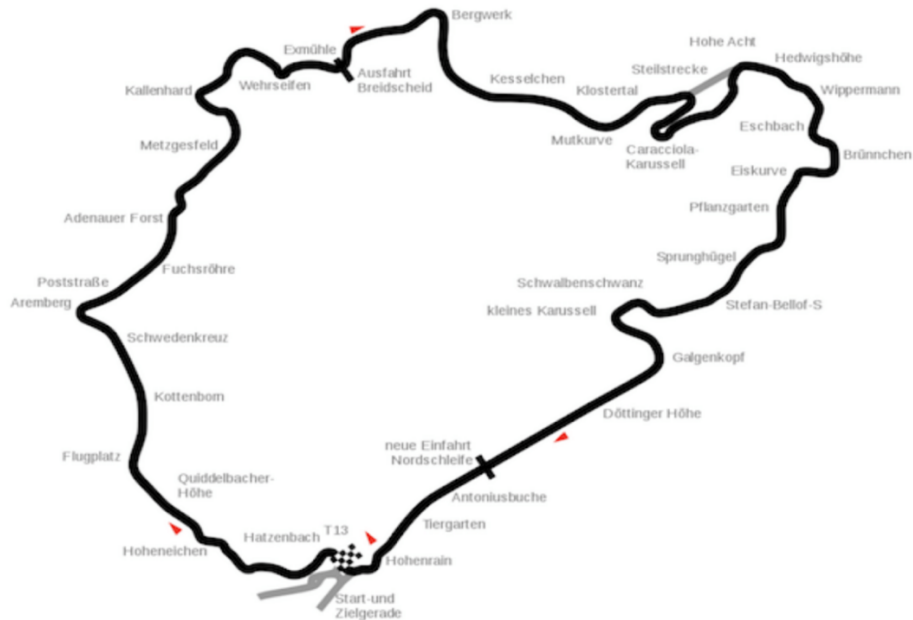


NÜRBURGRING CORNER ANALYSIS

Hocheichen to Flugplatz



So, we made it through Hatzenbach. The tires and brakes are starting to warm up and we are heading to one of the most famous corners in the world....Flugplatz. But first we need to get through a really fun section starting with Hocheichen.



Lined up on the left side of the track, this is a safe area to get by someone if you can. Hocheichen is another corner that has curbs that are usable, but my personal preference is not to use this one. Try it both ways and see what you think. A short stab of the brake is usually all that is needed to prepare for the turn-in, which is just beyond the position of the Cayman in the above shot.



Apexing Hocheichen, you can see that the curb is used. But it really upsets the car and what happens after this point is what makes this corner. Basically, the bottom drops out of the track. You really lose grip (especially in the wet), but despite that, you can go to full power at this point (in the dry) because....



Even though the track falls away, the exit of this corner is very positively cambered. You leap into the corner knowing the camber will catch you.



This shot really shows the camber. Obviously, you don't want to go to full power the first time you go through this corner, but with practice you can get there.



Track out curbing is usable, as is the grass apparently, but I would recommend against going any farther than that. Still downhill, you should move to the left. We will be going over a bumpy bridge and setting up for Flugplatz.



Lining up on the far left we are going to be going over the bridge ahead. The turn in point is the “76” sign on the left. Just a gentle bend in, but prepare for some bumps in this section.



The Fiat is at the apex. That is where we should be, but the always present Ring traffic has forced us wide. Pass carefully here because the bumps can make things a bit unpredictable. You can see one of the really exciting sections of the Ring ahead....The Quiddelbacher Höhe “jump”.



We are now at the base of Quiddelbacher Höhe. This is steeper than it looks here. This section has recently been modified to make it safer, decreasing the peak ahead, and therefore decreasing the chances of a racecar going airborne. After this peak is a short straight, then the double right-hander of Flugplatz. It is necessary to take a bit of speed off before Flugplatz, which you can either do here or after the jump. It is a lot less hectic to do it here. So, as you hit the compression ahead, a short squeeze of the brakes is usually enough. It is also important to stay to the left here as you go over the jump. Passing on the right is to be avoided as the jump ahead has a bigger kick on the right.



Just cresting the hill of Quiddelbacher Höhe. Hold the left side. This is the short straight before turning into Flugplatz. Brake here if you didn't brake before.



This is the turn in point for Flugplatz. Notice the access road on the left, an easy reference point. Insure that the car is settled and balanced. This is a quick section but the first half of the double apex corner is challenging.



The first apex. One steering angle should be adequate for this entire corner. The track out here is the challenging part. Holding your speed, the left side always seems to threaten. Keep looking into the corner on the right and hold the steering input. Be patient with the power until you have some experience here. It is a very fast section, and putting tires off the left side is not uncommon.



Half way through the corner, it is now possible to feed in the power. Hold your steering and the car will continue into the next apex.



The second apex is pretty straight forward. Full power is not a problem here.





Just hold the left and the car will move through the sweeper as you pass successive apex curbs.



The next series of corners are all left-hand bends. If you get the steering angle right, you don't really have to change it as you move through the apexes of each corner. It is really cool to see it when you get it right. Speed increases, but be watchful for traffic. It is a common place to get by people, but also watch your mirrors for others passing you. From here we head down a hill and set up for one of the most thrilling corners in the world: Schwedenkreuz. Until then.....