

slowest areas of the track at Wehrseifen and the lowest part of the track at Breidscheid. So, let's take a look at it.



Exiting Adenauer Forst we are hard on the throttle and face this. It is like a straight with some vague kinks. It is not uncommon to see a lot of traffic here as well. This is a good place to get by people, and don't forget to check your mirrors to let others pass you.



Think of this section as a wiggly straight. It can take a while to figure out where to go. The easiest thing is to apex anything that looks like an apex, on the left, then right and a then left. You can see two in this picture. So, your goal is just to touch each of these, making sure that traffic allows this.



Follow the camber changes.



You are just starting to see the real corner. From here you should move to the right.



Metzgefeld 1 is a very quick corner. As you get the car to the right, light braking is needed and some grab a lower gear. The most important thing, like most fast corners, is to get the car settled and on some power before turning in. People often wait too late to get this done, so

prepare early. Tough to give you a turn-in reference, but it is a very basic corner. You can see some camber as well so that helps you turn. Grip is good. A fun, quick corner.



Not a great place to use the curbing though.



The approach to Metzgefeld 2. This is a slower corner requiring stronger braking, probably 3rd gear, and quite a late apex.



You have a blind right hander at the track out, like many areas on the track. Hold the apex on this corner a bit and you will be set up for the right-hander. We are heading toward Kallenhard. You can be on some power here, but be ready for the steeply downhill braking area for the next corner.



Exiting the right-hander you are faced with another blind crest. Over this crest is the braking zone for Kallenhard, which is steeply downhill and short. The more power you add here, the harder it will be to slow over the crest. It is easy (and not pretty) to overcook the next corner.



Braking needs to be delayed until you are over the crest to avoid lockup. Line up on the left for Kallenhard.



You are just cresting here and facing the braking zone. A very short braking zone indeed.



Approaching the turn-in point for Kallenhard. A busy spot. You are probably still braking, trying to release, and get the car turning. But you are still heading downhill steeply. A side note, to add insult to injury, this corner is very greasy in the wet. Hot tip, a “rim shot” (around the outside of the corner) will give you quite a bit of grip here compared to the right side of the track. Okay, back to the dry. Look closely and follow the white line on the left. Just before the corner the white line begins to turn, you can see a short line extending to the right. These are cheater marks that indicate the turn in point, at least in someone’s opinion. There are many around the track. Should you use them? I do. They seem to be pretty good for the most part. Depends on who you talk to. You can at least use them as a reference point, a place to start when initially lapping the Ring. Hey, I’ll take anything I can get to drive this track. Kallenhard is a long corner requiring a very late turn in. Hold the apex for some time. You won’t see the track out until late in the corner.



Well into the corner and you are only beginning to see the track out. Still downhill, be careful applying power here, patience is a virtue. Interestingly, there is a mark that you can see here that appears to be a track-out marking. First time I have seen this. Kallenhard is a high incident corner. Perhaps they are adding more markers to decrease the need to replace Armco.



Why am I spending so much time on Kallenhard? Because this is the track-out. I have had the pleasure of being on top of this curbing. Avoided the guardrail by an inch. I wouldn't recommend it. Hard on certain sphincter muscles. There is just no room for error here. A foot of grass and the guardrail, which always seems to be really new for some reason. Okay, enough said.

So, we are still going downhill toward the bottom of the Ring at Breidscheid. The next section will get us there. Keep it up. This will all, eventually, start to come together.