



beginners guide - history - driving instructions - interviews - sights and activities
track car rental - workshops - restaurants - hotels - sim racing



NÜRBURGRING

THE OFFICIAL NORDSCHLEIFE GUIDE



Frank Berben-Groesfeld - Roy Hastings - Misha Charoudin

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Frank ©tourifotos and Racetracker.de

PREFACE

Every year, hundreds of thousands of visitors from all over the world make the pilgrimage to the Nürburgring – the mecca of motor sports and car culture. It is an unforgettable experience that every motoring enthusiast should experience at least once in their life – on or off track. For many visitors, it has been a lifelong dream to come to the Ring. Others are regular visitors who have become utterly addicted and spend every spare penny on their beloved ‘Ringtool’. And then you have the casual tourists who have heard stories (and perhaps seen some videos) of this mythical track deep in the forests of the Eifel and who want to see it for themselves. One thing that all these people, and you, I suspect, have in common is that you would like to have the best possible experience during your time at the Nürburgring. So, how do you get the most out of your trip? What should you know beforehand? And how can you avoid the trip ending in tears?

In this book, I will introduce you to the how, when, where, and what of the Nürburgring and the immediately surrounding area. I answer the most frequently asked questions and brief you on important safety regulations. Roy Hastings will take you on a corner-by-corner guided tour of the Nordschleife – he shares interesting facts about the track, gives advice on how to stay safe, and delves into ideal lines and vehicle dynamics. Misha Charoudin and his team will brief you on the best sims, as well as the best places to eat, stay, hang out, and rent track cars. Other experienced drivers share their knowledge and insights based on thousands of laps on the track. Finally, I will tell you about the Eifel and the amazing roads and sights that can be found around Nürburgring.

We hope this book will help you get the most out of your (next) trip to the Nürburgring. Roy, Misha, and I wish you a brilliant time! Have fun and stay safe!

FRANK BERBEN-GROESFELD

Author, photographer, and publisher - 360 ROADBOOKS

ABOUT THE AUTHORS

Frank Berben-Groesfeld Author, photographer, and publisher

Frank is the man behind the scenes at 360 ROADBOOKS. Since 2020, he has published several roadtrip guidebooks (roadbooks), as well as the 360 NÜRBURGRING books. Frank tries to visit the Nürburgring as often as he can and enjoys driving casual, fun laps in the local rental cars or one of his beloved lightweight sportscars – MX5 ND2, Lotus Exige 360 CUP, and recently also a Caterham 170R. But to be honest, you are probably just as likely to spot him on the local country roads. Frank is as passionate about the Eifel as he is about the Nürburgring and has released several books sharing the area's best roads and sights.



©James Storm Berben-Groesfeld

Roy Hastings Retired driving instructor and Nordschleife expert

Ask almost any Nürburgring local or insider, and they will have heard of Roy Hastings. Roy is one of the best-respected Nürburgring driving instructors. He has helped drivers stay safe while increasing their speed since the early 2000s. He retired in 2023, but is still very active within the community, running the popular “Nürburgring Life” Facebook group, together with Billy Burke. Roy doesn't just know how to handle himself on the Nordschleife on four wheels – he is also very capable on two wheels and still loves to ride his modified Ducati 996 on track. He also drives his track-prepared Clio on track.



Misha Charoudin Nürburgring content creator and entrepreneur

In the past couple of years, Misha has become the unofficial face of the Nürburgring for a vast audience across the world. Every day, Misha shares his passion for the Nürburgring with millions of like-minded enthusiasts. YouTube, Instagram, Facebook, TikTok – you name it, Misha is there spreading the word. Every year, he drives more than a thousands laps in hundreds of different cars – and since 2023, he has been a racing driver for BLACK FALCON Team BILSTEIN during NLS and the Nürburgring 24 Hours race.



©3MD



THE HISTORY OF THE NÜRBURGRING NORDSCHLEIFE

BY ROY HASTINGS



The history of the Nürburgring started more than 20 years before the Nürburgring was formally opened. So, let's go back to June 1904 and the Gordon Bennett race at Bad Homburg, 178 km away from Nürburg. This street race attracted entrants from all over Europe and as far away as the United States of America. This new form of sport proved attractive as it brought visitors from far away along with their money. However, the poorly surfaced roads were not safe for the racing cars of the time. A closed circuit needed to be built. This circuit could provide the German automotive industry with a facility to test their new machines and serve as a venue for future racing events. Kaiser Wilhelm II had taken a keen interest in the venture and had even drawn up preliminary plans for a circuit situated within the Eifel region. However, the idea lost momentum over the following years and seemed to be forgotten. Following the passing of the First World War, increased industrialisation, the gradual recovery of Germany, and the massive growth of the car and motorcycle industries coincided with the resurgence of motorsport. The idea of a major motorsports venue within the Eifel was resurrected. The establishment of a racetrack would inject the region with outside income. Income which the Eifel sorely needed. Obviously, this was an attractive proposition for the regional politicians.

An inaugural Eifel race was held in 1922 on closed roads. This proved that the concept could bring money to the region. During 1923, the impetus to push ahead accelerated. Plans were drawn up for a track to be built in the forests of Bad Münstereifel; however, for financial reasons, the plans stumbled. In 1924, during the second Eifel race meeting, discussions turned towards the area surrounding Nürburg. At this meeting, several influential landowners, local councillors, and the mayor of

Nürburg met to discuss and revive the original plans from the early 1900s. A new motorsport club was founded with Dr Otto Creutz as the chairman. Otto Creutz, who was the district administrator of Adenau, further developed plans for a closed racetrack that would also accommodate the needs of the German motor industry for a test and development centre.

On 27 September 1925, Dr Otto Creutz laid the foundation stone to commemorate the beginning of the construction of the Nürburgring – as it was officially named that day. This foundation stone still exists today and is located close to the front entrance of the Dorint hotel. The project covered a total of 28.3 km and consisted of three main elements: the Südschleife (7.7 km), the Nordschleife (22.8 km), and the Zielschleife (Start/finish) (2.2 km). At the peak of the construction period, approximately 2,500 people were working on the project.

Two years after construction had started, on 18 June 1927, the track hosted its first event. This opening race was the Eifelrennen for motorcycles, run over the full combined 28.3 km circuit. Toni Ulmen was the first person to take the podium's top step on the Nürburgring. The following day, it was the turn of the cars to have their first Eifelrennen, with the victor being none other than Rudolf Caracciola. After the races, the track was opened to the public, who could drive their cars and motorcycles around the demanding new Nürburgring. Touristenfahrten – Tourist Drives – was born. The full combined version of the track, the Gesamtstrecke, was last used for a major racing event in 1929. Driving his Bugatti, Louis Chiron, set a lap record for the combined circuit of 15 minutes and 06 seconds. A time that will forever remain unbeaten.

During the pre-war era, Germany's automotive powerhouses Auto Union and Mercedes repeatedly demonstrated their dominance at the pinnacle of motorsport on the Nürburgring. With their drivers and highly advanced cars taking on the world's top drivers and manufacturers on the most challenging closed racecourse in the world, Germany made a statement. They were the most technically advanced nation of the time, and they were there for one reason only. To win. Unfortunately, the second world war put a temporary hold on racing at the Nürburgring, and racing did not return until 1947 due to damage caused during the war. Grand Prix racing, though, would have to wait until 1951, when the Nürburgring became the primary host for the German Grand Prix.

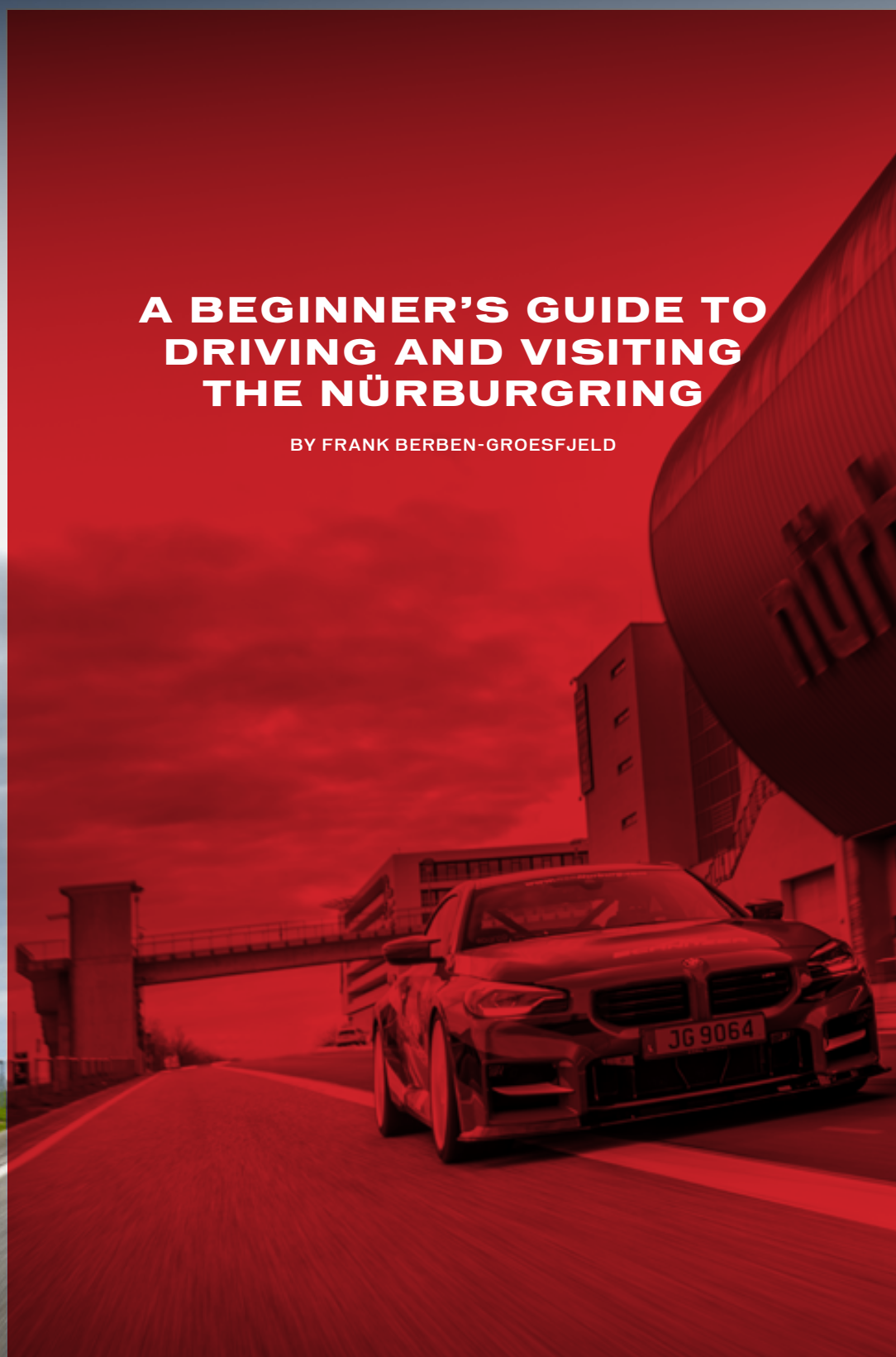
During the 1950s and 1960s, sports car racing and endurance races grew rapidly in popularity. In 1953, the Nordschleife hosted the inaugural ADAC 1000 km race as part of the World Sportscar Championship. The 1960s will also be forever etched in history for the fabled Formula One races held on the Nürburgring. Unfortunately, safety concerns threatened the future of Formula One racing at the Ring. To address these safety concerns, it was decided to undertake a massive reconstruction of the Nordschleife throughout 1970 and 1971 to permit the return of Formula One. The track was widened, and the infamous hedges along the track were removed. Where possible, the hedges were replaced with larger run-off areas and crash barriers. Minor corners were straightened, and many of the jumps were removed.



Schurti / Fitzpatrick / Wollek, Porsche 935, 1000 km Nürburgring 1979, Steilstrecke ©Bildagentur Kräling

A BEGINNER'S GUIDE TO DRIVING AND VISITING THE NÜRBURGRING

BY FRANK BERBEN-GROESFJELD





Before grabbing the keys and heading off to the Nürburgring for your first visit, there are a couple of things you should know. Basic knowledge about the track will help you get the most out of your trip and, most importantly, help you to return home safely.

SO, YOU WANT TO DRIVE THE WORLD'S MOST CHALLENGING RACETRACK?

Previous page: ©RSR Nürburg

HOW

You can drive or ride the Nordschleife during Touristenfahrten (“Tourist Drives” or “TF”), track days, and driver training courses.

TOURISTENFAHRTEN is the most popular way to experience the Nürburgring Nordschleife. With very few exceptions, TF allows anyone with a driving licence and a road-legal car or bike to show up during opening hours, purchase a lap ticket, and drive a lap of the Nordschleife. During a lap, you might encounter everything from classic cars, motorcycles, supercars, and family hatchbacks to serious track cars. The skill level of the drivers varies widely, as does their speed. Naturally, this brings challenges – more on that later – but it is also the beauty of TF. It is a democratised form of track driving. It is there for everyone to enjoy at their own pace. The GP track is also open for Tourist Drives several times yearly. This requires a separate ticket, which offers 15 minutes of track time. On rare occasions, it is possible to drive the entire NLS layout (Nordschleife + GP track sprint layout) during TF. Keep a close eye on the Nürburgring TF calendar, as such opportunities can suddenly appear.

Lap tickets for Tourist Drives can be purchased on the Nürburgring website (www.nuerburgring.de/driving/touristdrives) and at several outlets around the Nürburgring, for example, the InfoCenter on the Nürburgring Boulevard, the ticket office at the entrance to the car park and track, and ED Tankstelle on Döttinger Höhe. At the time of writing, the price for a lap ticket is 35€ per lap on

weekends and 30€ per lap Monday to Thursday. It is also possible to buy a year card, which allows you to drive an unlimited number of laps for around 3,000€. Check the official Nürburgring website for up-to-date prices and how to purchase lap tickets and year cards. The purchase methods are known to change regularly.

If you plan to visit by bike, you should know that motorcycle access is often restricted at short notice. Even when visiting by car, you have no guarantee that the track will be open in a given timeframe. The track may be closed at any time due to incidents or weather conditions.

TRACK DAYS are probably the most effective way of getting time behind the wheel on the Nordschleife. There are usually fewer cars on the track and fewer track closures. Companies such as Circuit Days, Trackdays.de, Destination Nürburgring (DN), Skylimit Events, Schnelleschwaben, Pistenclub, DSK, Gran Turismo Events, and Manthey Racing organise several events each year. The types of cars, the number of cars on track, the average skill level of the drivers, the cost, and the rules vary widely from organiser to organiser. You might want to do some research before deciding which one to join – for example, on the Nürburgring Facebook groups. Track days are usually booked in advance via one of the organisers or their partners. Several car rental companies feature convenient calendars on their websites with all track days and other relevant dates. Unfortunately, there are no track days available for motorcycles at the time of writing.

Kottenborn, looking towards Schwedenkreuz



Traffic during Tourist Drives

Regardless of whether you want to drive during TF or a track day, we highly recommend having a **PROFESSIONAL INSTRUCTOR** by your side during your first laps on the track. This is by far the best insurance you can buy against costly mistakes. You will learn more during two laps with an instructor than 20 laps on your own. Likewise, professional instruction gives you the best bang for your buck if you want to increase your speed. Driver improvements last a lifetime; sticky tyres and other expensive modifications are temporary. Most car rental companies around the Nürburgring can offer you a professional instructor. Alternatively, you can contact an independent instructor.

TRAINING COURSES are also an incredibly effective way of learning the track. They are usually quite intensive and last for several days. Professional instructors provide the students with feedback on their performance. There are several driver training events each year, like Porsche Experience, BMW M Race Track Training, Sport Auto Perfektionstraining, and Scuderia S7. Scuderia Hanseat might also return in the future. There are two training organisations for motorcyclists, Doc-Scholl and MOTORRAD Action Team. These training courses are highly recommended, even for experienced drivers and riders.

WHEN

The season usually runs from March until November. Opening times vary day by day. A preliminary schedule, including events and track days, is typically announced at the beginning of December, while the dates for Tourist Drives usually follow a while later. Changes can be made without notice, so always check the opening times before heading to the Nürburgring. You can find an up-to-date Tourist Drives calendar on the official Nürburgring website (www.nuerburgring.de/driving/touristdrives).

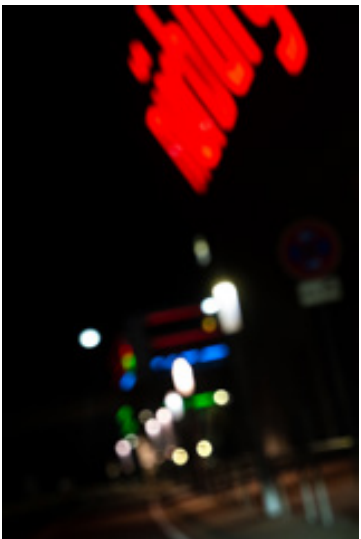
The best time to visit depends on the reason for your visit. Especially during the Easter and summer holidays, it can get pretty hectic. During these periods and during Green Hell Driving Days – consecutive days with many hours of TF – you should expect long queues to get on and off the track, as well as frequent track closures. Doing loads of laps in a day will be challenging. Of course, the upside is that there will be lots to see and do at

the Nürburgring, which makes it an attractive time to visit for people who prefer to watch the action instead of driving themselves. If you are looking for quiet laps with few cars on track, you should aim for the low season, wet days, or – my favourite – early mornings in the weekends or late afternoon sessions on weekdays. During major events on the GP track, you might find the Nordschleife nice and quiet. Track days are also generally much less crowded.

The weather is notoriously unpredictable in the Eifel, so don't plan your trip based on the weather. The weather at the Nürburgring is like a box of chocolates; you never know what you will get. This applies to spring, summer, and autumn alike. An important thing to consider is that parts of the track can take a very long time to dry at the beginning and end of the season, making it trickier to get around safely as grip levels across the track vary widely.



The Nürburgring in mid April



FEATURE

THE NÜRBURGRING NORDSCHLEIFE IN SIM RACING BY MISHA CHAROUDIN

When I started track driving, I was not taking sim racing seriously. In my eyes, it was just a game. Today, the software and hardware have evolved so much that they can provide a near-realistic experience. In particular, the well-simulated physics of some simulators allow you to learn and understand driving dynamics to use those skills in real-life environments. Muscle memory reflex

training to instantly “save” the car, in particular, can come in handy one day, also on the public road. Obviously, practising in a realistic simulator can also help you memorise the layout of the track, as well as braking and reference points. Below, I will go over some of the best racing sims that feature the Nordschleife.



Steve Alvarez Brown [@Super_GT] ©Steve Alvarez Brown

SEVERAL SIMS FEATURE THE NORDSCHLEIFE. SOME ARE BETTER THAN OTHERS. HERE ARE OUR FAVOURITES:

MY TOP 3:

- 1 Assetto Corsa
- 2 iRacing
- 3 Assetto Corsa Competizione

JIMMY BROADBENT'S TOP 3:

- 1 Assetto Corsa Competizione
- 2 iRacing
- 3 Assetto Corsa

STEVE ALVAREZ BROWN'S TOP 3:

- 1 Gran Turismo 7
- 2 iRacing
- 3 Assetto Corsa

FRANK'S TOP 3:

- 1 Assetto Corsa
- 2 Assetto Corsa Competizione
- 3 Gran Turismo 7



Jimmy Broadbent [@Jimmy_Broadbent] ©3MD



Misha Charoudin [@mishacharoudin] ©3MD

ASSETTO CORSA This is probably the most popular driving simulator in the world right now. It is the ultimate TF simulator. Endless mod support and variety of cars has extended its life beyond imagination. It is often on sale for a few euros. The physics are quite good and provide a good balance between fun and all-out realism. A drawback is that Assetto Corsa requires some time to get the settings and modifications right. This sim was released way back in 2014, so its version of the Nürburgring is not completely up to date, but it is still great for practising. Assetto Corsa is available for PlayStation, PC, and Xbox.

ASSETTO CORSA COMPETIZIONE Released in 2018, Assetto Corsa Competizione builds on the hugely popular Assetto Corsa, albeit focusing almost exclusively on GT-series race cars and tracks. The Nürburgring Nordschleife was added to the sim in 2024, and it is the most accurate representation of the Nordschleife yet (aside from the recently changed Foxhole kerb). I actually helped to model it! The graphics, the sounds, and the handling characteristics of the racing cars are very immersive and quite realistic. Assetto Corsa Competizione is available for PlayStation, PC, and Xbox.

IRACING Its version of the Nürburgring Nordschleife is a bit dated, it requires an online connection, and the membership fees and DLC

costs turn many users off, but nonetheless, it is the go-to sim for most professional sim drivers. It is the best place to race competitively against real-life opponents and the physics are great. It is probably the best tool to prepare for real-world racing. At the time of writing, iRacing is only available on PC, but a console version is under development.

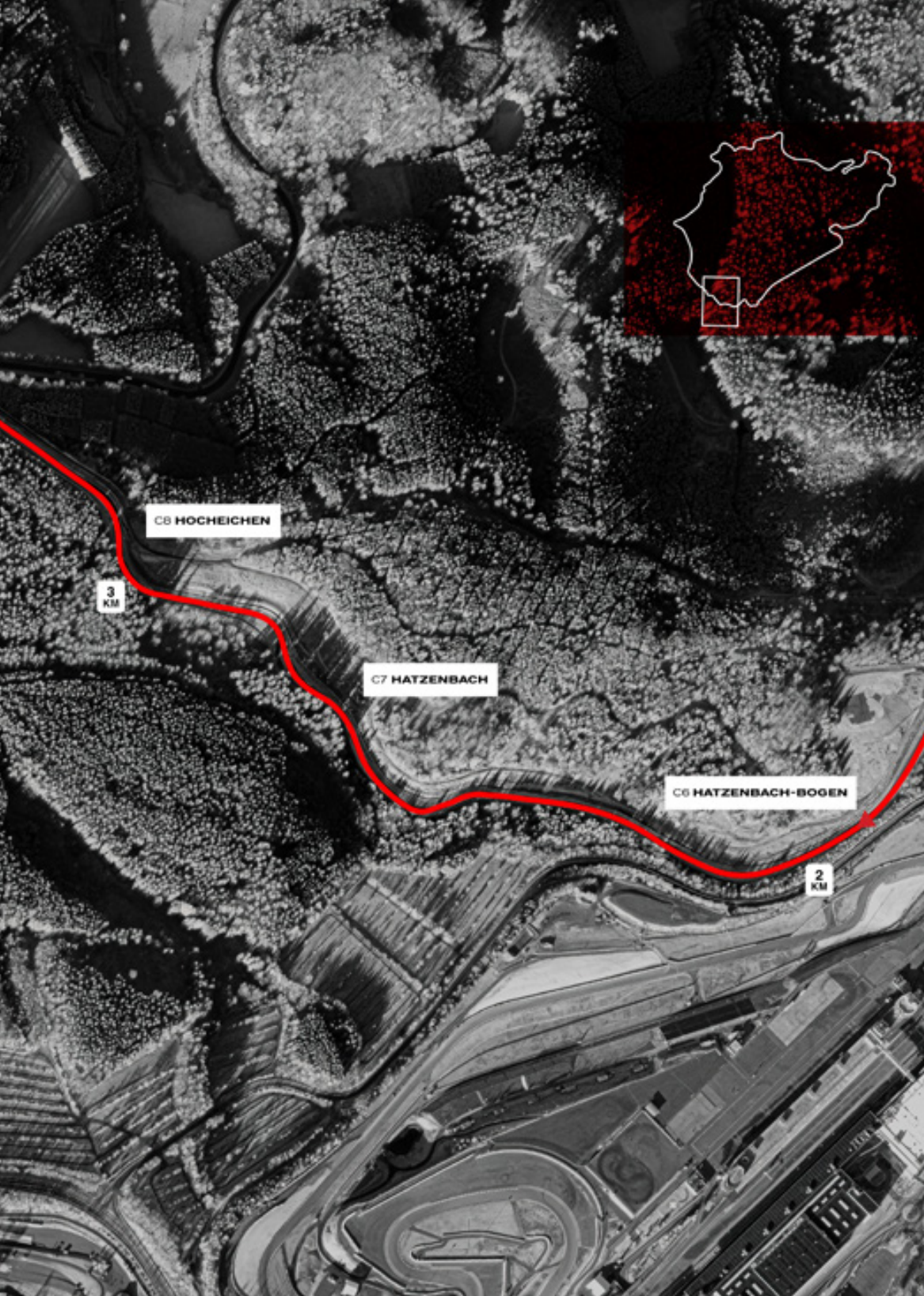
GRAN TURISMO 7 Gran Turismo is a legendary name in sim racing that has been around since 1997. The latest instalment still offers many of the same joys which made earlier instalments so popular, with a focus on car culture, car collection, career progression, and car modification. It is a great entry-level sim that anyone can pick up and play. It has more approachable physics and driving assists to help newer players. The downside is that it doesn't have the pure realism of other simulators. Its representation of the Nordschleife is quite good, and the cars are fun to drive. Gran Turismo is exclusively available for PlayStation.

Other fairly accurate representations of the Nordschleife can be found in **RACEROOM RACING EXPERIENCE**, **RFACTOR 2**, and **AUTOMOBILISTA 2**, with rFactor 2 having the most accurate model of the Nordschleife. These sims also offer advanced driving physics and can thus be used to train for your next Nürburgring outing.

An aerial photograph of a winding road through a dense forest. The left side of the image is overlaid with a semi-transparent red filter. The road curves through the trees, and the overall scene is captured from a high angle, showing the texture of the forest and the path of the road.

THE NORDSCHLEIFE CORNER GUIDE

BY ROY HASTINGS



SECTION #3 HATZENBACH-BOGEN TO HOCHHEICHEN

Hatzenbach and Hocheichen present the driver with a mixture of tight yet well-connected turns whose character is more akin to a tight, twisty

short circuit. However, don't be fooled by the lower speeds here. It is very unforgiving to mistakes!

corners

C6 Hatzenbach-Bogen

589 m

603 m @ the 2 km sign

(Unofficial corner name)

Hatzenbach-Bogen is the fast right curve on the downhill approach to Hatzenbach. "Bogen" translates to arc, as in a turn or corner.

C8 Hocheichen

574 m @ the 3 km sign

This short section takes its name from the mature oak trees that had to be felled to construct the track.

C7 Hatzenbach

577m

This refers to the small watercourse located on the left side of the track. It has been suggested that the name originated from the hunters that used to drive their prey ("Hatz") towards the brook ("Bach").

The section from Sabine-Schmitz-kurve to Hocheichen is a favourite spectator and camping area during the annual 24 Hours race. Usually, fans can access the camping area the weekend preceding the race. It is a popular place to stay for the duration of the race, and a party atmosphere is almost guaranteed! Initially, this was a very heavily

wooded section of the track, but over the years, the trees were felled. Nowadays, only the trees on the left-hand side of the track remain standing, with good open spectating available on the right – highly recommended viewing, even if just for a Sunday afternoon Touristenfahrten session!

FAST DOWNHILL CORNER / HARD BRAKING / MEDIUM TO SLOW CONNECTED CORNERS /
SLIPPERY WHEN WET / MEDIUM RUN-OFF



BASIC INSTRUCTIONS

Leaving **SABINE-SCHMITZ-KURVE** behind, you are now looking ahead to a fast downhill run to a blind downhill right kink. After the apex, halfway through the kink, let your vehicle run towards the 2 km sign.

Before this sign, gently apply the brake to lose a few km/h. At the sign, release the brake and immediately transition to a positive throttle and steer through this blind, 6.4 degrees, positive-cambered, right corner known as **HATZENBACH-BOGEN**. Experienced drivers usually don't brake for the 2 km sign and tend to go flat out through the corner, but, as ever, learn the circuit first!

While still gaining speed, look ahead to a fast left-hand kink and the beginning of the **HATZENBACH** complex. For this kink, allow your vehicle to move away slightly from the far-left side of the track to position yourself for the turn-in and hit a conventional apex. Hitting the corner too early and with too much speed will have the effect of pushing you over towards the grass on the exit (not recommended!).

After this left kink, move to the right-hand side of the track as the next corner turns left and then immediately right. Brake hard in a straight line and aim for a relatively late turn-in. This allows us to hit the apex on the left and have the vehicle aiming for the following apex of the right turn.

It is advisable to treat this right turn as the first apex of a double apex corner. Therefore, we take the two right elements as a single curve with one steering input.

Some people prefer to do all their downshifts on the approach to the first left turn. However, I prefer to do the final downshift to third between the left and right while the vehicle travels in a straight line. This saves you from rushing down through the gears while braking and turning.

Now, focus on the concrete kerbstones on the right. Aim to turn just before the end of these kerbstones so that you can steer into the next left. I instruct people to stay wide to the left to give them a sweeping entry into the next right without running over the kerbs on this right corner. Others prefer to run over these kerbs to get a straighter entry into the next corner.

Next up is a left corner (still Hatzzenbach). There is a slight crest and camber change between the right turn you are exiting and the left you are entering. Aim for the middle of this crest for a nice entry and line through the left, which should be on a positive throttle.

After this left, position the vehicle on the left-hand side of the track. Brake forcibly in a straight line and initiate a late turn-in into **HOCHEICHEN** a couple of car lengths before the 3 km sign.

Continues on the next page ►

Continued from previous page ►

Stay next to the red/white kerbs on the right. As you reach the last kerb, transition the steering to take you through the immediate downhill left element of Hocheichen. Another option is to stay next to the kerbs on the right until you see the left and then turn into it. This left turn of Hocheichen is also heavily cambered, with a maximum positive camber of 7.5 degrees.

STAYING SAFE

Hatzenbach-Bogen, after the 2 km sign, is a corner where you need to be in full control of your vehicle. If you go into Hatzenbach-Bogen with too much speed, panic, and lift off the accelerator or try to correct your line, it will very likely go wrong as there is no run-off area! Maintain a large safety margin until you have more experience on the Nordschleife.

As always, be careful of heavy braking, turning, and downshifting simultaneously. Your vehicle can quickly become unstable if you ask too much of the front tyres and unload the rears.

Hitting the kerbs or touching the grass can affect your grip levels and stability. Notably, this comes to the fore at Hocheichen. A common mistake is entering Hocheichen too early and too fast, in which case an excursion over the kerb and towards the barrier is hard to avoid.

Powering away from Hocheichen, you can shift up through the gears as you move away from the right-hand side of the track over towards the left side whilst building speed.

Note that the whole Hatzenbach/Hocheichen complex of left and right turns can often be executed in a single gear.

This whole section can be very challenging and humbling to novices in the wet, as there is minimal grip in these corners. Stay away from the kerbs and the dry line apexes. Take a wider line and use later turn-ins to achieve later apexes.

Remember that the grip levels on the normal dry braking line into the first left/right into Hatzenbach will be heavily compromised. So, either brake earlier or slightly off-line to gain more grip.

Regardless of the conditions, be extra careful if you are moving/staying to the right to let faster traffic pass. You may have to brake earlier to reduce your speed so that you can hold your vehicle to the right side of the track. In the wet, this can put you on a surface with considerably less grip.

MISHA'S TAKE

The series of corners in Hatzenbach provides the perfect opportunity to warm up the tyres before the “fun stuff”. At the same time, be extra cautious of cold

tyres – especially in the wet! Many people don't make it past this point for this exact reason.



Thilo ©RING CARS and Racetracker.de

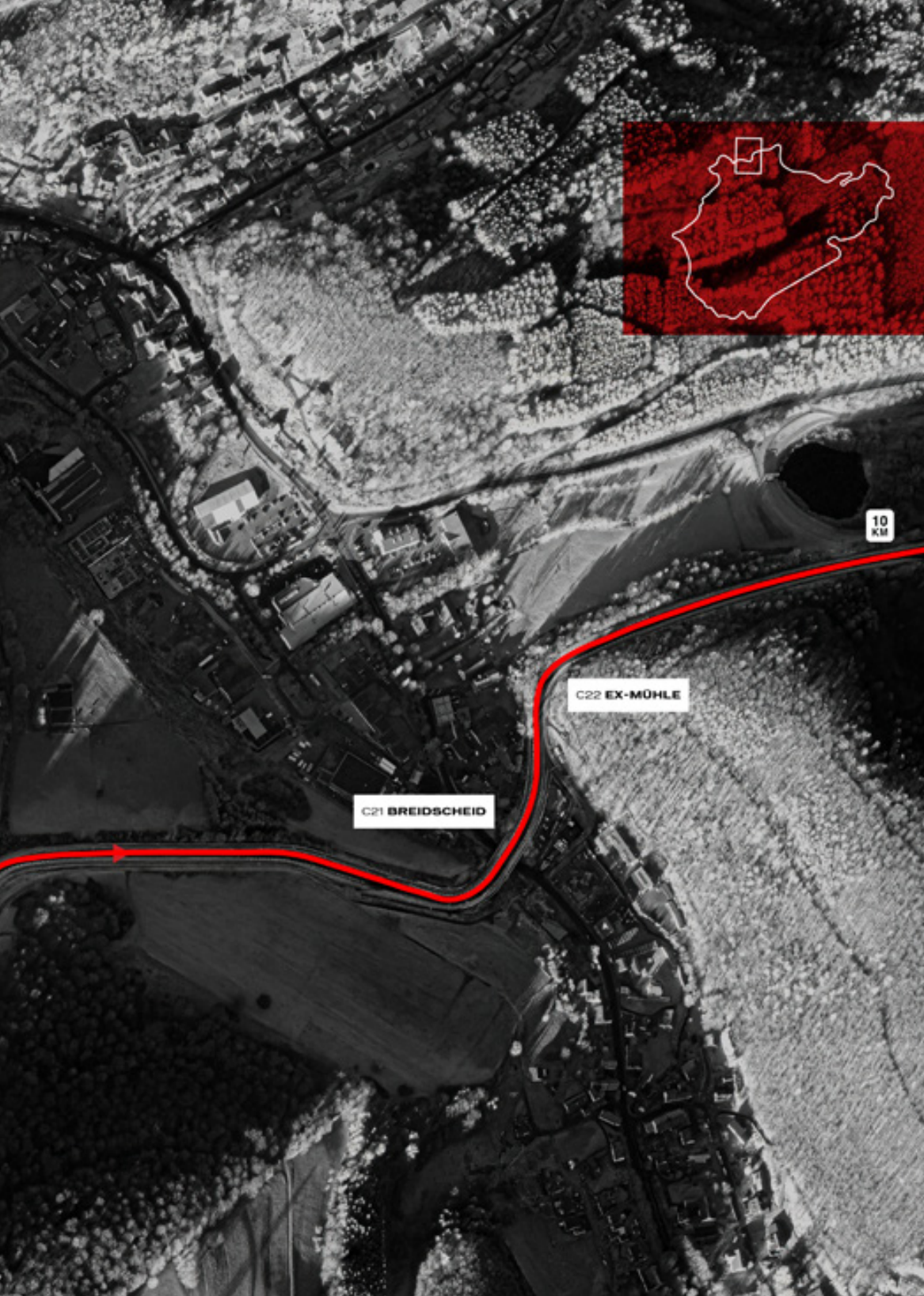


Hatzenbach



Exit Hocheichen





SECTION #9 BREIDSCHIED TO EX-MÜHLE

You have made it to the halfway point of the track, but this is not a time to relax. Both Breidscheid and Ex-Mühle can catch you out, so stay alert. The

downhill section leading to the lowest part of the entire track – Breidscheid – is a popular spectator area during Touristenfahrten and racing.

corners

C21 Breidscheid

336 m

Breidscheid is the name of the village that the track passes through.

Breidscheid has since merged with the town of Adenau.

C22 Ex-Mühle

358 m @ the highest point

354 m @ the 10 km sign

Mühle refers to an old water mill that used to be located behind the Aral gas station. Ex refers to its location outside Adenau.

This section was initially intended to be the site for the start/finish line. However, the owner of the mill that was located here at the time refused to sell the land that was required for the buildings and infrastructure, and an alternative location for the start/finish line had to be found. Prior to the 2022 season, it used to be possible to join or leave the track at Breidscheid during Touristenfahrten. You could use your season pass or even purchase a half-lap ticket if you so wished. Plenty of people used the

Nordschleife to go grocery shopping in Adenau, as this was the fastest (and most thrilling) route from Nürburg to Adenau. The Ex-Mühle corner has also been referred to in the past as the “Junek kurve” after Čeněk Junek. On the 15th July 1928, he had an accident at Ex-Mühle in his Bugatti type 35B, sadly becoming the first-ever fatality on the Nürburgring. There is a memorial stone to Čeněk Junek near the front entrance of the Dorint Hotel.

FAST DOWNHILL APPROACH / HEAVY BRAKING / EMERGENCY VEHICLES AND SAFETY CARS
LEAVING AND JOINING TRACK / BLIND UPHILL CORNER / BE AWARE OF FASTER TRAFFIC

D: “IS THAT IT?”

P: “F*ING HELL.”**

D: “ARE WE ON THE RING?”

P: “YES, I THINK IT IS.”

D: “READY?”

P: “YEP.”

D: CRASH

P: “SH*T!”

BASIC INSTRUCTIONS

As you power away from **WEHRSEIFEN**, you continue downhill towards a fast right kink. On the approach to this kink, you should be positioned on the left side of the track and look for the start of the red/white kerbs on the right-hand side of the track. When level with that point, start turning into the fast kink on a positive throttle. Turning in at this point should also position you on the right-hand side of the track for the exit.

Immediately after the kink, you might notice a pronounced bump in the track (at slower speeds, you do not notice it). As soon as you have passed this bump, brake firmly and progressively on the right-hand side of the track while also downshifting in preparation for the turn-in across the **BREIDSCHIED** bridge.

A good indicator of where you should start turning into Breidscheid is the red/white kerbs on the left edge of the track immediately before the turn. When you are level with the start of these kerbs, you can apply some steering input. You should also transition from the brake to the throttle at this point.

Once you have turned into the corner, take a wide line towards the right-hand side of the track on a positive throttle. Quickly check your mirrors and maintain the steering input so that you can sweep back towards the left-hand side of the track, in effect double-apexing the two corners to create one flowing corner.

Now that you are on the left side of the track, you notice that the gradient is starting to rise on the approach to **EX-MÜHLE**. If you change up a gear (or didn't downshift for Breidscheid), the engine will probably lack power for a good, clean exit. So, stay in a lower gear and focus on the red/white kerbs on your left. Where the kerbs end, you need to be turning into the blind, uphill right of Ex-Mühle.

As you turn in at the end of the kerbs, you are taken to an early apex on the right, and as you are on the throttle, the momentum will push you back towards the left-hand side of the track.

Reduce the steering input to run straight and parallel with the track edge at the exit of the corner. Normally, you should upshift as you approach the crest and start your run back into the forests of the Eifel.

- “7 SEC RING MASTER” VIDEO ON YOUTUBE.
THE DRIVER OF A BMW 325I CRASHES 7 SECONDS AFTER
ENTERING THE NORDSCHLEIFE (AT BREIDSCHIED) FOR THE FIRST TIME.
HE DROVE THROUGH EX-MÜHLE ON THE DRY LINE WHEN THE TRACK WAS WET.

STAYING SAFE

Don't forget to keep checking your mirrors, as the steep gradients create significant speed differences between novices and experienced track users.

You need to be extra aware of emergency vehicles, recovery trucks, maintenance vehicles, and safety cars as you approach Breidscheid. Immediately after the bridge is the frequently used track entry/exit location. You could encounter a recovery truck blocking most of the track while making a U-turn to exit the track. If you adhere to the 70 km/h speed limit on the approach to Breidscheid and the 50 km/h speed limit over the bridge, potentially dangerous situations can be avoided.

Please be aware that the heavy braking zone leading into Breidscheid will have reduced grip in the wet. Brake earlier or stay slightly off the braking line where there might be more grip. Ex-Mühle is also very tricky in the wet, so traffic permitting, the preferred line is to stay on the left half of the track through the uphill right. If you are forced to remain on the right in Ex-Mühle due to faster traffic, take care, as the inside line can be very slippery. Careful use of the throttle and steering is highly recommended.



Breidscheid



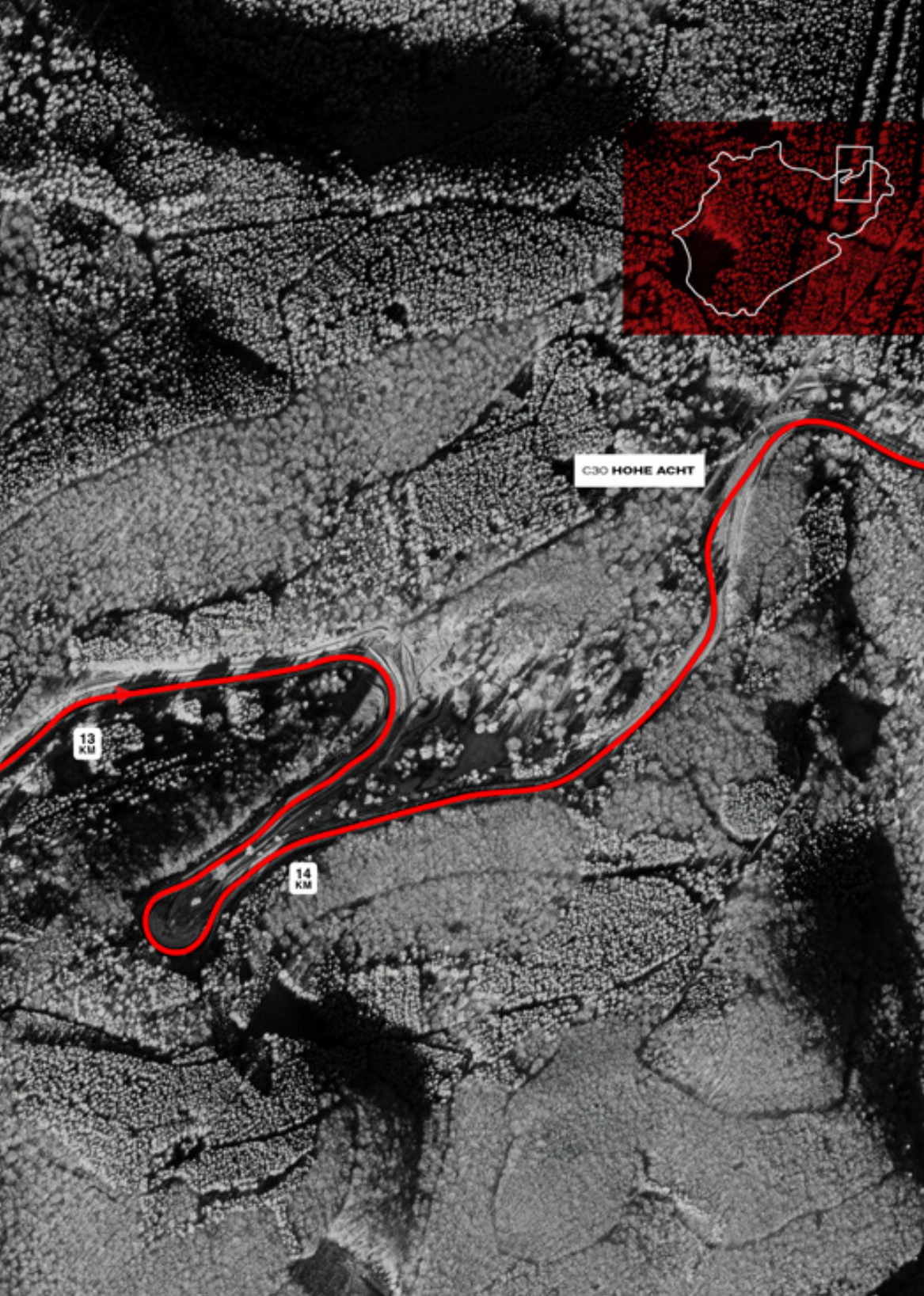
Approach to Breidscheid



Approach to Ex-Mühle







SECTION #13 HOHE ACHT

Moving away from the Karussell, we head uphill to some of the highest points of the track, where we will start the very technical and challenging final sections that lie ahead.

corners

C30 Hohe Acht

618 m

This corner takes its name from the mountain peak to the northeast. The Hohe Acht is the highest mountain in the Eifel region at 746 m altitude.

The Hohe Acht corner is the second-highest part of the track. The elevation difference between Hohe Acht and Breidscheid at the halfway point is almost 300 m.

In 1968, Graham Hill spun off the track at Hohe Acht. He managed to push his car out of the grass and mud and get his car back onto the track. He rejoined the race, effectively leaving Jackie Stewart unchallenged for the remainder of the 14-lap race, which was run under the most dreadful, foggy weather conditions. Hill would eventually finish

the race four minutes behind Stewart in the third position, with Jochen Rindt finishing the race while Stewart was already waiting patiently on the podium's top step. Jackie Stewart later referred to the Nürburgring as "the Green Hell", a name that has stuck ever since.

UPHILL ASCENT / ZERO TO MEDIUM RUN-OFF / BLIND CORNERS /
HIGH KERBS / MINIMAL BRAKING

BASIC INSTRUCTIONS

Having exited the **CARACCIOLA-KARUSSELL**, you should now be on a line that takes you to the apex of the first right kink that follows. Maintaining your steering input while accelerating, you should find yourself in an ideal position for the apex of the second right kink. Following this apex, unwind the steering and let your vehicle run out towards the left-hand side of the track.

If you look ahead along the short uphill straight, you will notice a slight right kink followed by a blind uphill left. In theory, these two corners should both be taken on a positive throttle, but you might want to hold back a bit while you grow more familiar with the track.

For this fast uphill right kink, you should be applying some steering to take you to the right-hand side of the

track and alongside the red/white kerbs. Immediately after the red/white kerbs is a short, narrow stretch of grey concrete paving that lines the edge of the track. Stay right until you are level with the end of the concrete, then steer into the upcoming, blind left turn and accelerate all the way through it to maintain a stable chassis. After running close to this apex, stay on the throttle and run back over towards the right-hand side of the track.

As you have exited this corner and are running towards the right, you will notice a strip of green AstroTurf next to the track on the right. I recommend keeping your wheels away from the AstroTurf. It is there to be used as a last resort only.

Looking ahead, you can see a very slight left curve that leads immediately into a tight left with another



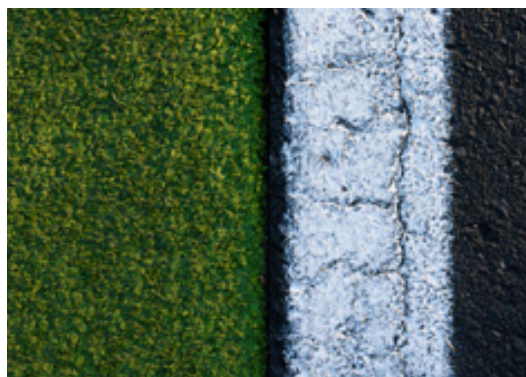
Hohe Acht (opposite direction of travel)

steep increase in gradient. Before this tight left is a section of red/white kerbs on the right that you should be running towards. As you reach the end of the red/white kerbs, initiate the turn into the tight left.

Depending on your speed up the hill, you may or may not have to use a touch of brake before the left turn. In a slower car, you may not need to brake, but you may need to downshift. Without the downshift, you could find that the car runs out of power once you have turned to the left, as the gradient is substantial. With most other tracks, elevation is not such an important variable, but the Nordschleife really highlights the need for correct gearing before the turn.

Once you have turned in, you want to run tight to the kerbs on the left. From here, you can see that the track not only increases gradient again but also takes a sharp turn right at the **HOHE ACHT** sign. This right turn must be taken on a positive throttle, running through the apex and then running back out wide towards the left-hand side of the track.

You should now be running next to the red/white kerbs on the left as you approach the crest. Your next reference point is the 151 marshal post sign on the left side of the track. You need to time your braking to start your turn as you reach this point. I favour a late turn-in at the 151 sign, as it gives a nice entry into the corner that results in a rather late apex on the right.



STAYING SAFE

Keep a careful eye on fluid spills after the Karussell. The aggressive nature of the concrete slabs may have damaged one of the vehicles in front of you. This is especially of great importance for motorcyclists.

Another cause for concern with this section is entering the uphill corners too early at too high speed. Turning in too early to the first of the lefts could have you running out of track on the exit. Yes, there is a strip of green AstroTurf there if you need it, but it is best avoided. It is particularly slippery in the wet.

Further up the hill, where the track steepens while turning tight left and immediately right, having too much speed and an incorrect track position will lead

MISHA'S TAKE

The entire section from Hohe Acht until the Döttinger Höhe is my favourite section of the track. It is a fast, flowing series of corners full of bumps and jumps.

to an encounter with the kerbs. These kerbs are very high, and not only can they launch you onto the grass, they can also damage your vehicle.

During the colder months, frost may remain on parts of these sections long after the track has opened. The higher altitude means colder temperatures.

In the wet, remember to take slightly later turn-ins and stay away from tight apexes. At the right turn at the highest point, most of the grip will be found around the outer line of the corner.

Most of it is also going downhill, so gravity helps low-powered cars to pick up the fun factor again.



Hohe Acht (opposite direction of travel)



Hohe Acht





Hohe Acht (opposite direction of travel)

INTERVIEWS

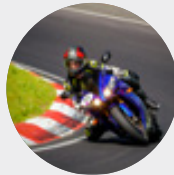


TOP TRUMPS








-  Nationality
-  Year of birth
-  First lap on the Nordschleife
-  Laps experience
-  Current track car/bike
-  Racing experience
-  Social media

TIM KOOPMANS

-  Dutch
-  1992
-  2020
-  100-200
-  Yamaha R1
-  European Minibike Championship / European MiniGP Championship / Dutch Moto3
-  @timkoopmans



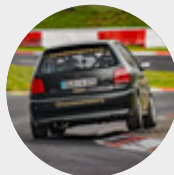
IVO VAN DAMME

-  Belgian
-  1975
-  2010
-  100-200
-  BMW E46 M3
-  N/A
-  @ivovendem










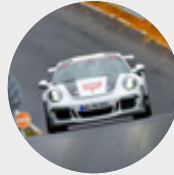
VIKTORIA (VIKA) BOCHEN

-  German
-  1999
-  2017
-  > 1.500
-  VW Polo 6n1 GTI / BMW E36 320i Touring
-  RCN
-  @haveanamesorry



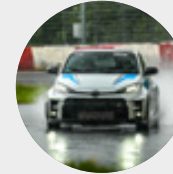
PHIL PPG-X

-  German
-  1981
-  2008
-  >1000
-  Porsche 991 GT3 RS MR / Lamborghini Huracán Performante
-  Time attack events / GT King of the Nürburgring
-  @ppg.x










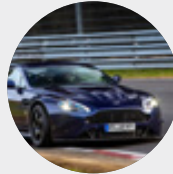
THILO PÖRLING

-  German
-  1979
-  1997
-  >5000
-  Porsche 718 GT4 M4 (good weather) / Toyota GR Yaris (Eifel weather)
-  N/A
-  @xthilox



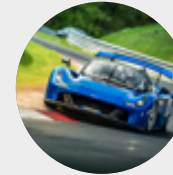
ALISTER ROBERTSON

-  British
-  1985
-  2011
-  >2000
-  Aston Martin Vantage V8
-  SMRC Sports and Saloons / Spa24 Citroen C1
-  @valiant_ecosse










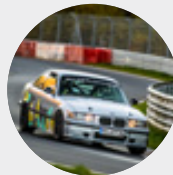
ALEX STEWART

-  British & Italian
-  1973
-  2018
-  >800
-  Dallara Stradale / Abarth 1000 TCR
-  Time Attack Italia / LLCC
-  @alexstewart1212










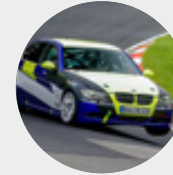
TAMARA (TAMI) DEUTSCH

-  German
-  1988
-  2012
-  200-500
-  BMW E36 318is
-  N/A
-  @tamitainment



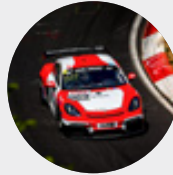
HENDRIK KEBBEN

-  German
-  1976
-  1999
-  >7.500
-  BMW 325i (E90)
-  GLP / VLN / Nürburgring 24h / Spa Funcup 24h / ViR 24h / Youngtimer
-  @aroundthecorner.coaching



ACHIM FEINEN

-  German
-  1976
-  1994
-  500-1000
-  BMW M240i Cup / BMW E36 318is
-  RCN / NLS
-  @super4racing



When, how, and why did your fascination with the Nürburgring start?

ALISTER Both my mum and dad raced when I was a kid, so I was born into a petrolhead family. Sundays, when we weren't at the circuit, we watched BTCC, F1, or VHS tapes of group C, etc. So, I think I've been subconsciously aware of the circuit for as long as I can remember, but as clichéd as it sounds, it was the whole Top Gear thing that made me properly aware of the Nürburgring as something you could go and drive yourself. From then on, it was a mission to get out there myself and see what all the fuss was about.

PHIL Back then, when I heard friends talk about their first Green Hell experience with shiny eyes, I was immediately hooked. This must be driver's heaven, the ULTIMATE experience. In 2008, I decided to fulfil my dream and headed down to the Ring. Young and fearless, with an extremely overpowered car (800 hp 996 GT2, also known as the Widowmaker). No traction control, big turbos, and me – a young driver with ZERO clue of the track layout. A less-than-ideal mixture! It was literally a cannonball ride. I'm still amazed that I brought the car back home without any scratches. After a long pause, I came back to the Ring in 2017. This time, more mature and serious, with the ambition to learn the ideal line and adopt a CLEAN, safe, and fast driving technique. And most importantly, enjoy this wonderful track.

THILO Raised in the region close to the Nürburgring, I have been used to visiting the Ring

with my father ever since I was a child. We used to watch the races and drive the Nordschleife ourselves on Sundays. This and the DTM Touring car races of the day have always fascinated me. So, inevitably, I got infected with the Ring virus very early in life. The races on TV and having the most fascinating racetrack in the world at my doorstep were already, at that time, a dream come true for me.

ALEX I've always been fascinated by motor sports, so the Nürburgring, the most famous track in the world, naturally captivated me. My journey on track began when I bought my Dallara in 2018. To make up for lost time, I dove straight into the deep end by heading to the Nürburgring. I've been hooked ever since. Beach holidays are now a distant memory.

TAMI When I was a child, we had a racing driver in our little village who raced a Porsche. I never understood why people talk about Porsche as a prestige object; I always saw it as the perfect tool for sports and competition. As a girl raised by my mother, it took some time until I finally visited my first 24 Hours race in 2009 – I was blown away as soon as the first cars blasted by at the Pflanzgarten jump.

HENDRIK My dad was a rally driver who started his career around the time I was born. I grew up joining my dad during his events, and if there was a weekend without a rally, he took me to nearly every European racetrack. But it was the Nordschleife that

"infected" me very early on. I don't know when I first visited it, but I remember my first 24 Hour race. Camping with my dad at the age of seven. I have

barely missed a Nürburgring 24 Hour race since then and I knew that, at one point, I would be on the other side of the fence.

What are your thoughts about the Nürburgring culture, lifestyle, and community?

PHIL The Ring is motorists' mecca. It doesn't matter what you drive or where you come from – the Green Hell ties us all together into one strong community. Like-minded petrolheads gather and share their passion – while doing laps on the track, eating pizza at Ventisette, grabbing a currywurst at Bernd's Cockpit Bistro, or strolling through the historic Adenau village.

THILO The Nordschleife fascination is hard to describe. On the one hand, you have the incomparable track layout through the forests of the Eifel, in between small villages, and the beautiful nature. On the other hand, you have a community of "crazy" enthusiasts from the entire world – both at the Nürburgring and online. I have got to know many real friends and great people here. For me, it feels like a real privilege to be at the track and to be an ambassador for the Nürburgring.

ALEX I love it! I've found so many kindred spirits here; it's amazing. The Nürburgring culture and the

community's passion have helped me forge incredibly strong bonds. I've made lifelong friends here.

TAMI The community stands out for itself and is a role model for the wider society. We have multiple nationalities working for the same passion; everyone has their own profession and is respected by others for what they do, no matter their origin, religion, skin colour, or gender.

HENDRIK This community is everything except toxic! No one blames you for wearing the wrong colours or driving the wrong car. You might speak a different language, but you are a petrolhead, so you belong here, and you are accepted as one of them! If someone says it is hard to make friends in a foreign country, he or she has never been here! It is the only place I can imagine where a Porsche driver shows up next to your 20-year-old BMW in the parking lot after a lap, saying: "Dude, that was an epic lap!"

What is the best thing about the Nürburgring?

TIM I love the rush that the Nordschleife gives you, and I love how it keeps throwing new challenges at you as you progress. Every time you gain speed in a sector, you will find new challenges. The faster you ride your bike, the more it will wheelie or jump on the elevation changes.

ALEX The track's complexity and the endless journey of learning to drive it. Mastering the Nürburgring is incredibly challenging, with its length and multitude of curves. You have to understand the nuances of new vs. old asphalt, where to breathe, flag positions, and seasonal impacts like pollen in spring. And just when you think you understand the corners, you realise there's always more to learn. It never ends.

ALISTER That it has allowed me to do something I love as a business. Having a company here based on building people their dream Aston Martin is something I never thought I would achieve. Being surrounded by some of the most beautiful cars in the world and being able to drive the most incredible circuit in the world on a daily basis as part of my job really makes me pinch myself from time to time.

TAMI The story is quite impressive, as the region was one of the poorest in Germany. In order to give the inhabitants a chance to build their lives on something other than agriculture, the ring was built in the Hocheifel. Almost a hundred years later, it is still a major source of income for the entire region. Not only the automobile industry but also the tourism and construction industry.

HENDRIK It is the mother of all racetracks! The Mount Everest you want to climb at least once in a lifetime. The unique corners, the massive elevation changes, and the challenge of driving a car on the edge. At the point where you remember every corner, and are able to combine them in a perfect racing line, it becomes a magic flow that is incredibly addictive.

ACHIM The best thing is the culture. There are so many different people here. Most of them are friendly and open-minded, and everyone is into motor sports. Another great thing about the Ring is the area in which it is located: the famous Eifel!



Tami ©EP-Bilder and Racetracker.de



Thilo ©RING CARS and Racetracker.de

I'M FRUSTRATED BY DRIVERS WHO WOULD RATHER SPEND THOUSANDS OF DOLLARS ON MAKING THEIR CARS FASTER THAN THEY WOULD ON THEMSELVES, ON THEIR OWN DRIVING. WHEN I SEE DRIVERS WHO WILL SPEND 2,000 USD ... TO SHAVE OFF HALF A SECOND FROM THEIR BEST LAP TIME, RATHER THAN SPEND HALF THAT MUCH TO GAIN A SECOND IN LAP TIME THROUGH DEVELOPING THEIR DRIVING, I CAN'T HELP BUT SHAKE MY HEAD. ... THE IMPROVEMENT A DRIVER MAKES WILL LAST A LIFETIME.



Alex ©Ring-Race-Shoot and Racetracker.de



Vika ©Car_Photo_Concept and Racetracker.de



Tim ©NOS-Pics and Racetracker.de



Ivo ©tourbilder and Racetracker.de



Hendrik ©FT Photography and Racetracker.de



Achim ©Kevin Pecks, Sorg Rennsport

THE NÜRBURGRING “WHERE TO” GUIDE

BY MISHA CHAROUDIN & 3MD

The restaurants, accommodation, activities, and local automotive businesses are a massive part of the Nürburgring experience. Just like anywhere else, some businesses around the Nürburgring come more highly recommended than others. In this chapter, we highlight some of the best.

We asked the community about their favourite places to eat, stay, hang out, rent a track car, or get services for their own cars. Based on

more than a thousand evaluations and our own experiences with local businesses, we have created a shortlist for you*. These are reputable companies that we can personally vouch for. Each of these can help turn a good trip into an amazing one!

* The businesses are listed in no particular order. The selection has not been influenced by paid advertising.



WHERE TO EAT

There are plenty of food options around the track to satisfy every taste and budget. Even though the majority of the restaurants offer Italian or German cuisines, as of recently, we see new places popping

up that offer Asian and Eastern European dishes. An important thing to keep in mind is that good vegan/organic options are hard to find.



©Frank Berben-Groesfeld



27 Ventisette

- 🌐 N/A
- 📞 +49-2691 938880
- 📍 Just outside Adenau, at Breidscheid bridge

27 Ventisette serves arguably the best Italian food at the Nürburgring. Besides delicious pizzas and pasta, they also serve excellent salads; some say they even have the best Tiramisu in the world! Tristan, Mauri and their staff are super-friendly.

Lindenhof

- 🌐 www.lindenhofnuerburg.com
- 📞 +49-1772 090707
- 📍 On the main street of Nürburg

Lindenhof has become rather famous for its tasty selection of burgers. If burgers are not your thing, they also serve classic German dishes with an Italian twist. Occasional live music helps create a wonderful atmosphere.



Zür Nürburg

- 🌐 www.zur-nuerburg.de
- 📞 +49-2691 9399060
- 📍 At the foot of Nürburg castle

If you enjoy great big schnitzels, this is the place to go. Zür Nürburg has the best views of any local restaurant.



©Pistenklause

Pistenklause

- 🌐 www.am-tiergarten.de/en/restaurant_nuerburgring_pistenklause
- 📞 +49-2691 92200
- 📍 Just off the Nürburg main street

This is probably the most iconic restaurant near the Nürburgring. The walls and ceilings are covered in memorabilia and personal notes from drivers such as Niki Lauda, Ayrton Senna, and Mikka Hakkinen. Pistenklause serves mostly Italian food, but they are particularly well known for their sizzling steak on a hot stone.

WHERE TO RENT A TRACK CAR

We always recommend renting a car for the track, even if you have one yourself and even if it is track-built. If it is not on German plates, you are most likely not insured, which means you are liable for all the damage your car may cause to the track or other cars (beware of the fluid spills!). There are multiple car rental companies around the track

that can satisfy the itch of every petrolhead, from budget bang-for-buck options to goals-level dream supercars. Important: don't take an airport rental on the track. If the company finds out (and they check racetracker.de quite often), they will send you a hefty fine and ban you worldwide from their services.



EVN Ring Rentals

- 🌐 www.evn-ringrentals.com
- ☎ +45-5364 2349
- 📍 In Nürburg, at the foot of Nürburg Castle

EVN has a good selection of well-built track cars at very reasonable prices, from FWD hot hatches to full clubsport-spec BMW M-cars. The proprietor, Frank, is a great guy, and the atmosphere at the pickup location is excellent. EVN also offers additional services such as car storage, car preparation, distribution of Nankang semi-slick tyres and Protrack wheels, and Öhlins suspension.



©RSR Nürburg

RSR Nürburg

- 🌐 www.rsrnurburg.com
- ☎ +49-2691 931952
- 📍 On the outskirts of Nürburg, very close to the track entrance

RSR offers the widest selection of rental cars, including some of the most exciting machinery from Porsche. Almost all cars can also be rented for use on public roads, which is a very welcome offering that can elevate your Nürburgring trip to new levels. RSR can accommodate large groups and facilitate combination trips to other tracks, such as Spa Francorchamps.



Rent4Ring

- 🌐 www.rent4ring.de
- ☎ +49-2691 935735
- 📍 In the centre of Nürburg

Rent4Ring is highly respected for its well-built and expertly set-up track cars. Their famous Suzuki Swift Sport cars have been replaced with fun Mini Cooper S's, and they also rent out other interesting cars such as Toyota Supra's and Alpine A110S's

A GUIDE TO DRIVING IN THE EIFEL

BY FRANK BERBEN-GROESFJELD



ESSENTIAL ROAD TRIPPING KNOWLEDGE

Best time to visit the Eifel

May to October. The landscape is at its most beautiful in spring and autumn. The weather is unpredictable throughout the year but tends to be the sunniest during the summer months. The roads can be enjoyed year around, but many sights will be closed in the off-season.

Distances

You can drive across the Eifel in about two hours if you are in a rush. During an extended weekend, you can easily experience three to four routes from the 360 EIFEL roadbook.

Road surfaces

The roads are generally well-maintained. Occasionally, you will encounter roads with poor asphalt, especially in small towns and forests. A bumpy ride now and then is unavoidable.

Dangers

Dense forests, slopes, and crests severely restrict road visibility. Stay alert, use your mirrors, and be ready to respond when approaching a blind corner or crest. You will frequently encounter fast drivers, motorcyclists, and farming machinery. Wildlife accidents are very common in the Eifel.

Local drivers

Local drivers tend to be capable and experienced. Most follow the speed limits, give or take a few km/h. They are well-mannered, and road rage isn't a major issue.

Road closures

It is not unusual to encounter several road closures during an extended drive. Roads are frequently closed due to maintenance, logging, or mudslides. At weekends and evenings, when no road work is taking place, it might pay off to be a bit cheeky and ignore the signs. But don't quote me on this – you might face dangerous conditions or get fined by the police.

What to bring

Always bring your vehicle registration papers (“V5” if you are from the UK), driving licence, and proof of insurance. A warning triangle is obligatory. Safety vests and a first aid kit are recommended. Winter tyres or suitable all-season tyres are required during winter road conditions. The mobile network in the Eifel is patchy. The connection is poor or non-existent in places. Remember to download the relevant maps so you can use your navigation devices offline.

Speed limits and enforcement

Speed limits on most country roads are a generous 100 km/h. Fixed and mobile speed cameras are present but relatively rare – you will encounter most of them on the main roads and in towns, especially in the Nordeifel. Fines are reasonable. Police checkpoints are frequent around the Nürburgring – make sure your vehicle is roadworthy and be respectful towards the officers. In Germany, it is illegal for drivers to use devices that warn of speed checks, but this isn't strictly enforced at the time of writing.



HIGHLIGHTS WITHIN 40 KM

1 AHR VALLEY

Beautiful valley that runs from Blankenheim in the west to Bad Neuenahr in the east. The most scenic section runs from Altenahr to Bad Neuenahr and is characterised by large vineyards, small wine towns, and a picturesque rocky landscape carved out by the Ahr, creating a 300-metre-deep gorge in the Ahr Hills. The Ahr Valley is – despite its small size – one of Germany’s premier wine-producing regions.

2 DOKUMENTATIONSSTÄTTE REGIERUNGSBUNKER

Massive underground nuclear bunker built during the Cold War to protect members of the German government in the event of war.

3 AHRWEILER AND BAD NEUENAHR

Ahrweiler is a charming, well-preserved fortified town and Bad Neuenahr is a more modern city with renowned mineral springs and spas, shopping opportunities, and a classic casino in the beautiful Kurhaus.

4 SCHLOSS BÜRRESHEIM

This Rhenish residential castle, with its magnificent interior, is one of only a few castles on the left bank of the Rhine that have never been destroyed. It was featured in Indiana Jones and the Last Crusade as a Nazi stronghold.

5 LAACHER SEE AND MARIA LAACH ABBEY

Volcanic caldera lake with a diameter of 2 kilometres created by a massive eruption almost 13,000 years ago. The eruption is estimated to have been five times as powerful as the Mount Saint Helens eruption in 1980 or twice as powerful as the Vesuvius eruption in 79 AD. Swimming is allowed. The Maria Laach Abbey is located on the edge of the caldera lake. This Benedictine abbey from the 12th century is one of Germany’s most significant sacred buildings.

6 MAYEN

The largest city in this part of the Eifel. Mayen offers several museums, plenty of shops, and well-preserved medieval buildings, including the impressive Genoveva castle.

7 MONREAL

Unspoilt and charming town with scenic half-timbered houses overlooked by the remains of the Löwenburg and Philippsburg castles. It is much smaller and less touristic than Monschau in the Nordeifel, but more authentic and perhaps even more enjoyable. It might be the most charismatic town in the entire Eifel.



Pulvermaar



Schloss Bürresheim



Ahr Valley



Maria Laach Abbey

8 VOLCANIC LANDSCAPES AND MUSEUMS IN THE VULKANEIFEL

Large parts of the Eifel were shaped by volcanic activity. The traces of this volcanic activity are present throughout the region, but they are particularly noticeable in the “Vulkaneifel” area. Maare – volcanic crater lakes – such as the Dauner Maare, Pulvermaar, Holzmaar, Meerfelder Maar, and Mosbrucher Weiher are perhaps the most noticeable. Several museums tell the fascinating story of volcanism in the Eifel: Maarmuseum in Manderscheid, Eifel-Vulkanmuseum in Daun, Vulkanhaus in Strohn, and the Lave-Dome in Mendig. There are even geysers in the Eifel – the Wallender Born geyser and Geysir Andernach. You might find it interesting to know that several mountains around the Nürburgring, such as the Hohe Acht, Aremberg, and the mountain on which the Nürburg Castle was built, are actually volcanoes.

9 MANDERSCHIEDER BURGEN

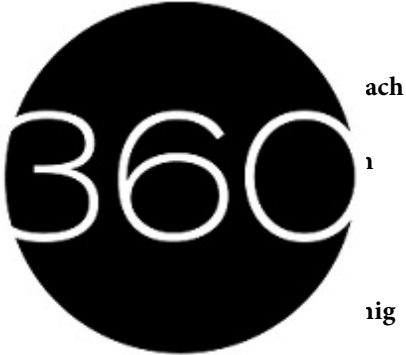
The impressive Oberburg and Niederburg castle ruins, located within several hundred metres of each other, perfectly illustrate the medieval conflict between the Electorate of Trier and the Duchy of Luxembourg. They host the historic castle festival in August each year.

MY FAVOURITE ROADS IN THE EIFEL

It doesn't matter if you drive to the north, east, south or west. There are hundreds of engaging and well-maintained roads in every direction around the Nürburgring. You can drive for days totally

immersed in the experience. But, of course, not all roads are created equal. Some roads will always stand out from the rest. These are some of my favourites.

- L:
- K
- L:
- B:
- L:
- L:
- L:
- L:
- L:
- K



In the 360 EIFEL roadbook, you can find many more spectacular roads.

THE FACT IS I DON'T DRIVE JUST TO GET FROM A TO B. I ENJOY FEELING THE CAR'S REACTIONS, BECOMING PART OF IT.

- ENZO FERRARI



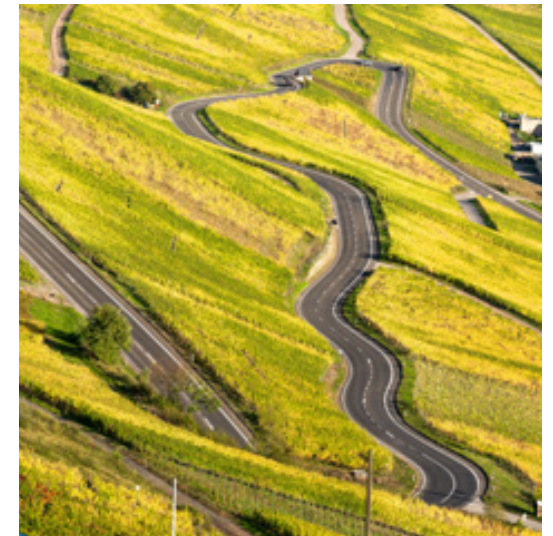
L16 - Meisburg



B258 - Virneburg



K28 - Obliers



L50 - Piesport



L202 - Kloster Maria Engelport



K36 - Bruttig-Fankel



360 NORWAY

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Roy Hastings
Frank Berben-Groesfeld
Misha Charoudin & 3MD team

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CONTACT

I would love to hear from you if you
have any questions, comments, or
suggestions.

You can contact me by e-mail:
info@360roadbooks.com

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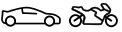
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E-mail: frank@360roadbooks.com
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Dedication

I would like to give heartfelt
thanks to everybody who helped
us turn our ideas into reality.
Without their help, input,
support, or permission, this
book would simply not have
been possible. In particular, I
want to mention the kind people
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and the team at 3MD – Dyana,
Marta, Megi, Misha, Georgios,
and Stan.



19 SECTIONS



10 INTERVIEWS



272 PAGES



> 60 POI

Do you want to drive the world's most challenging racetrack – the legendary Nürburgring Nordschleife?

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- Detailed driving instructions – by Roy Hastings, a professional driving instructor with 25+ years of experience on the Nordschleife.
- Interviews with 10 well-known and less well-known drivers and riders with hundreds and even thousands of laps experience.
- Where to guide to local businesses.
- Eifel driving guide with the main sights and activities.
- Sim racing advice.

A unique book for true Nürburgring enthusiasts.

#driving the world's most challenging racetrack

