

# MEDIA INFORMATION BILSTER BERG



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## BILSTER BERG – From Vision to Reality

On June 1, 2013, the day had finally come. After a planning and approval phase of nearly seven years and a construction phase lasting almost 20 months, BILSTER BERG officially opened. It was the first new racetrack in Western Germany to open in over 80 years.

However, the 4.2-kilometer-long asphalt track was never meant to be a racing circuit, even though it was designed and built by Formula 1 architect Hermann Tilke. Automobile manufacturers often rent the BILSTER BERG as a test and presentation track, and due to the track's white label principle, it is also a popular venue for product presentations and film crews.

BILSTER BERG also includes an off-road course, a club house, and a restaurant run by local restaurateur Thorsten Federschmid, as well as a driving dynamics' testing area.

### From a NATO ammunition depot to a racetrack

In 1993, the British Army of the Rhine closed its ammunition depot, which had been opened 19 years earlier. The 86-hectare property returned to the Federal Republic of Germany and its previous owner, Johann Friedrich Freiherr von der Borch. Together with Marcus Graf von Oeynhausen-Sierstorf, von der Borch took a bicycle tour around the grounds in April 2005. The idea of building a racetrack was born.

In March 2006, current Managing Director Hans-Jürgen von Glasenapp and his team began the project development. Formula 1 circuit architect Hermann Tilke was skeptical at first, but a visit to the site changed his mind, and he drafted an initial track plan. Moreover, two-time World Rally champion Walter Röhrl helped the team to develop a challenging circuit layout by contributing his extensive expertise and volunteering as a test driver.

### Financing without public funds

In the following years, the project attracted more than 180 private investors. Thus, the 34 million euros budgeted for the project could be financed entirely without public funds. Just as it had been intended in the plan from the very beginning.

The construction permit and operation license were issued in August 2011, and the foundation was laid on September 27. The construction period lasted 20 months and involved a total of 200 construction workers. The track was finished in April 2013, and the official opening took place on June 1, 2013. In 2023, BILSTER BERG celebrated its 10-year-anniversary with, among other events, an Open House event which 2,500 people attended.

## One Track – Countless Possibilities

Even without being a racetrack, BILSTER BERG offers versatility, whether as a perfect setting for a product launch, as a test track, for a track day, or as a photo and film set.

The heart of BILSTER BERG is the 4.2-kilometer-long asphalt track. Walter Röhrl called it the world's most emotional racetrack. With 44 crests and dips, 19 curves, a 26 percent downward gradient and a 21 percent incline, the circuit has a greater height difference per kilometer than the legendary Nordschleife of the Nürburgring.



### Two for One

The track can be split into a 1.8-kilometer Westschleife (West track) and a 2.4-kilometer Ostschleife (East track). This allows two groups to use the track independently, including separate entrances.

Two separate paddocks, the upper paddock measuring 9,000 m<sup>2</sup> and the lower measuring 6,500 m<sup>2</sup>, can also be used independently of one another. Each paddock has its own pit lane with four pit buildings. In addition, there are 19 rental halls, all of which are equipped with sanitary facilities, electricity, and water connections. This makes them suitable for a wide range of corporate events.

### An off-road course with obstacles and a driver safety course with skid training

A separate, five-kilometer-long off-road course offers a number of obstacles for off-road vehicles such as traverses, water ditches and a 100% downward gradient.

For driver safety and perfection training, BILSTER BERG offers a 320 × 60-meter floodable dynamic track. This area can be used to simulate various driving situations and train drivers how to handle them.

### Outside of the car

The modern clubhouse on the Westschleife offers a 360° view of the pristine Teutoburg Forest. At TURN ONE, the restaurant on the Ostschleife terrace, visitors can let an exciting day come to an end with delicious food and drinks.

# BILSTER BERG – Facts & Figures

| INVESTMENTS  | CONSTRUCTION MEASURES   | ENVIRONMENTAL MEASURES   |
|--|---|--|
| EUR 34 million total volume  | 20-month construction period with 200 construction workers  | 400 big trees planted<br>(oaks, hazels, lindens, wild pears, maples, etc.)   |
| EUR 8 million in start-up costs  | 400,000 m³ of excavated soil  | 20,000 small trees and bushes planted<br>(field maples, sycamores, wild cherries, blackthorns, hawthorns, etc.)                      |
| EUR 27 million in construction costs, of which EUR 15 million went to regional contractors | 80,000 m³ of crushed stones   | 6,100 m² of orchid-rich rough pastureland preserved  |
| 180 shareholders   | 4,500 m³ of concrete  | 20 galloway cattle   |
| <b>RACETRACK</b>   | 25,000 m³ of sand/gravel  | 40 dormouse boxes  |
| 4.2 km track (divisible into east and west loop)   | 22,500 m³ of asphalt  | 2 pond biotopes for great crested newts  |
| 2.4 km east loop   | 700 metric tons of steel  | 100 replacement bat roosts   |
| 1.8 km west loop   | 55,000 m of pipes / pipelines   | 2 bat houses and 1 bat hill  |
| 10 to 12 m track width   | 4,400 m of drainage channels  | 21 beehives looked after by the Hensel beekeeping company who produce the popular BILSTER BERG ‚racing‘ honey from the flower nectar |
| 19 curves  | 86,000 m of cables  | 4 mapped burial mounds (historic preservation)   |
| 44 crests and dips   | 25,000 m of crash barriers  | Over 3,700 photovoltaic panels installed on over 26 roofs of BILSTER BERG buildings  |
| 26% downhill gradient  | 50,000 tires as tire walls (held together with 250,000 screws)  |  |
| 21% uphill gradient  | 8,500 m of fences   |  |
| 70 m height difference   | <b>AREA &amp; FACILITIES</b>  |  |
| 204 m cumulative height difference   | 86 hectares of fenced-in grounds with driving modules<br>106 hectares of ecological compensation land outside of the fenced-in area |  |
| 28 track marshals  | 8 pit halls with a size of 380 or 570 m², 19 rental halls with a size of 380 m²   |  |
| 26 HD cameras & digital race control   | 9,000 m² upper paddock, 6,500 m² lower paddock  |  |

# The BILSTER BERG – Environmental protection and sustainability

## Environmental management system

The BILSTER BERG has made protecting and preserving of the natural habitats around BILSTER BERG its basic principle. To ensure this, the environmental management system DIN EN ISO 14001 was implemented in 2012, which was replaced by the DIN EN ISO 14001:2015 in 2017. Internal and external environmental audits document the continued development of BILSTER BERG, focusing not only on species' protection, but also on topics such as CO2 reduction, handling of hazardous substances, sound monitoring, resource consumption, and much more.

As part of the environmental management system, 100 hectares of ecological compensation areas for flora and fauna were created. This area is divided into 46 hectares of CEF (Continuous Ecological Functionality) and 54 hectares of forest area. Additionally, 20 Galloway cattle, various species of bats and frogs, hazel dormice, and about 60 bird species feel at home here. A mapped orchid meadow is assisted in pollination by our 20 beehives. With about 1,000,000 million happy bees, BILSTER BERG thus contributes to preserving species on the Red List.



## Future developments

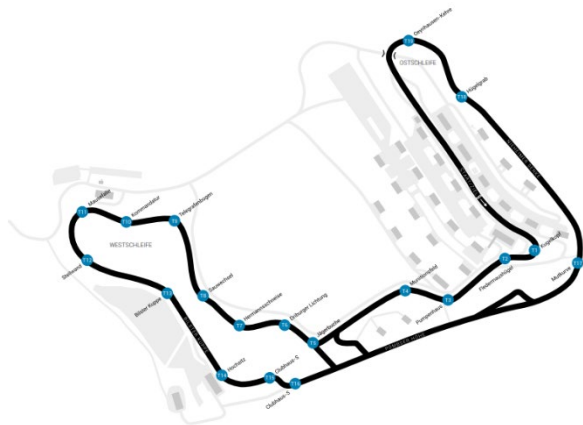
Furthermore, BILSTER BERG relies exclusively on 100% renewable energies (including some neighboring wind turbines), making the electricity consumption climate-neutral. At the beginning of 2024, the installation of photovoltaic panels on 26 roofs of BILSTER BERG buildings was completed and put into operation. In addition to energy from wind power, BILSTER BERG now obtains around 1.5 megawatts of power from these solar modules, making it the largest surplus feed-in photovoltaic rooftop system of all European racetracks.



*"Environmental protection is an important goal in our company. The effort to protect the environment is an obligation for our company towards our customers, business partners, fellow human beings, and future generations,"* says Hans-Jürgen von Glasenapp, Managing Director at BILSTER BERG. *"The results of active environmental protection at BILSTER BERG are very satisfactory. It was the right decision to take the more complex route to protect our environment from the outset. And thanks to the large number of compensatory activities that we intend to further expand in the future, there is absolutely no contradiction between this and our work as a test and presentation track."*

## Nomen est omen? – Our unusual curve names

Have you ever driven on a racetrack? If you have, you will know that most of the curves have names. Often named after defining features of the region or famous race drivers, curves like Blanchimont, Rascasse, Müllenbachschleife or Schumacher-S are well known even outside the world of motorsports. Not so at BILSTER BERG where the names of its curves reflect the racetrack's history, mainly as a former military base...



**T1 Kugelkopf (Bullet)** – Since BILSTER BERG is located on a former British ammunition depot and the first curve is bullet-shaped, the name is quite self-explanatory.

**T2 Fledermaushügel (Bat Hill)** – BILSTER BERG is home to a large number of bats. This part of the grounds also includes a hill that serves as a hibernation roost for the bats.

**T3 Pumpenhaus (Pump House)** – BILSTER BERG has its own water source. The pump house pumps water throughout the entire property and into the track's extinguishing pipe system.

**T4 Munitionsfeld (Ammunition Field)** – The name of this long section refers to the fact that the area was used as an ammunition depot, which was operated by the British Army of the Rhine until 1993.

**T5 Jägerbuche (Hunter's Beech)** – The track is surrounded by many old beech trees and, initially, a hunting hide as well.

**T6 Driburger Lichtung (Driburg Clearing)** – This curve was named as a tribute to the town of Bad Driburg.

**T7 Hermannsschneise (Hermann's Path)** – This section is dedicated to racetrack architect Hermann Tilke...

**T8 Sauwechsel (Boars' Crossing)** – ...who encountered a horde of wild boars at exactly this spot the first time he visited BILSTER BERG.

**T9 Telegrafbogen (Telegraph Bend)** – This curve is located close to the Oeynhausen telegraph station, which sent optical telegraph signals between Berlin and Koblenz from 1833 to 1849 and still stands to this day.

**T10 Kommandatur (Command Headquarters)** – Former site of the British command center. Today, this is where BILSTER BERG's state-of-the-art administration building, the heart of the racetrack, is located.

**T11 Mausefalle (Mousetrap)** – Inspired by the legendary *Streif* downhill ski course in Kitzbühel, BILSTER BERG also has a mousetrap, the most treacherous section of the track with the steepest downhill gradient of 26 percent and the biggest compression.

**T12 Steilwand (Steep Climb)** – After the Mousetrap with its 26 percent downhill gradient, drivers are immediately faced with a steep climb with an incline of 21 percent.

**T13 Bilster Kuppe (Bilster Peak)** – After the climb, drivers arrive at Bilster Peak. This section name describes the fact that drivers are unable to see what comes next.

**T14 Hochsitz (Perch)** – During the project development phase, this spot was home to a five-meter-high observation tower with excellent views of the entire area.

**T15 & T16 Clubhaus-S (Clubhouse-S)** – The S-curve winds past BILSTER BERG's modern clubhouse.

**Pömbser Höhe (Pömbsen Plateau)** – This is the longest straight section of the track, located near the village of Pömbsen.

**T17 Mutkurve (Courage Bend)** – This impressive blind bend with a slight downhill gradient and right tilt demands a great deal of courage from even the most experienced drivers.

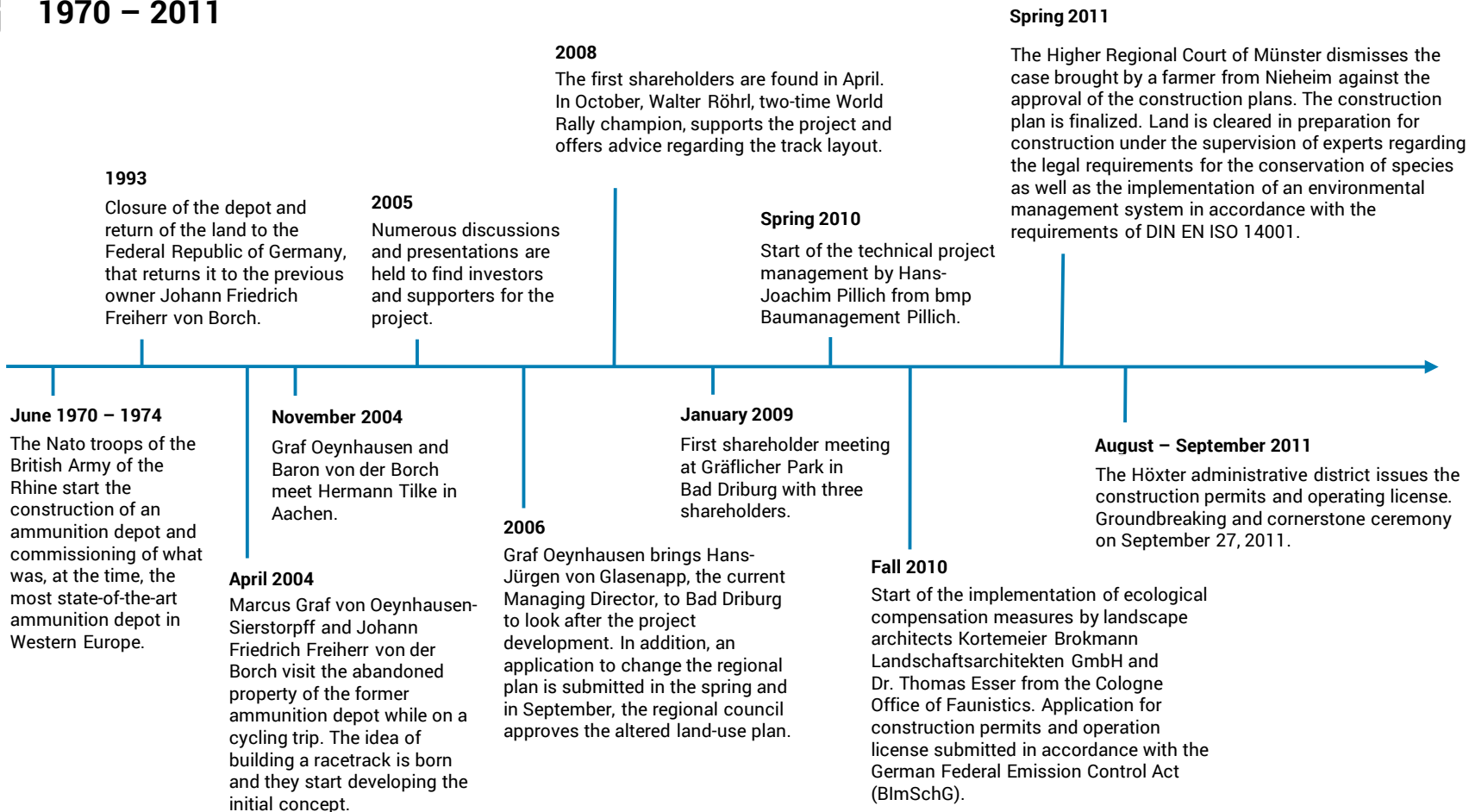
**Nieheimer Senke (Nieheim Dip)** – The dip is the lowest point of the circuit and points in the direction of the town of Nieheim.

**T18 Hügelgrab (Burial Mound)** – It is believed that there are five to seven burial mounds in this part of the track. The area is protected accordingly.

**T19 Oeynhausen-Kehre (Oeynhausen Turn)** – The track's last loop points in the direction of the neighboring village of Bad Oeynhausen.

# The BILSTER BERG – Over the years

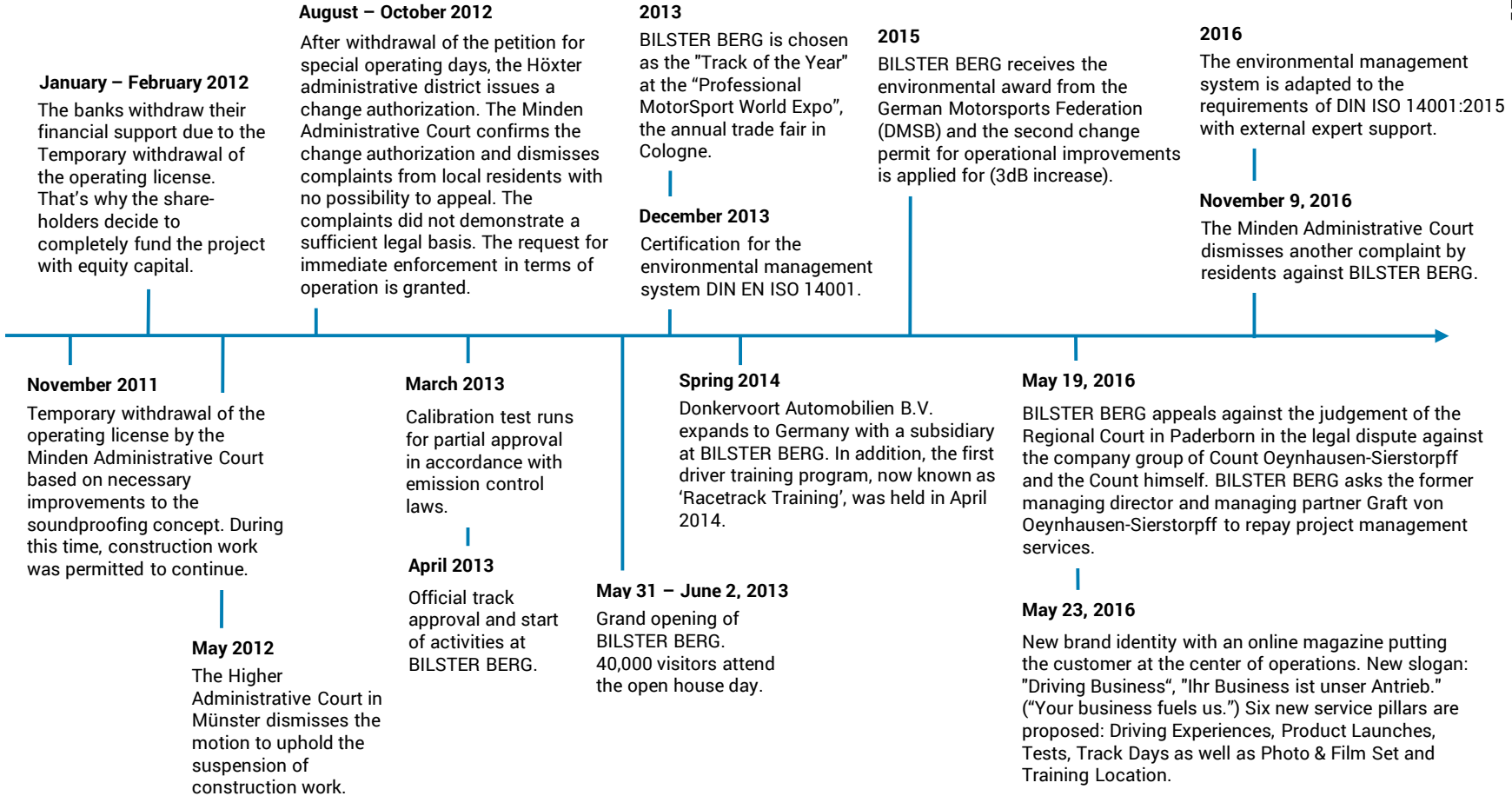
## 1970 – 2011



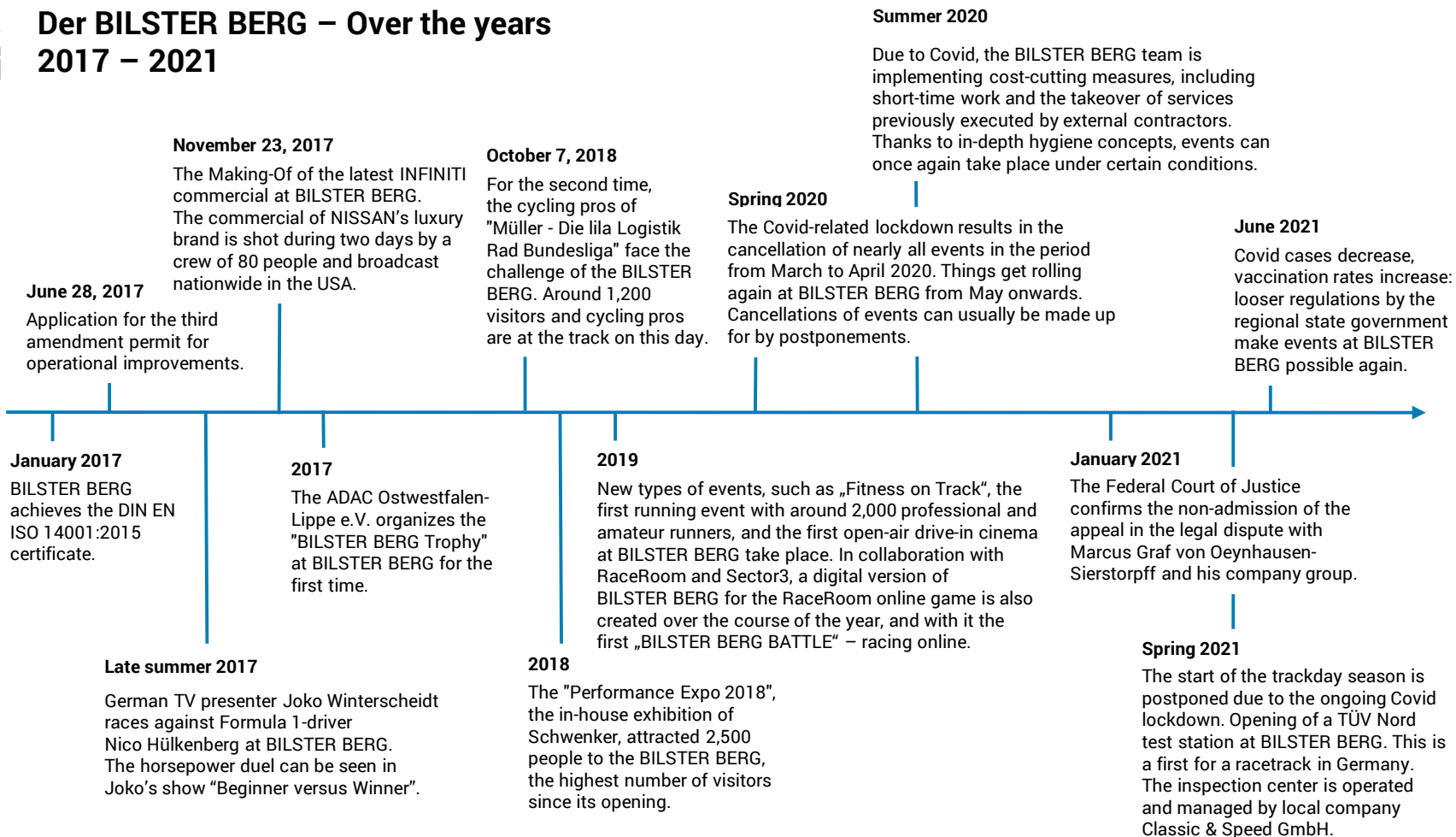


# The BILSTER BERG – Over the years

## 2012 – 2016

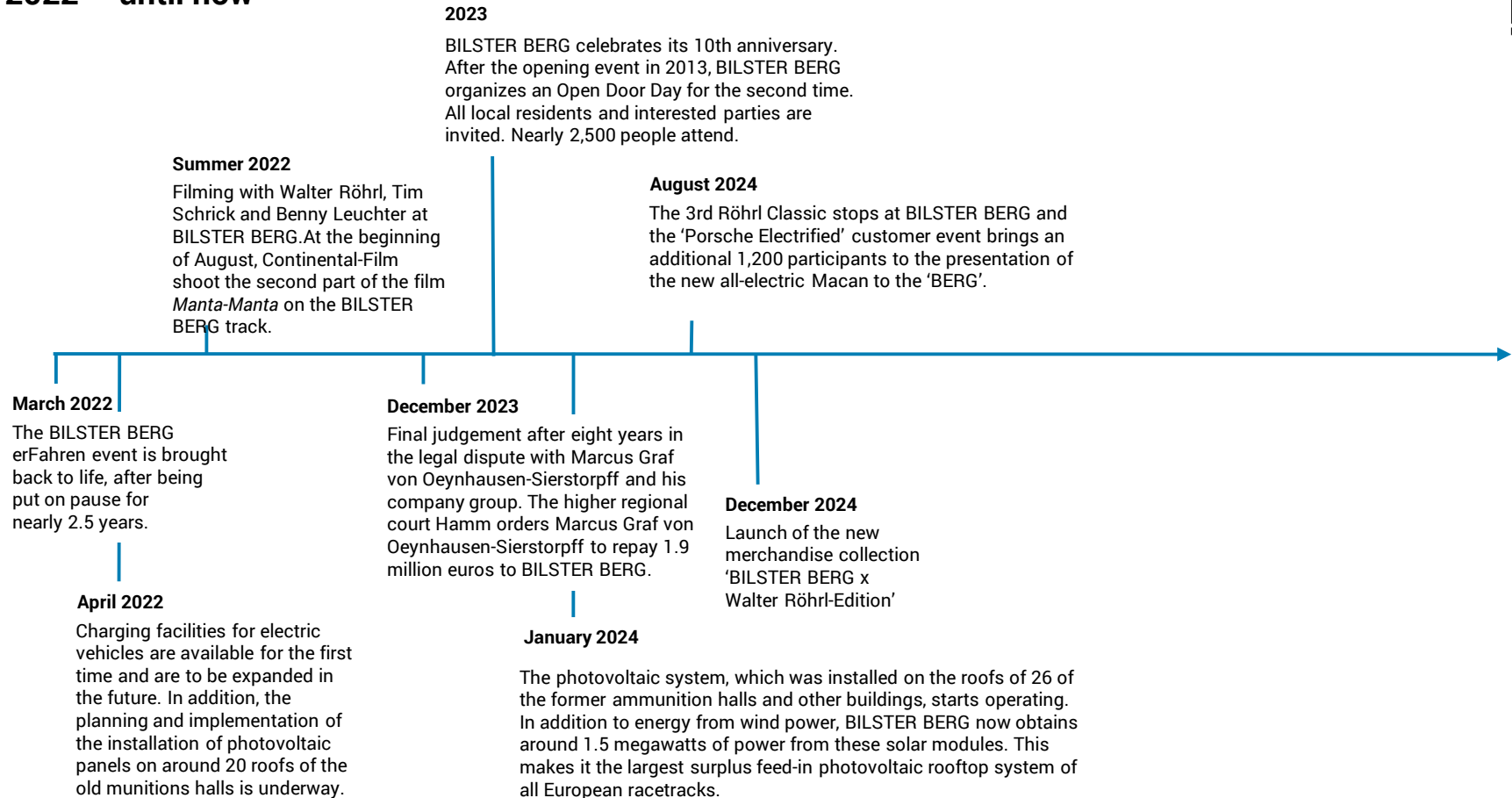


## Der BILSTER BERG – Over the years 2017 – 2021



# Der BILSTER BERG – Over the years

## 2022 – until now



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