

NÜRBURGRING CORNER ANALYSIS

Kallenhard to Exmühle

Ok, where were we? Oh yeah, Kallenhard. We have exited Kallenhard and are heading down to the famous Miss/Hit/Miss. But before we get there, we have a left hander with a dip before it that can get very interesting at speed if you aren't pointing the right direction. (Hmmm, sounds like someone found this out the hard way).



From this point in the picture you can accelerate and probably grab 4th gear. But the amount of speed you build up should be done very progressively over a series of laps (where have you heard that before). You want the car to move to the right side of the track from here.



Approach the turn-in point of this left-hander, which is in the middle of that dirt on the right. Yes, I know that is not very helpful, as the dirt is no doubt gone, but there is really no good reference here except the beginning of the curbing on the left, which is late. One thing you can see is the compression at the apex on the left. Beyond that is a right-hander. So, if you start by

turning in a bit late here you will take the compression at a better angle for the right-hander. Some, I hear, have built up a bit too much speed and taken this corner at a poor angle. According to this person they made the right-hander, but barely. Ahem.



This picture shows the problem a bit better. As the car comes out of the compression, which we are almost into here, it is going to get light. Not a lot of turning is going to happen for a few seconds. This is a minor corner that is little talked about. Another common theme at this track. As your speed builds, little nothings become big somethings. (You can quote me on that.)



Exiting this corner, we have finally arrived at Miss/Hit/Miss. Just know, it ain't that big a deal. It is a quick corner, it is a blind corner, but that isn't all that unusual at the Nordschleife. (A VERY unscientific analysis of the Ring shows 80% of the major corners are blind. That, of course, depends on what you call a corner and what you consider blind, but you get the basic idea.)



Heading into Miss/Hit/Miss, you do need to brake a bit to take some speed off. It is a light pedal and it should happen before this point. As I said, this is a quick corner and a long corner. Don't over-think it. The goal is to turn in at the right place (like every corner), then apex at the second thing that looks like an apex. The curbing is in three sections. And oh look, there is a hash mark thingy to shows you the turn-in point. If you don't want to use the cheaters, then as the white line starts to turn, turn. You should be on a balanced throttle at this point. The first apex, the one that you miss, you can see in the above photo. So, when you turn-in, be patient, avoid the need to bring it in.



This is the one that counts. You have passed the first section of curbing, and now can see the second. Use this one. Notice that it starts up hill a bit, which improves traction, so you can add a bit of power as you apex.



The second miss. Let the car track out and prepare to brake for one of the slowest parts of the track, Wehrseifen. “Track out” is relative here, just MISS it. If you accidentally hit one of the misses you will be fine (assuming you don’t actually hit the curbing, don’t do that). You can even try it on one of your laps to see what happens...carefully. Hit/Hit/Hit? It’s just slower.



You have tracked out here and are accelerating down to Wehrseifen. How hard you accelerate depends on where and how hard you want to brake. You are still going downhill so you will be picking up speed rapidly.



Start braking in this area. It helps to trial brake well into the corner. Wehrseifen is a complicated corner. There are different lines depending on your goals. I am going to show you a good line, but it is not the racing line, which tends to protect the inside. The apex area is a bit squared off with the goal being to pick up the second part of the apex, in other words, late. The above section is a busy spot. You are slowing the car, shifting down from 4th or 5th to 3rd (maybe 2nd, between you and me), turning right to enter the initial part of the corner, then transitioning to the left.



Braking, still, because you are really going downhill, your goal is to line up on the right side as you come out of this right-hander. Go deep into this corner before turning across to the left side.



This is where the racing line diverges to the left. I would recommend initially to go deeply into this corner then turn across to the second half. Again, brakes need to be carried well into this corner due to the hill.



Turning across you pick up the second half of the corner. Hold it left as you exit.



Accelerating out of the corner you still need to make the above right-hander, so be progressive with the throttle.



The road to Breidscheid, the lowest part of the track. Still going downhill, you can accelerate hard.



The turn-in point, notice the white line jogs slightly to the left here. That's your sign to turn right. Your goal is to line up into the braking zone on the right, nice and straight before the left-hander over the bridge.



Lined up in the braking zone going quickly, you are hard on the brakes and likely finding 3rd. Your turn-in point is just short of the white sign on the fence high on the right. Still going downhill.



Releasing the brakes and turning in at the sign, or another option, the start of the little white line next to the big white line on the right. Breidshcheid is a perfect example of a double apex, with the minor difference being the fact that you are going over a bridge.



The first apex on a balance throttle.



And the second. It is not uncommon to bump off of the curbing on the right a bit and it actually works pretty well, as the tire marks on the curbing shows. Ending up on top of the curbing is not recommended, but it's there if you need it. Pick up the second apex but don't track out to the right, hold the left side of the track.



Coming out of the last half of Breidscheid, welcome to the lowest point on the track. You are lined up now to take Ex Mühler. It is an interesting corner, an important corner, as you are now going to start your run to the top of the Ring at Hohe Acht, just a few kilometers, and a thousand feet, up the hill. So, the way you take Ex Mühler really effects your run, assuming that matters to you. I don't think I have ever maxed out Ex Mühler. You come in with quite a bit of speed for a tight and historically rough corner. But you also are affected by the incline of the track and camber. Do you brake or just coast a bit knowing that will slow you?



The turn-in point is the end of the curbing. It is typically recommended to touch the brake a bit. Touching the brakes take just a bit of the speed off, and allows a more positive turn-in. Can you just coast? Probably, but work up to it slowly. Depends on your commitment and the car you are driving. The car should be on power as you turn-in. You obviously want to get on the power as you are going uphill steeply, but you need to make the corner and the track-out has about a foot of grass as a buffer before the Armco.



The apex of Ex Mühler. Obviously, the apex curbing is not friendly. But notice what happens to the camber of the track. If it isn't obvious, look at the next picture. You really want to be getting on the power here as the car is slowing dramatically due to the pitch of the track. And the camber has gone from positive to dramatically negative. Notice the track-out curbing in the picture below. It obviously is used so much that the paint is gone.



Go to power, but expect the car to be forced out to the left side of the track. It is a great corner, a tough corner to get right. I have seen cars pointing backwards up against the guardrail on the left, so do not take this corner for granted. It also seems inevitable that you will be blocked from going to power by a Renault Twingo that has about 14 hp and seems to be rolling backwards. Be patient, it will move right...at least you hope it will. From here you head uphill through Lauda Links and on to the very important corner, Bergwerk. But that is for another time.

Okay, one more big chunk for you to study. Keep up the good work, you are getting closer.