



Race Preview

HUNGARIAN GRAND PRIX 24-26 July 2015

Round 10 of the 2015 FIA Formula One World Championship – the final race before the sport's summer break – sees the teams preparing to do battle around the Hungaroring, home of the Hungarian Grand Prix.

After the high-speeds of Britain's Silverstone, Austria's Red Bull Ring and Canada's Circuit Gilles Villeneuve, the twisting and tight Hungaroring presents an altogether different challenge to teams and drivers.

The slowest permanent circuit on the calendar, the 4.381km Hungaroring has an average speed of just 190km/h. With 14 corners and few straights, racing here is similar to Monaco and as such the keys to a good weekend are maximising aerodynamic performance and finding good mechanical grip.

To meet these demands teams will bring the kind of high-downforce aero packages last seen in the Principality earlier this year. However, while tyre supplier Pirelli took its softest compounds to Monaco, here it will bring its Soft and Medium tyres, making a step up in its range in order to cope with the extremely high track temperatures often seen in Budapest at the height of summer.

For drivers the issue here is also similar to that encountered in Monaco – how to overtake. Two DRS zones, located consecutively at the start of the lap, should provide some opportunities but securing a good grid position in Saturday's qualifying session remains crucial at a venue where defending a position is easier than at many others.

Following a thrilling win at Silverstone last time out, Drivers' Championship leader Lewis Hamilton goes into this race 17 points clear of chief rival and Mercedes team-mate Nico Rosberg. The Hungaroring is a circuit that has been kind to the title leader, too. While Rosberg has a best finish of fourth place here, in 2009 and last year, Hamilton has four wins from eight previous outings at the Hungaroring.



CIRCUIT DATA

HUNGARORING

Length of lap: 4.381km

Lap record: 1:19.071 (Michael Schumacher, Ferrari, 2004)

Start line/finish line offset:

0.040km

Total number of race laps: 70

Total race distance: 306.630km

Pitlane speed limits:

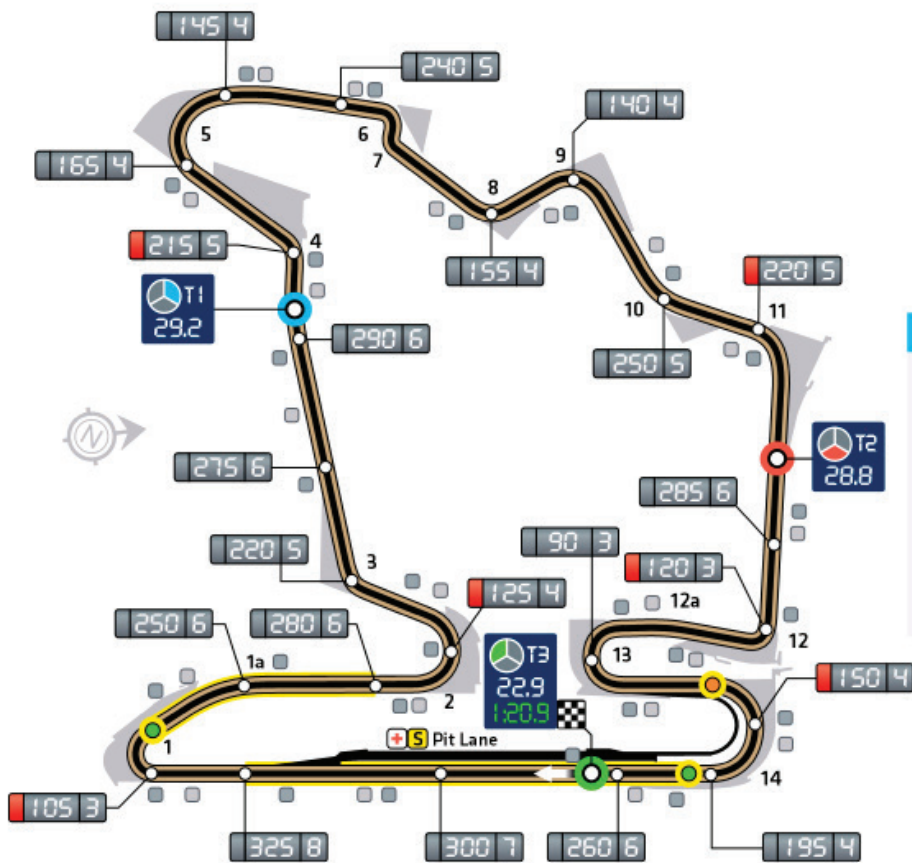
80km/h in practice, qualifying, and the race

CIRCUIT NOTES

- ▶ New debris fences have been installed on the left approaching Turn One and around the outside of Turn Five leading up to the entry to Turn Six.
- ▶ The higher part of the kerb on the apex of Turn Six has been chamfered in order to reduce the likelihood of cars launching.
- ▶ A 'conveyor belt' has been installed in front of the tyres around the outside of Turn 14.

DRS ZONES

- ▶ There will be two DRS zones at the Hungaroring sharing a detection point 5m before Turn 14. Activation points are 130m after the apex of Turn 14 and 6m after the apex of Turn One.



ROUND 11	HUNGARIAN GRAND PRIX
RACE DATE:	26 JUL 2015
CIRCUIT NAME:	HUNGARORING
NUMBER OF LAPS:	70
START TIME	14:00 Local - 12:00 GMT
CIRCUIT LENGTH:	4.381KM
RACE DISTANCE:	306.630KM
LAP RECORD:	1:19.071 - M Schumacher (2004)

KEY	
Speed Kmh	Timing Sector
Braking	Lap Time
Sector 1	Sector 2
Sector 3	Circuit
Start	Finish
DRS Detection	DRS Activation
Run-off Areas	FIA Medical & Safety Cars
Marshal Posts	Light Panels

FAST FACTS

- ▶ The Hungarian Grand Prix reaches something of a milestone in 2015 as this year's race marks the 30th time the event has been held. The race joined the Formula One calendar in 1986 and each time has been staged at the Hungaroring, which was purpose-built for the country's arrival onto the F1 schedule.
- ▶ This year's event will see the Hungaroring join the Netherlands' Zandvoort in joint ninth place on the list of most-raced circuits in F1 history. The Dutch track no longer features on the F1 calendar. Immediately ahead of the Hungaroring on the list are Brazil's Interlagos, which will this year host its 33rd grand prix and Hockenheim, with 34.
- ▶ However, the circuit will this weekend reclaim third place on the list of most consecutively used circuits in F1. Monaco, which has featured on the calendar without interruption since 1955 for a total of 61 consecutive races, tops the list. It is followed by Monza, with 34 consecutive grands prix from a total of 64, while Silverstone is third, having recently hosted its 29th British GP in a row among 49 events overall.
- ▶ The most successful drivers at the Hungarian Grand Prix are Michael Schumacher and Lewis Hamilton, with four victories each. Schumacher's wins were scored with Benetton in 1994 and with Ferrari in 1998, 2001 and 2004. Hamilton has won three times for McLaren in 2007, 2009 and 2012 and most recently with Mercedes in 2013.
- ▶ Apart from Hamilton, four other drivers on this year's grid have won this race. Daniel Ricciardo took his second career F1 win here last year with Red Bull Racing, Jenson Button won in 2011 for McLaren and in 2006 for Honda, Kimi Räikkönen won for McLaren in 2005, while Fernando Alonso took the first of his 32 career wins here for Renault in 2003.
- ▶ The most successful team here is McLaren with 11 wins, six of those victories coming in the last decade. Second on the list are Williams with seven wins, followed by Ferrari with five.
- ▶ Given the difficulties with overtaking at this circuit, a good grid position is important. In 29 races so far the race has been won from pole position 13 times and from the first two rows 27 times.
- ▶ Jenson Button's 2006 victory from 14th position remains the lowest starting position from which a driver has won.
- ▶ Of the rookies, Toro Rosso's Max Verstappen raced here last year in the FIA Formula 3 European Championship, with a best result of fourth place in the weekend's final race. Manor's Roberto Merhi has more experience, having first raced here in 2007 in the Formula Renault 2.0 Eurocup. He returned in the same series in 2008 and in 2010 in GP3. However, his best results at the Hungaroring have come in Formula Renault 3.5, with a win last year. This year in the same series he finished second and seventh. Carlos Sainz's first visit here was in 2010 in Formula BMW, when he finished fourth and third. He returned in Formula Renault 2.0 in 2011, in GP3 in 2013, when he finished second in the sprint race and in Formula Renault 3.5, in 2013 and last year, when he finished fourth and sixth. Felipe Nasr also made his Hungaroring debut in Formula BMW winning and finished second in 2009. Since then he has raced here in GP2 from 2012-2013, with two third-place finishes.

RACE STEWARDS BIOGRAPHIES

LARS ÖSTERLIND

FIA WORLD COUNCIL MEMBER; HONORARY PRESIDENT OF THE SWEDISH AUTOMOBILE SPORT FEDERATION

Lars Österlind is a highly experienced FIA steward who has officiated at more than 100 grands prix and a similar number of World Rally Championship rounds. A social sciences graduate and lifelong motor sport enthusiast, Österlind was President of the Swedish Rally Commission from 1978-1982, then President of the Swedish Automobile Sport Federation from 1982-1996. He became Honorary President in 1996 and has been a member of the FIA World Council since 1984. Outside motor sport Österlind has specialised in management, working as a consultant and pursuing his own business interests. He is also experienced in local government at city council level.



TIM MAYER

FIA ALTERNATE DELEGATE TO THE USA, FIA STEWARD

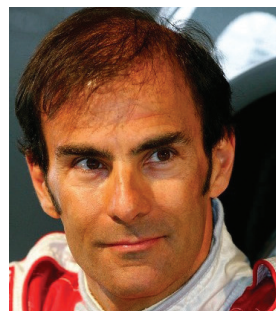
As the son of former McLaren team principal Teddy Mayer, Tim Mayer grew up around motor sport. He organised IndyCar races internationally from 1992-98, aided the construction of several circuits, and produced international TV for multiple series. In 1998 he became CART's Senior VP for Racing Operations. He also became VP of ACCUS, the US ASN. In 2003, Mayer became COO of IMSA, operating multiple series at all levels, and also took on the role of COO and Race Director of the American Le Mans Series. He was elected an independent Director of ACCUS and FIA US Alternate Delegate, responsible for US World Championship events.



EMANUELE PIRRO

FORMER F1 DRIVER AND FIVE-TIME LE MANS WINNER

During a motor sport career spanning almost 40 years, Emanuele Pirro has achieved a huge amount of success, most notably in sportscar racing, with five Le Mans wins, victory at the Daytona 24 Hours and two wins at the Sebring 12 Hours. In addition, the Italian driver has won the German and Italian Touring Car championships (the latter twice) and has twice been American Le Mans Series Champion. Pirro, enjoyed a three-season F1 career from 1989 to 1991, firstly with Benetton and then for Scuderia Italia. His debut as an FIA Steward came at the 2010 Abu Dhabi Grand Prix and he has returned regularly since.



FORMULA ONE TIMETABLE & FIA MEDIA SCHEDULE

THURSDAY

Press conference 15.00

FRIDAY

Practice session 1 10.00-11.30

Practice session 2 14.00-15.30

Press conference 16.00

SATURDAY

Practice session 3 11.00-12.00

Qualifying 14.00-15.00

Followed by unilateral and press conference

SUNDAY

Drivers' Parade 12.30

Race 14.00

Followed by podium interviews and press conference

ADDITIONAL MEDIA OPPORTUNITIES

QUALIFYING

All drivers eliminated in Q1 or Q2 are available for media interviews immediately after the end of each session, as are drivers who participated in Q3, but who are not required for the postqualifying press conference. The interview pen will be located in front of the entrance to the media centre.

RACE

Any driver retiring before the end of the race will be made available at the TV pen interview area. In addition, during the race every team will make available at least one senior spokesperson for interview by officially accredited TV crews. A list of those nominated will be made available in the media centre.

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