**COTA Track Notes**

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STAY OFF THE ORANGE CURBS IN ALL CASES. Treat the orange curbs as the apex to the turns.

The track didn’t seem to have the grip of other tracks, so I typically couldn’t apply full throttle as early as I normally can. Part of this is due to the corners being sharper, or more off camber, than other tracks.

T1, approach from the right, I entered in the low 120s mph, brake halfway between the 100 and 50 markers, turn in after the crest of the hill, hit the apex on your left and track out all the way to the right. Stay off the red/white curbing at track out unless the grip is FABULOUS.

Full throttle from track out of T1 to entrance of T3 if all is good. Many times I could do this, sometimes there wasn’t enough grip and I had to lift for the entry to T2. With full throttle from track out of T1 to entrance of T3, you will be carried to track left after apexing T2. You need to get the car back to track right for the entry to T3.

For the entry to T3, get all the way track right, can go onto the red/white curbing if dry and grip is good. The red/white curbs offer a better line, but can unsettle the car a bit. Before you can see, or JUST after you see, the apex of 3, turn in. You should be roughly alighted with the photographer’s opening in the fence track right. However, the opening is not where you should be looking as you need to be looking left at that point, so you’ll see the opening in your peripheral vision at best. The whole esses complex can be taken in third gear.

You can wiggle your way through T3, 4, 5. Use the red/white curbs if they don’t unsettle the car, it makes for a better line. If you need to brake, do so in the VERY short straight between T4 and T5.

Go straight out of T5, near the white line on the left, start turning to the right but the car will push to the left; you have to muscle the car to get it all the way right for the entrance to T7.

At the exit for T7, Bring the car all the way to the left by holding the steering wheel in the same position as it took to turn the car in for T7. On a day with good grip, T7 can be taken at full throttle. You want to be way left for the entrance to T8.

You’ll likely need to brake for the entrance to T9. Get the car to the far right, onto the red/white curbing.

Turn left for T9, apex on the red/white curbing, full throttle from the apex of T9 thru T10 if the track has good grip, if it doesn’t, briefly lift for the entrance for T10, which is blind and off camber. You only have to lift long enough to ensure you’re on line for T10 if you can’t get the line straight and stay on full throttle. I don’t advise letting people pass you here, as there is not much space and the cars will push, so 2 cars wide would likely mean one will go off track. There is some run off space before you hit the barrier.

Shift up to fourth gear between T10 and T11.

Entry to T11 is all the way to the right. Turn in late. T11 is a third gear entry, shift after apex into second gear if you have a paddle shift transmission, otherwise you’ll have to figure out when you can shift with a normal manual transmission and not over rotate the car.

You can experiment with entering T11 in second gear and doing it that way instead.

Full throttle from T11 into T12, I was going in the low 140s mph, braked between the 200 and 150 markers. Be on the far right side, get into third gear and hit the apex for T12 as best you can. Car pushes a lot, away from the apex. Track out far right.

Bring the car back to the left for T13 entry. Brake hard, turn in for T13. One single arc will cause you to hit the apex for T13 and T14, so hold the wheel steady. You will wind up track left.

Go straight from track left, go way deep into T16, skipping T15 by going straight. You go way deep into T16, almost to the white line, downshift into second gear and turn in for T16.

Car will push to track right for track out of T16.

Get the car track left for the entrance to T17. On good grip days, just turn in, late, near the flagger station on your left. On bad grip days, lift. Hold the car and it’ll come to the left.

Hold the car about one car width away from the red/white curbs on your left through arc at track out and beyond.

When you are aligned with the timing and scoring tower, turn in for T18.

Full throttle from turn in for T18 into entrance for T19.

T18 is blind, you’ll have to line it up and use the red/white curbing for the apex. Car will end up track left for track out, and you’ll have to muscle it to get it right and straight for the entrance for T19. T19 seemed like it should be a very fast turn, but I couldn’t get the speeds I expected and still hold it on track at track out on the right. MANY people hooked their cars as they couldn’t hold their car on track at track out, and it put them into the barriers track left.

Turn in for T20 at the skid mark on the white paint. T20 is either third gear all the way through, or a third gear entry, shift into second after the apex with a paddle shift car. Full throttle all the way to the entry to T1.