



# 944Fest VIR HPDE 2026

## Rules & Guidelines for the Weekend

### Before You Head to Tech

Quick checklist. Knock these out and you'll roll through tech clean:

- Loose items stowed or removed, floor mats out.
- You've got your helmet.
- Helmet is Snell SA2020 or newer.
- Tech inspection form filled out and in hand.

### Welcome to the 944Fest HPDE

We're glad you're here. First time on a real road course or your hundredth, there's a place for you this weekend. And there's somebody in your corner the whole way through.

Here's what this is. You bring your car, you get out on track, and you drive it the way it was built to be driven. Experienced instructors are right there alongside you. It isn't a racing school. There's no clock, no trophies, nothing to prove. The only goal is getting you comfortable and confident behind the wheel of your own car, at your own pace. Everybody starts somewhere. Most of the folks you'll see carving up the track out there were white-knuckling their first session not too long ago.

That's the whole reason the rules below exist. Not to trip you up. They're here so everyone has a good time and gets home with a grin and some new stories. Read through them. If anything's unclear, you've got people ready to walk you through it.

### Track Configurations

We're running two VIR configurations over the weekend. Friday is the Grand Course, 4.10 miles. Saturday and Sunday move to the Full Course at 3.27. Open to every car and every experience level.

### Novice Group

Never turned a lap before? Good. We love a first-timer. Our novice group runs with an instructor riding shotgun and a classroom session between every run, four track sessions a day. Nobody expects you to show up knowing it all. That's the whole point of having us in the car, pointing out the line and talking you through it one lap at a time.

### Intermediate and Advanced Run Groups

Running solo? Intermediate and advanced groups each get three sessions a day. On top of that, there's one longer mixed session at the end of the day for both groups. You have one classroom session in the morning after your first run. It's mandatory. It's quick. It keeps everybody on the same page, so the small stuff gets sorted before it turns into the big stuff. That last session is open lapping. Both solo groups share the track, coming on and off as they please, for a longer run to end the day.

First track day, the nerves are real. That's normal. Every single person out there felt them once. Take a breath, take it slow, and lean on us.



## Got Questions?

Got a question? Any question? Find somebody at the tech shed and ask. There's no such thing as a dumb one. Helping you is genuinely the favorite part of our weekend.

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## Now Here Are the Rules for the Weekend

### 1. Run Groups

Blue	Novice, instructed (instructor rides along)
Yellow	Intermediate, solo
Black	Advanced
Red	Instructor group

### 2. Required Gear & Vehicle Prep

- Helmet: minimum Snell SA2020 rating; full-face strongly preferred.
- Equal restraints: if a student car carries an instructor, the passenger-side safety equipment must equal the driver side (seats, harnesses, etc.). Example: a factory belt and seat for the passenger with a race bucket and 5-point harness for the driver is not allowed in the novice group.
- Cars with a five- or six-point harness: neck restraints strongly encouraged (e.g. a HANS device).
- Open-face allowed only with a proper Snell SA rating and year; visor down on track.
- Long natural-fiber pants required on track (jeans / cotton pants).
- Long-sleeve natural-fiber shirt suggested, not mandatory.
- No sandals, shorts, nylon, or loose/bulky clothing in cars or hot pits.
- Car must be cleared of all loose items before going on track: anything not secured or stowed, including door pockets, back hatch, behind the seats, and under the seats. (A closed glove box is fine.) This includes floor mats: **no floor mats allowed.**
- Car numbers provided at tech inspection; your own permanent numbers are OK.
- Trucks and vans not allowed on track; sport SUVs (Cayenne, Macan) with approval.
- Convertibles discouraged but allowed with conditions: roll bar required and must pass the broomstick test; factory pop-up bars or hoops not permitted.
- Check brakes, tires, oil, and lug torque throughout both days. See the tech inspection form for more info.
- Beginners: plenty of people will help with checks and prep. Just ask.

### 3. Forms & Registration

- **Tech Inspection Form** is required and must be completed prior to the event.
- Should be filled out within 30 days of the event; can be done by your shop mechanic or yourself.

### 4. Check-In & Arrival

- Go to **TECH FIRST**, with your tech inspection sheet in hand.
- Thursday early arrival: tech opens **6:30 PM**.
- Event tech & check-in: **Friday 6:30 AM, Saturday 6:30 AM, Sunday 7:30 AM**.
- Arrive early; sign-in takes time. Arrive the day before if possible.
- Trailer / equipment drop-off available the evening before.
- Camping allowed.
- Paddock speed limit **15 mph**; access roads **20 mph**.

## 5. Daily Schedule

Same schedule each day. Subject to change. Listen for announcements.

Time	Run Group / Session
6:30 – 7:45 AM	Event Tech & Check-in (Fri 6:30 / Sat 6:30 / Sun 7:30)
7:30 – 8:00 AM	Instructor / Staff Meeting
<b>8:00 – 8:15 AM</b>	<b>ALL-HANDS MEETING — Mandatory</b>
8:30 – 9:00 AM	Black — Advanced
9:00 – 9:30 AM	Blue — Novice
9:30 – 10:00 AM	Yellow — Intermediate
10:00 – 10:30 AM	Red — Instructor
10:30 – 11:00 AM	Black — Advanced
11:00 – 11:30 AM	Blue — Novice
11:30 – 12:00 PM	Yellow — Intermediate
12:00 – 12:30 PM	Red — Instructor
12:30 – 1:30 PM	Lunch
1:30 – 2:00 PM	Black — Advanced
2:00 – 2:30 PM	Blue — Novice
2:30 – 3:00 PM	Yellow — Intermediate
3:00 – 3:30 PM	Red — Instructor
3:30 – 4:00 PM	Blue — Novice
<b>4:00 – 5:30 PM</b>	<b>Open Track — Blue / Novice does not run</b>

### Running Late? Missed Morning Tech?

Don't sweat it. Things happen, and you can't always be on time. That's no reason to miss the rest of a good day.

Just head to tech whenever you roll in. We'll get you checked, sorted, and out for whatever part of the day is still ahead of you.

## 6. Classroom Sessions

Classroom sessions are mandatory for the novice (Blue) group.

Group	Classroom Time(s)
Blue — Novice	8:15 – 8:45 AM, 10:00 – 10:30 AM, 3:15 – 3:45 PM
Yellow — Intermediate	10:15 – 11:00 AM
Black — Advanced	11:15 – 12:00 PM



## 7. On-Track Conduct & Driving Rules

- Safety first. Unsafe driving means immediate ejection.
- No timing or competitive driving. This is enforced (insurance).
- Data devices are OK; no in-car displays.
- First lap of each session runs under yellow. Warm up your tires, brakes, and yourself.
- Driver window fully down at all times; passenger window down if occupied.
- Rear windows and sunroof closed.
- Cameras: rigidly mounted metal-to-metal or an approved suction mount, and tethered.
- Passengers allowed only with instructors. No “show-off” runs.
- Non-driver ride-along wristbands available for purchase (full weekend). This lets the non-driver ride with an instructor only.
- Weather varies. Dress for it and expect possible rain.
- Listen for announcements, keep to the schedule, and be ready when your group is called.

## 8. Passing Rules

- **No signal, no pass.** A point-by (index finger) is required from the lead car.
- The driver being overtaken signals every car and lifts slightly off throttle.
- The overtaking car passes off-line and completes the pass cleanly before returning.
- Don't tailgate. If no signal comes, be patient or pit through.
- The lead car of a “train” must clear their rear: let cars by, or pit and re-enter.
- Never race to the corner.
- Blue: the pass must be completed **before the braking markers and before any corner**. A corner pass earns a black flag.










## 9. Passing Zones

Only the Blue (novice) group is restricted to designated zones, and those zones depend on which course is running that day. Yellow, Black, and Red are not configuration-dependent.

- **Blue (novice) — Friday, Grand Course** (4.10 mi, T1–T24): Front Straight, between turns 3–4, Bridge Straight, between turns 13–15, and the Back Straight.
- **Blue (novice) — Saturday & Sunday, Full Course** (3.27 mi, T1–T18): Front Straight, between turns 3–4, Bridge Straight, and the Back Straight.
- **Yellow (intermediate) & Black (advanced)**: anywhere, point-by required.
- **Red (instructor)**: anywhere, open, no point-by required.
- **Open lapping (Yellow / Black / Red, final session)**: anywhere, point-by required.

*The two configurations share the same zones, except the Grand Course adds one extra novice zone between turns 13–15. All novice passing zones are marked in red on the track maps at the back of this document.*

## 10. Flags

Flag	Name	What It Means
	<b>Green</b>	Normal session in progress, no issues. Normally shown only at the start/finish tower.
	<b>Yellow</b>	Trouble ahead, no passing. Waving means imminent danger.
	<b>Yellow / Red</b>	Debris or oil. Waving means oil (prep for a slide); standing means debris.
	<b>Red</b>	Stop safely, pull to the side (not off), wait for an official, stay in your car.
	<b>Black</b>	Rules violation. Acknowledge it and report to the hot pits.
	<b>Black w/ Orange</b>	The “meatball.” Mechanical problem; report to the pits.
	<b>Checkered</b>	Session over. Cool-down lap, pit-in signal at the last turn.

If a corner worker is waving a flag at you, acknowledge it with a wave so they know you've seen it.

## 11. Staging & Pit Procedures

- Grid in the Cold Pits, keep the pit lane clear, and stage single file.
- Have your helmet, belts, seat, and mirrors set before entering the hot pits.
- Head out single file on the worker's signal.
- Pit in: cool-down lap, pit signal before the entrance (raised fist), 15–20 mph.
- **No passing in the hot or cold pits** unless signaled.

## 12. Paddock & Facility Rules

- Park only in paved/designated areas or on the grass between access roads.
- Don't work on, fuel, or leave cars unattended in the hot or cold pit.
- No jacking on asphalt. If unavoidable, put wood or metal under the jack and stands.
- No stakes, holes, or paint on asphalt. Offenders are billed for the damage.
- Dispose of waste (oil, antifreeze, brake fluid) in the correct drums. Remove your own tires, batteries, and parts.
- No brake bedding or testing on the infield roads.
- No alcohol during the driving portion.
- No smoking in the pits, near the pumps, or in buildings.
- Pets are allowed but must be leashed at all times.
- On-site fuel pumps are card-only and may be unattended.

## 13. Safety & Liability

- Drivers are financially responsible for all facility and track damage they cause.

### What That Actually Means

The track is yours while you're on it, and so is the bill if something goes wrong. Blow an engine and lay oil across the course? VIR charges for the cleanup. Put a car through a barrier? That barrier gets replaced, on your tab.

- The only insurance covering a driver and vehicle on track is their own.

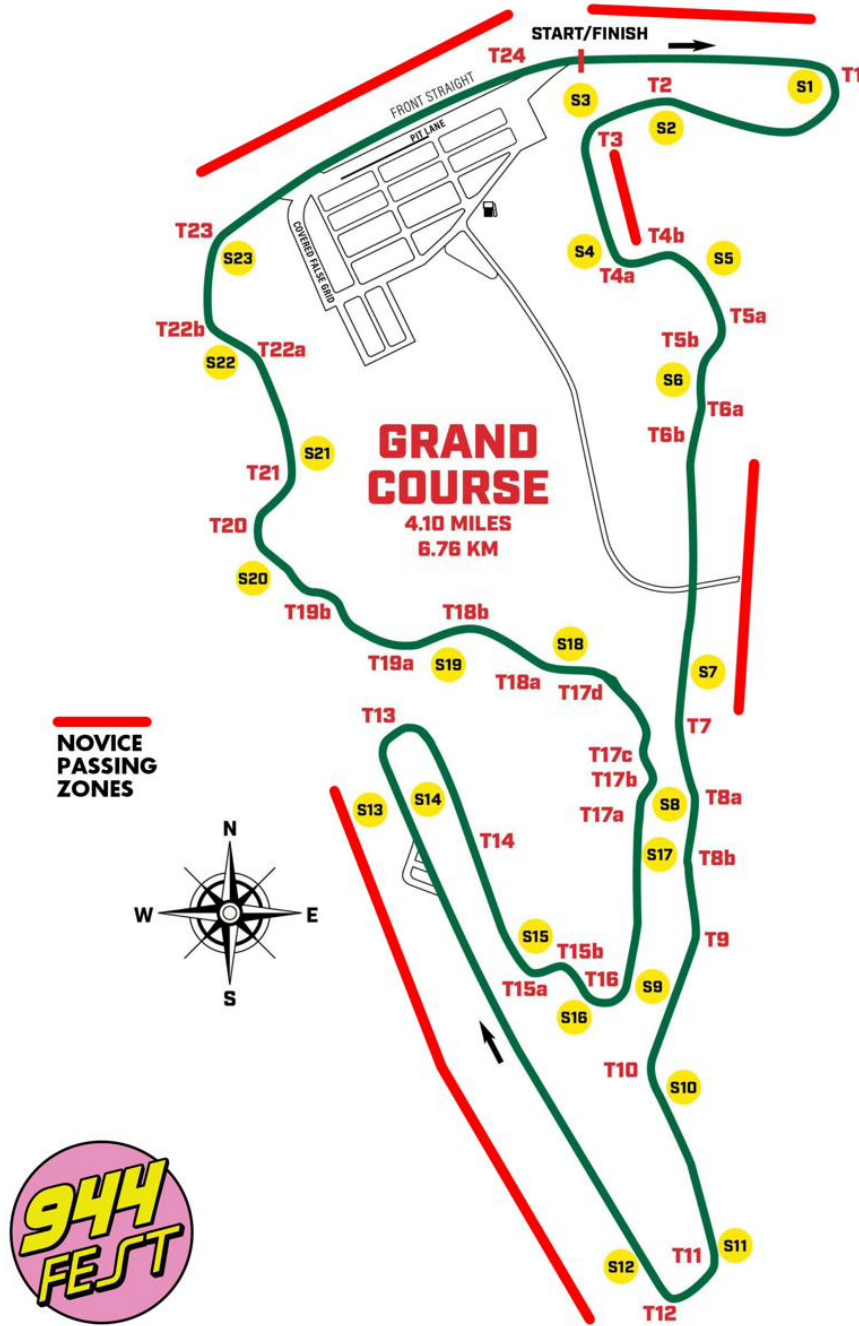
### About That Insurance

Worth being clear on this one. Your regular comprehensive policy almost certainly does not cover your car on a closed circuit, track day or not. Doesn't matter that this isn't a race. The moment you're on track, most street policies consider you on your own.

The good news is there are several third-party companies that write HPDE coverage by the event or the weekend. A quick search turns up the usual names. If the thought of an uncovered incident keeps you up at night, a policy for the weekend is cheap peace of mind.

# Track Map — Grand Course

Runs Friday. 4.10 miles, turns 1 through 24. Novice passing zones marked in red.



# Track Map — Full Course

Runs Saturday and Sunday. 3.27 miles, turns 1 through 18. Novice passing zones marked in red.

