December 12-13 2026 Willow Springs - Driver's Meeting Notes

General Information:

We will hold a morning Driver's Meeting near the Willow Springs Diner. The Saturday meeting will cover procedures for the weekend. The Sunday Driver's meeting is for drivers who are **only driving on Sunday**. Instructors and coaches are allowed and will be assigned on an as-needed and by-request basis.

Please remember, there are NO COOL DOWN LAPS! Once you see the checkered flag, continue at 80% or more of your speed so you don't delay the next group on grid. Please check the flag stand each lap to make sure you don't miss the checkered flag!!

These notes supplement, but do not replace, the in-person meetings.

Everyone needs to complete the SpeedWaiver (link https://porsheownersclub.speedwaiver.com/akbux) or use the QR code below), including those who are not driving (e.g. family members and mechanics). 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 East Paddock near the bleachers by turn 9 on Friday evening. Registration will be near the Willow Springs Diner on Saturday morning and will shift back to John Momeyer's trailer after initial registrations are complete. Rental transponders will be available from Timing and Scoring
(see map below).

Tech Inspection will be handled by Vali Motorsports located in the paddock. The fee is $20 payable to the POC.

Vali Motorsports is available for tire services. If you need something specific, please arrange for this ahead of the event.
Please call Vali Motorsports at 714-398-4410 to order tires and arrange for installation.

The schedule for the weekend is linked on https://www.porscheclub.com/schedule/ . Live timing will be on the Speedhive App. Any significant updates to the schedule will be communicated via text and will be updated on https://www.porscheclub.com/schedule/. Hopefully, we will not need any changes. There is a simple link now on the Porsche Owners Club App. It will show you the schedule etc. Search Porsche Owners Club app for either Android or Apple.

If you run in a different class (e.g. a car that can run in GT2 or GT3) please mark your car for the class that you are running in. We encourage drivers not to race cars that are not in their class.

For all cars running in GT classes, you will receive an email if you are missing your Appendix D. In addition, we will send out a link to a list of all the current Appendix D information for all participants. If you have made any changes to your car that affect your Appendix D (off track weight or dyno sheet) please get a new Appendix D submitted. Scales are available in the paddock.

Reminder - racers must have the following available: stamped vehicle logbook, Appendix D if running in a GT class and off-track weight labeled in their doorjamb.

Gridding: Please be at the grid no later than 5 minutes before the start of your session!

Boxster Spec, GT2-GT4 and Spec 991.2 class drivers, please make your tires available for stamping. **Do not make the tire stamper unstack your wheels. Do not wait until 5 minutes before qualifying** and please coordinate with one of the stamping representatives for your class. If you can get your tires stamped on Friday afternoon or evening, please do so to minimize the time crunch prior to Saturday qualifying.

Please remember that Boxster Spec, Spec 991.2, GT2, GT3 and GT4 cars may deploy only one set of new tires per weekend (per the GCRs).

We are posting session times and grid sheets on the Speedhive App. Racers need to know their grid position for the races and not rely on grid workers. There will be no paper time sheets or grid sheets available. If you are late to the grid, you will start DFL. The grid closes at 3 minutes. You should be there no later than the 5-minute call. When you grid, please line up such that you can see the grid number in your left outside mirror. Of course, if you want to start DFL in your start group (split) you can.

We plan to grid both Time Trial groups by time for all sessions after the first practice session. The first session grids first-come, first served. Left side faster drivers, right side, slower drivers.

We will have split qualifying in both race groups. Please check the number of laps in each race and fuel accordingly.

Orange group drivers will grid for split qualifying per the grid sheet on Speedhive. Orange group qualifying grid spots are based on fast lap in practice on Saturday and based on fast lap from the Saturday races and Sunday practice for Sunday.

Red group drivers, fastest cars are encouraged to run in the first qualifying split (left lane) and the remaining cars are encouraged to run in the second qualifying split (right lane) to minimize qualifying traffic issues. This is provided a guidance only; drivers are free to select their qualifying split.

Split starts are planned for GT1/GT2/ Spec 991.2/Prototype and GT3/GT4 in Red. In Orange, split starts are planned for BSRs/GT7 and then SCR/GT5/GT6. ***These start groups may be modified depending on the cars registered.*** Stay in line for starts and do not jump the start. We will be watching for either violation and you can be black flagged for jumping the start or being too far out of line. No weaving or tire scrubbing once your group forms up.

We tend to have issues in Turn 1 on the first lap, please use good judgment and don't try to win the race in Turn 1. Racers, also remember that blocking is not allowed. Per the GCRs.

On a straightaway, the driver in the lead may proceed in a straight line at any position on the track but shall not attempt to block or impede the progress of passing car(s); weaving is not permitted. When approaching a corner, the car in the lead is permitted one defensive move but such a ***move must not be reactionary or so late as to create a danger to the following car.*** *Such blocking behavior may result in a black flag penalty, regardless of whether there is contact.*

Drivers who repeatedly fail to leave racing room when being passed, or who repeatedly exhibit blocking behavior, will be penalized, regardless of whether contact is made. This may take the form of race disqualification, write-up, or a 13/13, at the discretion of the Competition Committee.

The full passing rules are linked here: https://www.porscheclub.com/passing/

Under full course caution the overall race leader needs to slow to 55 mph. If you do not slow to 55 mph you will be black flagged, and we will see if the new leader can slow to 55 mph.

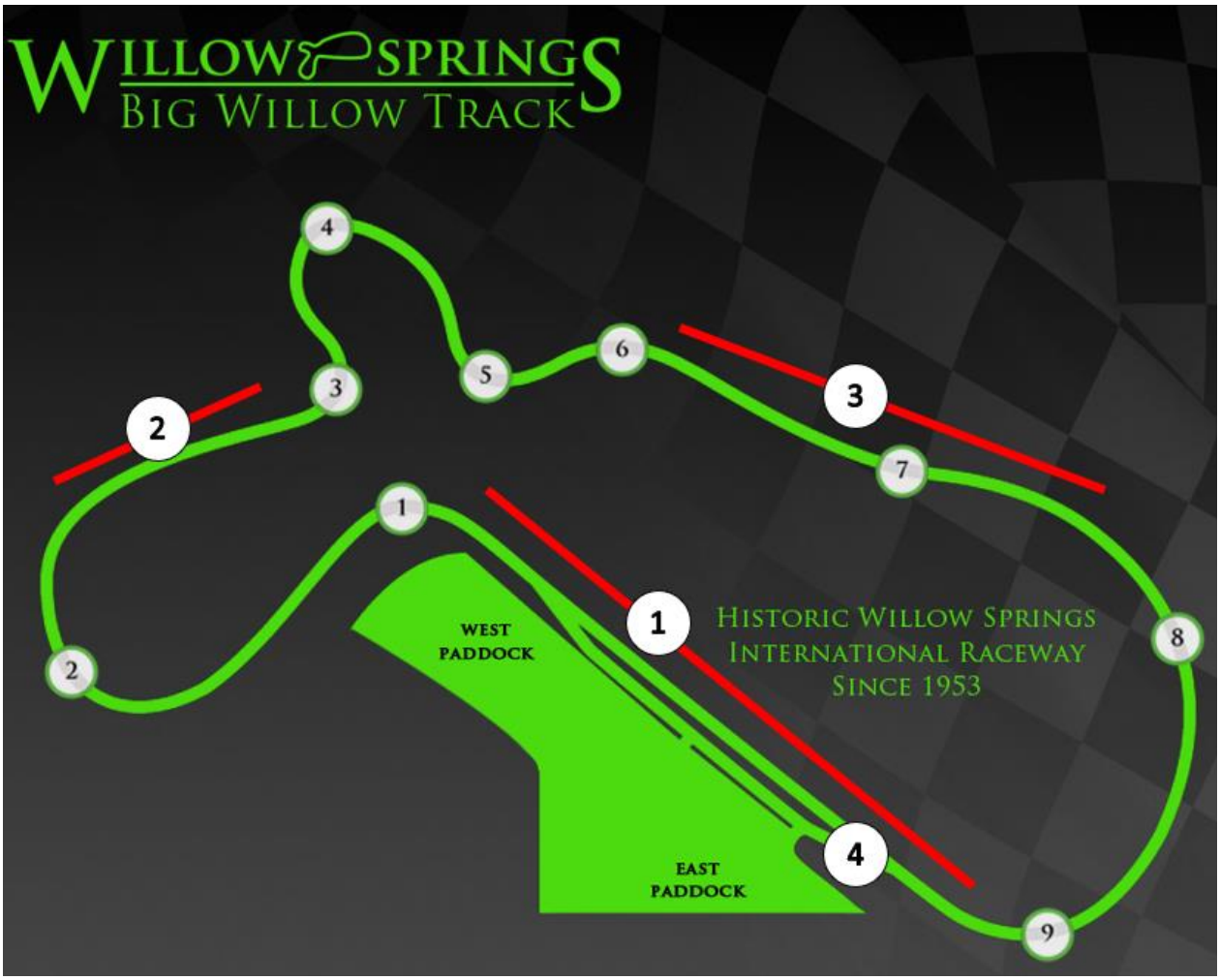
Race starts and restarts should be at **a steady (i.e. not increasing) speed and not full throttle** until the Green flag is displayed. Engine note should change on a start or restart when the flag drops. If it does not, a black flag may be displayed for the pole driver or leader.

After the races, there will be a normal impound. Competition Committee members will let you know if you need to go to the scales or have any other checks performed.

Lastly, for everyone, if you have an incident/contact with another car during the weekend, you need you to bring your video to John Momeyer and fill out an incident report. Alternatively, you may text or email the details of the incident to John instead of filling out the incident report, but you still need to provide your video. Failure to report contact is an automatic 13/13. MAKE SURE YOUR FORWARD-FACING CAMERAS ARE WORKING RACERS!" If you have questions, contact our Competition Director: Joe Wiederholt (858) 525-5278 or cd@porscheclub.com.

Time Trial Point-By Drivers:

Time Trial Point-By drivers, please remember to make a full point-by for each car passing. Please put your **whole arm** out the window, not just your finger. **Point-by passing is on the left side only**. If you have a car consistently behind you, they are faster, and you should provide a point by. Passing zones are shown in red on the track diagram below.





Safety Notes and Basic Reminders:

Speed in the paddock is 5 mph. Be very mindful of children, pets and people distracted by the cars.

The hot pit lane speed limit is 35 mph.

When entering the track from the hot pit lane stay to the left through turn 1, cars may be approaching during the session at well over 100mph. Please exit the track at the exit marked “4” on the map above.

If you spin and go off never reenter a hot track without being directed by a corner worker or without having a clear view of the track. We have issued 13/13s 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 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.

If you need to stop off track for any reason (mechanical, post contact, etc.) tap the roof of your car to let the corner workers know that you are ok (assuming that you are ok). If you do not tap your roof, the corners workers will assume that you have a medical issue. **Do not exit your vehicle unless it is on fire.**

When the checkered flag is displayed (at start/finish or turn 6), exit the track when you reach the track exit (i.e. you do not get another lap). This “in lap” **should be completed at good pace**, do not slow way down on your “in lap.”

Reminder to turn in your volunteer activities. Fill out the form at http://www.porscheclub.com/spr to get credit. Please fill out the form within 7 days of the race weekend to get your service points and POC bucks. Remember that you need service points to be eligible for a championship or any year end awards.

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

Reminders from Willow Springs. The track has asked that we remind all drivers of the following:

1. Electricity use is limited to ONLY those who have rented a garage. Everyone else will need to use generators if they need power.
2. The speed limit in the paddock area (5 MPH) and on the access roads (20 MPH) will be enforced, and people will be asked to leave the premises if that track feels that it is needed.
3. Absolutely NO ALCOHOLIC beverages are to be consumed by drivers during hours with the track hot (8:00 AM -5:00 PM).
4. Treat ALL track staff with respect and please be responsive to track staff requests.

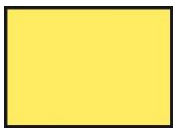
Please ensure that you are familiar with the flags and hand signals described in the GCRs.

Flags

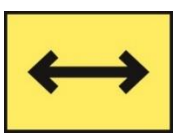
All drivers must fully understand and adhere to the following flags:



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



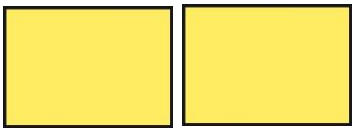
Yellow: NO PASSING. Stationary Yellow Flag means reduce speed enough to respond to unusual hazard(s).



Waving Yellow Flag: NO PASSING. This 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. 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 and is 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.



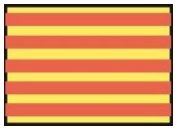
Double Yellow (full course caution) - NO PASSING. Reduce speed enough to respond to hazard(s) on the course. The overall leader of the race will slow to 55 MPH or less and collect the entire field. There will be no split starts after a double yellow and all cars should collect together in a single file 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.** You will resume under a full course Black flag condition.



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 for groups with point-by passing). This is an advisory flag but should be obeyed as soon as it is safe in PDS and Time Trial groups. Rapid compliance with the "Passing Flag" in Cup Racing groups may consider the current race situation (e.g. are you in a close race with an in-class car).



Red with Yellow Stripes (Track Condition Flag): This flag warns of debris, slippery fluids and/or any changing track conditions requiring caution and reduced speed. Typically, the flag will only be displayed for two laps (even if the condition continues). After that time, the driver is expected to account for the track conditions.



Black with Orange Dot ("Meatball"): 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 racing line and, if possible, the track surface.

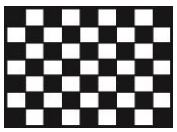


Black: You have been identified as having made an infraction. If the Black flag is furled (i.e. rolled up), then the driver must discontinue his present driving behavior or face an open Black Flag. An open Black Flag signals that the driver must proceed immediately to the pits via the designated course exit and report to the Black Flag Station. Full course Black Flags signify 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. Typically, but not always, the white flag will also have a red cross if a service vehicle is on course. Proceed with caution. You may not pass a service vehicle unless instructed to do so. This permission to pass is typically indicated by a person on the service vehicle waving you by. Look for a person on the back of the service vehicle or a wave by from the driver's side window of

the service vehicle. Permission to pass may alternatively be indicated by the service vehicle driving slowly off line. In this case, use extra caution as permission is less clear. In all cases, show respect to the service vehicle and reduce speed appropriately. The White Flag (with no red cross) may also be displayed at the Starter stand as an indication of the last lap before the Checkered Flag (for race groups only).



Checkered: The Checkered Flag announces you have completed your final lap. Proceed to the pits using the designated track exit. For PDS and Time Trial groups, the checkered flag may be shown at the start-finish and an additional location.

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.