

The Basics: Preparation for your first lap

- **Weather.** Don't drive your first laps in the wet. Grip varies wildly at different points on the track when wet, in some areas there is virtually no grip at all.
- **Familiarise yourself with the track map and ask about the most dangerous parts.** Ask someone with experience to drive or ride with you for your first few laps, the Burgstube will be happy to help, or arrange for someone who can. Even if you are an experienced driver or track day enthusiast, the 'ring will present new challenges. Listen to and respect the experienced 'ring drivers/riders.
- **Keep the Nordschleife Emergency Number and a mobile 'phone with you.** The emergency number is; **+49 2691 302215**
- **Check your vehicle.** Carefully check the condition of your vehicle before driving. Tyres, brakes, suspension and chains/sprockets should all be in excellent condition and correctly adjusted. Fluid levels should be checked carefully every few laps. There is a strictly controlled noise limit of 95db for all vehicles. Don't drive with fluid leaks, however minor.
- **Remember that during Touristenfahrten, German road law applies.** That means that overtaking is only on the left. Slower traffic should keep to the right whenever possible. Faster traffic will approach very quickly, so keep to the right and let it pass. Indicate right as faster traffic approaches to confirm your intentions.
- **Try to relax.** Your first laps can be pretty daunting but if you treat the track with respect and respect those around you it should be no more dangerous than driving on any other public road.
- **It helps to have a 'spotter' in cars, someone to look out for traffic behind whilst you concentrate on what's ahead.** If this isn't possible, remember that other traffic can approach quickly but that you need to concentrate most on going forwards.
- **The Marshals use a flag system, memorise this;**

Yellow: Accident, reduce speed, no overtaking.

Yellow/Red: Oil spill, reduce speed, no overtaking.

Red: Circuit blocked, stop immediately.

Do not overtake the safety cars when their amber lights are flashing

**Nordschleife Emergency number;
+49 2691 302215**

Basics: First Lap

- Drive to the entrance car park, park in the car park and buy your lap tickets from the Ticket Office next to the toll barriers.
- Turn your lights on, then slowly drive through the car park, watching carefully for other traffic either coming off the track or joining the queue. Drive up to the toll barrier (left or right for cars, the 2 centre lanes for bikes), you may be directed by a Marshal so watch for their instructions.
- Place your lap card flat on the machine for around 2 seconds. The barrier will rise, the 4 lanes converge back into 1, watch for other traffic as you move off.
- Drive slowly up the 'slip road' and around the chicane of cones, then move immediately to the right to let faster traffic pass.
- Remember to keep to the right and indicate right when faster traffic approaches.
- There are no arrows or chevrons to indicate the direction the track takes so drive carefully and expect blind bends and crests. There are some signs picturing motorcycles in trouble – these areas are more difficult than most.
- Do not be tempted to keep up with other traffic; it is likely that all other traffic will be faster than you, don't let someone else lead you into a crash
- Do not time your lap. Your first laps aren't about going fast, they're about familiarising yourself with the track. Concentrate on your positioning relative to other traffic and ensuring that your driving does not put others in danger.
- Watch for orange flashing lights, Marshals' flags and Ölspur (oilspill signs). If you see any of these slow down and be prepared to stop.
- Don't go too fast, an average of around 60mph/100kmh is a good start but remember that at some points the track is slower than this. Try not to go too slowly either.
- Keep to the right on the long straight before the exit and slow down, observing the speed limits.
- Watch for traffic in the car park.
- Get out of car/off bike and have a heart attack/congratulate yourself.

More laps?

The difference between the Nordschleife and a more conventional circuit is its length and complexity. A standard circuit may be between 2 - 4 miles/3 – 6 km, the Nordschleife is 13.1 miles or nearly 21 km long. It was deliberately designed to combine as many complex sections as possible, for the race drivers of the day and for car industry testing. Learning a short circuit typically takes just a few laps, probably no more than 8-10. Typically the Nordschleife takes around 50-60 laps to learn fully, but you'll start to remember some sections after around 20.



The main issue is that until you know it, lots of sections look similar. It's easy to recognise one section and then realise you aren't where you thought you were. This over-confidence is the major factor in many of the accidents on the 'ring. The only way to gain 'the knowledge' is to drive or ride lots of laps.

Keep a watchful eye on the condition of tyres, brakes, oil and water levels and give your vehicle a check every few laps. The 'ring stresses all the components of your vehicle much more than normal road driving so even if your car or bike doesn't normally use oil, it may well do on the 'ring.

Take frequent breaks. Track driving, especially if you are new to it, can be stressful so stop regularly and drink plenty of fluids.

There are some useful markers to help you at the turn-in and apex points of most of the corners. These are white, painted circles at the turn-in and rectangles at the apexes. Some are better than others but they can be a useful guide.

Once you've completed a few laps you'll be starting to pick up speed. This presents more challenges, one of which is overtaking. Remember that you must only overtake on the left, never on the right. Wait until you can see well ahead and you are confident that you can pass safely. Try to ascertain whether the driver you want to pass has seen you (are they indicating right?). It's all too common a mistake to overtake and find yourself going too fast for the next section. If the driver in front hasn't seen you they could turn in across your path at the next corner.

Accidents do happen on the Nordschleife. It's relatively rare for accidents to involve more than one vehicle but these can happen. Most accidents are caused by overconfidence, either driving too fast for the level of knowledge or just too fast. There's only a few sections of the track that have any run-off and so if you lose control you're more than likely going to end up crashing into the barriers.

Oil and coolant spills are common on the track and although, unless you are the first to come across one, they are usually clearly marked, it's easy to forget their position on your next lap.

Remember that you must concentrate completely at all times. Stupid accidents happen often because of just a momentary lapse of concentration.





Other Important Information

Accidents/Breakdowns/Oil Spill Procedure

In the event of an accident, if possible, try to warn following vehicles by placing a warning triangle (obligatory) at least 100 metres anti-clockwise from your vehicle. Slow other drivers by standing at the side of the circuit and waving as they approach.

Call the Nordschleife emergency number (+49 2691 302215) and report the accident. If you or anyone else is injured make this clear. If anyone appears to be badly injured ask for a helicopter. The marshals/emergency services and a recovery truck will be dispatched to recover you and your vehicle.

If first on the scene of an accident, you can help by stopping safely after the debris and move back along the track to warn other traffic/calling the emergency number.

You can have your vehicle recovered to the Burgstube, if you do not instruct the ADAC driver that you want to do this they will take it to the nearest ADAC centre at Müsch or Adenau, which will incur storage costs in addition to the recovery costs.

The police, in the event of an accident involving more than 1 vehicle, will take statements from those involved and inspect your licence and vehicles' papers.

All of your vehicles papers (V5, MOT, insurance, tax) should be kept with the vehicle whilst in Germany. It is an offence not to be able to present the papers for inspection on demand.

The procedure for breakdowns and oil spills is similar, stop safely as soon as possible away from the racing line and follow the procedure above. Do not attempt to drive to an exit with an oil leak; you will be endangering the lives of others and you will be responsible for any accidents or injuries that occur.

Costs and Penalties

Costs in the event of an accident or breakdown can be considerable.

Costs at the time of writing are detailed below;

Recovery Truck	- 195 Euro (Inc VAT)
Circuit Closure	- 1350 Euro/hour
Safety Car	- 82 Euro/half hour
Armco Truck	- 150 Euro
Armco Removal	- 10 Euro/metre x2/3 higher sections
Armco Post Removal	- 5.10 Euro each
Armco	- 31 Euro/metre x2/3 higher sections
Armco Post Replacement	- 39 Euro each
Hospital Helicopter	- Ensure you have travel insurance!
All plus 19% VAT	



Penalties

Overtaking on the right – Fine, one-day ban, report to the police

Aggressive driving, pressuring others – one-day ban

Excessive speed where restrictions are evident – one-day ban, repeat offenders will be banned for the season

Deliberate driving off the track, failing to report dirt on the track – one-day ban

Using a camera to record lap footage – one-day ban. Repeat offenders will be banned for the season

Deliberate driving with a fluid leak – Season ban, plus charges for closure and cleaning the track

Insurance

Under German law the Nürburgring Nordschleife is a toll road and as such is subject to the same regulations as other German roads. It is, however, questionable whether UK insurance provides cover for driving on the Nordschleife.

In some cases it is specifically excluded from policies whilst others will decline cover if informed that you intend to use your vehicle here. This does not change the fact that the ‘ring is, by law, no different from any other German road.

In theory you should be covered by your insurance for third party costs in the event of an accident. If in doubt, check before driving here! Consider the costs above if you think your insurance may not cover use on the Nordschleife!

See - http://www.leeds-solicitors.com/nurburgring_insurance.html

Other Users

Most of the other users of the ‘ring are experienced with perhaps hundreds or thousands of laps under their belts. Experience is the key to driving the track well and so even quite a humble car may be driven very well. Expect to see every supercar or bike you’ve ever dreamed of mixed in with MkII Golfs and E30 BMW’s. The latter are often much better driven than the former. The ‘ring is generally a very fast, flowing circuit although it may not appear to be initially. An average of 70mph/110kmh is considered fairly normal, so peak speeds may be well over 100mph/160kmh so watch out for traffic approaching quickly. Discipline is normally excellent and nearly all users will adhere to the overtaking rules. If you see other users overtaking on the right, or any other dangerous activity, report them to the Marshals at the start gate.



When is the best time to visit the 'ring?

By far the best time to visit the 'ring regardless of your experience is midweek.

Weekends are much more busy and more traffic means more accidents and more closures. Other particularly busy times are Easter and German Bank Holidays, plus when there are events at the GP circuit, such as Formula 1.

Arriving on a Sunday evening for the Monday session and then using the 2-hour per evening sessions, leaving on the following Saturday morning is the best way to spend a week in Germany

Contact;

Martin Bird

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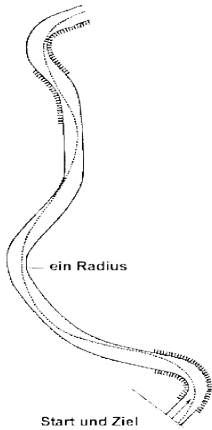
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Circuit Guide and **Dangerous** Sections

A step-by-step guide to the corners highlighting the more dangerous sections. There are no 'safe' areas of the 'ring, there are few areas with any run-off, and some have none at all.

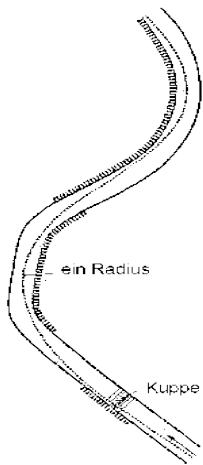


Hohenrain chicane ⇒
A right-left-right chicane, make sure your tyres are warm before taking this chicane quickly. It is tighter than it looks and has very unforgiving barriers on the right.

takes practice, the first corner line is crucial to the of the section so start slowly and build up speed gently lap by lap.

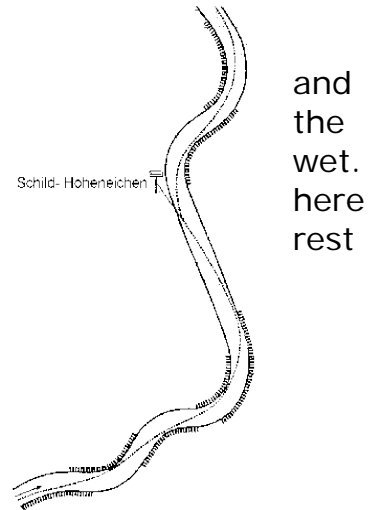
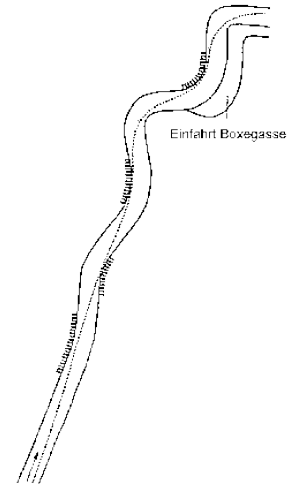
⇐ **Hatzenbach- Dangerous!**
A series of bends starting fast then progressively slower towards next section, very slippery when Getting the right line through

Hocheichen ⇒
A 'corkscrew' that starts with a tighter than it looks right and then drops away to the left sharply. Because of the fast drop this is dangerous for cars and bikes: slow in, fast out is the best method here.



⇐ **Quiddlebacher-Hohe**
Speed is quickly picked up from Hocheichen and the bumps over the bridge in this section get worse with speed.

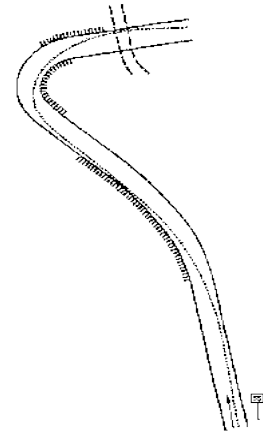
⇐ **Flugplatz- Dangerous!**
At speed the entry to Flugplatz becomes a take off ramp! Then a triple apex right-hander with a rough section at the second apex.



Very fast, and a popular crash site for cars, it is easy to drift sideways onto the grass here. From Flugplatz to the next section is one of the fastest sections.

Schwedenkreuz- Dangerous! ⇒

A long left-hand bend with a rise at the entry. Look for the white circle in the middle of the track just after the rise that indicates the ideal line. Be prepared to brake hard and keep to the left (traffic permitting) for the next bend, which is;

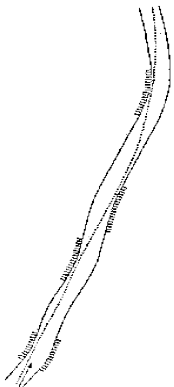


Aremberg ⇒

A downhill, right hand corner with good entry and apex markers. It is easy to run wide on the exit, make sure you brake well before the entry.

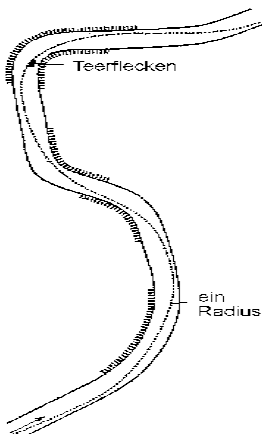
← **Fuchsrohre- Dangerous!**

The steep downhill section can be straight lined by starting on the right, coming close to the left kerb, then the right and close to the left at the bottom of the hill before drifting to the right before the next section. All traffic permitting, of course. The downhill is very steep so watch your speed and particularly on motorcycles, be prepared for the compression at the bottom of the hill.



Adenauer-Forst- Dangerous! ⇒

This is a very dangerous section that catches a lot of drivers out, especially the inexperienced. From your position at the right of the track exiting Fuchsrohre this section is a left/right/tight left and tight right. The two tight corners are not visible until very late. A very common accident site.

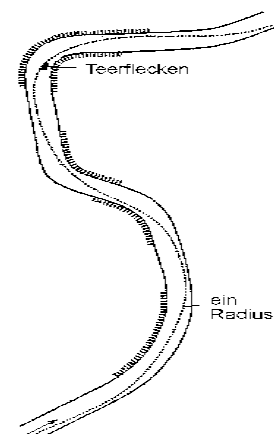


← **Metzgesfeld**

A fast left-hander followed by a tighter left. Turn in to the first corner fairly late, drift to the right of the circuit and brake for the second left-hander. A slight left just before the next section makes the second left tighter than it first looks so be prepared for it.

Kallenhard- Very Dangerous! ⇒

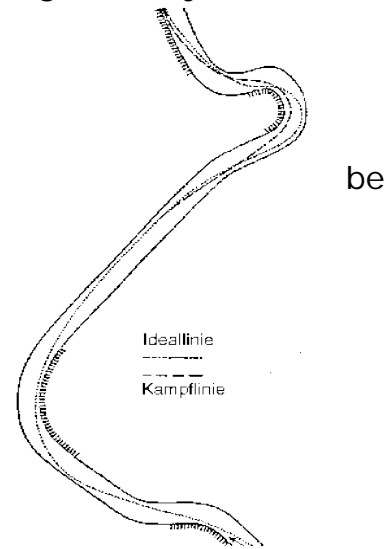
A tight, off camber, downhill right. This area stays wet because it is shaded by trees and so can be



slippery long after the rest of the circuit has dried out. Off-camber, downhill with no run-off means that if your vehicle is understeering badly be prepared to pay the Armco repair bill! Keep your entry speed low until you are sure that the tarmac is dry and grippy. Good entry and apex markings help.

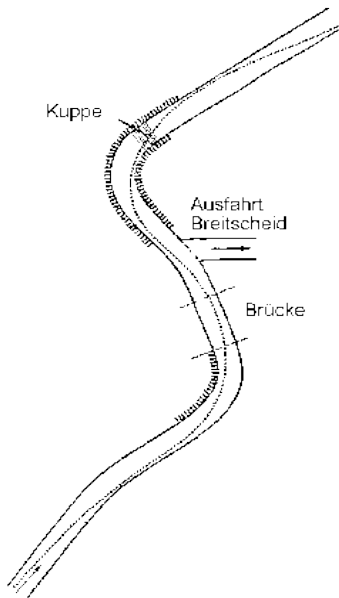
Wehrseifen- Dangerous! ⇒

Starts with an open chicane after Kallenhard. Stay right until you can see through to the exit and then straight-line through to the triple apex off camber right-hander before the very tight, right then left downhill Wehrseifen chicane. This last chicane is very tight and will test your brakes. The exit can be dangerous for bikes as the chicane is so slow, so lots of power is used on the exit.



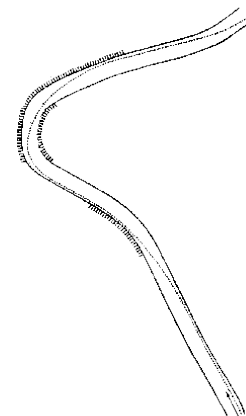
⇐ Breidscheid- Dangerous!

This section starts downhill and has an off-camber left just before the second entrance/exit to the circuit. Watch out for traffic indicating exit here or joining the track. Popular with spectators, not least because of the frequent crashes into the large walls over the bridge and the road to Adenau.



⇐ Ex-Muhle

A steep, uphill, right-hander that can be taken surprisingly fast because of the positive camber and uphill nature. A good test of your vehicle's power!



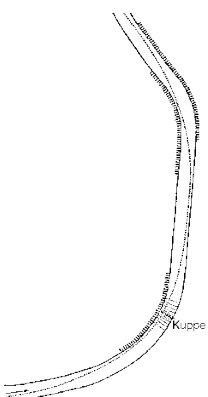
Bergwerk ⇒

From here until Steilstrecke the track can stay wet for much longer than the rest of the circuit because of the shade from the trees.

Bergwerk is a good right-hander with a late entry and very positive camber.

⇐ Kesselchen/Klostertal

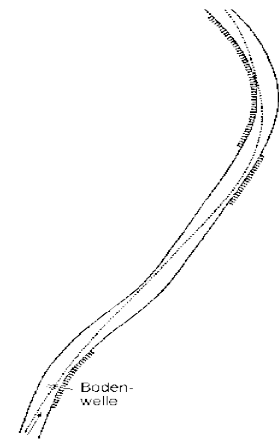
This is the longest fast section of the circuit and is quite open, but can be tricky. It is a very long series of long left-hand bends with one right and gentle rises that will load and unload your suspension. Bear in



mind that an accident could be difficult to stop for at the speeds this section can be driven at.

Mutkurve/Angstkurve ⇒

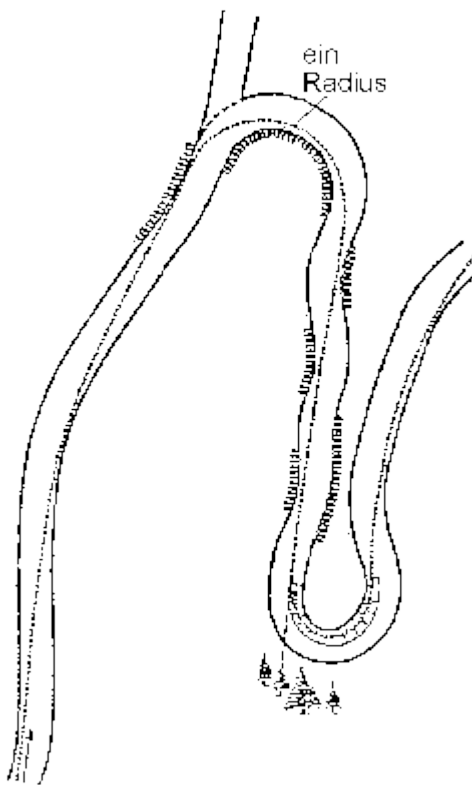
An uphill, off-camber left that is tighter than it looks, but with practice can be taken quite quickly. Many cars and motorcycles crash here so watch for debris and oil/coolant. This is followed by a rise with a tricky right-hander that is not readily visible. Take care here for the first few laps.



Steilstrecke ↓

A very long, fairly fast right-hander that goes on and on. The perfect knee-down corner! A slight change of

surface is the only issue here. After Steilstrecke there is a short straight with a small hump that is easy to launch wheelies from. Be sure to brake early for the next corner, which is the notorious Karussell.



← **Karussell**

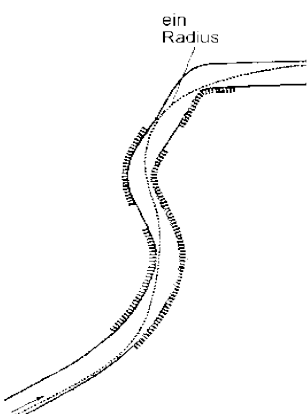
Many drivers and riders avoid Karussell for their first few laps, but it is not as bad as it looks. The most important advice is to ensure that all your braking is done before entering the banked part.

Even Sabine Schmitz has been round Karussell on the roof of a car because she left her braking too late! Karussell is made up of a number of 'plates'. It is best to avoid the first few. Look for the tyre marks on the track surface where other vehicles

enter as a guide. It can be useful to use a reference point at the side of the track as you approach Karussell to get the right entry point, as it is difficult to see on the approach. A tree or the small section of wire fence is ideal. The exit is similar to the entry; it is best to exit a few 'plates' before the end.

← **Hohe Acht**

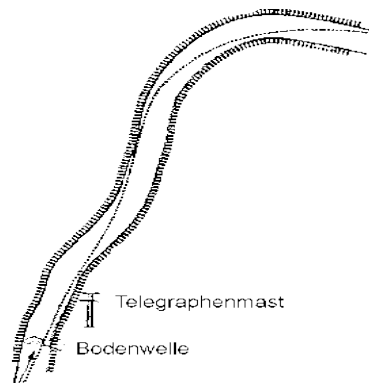
The section between Karussell and Hohe Acht is uphill and fairly fast. There is a gentle right-hander followed by a long left and then a tighter one immediately followed by a right over a crest. Following this is another right. This section is tricky to get right at first, but very rewarding when driven well. Take your time to learn this section and



try to use the track right to the kerbs to carry your speed up the hill, traffic permitting, of course.

Wipperman- Dangerous! ⇒

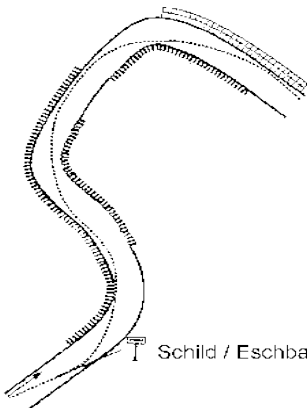
The next few sections are technical and take longer to aware of this and keep your watching for accidents. comprises a gentle right, a then a difficult right followed over a crest to the next much like Hatzenbach in that first bend will make the rest flow well.



much more learn, so be speed down, Wipperman tighter left and by a right up section. It is very a good line in the of the section

⇐ **Eschbach- Dangerous!**

This downhill, off-camber double apex left is a real test of tyres and really pushes the front tyre on motorcycles. You should be aiming for the second apex and then turning right into the next section. There is little run off here and, similar to Kallenhard, is unforgiving if you carry too much speed here.



⇐ **Brunnchen 1 and 2- Dangerous!**

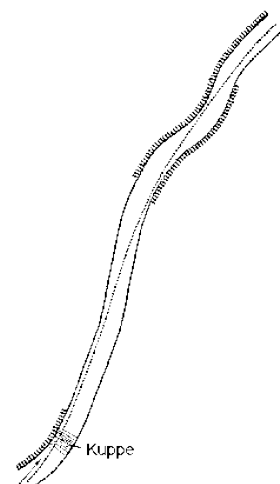
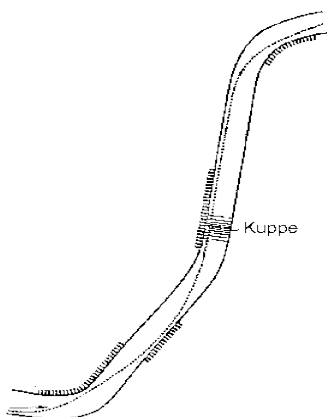
Very popular with spectators. Comprises a downhill right, a short straight and then an uphill right. Accidents are fairly common here so watch out for oil spill signs. The uphill right has a good positive camber and will make motorcycle suspension squat considerably here so be careful

if you don't have much ground clearance.

A tightening uphill left over a crest with quite a rough surface and then a gentle right followed by a downhill left completes this section. Traffic permitting, stay right and then drift left for the next section, which is;

⇐ **Pflanzgarten- Dangerous!** ↓

Pflanzgarten is where the circuit becomes faster again, but with one more obstacle first! First there is the 'Ski Jump', a sudden drop that will unload suspension on cars and motorcycles. Ensure that you brake before this drop, let the vehicle settle and then turn into the fast, double apex right. Following this there is a fast left, a downhill and uphill to



another right, after which the kerb comes out to meet you. This is not visible from the earlier bend so care must be taken here until you know what to expect. From here a straight leads to...

← **Schwalbenschwanz- Dangerous!**

A long right leads into a tight left with an uneven surface. A short straight leads to the Mini-Karussell. Finding a good line on a motorcycle is not easy at first. If in doubt, take the black line of tarmac around the inside. The best line is to cut across the first few 'plates' to the black line and then drift out over the last few. Cars find this easier; the line is the same as the latter above. After this, a short straight leads to the last complex.

Galgenkopf ⇒

This is a series of right-hand bends, starting with a fairly tight one and opening out to the start/finish straight. The camber varies and so be careful not to apply too much power too soon. Ensure that you observe the speed limits close to the finish.

