

# NÜRBURGRING CORNER ANALYSIS

## FUCHSRÖHRE TO ADENAUER FORST

Ready to pull some G's? Let's pick up where we left off heading down the hill to Fuchsröhre.



Lined up on the right side of the track, at this point all speed adjustments should be done and you are on a balanced throttle. Turn-in is just beyond the end of the curbing and requires only a slight bend in. Just another blind corner at the Ring. Be sure to steer the car so you do NOT hit the apex curbing.



Approaching the compression, stay on that balanced throttle and enjoy the ride. Coming out of this corner, if you are like me, you feel a bit of elation that you made it through intact and did it better than last time. Breath. It is a corner that builds confidence if approached correctly. As perspective, the Porsche 919, on its record lap, was doing 328 kph at this point. 205 mph!

Zowie!! Hard to imagine. You don't have much time to bask in your glory. Things are about to change quickly.



Exiting the Foxhole we are confronted with Adenauer Forst. You have just gone through two of the fastest sections of the Ring. Now you come to a series of progressively slower corners, finishing with one of the slowest parts of the track. It catches a lot of people sleeping. The section in the photo is steeply uphill with a very fast, blind, left hand bend at the top. Use this section to brake lightly to slow the car. It is common to take too much speed off, but that is probably a good place to start. Line up on the right side of the track.



You still can't see the apex here. The turn in point is the end of the curbing and is a light bend in. This corner is one of the places the apex curbing is usable. Start off not using it, try it, see what you like. I'm not sure it makes a lot of difference. But if you turn in too early or too much and find yourself heading for the curbing there is no problem.



Cresting the hill, you finally get to see the apex curbing. If you are lined up properly this corner is quick and easy. But the first few times through it is one of the many blind challenges here.



Don't try to get over to the left here. The next right and left-hand corners will be compromised for the final corner of Adenauer Forst. You will be bringing down the speed here and shifting to a lower gear. Just drive straight to the apex.





Hold the apex curbing around to the right to line up for the left.



From here you are basically going to go straight across to the left-hand apex. Watch other drivers here also. This is a very confusing section for a lot of people. Traffic can be a bit chaotic.



A very slow section. From here you should head across the track almost to the right curbing preparing for a harder left-hand turn in. Your goal is to line up on the left side of the track as you exit this left hander.



Head toward the right-hand side. Depending on your speed, you may need second gear. (Yes, people say you don't need second at the Ring, but chances are early on you will need second here, especially if there is traffic. Don't tell anyone I told you that though).



Getting ready to turn across the track to the left to line up on the left side of the track for the final curve of Adenaer Forst. Notice how deeply to the right you go to do this.



All of that so that you are lined up here. Hold the car to the left until you are ready to apex the right-hand corner. Exiting the right-hander you will be trying to get back on the power for the "straight" heading for Metzgefild. This is a corner that rewards patience. It is tight and power needs to be applied progressively to avoid getting too much understeer. Off to Metzgefild.

Another section tackled. From the speed of Schwedenkreuz and the Foxhole to the compromised corners of Adenauer Forst, it is a fun, challenging section. Practice this on the sim, be patient with yourself at Adenauer Forst. When you get there watch for traffic and err on the side of caution. People do...interesting things here. Okay, keep up the good work. Next stop we continue where we left off into Metzgefild through Ex Mühler. (Was that Miss/Miss/Hit. No...Hit/Miss/Hit. No that can't be right). Stay tuned.