



After the Portuguese scorching heat and Pescarolo Sport's overall victory, the paddock should experience more temperate weather, but who knows with the Nürburgring where temperatures can freefall or skyrocket suddenly and fog can suddenly appear and vanish.

High on a hill, the medieval castle of Nürburg looks down on both the historic and modern Nürburgring circuits. At 4.556 Km, the modern circuit is average in length and speed, but should not be confused with the historic Nordschleife (North Loop) and its 172 corners. Based on a series of mostly slow corners, the circuit is fairly narrow, but it has a couple of quicker corners, as Porsche works driver Marc Lieb explains.

A lap of the Nürburgring with Marc Lieb – Team Ferlbermayr-Proton

"The Grand Prix track of the Nürburgring is a modern racing circuit with a lot of variation of slow and medium speed corners.

After the Start-Finish line you enter turn 1 into the "Mercedes Arena". It is a very tight right hand hairpin in 1st gear and a critical part at the start. The cars come from top speed down to 55km/h. The following two left corners are also quite slow in 2nd gear with another slow 90-degree right hander exiting the "Mercedes Arena". The Arena is a tricky place and very technical. It is not my favourite part of the circuit though.

After accelerating to fifth gear, you brake in fourth gear to negotiate the sweeping bend. You should not push too much in the corner to take a good line for the following tight right hand "Ford Kurve", which is taken in 2nd gear. On the exit you accelerate downhill to the "Dunlop Kehre". You can brake really late for this right hand hairpin. I really like this turn because it has a little banking and it is quite fast for a second gear hairpin.

From now on, you go back up the hill towards the "Michael-Schumacher-S". This is my favourite part of the track. It is nearly flat in a GT2 car, in 4th gear, and it is the fastest corner of the track. You can use the inside kerbs to get a good exit line onto the next 90-degree left hand corner. It is a medium speed turn in 3rd gear, very bumpy in the braking zone, followed by the "Warsteiner-Kurve", a similar right-hander, which is one of the most crucial corners on the circuit and takes you onto the back straight. The fast, sweeping "Hatzenbach" has a slight right kink, which is easy flat-out. After that kink you reach the top speed if the wind blows in the right direction, otherwise, you reach the highest speed at the end of the start-finish line.

We fortunately use the quickest version of the "NGK chicane" after the back straight because it is much faster than the Formula 1 chicane. But unfortunately, after the chicane, we do not turn left onto the famous Nordschleife... Instead, we dab the brakes for the final turn. This one is crucial for the front straight, so you can use the whole curb as you exit."

A still strong field

Aston Martin Racing will race stronger than ever with three cars on the entry list. The Britons will try to deprive Pescarolo Sport and its only prototype of good points in order to take the lead the LMP1 classification of the Le Mans Series.

At the same time, Quifel-ASM Team will have to fight aggressively to defend its lead in the LMP2 class, due to its first victory of the season at its home race. Racing Box and Speedy Racing Team Sebah - its main rivals for the title- are very close and will wait in ambush.

Because of a crash in the first lap in Algarve, which prevented the team from getting a good result, Team Felbermayr-Proton and Porsche lost the lead in the highly competitive GT2 class, now ruled by JMW Motorsport and its Ferrari and the defending champion Rob Bell as well.

Support races on top form

Once again, the support races' competitors will do their best to entertain the spectators. The traditional Classic Endurance Racing, Radical European Masters and Formula Le Mans will share the track schedule with national racers like ATS Formula 3 Cup, ADAC GT Masters and ADAC Formel Masters.

Follow the Race

The 1000 Km of Nürburgring are scheduled for 12:30 am on Sunday, August 23.

Please visit www.lemans-series.com for live-timing

