

COTA NOTES-SVRA NOVEMBER 2016

Turn 1, a very slow 150 degree left with a steep entry, level turn-in to apex and falling exit. Requires very late apex. Early power application pays off!

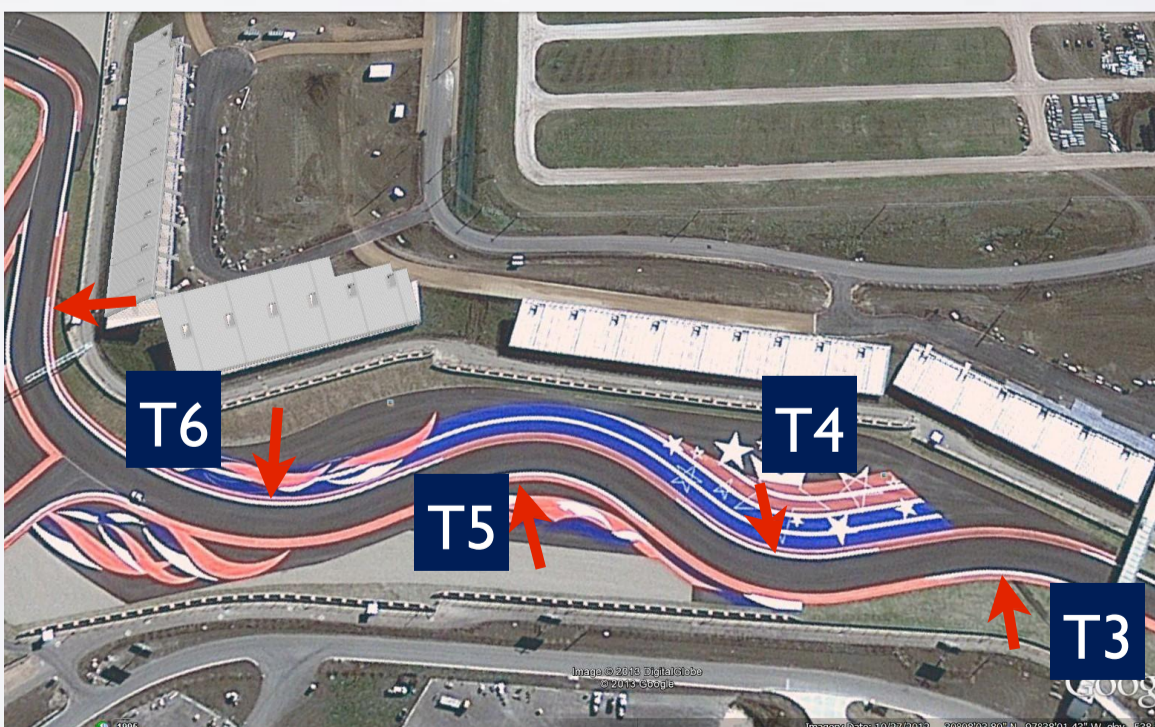
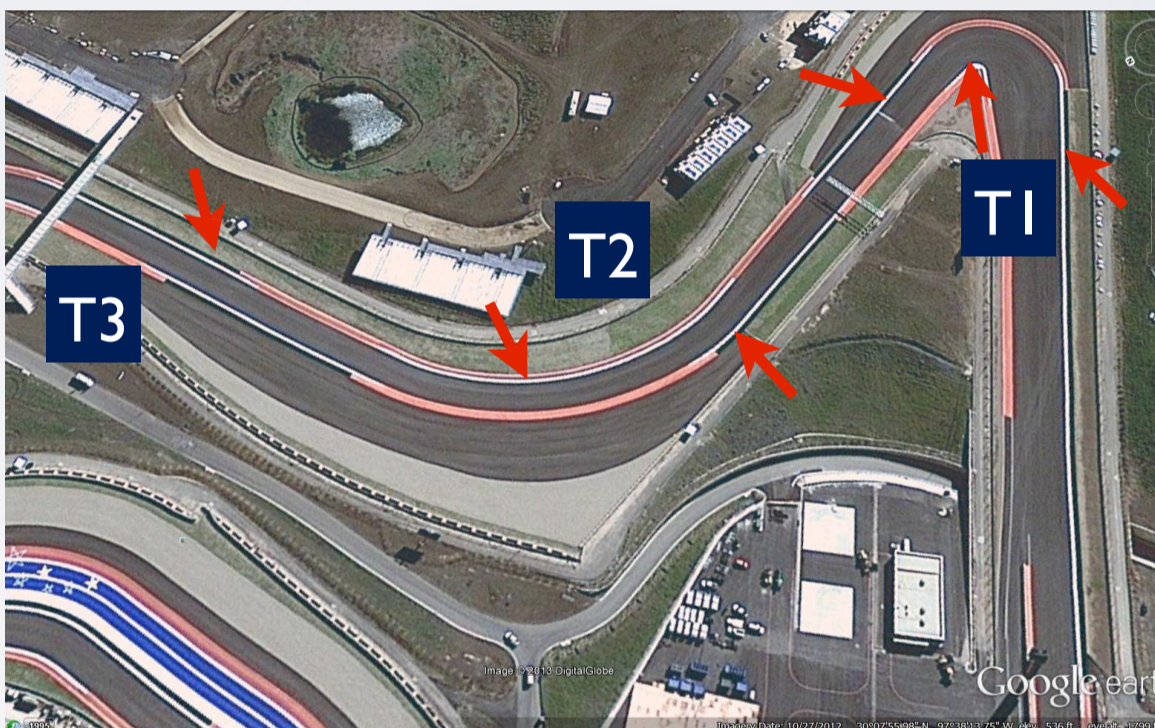
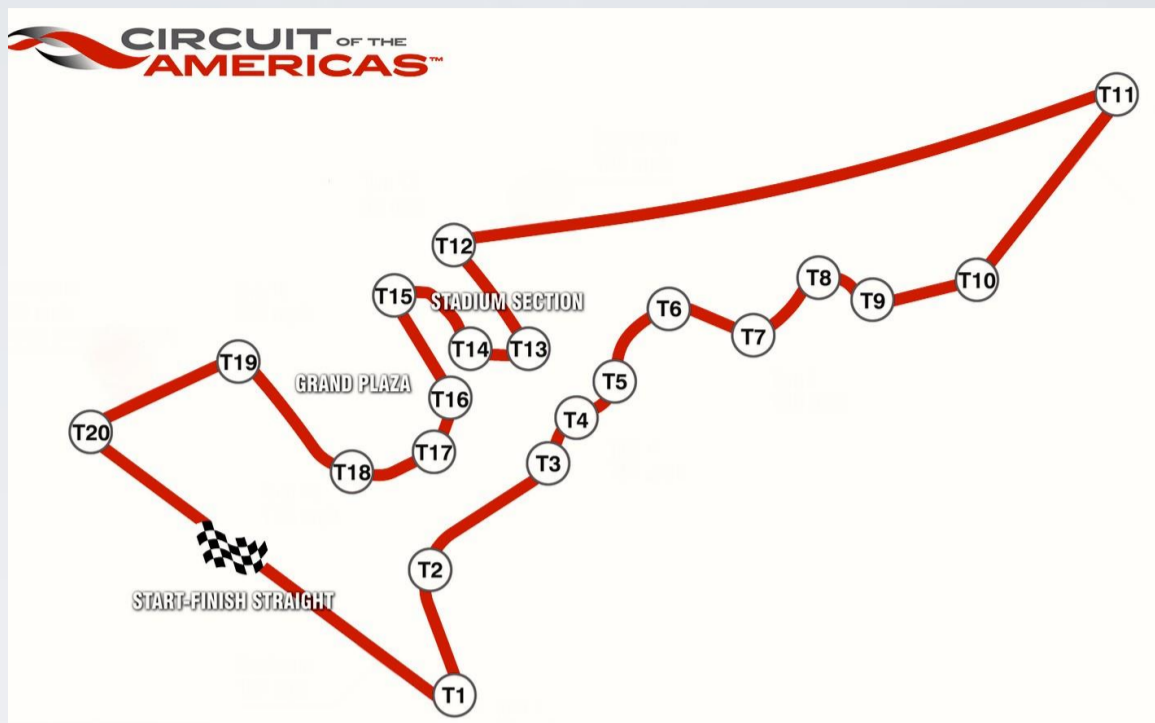
Turn 2, a fast downhill right sweeper that does not level out fast enough to keep the car stuck. Mid to late apex, do not track out past left of center (LOC).

Turn 3, a fast left bend with a mild crest after turn-in. Turn-in from right side. Drive under the bridge at it's mid-point. Late apex and straight line to the next Turn 4 apex curbing.

Turn 4, medium speed right. Requires some slowing. Follow the curb around for a longer and later apex.

Turn 5, medium speed left with a geometry similar to Turn 3. Open up the entry so a straight line can be drawn between the apex of Turn 5 and the first apex on the right at Turn 6. Be prepared for understeer approaching the apex of Turn 5.

Turn 6, medium speed, double apex right sweeper. May require slowing in the middle (in the area of the return road on the left) to tuck the nose in to the second apex inside on the right at the worker station.



COTA NOTES-SVRA NOVEMBER 2016

Turn 7, medium speed 70-degree left sweeper. Middle apex. Road crests just before apex, pushing the car wide. Track out right of center (ROC), but not fully.

Turn 8, slower 110-degree uphill right turn. Longer, very late single apex ending at turn-in to the left, Turn 9.

Turn 9, slower 90-degree uphill left turn. Not much braking required, decisive turn-in required. Middle apex, curbing very rough and can upset the car. Very important corner execution for setting up passing opportunities into T11 hairpin.

Turn 10, Blind downhill fast left sweeper. Mid to mid-late apex. Track-out is well down the road.

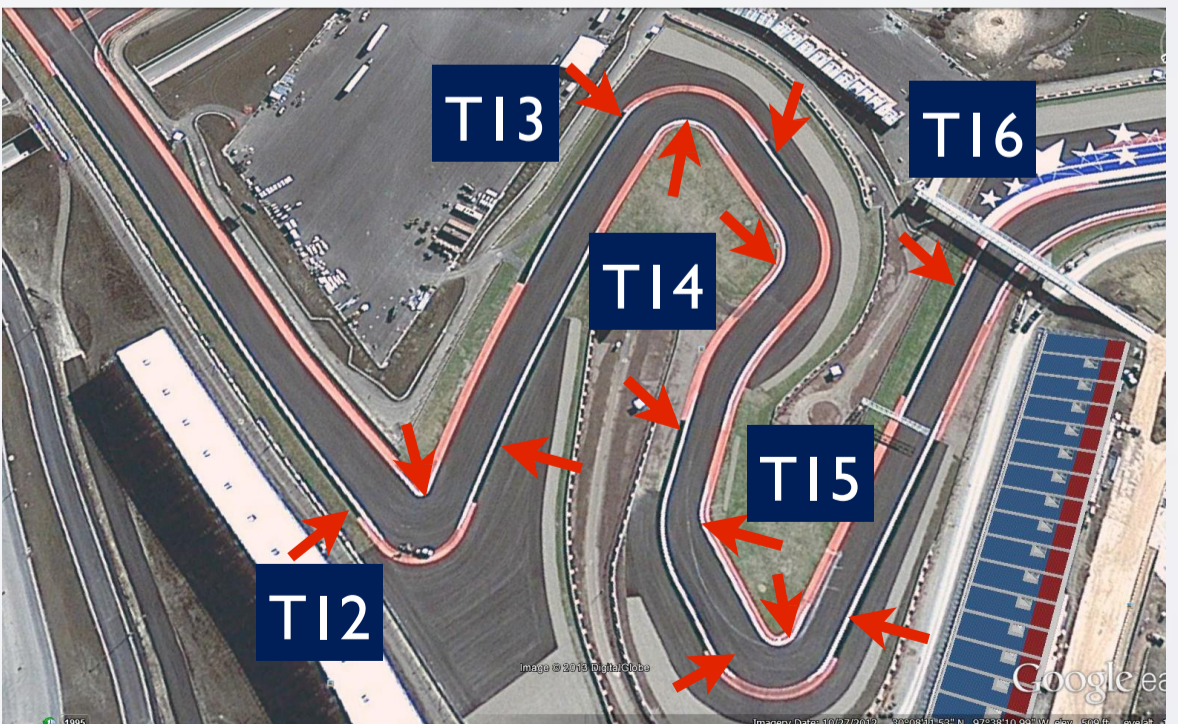
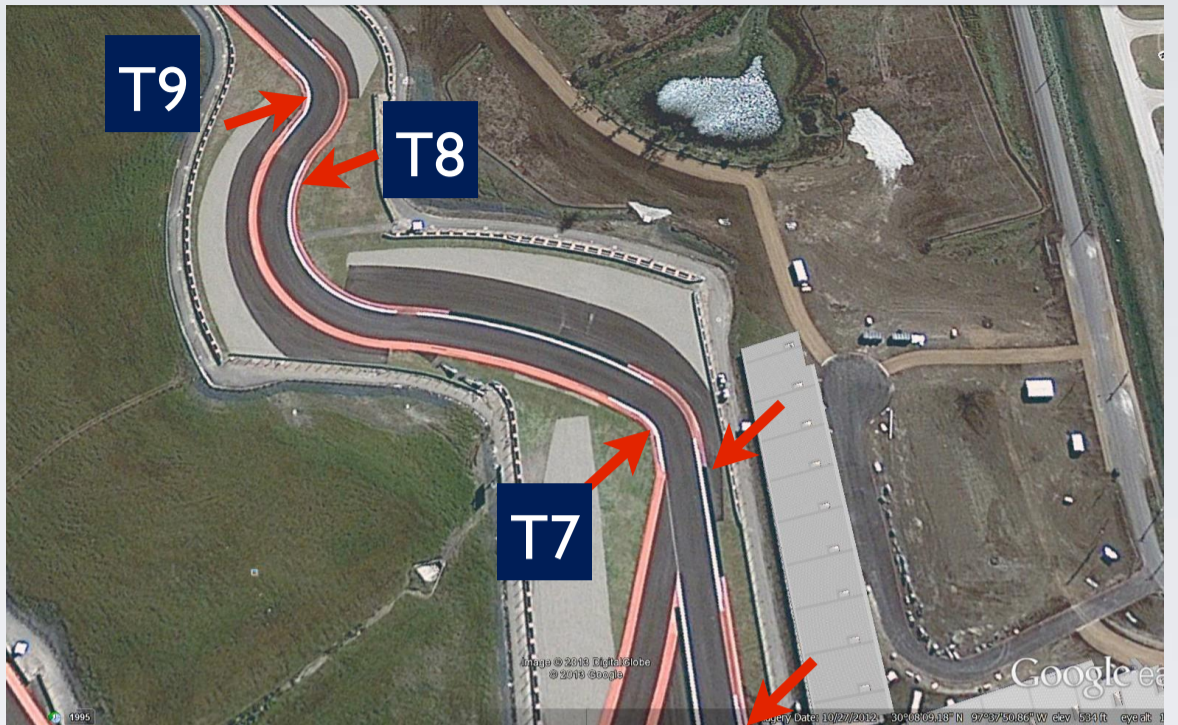
Turn 11, very slow 150 degree hairpin left. Late turn-in as the road drops away past the apex and at the track out. Turn decisively, turn ONCE.

Turn 12, very slow 120-degree left. Late apex. Turn decisively, turn ONCE. Some topography change that can cause understeer at entry, oversteer at exit.

Turn 13, slow 105-degree turn right. Turn-in at marker on the fence. Late apex, against latter part of orange turtle. Track out left of center.

Turn 14, medium 80-degree right. Hold the apex to open the entry left into Turn 15.

Turn 15, very slow 110-degree double apex left. Turn-in should be well after the first apex, braking on a diagonal across the width of the road to a point right of center (ROC). Late apex. If you slow after turn-in, there's something wrong.



COTA NOTES-SVRA NOVEMBER 2016

Exiting Turn 15, drive on a diagonal from the right exit to left of center just before passing under the pedestrian bridge.

Turn 16, medium speed 60-degree uphill right sweeper that levels out. Apex is not visible at turn-in.

Don't hug the inside curb early out of Turn 16. The road crests approaching apex and you will wash out mid corner. Turn late and you will never get down to the apex.

Turn 17, faster 30-degree cresting right. You must apex Turn 17, second red/white curbing protruding most into the road.

Turn 18, faster still 40-degree downhill right. You can either choose to apex the last inside curbing protrusion or run an ever widening arc to track out at exit curbing.

Turn 19, medium speed 80-degree downhill left. Decisive braking, decisive turn-in and late apex. Plenty of run off.

Turn 20, slow 120-degree left leading onto the pit straight. Entry rises for good braking compression, road levels out at apex and falls away slightly at track out. Decisive braking, decisive turn-in and late apex. Feed in power progressively. Plenty of run-off.

© 2016-May not be duplicated, copied or distributed without written permission. Peter Krause with input from Jason Hart, Tom Long, Peter Argetsinger and Ross Bentley. For the use by November 2016 SVRA TOP participants only.

