

2005 F1 Season

Hungarian Grand Prix Preview

Round 13 of 19

By Alex "Zander" Keep

Circuit Name:	Hungaroring, Budapest
Circuit Length:	2.465 miles / 3.9440km
Lap Record:	Juan Pablo Montoya, 1'22"095
Number of Laps:	77 (189.805 miles / 305.586km)

A Lap of the Hungaroring

Coming across the start finish line over a slight brow with the pits to your right you start to descend as you brake for turn 1. The longer straight has led to an even is a tighter right hander taken at 50mph in 2nd gear that has been tightened as part of ongoing track modifications this year. It was here that Damon Hill took the lead from Schuey in 1997 and there is quite often a pile up here as well at the start.

The first corner turns you through 180 degrees and you accelerate up to about 140mph (briefly) as you go downhill before breaking for turn 2 a tight left hander taken in 2nd gear at 60mph.

You almost turn back on yourself before accelerating through turn 3 (more a right hand kink than a turn as the cars don't often break much for it) and you start to climb back up as you accelerate along the straight.

Turn 4 is a left hand blind bend as it is over the brow of the incline and is taken in 4th at just over 100mph (it is probably the most difficult bend to get right and people often lose it there in qualifying & the race).

There is another brief straight before turn 5 which is a long right hander taken at 80mph in 3rd gear and still another brief straight before turn 6 which is a tight right left chicane taken at 55mph in 2nd gear. After another brief straight (all these little straights are only about 300meters long!) you come to turn 7, another 80mph 3rd gear corner going round to the left.

Turn 8 follows and is slightly faster (roughly 90mph) going round to the right before the cars have another straight with turn 9 (a faster left hand corner taken in 5th gear at 140mph) and turn 10 (a right hander taken at 120mph in 4th).

Another straight follows as you descend down the hill before a quicker right left chicane (turn 11 taken at 90mph in 3rd gear) and another straight before a slight right hand kink breaking into turn 12 which is a 65mph 2nd gear left hand corner before you go back up the hill, past the pit entrance to your right & break for turn 13, a right hand, 3rd gear corner taken at 75mph. This leads you back onto the short main straight.

Fernando Alonso's View:

"I am feeling confident. We were fast in Hungary last year. We have been fast with maximum downforce already this season in Monaco so I hope we can have a good race and maybe be in with a chance to win."

Kimi Raikkonen's View:

"As you cross the start-finish line at the Hungaroring, you reach some 181mph / 290km/h in seventh gear as you power along the extended approach to turn one. As the downhill right-hander, which has been re-profiled, swings you round 180-degrees, your speed drops to 75mph / 120km/h, as you deal with understeer and a strange camber. On the power as you exit, you reach 140mph / 225km/h in fourth gear along the short straight that leads to turn two, a long second gear left hander that is negotiated at 50mph / 80km/h. The sweeping right of turn three follows immediately, which sees your speed increase to some 140mph / 225km/h and takes you onto the back straight. Powering up through the gears to some 178mph / 285km/h in seventh, you dab the brakes as you enter the fast, left-hander of turn four. Changing down into fourth gear, it is taken at 125mph / 200km/h. You then climb uphill, reaching some 135mph / 217km/h, still in fourth, on the approach to turn five. This long, bumpy right hander is taken at 85mph / 128km/h in third gear. You push hard on the throttle along the Short straight that leads to the right-left chicane of turns six and seven, which is negotiated at 56mph / 90km/h in second. The chicane leads you to turn eight, a third gear left hander, taken at 80mph / 128km/h, which itself is immediately followed by the right flick of turn nine. It is important to maintain your speed through the corner as you accelerate out through the slight left kink of turn ten, reaching 140mph / 225km/h in fifth gear. Then softly on the brakes for turn eleven. The track tightens as you drive through the right hander, which is taken at 112mph / 180km/h. A short burst on the throttle takes you to the revised 90-degrees right of turn twelve. You brake from 147mph / 235km/h to below 100mph / 160km/h. On the approach to turn thirteen, you reach 135mph / 217km/h in fourth before braking hard for the left-hander hairpin, which is taken at 50mph / 80km/h in second. The final right-hander is negotiated at 84mph / 136km/h in third gear And takes you back onto the start-finish straight."

The Track

The Hungarian Grand Prix Track (called the Hungaroring) is about 20 miles outside Budapest is hot, dry and dusty and is also very tight and twisty. It is also rarely used so the track becomes cleaner as rubber is laid down through the weekend. Famously described by Martin Brundle as being "Monaco without the walls" it is very very difficult to pass on. I was at the race in 1990 when Thierry Boutsen managed to win in the Williams by keeping Senna behind him for the entire race. The best place to pass is the

end of the pit straight going into turn 1 (the turns are numbered on this track rather than named).

The Hungaroring is well known for throwing up surprise results.

In 1989 Mansell pulled off one of the most spectacular overtaking moves of his career to take Senna and score a surprise win in the canine Ferrari 641. Mansell also managed to pressure Senna in 1988 in the underpowered Williams FW12. Straightline speed is less important than good handling and a "torquey" engine.

The teams all try to get as much downforce as possible which is why the Jordan and BAR teams have tried to revert to using a third wing (as was used by McLaren in 95 and Jordan and McLaren in 96). The teams will arrive at Hungary having had an enforced three week ban from testing (apart from a 50km car shakedown that each team has been allowed to perform).

The Hungaroring is a modern facility, built with Formula One in mind. It hosted its first Grand Prix in 1986 but has come in for much criticism from drivers and observers alike for not providing sufficient overtaking possibilities. Nevertheless it is popular as the circuit is close to the beautiful city of Budapest. The lack of passing spots was demonstrated in 1990, when Thierry Boutsen was able to hold off Senna and many others for the entire race distance. A year before, however, Nigel Mansell had won the race from 12th on the grid, proving that it was possible to overtake if you were determined enough.

Subsequently, most races have been decided by tire strategy on this abrasive track. The tight and slippery nature of the circuit allowed Damon Hill to shine in the Arrows in 1997, coming within half a lap of winning the race. By a quirk of fate, the Finnish and Hungarian languages are apparently quite similar and so many Finnish motor racing fans see the Hungarian GP as their home event. In 2000 many Finns made their annual trek to Budapest and were rewarded when hero Mika Hakkinen took a lights to flag victory. This year it looks likely that Kimi Raikkonen will be the object of their affections.

This track is famous for being incredibly twisty and notoriously difficult to overtake on. As the circuit is so slow, races tend to be long and tiring for the drivers, especially in the August heat.

Although lacking breathtaking corners, the Hungaroring is far from easy for the drivers. Qualifying and the start are all-important, as the track provides even less scope for overtaking than usual, while the little-used track is incredibly dirty, making it easy for a tired driver to slide off the road. The track has been subtly altered with the main straight being 300 meters longer and the first corner being more of a hairpin. This led to more overtaking but complaints from many drivers regarding the lack of runoff — especially in the wake of Rubens Barrichello's accident there.

The Track's F1 History

Although the races can be processional and dull, there can also be surprises thrown up.

In **1989** Nigel Mansell won for Ferrari having started 12th on the grid and saw Mansell perform a great overtaking move on Senna when the Brazilian was momentarily held up by a back marker.

In **1992** Mansell claimed his world title here by finishing second while the following year Damon Hill scored his first win here.

Hill won again in **1995** and very nearly pulled off the surprise win of all time when he led most of the race in the Arrows until a 50p washer came loose in the dying laps allowing Villeneuve to take the win.

In **1998** Schumacher put in one of his storming drives to score a good win from Coulthard with Villeneuve third.

1999 was pretty dull as McLaren staged a 1-2 finish and Irvine finished third in a Ferrari that was beginning to show its development was falling behind McLaren's.

In **2000** Mika produced a good but uninspiring drive to finish ahead of Michael Schumacher to win what was a pretty procession race. Last year Michael Schumacher clinched his championship at the track with another dominant performance. The track saw Alesi and Frentzen switch seats with Alesi hardly distinguishing himself by pulling into the Prost garage during practice! After a thorough examination of the car the mechanics dutifully returned the car to a very unamused Eddie Jordan!

In **2002** much British press attention was given over to BAR tester Anthony Davidson who took over Alex Yoong's seat following the Malaysian's non-qualifications at Silverstone and Hockenheim. Davidson then distinguished himself by becoming the fastest driver ever to get a fine in F1 when he forgot to engage his speed limiter coming out of the pitlane for the first time! Shockingly this talented young driver is still without a drive for next season despite regularly topping the time sheets on Friday test days. The race itself was pretty dull with Rubens Barrichello and Michael Schumacher easily dominating proceedings. Barrichello eventually won after a suspiciously long final pitstop for his team mate.

In **2003** Alonso made good on his early season promise and romped away with his first grand prix win. Throughout the weekend the Spaniard was untouchable and he easily outpaced the rest of the field. Ferrari, by contrast, had a nightmare of a time. The Bridgestone tires were not up to much and Michael Schumacher finished lapped in 8th place. Rubens Barrichello did not even get that far with a suspension failure on the main straight leading to a scary accident and serious questions being asked about the amount of run off area at the end of the start finish straight.

Last year was a Ferrari walkover. Schumi and Rubens finished an easy 1-2 with Fernando Alonso providing the only sort of resistance with a pretty distant third place. The Williams' showed a return to form with Pizzonia and Montoya bracketing the BARs. All in all it was a race to sleep though however. Fisichella showed his promise in an inferior car by picking up the final point.

Last Year's Hungarian Grand Prix Results

Position	No	Driver	Team	Engine	Time	Laps	Delay/Retirement
1	1	Michael Schumacher	Ferrari	Ferrari V10	1:35'26.131	70	
2	2	R.Barrichello	Ferrari	Ferrari V10	1:35'30.827	70	4.696
3	8	Fernando Alonso	Renault	Renault V10	1:36'10.730	70	44.599
4	3	J.P.Montoya	Williams	BMW	1:36'28.744	70	1'02.613
5	9	Jenson Button	BAR	Honda	1:36'33.570	70	1'07.439
6	10	Takuma Sato	BAR	Honda	1:35'26.613	69	1 Lap
7	4	Antonio Pizzonia	Williams	BMW	1:35'27.748	69	1 Lap
8	11	G.Fisichella	Sauber	Petronas	1:35'53.595	69	1 Lap

Championship Standings

Drivers			
Rank	Driver	Team	Points
1	F. Alonso	Renault	87
2	K.Raikkonen	McLaren-Mercedes	51
3	M.Schumacher	Ferrari	47
4	J.P.Montoya	McLaren-Mercedes	34
5	R.Barrichello	Ferrari	31
6	J.Trulli	Toyota	31
7	Giancarlo Fisichella	Renault	30
8	Ralf Schumacher	Toyota	26
9	Nick Heidfeld	Williams-BMW	25
10	Mark Webber	Williams-BMW	22
11	David Coulthard	Red Bull	19
12	Jenson Button	BAR-Honda	15
13	Felipe Massa	Sauber-Petronas	8
14	Tiago Monteiro	Jordan	6
15	Alexander Wurz	McLaren-Mercedes	6
16	Jacques Villeneuve	Sauber-Petronas	6
17	Narain Karthikeyan	Jordan	5
18	Christijan Albers	Minardi	4
19	Pedro de la Rosa	McLaren-Mercedes	4
20	Christian Klien	Red Bul	4
21	Patrick Friesacher	Minardi	3
22	Vitantonio Liuzzi	Red Bull	1
23	Takuma Sato	BAR-Honda	0
24	Robert Doornbos	Minardi	0
-	Ricardo Zonta	Toyota	0
-	Anthony Davidson	BAR	0

2005 Constructors' Championship

Pos	Constructor	Points
1	Renault	117
2	McLaren/Mercedes	95
3	Ferrari	78
4	Toyota	57
5	Williams/BMW	47
6	Red Bull/Cosworth	24
7	BAR/Honda	15
8	Sauber/Petronas	14
9	Jordan/Toyota	11
10	Minardi/Cosworth	7

Strategy

The Hungary is a classic case of the more stops the better. The cars skid around the whole lap due to the dirty nature of the circuit (this weekend is the only time in the year that it is used) and somaintaining the tyres through the race is of tantamount importance. The Mickey Mouse nature of the circuit means that lap times and stops are shorter though the lack of overtaking opportunities means that that cars who qualify better than expected may run on only one stop in order to loose the minimum time possible. By and large two stops is the way to go around here though a couple of cars may well go for three instead.

The Teams

Ferrari

(Red with Marlboro signs)

1. **M. Schumacher**
2. **Barrichello**

Having given up hope of either championship Ferrari will be going into this race more as a face saving exercise than as serious competition. Resources are now being used on the 2006 challenger so expect the stallions to go more like donkeys this weekend!

BAR

(White with Red Lucky Strike Roundels on it)

3. **Button**
4. **Sato**

Having had to fight to retain Button last year it now looks as if the team are going to have the same fight this year. Button has said that he wants to stay with BAR and now Williams seem unlikely to be using Honda power next year (see below) the team are

unlikely to let Button go without a fight. It would be ironic if Button was forced to drive at Williams after his attempts to leave for there last year! In the mean time Sato seems likely to be replaced next year having not scored a point so far this year.

Renault

(Dark & Light Blue & Yellow with Mild Seven on it)

5. Fisichella

6. Alonso

Clearly likely to be the class of the field this weekend, the team seem likely to be focusing more on the constructor's championship than the drivers title. Even Kimi Raikkonen has admitted it will take a miracle to wrest the lead from Alonso this season and Renault's excellent form at this track in recent years should see another win on Sunday.

Williams

(Dark Blue & White with Compaq & Allianz signs on it)

7. Webber

8. Heidfeld

Patrick Head announced to the workforce last week that Williams will be using Cosworth engines next year before changing to Toyota powerplants in 2007. After years of being proud of their strength in depth Williams are now noticeably behind their rivals with regards to their design department. No leading designer and a lack of direction regarding design modifications has lead to Williams throwing parts on the FW27 and the future is even more unsure for Williams than it has been at any time since it split with Honda in the late 80s.

McLaren

(Gray with West signs on it)

9. Montoya

10. Raikkonen

"To finish first, first you have to finish" those words must be coming back to haunt Ron Dennis! McLaren's incredible pace was again blighted in Germany with a £10 part working loose and handing Fernando Alonso another 10 points to effectively guarantee him the title. The good news for McLaren is that Montoya is beginning to make the MP4/20 sing and it seems likely that the two silver arrows will be far closer matched. Look out for the new livery for the cars on Sunday.

Sauber

(Mid Blue with a yellow airbox & white nose & front wing with Credit Suisse & Petronas written on it)

- 11. Villeneuve
- 12. Massa

Villeneuve has stated that he sees no reason why he should not be racing at BMW next year. The management are not so sure but, as the next 12 months are likely to see the team growing rather than performing, it seems likely that they will put up with Villeneuve in one of their cars rather than pay him the millions for him not to race next year. With Heidfeld likely to move with BMW Massa may well find himself squeezed out of the team despite strong results.

Toyota

(Red & White with Toyota & Panasonic logos)

- 14. R Schumacher
- 15. Trulli

Still fast in qualifying but lacking in the race, Toyota seem to be the only leading team that is not looking at a return to Bridgestone tires next season. The high downforce configuration of the Hungaroring will see a faster race pace from the team though their relatively poor finish in Germany is sure to affect their (normally strong) qualifying pace.

Red Bull Racing

(Dark blue with yellow airbox & thin red and white stripes down the side)

- 16. Coulthard
- 17. Klein

Red Bull's habit of picking up the pieces (& points) when the larger teams screw up continued in Germany. Coulthard will become the most experienced British grand prix driver of all time when he starts on Sunday, his 188th start beating Nigel Mansell's record. Coulthard already has more points than any other British driver but, unlike certain other drivers there is no real doubt over why he has never won a world championship. He is still a great asset for Red Bull and should be great to watch next season.

Midland Jordan

(Yellow with Sobraine on it)

- 18. Karthekeinan
- 19. Monteiro

The signing of Johnny Herbert as driver development manager is a pleasant surprise to a team that is looking increasingly fragile over past weeks. Next year's car development seems unfocused and ill conceived. Toyota will be supplying engines again but no one,

least of all the team managers, seem sure of how the the aerodynamic ethos of the first Midland Formula 1 car will be developed.

Minardi

(Black, white & red - OzJet on the sidepods & engine cover)

- 20. **Leinders**
- 21. **Doornbos**

Qualifying ahead of the Jordans was a great step for Minardi. Now, with expectations raised for the team they will be hoping to further enforce their upturn in form with a good run at this high downforce circuit. With good results here in the past and Doornbos providing better feedback than Friedsacher they should do better.

Alex's 2005 German Grand Prix Predictions

Qualifying	Race
1. Fernando Alonso	1. Fernando Alonso
2. Kimi Raikkonen	2. Giancarlo Fisichella
3. Jenson Button	3. Kimi Raikkonen