

Porsche Club of America Chicago Region Driver's Education

Autobahn Country Club
2025 Edition

Information for Drivers attending HPDE events at
Autobahn Country Club



General Information

All drivers, crew, family members, and guests must sign in with Autobahn Country Club (ABCC). Registration will occur at the Registration Building; the 1st building on right when you enter ABCC. Registration will open at 7AM.

Drivers were asked to electronically sign the Standard PCA Event Waiver via cubregistration.net. This will speed up the registration process for everyone.

The Waiver will be available and required for additional crew and driver guests to sign at registration. In addition, **EVERYONE** needs to sign the ABCC Waiver, also available at registration.

Driver, Instructor, Novice, Crew/Guest/Family Members Wristbands will be given. There may be new or additional information displayed for that day's requirements or advice.

Only drivers and instructors, with appropriately colored wristbands, will be allowed on-track during this event. Grid personnel will check wristbands. If there are two occupants in a vehicle, one must be a registered PCA Instructor with appropriate wristband.

Exchanging wristbands is strictly prohibited and violators will be asked to leave the event.
Absolutely NO courtesy rides or "joy rides" are allowed.

Yes - All drivers must present a valid driver license at registration. Traffic violation slip in lieu of driver's license is not acceptable. You will not be able to participate in the event without a valid license. When driving through the pit's please note there is a **15 MPH maximum** speed limit in the pit area. No "Warming Tires" in pit areas.

Run group ID will be applied by Tech and will be displayed using labels affixed in the upper center portion of your windshield, near the rear-view mirror. Only cars running in more than one run group may display more than one run group designation. Grid workers will be checking vehicles for the appropriate on-track sessions.

We have tried to assign all vehicles with a car number. It is the driver's responsibility to mark their car with this number assigned. You may use any marking that will not blow off the car and is readable by the corner workers. Vinyl numbers, magnetic numbers, racers tape, numbers printed on paper and taped on, all work. Numbers need to be on each side of the car and the hood or windshield. Numbers on sides and hood shall be at least 8 inches. You may use a 4-inch white number on upper right windshield in place of hood numbers (see club racing rules). Shoe polish is not acceptable.

Any driver who feels that he or she has been placed in an inappropriate run group should discuss the matter with the Event Chairman and/or the Chief Driving Instructor. All requests to be moved to another run group **MUST** have the approval of the Event Chairman, and the Chief Driving Instructor.

Safety

Safety is the Chicago Region's main priority and we want you to feel as strongly regarding safety as we do. We expect you to do everything in your power to make this event safe for yourself, your fellow drivers, the organization, corner workers and the ABCC personnel.

No EV (Electric Vehicles) or Open-Wheeled vehicles are allowed on Track.

Mandatory clothing for this event includes: a SNELL approved SA 2015 or later helmet, long sleeve cotton shirt, long pants, socks, all made of non-synthetic material, and closed toe shoes. Highly recommended, but not mandatory are drivers' suits, driving gloves and shoes all made of Nomex or similar fire-resistant materials.

All Cabriolets, except Boxster and 996 and newer models must have a race approved roll bar or cage bolted or welded to the vehicle. This protection is required for participation in any run group, as of 2004. Boxster and 996 and later vehicles do not require this roll protection as the vehicles are equipped with integral roll protection. 993 models and earlier Cabriolets' without roll protection may NOT participate in Drivers' Ed events.

Automatic Emergency Braking Systems - "Automatic Emergency Braking", "Collision Avoidance", "Lane Correction", and similar systems must be turned OFF. For the safety of all participants PCA has decided not to allow affected vehicles to run with our group at HPDE events unless these systems can be and is turned off. Because these systems typically reset every time the car is started, you must ensure they are turned off before every session. We have no doubt that this equipment is very helpful in street driving; however, we cannot risk endangering drivers, instructors and their vehicles at our on-track driving schools.

Participants and their guests cannot consume any alcohol or controlled substances during the hours of the events' operation, nor may any person in the paddock area. This is not intended to prevent participants from taking medication for which they have a valid prescription, if such medications do not carry a warning that usage may have an effect upon the person's ability to control a vehicle at speed.

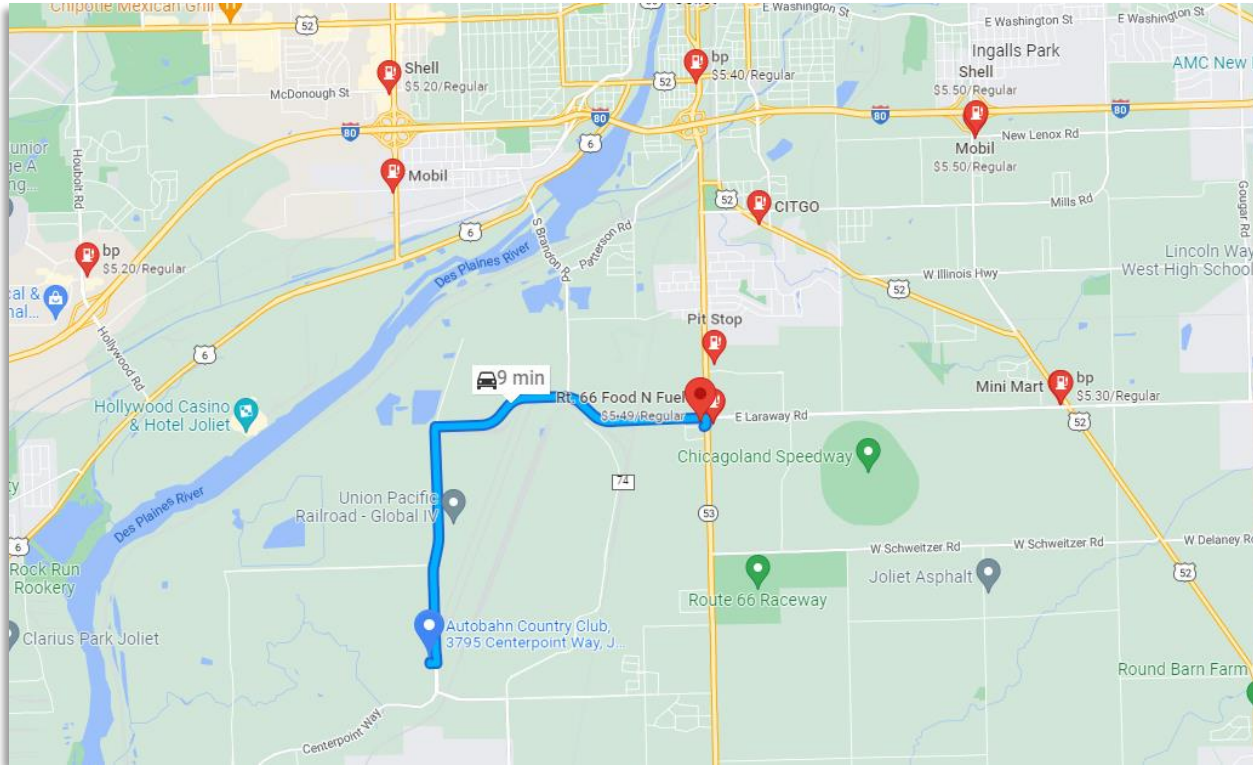
Come to the Event Prepared

To ensure you make the most of your time at the event, come prepared. Here are some suggestions.

- Electronically sign the Standard Event Waiver via Clubregistration.net prior to arrival.
- Have your tech sheet completed by a qualified service organization and bring the completed sheet with you to the event.
- Bring your Driver's License, PCA Membership Card, Credit Card, Cash.
- Fill your tank before you get to the track. There is gas at the track, but it is much more expensive.
- Car numbers must be at least 8" high on both sides of your car (not windows) and on the hood with a 1 ½" stroke in a **contrasting color** (i.e., not blue numbers on a blue car) easily read by the corner workers. Contrasting tape numbers are allowed.
- A tarp to put your things on. Grass is usually wet in the morning.
- A garbage bag to put your floormats and other things in.
- Simple toolkit and a tire pressure gauge is recommended, but optional.
- Small cooler, drinks, and snacks. Breakfast and Lunch will be provided.
- Camp chair (and sun umbrella in summer.)
- Sunscreen.
- You must wear long pants and long-sleeved shirt when driving.
- These events are rain or shine, so bring appropriate cover if rain is expected.

Closest Gas Stations

Gasoline is available at the track but it is much more expensive than what is available at nearby stations. Here are the gas stations located on the way to the track. We suggest you arrive with a full tank of gas.



Check-in and Registration

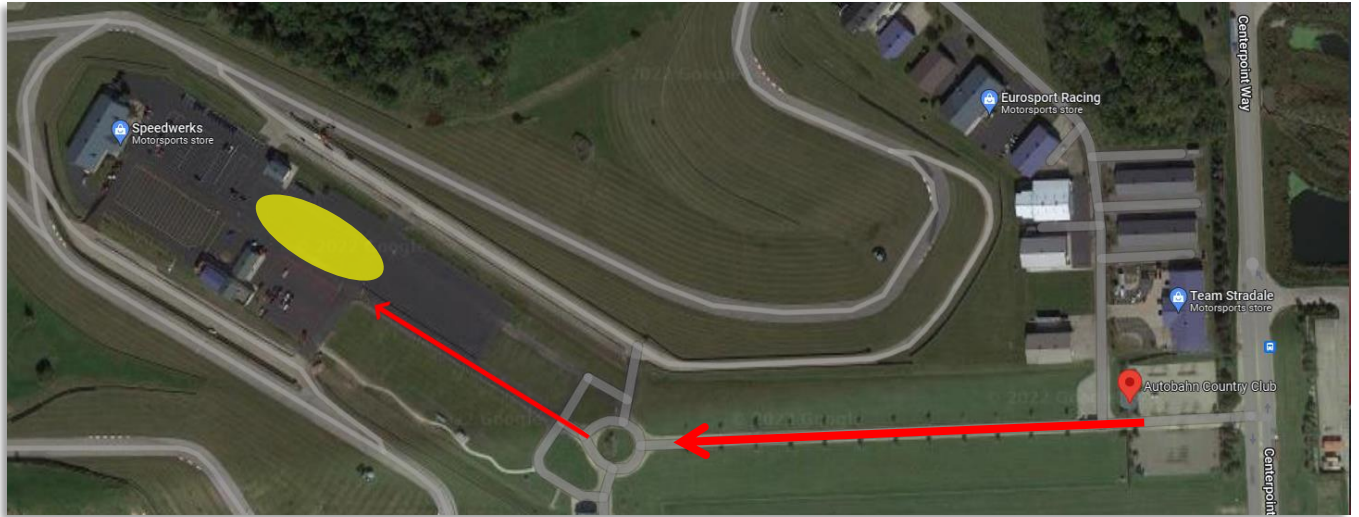


- Park in the lot to the right as you enter.
- Line up while waiting your turn.
- Electronically sign Standard Event Waivers via Clubregistration.net prior to arrival.



- You will be required to sign the Autobahn Event Waiver as part of registration.
- All drivers must present a valid driver's license at registration.
- You will receive a color-coded wristband that must be worn at all times. This indicates your role.

The Paddock



- Speed limit is **15 MPH maximum**
- Find a place to park in the area labeled on the map.
- Maintain 10 feet between cars.

Run Groups

Black Run Group:

Vehicles must have a 5 or 6-point harness with race seat with access holes for the shoulder and submarine belts to pass through & Hans Device; equipped with roll protection such as race-approved roll bar or cage that is bolted or welded into the vehicle. Boxsters may run with Roll Bar Extender.

Driver's skill levels include expert driving the line; use of side vision, trail braking, throttle steer, heel & toe downshift; ability to carry momentum thru corners.

White Run Group:

Vehicles may run stock Porsche seats and factory 3-point belts for Drivers' ED events however it is recommended to have a 5 or 6-point harness with race seat & Hans Device and Roll protection as described above.

Drivers in the White Run Group are gaining seat time and working on the advanced skills indicated above for the Black Run Group.

Yellow Run Group:

Vehicles may run stock Porsche seats and factory 3-point belts for Drivers' ED events. If a harness is added race seats must also be installed as above.

Drivers in the Yellow Run Group are increasing confidence and learning more advanced techniques including smooth and proper braking, driving the line consistently while using the full track, looking ahead in corners, demonstrating competent car control and recovery skills.

Green / Novice Run Group:

Vehicles may run stock Porsche seats and factory 3-point belts for Drivers' ED events. If a harness is added race seats must also be installed.

Drivers in Green Run Group can expect to spend a minimum of 5 track days in this group with, or under, observation by an instructor. The instructor will assist in teaching the line of the track, pace of the group, smooth steering and brake inputs, passing safely, and track etiquette.

If you wish to have an instructor ride with you in *any* run group, the same type of harness/ seat requirements as described for the driver must be installed on the passenger side

Going Through Tech

Once you have found a parking space in the paddock you should prepare to bring your car through tech inspection.



- Empty your car and place your stuff in front of your car before going to tech. This includes iPass, phone, floor mats; **EVERYTHING must be removed.**
- Windows must be down.
- Make sure you have applied your car numbers and bring your helmet and have it ready for inspection.
- Place the completed tech sheet under the windshield wiper when you go to tech.
- Line up on the appropriate side based on signage.
- Answer the tech inspector's questions and do whatever they tell you to do.
- Once passed, they will place a run-group number in the upper center of your windshield. You will not be allowed on the track without this sticker on your car.
- Return to your parking space when complete.

Driver's Meeting

There is a mandatory driver's meeting at the start of each event. It is held in front of the podium at the south building. See the schedule for the specific time for your event.












- Attendance is **MANDATORY**.
- Event rules will be covered.
- Passing rules will be covered.
- Flags will be covered.
- Any Day-specific items will be covered.
- Student/Instructor Pairings will happen.
- If you don't attend, you will not drive.

Flags

Recognition of flags is a very important safety consideration at any track event. Since flags are the only means of communicating track and vehicle conditions to the drivers, all participants must know the meaning of each flag and the subsequent actions required. Be alert to where the corner stations are located.

Acknowledge any flag issued to you by the corner workers with a hand wave or a quick flash of your lights. The flags are categorized as information and/or command as described below:

-  **Green:** the track is open
-  **Yellow:** slow down, look, **Do Not Pass**
-  **Waving Yellow:** **Do Not Pass** *AND* the problem is **Right Here!**
-  **Yellow & Orange:** the track surface has changed and may be slippery
-  **Red:** **Stop** on the track at the closest manned corner station & wait for instructions
-  **Black:** **Exit** to the pits; wait for instructions
-  **Meatball:** There is something wrong with your car; **Exit** to the pits
-  **Blue with Yellow Stripe:** check your mirrors; let faster cars pass
-  **Checker:** Session over. Take a cool-down lap and **Exit** the track

Before You Go on The Track

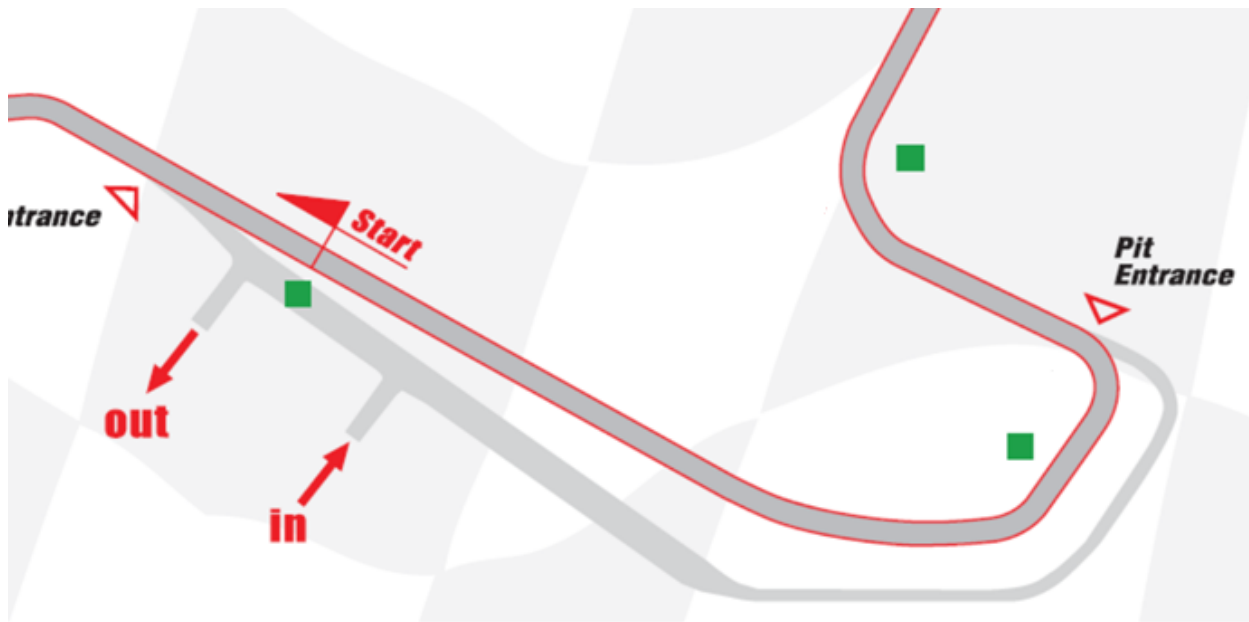
Before you enter the false grid for your session, make sure you are ready:

1. Remove all loose items from the trunk, door pockets, glove compartment, hanging from the rear-view mirror, and under the seats. This means everything that is not bolted down (floor mats, radar detectors, Garman's, I-PASS, maps, rubber ducks, etc.).
2. Install your TOW Hook.
3. Check fuel level and fill if necessary. Adjust your tire pressures.
4. Check the oil and brake fluids – Do Not Over Fill Oil.
5. Check the torque on lug nuts (only when the wheels are cool). Porsche recommends 94-96 ft.-lb.
6. Take a few minutes before your run time to:
 - Adjust your seat so that when the clutch pedal is fully depressed there is a bend in your knee and when you grip the steering wheel there is a bend in your elbow.
 - Adjust all mirrors to your new seating position.
 - Fasten your seatbelts snugly.
 - Put on your helmet and fasten the strap.
 - Lower the driver and passenger's window. Windows must remain lowered whenever someone in the Seat regardless of Rain – any exception will be announced at the Drivers Meeting.
 - Vehicles must have sunroof closed and soft top up.
 - Turn off Automatic Braking System if equipped on newer cars.
7. If you are unsure of anything, ask your instructor or the Event Coordinator.

Entering and Exiting the Track

Run Groups should stage 5-10 minutes prior to your session. Enter the Start Grid through the entrance to the right of the North Race Control building. Look right and wait until the track is clear. Line up on the right-hand side of the Grid. Pull up to the Starter and wait for a signal to enter the track.

**The first lap of every session is always under a Stationary Yellow Flag for each Run Group
THERE IS NO PASSING DURING THE FIRST LAP**



- Entering the False Grid
 - **ENTER** the track to the right of Race Control
 - **STOP** before entering the track surface
 - Belts, helmet, gloves, already on.
BE READY, LOOK RIGHT
- **THEN** proceed onto the hot pit lane
- Stay on the **RIGHT SIDE** against the barrier
 - Cars exiting the track will be passing you **ON YOUR LEFT**
 - Stop at the starter stand and show your wrist band
- **Entering the Track**
 - **DO NOT CROSS THE BLEND LINE! Crossing is an automatic Black Flag.**
 - Stay to the left ALL the way through Turn 1
- **Exiting the Track**
 - Fist Up, and exit at Turn 18
 - Exit at the **END** of hot pit lane, on the left side
 - Watch out for cars entering the track

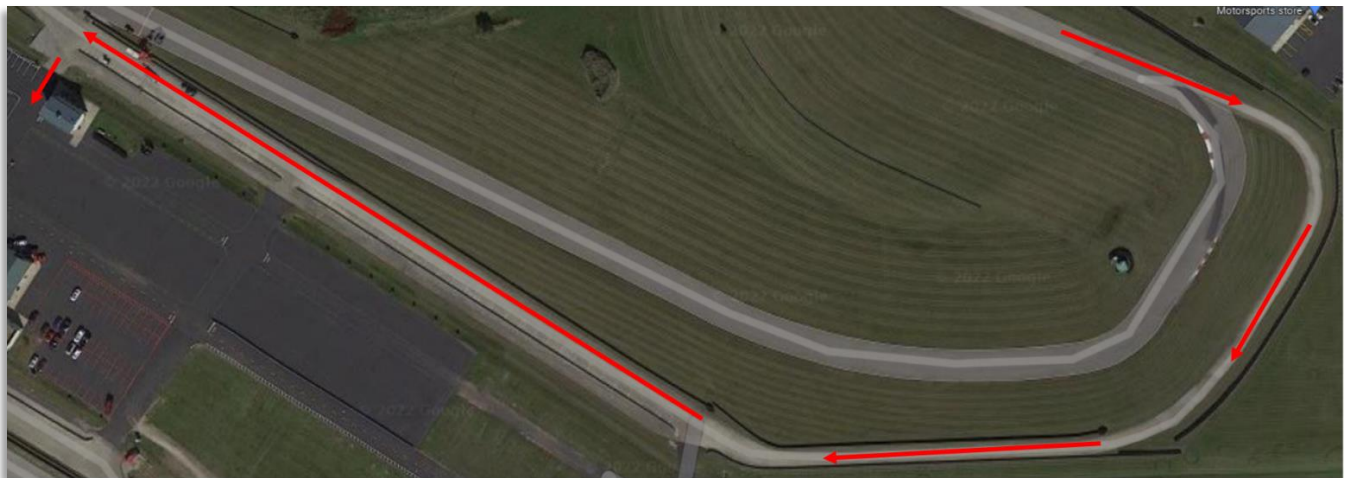
Entering the False Grid



Entering the Track



Exiting the Track



Passing Rules

This event is a Driver Education event, and NOT Racer Education. The road course is being made available to an entire Run Group of drivers working together to the benefit and safety of all.

Passing slower cars should not be viewed as a conquest, but rather as a serious part of your learning process. Maintaining a free flow on the track is a prime safety consideration. Therefore, passing is permitted only on the designated straights and only with a clear signal from the lead car. Be kind. An accident is when a meteor hits your car – all else is directed to driver error...

The Chicago Region passing rules are as follows: The car being passed will remain ONLINE and the car doing the passing will move OFF-LINE to pass.

The simple rule is if the next turn goes to the right then the OFF-LINE passing lane preceding the turn is also on the right. If next turn is left, make off-line pass on the left.

Passing areas at Autobahn Country Club are detailed on the map at the end of this document and are run-group dependent.

Passing rules and locations for all Run Groups will be discussed at the morning driver's meeting. Check your mirrors often, especially at the beginning of a passing area. Let the faster drivers pass. If a car appears behind you and it was not there the last time you looked in your mirror, it is faster than you. Signal the vehicle to pass at the next available opportunity. You are responsible for coordination with the car in front and behind you.

To Allow a Pass

- Remain ON-LINE.
- Put your ARM OUT the driver's window, and point to the left or right (over the top) to direct the passing car around you OFF-LINE. Point with authority. If your car is equipped with a window net, you may point to the right from inside the vehicle using your right hand. Make sure it is visible through the rear window.
- Back off the throttle. Do not drag race down the straights. Sometimes the car behind you can stay with you through the turns, but it might not have the power or momentum to pass on the straight unless you slow down.
- If you intend to allow more than one car to pass you, clearly signal each and every car.
- Initiate all passing at the beginning of the straight, not near or at the end of it. You are responsible to allow the pass to be completed before reaching the first brake marker.

To Pass

- If you come upon a slower car in the turns, please stay back for a comfortable distance. Do not ride their bumper! Allow adequate spacing if their car should suddenly slow until the next passing area.
- Wait for a distinct signal from the lead car, accelerate and pass on the side indicated by the car being passed.
- The turn at the end of the straight can come up fast when you are concentrating on a pass. Be certain that you have the time to complete the pass and get back on-line, or have the competence to negotiate the turn from the “inside of the corner” if appropriate.
- You are encouraged to gain experience and a comfort level in entering a corner from the inside or “off-line”.
- All passes must be completed prior to the first brake marker.

Following Distances

Keep reasonable distances between cars. Do not bunch cars on the straights. If you are not going to pass someone, keep your distance. Minimum distance on straights should be three car lengths, unless you are passing, and then you should not be directly behind the car in front of you.

In corners, stay three seconds behind the car in front of you. Corners are where problems are likely to occur. If you are approaching a turn, back off before the braking zone to maintain a safe corner.

Corner workers will be reporting unacceptable intervals and unsafe driving practices to the Starter. Drivers will be Black Flagged and talked to. Repeated violations will result in your disqualification from the event. We do not want any single car incidents, much less multiple car incidents.

Off-Track Excursions

If you happen to go 4 wheels off the track, try to drive in a straight line. If you spin, the general rule is “Both Feet In”. Step on the brake and the clutch until you come to a complete stop.

“In a spin, both feet in.”

Try to signal the corner worker that you are okay and looking to get back on the track. Wait for the corner worker to signal that it is safe for you to enter the track.

If you drop two wheels off, gradually ease off the gas, continue straight until the suspension is settled and gently steer the car back on the track. Do not jerk the wheel as you may do a direct turn or shunt into a barrier.

If you spin on or off the track, or if you take all four wheels off the track, you will be given an automatic Black Flag and must return to the Grid for a safety check of your vehicle.

NEVER go counterclockwise on the track.

If your car becomes disabled and is not possible maneuver your car off the track and out of harm’s way or if you see Blue Smoke in you mirror or you have the slightest hint your car may be dripping fluids, move off track and slowly come to a stop. WE WILL GET YOU and THANK YOU.

Shut off your ignition and stay in your vehicle with helmet on and seat belts secured. Exit your vehicle only if on fire. Stay with your car until directed by the corner worker or until tow truck arrives. Do not lock your vehicle.

Parking After Your Session

When you come off the track after a session, your brakes and rotors will be very hot. Engaging the parking brake when the pads and rotors are very hot can lead to warping of the rotors.

Follow these procedures when parking in your paddock location:

- Do not use your parking brake.
 - If it automatically goes on when you park, remember to turn it off
- If driving a manual transmission car:
 - Slowly pull up to your spot in 1st gear
 - Push in the clutch and shut off the engine
 - Coast into your spot, release the clutch to stop and leave the car in gear
 - Stay off the brake as much as possible

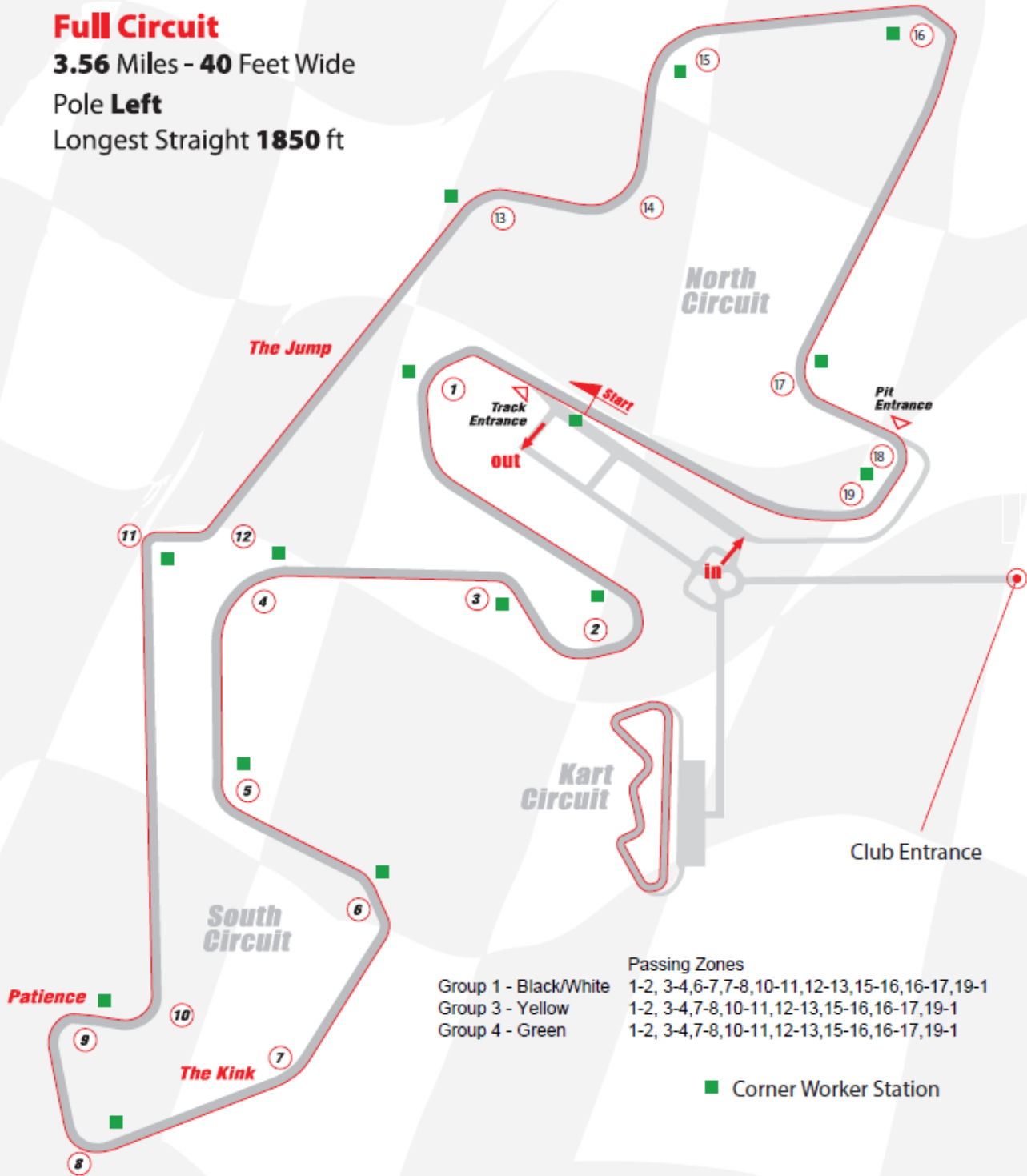


Full Circuit

3.56 Miles - 40 Feet Wide

Pole **Left**

Longest Straight **1850 ft**



- Group 1 - Black/White
- Group 3 - Yellow
- Group 4 - Green

- Passing Zones
- 1-2, 3-4, 6-7, 7-8, 10-11, 12-13, 15-16, 16-17, 19-1
 - 1-2, 3-4, 7-8, 10-11, 12-13, 15-16, 16-17, 19-1
 - 1-2, 3-4, 7-8, 10-11, 12-13, 15-16, 16-17, 19-1

■ Corner Worker Station

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