

Streets of Willow– Morning Driver's Meeting

General Information:

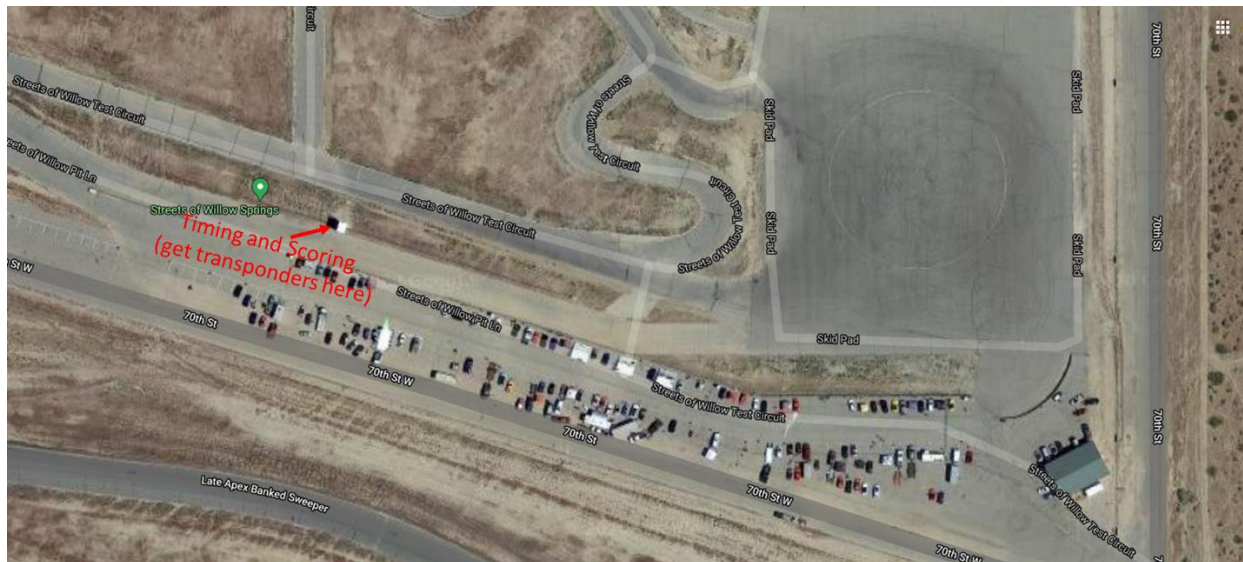
Directions to Streets of Willow: Willow Springs International Raceway is located at 3500 75th Street West, Rosamond, CA. When you reach the main gate at Willow Springs Raceway, you will pay a \$15 fee to the track and sign a track waiver. To get to the Streets of Willow follow the blue line on the map below. You will turn right after entering the track, pass by the gas pumps, turning left with a green wall on your left, finally you will pass by some houses on your left and arrive at Streets of Willow.



COVID-19 Information: We have eliminated the need for group gatherings such as the morning Drivers Meeting and post-race impound. These notes replace the in-person Driver's Meeting. We will hold a meeting for new PDS drivers in the Streets building with social distancing. Instructors and coaches are allowed but will not be assigned (i.e. volunteers only). Please be respectful of others with regarding CDC guidelines.

Everyone needs to complete the SpeedWaiver (link <https://porscheownersclub.speedwaiver.com/uznep>) or use the QR code below), including those who are not driving (e.g. family members). You will show the SpeedWaiver when you pick up your wristband and window sticker at registration. Please have tech inspection **completed** before requesting your wristband and window sticker. Registration will be at John

Momeyer's trailer in the paddock. Rental transponders will be available from Aaron at Timing and Scoring (see map below).



Tech Inspection will be handled by both Pro Motorsports and Vali Motorsports. Both are located in the paddock. The fee is \$20 payable to the POC. Please complete Tech Inspection prior to arriving at the track if possible. This makes the morning go more smoothly and avoids discovery of car issues just prior to going on track.

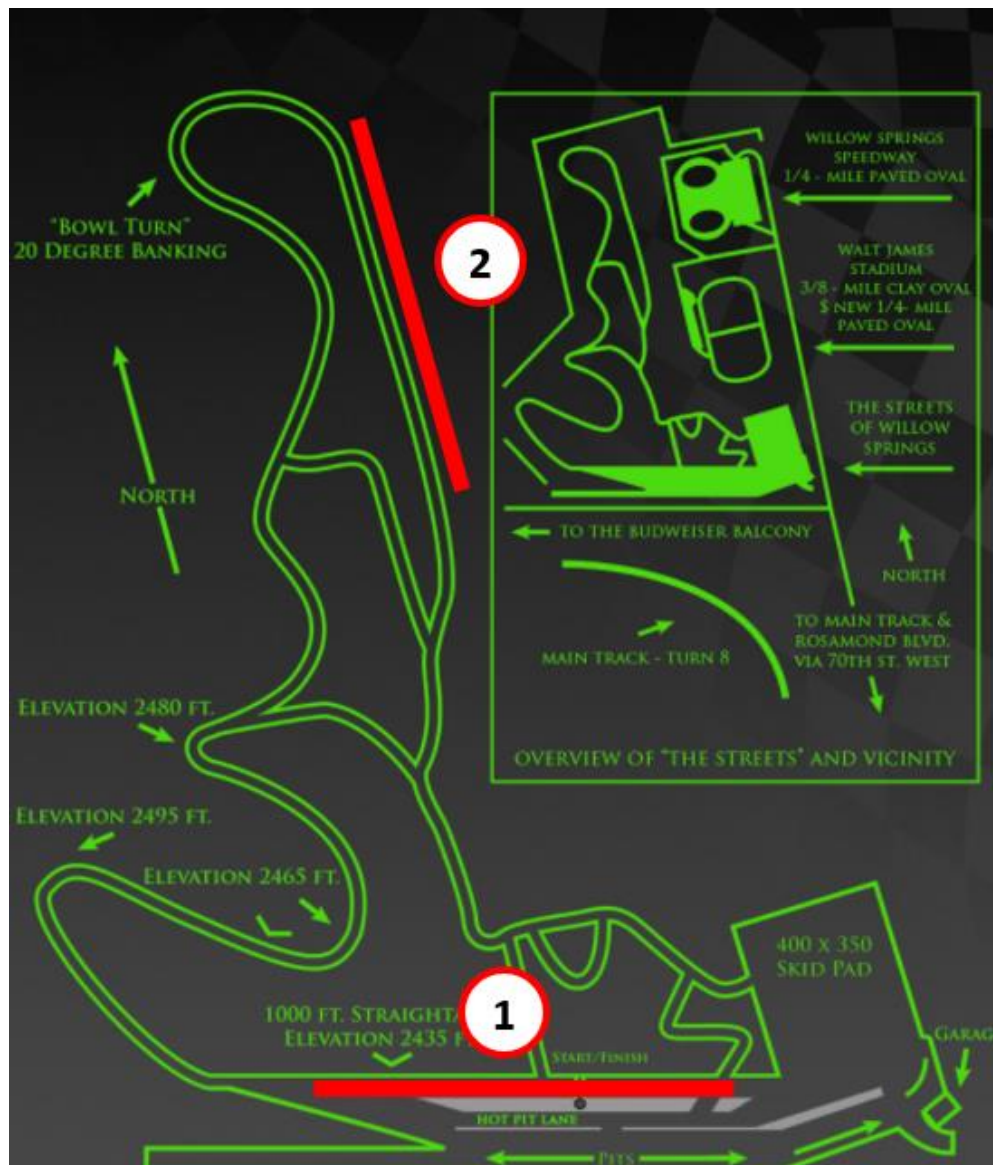
Vali Motorsports is available for tire services. If you need something specific, please arrange for this ahead of the event. The Willow Springs Tire store may also be available for tire service.

The schedule for the weekend is linked at the MSReg registration page as well as Race Hero (both the app and the web page). Any significant updates to the schedule will be communicated via text and will be updated in Race Hero. Hopefully, we will not need any changes.

Lunch is provided (12:00 – 12:45); you may run lunch laps at low speed (meet at the grid/hot pit). Helmets are not required, and passengers are allowed. If you are having lots of fun or squealing tires on the lunch laps, you are going too fast.

Steve Town leads PDS classes for new drivers: Class 1 9:00 - 9:30, Class 2 12:35 - 12:55

White, Yellow and Blue groups are point by passing only. PDS passing zones (front straight and back straight are shown below), passing on the left only with a point by. Each car requires a separate/distinct point by. Please point by with your whole arm out the window, not just your hand. This will maximize the chance of the point by being seen and correctly interpreted. If you have a car consistently behind you, they are faster and you should provide a point by.



The Red/Orange Time Trial group is Open Passing. The Red/Orange group will have a fun race on Saturday and Sunday (see the schedule for details). There will be no championship points awarded, this is just for fun. We will decide on a starting order on the weekend (e.g. grid by fast lap from the day, reverse grid by fast lap from the day). Remember that, although this is a fun race, no-fun contact will likely result in a 13/13 (anyone remember the last fun race at Streets 😊).

If you have any issue with your run group assignment, please speak with Joe Wiederholt or John Momeyer.

In order to maintain social distancing, we will not assign instructors. For the White group, we will start the day with Lead/Follow sessions in order to gain familiarity with the track. Additional instructions will be provided during the PDS classroom session. All White group drivers should attend the classroom instruction session. Assuming that we can maintain appropriate social distancing, the class will be held in the Streets building.

The grid is first come first served, fast lane on the left, slower lane on the right.

- CW: Enter from the hot pits onto the main straight, exit from the skid pad
- CCW: Enter from the hot pits onto the skid pad, exit from the skid pad at the end of the session, during the session exit into the hot pits or the skid pad

The checkered flag will be shown at the start/finish and in the bowl (CCW and CW).

We are posting session lap times and grid sheets in Race Hero (racehero.io or download the app from the App Store or Play Store).

We will run Clockwise on Saturday and Counterclockwise on Sunday. The first run session on Saturday will be under full course caution (double yellow flags) on lap one. Please take the time to give a wave to the corner workers and learn the location of all corner workers.

If you spin and go off track never reenter a hot track without being directed by a corner worker or without having a clear view of the track. We have recently issued a 13/13 for not re-entering safely so do not let that be you. Please, when you spin whether on or off track get your feet on the pedals hard to keep from rolling backwards, perhaps in front of oncoming traffic. Remember If you can't see a worker and you can't safely position to see any oncoming traffic then you must stay put until the end of the session. A tow vehicle will be on its way if your vehicle is disabled. If your vehicle is disabled, stay in the car unless your vehicle is on fire. If you are ok, repeatedly tap the top of your car with your left hand. This will let the corner workers know that you are ok.

If your vehicle is disabled, **do not leave the vehicle unless it is on fire**. If your vehicle is on fire, exit as rapidly as possible and get away, keeping the car between you and approaching vehicles.

If you see smoke from your car or suspect any issue based on your gauges or car behavior, get off the racing line and pull into a safe location off track. If we cover the track with fluids it takes time to clean and we will have a messed-up schedule.

Speed limit in the paddock is 10 mph. Be very mindful of children, pets and people distracted by the cars.

You must report incidents of contact (report to a competition committee member when coming off track) and if you don't report it that means a 13/13.

Awards for PDS drivers will be presented outside the Streets building at the end of the day

CaliPhotography will be present to take on-track photos which are available for purchase.

Results will be posted after the event on the POC results page (<https://results.porscheclub.com/>)

Please ensure that you are familiar with the flags and hand signals described in the GCRs.

FLAGS

All drivers must fully understand and adhere to the following flags:

Green: The Green Flag means go; course is open and clear.

Yellow: Stationary Yellow Flag means reduce speed enough to respond to unusual hazard(s).

Waving Yellow Flag means the course may be blocked ahead, be prepared to stop, however, do not stop unless necessary and always be aware of vehicles close around you. NO PASSING. The prohibition on passing starts at the line on the racetrack perpendicular to the point of the first displayed yellow flag(s); The pass must be completed by this point. However, in cases where the incident is clearly visible as being in close proximity to the yellow flag(s), such that passing on approach to the yellow flag(s) would put someone in danger, passing on approach to the yellow flag(s) will be considered dangerous/reckless driving and will incur a one lap penalty or possible 13/13, at the discretion of the Competition Committee.

Once past the yellow flag(s) a pass may not be INITIATED until you are completely past the incident(s) and you have a clear view of an incident-free track between you and the next manned flag station, and it is clear that that flag station is not displaying a yellow flag. Timing a pass such that it occurs at or immediately after an incident and therefore requires accelerating adjacent to the incident will be considered dangerous/reckless driving and will incur a one lap penalty or possible 13/13, at the discretion of the Competition Committee.

Double Yellow - NO PASSING. Reduce speed enough to respond to hazard(s) on the course. The overall leader of the race will slow to 55 MPH or less and collect the entire field. There will no split starts after a double yellow and all cars should collect together in a single file line. Racing will only resume with a green flag at the start/finish line. If the leader of the race does not slow to 55 MPH, they will be black flagged and the next car will take over the leader's responsibility of collecting the field.

Red: Red Flag indicates an emergency situation. Look in mirror(s), pull safely to trackside and stop in view of nearest corner worker. Remain stopped until instructed otherwise.

Blue with Yellow Diagonal Stripe: This is the "Passing Flag" warning of potentially faster cars behind you. Look in mirror(s) and allow faster car(s) to safely pass in designated areas.

Red with Yellow Stripes: This flag warns of debris, slippery fluids and/or any changing track conditions requiring caution and reduced speed.

Black with Orange Dot: Your vehicle reportedly has a mechanical problem. Using the designated track exit, proceed to the Black Flag Station with extreme caution. If your car is dropping fluid, drive off of the track surface.

Black: You have been identified as having made an infraction. If the Black flag is furled, then the driver must discontinue his present driving or face an open Black Flag. An open Black Flag signals that the driver must proceed immediately to the pits via the designated course exit and report to the Black Flag Station. Full course Black Flags signifies that all drivers are to discontinue racing (no passing), slow down and proceed single file using the designated track exit to the Black Flag Station. Any racer who ignores a Black Flag during a race shall be assessed a one-minute penalty for each Black Flag passed. During a

race, any driver passing under Black Flag All will be assessed a stop and go penalty under green flag conditions. If the infraction occurs on the last lap or two and it is not possible to assess the stop and go penalty, or video evidence of the infraction is provided after the race, the racer shall be penalized one lap.

White: The White Flag warns of a service vehicle on course. Proceed with caution. You may not pass a service vehicle unless instructed to do so. The White Flag may be displayed at the Starter stand as an indication of the last lap before the Checkered Flag.

Checkered: The Checkered Flag announces you have completed your final lap. Proceed to the pits using the designated track exit.

Passing Under Yellow/Double Yellow: Any driver in a non-race event who passes under a Yellow Flag condition and does not give the position(s) back to the car(s) passed, will be black flagged and removed from the track for the remainder of that session. During a race, any driver who passes under yellow and does not give the position(s) back to the car(s) passed safely will be black flagged and assessed a stop and go penalty. If the infraction occurs on the last lap or two and it is not possible to assess the stop and go penalty, or video evidence of the infraction is provided after the race, the racer shall be penalized one lap.