

the horse shoe

POINT-BY PASSING OK

Sunset Straight  
POINT-BY PASSING OK

POINT-BY PASSING OK  
Mid straight

POINT-BY PASSING OK  
Front Straight

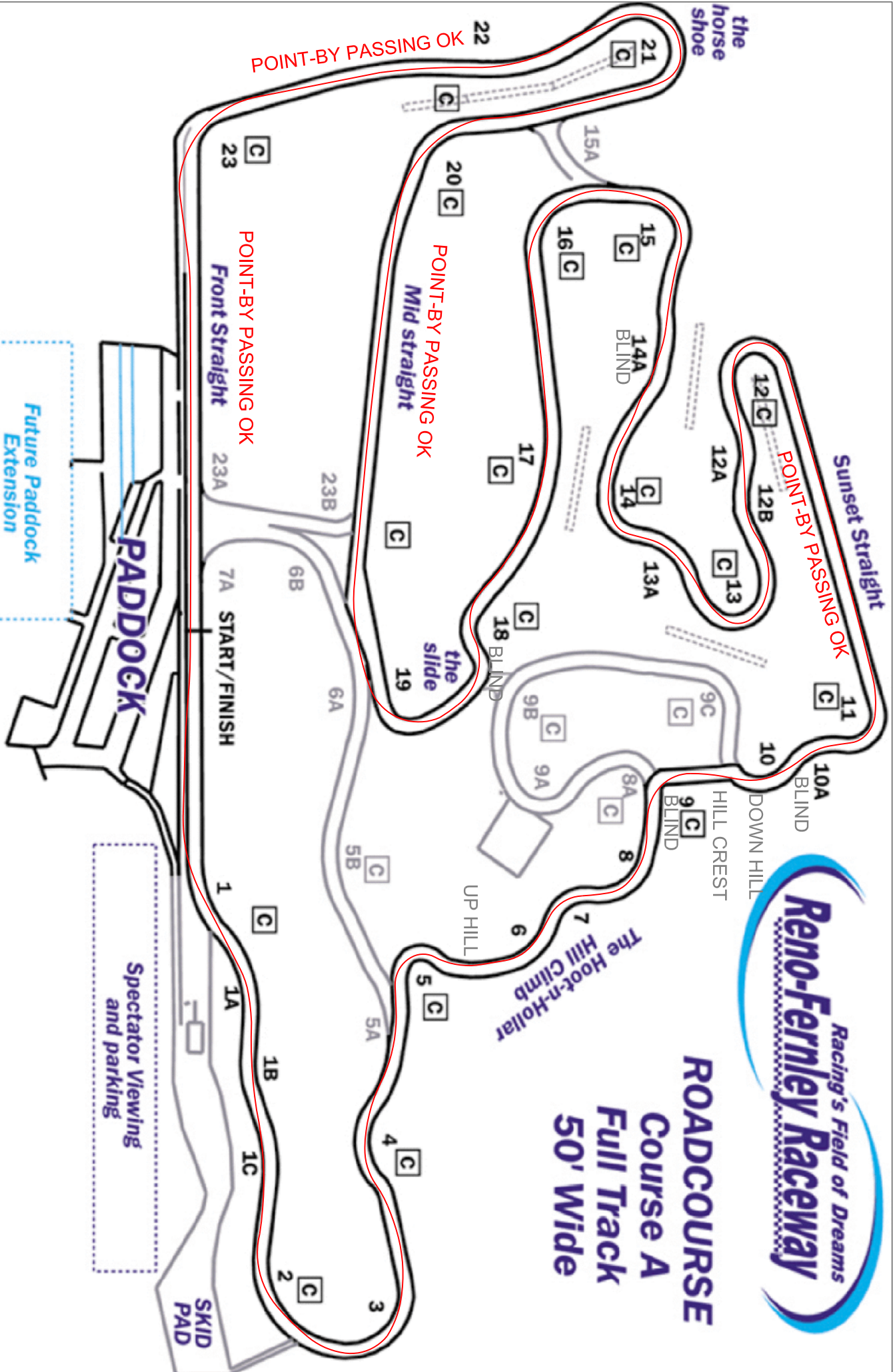


# ROADCOURSE

## Course A

### Full Track

### 50' Wide



Future Paddock Extension

Spectator Viewing and parking

Paddock

SKID PAD

7A START/FINISH

# Reno-Fernley Raceway

## Course Notes

**ESSES** – 1, 1A, 1B, 1C: Leaving the pits, or after crossing start/finish, start the turn into the esses from pit-out. The berms on the right are a little rough. The last right berm pulls to the right...avoid. Run over the berms on the left.

**2 & 3** – These two turns are complex geometry. Turn 2 is an increasing radius, while 3 is decreasing. Apex early on 2 and track-out to the turn-in for 3. Clip the 3 apex. Track-out and continue the arc into 4.

**4** – Some cars will have to lift, or touch the brakes to get through 4. Turn 4, as shown on the track map, should really be 4A and the berm on the left just before it should be 4. Steer berm-to-berm through here and you will be set for 5.

**5** – Uphill, off-camber, with a bump in the middle. This is a tight right into the hill climb called Hoot-n-Holler. Counter-steer over the bump. Light rear end. Big spin area for high-HP cars.

**6 & 7** – Still going up hill. Stay left to late-apex 7. Stay right to late-apex 8.

**8** – Still going up hill, 8 is at the end of a short bending straight. Stay left to late apex into the blind 9.

**9** – 9 is blind. Late apex and stay right for 10.

**10 & 10A** – 9 to 10 is the crest of the hill. Approach 10 from the right. Notice the point of the white line on the right. Apex early from there and accelerate over the hill and down to the back straight through 10A. 10A is blind.

**11** – Approach from right. Turn left and track-out to the right. Stay right on the back straight. Bumps at end.

**12** – To straighten the line from 12 to 12B, brake to the end of the straight. Turn in late and shoot the gap to 13.

**13 and 13A** – Approach from far left. Decreasing radius to very late apex will straighten 13A. Apex late on 13A.

**14 & 14A** – Approach from left. Apex late and stay right to straighten 14A. 14A is blind down the hill. Horizon target point is just right of the big mountain.

**15** – Apex and track-out all the way to the berm on the right. Bottom of hill.

**16** – Up hill again. Tight apex and track-out all the way to the right. Track-out is blind.

**17** – Long, bending turn to the right over a crest. Stay right and prepare for a late apex on 18.

**18 (& 18A)** – 18 is blind. There is no 18A, but there should be. 18A is also blind. 18 is at the top of a very steep down hill to 19. Apex 18 late and track-out directly to the left white line. Many cut across 18A through the dirt.

**19** – 19 is at the bottom of a very steep grade that leads out onto the Mid-straight. A middle apex will allow for a nice track-out. There is lots of room at the bottom where the two tracks come together. There is also a bump where they merge.

**Mid-straight** – Aim for the right side of the small mound of dirt at the end of the straight. Let the bend and you will be at the left edge for the turn-in to 20.

**20** – Apex just a little late and the run up to 21 will be straight.

**21** – The horseshoe is a banked turn. Apex late and run down the slope to accelerate. Track-out to 22.

**22** – Run it over, then track left to the line. Straight on to the right side to the turn-in for 23.

**23** – There's a big track-out area available by using the pit-in lane.