming up fast!

13 THROAT

*Throat* basically just links *Beak* and *Hook* together. Because you exit *Beak* so slowly, *Throat* is just an acceleration zone. However, depending on the car, it might not be flat out. Enter on the far right, take a traditional apex but it is a sacrifice corner... you just use it to set-up for *Hook*. One word of caution... do not carry the throttle too long and brake too late for *Hook* as you go through *Throat* or you will overshoot *Hook*. It is easy to get suckered in to doing this as the speed is quite low throughout this whole section.

14 HOOK

*Hook* is a tight, left-handed hairpin. Corner exit traction is everything here as you are almost at a stop and pointing uphill. This corner will eat up your rear tires if you spin them under hard acceleration, which is easy to do. No magic in *Hook*, just be clean and smooth... attacking it will just cost you time and create frustration (and a big tire bill at the end of the day).

15 RIDGE, 16 4 LEFT

My favourite part of the track. Fast, blind and exhilarating. As you accelerate steeply uphill after *Hook* you move over to the left-hand side of the road. Just as the road peaks and you *appear* over the top, it drops sharply downhill and to the right into *Ridge*. Great fun! It will take a few laps to figure out where to position yourself as you go over *Ridge*, but generally I am 2/3rds of the way to the left, not tight up to the left edge of the track.

*Ridge* is a very fast, late apex corner. This will be flat out for a car with big aero, but for a showroom stock car you will be balancing the throttle as you go downhill towards the apex, but flat the time you get to the bottom. *Ridge* usually induces *U/S* as the road drops away rapidly.

Immediately after your apex at *Ridge* the road jumps upwards and bang... the very fast *4 Left* kink! A tap on the brakes and a quick turn-in. Most people over-brake for *4 Left*, which with the undulating road and quick entrance speed can cause trouble (lock-up's) and lose you a lot of time. The difficult part of this corner is in fact the exit, as the road drops away (off-camber) just after your apex and you can run out of asphalt very quickly as the car will want to *run off* the road. Therefore do not get lazy with your steering beyond the apex; hold the wheel and the steering angle as you will find yourself needing to hold the car back from wandering off into the grass.

17 QUARRY, 18 WATTS UP, 19 WICKED, 20 WILSON'S

From my most favourite part of the track to my least favourite part! After exiting *4 Left* on the right you will swing back *asap* toward the left to set up for the *Quarry* complex. Do not worry about getting all the way to the left if you can't make it... not a big deal. In fact this whole section of 3 right hander's is really 1 long, drawn out, *U/S* and coma inducing corner. It will test your patience as you wait for it to end... and thus the key to the corner...patience. You need a good front end and a steady, smooth throttle foot. After the initial hard braking into *Quarry* you release the brake a generally monitor the throttle throughout the rest of the series of corners. No brake needed, just base your throttle inputs on what your car is doing. Generally it will *U/S*, unless you get too aggressive and snap the back end out and create oversteer. The ultimate apex is between *Wicked* and *Wilson's* where you need to find yourself on the hard right hand side of the road to be set-up for *Wilson's*. All other apexes before you get there (*Quarry*, *Watt's Up*) are not a big deal, I generally drive down the middle of the road as I turn right throughout... as long as I reach that ultimate final apex.

*Wilson's* is pretty basic but again the road from apex out is off-camber. So be careful, the car will want to use up more road at the exit than you anticipate, and will also hint at initial *U/S* after apex turning into *O/S* at the exit curbs... don't get caught out as the inside pit wall is now back and waiting for you!

Now its head down across the start/finish line and time to do it all again... but better this time!