



# VIR

## Turn by Turn



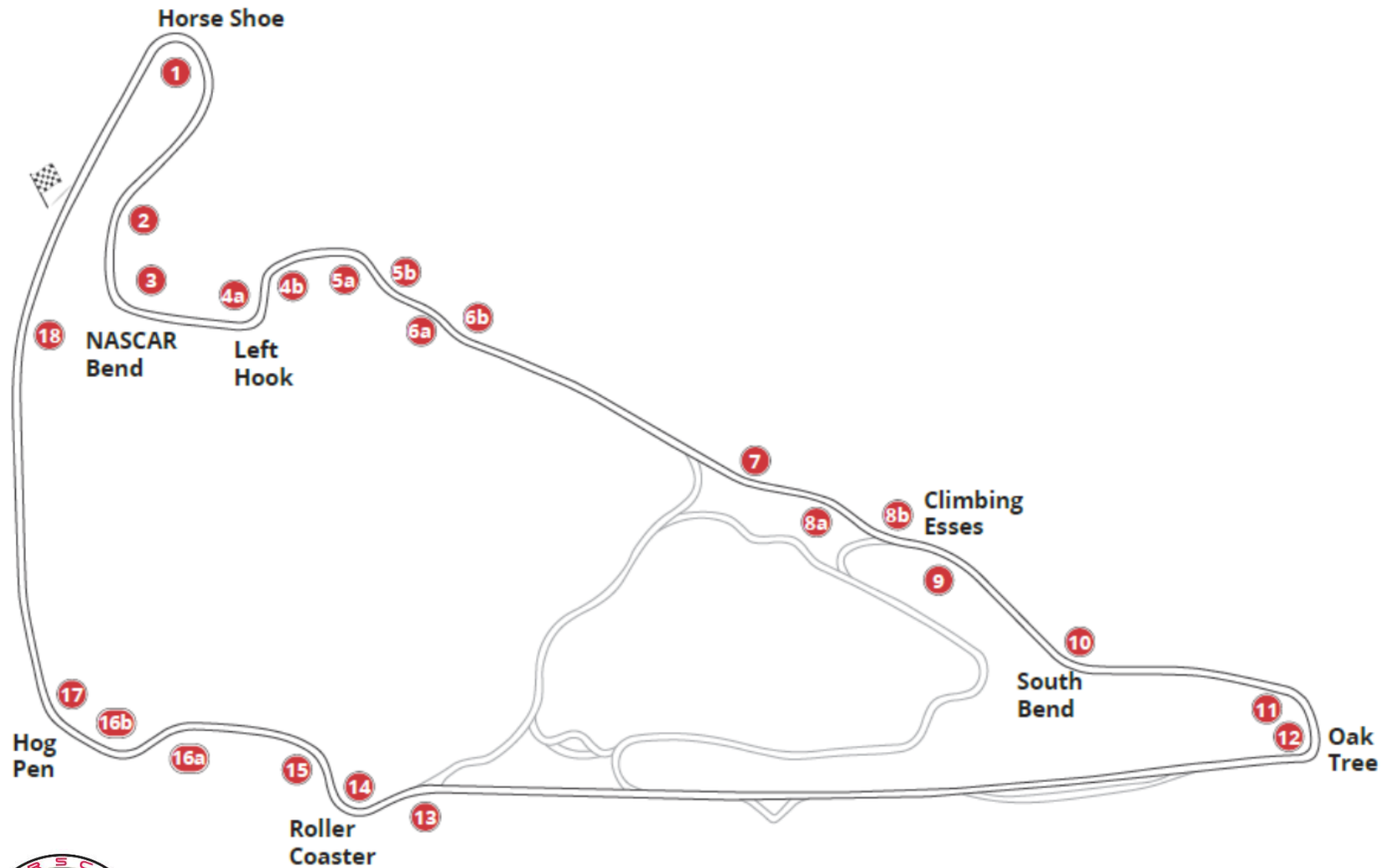
## **Disclaimer**

*The techniques shown here have been compiled from experienced sources believed to be reliable and to represent the best current opinions on driving at VIR. But they are advisory only. Driving at speed at VIR, or any other track, requires skill, judgment and experience. These techniques assume the reader has high performance driving knowledge and applies them as applicable to their level of driving experience.*

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# NNJR VIR 3.27 miles



# NNJR Have You Studied This?



## VIR Turn by Turn

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### Virginia International Raceway (VIR)

VIR is a famous track that was lost to history for many years (as a cow pasture!) and brought back to life in 2000. Today it is well known as a world class facility and track with many driving challenges. Elevation changes and several sets of connected corners set it apart from other tracks (e.g. Watkins Glen, which is a similar length). Unfortunately, the signature Oak Tree no longer exists but Corner 12 is still known as Oak Tree. Elevation changes and the connected corners affect the line in many corners. In this article, we cover the basics to help drivers new to VIR plus we include some tips to help advancing drivers stay safe while they drive this challenging—and fun—track.

Some track basics to start. The reference points (RP's) for a corner are typically the Turn-in, Apex and Track Out. (On the maps that follow, they are labeled TI, A and TO). Where possible, we've described these RP's for all of the VIR corners with something permanent, e.g. a light. Cones will be placed at the Apex and Turn-In RP's to make them easy to see but it is always best to find an immovable reference, even if it is a tire mark on the white verge line or on the track. The other consideration is that the same RP doesn't work for every driver. One driver will see a Turn-in cone and turn when the nose of the car is abreast; another driver when they (the driver) are abreast. And some cars turn quicker than others.

As a student driver, your instructor will work with you to find the right RP's. For student drivers, achieving a consistent Turn-in point is the first (critical) step to achieving a consistent line. A consistent speed at the same Turn-in point lap after lap is the mark of an advancing driver.

We've attempted to draw in the line in the following diagrams but please recognize that doing so is somewhat imprecise: the line isn't in the same scale as your car and it is very difficult to get an accurate line in an electronic diagram (at least for your authors).

Passing zones are noted in the following description. Unless otherwise noted, passing must be done on the side noted. For example, passing on the main (back) straight must be done on the left while passing on the front (pit) straight must be done on the right. This is consistent with DE philosophy that the passing car goes off line and the car giving the pass stays on line.

The following description talks about trail braking, mainly for advancing drivers. As a new driver, just know that you will naturally find yourself trail braking; it simply means braking while turning into the early portion of a corner.

With all of that said, let's take a lap around VIR!



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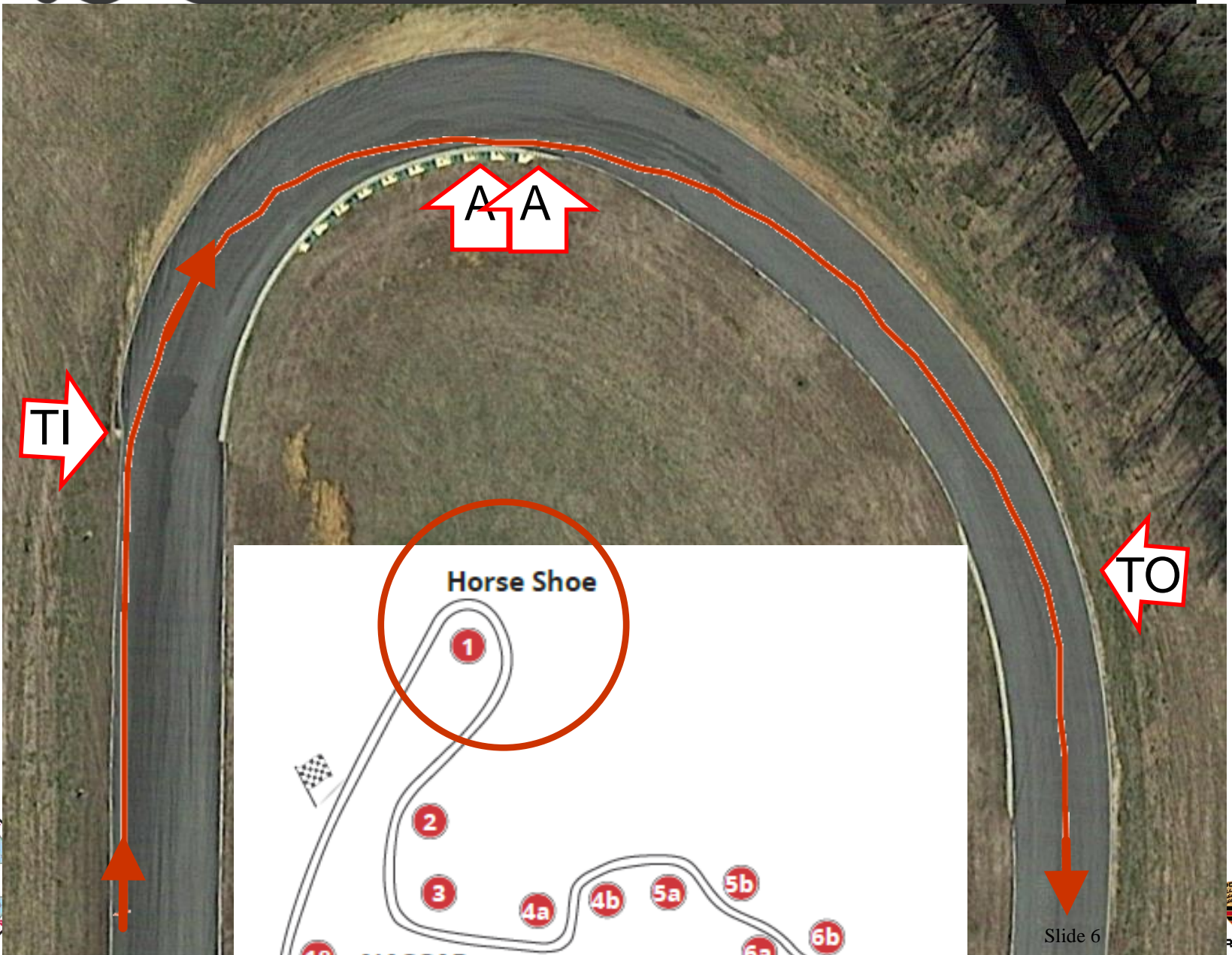


## Watch Staging and Pit Out





# Turn 1



# NNJR Braking for Turn 1





# NNJR Approaching Turn In





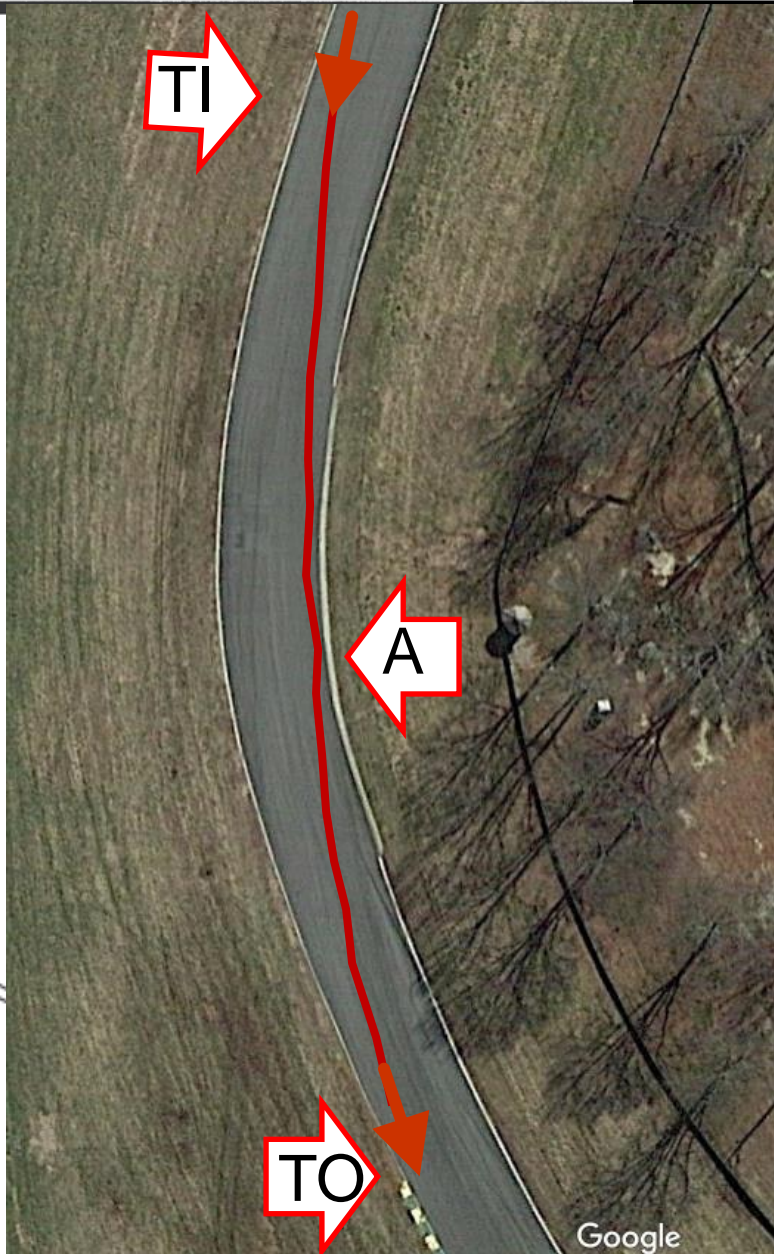
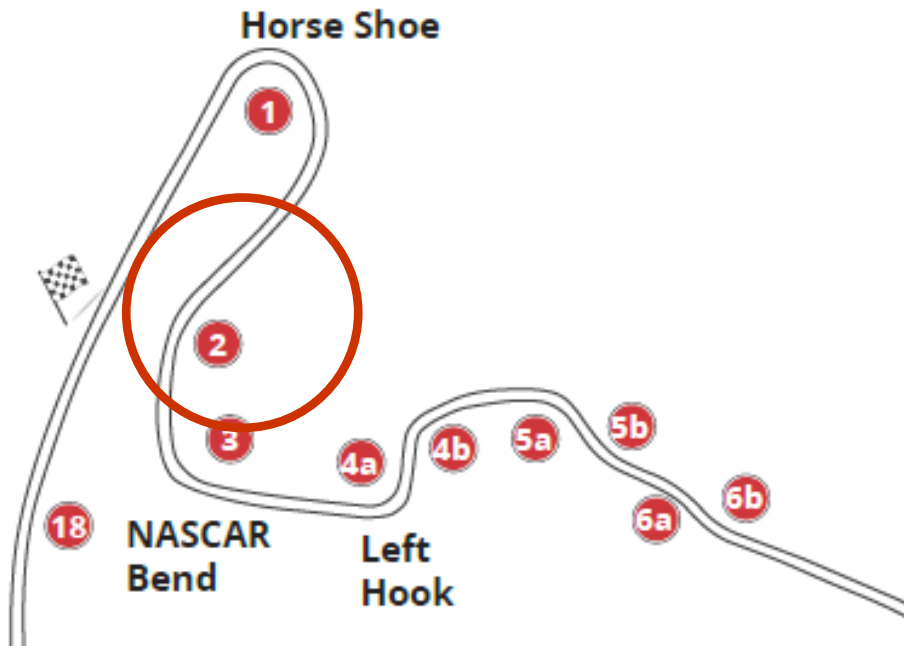
# NNJR Apex Curbing for Turn 1







Turn in when you see the Tech Barn





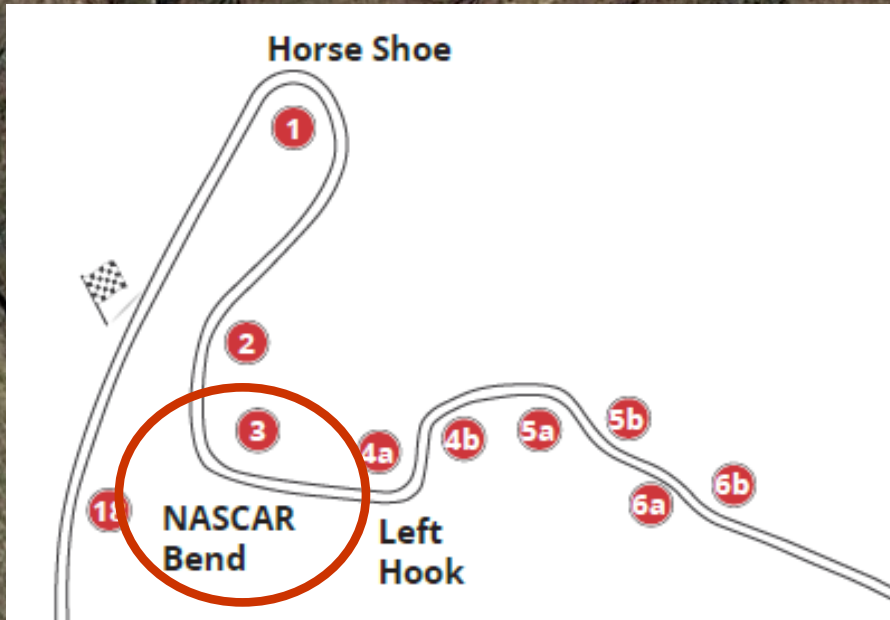
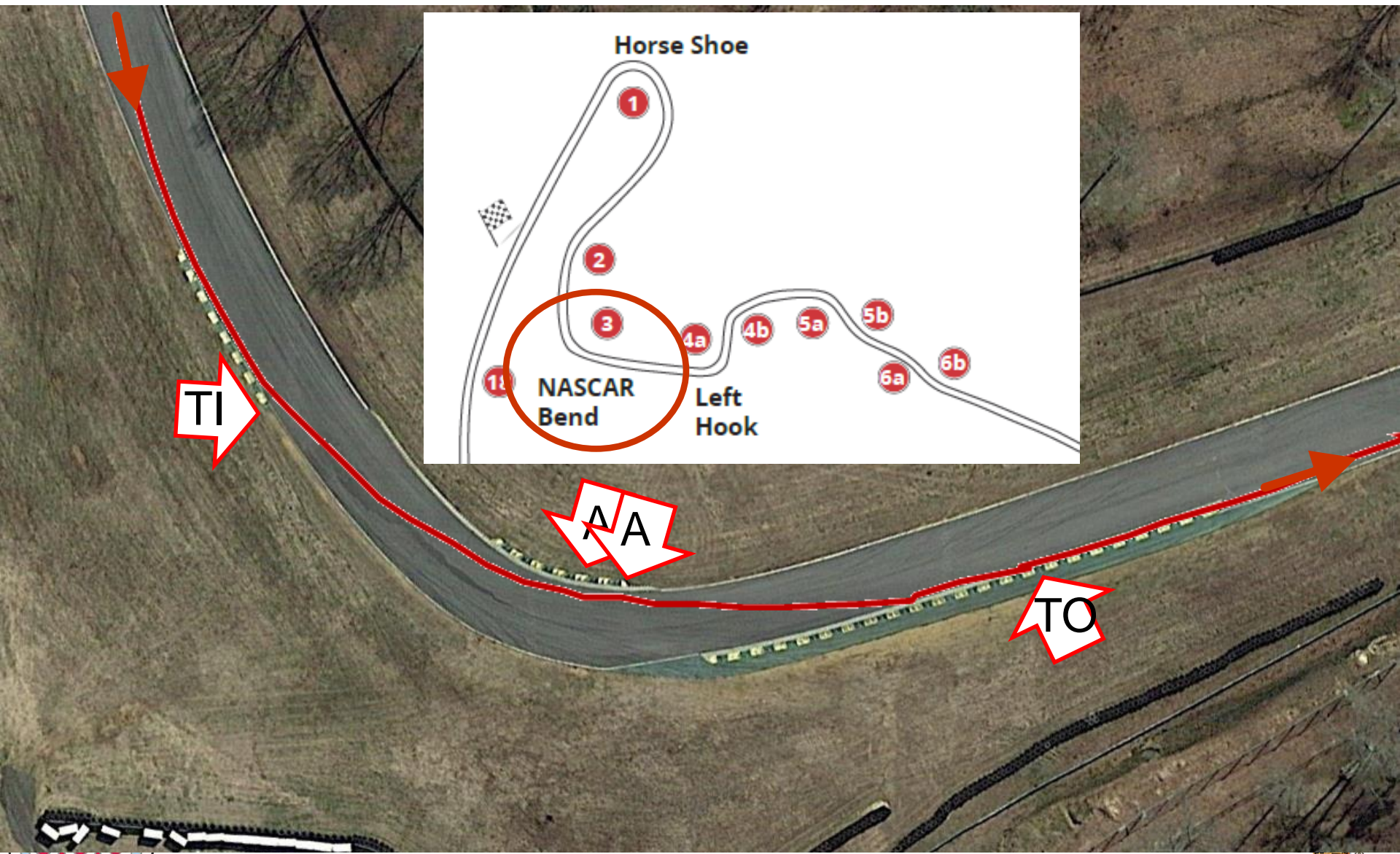




# Ignore Apex; Focus on Outside Curbing for Turn 3



# NNJR Turn 3: NASCAR





# NNJR Braking for Turn 3



# NNJR Turn In for Turn 3

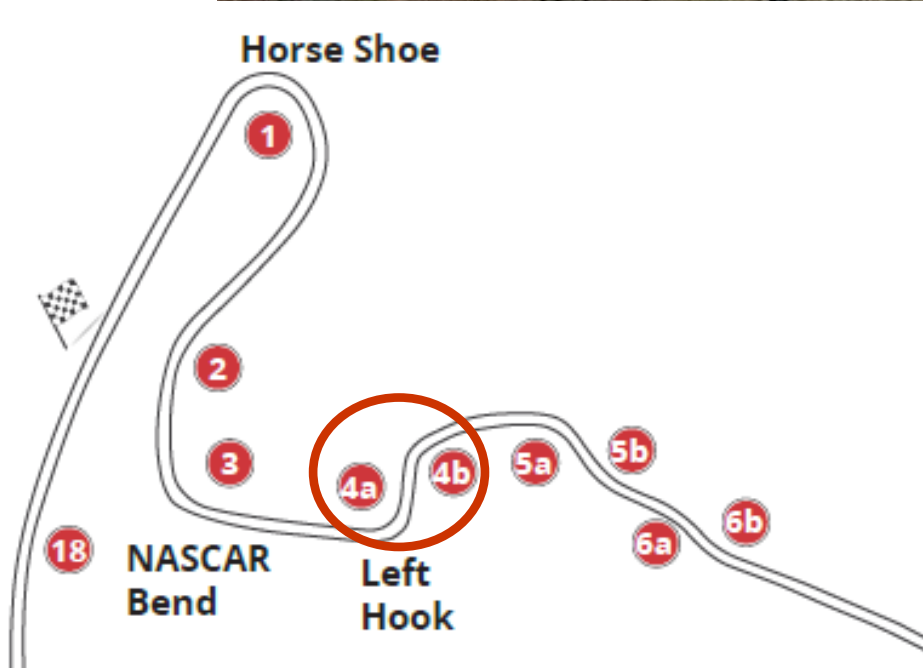
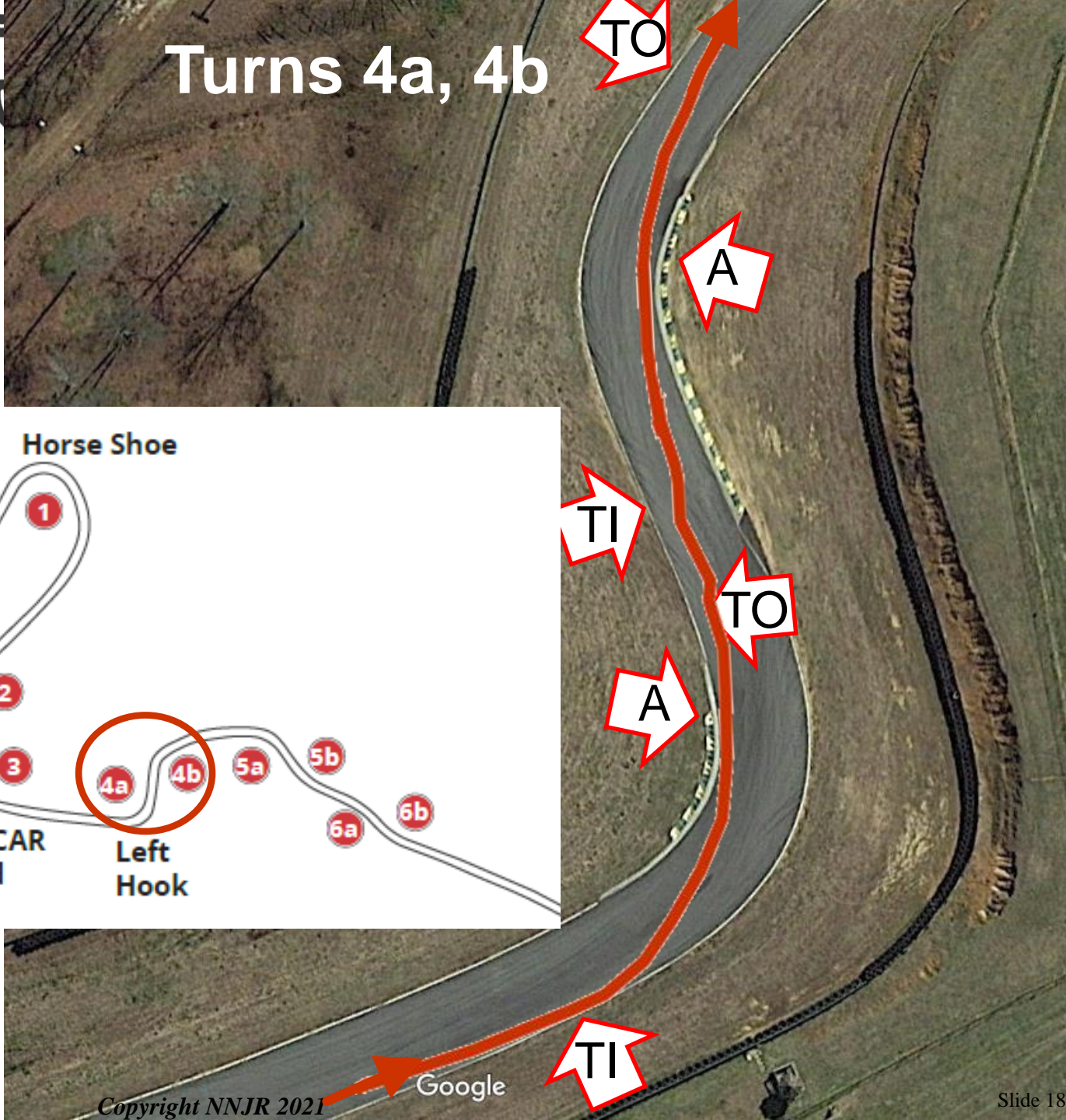








# Turns 4a, 4b





# NNJR Braking for Turn 4





# Turn 4a Apex





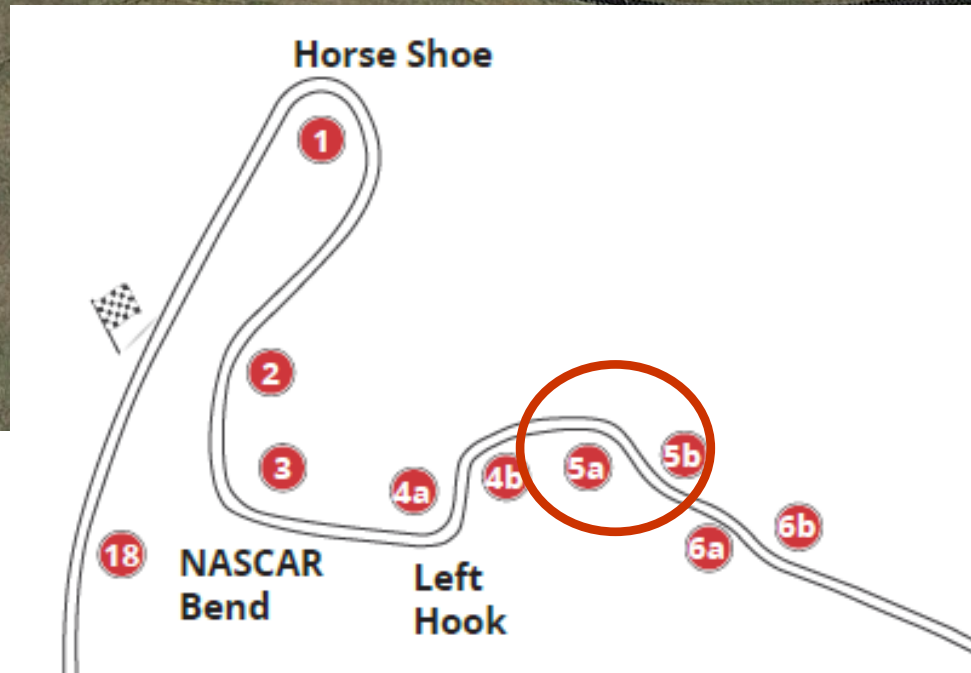
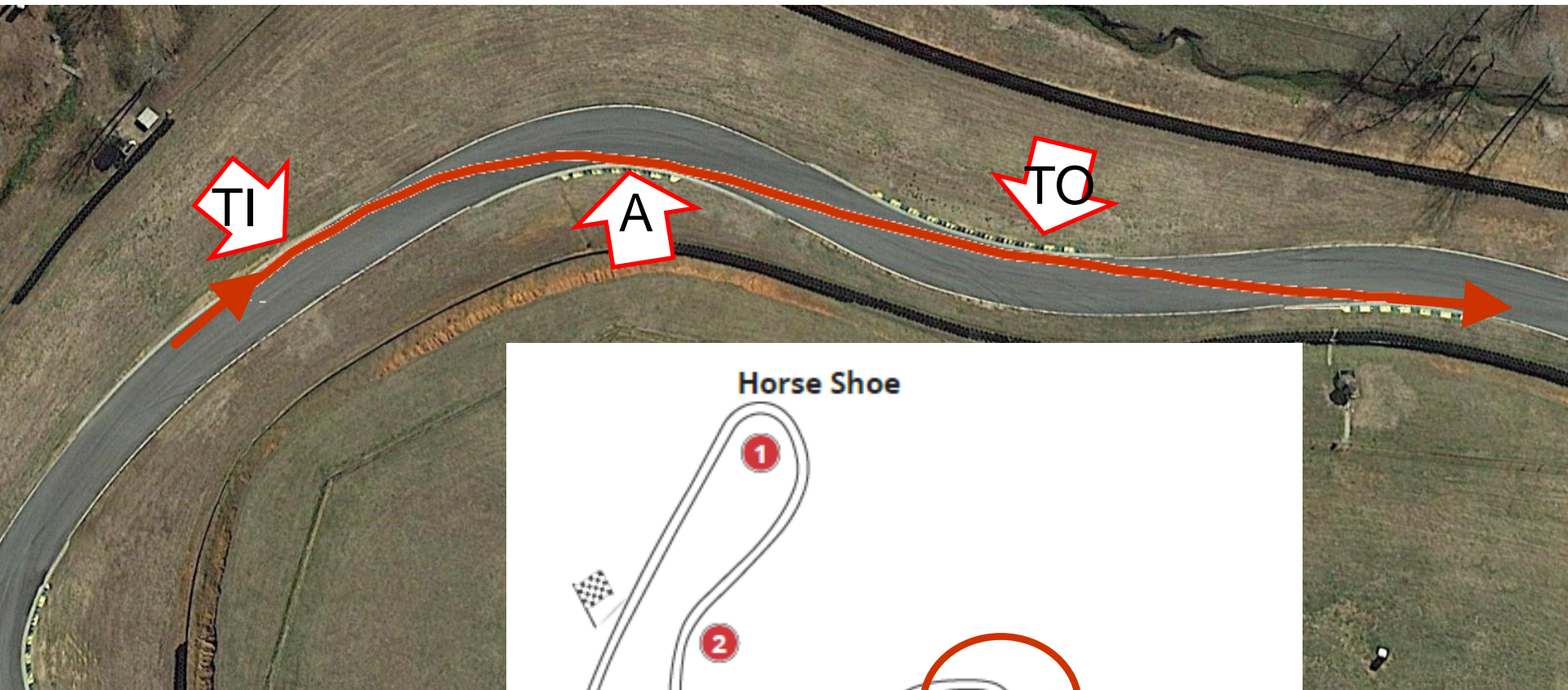
# NNJR Focus on Turn 4b Apex







# NNJR Turns 5a, 5b









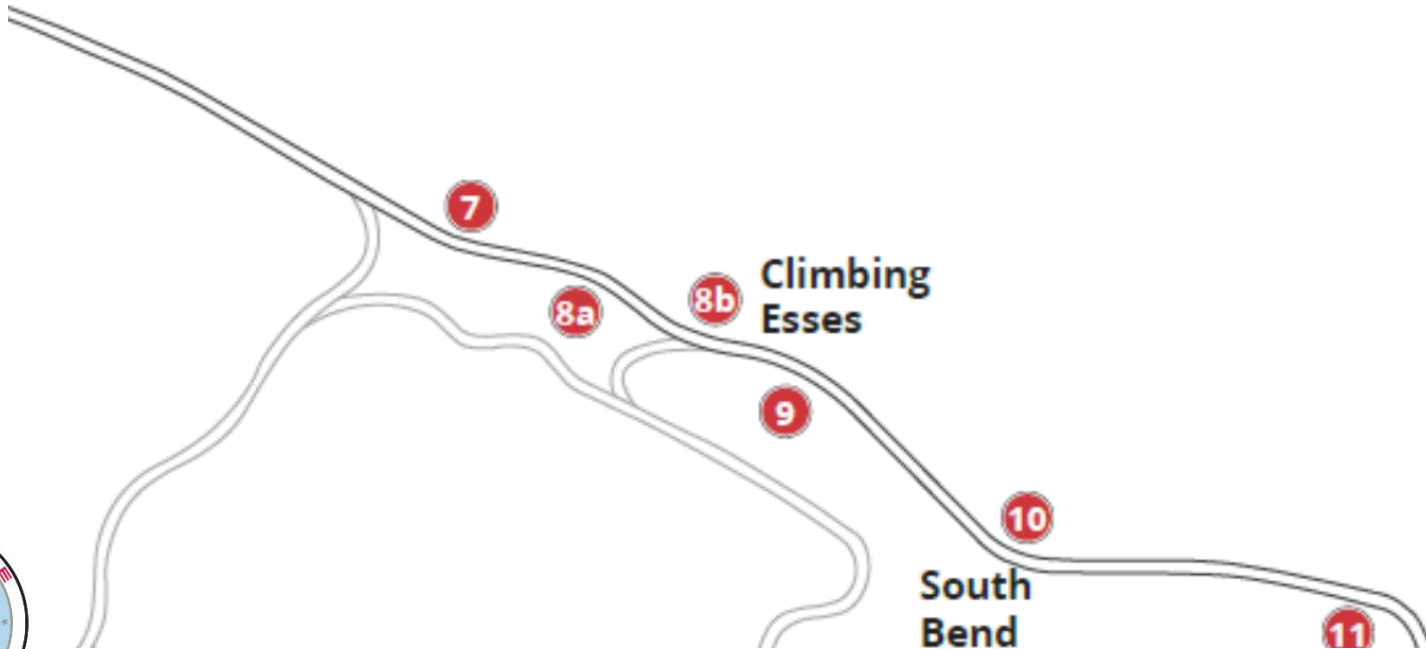
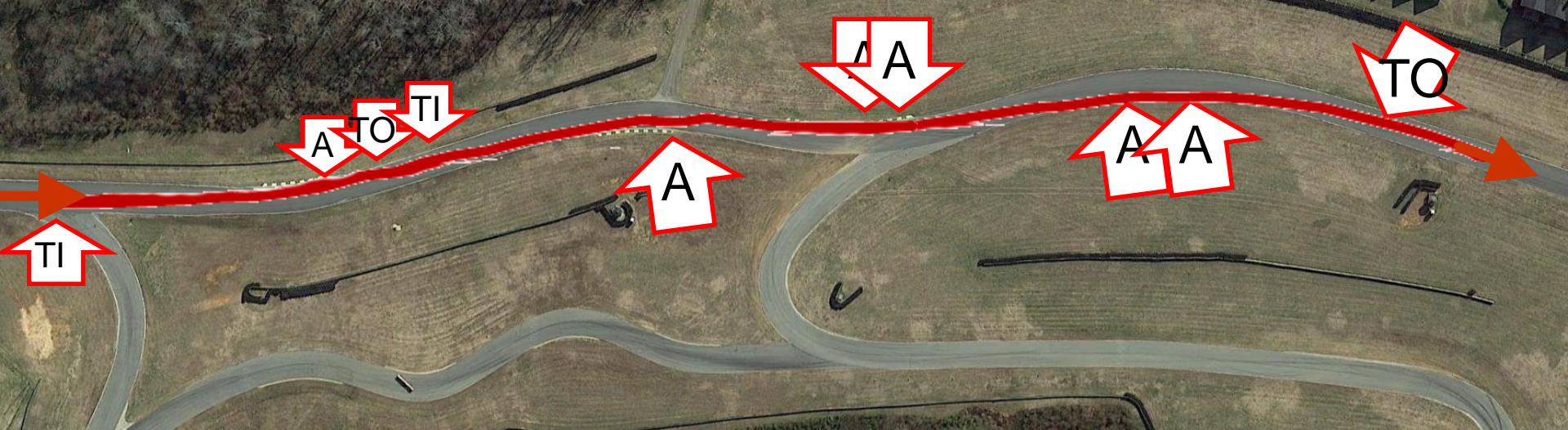


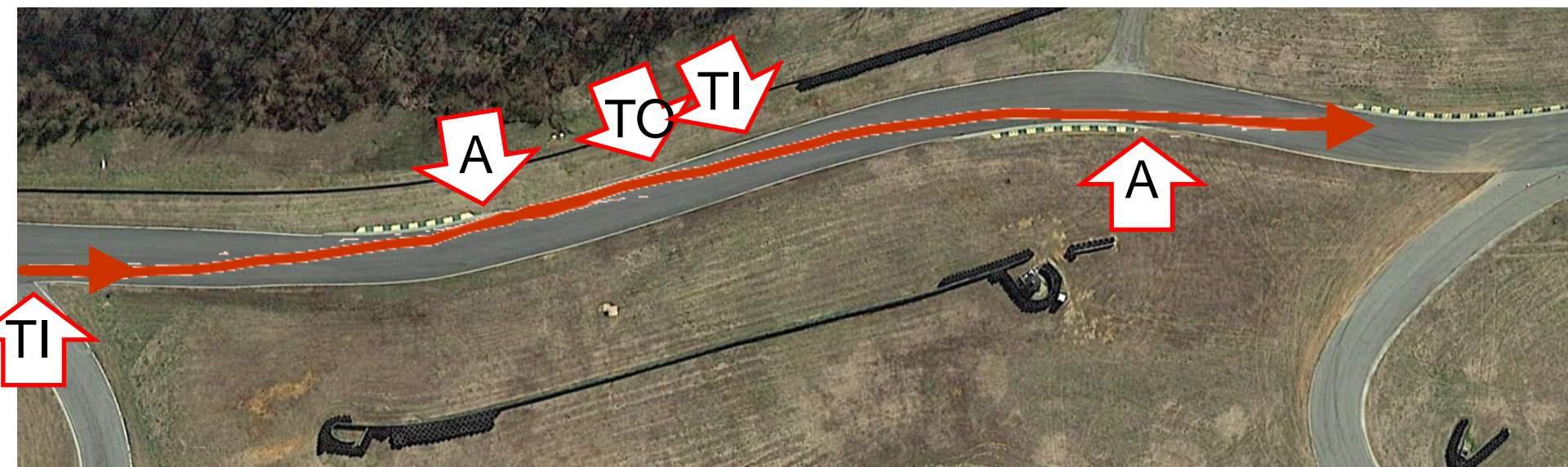
# NNJR Respect Curb in Turn 5b!





# NNJR Climbing Esses













# NNJR TI for 8a after Car is Straight



# NNJR Approach Hill Squarely





# NNJR 8a Apex: End of Curb

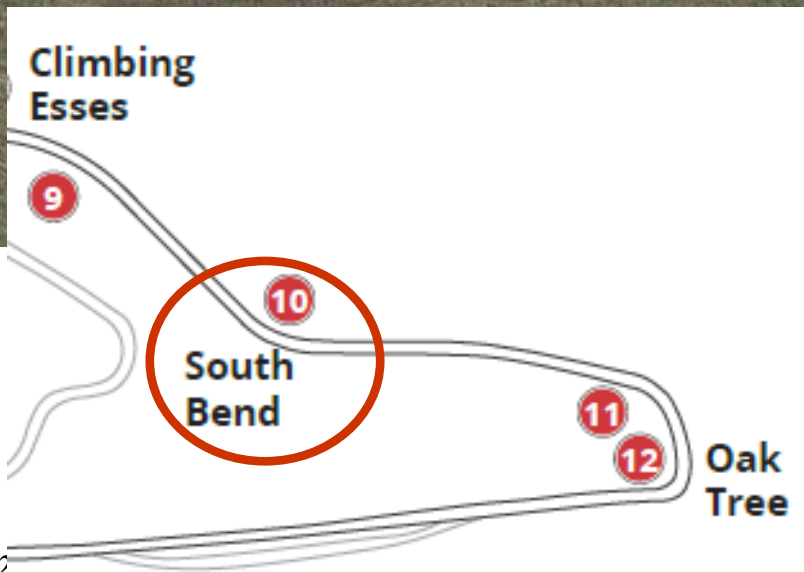
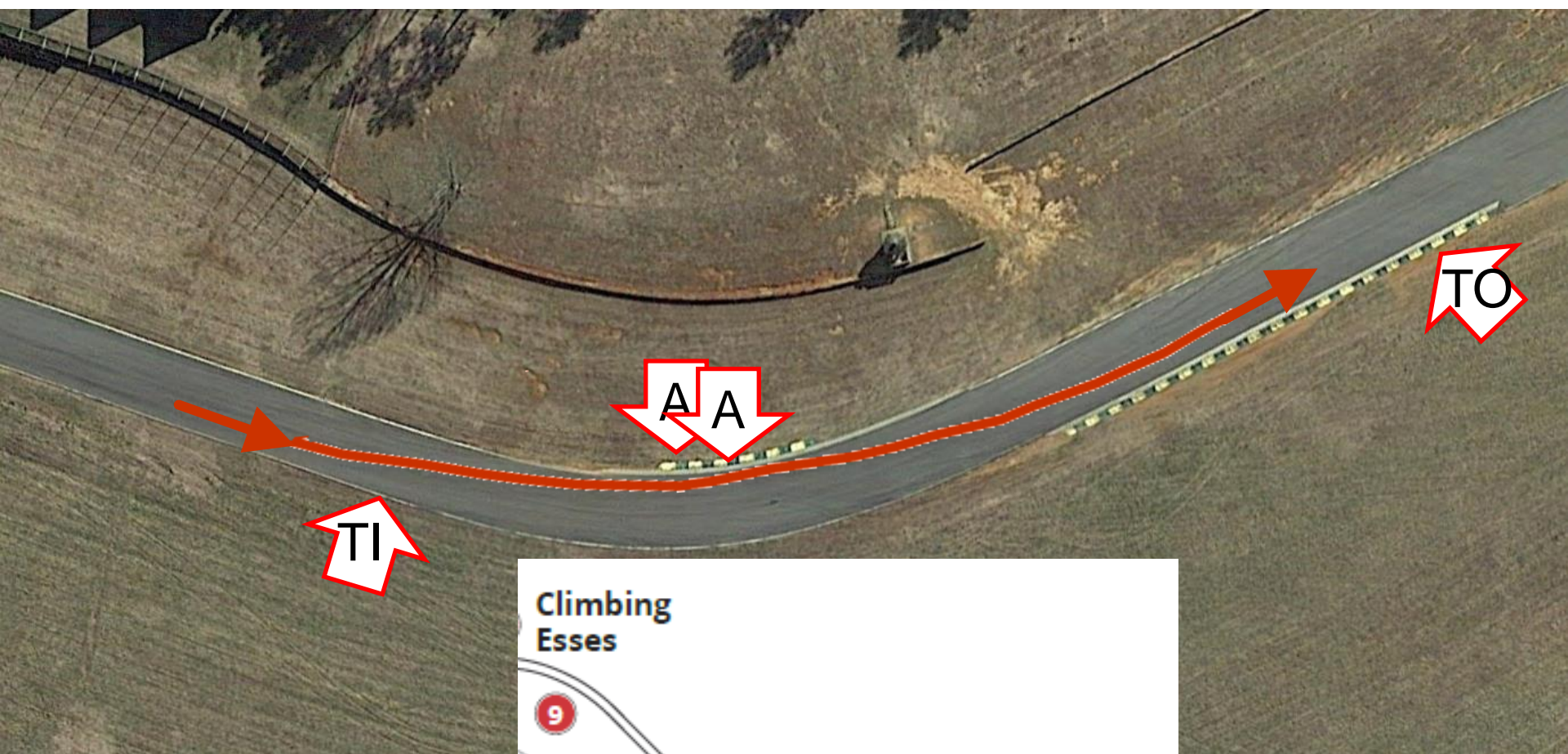








# NNJR Turn 10: South Bend





# NNJR Brake Straight to Setup Turn 10







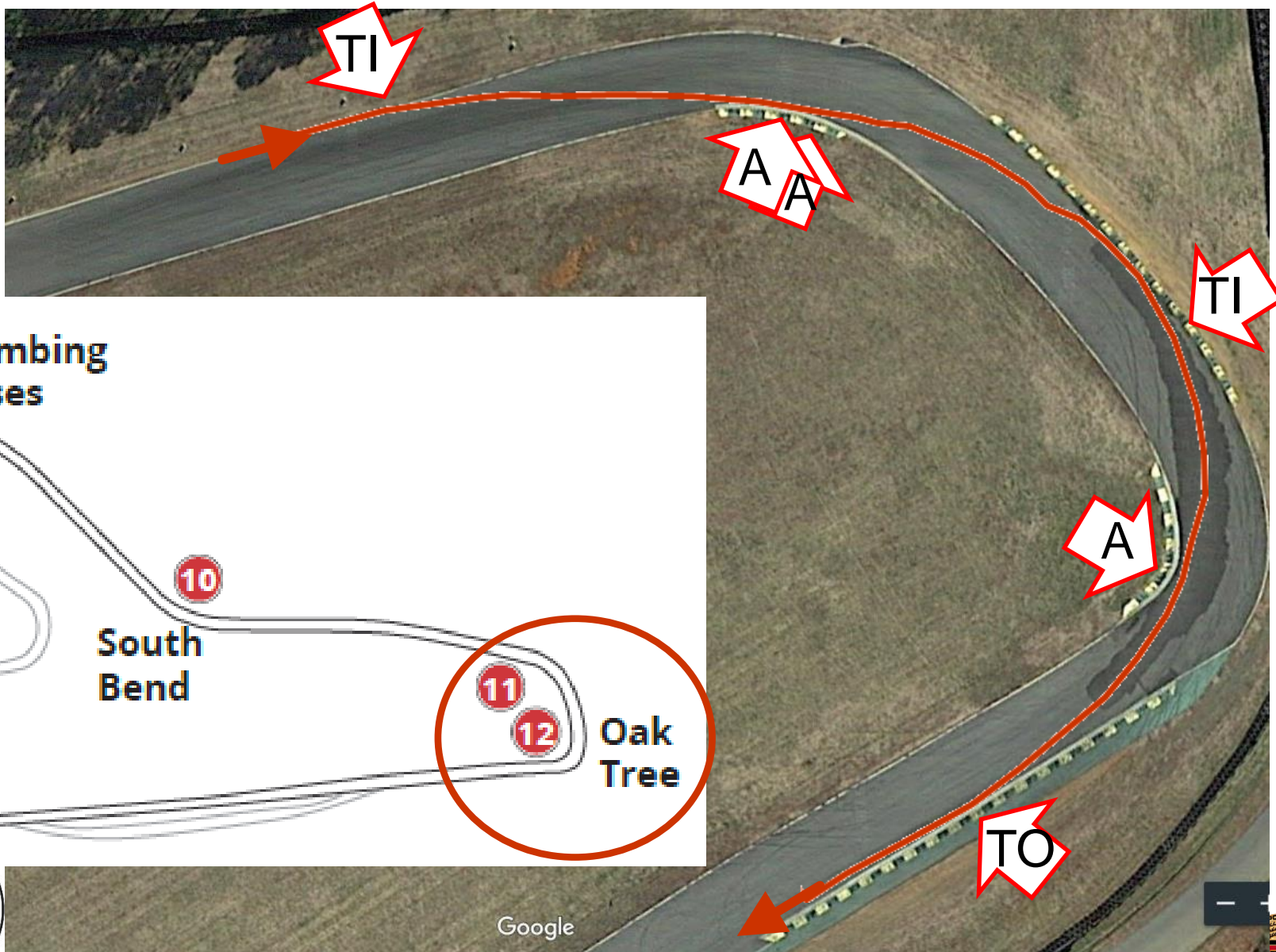


# NNJR Progressive Throttle





# NNJR Oak Tree: Turns 11-12



Google



# NNJR Brake Into Hill for Turn 11













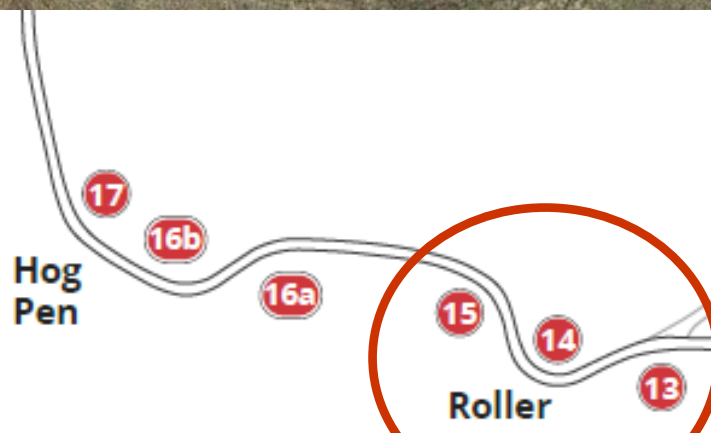
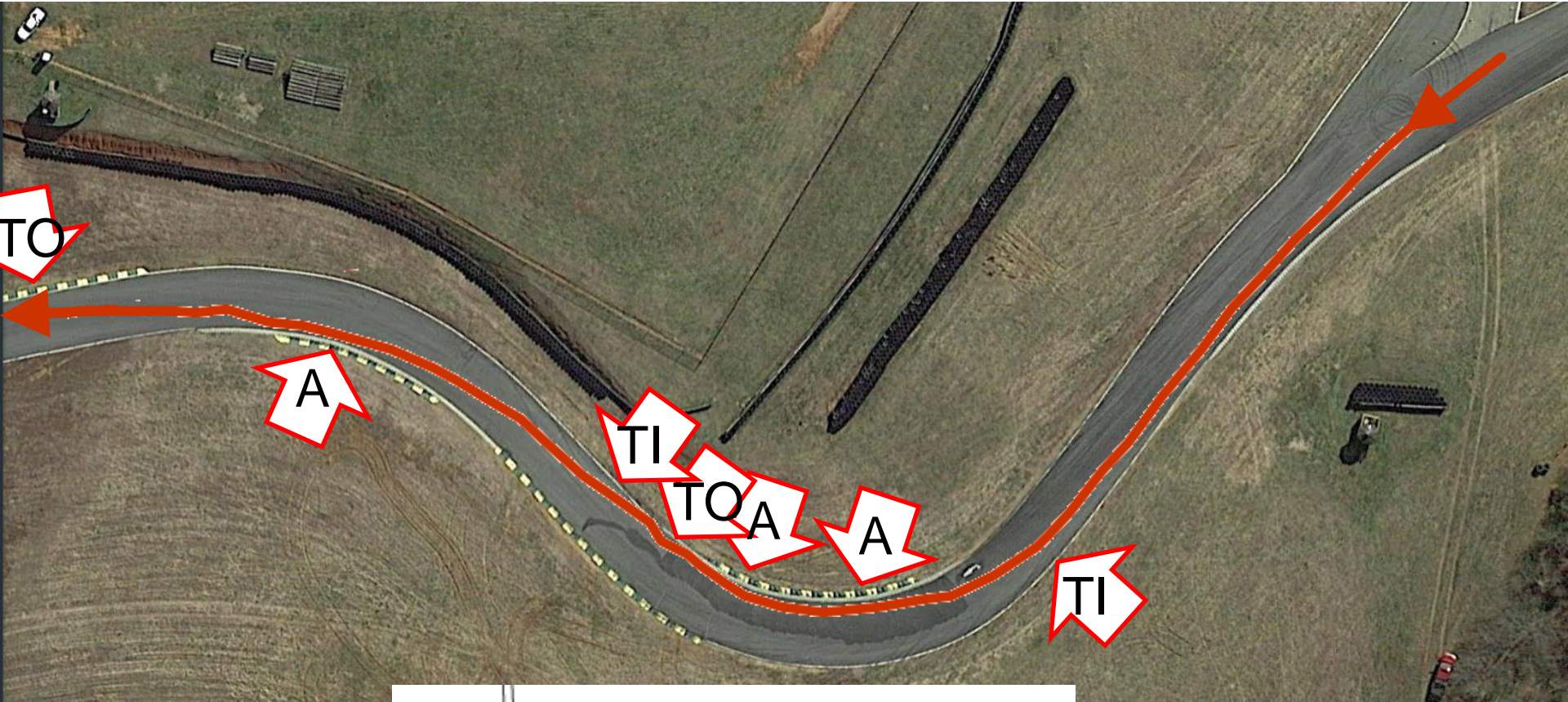








# NJR Turns 14-15: Roller Coaster



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# NNJR Braking Zone: Note Hill







# NNJR Set up for T14 from Left Half of Track



# NNJR Follow Last 2/3 of T14 Apex Curbing





# NNJR Turn In for Turn 15



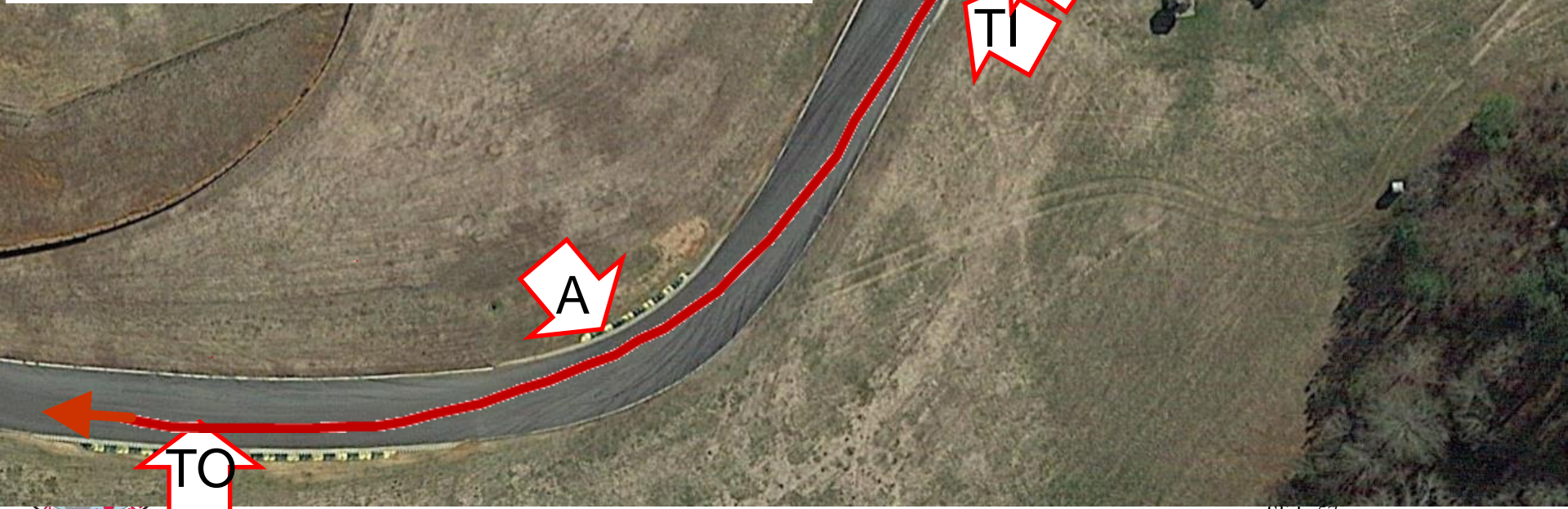
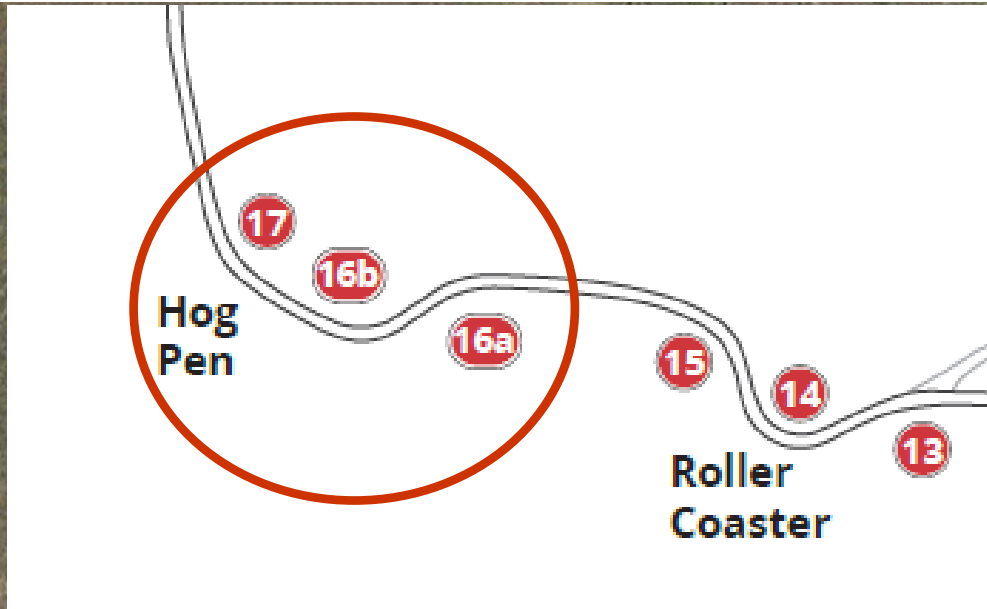


# NNJR T15 apex: Second Half of Curb





# NNJR Turns 16a-16b













# NNJR Approaching Turn 16b











- Turn 1 is slower than it looks!
  - So is Oak Tree
- Easy to overdrive Turn 4
- Turn 10 (South Bend) deserves great respect
- Many connected corners
  - They require patience!

