

NÜRBURGRING CORNER ANALYSIS

Flugplatz to Fuchsröhre

Okay, time for the next installment of “Lost at the Ring”. The stretch from Flugplatz to Adenauer Forst includes two of the most intense corners on the Nordscheife. Schwedenkreuz and Fuchsröhre (The Foxhole). It is also two of the most dangerous corners, so let’s take a look to see how to tame them a bit.



Flugplatz is now behind us and we are accelerating down the hill toward the jump before Schwedenkreuz. You don’t have much time to look but it is really one of the most scenic

moments on the Nürburgring. You will also be reaching some of the highest rates of speed in this section. Pass with care and don't compromise your line too much getting by people. Watch those speed differentials too.



Imagine....a blind crest at the Nürburgring. Nothing new there! So where to go? At the "82" marker on the marshall's fence on the right make an easy bend to the left and the next apex will appear on the left in a few hundred meters.



This is an amazing view as the car rapidly accelerates toward the jump before Schwedenkreuz. As you apex on the left, hold the apex a bit until just short of the end of the curbing. Releasing the steering to the right should line you up well for the jump. The way you take the jump sets you up for the left bend of Schwendenkreuz. This is also a good time to see what is happening up ahead. Clouds of dust are not a good sign and not that uncommon. If you see that or a lot of flashing lights you will not be taking this corner at speed. This is one of the most common sites for accidents, so approach it with good awareness. This section of the track has recently

been repaved making it smoother and taking away some (not all) of the difficulty. This, of course, has also made it faster.



At this point you can aim toward the right side of the jump. This is an important image as you can see that there is a significant difference in the height of the jump, the left side being much higher than the right. Any thought of passing someone on the left should best be delayed until after getting through Schwedenkreuz. Attempting to pass going over the jump has been well documented on YouTube as some of the most spectacular off-track excursions you will see. Once lined up on the right side of the track, negotiate the jump on a balanced throttle and be prepared for the car to become seriously unweighted. As it lands this is the what is ahead.



You are looking at the braking zone going into Schwedenkreuz. It is not a hard brake pedal, just taking some speed off to make it through the left-hander. It is a good idea to approach this corner in a disciplined, progressive fashion as you increase your speed here. Why is this corner so challenging? First of all, it can be taken very quickly. You are also very busy before the corner

collecting the car, slowing it and for some, finding a lower gear. But the biggest issue is that it is peaked at the apex, which has led to many cars swapping ends. Not a good thing at over 100 MPH. And as is true for so many corners here, the apex is blind, as this next picture shows.



The "5 km" sign is an easy turn-in point for this corner. By now you should have the car settled, in the gear you want and at the speed you want. A balanced throttle is important for this corner. And whatever you do, do not lift at the apex. A gentle bend in lets the apex come to you. Be patient here, as a slightly later apex is better.



The apex is coming into view. Many feel that it is better to be a foot or so off the apex, as it can be a bit rough the closer you get to the grass. This is a long apex holding it to the left a bit through the corner. Free the car up at the exit to track right, but remember, the more you track right, the tougher it will be to get the car left to set up for the Aremberg braking zone.



Schwedenkreuz is one of the most exciting corners in the world. When you get it right it is truly thrilling, but speaking from personal experience, never take it for granted. Nuf said.



Approaching Aremberg you will use some of the heaviest braking seen at the track, going from 5th or 6th gear to likely 3rd. Aremberg is a very long corner, be patient and use a late apex.



The exit is pretty straight forward with curbing usable but not very helpful. Move the car from the extreme left to the right as you approach my favorite section, the Fuchsröhre...the Foxhole.



Bending in at the "93" marker (by the fence on the right) allows you to take the left/right/left/combo in nearly a straight line letting the camber steer the car, accelerating rapidly down this steep section.



At the first apex, you can see the camber change of the next corner. Just use slight steering pressure to keep the car going basically straight. The car will be kicked around a bit too, almost leaping off the peaks. This is a fun section. Derek Bell would be proud of you.



This is an important picture. Up ahead you can see the Fuchsröhre compression, another favorite sight for YouTube OMGs. It is a fast, busy spot. This is the section where you should be deciding how you are going to take the compression. You are still going downhill quickly. If you stay in the power, you will be building up some serious speed. If you are going to slow the car, do it in the section you see above, i.e. early. Most drivers will coast a bit before entering the Foxhole on a balanced throttle. Many brake early. Some, in the right car, i.e. a racecar, may take it flat, but I would suggest starting with light braking and then a balanced throttle on entry. It will still be intense. If, at the end of your two days here, you feel like you are leaving some on the table, that is probably a good thing. Also be ready for traffic to do all kinds of things here. This is a spot where people have the intention of taking very quickly and as they approach it, their survival instincts kick in and they just do goofy things. Give them the space they need. I would also not recommend passing through here. If you get a chance to go through here with no traffic you will see why it is my favorite spot on the track. The next section will deal with the Fuchsröhre proper, and the always surprising and well-video-taped Adenauer Forst. There will be a test on the proper pronunciation of both of these corners so be ready!