



Driver & Team Meeting Notes

JFC/F4/FR – VIR Race Event

September 18th – 21st, 2025

Race Director: Scott Goodyear
Clerk of Course: Nadja Pollard
Event Steward: Wes Cunningham
Technical Director: Aaron Coalwell

Chairman: Wes Cunningham
Event Steward: Kyle Colbey
Event Steward: James Rogerson
Chief Scrutineer: Mike Atkins

All Drivers & Teams,

On behalf of the Speed Tour, welcome to Virginia International Raceway. We look forward to a great weekend of racing at one of North America's most challenging road courses. The event will consist of a test day Thursday followed by a final practice Friday morning before qualifying in the afternoon. We'll have races both Saturday and Sunday. As noted in the August 15th memo, we are pleased that Speed Sport 1 has packaged all three of our series, along with Trans Am to broadcast Sunday afternoon's races live from VIR. We appreciate Speed Sport 1's coverage of all our categories.

Regulations:

The Regulations outline what is required of the driver and crew to compete in the series. It's the responsibility of both the driver and crew to read and comply with the 2025 JFC/F4/FR Championship Sporting Regulations and Event Supplemental Regulations. The Sporting and Technical Regulations are an overview for the season. The Event Supplemental Regulations come out before each event specific to the circuit we're competing at. Please be sure to read the Supplemental Regulations thoroughly before each event.

Drivers Meetings: Attendance is mandatory.

All meetings will be held in the Trackside Meeting Room under the garages.

1/ The driver's test-day drivers briefing will be at 7:30am Thursday morning.

2/ The JFC/F4 & FR driver and crew chief meeting will be Friday at 1:00pm.

All drivers and a crew chief from each team are required to attend. Attendance is taken at all meetings throughout the year. Please wear your credential to allow for electronic check in. Any driver who is late or misses a meeting will be assessed a \$250.00 fine. Any team that is not represented at the meeting will be referred to the Stewards. Any additional meetings details will be provided via WhatsApp. We appreciate your understanding regarding meetings.





Drivers Equipment:

Each Driver is responsible for ensuring that his/her equipment is compliant with Article 49, Appendix 1 of our Sporting Regulations. All equipment will be checked by the Technical Scrutineers. Please note different helmet requirements in each series. For drivers in need of a new helmet or drivers gear, discounts are available through our partnership with Bell Helmets and OMP Race Products. Racing Force USA owns both Bell Helmets & OMP Racing.

For Bell Helmet products & service, please contact Glen Wheeler at Racing Force.

Email: glenn.wheeler@racingforce.com

For OMP race suits and drivers gear, please contact Mike Magree at Racing Force.

Email: mike.magree@racingforce.com

Track Details

Track Length 3.27 Mile Road Course

18 Turns, seven left, 11 right.

130 ft Elevation Change

Front Straight 3000 ft, Back Straight 4000 ft.

Lower esses, turn 5 to turn 6b, Uphill esses, turn 7 to turn 10.

Safety Car Lines: See attached map for safety car lines 1 & 2 and related information.

Timing Line: Start/Finish Line on Front Straight.

Pole Position: Drivers right.

Pit Speed Limit: 40 mph

Track Access: Refer to Supplemental Regulations for Pre-Grid Location.

Race Control: Second floor of Race Control Tower.

Stewards Office: JFC/F4/FR Championship Trailer

Timing/Scoring: Second floor of Race Control Tower.

Black Flag: Turn 12 & 13, Start/Finish Line.

Track Walk:

Track walks scheduled as follows:

1/ Wednesday at 5:00pm – 7:00pm.

2/ Thursday at the end of track activity. Estimated 6:10pm – 7:00pm.

No scooters, motorized vehicles or wheels of any type allowed.



Practice Session Information

First Session:

During the first practice session, if conditions and scheduling permit, we may run the first one or two laps of practice under a full course caution format. This will allow all drivers the opportunity to identify the location of the flagging stations around the circuit and to view the pit blend lines. Although some drivers may be familiar with the current track, it may be the first time a new driver has seen the circuit. This procedure will allow all drivers to become more familiar with the track and also help them identify flagging stations. It's also an opportunity for drivers to bring both their car and themselves up to speed.

Practice:

During practice sessions leading up to qualifying, we may display either a local yellow flag at a marshal station or put the complete circuit under a full course caution to allow the drivers to experience a yellow flag at this circuit. The goal is to reduce the amount of passing that can occur under a yellow flag (and as a result – driver penalties) because of the infraction. Also, during practice, we may put the circuit under a Red Flag situation to test drivers understanding of the Red Flag. The goal with both of these scenarios is to allow new drivers to experience these on-track conditions during a practice session environment versus possibly for the first time during a race event. Hopefully these on track programs lead to a reduction or elimination of on track infractions.

Practice Starts:

The official start lights will be available in pit lane during practice on Thursday and Friday only. Practice starts will not be available during qualifying. Location of the pit lane start lights will be announced during the drivers meeting. Drivers required to perform a practice start will be notified by series officials. Practice starts will be observed and logged by an JFC/FR Official. Practice starts are to be completed in the designated pit lane start box only. *Practice starts are not to be done while leaving your pit box on pit lane or anywhere on the circuit.*

General Track Notes

Track Cutouts:

VIR uses orange markings to denote where drivers can pull their car behind the barrier. These locations are as follows: T1-DL, T3-DL & DR, T4-DL, at Bridge both sides, North course cut through DR, T10-DL, T11-DL, Flag station 13-DL, North course re-entry-DR, Flag station 14-DL, Flag station 16-DL. Teams, if your team car becomes disabled during the event, please assist your driver over the radio and remind them to look for these openings to park their car in hope that we don't have to go to a full course yellow.





Disabled on Track:

If you become disabled somewhere around the circuit either from a mechanical issue or an on-track incident, unless the car is on fire, stay in your car with your belts on and wait for instruction from a marshal. If you're having a mechanical issue where you're putting fluid on the track, please drive off the racing line at your earliest opportunity and park off the track surface in a safe spot away from the racing line. Fire extinguishers are located at each corner station.

DO NOT STOP ON THE TRACK SURFACE, PULL OFF THE CIRCUIT IF YOU HAVE AN ISSUE.

Circuit Characteristics:

VIR is a fast circuit with two long straights and high speed esses which require a high level of concentration, smoothness and precision to consistently hit your marks. The track is noted for not only the lower and upper esses, but also the elevation drop of a 130' from T14 to T15 known as the "Roller Coaster." The long straights at VIR can produce many cars trying to pass at the same time going into T1, T11 and T13. Please be aware of this and constantly check your mirrors before initiating a move so you don't contact other cars.

Safety Car:

The safety car, if deployed during the race event, will be dispatched from pit out. It will enter the track with its lights illuminated and pick up the leader of the race or as directed by the Clerk of the Course. All competing cars must reduce speed and form up in line behind the safety car running approximately three car lengths apart. The leader shall stay within 10 cars lengths of the Safety Car. Under certain circumstances the Clerk of the Course may instruct the safety car to use the pit lane. An example would be if the front straight was blocked because of an accident on track. In these cases, and provided the safety car lights remain illuminated, all cars must follow the Safety Car to pit lane without overtaking.

Cockpit Yellow Caution Light:

We will continue to utilize the driver cockpit yellow light system in the JFC and FR America cars. The yellow light serves two functions, first to alert the driver of a full course caution, and second, to assist the Stewards to confirm from your on-board camera when the circuit went to a full course caution allowing them to make an immediate decision on whether cars passed under an FCC. Yellow flags will still be displayed at corner stations and Race Control will still call FCC over the driver all call channel. It's the driver's responsibility to respond to the first indicator he/she sees for a yellow.



Practice Runs:

To all drivers new to VIR and returning drivers who are looking to become more comfortable with either their car or the track, VIR is a challenging circuit and we recommend that you drive at your own pace and build your speed throughout the sessions as you learn the track. If you slide off the circuit and are unable to continue, not only have you've lost valuable track time but possibly used up some of your racing budget repairing your car. If you go off course during a session, depending on the circumstance, you may not be brought back to the paddock until the end of the session. Your car will be removed and parked in a safe spot so we can restart the session (practice or qualifying) meaning you've lost valuable track time.

Blend Lines:

You may not cross the blend line at pit entry or pit exit with any part of the car when entering or leaving the pit lane. Leaving the pit lane and re-joining the track must be done without endangering or hindering other participants. Any driver crossing the blend line at pit entry or exit in testing, practice, qualifying or the race event, will be given a penalty under Article 15.3.

Exiting Pit Lane:

It's the drivers' responsibility to blend into traffic safely when exiting the pit lane and merging with other cars heading to turn 1. Keep to your right when leaving pit lane. Do not drive directly out onto the racing line. Teams, please communicate with your driver and alert them of any traffic coming along the front straight that may meet your driver as they exit pit lane.





Entering Pit Lane:

When preparing to enter pit lane, once you've exited turn 17, keep to the right to signal to other drivers your intent to enter pit lane. This also leaves the racing line to those drivers who are staying on track. The pit lane speed limit comes into play very quickly. Please note where the 40-mph speed limit starts indicated by our pit speed limit cones and speed signs.



NOTE: If you go off course on the exit of Turn 17, DO NOT drive across the track and enter pit lane. You must re-enter the racetrack by driving parallel to the front straight and blend back onto the front straight. You may enter the pit lane at the end of that lap if you wish.

Pit Lane Usage:

Each pit lane is divided up into three lanes. Here at VIR your pit box (on right) where you will stop to have your team attend to your car. The transfer lane (center) which is the middle lane, and the high-speed lane (left) which is the lane closest to the racetrack. Although called the high-speed lane (from the day when there wasn't a pit speed limit) the speed limit in the pit lane is 40mph. An example of entering pit lane to stop in your pit box at VIR would be; once you've arrived at pit in, be certain you are not exceeding 40mph, keep to the left side of pit lane which is the high speed lane (40mph), continue along the high speed lane until your about 2 pit boxes away from your team pit box, then smoothly move over to the middle lane (transfer lane) and pull into your pit box. When you leave your pit box, once in the middle lane check your mirror to make sure you can safely move into the high-speed lane, then use high speed lane (40 mph) until pit exit.





Mirrors:

It's the drivers' responsibility to know where other cars are around them at all times, this is known as situational awareness. Drivers, please use your mirrors so you don't cause contact with another competitor. Proper use of mirrors includes when leaving the pit lane, prior to initiating a pass (note - you may have cars on both sides of you especially with the long straights here at VIR) when exiting a corner, entering the pit lane and generally checking your mirrors often to know where other cars are around you. Good drivers get into a rhythm at each track of checking their mirrors so they're informed of cars behind them.

Mirrors are not to be used as a tool for blocking another driver.

On Track Driver Etiquette:

All drivers are expected to respect their fellow drivers both on and off the track. Each driver is responsible for his/her action both on and off the circuit at all times during the event. Earn the respect and trust of your fellow drivers. Be predictable! Drivers who change direction without the awareness of where cars are around them, generally cause other cars to contact each other usually resulting in a yellow flag situation.

Car Delayed Leaving Pre-Grid:

If a driver doesn't leave pre-grid in the assigned position, the driver may not start the race on track. The driver must enter pit lane at the end of the formation lap and continue down pit lane and stop at pit out and wait for instructions from the official. Once the race start has taken place, the official will release the car onto the circuit.

Car Off Track During Formation Lap:

If a car leaves the racetrack or loses control and falls out of position during the formation lap, the driver may not start the race on track. The driver must enter pit lane at the end of the formation lap and continue down pit lane and stop at pit out and wait for instructions from the official. Once the race start has taken place, the official will release the car onto the circuit.

Car Off Track During Safety Car Period:

If a car leaves the racetrack or loses control and falls out of position during a full course yellow safety car period, that driver is required to go the rear of the field for the restart. Drivers not adhering to this rule will be referred to the Stewards.

Restart Pass Line:

The restart passing line at VIR is Safety Car Line 1. The restart passing line varies from track to track - so please take note. With the long front straight at VIR, on a restart it allows cars to carry speed entering turn one and it can be easy to drive too deep into the turn and initiate contact with other cars. Please be aware of this issue and look far enough ahead to understand what the traffic is doing in front of you. Drivers who make contact with other cars will be referred to the Stewards.





Track Limits:

Please be advised that we will be monitoring track limits throughout the weekend, Article 19.3. Drivers should make every effort to stay on the track and not exceed the track limits.

Qualifying – Red Flag:

Per the Regulations, a driver who causes a **Red Flag** during qualifying will have their fastest lap removed from scoring and the Stewards may assess further penalties.

Standing Start Overview

Safety Car Procedure:

- All cars will line up on the pre-grid in their qualifying grid position.
- Cars will follow the safety car out of pit lane in qualifying order onto the track for the formation lap. Cars are permitted to warm up their tires during the formation lap up to turn 17.
- The first two cars will line up in their start boxes with guidance from their crew chief.
- All other drivers are to proceed to the start box with guidance from your team. **Know your starting position and which side of the grid you're on.**
- If a car is missing from the grid, do not fill that spot. Start in you assigned position.
- Pole position at VIR is on drivers right.

Starting Procedure:

- All drivers should be familiar with the Starting Procedure in Article 36.
- It's the driver's responsibility to know which side of the grid he/she will start from.
- It's the team's responsibility to guide their driver to their start box.
- No part of the car is allowed to be over the start box line.
- It's recommended that you place your car 12" behind the start box line to allow for error.
- If a car is unable to take their starting spot, that spot will remain open. Do not move up and fill the spot. You will be penalized.
- If the driver needs assistance once the light sequence has started, you must raise your arm to signal to the official that you have an issue. If possible, the start light sequence will stop and the yellow abort lights will flash indicating an aborted start.
- The race will now be started with a rolling start noted by the green lights on the light panel. Once drivers see the green lights they are to follow the safety car to begin the second formation lap and prepare for a two by two rolling start.

Start Light Sequence:

- **Green** Lights – Grid is Full
- (5) **Red** Lights Illuminate in (1) Second Intervals
- **Red** Lights Out – Start of Race
- **Yellow** Abort Lights – Do Not Move





Abort Lights:

- Abort Lights – 3 Yellow Lights
- If Abort Lights Come On – Do Not Move
- Race Clock Starts
- Safety Car Moves on Track
- Green Lights – Follow Pace Car
- Race Start Is Now A Two-by-Two Rolling Start

Aborted Standing Start - Rolling two-by-two start:

If the standing start is aborted indicated by three yellow lights on the light panel, once drivers see the green lights, they should proceed off the grid and follow in behind the safety car for the formation lap. The safety car will lead the field around the circuit and turn off its lights going into turn 17. The safety car will enter the pit lane. The pole car should maintain safety car speed and lead the field down the front straight towards turn 18. The leader is free to accelerate once he/she reaches the start zone indicated by the “Start Signs” on the front straight. All drivers are required to maintain pace with the pole car and accelerate only once that driver has accelerated. There is no passing until you have passed the start/finish line.

F4 U.S. Rolling two-by-two start:

The F4 U.S. Championship utilize a two-by-two rolling start for each race. The safety car will depart the pre-grid and lead the field around the circuit and turn off its lights going into turn 17. The safety car will enter the pit lane. The pole car should maintain safety car speed and lead the field down the front straight towards turn 18. The leader is free to accelerate once he/she reaches the start zone indicated by the “Start Signs” on the front straight. All drivers are required to maintain pace with the pole car and accelerate only once that driver has accelerated. There is no passing until you have passed the start/finish line.

Crew Chief Notes

Tire Scanning:

Only tires used for qualifying and race sessions will be scanned by the Championship Technical personnel. Used tires must still be used during official F4 practice sessions. FR drivers may choose to run a new set of tires for official practice. For both Championships, practice tires will not be scanned, but their condition will be verified and noted on the grid. Tires will be scanned at the team’s trailer/paddock. Teams must pick up their tires before pre-tech so they can be scanned. Teams failing to do so will have to bring their tires to the series trailer to be scanned before qualifying when we don’t have cars on track. Tires do not need to be mounted to be scanned. Scanning times will be listed on the official schedule.



Driver Car Radio:

All drivers must be able to hear the “Driver All Call Channel” from Race Control. Please confirm your driver’s car radio is programmed correctly. As the Race Control Channel is used only if there is a full course yellow or red flag, the driver’s car radio should be set up that the Race Control channel overrides the team channel. For frequency information and assistance, contact Speedcom Communications. Office: (386) 760-7110, Cell: Jack Ivester, (678) 588-8188.

Team Radio:

All teams must monitor Race Control during all on track activities throughout the event, this includes during all practice sessions (Promoter test days & Official sessions), qualifying and race events. Race control will feed teams information about any on track issues to allow the team to relay this information to their driver. As above, contact Speedcom for radio assistance.

Timing Transponder:

All cars must have an operating timing transponder mounted in the required location for all test and practice sessions, **including promoter test days**.

Pit Lane Attire:

All crew members must wear team gear with the appropriate logos anytime they’re in the pits. Shorts are permitted for this event.

Crew Members over the wall:

For any pit stop during a race event, there will be a maximum of three (3) crew members permitted over the wall at any given time. All of them may work on the car, and one of them shall be responsible for the car’s safe entry and release. Per regulations, this covers all testing, practice, qualifying and race(s) throughout the event.

Driver’s Meetings:

Driver & crew chief meetings are listed on the schedule and covered in this document on page one. Please make sure that both the driver and a crew chief attend all applicable meetings. Any driver who is late or misses a meeting will be assessed a \$250.00 fine. Any team who is late or misses a meeting will be referred to the Stewards office. Please wear your credential to all meetings to assist with electronic check in upon arrival.

Livery:

A gentle reminder that all team cars, crew uniforms and driver suits must comply with the Sporting Regulations and display Championship specific logos as specified. Please check to make sure your car, crew uniforms and the drivers race suit is up to date. Please note, no competing logos are permitted on the car or driver/crew uniforms.





On Board Camera:

The car on board camera must be positioned so the camera can see the yellow caution light on top the steering wheel. Please check your camera with the driver in the car to ensure visibility of the yellow light by the on-board camera.

Video Cards:

We are taking a stronger stance on teams who do not have a working camera or content on video cards. Video cards without content creates a problem for the Stewards to do their work in a timely fashion. Without content on a video card, it effects the Stewards ability to collect the information needed to officiate the event. Due to these continuing issues, Stewards will be serving escalating fines for teams not in compliance. Thank you for your cooperation and understanding.

Virginia International Raceway Track Layout





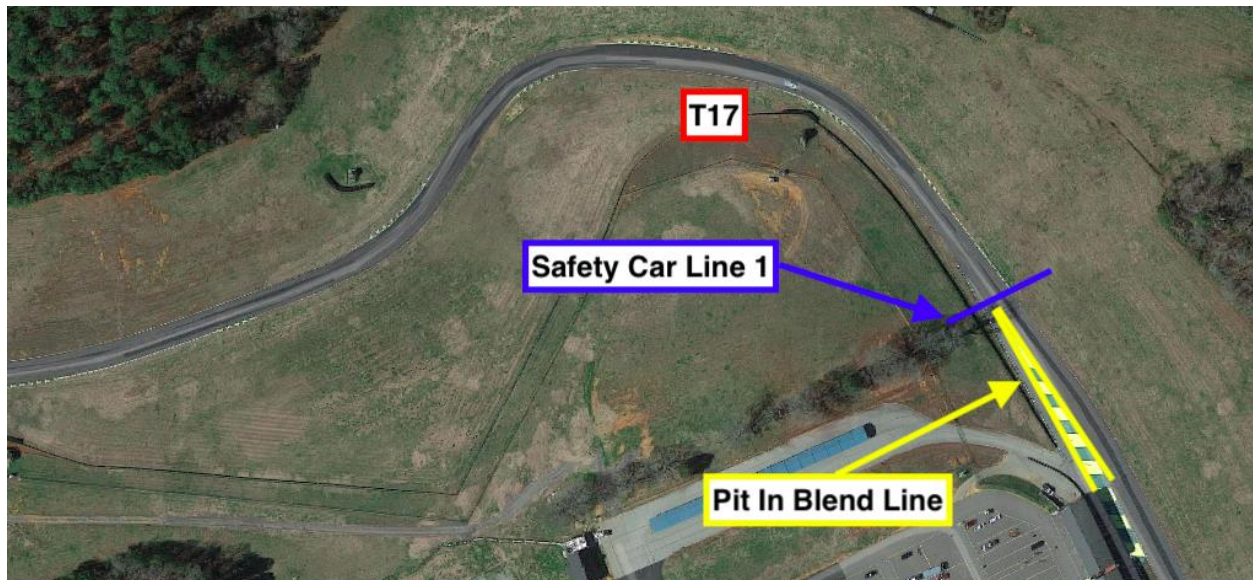
Safety Car Line 1 & Pit In Blend Line

Safety Car Line 1 located at pit in. Please note location.

Do not cross any part of the pit in blend line while entering the pit lane.

When coming to pit lane, keep to your right when you exit turn 17 to signal to other competitors that you're coming into the pits. This also allows the racing line to the cars staying on the track. All four wheels should be within the pit entry lane to avoid a penalty.

Please observe the 40 mph pit speed limit throughout the entire length of the pit lane as indicated by our speed limit cones and signs. Also, ensure you enter the pit lane in the correct lane utilizing the high speed and transfer lanes when appropriate.



Safety Car Line 2 & Pit Out Blend Line

Safety Car Line 2 located at Pit Out. Please note location.

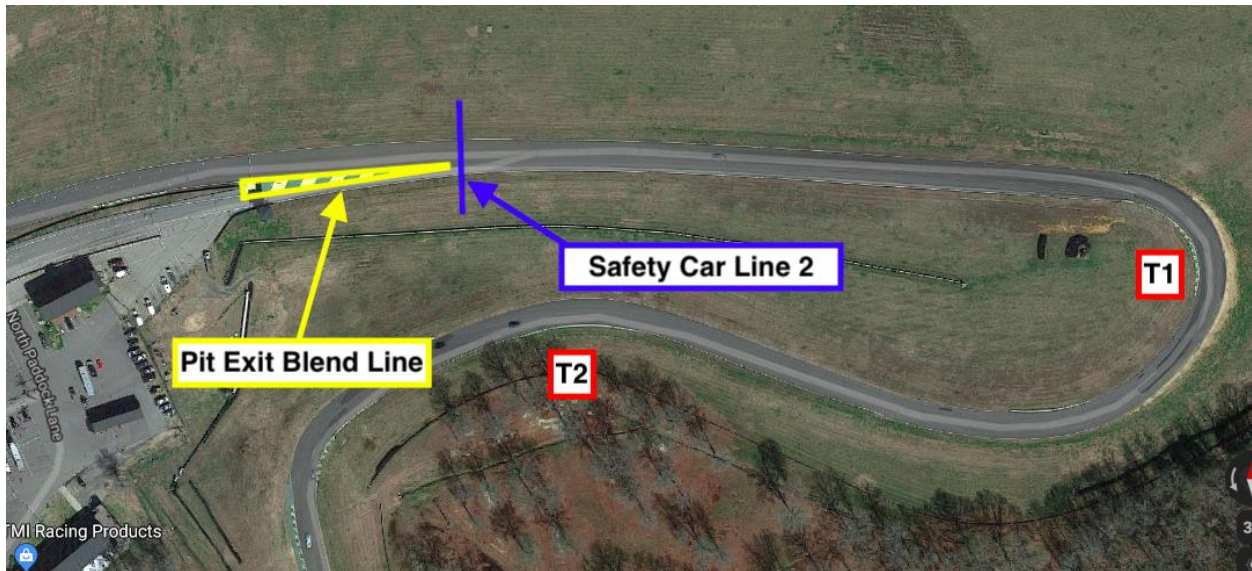
Do not cross the pit exit blend line when re-entering the circuit.

It's the drivers' responsibility to blend into traffic safely when exiting the pit lane and merging with other cars on the track heading to turn 1. Teams, please communicate with your driver and alert them of any traffic coming along the front straight that may meet your driver as they exit pit lane.





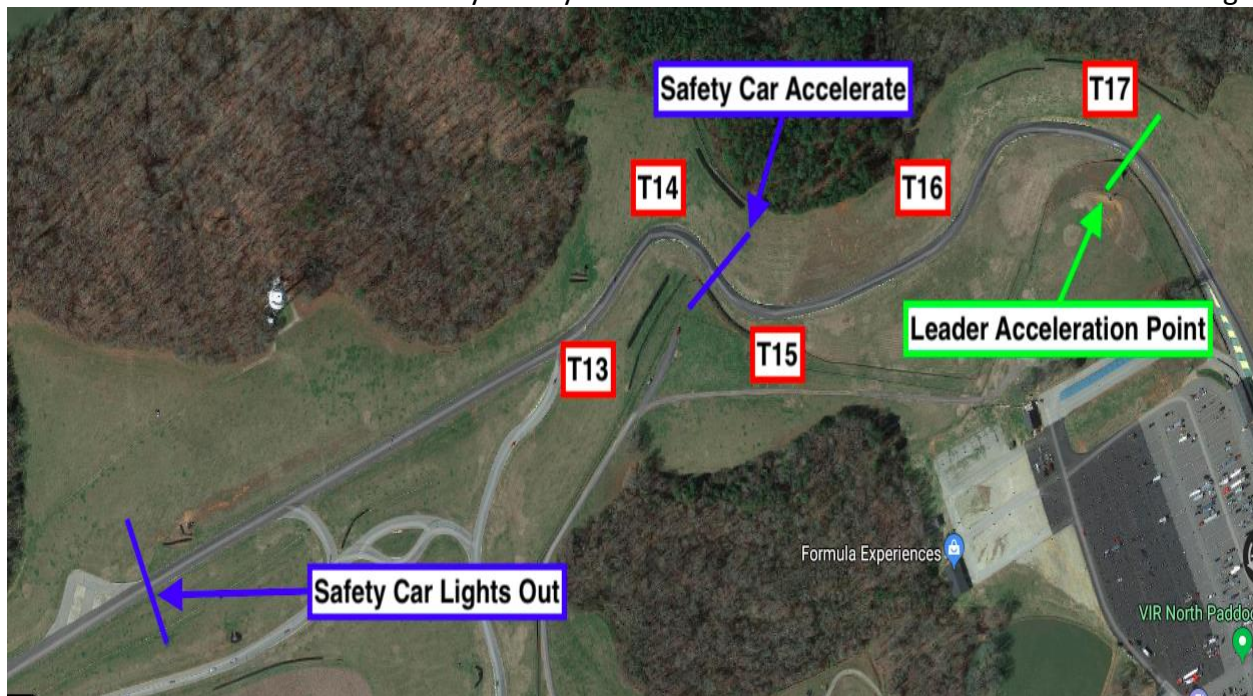
Drivers, when leaving pit lane and blending onto the circuit, please be aware that cars coming along the front straight will be at high-speed heading towards turn 1. Please be aware of the speed difference. Also, when you check your mirrors, you may only see one car, but be aware there could a car directly behind that car which is about to pull out of the draft to make a pass.





Safety Car Lights Out & Acceleration Point

Restart Acceleration Point: Leader is to accelerate once he/she reaches turn 17. All drivers are required to maintain pace with the leader and accelerate only once the leader has accelerated. During a restart you are not allowed to pass another car until after Safety Car Line 1. All drivers, please be aware of your surroundings during restarts and don't make any abrupt moves that will cause contact with another cars. Drivers take into consideration that you may need to leave space to ensure you make it through the turn and your able to complete another lap. Learn to read the traffic situation in front of you so you can finish the event and take the checkered flag.



Weekend Goals:

Complete every session without incident by not contacting other cars or driving off course. Drive within the limits of your car and yourself. Focus on being consistent, hit your marks and work on smoothness. Be aware of changing track conditions from temperature change and tire rubber going down on the track. Monitor how your car changes during your run.

On behalf of everyone at Speed Tour and the JFC/F4/FR staff, we wish you a safe and successful weekend.

Scott Goodyear

