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AMG Driving Academy

TRACK OVERVIEW **CIRCUIT OF THE AMERICAS**

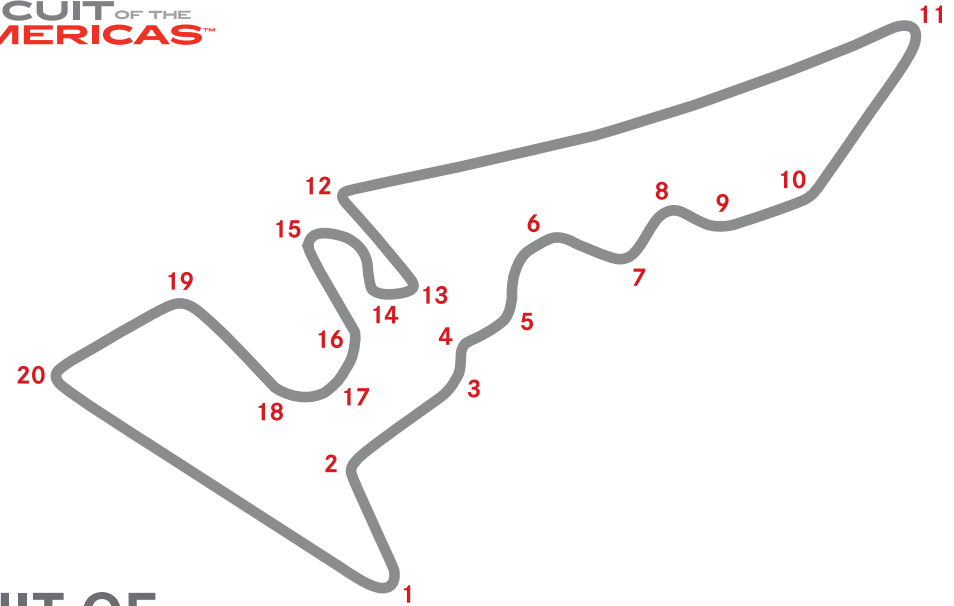




Circuit of the Americas (or “COTA,” for short) in Austin, Texas, has only been in operation since 2012. Yet it has already played host to some of the world’s premier motorsports events. Everything from Formula One, MotoGP and V8 Supercars to the American Le Mans and the Rolex Sports Car Series has been hosted at COTA.

COTA has joined such heralded tracks as Watkins Glen, Sebring and Indianapolis Motor Speedway as a host for the FIA Formula One World Championship. Built specifically to host Formula One in the United States, it is the only FIA-certified Grade-1 track that exists in the United States. The design of the track was inspired by iconic turns from Silverstone, Hockenheim and Istanbul Park.

With 20 challenging corners and a straightaway that is more than half a mile long, the track offers something for every driver and every car. And as the host of Formula One in the United States, it will continue to become more and more renowned around the world.



CIRCUIT OF THE AMERICAS

AUSTIN, TEXAS

TURN 1 (THE BOWL)

One of the most impressive features of COTA is the steeply inclined braking zone of Turn 1. Look for the brake markers on the right as you head up the hill. Emphasize a slightly later apex. It’s more important to get the car over to the left and set up for Turn 2 than it is to get a great exit out of 1 and use up all of the track-out curbing on the right.

TURN 2 (DOWNHILL SWEEPER)

This turn is a fast downhill corner. After exiting Turn 1, try to get the car as far left as you can, at least to left of center of the road. After turn in, track out only as much as you need to, then quickly get the car back to right of center to set up for Turn 3.

TURN 3 (THE START OF THE “ESSES”)

This turn is the start of the tricky “Esses.” Get one corner wrong and you will be paying for it for the next few turns and will lose a lot of time. Turn in from right of center and emphasize a later apex. It’s important to be on the left side of the road to set up for a late apex at Turn 4.

TURN 4 (ESSES)

Turn in and again emphasize a late apex. It's important to be in the middle of the road to set up for Turn 5 and not to have turned in too early.

TURN 5 (ESSES)

The road is a little off-camber, so the better set up you are from Turn 4, the less the car will run wide at the exit. At exit, stay mid-track to set up to apex Turn 6.

TURN 6 (DECREASING-RADIUS DOUBLE-APEX)

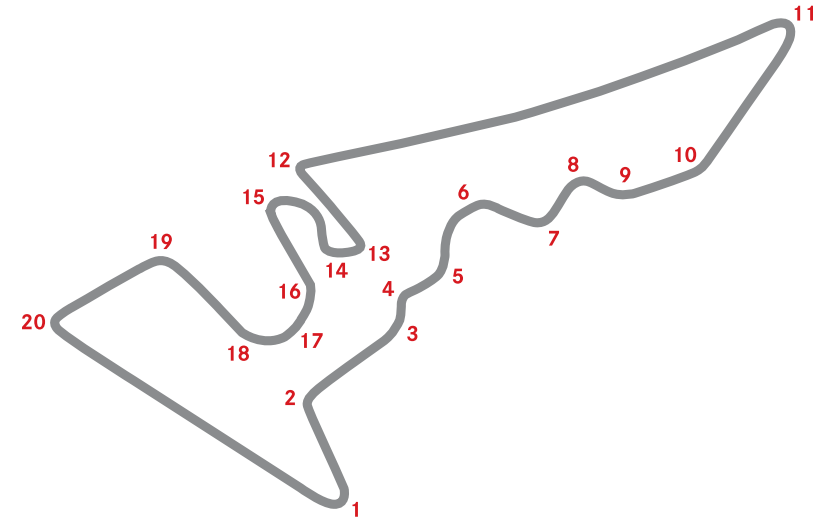
This turn is a decreasing-radius, double-apex right-hander that's a little tricky. The idea is to sacrifice the exit and get the car turned to set up for Turn 7.

TURN 7 (DOWNHILL LEFT)

This turn has very little camber and the road falls away as you turn in from the right side of the road, so beware of understeer through the apex.

TURN 8 (UPHILL SWEEPING RIGHT)

This turn is an off-camber, late-apex, blind corner with few reference points. Brake strongly, turn in from the center of the track and get down to the apex.



TURN 9 (CRESTING LEFT)

This turn is an off-camber, blind, cresting corner. Turn in from the right side of the road and apex the curbing on the left. Be sure to avoid the apex curbing.

TURN 10 (BLIND KINK)

This turn is a blind corner that is quite deceiving. The road drops off and falls away with a lot of elevation change down to Turn 11, making it difficult to find a turn-in reference point because you need to commit to a turn-in before you can see the apex.

TURN 11 (HAIRPIN)

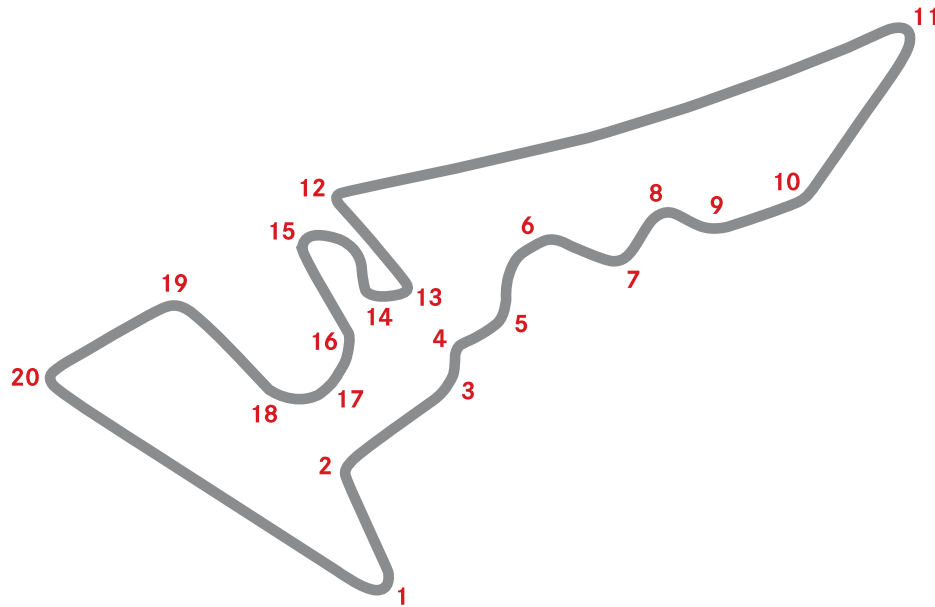
This turn is probably the most important corner on the track because it leads on to the longest straightaway. Emphasize a later apex and roll into the throttle as soon as you can to start your run down the long back straight.

TURN 12 (DOWNHILL HAIRPIN)

The braking zone of this corner drops downhill as you get to the brakes. Roll into the throttle at the apex and continue to squeeze on through the track-out. Bring the car back to the left side of the road to set up for Turn 13.

TURN 13 (THE INCREASING RIGHT "SWITCHBACK")

This corner is deceptively slow. Use hard threshold braking to slow the car down enough, as it will help to make a smooth transition into Turn 14.



TURN 14 (TRANSITIONAL KINK)

Once you track out of Turn 13, immediately turn in for Turn 14 and roll out of the throttle. At the exit, bring the car back to mid-track to set up for Turn 15.

TURN 15 (THE DECREASING LEFT “SWITCHBACK”)

This corner is a very tricky, double-apex, decreasing-radius, left-hander that unloads the left front tire as you turn the car while trying to slow it down.

TURNS 16, 17 AND 18 (THE SWEEPER)

Turns 16, 17 and 18 are a very long, triple-apex carousel.

TURN 19

This is a very tricky corner, as the corner falls away at turn-in and is off camber, which causes the car to understeer at the limit.

TURN 20

This is the last corner on the track and leads down the second longest straightaway.



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