

# NÜRBURGRING CORNER ANALYSIS

## Brünnchen to Bellof S's

We're getting closer and closer to completing a lap of the Ring. So much information. Just keep working with it. Let your brain take it in and it will spit it back out at the right time. If you feel a bit overwhelmed, that is a normal thing. Trust that you will be glad for the work you do now when you get to the track. We are going to take a closer look at the section of the track from Brünnchen through the Bellof Esses.



It doesn't look like much on the map, but it is a busy area. I am sure you all have watched YouTube videos showing the many mishaps around the track. Brünnchen is one of the most popular places to get these videos. How about we disappoint them and not add any videos to that site. We were just arriving at Brünnchen in the last corner analysis, so let's pick up where we left off.



Brünnchen 1: Coming out of Eschbach, we have positioned ourselves to the left side of the track. At this point you are braking with the turn in point just beyond where the Cup car is. You can see beyond the curbing, the asphalt makes a triangle. Turn in is about the tip of the triangle. Notice how the track continues to fall away as you make the corner ahead. Be prepared for the effect this will have on traction. There is also a bit of a “kicker” just at turn-in that can upset the car a bit. Just be ready for that and you will be fine.



Exiting this corner, you can see you are still going downhill as the car tracks-out. The curbing on the left at track-out is usable, and there is also cement grating beyond that which will save you if you over-cook the corner a bit. Don't rely on that as the grass beyond is pretty slick. You can give the car a good squirt of speed through this section,

a quick shift to 4<sup>th</sup> if you want, but probably a stretch in 3<sup>rd</sup> is less busy. Try both and see what works for you.



Brünnchen 2: The most video-taped part of the track. Watch them and I think you will find the vast majority of the problems occur because drivers early apex. Turn-in here is quite late, beyond where the colored curbing ends, where the actual curbing ends. You can just see it in the picture. A quick touch of the brakes and you will probably want third gear. The track rises to meet you which helps with the traction. It feels like a long corner, probably because it is.



Again, the exit curbing is usable, but quite rough. Best not to use the colored part of the curbing, and especially beyond, as there is an elevation change, which will have a

negative effect on balance and traction. But it is there if you need it. Begin to move right to line up for Eiscurve. A bit of power up the hill and then you will be back on the brakes.



Eiskurve: Named because it is often one of the last places to dry out, and can be slick. Watch it in the morning. It also defines the term late turn-in. The braking zone is again uphill, so a quick snub is usually enough. Turn-in where the track begins to bend left.



Coming into the apex area of Eiscurve. We still haven't truly apexed yet. The GTR missed the apex by a few feet. If you apex early on this corner, then compound things by missing the apex, it can lead to an expensive result. The curbing at the apex of the



next corner is usable but upsets the car. There is also a hole at the end of the curbing that is pretty deep. But the curbing is there if you need it.



You can see the GTR had to use the curbing. But due to my superior car control (the guy was kicking my hind end, sigh), we did not have to use the curbing. Again, you can try it both ways, but this one is iffy as to its benefit except as a safety buffer. It is a frequent site of grass excursions followed by loud metallic noises. Ouch!



This has always been kind of a vague part of the track for me. You are accelerating pretty hard out of Eiscurve, but where to position the car. At this point let the car drift toward the right side of the track. Up ahead, on the right side of this picture, there is a marshal's fence at marker sign "169." That will be the bend-in point to set up for

Pflanzgarten 1. I say “bend-in” because you barely change the steering angle. It’s downhill so your speed will build quickly.



What a luxury, you can actually see a few hundreds of yards ahead of you for a change. Just ahead of where the Porsche is you will go over the first jump in the Pflanzgarten complex. The goal is to make a straight out of the next three apexes, the Porsche being at the second. You are going downhill pretty steeply here, but your brain is thinking about that jump, which can have a bit of an effect on how hard you push down on the throttle. You will be braking just after the position of the Porsche ahead.



Coming into the braking zone for Pflanzgarten 1. You can see, strictly for the sake of education (you're welcome) I have let the GTR move ahead a bit. He is just about to go

over the jump. Our goal is to slow the car enough to be able to take this jump and make the right-hander beyond. So, in a moment we will go to a light brake.



It may be hard to tell from this little picture but the GTR is off the ground. We are still on the brakes but getting ready to release. Don't carry brakes over the jump. Be sure to go over this jump straight, and don't make any attempts to change direction until you land and are stable. It is unlikely you will actually fly here, but the car's suspension will likely be fully extended. Not a good time to steer anywhere but straight.





You have just landed. If you feel you still need to slow the car for the next turn you can get on the brakes a bit here as well. The turn-in point is the end of the curbing. The next right-hander is really a double apex. This is a very blind section of the track.



Here we are passing the first apex and you can see the second coming up. You can let the car run out to about mid-track, holding one steering angle to bring it back to the second.

You are now most of the way around the track and if you are like me, you are getting pretty rummy with all the corners. But the track doesn't care. It is still going to throw some good stuff your way. After the right-hander ahead is a left-hand corner, the apex of which you can't see until you are almost on it. The turn-in point to the left-hander is very important. As you exit the above corner don't let the car track-out much, because you will end up with a really bad line for the left-hand corner, so hold it right a bit.





That's your view coming out of the second half of the double apex. Holding the car to the right for a few car lengths before turning in for the left will set you up for the left-hand corner.



Only just starting to see the curbing on the left. Notice the car is holding the right side of the track. Turn-in from the right just before you line up with the beginning of the curbing on the left. Play with this one on the sim if you can, and see what works.



You can just see the apex now and it's a bit squared off. Turning in late means you won't have to square the corner. Approach it carefully when you get there and it will fall into place.



Exiting the corner, you want to move to the far right of the track to set up for Pflanzgarten 2.



Just another blind corner of the Ring, right? Turn-in is at the end of the cement curbing. Stay off of this curbing. It is very rough. If you need to shift, do it now. I find I often have to short-shift here, depending on the car. No braking, but a balanced throttle is a good idea.



First time over this one is a bit of a shocker. Make sure the car is straight over this. Hold the left side.



Okay, you've landed and now head into the Bellof Esses, named for Stephan Bellof, who wrote off a Porsche 956 here after taking off over Pflanzgarten 2. Gentle turn-in at the "176" marker. Hard to see it in the picture, but it is that dark square thing on the fence.



Straight over this crest and the left apex will magically appear. Holding steady power, this section is a blast as the camber turns the car.



The next right-hander is nicely cambered. Take advantage of the camber to turn the car.





Using the camber and staying in the corner a split second longer spits you out perfectly lined up for the last part of the Esses. The rumble strip in the distance is usable (and very loud). Done right you can go to full power as you exit this right-hand corner. Do this wrong and you can easily put two wheels off up ahead. If you do put two off, do what Ross always tells us to do and straighten your hands. You should make it back on the track.

Man, I could just keep going. This is an amazing way to learn this track. Think back to Hattenbach some 9 miles back. We have covered so much. And we still have a ways to go. Fortunately, part of that is the front straight, which is not as challenging to learn. Phew!!