

BILSTER BERG – PRESS KIT 2026

ALL NEWS, FIGURES, AND HIGHLIGHTS FOR
YOUR REPORTING



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BILSTER BERG – From Vision to Reality

On June 1, 2023, BILSTER BERG was officially opened after a planning and approval phase lasting around seven years and a construction period of just under 20 months. This marked the creation of the first new circuit in western Germany in over 80 years.

The 4.2-kilometer asphalt track was deliberately not designed as a racetrack. Although it was designed by renowned Formula 1 architect Hermann Tilke, BILSTER BERG now serves primarily as a test, development, and presentation track for automobile manufacturers. Thanks to the white label principle, the facility is also ideal for product presentations, brand staging, and film production.

BILSTER BERG also includes an off-road course, a driving dynamics area, a clubhouse, and a restaurant run by tenant Thorsten Federschmid.

From ammunition depot to racetrack

In 1993, the NATO Rhine Army abandoned the ammunition depot that had been opened 19 years earlier. The approximately 86-hectare site was thus returned to the Federal Republic of Germany and its previous owner, Johann Friedrich Freiherr von der Borch. In April 2005, during a joint bike tour of the site with Marcus Graf von Oeynhausen-Sierstorf, the idea arose to create a motor racing circuit at this extraordinary location.

In March 2006, the current managing director Hans-Jürgen von Glasenapp and his team began the concrete project development. The renowned Formula 1 track architect Hermann Tilke was initially skeptical, but after visiting the site, he was convinced of its potential and designed an initial track layout.

The route development was significantly supported by two-time World Rally Champion Walter Röhrl, who contributed his experience as a test driver.

Financing without public funds

In the following years, over 180 private investors participated in the project. The investment volume of around €34 million was realized entirely without public funding.

In August 2011, the construction and operating permit was granted, and on September 27, the foundation stone was laid. During the 20-month construction period, up to 200 construction workers were employed at times. The track was completed in April 2013 and officially opened on June 1, 2013.

In 2023, BILSTER BERG celebrated its tenth anniversary. To mark the occasion, around 2,500 visitors came to the open house.

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 (oaks, hazels, lindens, wild pears, maples, etc.)
EUR 8 million in start-up costs	400,000 m ³ of excavated soil	20,000 small trees and bushes planted (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 m ³ of crushed stones	6,100 m ² of orchid-rich rough pastureland preserved
180 shareholders	4,500 m ³ of concrete	20 galloway cattle
RACETRACK	25,000 m ³ of sand/gravel	40 dormouse boxes
4.2 km track (divisible into east and west loop)	22,500 m ³ 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	AREA & FACILITIES	
204 m cumulative height difference	86 hectares of fenced-in grounds with driving modules	
28 track marshals	106 hectares of ecological compensation land outside of the fenced-in area	
26 HD cameras & digital race control	8 pit halls with a size of 380 or 570 m ² , 19 rental halls with a size of 380 m ²	
	9,000 m ² upper paddock, 6,500 m ² lower paddock	

One Track – Countless Possibilities

Even though it is not a classic racetrack, BILSTER BERG offers a wide range of uses – from product presentations and vehicle tests to track days and photo and film productions.

The heart of the facility is the 4.2-kilometer asphalt track. Walter Röhrl calls it the most emotional racetrack he knows. With 44 crests, 19 curves, gradients of up to 26 percent and inclines of up to 21 percent, the circuit has more elevation change per kilometer than the legendary Nordschleife at the Nürburgring.



Make two out of one

The track can be divided into a 1.8-kilometer western loop and a 2.4-kilometer eastern loop. This allows two groups to use BILSTER BERG in parallel and independently of each other – including separate access roads.

The track infrastructure is complemented by two separate paddocks. The upper paddock covers 9,000 square meters, the lower paddock 6,500 square meters. Both areas have their own pit lanes with four pit halls and can also be used independently.

In addition, the site has 19 rental halls with sanitary facilities and electricity and water connections, which are suitable for corporate events and functions.

Off-road and driving dynamics

A five-kilometer off-road course, separate from the asphalt track, offers a variety of challenges for off-road vehicles, with various interlocking sections, water passages, and gradients of up to 100%.

For driver safety and perfection training, BILSTER BERG has a 320 x 60 meter water-irrigated driving dynamics area. Here, a wide variety of driving situations can be realistically simulated, such as driving on wet or slippery roads.

Outside the vehicle

The modern clubhouse on the west loop offers a 360-degree view of the Teutoburg Forest and the surrounding natural landscape.

The offer is complemented by the TURN ONE restaurant on the east loop terrace, which offers a variety of cuisine and space for exchanges, meetings, and a relaxed end to the day. To TURN ONE:



The BILSTER BERG – Environmental protection and sustainability

Environmental management system

Since its founding, Bilster Berg Drive Resort GmbH & Co. KG has pursued a consistent approach to protecting natural habitats and ensuring the sustainable development of the company. Environmental protection and nature conservation are an integral part of the operating concept for the test and presentation track.

A certified environmental management system in accordance with DIN EN ISO 14001 ensures that measures for environmental and resource protection are continuously documented, reviewed, and further developed. The focus is on emission reduction, responsible use of resources, and noise monitoring, among other things. Around 100 hectares of compensation area for flora and fauna as well as permanent ecological protection measures underline BILSTER BERG's commitment to combining economic use and nature conservation.



Future developments

Since 2024, BILSTER BERG has been covering its electricity needs entirely from 100% renewable energies. Its own photovoltaic system and wind energy ensure a climate-neutral energy supply. With an installed capacity of 1.5 megawatts, the system is one of the largest surplus feed-in photovoltaic systems on European racetracks.

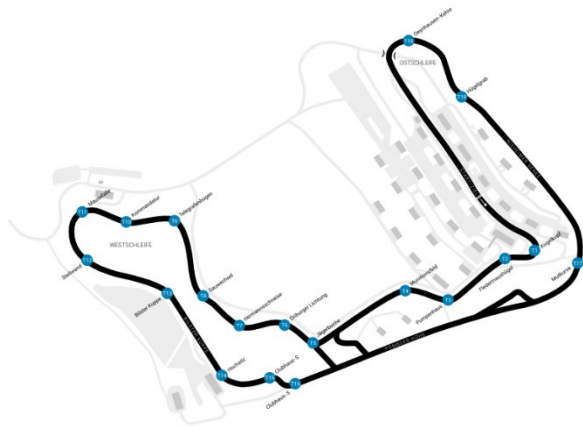


"Environmental protection is an important goal in our company. The effort to protect the environment is an obligation for our company towards our customers, business partners, fellow human beings, and future generations," says Hans-Jürgen von Glasenapp, Managing Director at BILSTER BERG. "The results 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 Oeyenhausen 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 (Pömben Plateau) – This is the longest straight section of the track, located near the village of Pömben.

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.

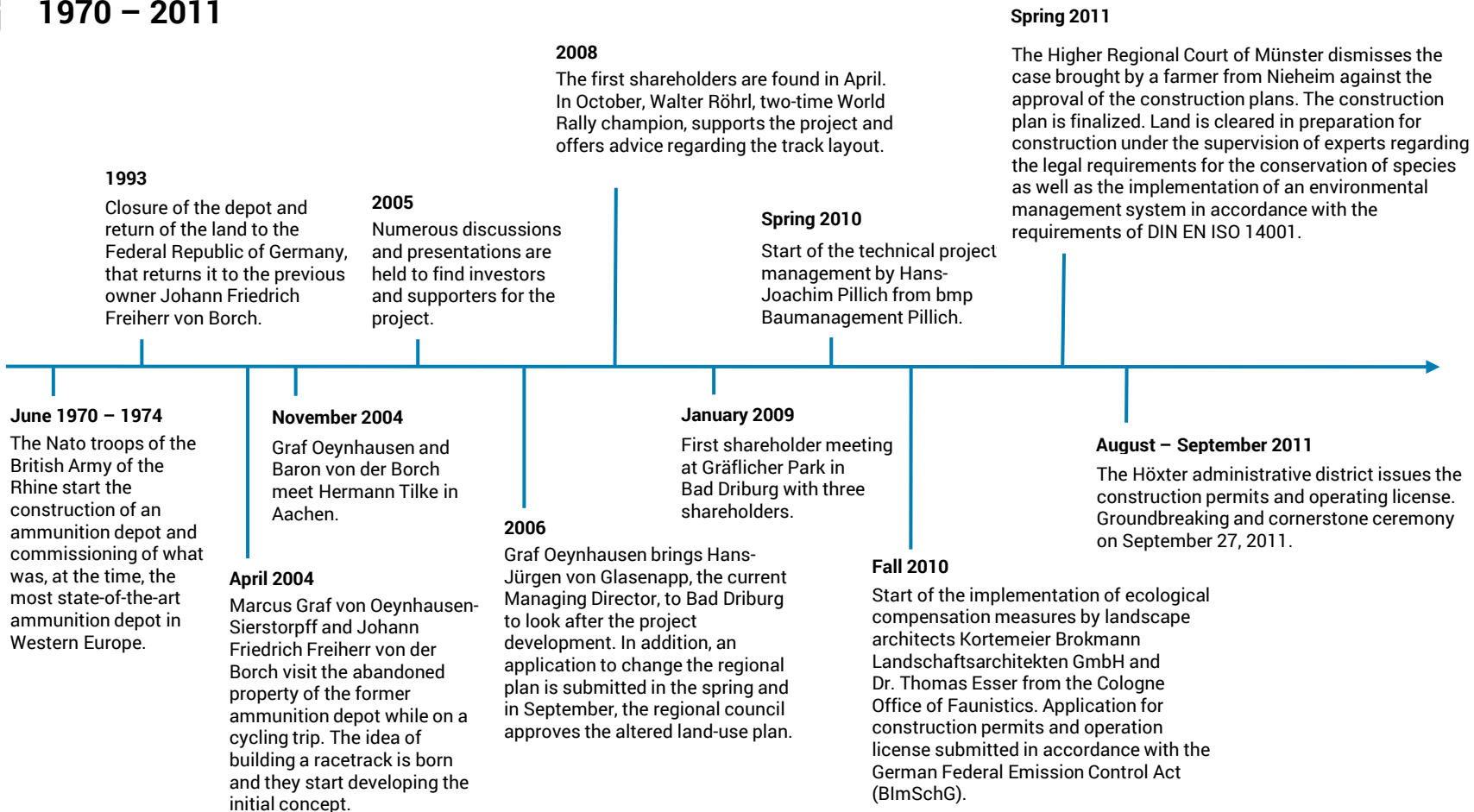
Nieheimer Senke (Nieheim Dip) – The dip is the lowest point of the circuit and points in the direction of the town of Nieheim.

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.

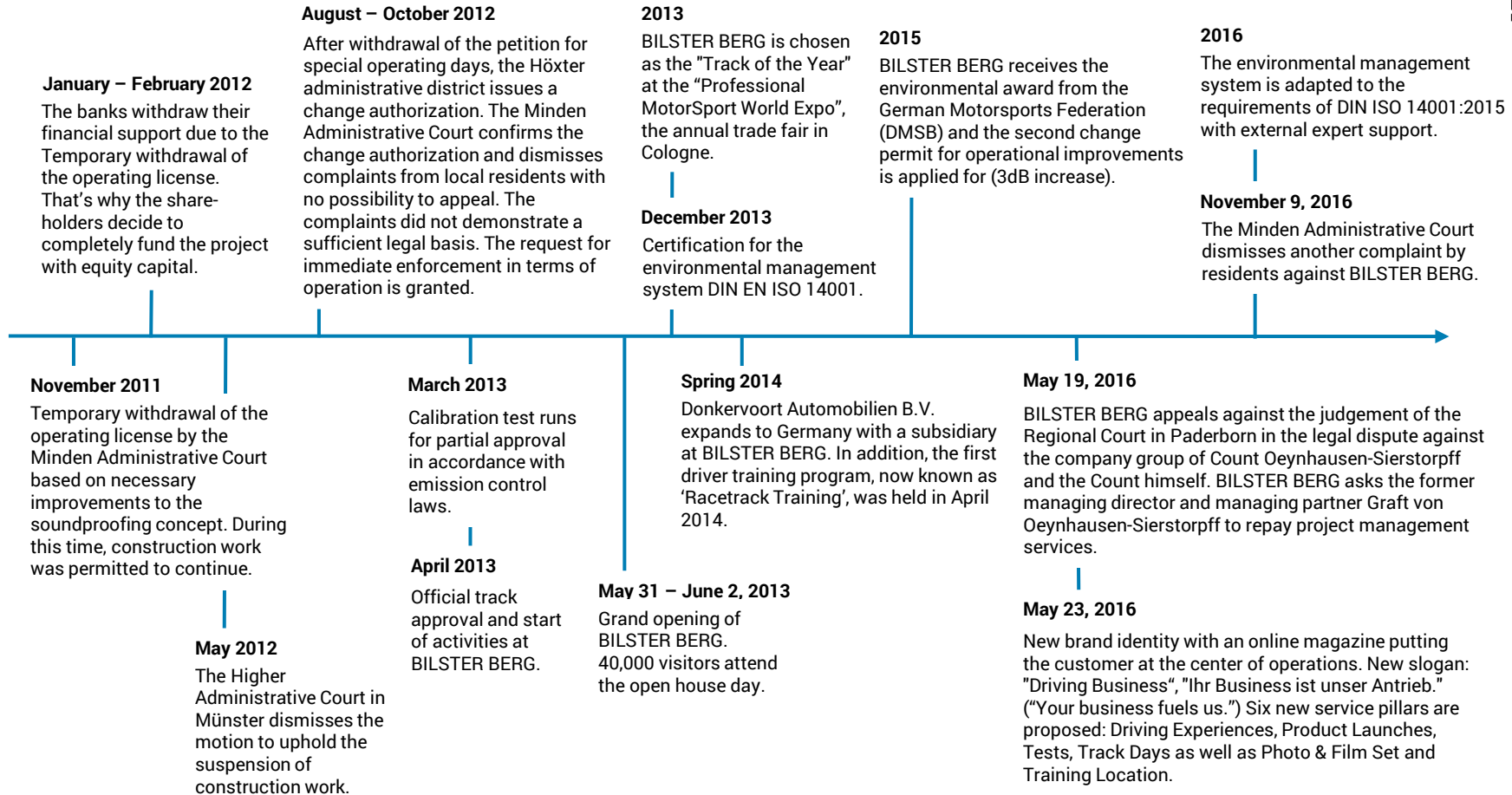
The BILSTER BERG – Over the years

1970 – 2011



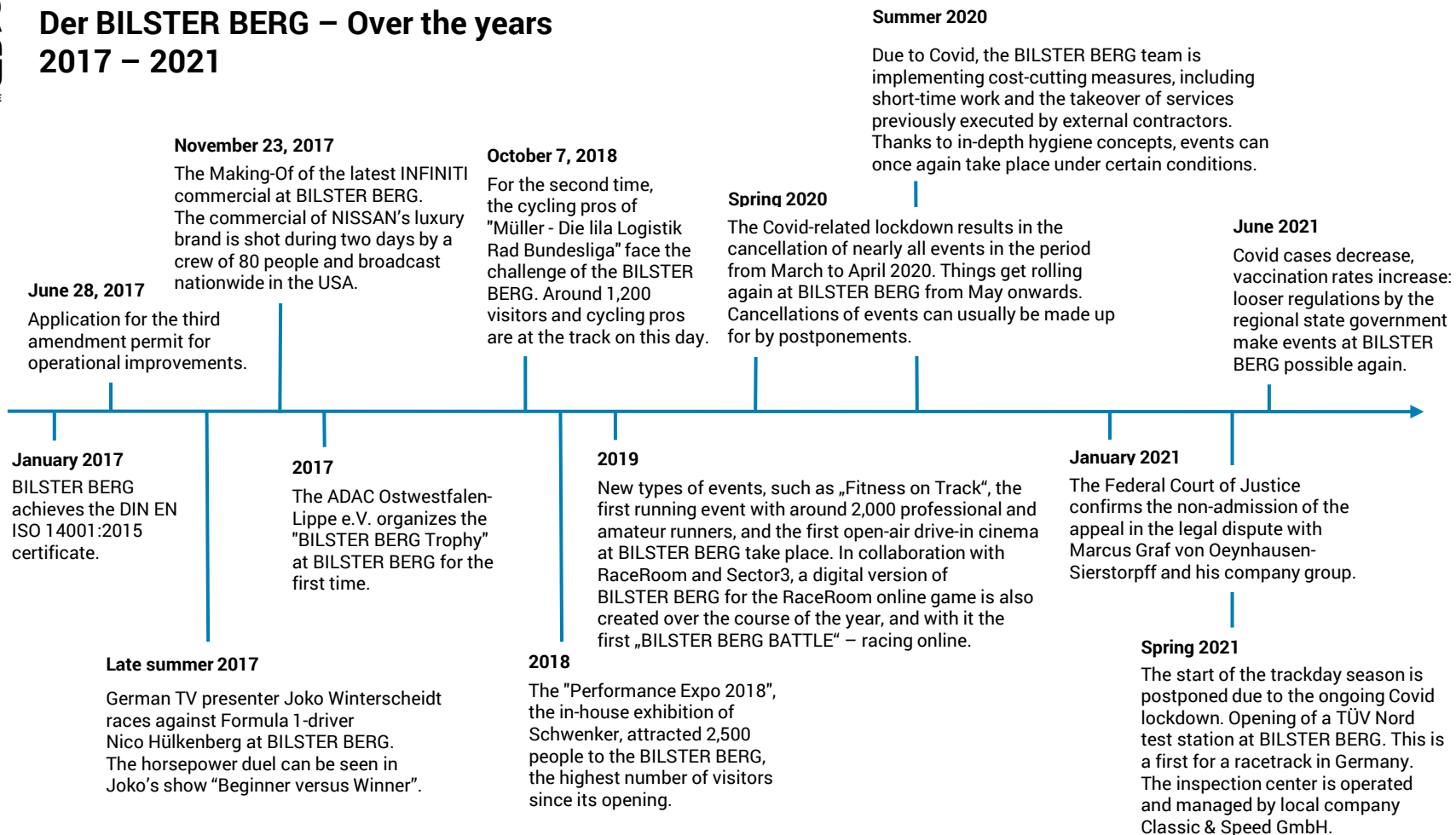
The BILSTER BERG – Over the years

2012 – 2016



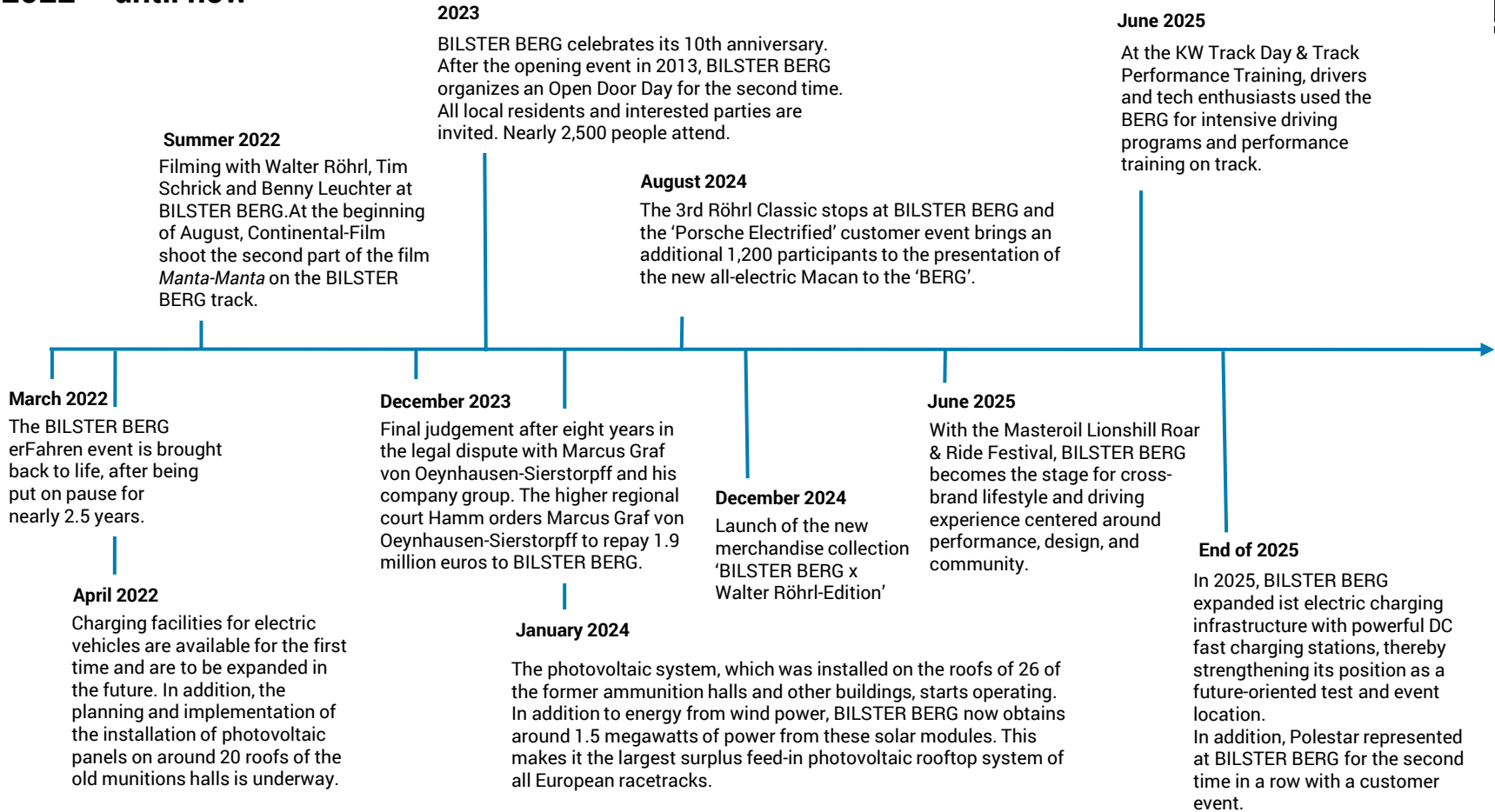
Der BILSTER BERG – Over the years

2017 – 2021



Der BILSTER BERG – Over the years

2022 – until now





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