

History Jun 26, 2017

Where Legends Are Made

Ten particularly memorable moments of the Nürburgring.



It's both revered and demonized. The Nürburgring elicits strong reactions like no other racetrack in the world. Opened on June 18, 1927, the track will turn ninety in just a few weeks.

1927

Date: July 17, 1927

Winner: Otto Merz

Car: Mercedes-Benz Type S

Distance: Eighteen laps of 28.265 kilometers (Nordschleife and Südschleife; north and south loops)

Winner's average speed: 101.8 km/h

Ferdinand Porsche's act of will

1936

Date: July 26, 1936

Winner: Bernd Rosemeyer

Car: Auto Union Type C

Distance: Twenty-two laps of 22.810 km (Nordschleife)

Winner's average speed: 131.6 km/h

Wonder car with sixteen cylinders

1956

Date: May 27, 1956

Winners (class S 1.5-liter): Wolfgang Graf Berghe von Trips Umberto Maglioli

Car: Porsche 550 A Spyder

Distance: Forty-four laps of 22.810 kilometers (Nordschleife)

Average speed of overall winners: 129.8 km/h

Victory for the ages

1967

Date: May 28, 1967

Winners: Udo Schütz Joe Buzzetta

Car: Porsche 910

Distance: Forty-four laps of 22.810 km (Nordschleife)

Winners' average speed: 145.5 km/h

One thousand kilometers forever

1970

Date: May 31, 1970

Winners: Vic Elford Kurt Ahrens

Car: Porsche 908/03 Spyder

Distance: Forty-four laps of 22.810 km (Nordschleife)

Winners' average speed: 165 km/h

Porsche wins the championship title

1983

Date: May 28, 1983 (training), May 29, 1983 (race)

Winners: Jochen Mass / Jacky Ickx

Car: Porsche 956 C Lap record: Stefan Bellof (6:11.13 min.)

Distance: Forty-four laps of 20.832 km (Nordschleife)

Winners' average speed: 165 km/h

The fastest lap

1993

Date: June 12 and 13, 1993

Winners: Franz Konrad Frank Katthöfer Örnulf Wirdheim Antonio de Azevedo

Car: Porsche 911 Carrera RSR 3.8

Close call

2010

Date: May 15 and 16, 2010

Drivers: Jörg Bergmeister Marco Holzer Richard Lietz Martin Ragginger

Car: 911 GT3 R Hybrid

22:15

In 2010 Porsche creates a sensation in racing: more than a century after the world's first hybrid car—the Lohner-Porsche Semper Vivus developed by Ferdinand Porsche—makes its debut, the company presents the Porsche 911 GT3 R Hybrid. Porsche has the guts to put it to the ultimate test: starting at the 24 Hours race on the Nordschleife. This is a Herculean task, since the car weighs 150 kilos more than a conventional GT3 R. But the sports car's pioneering race proves historic. For over eight hours, the car—driven by Richard Lietz, Martin Ragginger, Marco Holzer, and Jörg Bergmeister—remains firmly in the lead. And then, after twenty-two hours and fifteen minutes, there's some dramatic action around Metzgesfeld: a massive engine failure. This is not the fault of the hybrid unit, but a problem with the conventional combustion engine. Not quite one year later, at a VLN race, Lietz and Holzer are on the team that will capture the first victory for a hybrid on the Nordschleife. And today, just over half a decade later, Porsche has taken its hybrid drive system to new heights: victory at Le Mans and winner of the World Endurance Championship. Hybrid drive is now used exclusively, even for Formula One. Truly, a concept that has transformed the world of racing.

2011

Date: June 25, 2011

Winner: René Rast

Distance: Six laps of 22.810 km (Nordschleife)

Participants: One hundred from twenty-five countries

Car: Porsche 911 GT3 Cup

The greatest Porsche race

No one has seen the likes of this, not even at the Nürburgring: The Porsche Carrera World Cup, the largest Porsche race of all time, has a field of one hundred entrants from twenty-five countries—a masterful logistical feat. Tire partner Michelin, for example, supplies 550

slicks and 550 rain tires for the Cup cars. The race is a six-lap affair that culminates in a one–two finish by the Austrian team Lechner Racing. René Rast wins with a meager 1.9-second lead on teammate Norbert Siedler under difficult weather conditions on a wet track. Seventy-four of the one hundred drivers reach the finish line.

2013

Date: September 4, 2013

Record: Marc Lieb

Car: Porsche 918 Spyder

Average speed: 179.5 km/h

Tearing into the future

The Nürburgring: a legendary site of legendary feats, not only from decades past. A new legend is created on the day in late summer 2013 when Porsche writes history there once again. The Porsche 918 Spyder (661.4 kW) becomes the first street-legal car worldwide to post a lap time of less than seven minutes for the Nordschleife. With a time of six minutes and fifty-seven seconds, factory driver Marc Lieb beats the previous record by fourteen seconds. Colleagues Walter Röhrl and Porsche factory driver Timo Kluck also stay below the magic seven-minute mark. In a sports car with a hybrid drive system.

Testing the limits

Nürburgring's legendary Nordschleife As one of the first carmakers, Porsche has made the Nordschleife an integral part of its testing process. The industry pool formed twenty years ago now counts thirty-seven companies among its ranks—almost all of them car and tire manufacturers. Fifty-six days a year, from mid-March to mid-October, the track is reserved from 8:00 a.m. to 5:15 p.m. solely for test-drives by companies in the industry pool. All drivers are specifically trained for driving on the circuit. Nowhere else in the world can a car be put through its paces quite so effectively. The load profile of the 20.8-kilometer circuit simulates virtually every conceivable driving state. The time acceleration factor assumed for the Ring is one to one hundred, meaning that one kilometer of the Nordschleife corresponds to roughly one hundred kilometers on the road. This makes it possible to simulate an entire vehicle lifetime in a comparatively short amount of time. The unique composition of the circuit, with its many dips and crests, is ideal for endurance testing and function tests. What passes muster on the Nordschleife will work anywhere in the world. For further information, visit www.nuerburgring.de

Info

Text first published in the Porsche customer magazine Christophorus, No. 381

Text by Gerald Enzinger // Photos by Ferdi Kräling, Archiv Porsche, ullstein bild, Rainer W. Schlegelmilch/Getty Images

Copyright: The image and sound published here is copyright by Dr. Ing. h.c. F. Porsche AG, Germany or other individuals. It is not to be reproduced wholly or in part without prior written permission of Dr. Ing. h.c. F. Porsche AG. Please contact newsroom@porsche.com for further information.

Link Collection

Link to this article

<https://newsroom.porsche.com/en/christophorus/issue-381/porsche-christophorus-nuerburgring-legend-90-years-moments-13678.html>

Media Package

<https://newsroom.porsche.com/media-package/6072e467-717b-4dc0-9b85-03aa2384b11d>

External Links

<http://www.porsche.com/uk/aboutporsche/christophorusmagazine/>