



German Grand Prix
Nürburgring



THE 14.189 MILE Nurburgring circuit; 174 turns and about 90 gear changes per lap. What else do you need to say about it? It's a cliché, but it **is** the ultimate driver's track. There is no other track in GPL, let alone any other form of racing, that even comes close to the Nurburgring. This is where the physics engine truly gets to shine. The suspension is pushed to its limit numerous times each lap. Getting airborne is all part of the fun. This track is a true test of driver skill, separating those drivers who are quite fast from those who are truly talented. To be able to put together 15 fast laps without making an error is a huge accomplishment. Getting that one perfect fast lap for qualifying is also a huge accomplishment. Unlike the other ten tracks on the 67 calendar, then Ring has to be driven differently in the race than it is during a qualifying run. There are many turns and hills that cannot be taken anywhere as quickly in a race with a full fuel load as they can be during qualifying. If you don't realize this, you won't last the distance. The driver that can put in a fast qualifying lap as well as a controlled and restrained race lap will succeed here.



At over 8 minutes, the length of the the lap is significant. If your best time is a 8:30 it may seem impossible for you to figure out how people are doing 8:10 laps. However with 174 turns, if you shave just one tenth of a second off each turn, you will gain 17.4 seconds a lap. Shave just one hundredth of a second off each turn and you have 1.74 seconds. Relaxation is the key. This is tough as there are not many places to relax, but you have to be calm in order to keep the car together for 8 minutes. Over all, just enjoy it. Try a few laps a day and you'll improve. Learn the line first before anything else, as that's where you will gain time.

You need to have realistic goals that help you improve bit by bit. First try getting around the track without having to stop for directions. Then go for a time less than, say 11 minutes, then 10, 9:30, then 9, then 8:45, etc. This will be much more beneficial than going out trying to do an 8 minute lap right away.

CAR SETUP:

Before you start changing anything with setup you should be able to lap the circuit in less than 8:30. Before that time gained will come from you knowing the correct line and braking points for the turns. The default setup is perfectly fine for getting fast times. In fact my setup hardly differs at all from the default one. So learn the track, and when you are consistently about to do a lap below 8:30 then think about modifying your setup.

Like everything else associated with the Ring, car setup is difficult. Looking at the circuit, there exists every type of corner imaginable. The most important aspect of your car is that it stays on the ground as much as possible and doesn't bottom out much. You will take off, and you will bottom out at several points during the lap, but minimizing this will give you more control. With this in mind, ride height is the first place to start. One that is too low will see you hitting the ground all the time. However, if you make it too high then you'll feel very loose at the top of hills, which is not good if you are trying to get round a corner at 120 mph or so. I find that a medium ride height works best, in the 3 to 4 inch range, with the rear of the car slightly higher than the front.

The next place to look is gearing. You need a tall fifth gear for the long back straight. However, most of the rest of the track is spent accelerating from slow corners to medium speed corners. So set up the gearing to help you get from 60 to 140 as quickly as possible. This will probably mean you have a larger than normal gap from 4th to 5th, but that is a trade off that is acceptable over the lap. Use the back straight to set fifth gear. You should be at redline just before you reach the bridge. The rest of the gears are personal preference. But keep them evenly spaced, with fourth topping out around 155 mph or so. That should provide you with good acceleration on most turns.

Next you should look at the suspension. You need good grip coming out of the slower turns, but also have to have great grip on the high speed turns, all of which seem to come right at the crests of hills. You may need to make a slight trade off between all out grip under acceleration and the ability to stay on the track when your suspension is maxed out. I tend towards the latter. A neutral setup is also important. One that understeers off the track, or oversteer at the top of hills won't help you complete a lap. So setting the roll bars to similar values and putting a little more wheel rate on the rear tyres is the best starting point. Then if you are trying to beat that 8 minute lap, you may consider tweaking things a little.

Most of the turns at the Ring require only very light braking. Just to make this difficult, though, most of these braking zones are during turns, meaning you can't set the balance too far towards the rear. There are also some very heavy braking zones thrown in here and there. With this in mind, set up the brake balance fairly far forward.

[Click here to download the Ferrari setup I used for this lap.](#)

LAP TIMES:

Your lap times during the race should improve every lap. The fuel load will decrease by several gallons each lap allowing you to go several seconds faster each lap. You will probably be about 10 seconds off your qualifying time during the first few laps. As the race progresses you should be able to get down to within 5 seconds or so. The qualifying lap should be a one off thing. You have a full 8 minute warm up lap. Make sure you don't push too hard on this out lap, or you risk having to start all over again. Just getting a timed lap in during practice will probably put you in the top 3/4 of the grid. So take the lap fairly easy until you reach the Karussell, and then start pushing to get into a rhythm. Then really go for it. It's really hard to keep the concentration up for more than 8 minutes but you have to do it. Once you have a good time, spend the rest of the session getting used to the car with full tanks, as it is very different.

TURNS:

As there are 174 turns per lap it could get quite difficult to keep track of which turn we are discussing. Therefore the guide is split up into sections, as indicated on the map above. The turns within each section are described as 'first turn', 'second turn', etc. Some turns are grouped together because they are either so close, or create what is essentially one long ess bend, or left or right hander. There are also some curves which are not discussed because they can easily be taken flat out and have no real bearing on other corners. If the line through one of these turns does affect the following turn, then it will be discussed briefly in conjunction with the following turn.

THE REPLAY AND THE LINE:

When watching the replay you may notice that some of the lines I take through a turn or the speed I maintain through a turn do not exactly match what is described below. This is because it is extremely difficult to put together that perfect lap, hitting every apex just right at just the right speed. If I did that I'd be lapping in the 7:40 range! So what is explained below is ideal.

PICTURES:

All the pictures included in this guide are thumbnails for larger versions. It is recommended to click on the thumbnail to view a larger, more detailed version of the picture. They are all taken from the chase view as I think that gives the best overall view of where the car is on the track. However, I suggest that you always use the in-car view for actual driving.

GOALS:

You should aim for a qualifying lap of about 8:05.00 to 8:20.00. That should put you pretty far up the grid.

During the race you should aim for 8:10.00 to 8:30.00, depending on fuel loads, for your lap times if you don't encounter traffic.

[The replay is 8:04.16 for the Ferrari.](#)

You won't lose several seconds just by reading this, that takes practice and experience. But, hopefully, this will help you get there faster.

DEFINITIONS:

Arrival time at the corner - this is the approximate time when you should be arriving at your braking point for the corner.

Time to negotiate corner - this is the approximate time it should take for you to get from the braking point of the corner to the point at the exit when you are 'done' with the turn.

Exit time of the corner - this is the approximate time when you should be 'finished' or pretty much done turning and heading in a straight line at the exit.

Entrance speed - this is the speed you should be doing when you reach the braking point.

Speed through the corner - this is the slowest speed reached during the corner.

Maximum braking - As hard as you can brake before locking your wheels.

Note - The different handling characteristics of the cars in GPL means that exactly how fast you are through a turn, or where you start braking or accelerating will vary slightly. However, these points are fairly close in all cars, and, of course, the concept is the same.

THE RACE:

The race at the Nurburgring is quite difficult from qualifying. As mentioned above there are several corners that can be taken flat during qualifying that can't be taken flat during the race. There are several places where a car with full fuel will bottom out as well. You need to be aware of all these places before the race starts. Attrition is a huge factor at the Ring. Just finishing will usually put you in the points. So that should be your first objective. Make sure you drive within your limits here. If someone behind you is pushing you, even for position, it may be better for you to let them by. Who knows, you'll be more likely to finish and they might overdo it. The start is interesting, and can be messy. The front straight is very wide so overtaking is a possibility. But then it funnels down into a very slow left hander. Two of the three overtaking opportunities on the lap will present themselves within the first three corners of the race, so there is a great attempt to get by those people ahead of you before you get into turn four. This can lead to big pile ups in turn one. Make sure you know when to brake for the turn one from a standing start. Practice some standing starts to find this point. If there are people ahead, make room for them.

The Ring usually has huge differences between qualifying times. If the guy on the row ahead got a bad start, but can lap 20 seconds a lap faster than you, you are foolish to try and pass them into turn one, as they will be able to push you extremely hard without exerting themselves much. The result is that you will probably go off track, and they'll just cruise by. So, take it easy at the start and just get through to turn four. After that the race really gets going.

Unfortunately at the Ring there are only three real overtaking opportunities. The first is turn one, then turn three, then the back straight. Besides that you are constantly turning, so getting close enough to overtake is not an option unless the car ahead makes an error. The best you can do is to wait for those three places, and push the car ahead in the meantime, hoping they make a mistake. But overall, finishing the race will put you in a good position for points.

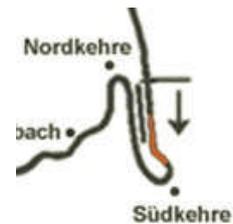


Südkehre



FIRST CORNER (Left hander):

Entrance speed: approximately 170 mph [274 kph]
 Speed through the corner: approximately 60 mph [97 kph]
 Arrival time at the corner: 5.63 seconds
 Time to negotiate the corner: 6.09 seconds
 Exit time of the corner: 11.72 seconds



This left hander is one of the few threshold braking zones on the track. It is preceded by the long front straight, which makes it one of the few overtaking opportunities. The difficulty associated with this turn is that there is no real braking reference point. You just need to judge it, which means you can easily brake too soon or too late and get passed, or just mess-up the corner. The advantage you have over a car trying to pass you is that they know this is one of the few chances they have at passing you, and may overdo their braking as well.



You'll be in top gear under full acceleration as you pass the pits. Gently move the car over to the right side of the track in preparation for braking. A couple of beats after you pass the pits, the racing groove will darken. Farther ahead, about the same place as the grass comes up to the fence on the left, the groove darkens again. Approximately halfway between these two points is when you should start to brake.

Brake as hard as possible and continue in a straight line on the right side of the track. Don't turn in too soon, as you may lose the rear end. As you continue to decelerate, start to shift down to second gear. Start to turn in once you are almost on top of the corner. Any



sooner and you'll have a bad line into the following right hander. As you turn in, ease off the brakes a little, helping you to turn in quicker. Then about midway between your turn-in point and the apex at the grass get off the brakes altogether.



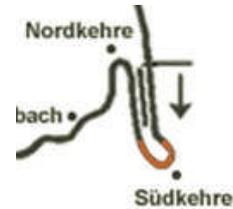
the turn.

Once off the brakes, you should stabilize the car with the accelerator. This will also prevent you from losing any more speed. Take a late apex, clipping the grass as you do so. Straighten the wheel out fairly fast, and start accelerating as hard as possible in second gear. Let the car move towards the middle of the track as you leave

It's one of the easier ones, but one down, one hundred seventy-three to go.

SECOND CORNER (Right hander):

Entrance speed: approximately 75 mph [121 kph]
Speed through the corner: approximately 60 mph [97 kph]
Arrival time at the corner: 12.51 seconds
Time to negotiate the corner: 10.58 seconds
Exit time of the corner: 23.09 seconds



This long right hander follows almost immediately from turn one. A good exit is very important here in order to take advantage of the long straight that follows. The end of that straight is the second overtaking opportunity on the lap and a good exit will help you take advantage of it.

The tendency with this turn is to understeer off the track as you try and maintain a constant speed. This can be overcome by using the engine to keep the car pointed in the right direction, but the revs must be high. So as you leave the previous turn, accelerate for a moment in second gear, then just before you have to start turning, shift down to first gear. Don't bother hitting the brakes, and only let off the gas as much as you need to in order to complete the shift. Then keep the power on as much as possible, trying to maintain 60 mph through the corner.

The turn is very long and requires a steady application of throttle, and a clean line. If you start going too wide, add a little more power to oversteer the car back on track. Make sure you don't get going too fast, or this won't work. Keep as close to the inside as possible without actually running over the grass. A good line through this turn could gain you half a second, as well as pressuring the car ahead into pushing too hard, and then you have them down the following straight.





As you pass the red Coca-Cola signs on the left, shift up to second gear and begin to increase your acceleration. You will probably get some oversteer, but if you were near the inside of the turn, you can correct and continue at almost full acceleration as you leave the turn. Let the car go right out to the edge of the track on the left as you exit, grabbing third gear as you reach the grass.

You have a moment here to read your pit board, and take a breather. Make sure you get relaxed as you don't get another break for a few minutes.

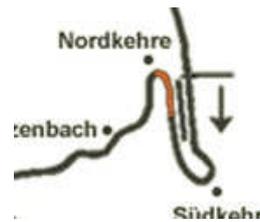


Nordkehre



FIRST CORNER (Left hander):

Entrance speed: approximately 165 mph [266 kph]
 Speed through the corner: approximately 70 mph [113 kph]
 Arrival time at the corner: 32.63 seconds
 Time to negotiate the corner: 6.49 seconds
 Exit time of the corner: 39.12 seconds



straight.

This left hander comes at the end of the long straight which passes directly behind the pits. This is the second overtaking opportunity on the lap. You should take full advantage of it as the next one won't appear for another eight minutes. Hopefully you got a good exit out of the previous turn in order to maximize your speed down the

You should be up to fifth gear as you approach this turn. Move the car over to the right side of the track for the entrance. This is slightly tricky as you need to be about a foot or so away from the rear wall of the garages to get the right line. At almost 170 mph that is not much space, so be careful that you don't scrape your right hand wheels against the wall.

The alternating yellow and red advertisements on the garage wall make an excellent braking reference point. The racing groove will darken right next to a yellow banner. Go past the next red one, then when you reach the following yellow banner (the second yellow banner after the groove has darkened) start to brake as hard as possible and begin to shift down to second gear. Make sure you keep the car dead straight and parallel to the wall. You don't want to start turning in too early or you'll go wide on the exit.



You probably won't reach second gear until after passing the end of the garage wall. Almost immediately after getting down into second, begin to turn into the corner. You should be a few car lengths away from the white line on the inside of the corner now. Ease off the brakes to help you rotate the car into the corner. Then, in a similar fashion to the first corner of the lap, get off the brakes and back onto the accelerator about half way between turning in and reaching the apex. The turn has a positive camber to it, as well as a slight uphill at the exit. This, along with a careful amount of power, will allow you to maintain 70 mph through the turn.



You want to make an early apex here, and begin to drift away from the inside about midway through the turn. Let the car move out towards the right side of the track as you exit. Try to get more power down as you finish the turn. The uphill, cambered nature of the turn which allowed you to brake less on entry will help you spin here if you get too much power down too soon. Take it easy and go right out to the grass. Once there, however, you should be back to full power. Make sure you don't put a wheel off as you'll spin very quickly.

SECOND CORNER (Left hander):

Entrance speed: approximately 105 mph [169 kph]
Speed through the corner: approximately 45-50 mph [73-81 kph]
Arrival time at the corner: 40.75 seconds
Time to negotiate the corner: 5.27 seconds
Exit time of the corner: 46.02 seconds



After the first three relatively easy turns, this next left hander begins to ease you into the interesting style that accompanies almost every turn at the Ring. The track crests a hill at about the exact moment you need to start braking, making the rear very light. You probably won't get out of second gear on the short straight after the previous turn. Approach the crest of the hill under full acceleration in a perfectly straight line, right next to the outside edge of the track. Your perfectly straight line needs to be parallel to the edge of the track. Just to make this difficult, there is an access road on your right, making it impossible to see the edge of the track until you crest the hill, by which time it is too late to correct your line. This means you need to align yourself before you reach the access road (i.e. - you need a perfectly straight exit out of the previous turn.)



Just as you reach the crest of the hill, brake hard for a moment. As you go over the hill, the rear of the car will get very light, so ease off the brakes a bit to reduce this as much as possible. Then once over the hill, get back on the brakes. If you're really good, you may be able to hold off until you are completely over the hill, but I've never been able to do that successfully.

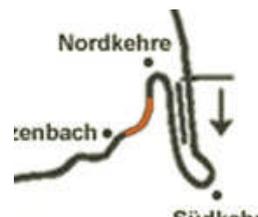


As you come down the hill into the turn stay to the right until just before the warning sign (gotta love those) on the right. Turn the car in and ease off the brakes a little. Unlike the previous turns, you trail brake all the way into the apex here, as the track falls away at the exit. Hit the apex just before the middle of the turn, and get off the brakes. Start to unwind the wheel and get back on the power as you leave the apex. A good balance between acceleration and turning can be achieved so that you push the car right out to the edge of the track as you leave. Go right to the grass, being careful not to run over it, and get back to full acceleration as you drive off down the track. Once you are going straight again, move the car a few feet away from the grass.



THIRD CORNER (Right hander):

Entrance speed: approximately 130 mph [210 kph]
 Speed through the corner: approximately 85 mph [137 kph]
 Arrival time at the corner: 50.39 seconds
 Time to negotiate the corner: 3.71 seconds
 Exit time of the corner: 54.10 seconds





Getting trickier now. This corner starts an entire section that doesn't require much braking as long as you turn in earlier than you'd expect. After leaving the previous left hander you should be able to get up to third gear. The track rushes downhill towards this turn, pausing momentarily for a slight right hand bend in the track, which can be taken flat. Get right next to the inside edge of the track as you go round it and the car will then push out to the left on exit, setting you up perfectly for this right hander.

The racing groove darkens slightly just after you pass the lone bush on your left. Brake moderately for a moment, then ease off the brakes and start to turn in. As you ease off the brakes and turn in, the car will rotate towards the apex, but its speed will overcome the ability of the tyres to grip and you'll slide towards the left. However, a slight four wheel drift is fine. Keep a small amount of power on until the wheels grip again. Once they do you may have to turn the wheel more to continue around the corner, but you will hit the apex perfectly, just past the midpoint of the turn. Quickly unwind the wheel and get back onto the power as you straighten the car out against the left side of the track. The track has a slight bump in it at the exit which will help you get the power down and stabilize the car as you exit. Then stay against the left side of the track as it starts downhill again.



FIRST CORNER (Left hander):

Entrance speed: approximately 124 mph [200 kph]
Speed through the corner: approximately 124 mph [200 kph]
Arrival time at the corner: 56.32 seconds
Time to negotiate the corner: 1.08 seconds
Exit time of the corner: 57.40 seconds

This left hander is relatively simple. However, as your line through it will determine how well you can take the following two corners, it deserves a brief explanation. You'll be in third gear after exiting the previous right hander, with the car near the left edge of the track. Move a few more feet towards the middle as you continue towards this turn under full acceleration.



This turn can be taken with just a slight lift. Hit the apex early, and lift slightly off the power as you do so. The track drops away a little at the exit, so be prepared for the car to slide out to the right as you add some power. Your two goals upon exiting this turn are to be as close to the right edge of the track as possible and to be going in a perfectly straight line parallel to the grass. Achieving these will make the entrance into the following corner significantly easier.

SECOND CORNER (Left hander):



Entrance speed: approximately 127 mph [205 kph]
Speed through the corner: approximately 65 mph [105 kph]
Arrival time at the corner: 58.34 seconds
Time to negotiate the corner: 2.66 seconds
Exit time of the corner: 1 minute 1.00 seconds



The trick to this corner is getting the entrance right. The track is going downhill as you come into the corner, so if you brake too hard you may start sliding. This is not that bad as you can slide into the corner without losing much time or control. However if you overshoot the turn you'll run up onto the high bank and get into all sorts of trouble.

You should be on the right side of the track as you come into the braking zone. There is really nothing to use as a reference marker here, so you need to know when you should brake from experience. Start braking between one third and one half of the way down the straight, downshift to second, and make sure you don't start sliding. You should follow the racing groove all the way into the corner, getting off the brakes as you turn in. The track has a slight camber to it at the turn-in point which helps you make the apex at the middle of the turn without braking right into it. After passing the apex begin to move towards the middle of the track. As you do so be aware of the slight bump which may cause you to slide to the right a little more. Try to stay near the middle of the track and then add some power for a moment before the next turn.



THIRD CORNER (Right hander):



Entrance speed: approximately 65 mph [105 kph]
Speed through the corner: approximately 45 mph [73 kph]
Arrival time at the corner: 1 minute 1.68 seconds
Time to negotiate the corner: 2.79 seconds
Exit time of the corner: 1 minute 4.47 seconds



This is a second gear right hander which you need to make sure you turn into early. If you wait you'll run wide onto the grass and lose lots of time. You'll be in second gear near the middle of the track after the previous turn. As this one follows immediately you'll only be able to add a little bit of power between the two before braking. Tap the brakes very gently just before the racing groove darkens at the turn-in point. Then once off the brakes, turn in. You can use the grass as a curb here a little if you need to. Hit the apex early, and maintain a steady throttle as you hug the inside edge until you reach the midpoint of the turn. Then start drifting out to the left, increasing the power as you exit. You never really get going straight after the exit, so being smooth out of the turn is vital.

FOURTH CORNER (Left hander):



Entrance speed: approximately 90 mph [145 kph]
Speed through the corner: approximately 65-70 mph [105-113 kph]
Arrival time at the corner: 1 minute 7.02 seconds
Time to negotiate the corner: 1.87 seconds
Exit time of the corner: 1 minute 8.89 seconds



This left hander is another second gear turn, very similar to the previous one. There is a slight right hander bend in the track just prior to this corner which presents no problems. Just make sure you end up on the right side of the track after you pass the bend. The exit of this turn is important because if you go too wide you'll have a very hard time with the following two turns. So make sure you take a line through the corner which allows you to be in the middle of the track as you exit. The racing groove is dark at the apex of the right hand bend,

then lightens once again. A short dark section follows which can be used as a braking reference point. Brake very gently for a moment, and carefully start turning in. After you get off the brakes you should be keeping a steady amount of power on throughout the entire turn. You want to inscribe a large arc through this corner. Turn in too much too soon and you'll be all over the grass on the inside. Turn in too much too late and you'll be very slow through the corner as well as the following two corners. Your large arc should see you hitting the apex midway through the turn. As you exit, let the car drift out towards the middle of the track. Once there you may have a fraction of a second to add some power, but don't make this a priority. A clean exit line is far more important.



FIFTH CORNER (Right hander):



Entrance speed: approximately 70-75 mph [113-121 kph]

Speed through the corner: approximately 55 mph [89 kph]

Arrival time at the corner: 1 minute 9.70 seconds

Time to negotiate the corner: 2.38 seconds

Exit time of the corner: 1 minute 12.08 seconds



This corner follows immediately from the previous one. It's sort of a connecting corner, with no one part more important than another. So try to be smooth and carry as much speed as possible through it. You'll be in second gear near the middle of the track as you exit the previous turn. Increase the power for a moment before tapping the brakes very lightly as the racing groove darkens. You don't really need a reference marker here, just accelerate, beat, tap the brakes and then turn in.

Aim for an apex near the middle of the turn, using the grass as a small curb. As you go through the turn, try and maintain a constant amount of power. As you exit you may be able to add a little bit more power, but that shouldn't be your main objective. Let the car move over towards the left half of the track as you exit. Don't go too far, however, or you'll have a really hard time getting through the following corner.



SIXTH CORNER (Left hander):



Entrance speed: approximately 60 mph [97 kph]

Speed through the corner: approximately 40-45 mph [65-73 kph]

Arrival time at the corner: 1 minute 12.25 seconds

Time to negotiate the corner: 2.61 seconds

Exit time of the corner: 1 minute 14.86 seconds



The exit of this corner is important, you want to get as much acceleration out of the turn as possible to help you down the following straight. However, as the straight is not that long don't sacrifice too much speed through the corner in your attempt at gaining top speed down the straight. A common mistake exiting this corner is to not use all of the track. Make sure you go right to the grass on the right side of the track as you exit.

The entrance to this corner is similar to the previous several turns. You'll be able to blip the power for a moment, before tapping the brakes and shifting down to first. The downshift is optional, but I find it helps to get a slightly faster exit. Your line out of the previous turn should leave you going at a slight angle across the track.



Use this to hit the apex just before midway through the turn. Keep a constant amount of power on as you leave the apex. Then once you are about half way across the track start to increase your acceleration, while letting the car slide right out to the right side of the track. As you reach the grass quickly get back to full acceleration. This may cause a slight slide, but correct and then shift up to second gear. The slight slide will also help to kick the rear of the car out, pointing your car towards the left side of the track, minimizing the amount of steering needed down the straight.

SEVENTH CORNER (Right hander):



Entrance speed: approximately 93 mph [150 kph]

Speed through the corner: approximately 50 mph [81 kph]

Arrival time at the corner: 1 minute 17.70 seconds

Time to negotiate the corner: 4.25 seconds

Exit time of the corner: 1 minute 21.95 seconds



The entrance to this corner is what's important here. Brake too late and you go wide, and brake too early and you're slow. The track is going ever-so-slightly downhill as you enter the corner, but then develops a slight camber to help you round it. A good balance between braking and power is needed to get a good fast line here.

Move the car over to the left side of the track, as you approach the corner under full acceleration in second gear. The racing groove will darken abruptly. After it does so, wait a moment, then brake hard. Continue to use the groove as a reference point, and when it gets slightly darker, turn in and ease off the brakes a little. Trail brake right into the apex, using less and less brake pressure. When you arrive at the apex, just past the middle of the turn, you should be completely off the brakes. Start to add a little bit of power just before reaching the apex. This will help to balance the car and keep it in tight to the apex. Let the car move out towards the middle of the track as you try to get back to full power at the exit. You may not achieve full power, but you should have a good straight exit line.



EIGHTH CORNER (Left hander):



Entrance speed: approximately **70-75** mph [**113-121** kph]
Speed through the corner: approximately **75** mph [**121** kph]
Arrival time at the corner: **1** minute **22.86** seconds
Time to negotiate the corner: **2.09** seconds
Exit time of the corner: **1** minute **24.95** seconds



This corner is definitely all about exit speed. It has a difficult entrance, as the track turns sharply downhill just as you turn into the corner. There is a slight camber to the track which will help you in the beginning of the turn, however, this flattens out at the exit.

After leaving the previous corner you'll be in second gear near the middle of the track. Try to accelerate as much as possible before backing off for this turn. You don't need to brake at all here, instead as the track starts downhill, turn in to the edge of the track. You should be able to keep a slight amount of power on as you turn in. As you get close to the apex, back off the power a little to avoid understeering away from it. Once you reach the apex, gently begin to add power. You don't want to leave the apex until late in the turn in order to help with acceleration onto the following straight. As you pass the

bushes on your left the track will flatten out, so try to have as much of the turn completed as possible by this point. The car will push out to the right a little as well, so if you are too far to the right you risk getting tangled up in the bushes. You should now be able to get up to full acceleration. This will be slightly difficult to do as your right rear wheel may try to spin faster than the left depending upon your clutch settings. But keep the power down and don't grab third gear until you're settled in second and have hit redline.



THE JUMP:



Entrance speed: approximately 157 mph [253 kph]
Speed through the corner: approximately 150 mph [242 kph]
Arrival time at the corner: 1 minute 33.32 seconds
Time to negotiate the corner: 0.90 seconds
Exit time of the corner: 1 minute 34.22 seconds

This jump at Flugplatz is quite difficult to do perfectly. You'll get farther off the ground here than anywhere else and if your line isn't perfect you'll have one hell of a bumpy landing. The approach to the jump is a slight right-hand bend which starts just after the bridge. You won't be able to take the bump at the bridge without lifting. You may want to, but you risk over-revving the engine which can be quite damaging after several laps. Worse than that you may get out of shape coming off the bump and that will really kill you at the jump. So back off for a moment as you go over the bridge, then get back to full power.



You will be in fourth gear under full acceleration as you climb up the hill. Carefully move the car over towards the left side of the track. By the time you

are half way up the hill you need to make a decision. Are you going to get that perfect line, or should you back off a little now and stay in the middle of the track. If you're unsure, go for the latter. During the race you may also want to go for the latter to ensure you finish.

However, we'll assume you have a great line next to the grass on the left. Keep the power down until just before you take off. Then as you take off ease off the power a little. To show how good the GPL physics engine is, you can use the engine to rotate the car in midair if you are slightly off line. Make sure you keep the power on after you take off. You go flying into the air by about 5 feet or so and if you let off the power the front of the car will start to drop before the rear does. You want to land with all four wheels touching down at the same time. If you start rolling to the left or right you can fix that by either slightly increasing or decreasing the amount of power. This is very subtle and depends on the car you are driving as all the engines are a little different. So do some practice jumps where you add power and some where you ease off power to see what happens.



As you get ready to land, make sure the wheel is perfectly straight. When you hit the ground make sure everything is okay, and then add a little more power if you can.

FIRST CORNER (Right hander):



Entrance speed: approximately 150 mph [242 kph]
Speed through the corner: approximately 105 mph [169 kph]
Arrival time at the corner: 1 minute 34.54 seconds
Time to negotiate the corner: 5.45 seconds
Exit time of the corner: 1 minute 39.99 seconds



How well you can take this corner is directly proportional to how well you landed after the jump. A straight landing with all four wheels coming down together should put you right on line near the left side of the track. You'll



still be in fourth gear and may be able to add a little more power before starting to brake. Don't brake too hard as you could upset the car, and it also isn't necessary. As the racing groove darkens apply the brakes about half way and continue in a straight line. As you get closer to the corner every so slightly turn the wheel into the turn and ease off the brakes. The car will start sliding towards the corner and you'll need to add some power to keep it under you.



By the time you reach the apex you should be completely off the brakes and back on the power moderately. The car will still be trying to slide out from under you, but by modulating the power you should be able to balance this out and eventually get up to full power a short while after the apex. The entire turn is like one big power slide that was started by trail braking. The following right hander can be taken flat, or pretty close to flat depending on your line and courage after leaving this right hander.

SECOND CORNER (Left hander):



Entrance speed: approximately 150 mph [242 kph]
Speed through the corner: approximately 170* mph [274* kph]
Arrival time at the corner: 1 minute 44.62 seconds
Time to negotiate the corner: 4.89 seconds
Exit time of the corner: 1 minute 49.51 seconds



This is a long sweeping downhill left hander which is fairly easy after the previous two turns. There is a slight left hand bend just before it which can be taken flat in fourth gear. Get right next to the grass as you pass the midpoint of this left hand bend and then let the car drift out to the right. The only complication is that the track has a slight bump to it here which may throw you out to the right sooner than expected, so be aware of that.

Line the car up on the right side of the track as you approach the turn. As you start to get into the turn, ease over to the middle of the track. Then just before it starts downhill, shift up to fifth gear and then keep it floored for the rest of the turn. The car will definitely make it around this under full acceleration. Gently pull the car closer to the left side of the track as the turn progresses. You should reach the edge just as the track straightens out for a moment before the following right hander. Try to use the few moments you are going down this hill to make sure you are concentrating enough for the next section.



You gradually increase to this speed through the turn.



FIRST CORNER (Left hander):

Entrance speed: approximately 175-180 mph [282-290 kph]

Speed through the corner: approximately 115 mph [185 kph]

Arrival time at the corner: 1 minute 52.46 seconds

Time to negotiate the corner: 5.19 seconds

Exit time of the corner: 1 minute 57.65 seconds



This left hander takes a lot of commitment combined with restraint to get right. The usual error is to brake too late and overshoot the following right hander. A right hand bend precedes this left hander. Take a late apex at this bend crossing from the left to the right side of the track. The car will get very light as the track crests a small hill here, but keep the accelerator floored and you'll be fine.

After leaving that bend, position the car towards the right side of the track in preparation for the left hander.

Don't get too close to the grass here as the rear of the car



could easily slide out, and catching the grass would be bad. Use the racing groove as a brake marker, and when it darkens brake very hard for a moment, and downshift to fourth gear. Then as the track starts to climb uphill slightly ease off the brakes a little and start to turn in a little. You definitely want a late apex so that you end up as close to the left side of the track as possible. With this in mind, make sure you don't turn in too early, or conversely, let the car drift too wide through the turn. The tree on the right, just after you turn in, is when you should be off the brakes. Get back on the power as much as possible. You should be able to add more power as you get farther through the turn. In the end if you add enough power you may be able to rotate the car towards the left, allowing you to be faster through the corner as well as maintaining your goal of exiting on the left.





FIRST CORNER (Right hander):



Entrance speed: approximately 125-130 mph [202-210 kph]

Speed through the corner: approximately 65 mph [105 kph]

Arrival time at the corner: 1 minute 58.17 seconds

Time to negotiate the corner: 6.89 seconds

Exit time of the corner: 2 minutes 5.06 seconds



This downhill right hander can be tricky if you are out of shape following the previous left hander. Otherwise it's relatively easy. To make the most of it you need to be good at trail braking. You should be on the left side of the track as you exit the previous turn in fourth gear and trying to accelerate as much as possible. Make sure you are on the left side of the track or you will have to slow down much more than necessary. If you are very close to someone ahead you may be able to pass here, but it is very difficult.

There is a tree near the fence on your left that is an excellent braking reference point. Just before you reach it brake hard and start shifting down to second gear. Continue in a straight line until just before reaching the Aremberg sign on your left. At this point ease off the brakes and turn into the corner. Gradually reduce the amount of brake pressure until you reach the apex, by which time you should be completely off the brakes.



You will hit the apex a little way before the middle of the turn and should hold the car there until you are past the middle of the turn. If you start to leave it too early you'll have a tough time staying on the track under acceleration. Once you reach the apex, get back on the power as much as you can without pushing the car away from the inside edge too soon. Then as you start to leave the corner, get back to full power. This will push the rear wheels out to the left so be ready for a little correction. You should aim to reach the left side of the track just before the bridge. Continue under full acceleration near the left edge of the track as you go under the bridge.



SECOND CORNER (Downhill esses):



Entrance speed: approximately 130 mph [210 kph]
 Speed through the corner: approximately 170* mph [274* kph]
 Arrival time at the corner: 2 minutes 8.50 seconds
 Time to negotiate the corner: 6.03 seconds
 Exit time of the corner: 2 minutes 14.53 seconds



This downhill ess section is very fun and can easily be taken flat. After you leave the exit of the previous turn you should stay at full acceleration all the way down this hill. You should be able to get into fourth gear as you enter the first left hand bend. Once in the esses it's as if you are skiing down the hill. Hit each apex right at the grass and the aim for the next one. You can get a pretty straight line going, with the car sliding a little as you pass each apex. However, it will grip again before the next one is reached, so you shouldn't have to worry about going wide. If you do run over the grass try and keep your foot down. Only back off if you start to slide left or right significantly. As long as you are going downhill things should be good. You will have to upshift to fifth at some point. Try to make this just as you turn into an ess. As you come off the power the car will turn in quicker, and then when you get back on the power it will push away from the grass again. It helps you turn and doesn't slow you down as much as shifting between esses.



*You increase speed as you go down the hill.



FIRST CORNER (Left hander):



Entrance speed: approximately 175 mph [282 kph]

Speed through the corner: approximately 155-160 mph [250-258 kph]

Arrival time at the corner: 2 minutes 15.02 seconds

Time to negotiate the corner: 2.81 seconds

Exit time of the corner: 2 minutes 17.83 seconds



This left hander is very difficult. It comes right at the bottom of a hill which then starts to climb back up very sharply. The car will want to bottom out and if you let it you might as well forget the lap because you'll probably crash. Two things will help you to prevent the car from bottoming out, not including having a ride height above 3 inches. First make sure you don't end up on the left side of the track as it starts uphill. Let the car go to the right, making the turn wider, and the suspension will have less load and you are less likely to bottom out. It's hard to let yourself do this as you think you're going to run wide, but you must not end up on the left side of the track. Secondly you have to have some power on when the track starts uphill again. This corner can almost be taken flat, but you do need to back off slightly. Having some power on as you start up hill will plant the back of the car which will give you more traction if you do bottom out, as well as lifting the front of the car a little higher off the ground which should help prevent you from bottoming out.

You'll be under full acceleration in top gear as you approach this turn. Make sure you get over to the right after the last ess. Then about halfway between that ess and the uphill climb start moving across the track. You will enter the turn just left of the middle. As the racing groove gets darker, back off the power to about half way. You may want to tap the brakes here as well. From here on you probably won't get back to full power again. You need to concentrate on staying on the track and getting a good line for the following turn.



This turn actually is a double left hander. However think of it as one long turn with the apex being at the second left hand bend. This is where you should be fairly close to the grass on the left. After this point start to move the car towards the right side of the track. If you don't you risk bottoming out as mentioned above. keep the power down as you go up the hill, trying to stay near the right.

Also note that during a race, with a full fuel load, you have to back off a lot more as you come into this turn. The extra weight of the car will definitely push it into the ground and you'll lose control. So brake harder and a little earlier during the race.

SECOND CORNER (Left hander):



Entrance speed: approximately 150 mph [242 kph]
Speed through the corner: approximately 110 mph [177 kph]
Arrival time at the corner: 2 minutes 18.59 seconds
Time to negotiate the corner: 2.07 seconds
Exit time of the corner: 2 minutes 20.66 seconds



This left hander is not that tricky if you got a good exit out of the uphill previously. The two most common mistakes are to be too far to the left out of the uphill in which case you end up running up the steep bank at the apex getting completely out of control and crashing into the barriers, or to have too much speed coming into the turn and going wide into that tree. Of course this assumes you didn't bottom out and completely lose it with the car flying over the embankment, which can be quite spectacular for the spectators, but not too good for a lap time.

The car will be right at its limit of traction as you exit the previous turn, so you must be very gentle with it. This means you can't brake very hard or you risk losing the rear end. There is not a real braking reference point for this turn, but about half way up the hill, brake



moderately and downshift two gears. Turn in when you reach the tree on the right, hitting the apex late in the turn right near the grass. You need to have the power on as you go through this turn. So after you turn in, get off the brakes and back on the power to keep the car balanced. The rear will want to slide out to the right, and by adding more power you can prevent this. You will still have to correct with the wheel, but it will be less severe than if you went through off the power. Try to keep as far to the left as possible as you exit. This is difficult, but will help you with the following turn.



FIRST CORNER (Right hander):



Entrance speed: approximately 110 mph [177 kph]
Speed through the corner: approximately 60 mph [97 kph]
Arrival time at the corner: 2 minutes 21.44 seconds
Time to negotiate the corner: 2.62 seconds
Exit time of the corner: 2 minutes 24.06 seconds



This right hander is quick tricky to get right. You're coming off a fast left hander where the car is right at its limit of grip. If you brake before you are going straight you will probably spin. However if you wait too long you won't be able to slow down enough to make the turn, and you'll go flying over the steep bank ahead.

As you round the previous left hander you want to end up as far to the left as possible. This is very difficult to do, as the rear of the car wants to step out, and turning too much to try and get to the left may cause you to spin.

Regardless, the farther left you are the better. You must also have the car balanced again before braking. Usually adding some power after coming out of the left hander will settle you down enough to apply the brakes. As you approach the tree on the right (the one everyone hits a hundred times) brake moderately and downshift to second gear.



A white line appears on the right of the corner. After you pass this line get off the brakes and begin to turn in. The rear of the car is very light at this point and the car should turn in quite fast, so be prepared for a little oversteer. Try to take a late apex as possible to line yourself up well for the following left hander, maintaining a steady throttle once you turn in. After passing the apex you may be able to get a little more power down, but the real concern is getting the car settled for the following left hander.

SECOND CORNER (Left hander):



Entrance speed: approximately 65 mph [105 kph]

Speed through the corner: approximately 45-50 mph [73-81 kph]

Arrival time at the corner: 2 minutes 25.30 seconds

Time to negotiate the corner: 2.77 seconds

Exit time of the corner: 2 minutes 28.07 seconds

This turn is actually a double left hander, where you use the first one to slow down enough so that the second one can be taken without braking. After the previous right hander the car should be fairly stable. The first left hander is almost straight, so brake gently at the apex of this bend and downshift to first gear. Then let the car drift out to the right a little. Don't go farther than mid-track or you'll be making the second right hander tighter than it needs to be.



Add a little power between the two bends, then turn-in taking a mid apex right next to the grass. Keep the power on as you turn in. When you reach the apex, back off the power to help the front wheels grip more and get you through the corner. As you leave the apex you will have to wait a moment before getting back on the power. If you get on it too soon you will drift out too wide, making the following right hander difficult. So let the car drift away from the apex, and once you are approximately in the middle of the track straighten out and add some power.

THIRD CORNER (Right hander):



Entrance speed: approximately 60 mph [97 kph]
Speed through the corner: approximately 55 mph [89 kph]
Arrival time at the corner: 2 minutes 29.44 seconds
Time to negotiate the corner: 2.51 seconds
Exit time of the corner: 2 minutes 31.95 seconds



This right hander follows immediately from the previous left hander and is similar to turn two. (Remember that one way back at the beginning of the lap?) You will be in first gear near the middle of the track as you come into it. Bring the car towards the apex fairly quickly.

Once you get there, hold the car against it as you go through the turn. You should be on the power as you hit the apex, then back off and use the power to maintain as high a speed as possible, while also keeping the car turned into the corner. Too much power will push you away from the apex in the beginning of the turn, and spin you out at the end.

Just before reaching the end of the turn, shift up to second gear. This will help you with traction as you leave the turn. Your exit is very important as you have a very long section of track ahead for which top speed is critical. After shifting up to second gear, start to get back on the power fairly hard. The car will want to push out to the left. Let it go right to the edge of the track. If you got on the power too soon, you'll go wide. Once you reach the edge of the track staycar there until the car is completely out of the turn and balanced, then move towards the middle of the track. The following section is quite fast, but doesn't really present a good overtaking opportunity as it is curvy and very easy to defend your position down it. The best strategy is to push hard and hope the car ahead goes wide at its end.





FIRST CORNER (Left hander):



Entrance speed: approximately 150-155 mph [242-250 kph]

Speed through the corner: approximately 100 mph [161 kph]

Arrival time at the corner: 2 minutes 40.31 seconds

Time to negotiate the corner: 4.75 seconds

Exit time of the corner: 2 minutes 45.06 seconds



This corner is a relatively quick double left hander. You should be able to get to top gear before the first bend. Not much braking is required here. Line the car up on the right side of the track as you approach the turn. There is a shed on the left which makes an excellent brake marker. Continue under full acceleration until reaching this shed. Then brake moderately for a moment and downshift to fourth gear. After downshifting, turn in gently to the first bend. You don't want to be right next to the inside edge here or you'll have a hard time getting through the following bend. So aim to be nearer the middle than the edge. As you go through this first bend you will scrub off some speed, so after you have braked and turned in, get back on the power just enough to prevent the car from slowing down too much.

The next bend is sharper and more difficult than the first one. You want to try and make an arc from the first bend through to the second one. Don't let the car straighten out or you'll upset your rythym. About midway between the two bends, brake again and downshift to third gear.

Then release the brakes and gently begin to turn in, continuing your arc. As you approach the apex of the turn your arc will tighten up and you'll have to add more steering input to get through the turn.





After you let off the brakes you want to maintain a steady amount of power all the way into the apex. Once at the apex, ease off the power some more. This will help you slow down and turn in enough to make the corner. Hit the apex near the middle of the turn, and then start to drift out to the right. The exit is a balance between adding power and keeping the car on the track. As you leave the apex, start to add power as soon as you can. If everything goes well you should be up to full power by the time you reach the grass. If you add a little too much too soon you may go wide onto the grass. If this happens you'll have to back off until you have gotten back onto the track. This can be dangerous as you have another right hander coming up quite soon.

SECOND CORNER (Left hander):



Entrance speed: approximately 120 mph [194 kph]
Speed through the corner: approximately 65 mph [105 kph]
Arrival time at the corner: 2 minutes 46.63 seconds
Time to negotiate the corner: 3.93 seconds
Exit time of the corner: 2 minutes 50.56 seconds



The key to this left hander is to trail brake right into the apex in order to avoid going wide on the exit. There is no room for error at the exit as the bank is very steep and getting any wheels on it can easily send you into a spin. You should be right next to the right side of the track as you exit the previous turn. Get back to full power and accelerate as hard as you can towards this turn.

The racing groove darkens as you approach the turn. Wait a beat after it does so and then brake heavily and downshift to second gear. Continue to brake as you gently start turning into the apex. You are aiming for a late apex here. An early one will send you wide on the exit. After the apex the track turns slightly uphill along with a positive camber. Both of these factors will help you stay on track during the exit.



When you reach the apex, get off the brakes and back onto the power. You can increase your acceleration fairly rapidly at this point. However, you probably won't reach full power before the following right hand bend. Let the car drift out towards the right side of the track as you exit, making sure you don't go right to the edge as this will make the following bend difficult.

THIRD CORNER (Right hander):



Entrance speed: approximately 85 mph [137 kph]
Speed through the corner: approximately 85 mph [137 kph]
Arrival time at the corner: 2 minutes 52.40 seconds
Time to negotiate the corner: 0.20 seconds
Exit time of the corner: 2 minutes 52.60 seconds



This right hand bend is fairly simple, but can catch you out because it tends to make the rear of the car slide some. The last thing you want as you start downhill into Kallenhard is to be sliding. So a brief discussion is warranted. You'll be in second gear quite close to the right side of the track as you approach this bend. Continue under full acceleration and take an early apex. After the apex, the car will get light as the track flattens out. Ease off the power a little, and shift up if your gearing requires. Get the sliding sorted out while under a balancing throttle. Gradually move over towards the left side of the track as you try and get as much power on as possible before the following right hander.



FIRST CORNER (Right hander):



Entrance speed: approximately 100 mph [161 kph]
Speed through the corner: approximately 57 mph [92 kph]
Arrival time at the corner: 2 minutes 54.01 seconds
Time to negotiate the corner: 5.90 seconds
Exit time of the corner: 2 minutes 59.91 seconds

This downhill right hander is trickier than it looks. As you are not going that fast when you approach it there is a false sense of security that can result in you braking too late. As there is no room for error here, with a hill on the right side, and bushes lining the left side, you have to be extremely careful with your braking.



You'll be able to get up to third gear as you accelerate towards this turn. Bring the car over towards the left side of the track in preparation for the entrance. You need to be going in a straight line once you start the final descent towards the apex. If you approach it at an angle you are much more likely to run up the hill or get caught in the bushes. Keep this in mind as you move over to the left. If you are not completely there when you start going down the hill, straighten out anyway.

Just before the track starts downhill brake moderately and downshift to second gear. Stay on the left until just before you reach the white line on the inside edge of the corner. At this point start turning in and easing off the brakes. Trail-braking is very important here. Smoothly come off the brakes, letting the car rotate in towards the apex as you do so. If you don't get the car to rotate, you'll have a really hard time getting through here fast. You should be completely off the brakes before the apex, which is reached very early in the turn. Then hold the car against the edge of the track maintaining a constant throttle. As you see the track starting to straighten out ahead of you, begin to add some more power and slowly let the car drift out from the inside edge. You should go right out to the left side of the track as you get back to full power. Sliding the rear of the car on exit is not desired as you'll make the following turn very difficult.



SECOND CORNER (Left-Right hander):



Entrance speed: approximately 120 mph [193 kph]
Speed through the corner: approximately 98 mph [158 kph]
Arrival time at the corner: 3 minutes 3.15 seconds
Time to negotiate the corner: 3.47 seconds
Exit time of the corner: 3 minutes 6.62 seconds

This next left-right combination is one of the most fun sections of the track.



You have to be able to slide the car through the left hander and then catch the rear using the throttle before the right hander. The left hander is where all the work is required. Make that properly and the following right hander is a breeze. It's a little scary the first few times, but once you get it right, it's a blast. During the race I would take it a little easier as clipping the hill or the bushes would spoil your day.

You'll be able to get into third gear coming through the slight left hand bend that precedes this combination. Take that flat and move over to the right side of the track. About midway between that left hand bend and the entrance to the start of this left-right turn the racing grooves darkens.

Use this as your braking reference point. Just before you get to this point, brake moderately and downshift to second gear. Once in second gear, get off the brakes, and steady the car on the power. The rear will get a little light but you should be able hold it with the throttle.



As you come off the brakes the rear of the car will slide out a little. Let it go until you are point towards the bushes on the inside. Again, use the power to control the amount of slide you are getting. The apex is a little way before the middle of the turn, right next to the bushes. You really have to aim at the bushes here or you'll go wide on the exit. The track is going downhill now, and as you aim towards the bushes under constant power, the car will understeer down the hill and you'll just brush by the bushes - if you have enough speed that is.



As you pass the bushes get back to full power quickly. there is a bump at this point that will unsettle the car and unless you are committed with a lot of power down you could easily spin. Next aim across the track at the white line next to the hill. Keep the power down and you'll miss the hill as the car pushes down the hill. As you pass the apex, shift up to third gear. Leave the apex with a slight amount of correction and aim for the outside of the track. You don't want to go right to the edge here as then you'll have a really hard time making the following right hander.

THIRD CORNER (Multiple right hander):



Entrance speed: approximately 120-125 mph [193-202 kph]

Speed through the corner: approximately 85 mph [137 kph]

Arrival time at the corner: 3 minutes 8.04 seconds

Time to negotiate the corner: 5.98 seconds

Exit time of the corner: 3 minutes 14.02 seconds



This right hander is actually composed of four right hand bends. The first one is the tightest and then they open up after that. So if you make it through the first one, you're probably going to make the rest fairly easily. This turn is also one where you can gain a lot of time by

not braking once you pass the first right hand bend. This took me a while to get as you feel you should be on the brakes because you are going down the hill and turning. However, the car has enough grip so that you can get a controlled slide going that will allow you to make the final three turns without braking.



You'll be in third gear as you approach this turn. Try to get the car over near the left side of the track. The racing groove is the best line through the corner. So follow it in to the turn and brake gently as it darkens. You should be off the



brakes before you reach the apex of the turn, and maintaining a slightly trailing throttle in third gear. Don't get right against the inside of the turn as that will make the following turn harder than it needs to be. Continue to maintain your trailing throttle into the second bend. Then once you clear that apex, start to add

some power. Make sure you haven't gone too wide here or you risk putting a rear wheel onto the grass and spinning. The final right hand bend can be taken under full acceleration as you bring the car right into the edge of the track at the apex.



FIRST CORNER (Left hander):



Entrance speed: approximately 120-125 mph [193-202 kph]

Speed through the corner: approximately 45 mph [73 kph]

Arrival time at the corner: 3 minutes 15.39 seconds

Time to negotiate the corner: 6.40 seconds

Exit time of the corner: 3 minutes 21.79 seconds

Wehrseifen is really just a continuation of Kallenhard as it goes down the bush-lined hill. The key to its first left hander is the entrance. There is a slight right hand bend just before the turn which can upset the car under heavy braking as the track rises slightly at that point. Easing off the brakes slightly just before the bend will keep you on the road.



You'll be in third gear under full acceleration as you approach this turn. After leaving the final right hand bend of the previous turn you should be near the middle of the track. There is a small section of the racing groove which is darker than the rest. Use this as a brake marker. Drive past it under full acceleration, wait a moment, then brake fairly hard. Shift down to second gear before reaching the right hand bend, then ease off the brakes a little. This will transfer a little more of the load towards the rear of the car, stabilizing it through the bend.

After the bend you can add a little more brake pressure and shift down to first gear. Turn into the corner when you reach the armco on the right, reaching the left edge of the track at the same time as you reach the wall of the bridge. Get your left front wheel right next to this wall, using a little trail-braking if necessary (just make sure the wheel stays attached to your car). By the time you pass the beginning of the wall you should be finished braking. Add a little power to maintain your speed.



You'll have to wait a moment after passing the end of the wall before you can move away from the edge of the track. So after a beat, begin to accelerate and move towards the middle of the track. You should be able to get back to full acceleration before the next turn.

SECOND CORNER (Right hander):



Entrance speed: approximately 70 mph [113 kph]
Speed through the corner: approximately 70 mph [113 kph]
Arrival time at the corner: 3 minutes 22.80 seconds
Time to negotiate the corner: 2.07 seconds
Exit time of the corner: 3 minutes 24.87 seconds



This corner is similar to the first right hander of Kallenhard, except it's easier. After you leave the previous turn, you should be moving across the track towards the apex of this turn. Shift up to second gear before you reach the grass, then back off a little to help you get round the turn. No braking is required. If you make a good exit out of the previous turn, a straight line across the track should see you hit the inside edge of this turn perfectly. The rear of the car will be quite light as you come to the exit of this turn, so don't be in a hurry to get the power down. As the track straightens out, gradually add a little more power as you move over to the left side of the track. Once there you can smoothly get back to full power and continue down the hill.

THIRD CORNER (Left hander):



Entrance speed: approximately 135 mph [218 kph]
Speed through the corner: approximately 70 mph [113 kph]
Arrival time at the corner: 3 minutes 29.76 seconds
Time to negotiate the corner: 5.68 seconds
Exit time of the corner: 3 minutes 35.44 seconds



This left hander is quite tricky because you approach it coming downhill, have to brake and turn at the same time, and then deal with a fairly significant hump as you are trying to exit. A smooth entrance will help tremendously here. A slight right hand bend and a dip in

the track precedes the turn. You should be shifting up to fourth gear as you reach the dip. Continue under full acceleration while moving the car over to the right side of the track.

Just after the white line ends on the right, the racing groove darkens. Use this as your braking marker. Just after you reach this point, brake hard and downshift to third gear. Continue in a straight line until the track starts turning to the left. As the turn progresses it tightens up, so you can come into the corner quite quickly and slow down as you get farther into it. When the turn begins, ease off the brakes slightly and start turning in. Don't get too close to the bushes yet. As the turn tightens up (it's fairly obvious where this happens) downshift to second gear and pull the car in close to the bushes. As you reach the bushes get off the brakes and balance the car on the power.



The track has a bump in it where it crosses the bridge. If you are still braking you'll probably lose the rear end, so make sure you are off the brakes by this point. Let the car drift out to the right as you come over the bridge. You should reach the outside wall of the bridge just after the bump in the track, then gradually begin to add some power. Be careful as if you get too close to the wall you'll have a rear wheel on the grass and will spin when you add power, so be watchful for this. Slowly bring the car over to the left side of the track as you exit and begin to climb the hill. Full acceleration is reached quite soon after leaving the bridge.



FIRST CORNER (Up-hill right hander):



Entrance speed: approximately 100 mph [161 kph]
Speed through the corner: approximately 50 mph [81 kph]
Arrival time at the corner: 3 minutes 36.88 seconds
Time to negotiate the corner: 3.66 seconds
Exit time of the corner: 3 minutes 40.54 seconds

After leaving the bridge you come uphill towards this turn. This is the steepest climb on the track and you should use that to help you slow down, using minimal braking. You'll be in second gear accelerating as hard as possible with the car on the left side of the track as you pass the end of the armco on the right. (The access road that meets the track at this point is really there - in other words you can actually drive down it, but it doesn't go anywhere.)



Just after the armco, the racing groove disappears for an moment. Make this your brake marker. Brake moderately and continue up the hill on the left side of the track. Wait until you are right at the corner before turning in to it. The hill will help to push the car into the turn, so turning in too early will make it a harder corner. Just before turning in get off the brakes.

You'll get to the inside of the turn fairly early. Once there downshift to first gear and hold the car into the corner. Use enough power to prevent the car from slowing down too much, basically as much power as possible before the car starts trying to leave the inside edge of the track. As you reach the end of the turn you can start to add some power. It's a little tricky as the rear of the car wants to slide coming up the hill. As you crest the hill aim to be near the middle of the track, get back to full power in first, then just after the crest shift up to second gear. You may want to wait a beat after shifting up to second before flooring it again to steady the car. Of course if you can, then just floor it right away. Then get the car lined up right next to the grass on the left as you power away from this turn.



SECOND CORNER (Left hander):



Entrance speed: approximately 140 mph [226 kph]

Speed through the corner: approximately 115-120 mph [185-193 kph]

Arrival time at the corner: 3 minutes 48.45 seconds

Time to negotiate the corner: 3.11 seconds

Exit time of the corner: 3 minutes 51.56 seconds



This left hander is trickier than it looks. The slight bump just before the apex can upset the car causing it to oversteer on the exit. As you don't want to be sliding up the bank or struggling for control as you go into Bergwerk, you need to make sure you don't slam the brakes on as you come into this turn.

The right hand bend that precedes this turn can be taken flat. You'll be up to fourth gear after that bend. Continue under full acceleration and position the car on the right side of the track. Just before the crest of the hill, slow down a little by easing off the power - you may want to tap the brakes a little as well. Then as you are going over the crest of the hill add a little power to stabilize the car. Next brake moderately until you reach that bump mentioned above. Just before the bump start to turn in. Get off the brakes as you start to go over the bump, and then get back on the power some more to keep the rear of the car firmly planted on the road.



Aim for a late apex. Just before reaching it, slowly begin to add power. Continue this increase of power all the way through to the exit of the corner. Running over the grass here is not a good idea as your car is very susceptible to sliding, and the change in grip between the track and the grass will cause you to slide a lot. As you exit let the car drift out towards the middle of the track. You don't want to go too far to the right or you'll have a harder time lining up for the following right hander, which comes up very quickly.



FIRST CORNER (Right hander):



Entrance speed: approximately 130 mph [210 kph]
Speed through the corner: approximately 65 mph [105 kph]
Arrival time at the corner: 3 minutes 53.08 seconds
Time to negotiate the corner: 7.15 seconds
Exit time of the corner: 4 minutes 0.23 seconds



This one is all about trail-braking. You need to get the car to rotate into the corner or you'll have to start braking far sooner than necessary in order to get round the turn. As you come off the previous turn in fourth gear, get back to full acceleration and move over to the left side of the track. The racing groove once again makes an excellent brake marker. It's a good thing that GPL doesn't create the groove based on where all the cars actually drive for each race or we'd lose a lot of the brake markers!

Several car lengths before reaching the groove brake as hard as possible and start downshifting to second gear. As you continue in a straight line towards the corner look for the part of the track where the groove lightens.



At this point start to turn in and ease off the brakes slightly. This is where your trail-braking skills will come in handy. If you get off the brakes too quickly, you'll just understeer off the track. So very gradually come off the brakes in a smooth motion that sees you completely off them just before reaching the apex of the turn. Be prepared for the car to rotate quite a lot as you do this. However, all this rotation will get you into the apex properly and quickly.



You'll be hitting the apex about midway through the corner. As you come off the brakes just before reaching it, get back on the power to balance the car through the rest of the turn. Stay right against the inside edge of the corner until you see the track starting to straighten out ahead of you. Then slowly begin to increase your acceleration and let the car drift out to the left. Aim to reach full acceleration and the left side of the track at about the same time, which is when you pass the small right hand bend that follows the turn. If you get to the edge of the track any sooner this bend becomes a problem. Also if you get back to full acceleration too soon you may spin as you leave the turn.

Okay, about half a lap to go now!

SECOND CORNER (Long multiple left hander):



Entrance speed: approximately 120 mph [193 kph]
Speed through the corner: approximately 140* mph [226* kph]
Arrival time at the corner: 4 minutes 2.98 seconds
Time to negotiate the corner: 8.23 seconds
Exit time of the corner: 4 minutes 11.21 seconds



This long left hander is composed of several left hand bends, all of which have about the same radius. They are quite fun and can just about be taken flat in qualifying trim if you hit the first few just right. During the race you won't be able to take them flat as the extra fuel weight will have you understeering off the track. This is something you do not want to do as the hill on the right will probably upset the car's balance a little if you try driving up it.

You should be able to get into third gear before the first left hand bend. This bend has a slight bump to it. Use this bump to shift up to fourth gear. You should be pretty close to redline by the time you reach the bump, and if you go over it in third you'll just bump the engine up and over its rev-limit and possibly damage it. So shift up as you reach the bump.

Next move the car over to the right side of the track in order to start an arc that you will take through the following turns. The next bend is very easy, but you need to have the car back against the left side when you pass its apex. Make sure you don't get right next to the grass, however, or you'll be in the wrong position for the following turn, which is the critical one for taking this sequence flat. So aim for a few feet away from the grass as you apex this small bend.



The third bend in the sequence is the crucial one. You need to turn into this one so that you take the apex with your left front just touching the grass. Use full wheel lock if you have to. The following bend also needs to see you touching the grass with your left front as you pass the apex. When you are between the two turns you have to make the decision as to whether you can take the rest of the sequence flat or not. If you are too far out to touch the grass with your left front at the apex, then you'll have to back off. If you can make it, then keep your foot down.



After these two bends you can start to straighten out a little. You are aiming to be on the right side of the track and going in a straight line when you crest the hill just after the final left hand bend. You may be understeering a little if you are taking the turns flat, so don't straighten out too soon. As you go over the crest of the hill you'll need to back off as you are very close to redline in fourth gear. The rear of the car gets very light going over the hill and you will risk spinning the wheels at full throttle, as well as damaging the engine as it revs too high. Shifting to fifth is a possibility, but as fifth is probably significantly taller than fourth it's not really worth it just yet.

*You gradually increase to approximately average this speed through the turn.

THIRD CORNER (Left hander):



Entrance speed: approximately 150-155 mph [242-250 kph]
 Speed through the corner: approximately 140 mph [226 kph]
 Arrival time at the corner: 4 minutes 12.68 seconds
 Time to negotiate the corner: 1.95 seconds
 Exit time of the corner: 4 minutes 14.63 seconds

This fast left hander can almost be taken flat, but you do need to be careful because a bad line through it can see you completely off the track at the exit. After clearing the hill at the exit of the previous left handers get over to the right side of the track. You want to be millimeters away from the grass to make the turn. Stay in fourth gear and keep accelerating. Just after the racing groove darkens start to turn into the apex. You'll want to hit it about midway through the turn. The car will want to understeer right when you turn in and also when you reach the apex. So as you turn in, ease off the power a little. If you can get back to full power for a moment before reaching the apex, then do so. If not try to keep a steady amount of power on, about 90% of maximum. As you pass the apex, tighten the wheel up to keep you on the road for the exit. Get back to full power and go right to the edge of the track. As you reach the edge of the track you may get a little oversteer, so



be prepared to correct for it if it happens. Then accelerate as hard as possible towards the following right hand corner.



FIRST CORNER (Right-left hander):



Entrance speed: approximately 160-165 mph [258-266 kph]

Speed through the corner: approximately 120-125 mph [193-202 kph]

Arrival time at the corner: 4 minutes 21.69 seconds

Time to negotiate the corner: 4.66 seconds

Exit time of the corner: 4 minutes 26.35 seconds



This right-left corner has two right hand bends before it which can easily be taken flat. You should be shifting up to top gear by the time you reach the apex of the first bend. Then after you pass the second bend line up on the

left side of the track for the actual corner. Just before you get to the tree on the right brake moderately and shift down to fourth gear. Also at this point begin to bring the car over towards the middle of the track slightly. This turn is not very sharp and can be taken with hardly any movement of the steering wheel. A moment after passing the tree ease off the brakes. This will help to point the car towards the apex, which you should hit just past the mid-point of the turn.



Right at the apex of the right hander there is a significant bump in the track. You want to make sure you are back on the power by this point. You don't want to be at full power, but about 50% of maximum to keep the car balanced as you go over the bump. After the bump bring the car over towards the left for the next apex. Like the first part of the turn, you want to hit the apex just past the mid-point of this turn. You should have kept the power on at 50% as you came into this apex.

Then once there get back to full power, gradually letting the car drift out to the right. You should get right to the edge of the track about half way down the following straight.

SECOND CORNER (Left hander):



Entrance speed: approximately 135-140 mph [218-226 kph]

Speed through the corner: approximately 100 mph [161 kph]

Arrival time at the corner: 4 minutes 27.73 seconds

Time to negotiate the corner: 3.47 seconds

Exit time of the corner: 4 minutes 31.20 seconds



This fast left hander is all about the entrance. If you turn in too late you'll never be able to make it through quickly. So make sure you don't wait too long to turn in. You'll be under full acceleration in fourth gear as you approach this turn. The car should be right against the right side of the track after leaving the previous turn. So continue in a straight line until the racing groove lightens. Use this point as both your braking and turn-in point.



At this point brake relatively hard and shift down to third gear. Turn the car in slightly and aim to hit the apex mid-way through the turn. You should be off the brakes as you hit the apex, and on the power enough to steady the car. The exit of the turn is a double left hander so you can't drift too far out to the right just yet.



Maintain a steady throttle and aim for the middle of the track as you leave the apex. Once at the following left hand bend get back to full power and start to move out more to the right. You should be reaching the edge of the track just after the dip that follows this bend. Be careful that you don't get sideways over this bump as putting a wheel off the track here will most definitely spin you. Once successfully past the bump keep your foot down as you head towards the next turn.

THIRD CORNER (Up-hill right hander):



Entrance speed: approximately 135 mph [218 kph]
Speed through the corner: approximately 90 mph [145 kph]
Arrival time at the corner: 4 minutes 34.51 seconds
Time to negotiate the corner: 3.90 seconds
Exit time of the corner: 4 minutes 38.41 seconds



This right hander can be difficult on entry because you can't see the apex until you are right on top of it. So experience is required to know exactly where you need to be pointing when you crest the hill. Another thing to remember is that at the top of the hill the track actually has a slight negative camber that will try to pull you away from the apex. If you are braking too hard you'll lock the left front up and slide wide and into the fence.

You'll be in third gear under full acceleration as you come towards this turn. Don't bother shifting up to fourth, just stretch third as far as you need to. As you begin to climb the hill start to move the car towards the middle of the track. After the racing groove darkens, wait a moment and then brake moderately. A beat before reaching the end of the fence on the left ease off the brakes, then turn into the corner. Just after turning in get off the brakes completely. This will ensure that you don't get caught out by the negative camber. The slightly amount of trail-braking generated as you eased off the brakes will help to balance the car on this camber as well.



You don't want to turn in too quickly at the beginning, rather aim for a late apex. You should be able to see the apex a moment or so after turning in. Just before reaching it, start getting back on the power a little more. You can get your right front wheel onto the grass slightly as you pass the apex. Then try to get back to full power. The car will reach the grass on the left very soon as you exit the turn. Make sure that you don't get any wheels off the track here. If you do back off the power a little and get back onto the track before resuming full acceleration.

FOURTH CORNER (Right hander):



Entrance speed: approximately 120-125 mph [193-202 kph]

Speed through the corner: approximately 55 mph [89 kph]

Arrival time at the corner: 4 minutes 41.23 seconds

Time to negotiate the corner: 8.15 seconds

Exit time of the corner: 4 minutes 49.38 seconds



This right hander is another turn with a tricky entrance. There is a slight left hand bend that then dips downhill as you come into this turn. If you are braking too hard at this point there is a big risk of locking a wheel or sliding the car out to the left. Either case will see you going very wide and possibly into the bushes. So starting to brake just before the left hand bend and then backing off is the way to go.

You'll be in third gear on the left side of the track as you approach this turn. Continue under full acceleration on the left side of the track. Wait until you are right on top of the left hand bend before starting to brake. You'll turn in just after reaching the white line on the left. Then brake hard and downshift to second gear. As soon as you are in second gear, get almost all the way off the brakes and add a little power. Use this to steady the car as you transition to the downhill entrance of the right hander. Once you are right at the crest of the hill, add some more braking and get off the power. You'll be near the middle of the track at this point. Don't get too far to the right or you'll be making the turn much sharper



than it needs to be. As you near the end of the fencing on the left start to ease off the brakes and turn into the corner. Use trail-braking to help get the car turned in quickly. You should reach the inside of the turn fairly soon. Once there, keep the car into the corner as much as you can, while maintaining a steady throttle. The car may understeer a little mid-way through the turn. If it does, just back off a little bit more and get back to the inside. As you leave the end of the corner let the car move out to the left side of the track fairly quickly. As you do so, begin to add more power, getting back to full acceleration by the time you reach the left side of the track.



FIRST CORNER (Left hander - the Karussell):



Entrance speed: approximately 125-130 mph [202-210 kph]

Speed through the corner: approximately 50 mph [81 kph]

Arrival time at the corner: 4 minutes 53.43 seconds

Time to negotiate the corner: 7.77 seconds

Exit time of the corner: 5 minutes 1.20 seconds



The Karussell is probably one of the most famous corners at the Nurburgring. It is certainly the most distinctive with a very narrow banked section which is just wide enough for one car. You can still make the turn if you fail to stay on the banking, but you'll be much slower.

As you leave the previous left hander you'll be in second gear near the left side of the track. There is a tall tree almost straight ahead of you which is what you want to aim for. Keep this tree dead ahead of you and accelerate as hard as possible towards it. Shift up to third and just clip the bushes, first on your left and then on your right. Just as you clip the bushes on the right start to brake as hard as possible and begin to downshift to first gear.

Keep the tree lined up ahead of you.

Just before you get to the banked section release the brakes and get back on the power. The track dips away very fast here. If you are braking you'll definitely lock the front wheels up. The perfect line will let you

transition smoothly onto the banking and get round it at a constant 50 mph.

However if you were unable to slow down enough or had an incorrect line you may slide up and off the banking. This won't hurt the car as there is a lot of extra track to the right, but it will slow you down considerably. If you think



you're not on a perfect line or are going slightly too fast aim for just below the banking. You'll drop off the track and slide up- towards the banking, which will catch you and let you get round the corner.



As you go through the turn in first gear keep as much power on as possible. Too much will make you slide up and over the top of the banking. As it's just wide enough for your car it's quite easy to slip off it when you are right on the limit. You definitely don't want to do this. If you have to leave the banking at all make sure it is to the

bottom.

You won't be able to get any really acceleration going until right at the exit of the banking. Just before you leave the banking get back on the power. Quickly get back to full power as you leave the banking and then shift up to second gear. Aim for the bushes on the right as you leave the turn. You should be able to get round the following right hand bend at full power. Just clip the bushes and then aim for the left side of the track, reaching it just after the crowd on the left.

SECOND CORNER (Left hander):



Entrance speed: approximately 142 mph [229 kph]
Speed through the corner: approximately 115 mph [185 kph]
Arrival time at the corner: 5 minutes 8.85 seconds
Time to negotiate the corner: 2.42 seconds
Exit time of the corner: 5 minutes 11.27 seconds



This fast left hander can be taken with just a brush on the brakes. The flag man who stands at this corner is lucky to live through the race with all the cars cutting the apex too much! But never mind him. You'll be up to fourth gear as you approach this turn. Go under the Goodyear bridge near the left side of the track, then start

to bring the car over towards the right side of the track. Use the bends in the track to bring the right side of the track to you, rather than trying to steer the car there too soon. Just after the final right hand bend before this turn is when you should reach the edge of the track.

About halfway between the last right hand bend and the corner brake moderately for a moment and then release the brakes. As you release the brakes turn into the corner, aiming for a mid apex. You can run over the grass some here, so don't worry about that. After releasing the brakes, gently apply the power then keep the car steady through



the apex. It will be sliding once you pass the apex so adding more power will then get the car under control, allowing you to exit the corner with a nice power slide. If you turned in a bit too early or ran over too much of the grass you'll have to wait a little while longer before you can add power as the car will be sliding much more and your nice power slide will end up being a loud and expensive encounter with the fence. Let the car go right out to the edge of the track with a little opposite lock to finish off the slide.

THIRD CORNER (Left turn):



Entrance speed: approximately 125 mph [202 kph]
Speed through the corner: approximately 90 mph [145 kph]
Arrival time at the corner: 5 minutes 13.13 seconds
Time to negotiate the corner: 2.74 seconds
Exit time of the corner: 5 minutes 15.87 seconds



This turn and the following one are very fun and can gain you a lot of time as you don't need much braking if done correctly. You'll be in fourth gear as you leave the last turn. There is a left hand bend just before this left hand turn. Bring the car towards the middle of the track

for this bend and then allow it to drift back out to the right afterwards. Continue to accelerate as hard as possible as you go through this bend. Then as it straightens out brake moderately and shift down to second gear. Once you reach second gear ease off the brakes, turning in slightly as you do so. This momentary trail-braking will help you get settled into the turn properly. Then get back on the power at about 30-40% of maximum. Take a late apex under this constant power and then increase it to full as you leave the apex. This turn is cambered in your favor at the apex which allows you to use less braking and more power. However as the following corner is also cambered you have to go over a slight bump just after leaving this apex. So be aware of this as the car may get unstable for a moment.



FOURTH CORNER (Right hander):

Entrance speed: approximately 90 mph [145 kph]
Speed through the corner: approximately 80 mph [129 kph]
Arrival time at the corner: 5 minutes 16.51 seconds
Time to negotiate the corner: 2.21 seconds
Exit time of the corner: 5 minutes 18.72 seconds



This right hander completes the wonderful left-right turn. You'll be in second gear as you power out of the previous turn. Pull the car across the track aiming for an early apex. Keep the power down until a moment before reaching the apex. Then back off the power and turn into the corner. The track has a good camber to it and the starts uphill at the turn's exit, so no braking is required. However as you are going quite fast through the turn getting the power down too quickly could push the rear wheels out to the left. This would make the front of the car want to slide down to the right and you'll get quite a severe slide going even though you are not traveling that fast. So as you exit the turn gradually increase your power reaching full acceleration only once you are at the left side of the track. At this point straighten the car out and continue up the hill towards the Hohe-Acht section.



FIRST CORNER (Right hander):



Entrance speed: approximately 90 mph [145 kph]
Speed through the corner: approximately 70 mph [113 kph]
Arrival time at the corner: 5 minutes 19.49 seconds
Time to negotiate the corner: 4.41 seconds
Exit time of the corner: 5 minutes 23.90 seconds



Hohe-Acht starts the last real section of the track. From here all the way to the long straight you are almost constantly turning and there is a real rhythm to it. This is a section where you can make up a lot of time on other people if you get your car into this rhythm. You don't need to brake much for the turns, and a lot of steering is done with the power or the help of the track. So practice on this part of the circuit will definitely pay off with quicker lap times.

This right hander is not that difficult as long as you are setup at the correct speed before the hill starts to drop away. You'll be in second gear as you leave the previous turn. Line up on the left side of the track and try to get back to full power. You should be able to do this before backing off for the turn. Using the uphill approach to slow the car is critical. If you wait until you crest the hill you'll be oversteering like crazy. So just before reaching the top of the hill back off the power. You may need to brush the brakes for a moment as well. Then as you go over the hill get back on the power and maintain a balanced throttle. Turn into the corner gently, aiming for a late apex. Keep using the power to maintain your speed as you slowly bring the car into the apex. Gently start to add power right when you come into the apex, bringing it smoothly, and fairly quickly, back to full power. Don't let the car drift too far to the left as you exit the turn or you'll be on the wrong line for the following left hand bend. Instead, aim for just left of the middle of the track.



FIRST CORNER (Right hander):



Entrance speed: approximately 125 mph [202 kph]
Speed through the corner: approximately 100 mph [161 kph]
Arrival time at the corner: 5 minutes 27.43 seconds
Time to negotiate the corner: 2.94 seconds
Exit time of the corner: 5 minutes 30.37 seconds

The important part of this medium speed right hander is the exit. How well you exit the turn will determine how fast you are through the next two turns. To get a good exit you need a late apex, and as the track is constantly dropping away from you it is difficult to see that apex until you are almost on top of it. So some practice will be necessary to determine the correct turn in point.



The left hand bend just prior to this right hander can be taken flat. You'll have to shift up to third around the time you go over the crest of the hill at the bend. Stay near the left as you go through the bend and be prepared for the rear to get a little light as you start down the hill. Just keep the power down and you'll be fine. A small

amount of correction may be needed, but nothing serious.

Back to the right hand turn. It's difficult to give an exact reference point for turning in or braking here. It's more of a 'feel' thing. But the braking part is very minimal, just tap the brakes and back off the power. Then keep a steady throttle through the rest of the turn. To start with, try backing off about mid-way between the left hander and the right hander. Then as you get comfortable move your braking point a little later each lap, until you are backing off about two-thirds of the way between the turns.

There is a slight bump in the track after which the track starts going downhill and into this turn. You should be turning in by this point. Make sure you don't turn in too much too soon or you'll hit the apex very early and ruin that late apex necessary for a good exit. Gently bring the car into the corner, and then hold it against the inside edge until you are practically at the exit of the turn. Then try to add some power and move towards the middle of the track. You probably won't get to full power, but that is not your goal here. It is more important to get a good line for the following left hander.



SECOND CORNER (Left hander):



Entrance speed: approximately 100 mph [161 kph]
Speed through the corner: approximately 85 mph [137 kph]
Arrival time at the corner: 5 minutes 30.84 seconds
Time to negotiate the corner: 2.62 seconds
Exit time of the corner: 5 minutes 33.46 seconds



This left hander, like the previous turn, is about the exit. A good one will line you up well for the following turn, which is all about exit speed. A shift down to second gear along with some gentle braking will get you through this turn just fine. You should be near the middle of the track as you leave the previous turn. When you get alongside the white line on your left, downshift to second and gently brake. Hold the brakes for a moment, then release them and get back on the power. Maintain a steady throttle as you bring the car in to the apex, reaching it midway through the turn. As you progress keep as much power on as you can, but make sure you stay near the inside edge of the turn. Don't let the car drift out too soon at the exit. You are still going downhill at this point and as the track transitions from this left hander to the following right hander there is a significant bump, which will cause the car to slide out to the right a little. So use this to your advantage by keeping the car to the left slightly longer than normal and then letting the car slide over this bump towards the middle of the track. You probably won't be able to get much power on as you leave this turn, but that's not the point. A good exit line placing you near the middle of the track is what counts.



THIRD CORNER (Right hander):



Entrance speed: approximately 90 mph [145 kph]
Speed through the corner: approximately 85 mph [137 kph]
Arrival time at the corner: 5 minutes 33.91 seconds
Time to negotiate the corner: 2.55 seconds
Exit time of the corner: 5 minutes 36.46 seconds

This right hander leads onto a straight, of sorts, so a good smooth exit will help gain a few tenths. The track starts to descend more rapidly as you turn in and



continues to run downhill all the way through the turn. This will cause the car to oversteer much more quickly than usual, so a delicate touch on the accelerator is needed. Don't worry about the brake pedal as you never use it on this turn.

You'll be in second gear near the middle of the track as you leave the previous turn. Add a little power as you approach the corner. This will help to push the rear out to the left, turn you into the corner, and maintain your speed. Turn in gently just before the racing groove lightens. Use the throttle to keep the car balanced. If you start to oversteer get off the power gently and wait until the car comes back to you. Jumping off the power will not help the car recover, so be smooth if you release the throttle.

As you turn in, aim for a late apex. You'll only stay against it for a moment before beginning to power out to the left. Straighten the wheel out as you pass the apex and add some more power. You may power slide out to the left, but keep the power steady and ride the slide. The car will fully grip in a moment, and when it does gently press the accelerator to the floor. Let the car go right out to the left, reaching the edge of the track just after that very small bump in the track.



FIRST CORNER (Up-hill right hander):



Entrance speed: approximately 122 mph [197 kph]
Speed through the corner: approximately 70 mph [113 kph]
Arrival time at the corner: 5 minutes 38.41 seconds
Time to negotiate the corner: 4.66 seconds
Exit time of the corner: 5 minutes 43.07 seconds



The key to this uphill right hander is to brake gently. If you brake too hard you'll bottom out and slide off the track. You come into the braking zone relatively quickly and there is a tendency to want to brake hard, but resist this as it will cause you to lose control. If the car is always bottoming out, don't look to raise the ride height right away. First make sure you aren't braking too hard. Remember the turn goes uphill quite steeply. Use this to your advantage to help slow the car.

You should be able to get up to third gear before reaching the turn. Keep the car on the left side of the track as you accelerate towards the corner. Just after the racing groove darkens, brake gently. Continue for a moment before downshifting to second gear. Then turn in while maintaining the same brake pressure. You won't need to lift off the brakes to turn as you are nowhere near the limit. This corner isn't about threshold braking, but rather using the hill to control your speed.

You'll be aiming for a late apex. As you near the mid point of the turn, get off the brakes and balance the car on the power. The apex comes just before the top of the hill. Once there, add some more power and let the car drift out to the left slightly. The crest of the hill is still to come, so don't go crazy with too much power or you'll be sliding all over the place on the exit. Gently increase the power as much as possible as you near the left edge of the track. Between this turn and the next one, the track is never straight, and you need to bring the car over to the right for the following turn. So as you exit concentrate more on your line than on your acceleration. You'll probably never reach full acceleration as the elevation changes and bends of the track don't really allow you to do so in a controlled manner.



SECOND CORNER (Downhill double left hander):



Entrance speed: approximately 100 mph [161 kph]
Speed through the corner: approximately 70 mph [113 kph]
Arrival time at the corner: 5 minutes 45.06 seconds
Time to negotiate the corner: 6.11 seconds
Exit time of the corner: 5 minutes 51.17 seconds



This downhill double left hander has a tricky entrance. You need to be near the right side of the track to get a good line through the turn. However the approach isn't straight, but bends slightly to the left. So if you aim for the right side of the track, you'll be creating an incredibly tight turn-in radius. In fact you'll probably drive straight off the track as you try to enter the corner. So try to bring the car towards the right side of the track as carefully as you can, while still keeping it pointing mostly straight ahead. As soon as you exit the previous turn start concentrating on getting towards the right side of the track carefully and smoothly.

You'll still be in second gear as you near the braking point. Just before the white line appears on your left start to brake gently. The track descends throughout this entire turn, and braking too hard will lock the front wheels up and you'll just go straight. Bring the car into the apex just before the midpoint of the turn. Ease off the brakes as you reach the apex and balance the car on the power. As you near the end of the first left hand bend add some more power. This will help you gain a little extra speed as well as push you out from the corner a little, ensuring a good line into the next bend.



The final bend requires a late apex. If you moved out from the previous bend enough by using some extra power you should have no problems. As you come into the apex, back off the power a little, but not too much as you still need a decent amount of power on to help keep the car under you as the track falls away. The turn is basically over as soon as you pass the apex. The last thing to do is maintain a constant throttle and bring the car towards the middle of the track and go over the slight bump in a straight line.

THIRD CORNER (Downhill right hander):



Entrance speed: approximately 85 mph [137 kph]
Speed through the corner: approximately 60 mph [97 kph]
Arrival time at the corner: 5 minutes 51.61 seconds
Time to negotiate the corner: 4.46 seconds
Exit time of the corner: 5 minutes 56.07 seconds



This downhill right hander ends the trio of corners that started with the uphill right hander. A steady right foot is needed to get through here without sliding the rear out wide. As soon as you go over the bump in the track get on the brakes gently. Stay in second gear and bring the car into the apex quite soon, and hold it there. Once at the apex gently ease off the brakes, making sure you are completely off them by the time you reach the middle of the turn. Then start to add a little bit of power. Be very careful that you don't add too much as the car will slide out very fast if you do. As the track begins to straight out in front of you unwind the wheel and add some more power.

There is a significant bump in the track just after the exit of this turn. Make sure you are going straight when you cross this. Add as much power as you can, while still maintaining traction at the rear, before you reach this bump. Then back off for a moment as you cross it. Once clear of this bump get back get back on the power hard as you go down the hill into the following turn.



FOURTH CORNER (Up-hill right hander):



Entrance speed: approximately 105 mph [169 kph]
Speed through the corner: approximately 65 mph [105 kph]
Arrival time at the corner: 5 minutes 57.68 seconds
Time to negotiate the corner: 3.99 seconds
Exit time of the corner: 6 minutes 1.67 seconds



This uphill right hander is very similar to the first right hander at Brunnchen. Don't brake too hard and use the uphill climb to help slow the car down. You'll be in second gear under full acceleration as you approach the turn. The track continues downhill until just after the bridge. Just as the track transitions from downhill to uphill - right after the bridge - gently apply the brakes. Obviously you'll be on the left side of the track. Continue in a straight line for a moment, and then slowly start to bring the car into the apex. You need to brake all the way into the apex. This will make the rear quite light, so be prepared for it to slide out a bit. If you are getting lots of oversteer you may be braking too hard.

Hit the apex late in the turn. You should be completely off the brakes by the time you reach it. Then get back on the power to balance the car for a moment. The track starts to flatten out at the exit of the turn. Carefully add more power as you leave the apex, letting the car move towards the left side of



the track. There is still a slight uphill climb to the track, coupled with a bend to the right as you are leaving the turn. This will make your rear wheels want to spin under heavy acceleration. Depending on your clutch setup you may get the right rear spinning while the left rear grips. I wouldn't change your setup for this one turn, just be aware that this may happen as you try to get back to full acceleration.

FIFTH CORNER (Left hander):



Entrance speed: approximately 108 mph [174 kph]
Speed through the corner: approximately 63 mph [101 kph]
Arrival time at the corner: 6 minutes 4.75 seconds
Time to negotiate the corner: 4.51 seconds
Exit time of the corner: 6 minutes 9.26 seconds



This left hander is not too difficult. You need to start near the middle of the track and gradually bring the car in towards the corner so that you apex right at the end of the left hand turn. This will make the exit through the

following right hand bend much easier.



You should have been able to get up to third gear after exiting the previous turn. Line the car up in the middle of the track. If you are too far to the right you'll be making the turn sharper than it needs to be. The track is going downhill slightly as you approach the turn, and then starts uphill just before the turn in point. At this transition, brake moderately and downshift to second gear.



The turn is one arc, but the track almost has two bends to it. Use the second bend as your apex point. Turn in and begin easing off the brakes as you reach the first bend. By the time you reach the second bend you should be off the brakes and right against the grass. Balance the car with the power until you leave the edge of the track.

You'll only be against the edge of the track for a moment before starting to exit the turn. Let the car go across the track as you accelerate. Take a late apex at the following right hand bend and keep the car near the edge of the track on the right side as you accelerate towards the following left hander.

SIXTH CORNER (Left hander):



Entrance speed: approximately 100 mph [161 kph]
Speed through the corner: approximately 70 mph [113 kph]
Arrival time at the corner: 6 minutes 10.92 seconds
Time to negotiate the corner: 4.75 seconds
Exit time of the corner: 6 minutes 15.67 seconds



The key to this left hander is to keep the car close to the inside edge at all times. The turn is very similar to the previous turn in this respect, except that the steep downhill exit makes it far more important to be near the inside. Taking a wider line will mean you have to make a tighter turn, which means more work for the rear wheels. Therefore, as you are trying to accelerate you may spin. So flatten the turn out as much as possible by staying to the inside at all times.

You should be able to get back to full acceleration before reaching this turn. With the car near the right side of the track brake heavily just before reaching the tree on your left. The tree on the right also works well, but then you are looking towards the right side of the track when you want to be heading towards the left side. So the tree on the left provides a slight advantage.



Only brake for a moment. As the track starts to go downhill get off the brakes and bring the car in towards the apex. You'll hit the apex very soon. Once there add some more power to steady the car. The track straightens out for a moment, so keep going in a straight line right next to the grass. As it begins to turn to the left some more, follow it around for a few cars lengths before starting across the track towards the right side, aiming for the grass at the right hand bend. You should be able to add more power as you leave the left side of the track, reaching full power about half way across the track. Be careful that you don't clip the grass at the right hand bend as it will make the car slide a little, upsetting the car down the following straight.





FIRST CORNER (Right hander):

Entrance speed: approximately 122 mph [197 kph]
Speed through the corner: approximately 78 mph [126 kph]
Arrival time at the corner: 6 minutes 17.72 seconds
Time to negotiate the corner: 3.49 seconds
Exit time of the corner: 6 minutes 21.21 seconds



This right hander is tricky because of the severe downhill run into it which then transitions into an uphill climb through the corner. The key is to brake gently. Hard braking will push the car down into the ground and you'll bottom out and lose control at this transition. The slight uphill climb through the corner will allow you to get round it without much braking. Remember this as you approach the turn.

You'll be up to third gear as you come to the downhill dip of the track. Line up on the left side for the entrance to the turn. Just as you reach the beginning of the downhill start to brake gently. Continue to brake all the way into the turn. This gentle braking will also help you to rotate the car into the corner once you start turning the wheel, thus allowing a faster cornering speed. Once you have slowed down enough, shift down to second gear.



You'll start to turn in almost immediately after the downshift. Aim for a late apex and gradually release the brakes as you approach it. Balance the car on the power as you go by the apex and then start adding some more power as you begin to exit. Make sure you don't go too far to the left on the exit or the next turn will be more difficult than it needs to be. The late apex will help you stay near the middle of the track as you exit.

SECOND CORNER (Right hander):

Entrance speed: approximately 92 mph [148 kph]
Speed through the corner: approximately 90 mph [145 kph]
Arrival time at the corner: 6 minutes 22.07 seconds
Time to negotiate the corner: 1.20 seconds
Exit time of the corner: 6 minutes 23.27 seconds



This right hander is fairly straight forward and requires no braking. Use the power to help turn the car here. You'll be in second gear as you leave the previous turn. Get back to full throttle on the short straight between the two turns. There isn't really a good turn in reference point here, so experience will be your guide. However the previous right hander and this right hander are connected with a shallow arc. So drift out to the middle of the track and then slowly start bringing the car back in for this apex and you'll be pretty close. A mid to late apex is the goal here, again allowing for an exit near the middle of the track. Just before reaching the apex, shift up to third gear. The brief release of the power as you shift will help bring the car into the turn. Then as you go past the apex try to add some more power. You may not get back to full power on the exit, but that is not important. A good line into the following left hander is more important than a full throttle exit from this one.

THIRD CORNER (Left hander):

Entrance speed: approximately 100 mph [161 kph]
Speed through the corner: approximately 95 mph [153 kph]
Arrival time at the corner: 6 minutes 24.64 seconds
Time to negotiate the corner: 2.30 seconds
Exit time of the corner: 6 minutes 26.94 seconds



This left hander is taken in third gear with just a tap of the brakes. A mid apex is what you're aiming for here. Going wide on the exit will really hurt you into the following turn. As it's easy to overdo the entry to this corner a wide exit is quite common.

As you leave the previous turn aim for the middle of the track. Once there continue across towards the left side. You should reach it just as you clear the ever-so-slight bump in the track, which is also the beginning of the



apex of the corner. Tap the brakes just as you reach the apex and then get back on the power to maintain your speed. As you exit let the car drift out to the right. Don't add any more power until you reach the edge of the track. Once there get back to full power and continue down the track staying to the right.

FOURTH CORNER (Left hander):



Entrance speed: approximately 115 mph [185 kph]
Speed through the corner: approximately 103 mph [166 kph]
Arrival time at the corner: 6 minutes 28.52 seconds
Time to negotiate the corner: 2.66 seconds
Exit time of the corner: 6 minutes 31.18 seconds

This left hander is tricky because 75% of the car gets airborne. Most of the time the rear of the car will leave the track and the front will stay on the track.



This will greatly exaggerate any steering inputs. Obviously the rear of the car will be completely loose and therefore if when the rear wheels come back down onto the track at any sort of angle you'll spin quite easily. So you need to slow down enough beforehand and

also go over the crest of the hill in a straight line, which can be difficult as you're in a turn.

You'll be in third gear as you approach this turn. Get back to full acceleration and make sure you are near the right side of the track. During the race the flag marshal makes a great braking reference marker. However during practice he's not there, so you need to rely upon where you think he would be. The two trees on the left are also a good reference point, but they do take your attention away from the turn. Regardless of what you use, as you reach the flag marshal, or trees, brake moderately and begin to bring the car over towards the left. The track starts to go downhill when you start to brake. It also has a little camber which will help you through the turn.



You'll be taking a late apex in third gear, which you should reach just before the track starts going downhill with a vengeance. This is where your rear wheels will come off the ground. Keep a steady throttle, one that is fairly minimal and start down this new hill in a straight line, aiming slightly towards the right. If you try to stay to the left you'll spin when your rear wheels touch down again. You'll be pretty close to the right when you touch down. As soon as you can add a little more power to balance the car and then once it feels steady increase the power to full and start moving across to the left side of the track. Under race conditions you'll have to take this turn slightly slower and will also have to wait much longer before getting the power down again because the extra weight of 15 laps of fuel will cause the car to bottom out and spin off the track if you are going too fast.

FIFTH TURN (Right-left esses):



Entrance speed: approximately 110 mph [177 kph]
Speed through the corner: approximately 100* mph [161* kph]
Arrival time at the corner: 6 minutes 32.20 seconds
Time to negotiate the corner: 7.48 seconds
Exit time of the corner: 6 minutes 39.68 seconds



The esses are all about the first one. Get a good entrance into it and you'll be able to take a good fast line through the rest of them. A bad entry will mean you'll have to slow down a lot to stay on the track or drive all over the grass. This may seem okay, but will cost you time.

Move the car towards the left after the previous turn, staying in third gear. The racing groove gets darker, then lightens for a moment before darkening again and



heading into the corner. Use this light section of the groove as a marker to ease off the power and start turning into the first ess. A late apex at this first bend should be your goal. Use as much power as you can

without spinning the rear wheels or pushing the front away from the apex. You'll have to keep adjusting the amount of power you are putting down as you go through this first bend. Once through this bend the track crests another hill and the rest of the esses appear before



you. You should be near the middle of the track as you crest this hill. Then aim for the second ess, again taking a late apex. You'll be able to add a little more power now as this bend opens up more than the first one.



The third bend is longer than the previous two and can therefore be taken under much more acceleration. However, third gear can still cause a lot of wheelspin as you turn the car, so shift up a gear as you come into this bend. Because of the length of the third bend a mid-apex works well. Once at this apex you should be able to get back to full power. Finally, aim for the last bend, taking a late apex under full acceleration. If all went well you should be lined up on the left side of the track as you exit the esses. In race trim you'll have to take these turns much slower the first few laps as your car will be less responsive to turning and too high a speed will see you mowing the grass, and possibly running into the fencing.

*After reaching this speed you gradually increase your speed through the rest of the esses.

SIXTH CORNER (Right hander):



Entrance speed: approximately 145 mph [234 kph]
Speed through the corner: approximately 80 mph [129 kph]
Arrival time at the corner: 6 minutes 41.64 seconds
Time to negotiate the corner: 4.53 seconds
Exit time of the corner: 6 minutes 46.17 seconds



This right hander can be challenging because of the right hand bend that comes at almost the exact moment you need to start braking. If you make it past that, you then have to contend with the crest of a hill just past the apex with the walls of a bridge on either side. But forgetting all that it's quite easy really.

You'll be in fourth gear under full acceleration as you approach this turn. Stay near the left side of the track after the esses. Then as you reach the beginning of the right hand bend, brake fairly hard. Just before braking turn the car slightly so that you are pointing a little more towards the right. This will put you on the correct line for the actual turn without you having to turn while braking. Carefully downshift once the engine revs are low enough; shifting too soon could upset the rear wheels causing a slide into the turn.

You'll have reached second gear by the time the racing groove starts to turn. Following the groove into the turn, easing off the brakes fairly quickly as you do so. Not too much trail-braking is wanted here as the camber and incline of the track will help slow you down. The rear of the car will be light after you turn in, another reason for not using too much trail-braking, so add a little power to steady it.



The apex comes quite early, and isn't actually that close to the edge of the track. You may feel safer staying near the right side of the track a little longer, and therefore apexing quite close to it. This is fine as long as you don't go too far to the left as you exit the turn. Just as you go over the crest of the hill on the bridge, add a little power to plant the rear wheels. Then back off a hair once you're over the bridge before getting back to full power leaving the bridge and going up the following hill.



FIRST CORNER (Up-hill left hander):



Entrance speed: approximately 95 mph [153 kph]
Speed through the corner: approximately 60 mph [97 kph]
Arrival time at the corner: 6 minutes 47.40 seconds
Time to negotiate the corner: 3.90 seconds
Exit time of the corner: 6 minutes 51.30 seconds



Let the hill do most of the work for you here. It should slow you down and push you into the apex. You'll be in second gear under full acceleration as you approach the turn. Bring the car over towards the right side of the track. Use the racing groove as your guide, and when it darkens brake hard for a moment and then ease off the brakes. The hill should do the rest for you. After braking



maintain a trailing throttle. Just enough to keep the car balanced, but still slowing down. You'll start to turn in gradually after braking. As you get closer to the top of the hill start to increase the amount of steering until you are at full lock as you crest the hill. This should see you apexing just past the middle of the turn. If you hit the apex too early you'll go wide on the exit. After the apex add a little power to try and maintain a constant speed. The car will go right out to the edge of the track quite quickly as it actually continues to curve to the left a bit after the main turn. Wait until reaching the edge before adding too much more power. Once there straighten out the wheel and get back to full power.

SECOND CORNER (Left hander - small Karussell):



Entrance speed: approximately 108 mph [174 kph]
Speed through the corner: approximately 65 mph [105 kph]
Arrival time at the corner: 6 minutes 53.74 seconds
Time to negotiate the corner: 5.82 seconds
Exit time of the corner: 6 minutes 59.56 seconds



Even though this turn has a slight uphill entrance and is banked you still need to use a lot of braking to get the car slowed down before you reach the banking. The banking is less severe than the karussell and just barely wide enough for one car. As you can't feel what the car is doing it's very easy to slide a little and end up off the banking. This isn't terrible, as it will only cost you a second or so, but you can spin as a result, costing you much more than a second.

You'll probably still be in second gear as you come into the braking zone. If not, you'll want to downshift before reaching the banking. There is a section of the racing groove which is quite a bit darker than the rest, just after the track begins to climb uphill, which is a great braking reference point. Once there brake hard for a moment. You'll start to turn into the corner gradually almost immediately after braking, so ease off the brakes a little to allow the front wheels to grip properly. Continue to brake, progressively less and less, until you have entered the banking. Then release the brakes completely, making a smooth transition to a steady throttle.

The track flattens out right as you enter the banking from the outside. Make sure you don't ride up on the grass as you go round the turn. As the track slowly climbs uphill throughout the rest of the turn you need to add a little power to maintain your speed. However, this is tricky, as too much power will spin you off the banking.



As the banking ends start to add some more power and let the car drift out to the right, crossing the right hand corner of the banking as you leave it. The track continues to turn to the left, making full acceleration difficult, but not impossible. If you feel your rear wheels starting to spin, ease off a little. Don't let the car go too far to the right on the exit or you'll run onto the grass as the track curves to the left. This turn doesn't really end until you are going down the hill just after the left hand bend straightens out. At this point you should be able to get up to third gear and back to full acceleration.

THIRD CORNER (Up-hill right hander):



Entrance speed: approximately 128 mph [206 kph]
Speed through the corner: approximately 80 mph [129 kph]
Arrival time at the corner: 7 minutes 3.26 seconds
Time to negotiate the corner: 3.04 seconds
Exit time of the corner: 7 minutes 6.30 seconds



This corner is like several of the turns at the Ring in that you don't want to brake too much. Let the hill do most of the work for you. The exit is also quite important. You want a smooth, flowing exit that lets you drift out to the left under slight acceleration. If you are messy you'll have a slow entry into the following right hander which will kill you speed down the following straight. So if you are getting a messy exit here, take the corner slightly slower, as the following turn is much more important.

You'll be up to third gear as you come into this turn. As the racing groove darkens, brake gently and downshift to second gear. Release the brakes after a moment of braking; about half way up the hill. You are aiming for a late apex, so turn in just before reaching the top of the hill. Keep a steady throttle on as you come into the apex. Then once there start to ever-so-slightly add some power. Continue to add more power as you carefully slide out to the left. From this point on you should be in a constant arc all the way onto the following straight. Let the car go out to the edge of the track, but make sure you do not touch the grass. Then gently bring the car back towards the middle of the track.



FOURTH CORNER (Right hander):



Entrance speed: approximately 97 mph [156 kph]
Speed through the corner: approximately 100* mph [161* kph]
Arrival time at the corner: 7 minutes 7.92 seconds
Time to negotiate the corner: 5.26 seconds
Exit time of the corner: 7 minutes 13.18 seconds



Obviously this corner is all about exit speed. You have the very long back straight coming up ahead and a slow exit speed, by even 1 mph, will cost you a lot of time. This straight also presents the third real overtaking opportunity. If you can exit fairly close to another car

then you'll have quite a while to draft right up behind them and get by before the bridge. Again, exit speed is all important here.

You'll be in second gear under medium acceleration as you leave the previous turn. You never really get going in a straight line between these two turns. They just flow together in a single arc. Use the crest of the hill as a reference point to upshift to third gear and to begin getting on the power seriously. As you start down the hill you should be near the left side of the track. Begin adding more power. It's a fine balance, but you can get the car sliding round the turn while it is still accelerating by adding enough power. The downward slope of the track will help you achieve this. However, add too much power and you start spinning out, too little and you understeer off the track. You won't get it perfect every lap, but keep trying to. Get the car to slide just a little as you continue to accelerate. This will allow you to turn the wheel as little as possible, getting the maximum acceleration onto the straight.



You'll be taking a late apex to make sure that you don't go wide on the exit, which would be disastrous. Once at the apex if you have to lift at all then you're going to be an easy target for chasing cars to pass. Just before the white line on the right ends, start to leave the edge of the track. You'll get to the left side of the track about the same time you pass the Dottinger-Höhe sign on the right. Just keep it floored and then gradually bring the car back towards the middle of the track.

*This is the average speed through the turn before you start accelerating.



THE MAIN STRAIGHT:

Entrance speed: approximately 110 mph [177 kph]
Speed at the end of the straight: approximately 190 mph [306 kph]
Arrival time at the straight: 7 minutes 13.70 seconds
Time to negotiate the straight: 25.30 seconds
Exit time of the corner: 7 straight 39.00 seconds



The back straight at the Nurburgring is absolutely fantastic . Even though it's seriously long - it takes about 25 seconds at over 180 mph to go down it, and that's just to the bridge - it's not boring. The slight bumps in the track mean you can't totally relax, especially over the huge one in the middle of the straight. Just to keep you on your toes, you'll take off there. As you do so, ease off the



power and then get right back to full when you touch down, making sure the front wheels are perfectly straight. If you over-rev the engine by keeping it floored you'll blow it after a lap or so.

This straight is also a great place to draft and pass someone. But make sure you time it right because there is time for a repassing attempt by the other car. If you get right behind the other car too soon, you'll probably lose out in the end. The track is quite wide, but at 180+ mph it doesn't look it. Going two wide into the air at the jump is also quite fun.

If you're alone the straight is a great place to relax for a moment and gather yourself together. You may be about to start a qualifying lap, in which case you should take this opportunity to make sure you are ready for this. If you are just about to finish a qualifying lap try not to think about the final few turns ahead and how you could screw them up. Keep your concentration and just think about where you are at that moment. Finally, if you are in a race it's a great place to take a look at all the gauges and also to check yourself.



Another point of interest is that on the right, just before reaching the bridge you can see the Nurburg Castle. It's quite a way off, but one of the main towers is clearly visible. If you use the F-10 view you get a much better shot of it. From the in-car view you only see it as you go over the jump.

FIRST CORNER (Left hander under bridge):

Entrance speed: approximately 190 mph [306 kph]
Speed through the corner: approximately 170 mph [274 kph]
Arrival time at the corner: 7 minutes 39.26 seconds
Time to negotiate the corner: 3.20 seconds
Exit time of the corner: 7 minutes 42.46 seconds



The left hand turn just after the bridge is about level with Spa's Masta Kink for the fastest turn in Grand Prix Legends. However, at Masta all your wheels stay on the ground (hopefully). The key here is turning in at the proper time. As you approach the bridge there are two trees on the right just behind the bushes. The first one is slightly smaller than the second. Also one of its lower branches sticks out onto the track through the curb-side bushes. Well actually it doesn't stick out, it's just a graphical glitch because as you pass the tree the branch disappears. However by that point you are no longer looking at the branch so it works really well as a turn in point.

Once at this branch start to turn in very gradually and back off the power a little. You still want a lot of power on, enough to be causing a slight amount of understeer. This will help to push you away from the bushes as you land after the bridge. If you don't go through the turn fast enough you risk getting caught up in the bushes on the left. You'll be just to the left of the middle of the track as you go under the bridge. The track then transitions from uphill to downhill and you take off for a moment. You don't really notice that you've taken off, except that the car jerks a little when you land. Keep the engine revs and the steering position the same until you land. You should be right next to the bushes when you do land. Continue for a moment after landing and then get back to full power. This will help to push the car out to the right as you exit. Go all the way to the edge of the track, only unwinding the wheel just before reaching the edge.





FIRST CORNER (Left-right chicane):



Entrance speed: approximately 180 mph [290 kph]
Speed through the corner: approximately 150* mph [242* kph]
Arrival time at the corner: 7 minutes 44.81 seconds
Time to negotiate the corner: 2.54 seconds
Exit time of the corner: 7 minutes 47.35 seconds

The entrance to this left-right chicane is the important part of it. You can come into the turn very fast as long as you get a good straight exit. If you are off-line coming in you'll have a very hard time slowing down enough for the final turns.



You'll be in top gear going almost flat out as you approach the left hand entrance to the chicane. Line the car up on the right side of the track and then shortly before reaching the Tiergarten sign on the right begin to bring the car in the turn, aiming for a late apex.

Remember that very little steering movement is needed through the entire turn. Stay under maximum acceleration and bring the car to the edge of the grass just to the left of the dark racing groove as you hit the apex. You are now almost midway through the turn. Let the car move away from the left and towards the right hand apex. When you reach the halfway point of the turn brake heavily for a moment and downshift one gear. Then get back on the power to help balance the car. The rear will get quite loose here so don't overdo the acceleration. Again, take a late apex at the right hander lining up at the edge of the track as you exit.

*This speed is reached right at the end of the corner.

SECOND CORNER (Left-right-left chicane):



Entrance speed: approximately 150 mph [242 kph]
Speed through the corner: approximately 45 mph [73 kph]
Arrival time at the corner: 7 minutes 47.89 seconds
Time to negotiate the corner: 10.41 seconds
Exit time of the corner: 7 minutes 58.30 seconds

This is the final sequence of corners on the track. Psychologically they can be the toughest, especially if you're on a great lap. You want to push hard, but push too hard and you could hit the barrier, start to think about hitting the barrier and you may back off, wasting valuable time. Try to ignore all this and just get through the turns and onto the pit straight.



You'll be in fourth gear near the right side of the track as you leave the previous turn. Braking starts almost immediately as you need to lose about 100 mph to get through this chicane successfully. As the racing groove darkens brake quite hard and begin to downshift to second gear. Stay near the right side of the track until you are almost on top of the entrance. The rear of the car will be very light after the previous left-right chicane, so as you start to brake be ready in case the rear steps out a little.

The first left hand part of this chicane is slightly faster than the next right hand part. Turn into the corner, aiming for a late apex right next to the armco, and quickly easing all the way off the brakes. As you go past the armco you'll be able to straighten out for a moment. Add some more brakes at this point to slow you down enough to make the following right hander.



After braking for a moment start to turn into the right hander, aiming for a mid apex. Get back on the power enough to balance the car as you get right to the right side of the track. You may run your right side wheels over the grass a little here. This is fine as long as you don't try to accelerate while they are still on the grass. Hold the car against the inside of the turn until the track straightens out in front of you, and then add a little power as you straighten the wheel out. If you leave the inside edge too soon you run the risk of hitting the armco at the following left hander, or having to slow down too much in order to miss the armco.



Aim for what appears to be the end of the armco on the left as your entrance point for the next left hander. The entrance to this turn is quite sharp, but then the turn flattens out. There is a slight bump to the track just past the entrance which you can use to turn the car to the left and away from the outside armco barrier by adding more power. Once you pass the bend in the armco on your left - the part that you used as you entrance point - try to get back to full power as soon as possible. This will help you achieve the slight

rotation of the car on the bump of the track, as mentioned above. Back off for a moment as the car rotates and then get back to full power. You don't want the wheels to be spinning here as you'll lose acceleration. So it's better to have a bigger lift and then get the power down smoothly than to power slide out of this turn. Remember a good exit out of here could let you draft an opponent down into turn one, and sliding out of the turn won't let you do this.

Continue under full acceleration as you leave this chicane and gradually bring the car over towards the right side of the track. Take a breather, because now that you have finished your warm-up lap you are ready to have a go at a qualifying lap.