



FORMULA 1
MAGYAR NAGYDÍJ 2013
BUDAPEST
JÚLIUS 26-27-28.

formulaoneTMmedia
OFFICIAL MEDIA KIT

ÜDVÖZÖLJÜK
WELKOM
BIENVENU
BIENVENIDO
BEMVINDO
TERVETULOA
BENVENUTO
WILLKOMMEN

WELCOME TO
HUNGARORING
2013

WE WISH YOU A SUCCESSFUL WEEKEND AND A MEMORABLE STAY IN HUNGARY.

TABLE OF CONTENTS

MEDIA INFORMATION

Formula One Timetable.....	4
Accreditation Centre.....	6
Media Centre.....	6
Photographers' Centre.....	8

FACTS & FIGURES

Formula One Calendar.....	11
Provisional Entry List.....	12
Garage Allocation.....	13
Teams and Drivers.....	15
What they say about the Hungaroring.....	26

WEIGHTS & MEASURES

Statistics After Hockenheim.....	31
Current World Championship Standing.....	32
Performances of Teammates.....	34
Statistics of Participating Drivers.....	35
Brief History of Hungaroring.....	36
Starting Grid – Hungaroring 2012.....	39
Race Classification – Hungaroring 2012.....	40
Winners of the Hungarian Grand Prix.....	41
Points won at the Hungaroring.....	42
Chronology of World Champions.....	44
Maps.....	46



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MEDIA INFORMATION

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www.hungaroring.hu

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TIMETABLE HUNGARIAN GRAND PRIX HUNGARORING, 2013

THURSDAY, 25th July

10⁰⁰-16⁰⁰ FORMULA ONE

13⁰⁰-15⁰⁰ FORMULA ONE

15⁰⁰ FORMULA ONE

16⁰⁰ FORMULA ONE

16⁰⁰-19⁰⁰ PUBLIC PIT LANE WALK

17⁰⁰ GP2 SERIES

17³⁰ GP3 SERIES

INITIAL SCRUTINEERING

TRACK FAMILIARISATION – SAFETY CAR

PRESS CONFERENCE–PRESS ROOM

TEAM MANAGERS' MEETING

FOR 3 DAYS TICKET HOLDERS ONLY

DRIVERS' MEETING

DRIVERS' MEETING

FRIDAY, 26th July

08⁴⁵-09⁴⁵ FORMULA ONE

09²⁰ FORMULA ONE

09³⁰-09⁴⁵ FORMULA ONE

10⁰⁰-11³⁰ FORMULA ONE

12⁰⁰-12³⁰ GP2 SERIES

12³⁵-13⁴⁵ FORMULA ONE

12⁴⁰ PORSCHE MOBIL 1 SUPERCUP

13³⁰-13⁴⁵ FORMULA ONE

14⁰⁰-15³⁰ FORMULA ONE

15⁵⁵-16²⁵ GP2 SERIES

16⁰⁰-17⁰⁰ FORMULA ONE

16⁴⁵-17³⁰ PORSCHE MOBIL 1 SUPERCUP

17⁰⁰ FORMULA ONE

17⁵⁰-18³⁵ GP3 SERIES

18⁴⁵-19³⁰ TRACK ACTIVITY

Paddock CLUB PIT LANE WALK

MEDICAL INSPECTION

TRACK INSPECTION AND TRACK TEST

FIRST PRACTICE SESSION (P1)

PRACTICE SESSION

Paddock CLUB PIT LANE WALK

DRIVERS' MEETING

TRACK INSPECTION

SECOND PRACTICE SESSION (P2)

QUALIFYING SESSION

PRESS CONFERENCE–PRESS ROOM

PRACTICE SESSION

DRIVERS' MEETING

PRACTICE SESSION

MARSHAL PIT LANE WALK

TIMETABLE HUNGARIAN GRAND PRIX HUNGARORING, 2013

SATURDAY, 27th July

08 ³⁰ -09 ¹⁵	FORMULA ONE	TEAM PIT STOP PRACTICE
08 ³⁰ -09 ³⁵	FORMULA ONE	PADDOCK CLUB PIT LANE WALK
09 ³⁰	FORMULA ONE	MEDICAL INSPECTION
09 ⁴⁵ -10 ¹⁵	GP3 SERIES	QUALIFYING SESSION
10 ³⁰ -10 ⁴⁵	FORMULA ONE	TRACK INSPECTION AND TRACK TEST
11⁰⁰-12⁰⁰	FORMULA ONE	THIRD PRACTICE SESSION (P3)
12 ²⁵ -12 ⁵⁵	PORSCHE MOBIL 1 SUPERCUP	QUALIFYING SESSION
13 ⁰⁰ -13 ⁴⁵	FORMULA ONE	PADDOCK CLUB PIT LANE WALK
13 ³⁰ -13 ⁴⁵	FORMULA ONE	TRACK INSPECTION
14⁰⁰-15⁰⁰	FORMULA ONE	QUALIFYING SESSION (Q1,Q2,Q3)
15 ²⁵	GP2 SERIES	PIT LANE OPEN
15 ³⁰	GP2 SERIES	PIT LANE CLOSED
15 ⁴⁰ -16 ⁴⁵	GP2 SERIES	FIRST RACE (37 laps or 60 mins)
17 ¹⁰	GP3 SERIES	PIT LANE OPEN
17 ¹⁵	GP3 SERIES	PIT LANE CLOSED
17 ²⁰ -17 ⁵⁵	GP3 SERIES	FIRST RACE (17 laps or 30 mins)

SUNDAY, 28th July

08 ¹⁵	FORMULA ONE	MEDICAL INSPECTION
08 ³⁰ -08 ⁴⁰	FORMULA ONE	MARSHALLING SYSTEM TRACK TEST
9 ¹⁵	GP3 SERIES	PIT LANE OPEN
9 ²⁰	GP3 SERIES	PIT LANE CLOSED
09 ²⁵ -10 ⁰⁰	GP3 SERIES	SECOND RACE (17 laps or 30 mins)
10 ²⁰	GP2 SERIES	PIT LANE OPEN
10 ²⁵	GP2 SERIES	PIT LANE CLOSED
10 ³⁵ -11 ²⁵	GP2 SERIES	SECOND RACE (28 laps or 45 mins)
11 ⁰⁰	FORMULA ONE	DRIVERS' MEETING (IF NECESSARY)
11 ⁴⁵ -12 ²⁰	PORSCHE MOBIL 1 SUPERCUP	RACE (14 laps or 30 mins)
12 ²⁵ -13 ¹⁵	FORMULA ONE	PADDOCK CLUB PIT LANE WALK
12³⁰	FORMULA ONE	DRIVERS TRACK PARADE
12⁴⁵-13¹⁵	FORMULA ONE	STARTING GRID PRESENTATION
13⁰⁰-13²⁰	FORMULA ONE	MEDICAL & TRACK INSPECTION
13³⁰	FORMULA ONE	PIT LANE OPEN
13⁴⁵	FORMULA ONE	PIT LANE CLOSED GRID FORMATION
13⁴⁶	FORMULA ONE	NATIONAL ANTHEM
14⁰⁰-16⁰⁰	FORMULA ONE	GRAND PRIX (70 laps or 120 mins)

ACCREDITATION CENTRE

Location: You will find the accreditation centre directly in front of the main entrance of the circuit, next to the MOL Petrol station.

Opening hours:

Thursday: 08.00 a.m. – 06.00 p.m.
Friday: 08.00 a.m. – 04.00 p.m.
Saturday: 08.00 a.m. – 12.00 p.m.

MEDIA CENTRE

Location: The Media Centre is located on the 2nd and 3rd floor of the tower building.

Opening hours:

Thursday: 08.00 a.m. – 10.00 p.m.
Friday: 07.00 a.m. – 11.00 p.m.
Saturday: 07.00 a.m. – 11.00 p.m.
Sunday: 07.00 a.m. – until the last journalist leaves

The whole Media Centre is a non-smoking area, please respect it.

TECHNICAL EQUIPMENT

- ❖ 417 seats with sufficient working space
- ❖ 124 TV monitors
- ❖ 3 live recording systems with various types of connections
- ❖ 22 recallable card telephones
- ❖ 5 fax machines
- ❖ 6 computers with Internet connections free of charge
- ❖ private phones (as ordered)
- ❖ phone cards are sold in the telecommunication room
- ❖ 41 sound-isolated and air-conditioned reporter places for TV and radio broadcast
- ❖ 261 lockers
- ❖ Basic WDSL lines
- ❖ WiFi services

LOCKERS

There are lockers on the 2nd and the 3rd floor.

Keys for the lockers can be requested at the reception, against a deposit of 10 EURO or 3000 HUF.

Also here you have the possibility to copy and rent extension cords.

TELECOMMUNICATION CENTRE

Next to the reception you will find the Telecommunication centre. The opening hours correspond to the opening hours of the Media Centre.

Opposite the reception desk a buffet will be at your service every day with food (from 12.00 o'clock), coffee and refreshments.

Consultants of the Media Office:

FIA F1 Head of Communications & Media Delegate
FIA Communications
National Press Officer
Media Centre Co-ordinator

Matteo Bonciani
Pat Behar
Péter Petán
Dóri Takács

The Media Centre staff at the reception is at your service at any time.

MEDIA SHUTTLE SERVICE

The buses run between the International Car Park and the Media Centre continuously.

Thursday	07.30 a.m. – 10.00 p.m.
Friday	06.30 a.m. – 11.00 p.m.
Saturday	06.30 a.m. – 11.00 p.m.
Sunday	06.30 a.m. – until the last journalist leaves

PRESS CONFERENCES – FORMULA ONE

Location: Media Centre, press conference room on the 2nd floor

Thursday, 3.00 p.m.	Press Conference for a maximum of six drivers, chosen by the FIA F1 Head of Communications.
Friday, 4.00 p.m.	Press Conference for six team personalities, chosen by the FIA F1 Head of Communications.
Saturday	Post-Qualifying Press Conference with top three drivers of the qualifying session.
Sunday	Post-race Press Conference with the top three finishing drivers.

PHOTOGRAPHERS' CENTRE

Location: It is situated under the paddock, next to the tunnel.

Opening hours: The opening hours correspond to the opening hours of the Media Centre.

The whole Photographers' Area is a non-smoking area, please respect it.

TECHNICAL EQUIPMENT

- ❖ 140 seats with sufficient working space
- ❖ 16 TV monitors
- ❖ 128 lockers
- ❖ 18 lockers with plug
- ❖ private phones (as ordered)
- ❖ Basic WDSL lines
- ❖ camera service
- ❖ WiFi services

Keys for the lockers can be requested from the staff of the Photographers' Area, in return of a deposit of 10 EURO or 3000 HUF.

The staff of the Photographers' Area is at your service at any time.

SHUTTLE SERVICE

The buses run between the International Car Park and the Media Centre continuously.

Thursday	07.30 a.m. – 10.00 p.m.
Friday	06.30 a.m. – 11.00 p.m.
Saturday	06.30 a.m. – 11.00 p.m.
Sunday	06.30 a.m. – until the last journalist leaves

▶ PHOTOGRAPHERS' SHUTTLE CIRCUIT SERVICE ▶

The photographers' shuttle buses go around the circuit all day long. The bus leaves from the entrance of the tunnel under the photographers' area and returns here after making a round.

Photographers can cross the track till track closing time, which is indicated by a car with a red flag that goes around the track 15 minutes before the start of each event. It is forbidden to cross the track after this.

Track opening: within 5 minutes after the end of each event, indicated by a car with a green flag that goes around the track.

**Attention! Please take note of the Red Zones, do not stay there!
The Red Zone Map can be found on the Official Notice Board.**



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FORMULA ONE CALENDAR 2013

DATE	COUNTRY	CIRCUIT	WINNER
17. 03. 13	Australia	Melbourne	Kimi Räikkönen
24. 03. 13	Malaysia	Sepang	Sebastian Vettel
14. 04. 13	China	Shanghai	Fernando Alonso
21. 04. 13	Bahrain	Sakhir	Sebastian Vettel
12. 05. 13	Spain	Catalunya	Fernando Alonso
26. 05. 13	Monaco	Monte Carlo	Nico Rosberg
09. 06. 13	Canada	Montreal	Sebastian Vettel
30. 06. 13	Great Britain	Silverstone	Nico Rosberg
07. 07. 13	Germany	Nürburgring	Sebastian Vettel
28. 07. 13	Hungary	Hungaroring	
25. 08. 13	Belgium	Spa-Francorchamps	
08. 09. 13	Italy	Monza	
22. 09. 13	Singapore	Singapore	
06. 10. 13	Korea	Yeongam	
13. 10. 13	Japan	Suzuka	
27. 10. 13	India	Noida	
03. 11. 13	Abu Dhabi	Yas Marina	
17. 11. 13	USA	Austin	
24. 11. 13	Brazil	Sao Paulo	

2013 FIA FORMULA ONE WORLD CHAMPIONSHIP

PROVISIONAL ENTRY LIST

NO	DRIVER	NAT	TEAM	CAR
1.	Sebastian Vettel	GER	Infiniti Red Bull Racing	RB9
2.	Mark Webber	AUS	Infiniti Red Bull Racing	RB9
3.	Fernando Alonso	ESP	Scuderia Ferrari	Ferrari F138
4.	Felipe Massa	BRA	Scuderia Ferrari	Ferrari F138
5.	Jenson Button	GBR	Vodafone McLaren Mercedes	McLaren MP4-28
6.	Sergio Pérez	MEX	Vodafone McLaren Mercedes	McLaren MP4-28
7.	Kimi Räikkönen	FIN	Lotus F1 Team	Lotus E21
8.	Romain Grosjean	FRA	Lotus F1 Team	Lotus E21
9.	Nico Rosberg	GER	Mercedes AMG Petronas F1 Team	Mercedes F1 W04
10.	Lewis Hamilton	GBR	Mercedes AMG Petronas F1 Team	Mercedes F1 W04
11.	Nico Hülkenberg	GER	Sauber F1 Team	C32
12.	Esteban Gutiérrez	MEX	Sauber F1 Team	C32
14.	Paul di Resta	GBR	Sahara Force India F1 Team	VJM06
15.	Adrian Sutil	GER	Sahara Force India F1 Team	VJM06
16.	Pastor Maldonado	VEN	Williams F1 Team	Williams FW35
17.	Valtteri Bottas	FIN	Williams F1 Team	Williams FW35
18.	Jean-Éric Vergne	FRA	Scuderia Toro Rosso	STR8
19.	Daniel Ricciardo	AUS	Scuderia Toro Rosso	STR8
20.	Charles Pic	FRA	Caterham F1 Team	CT03
21.	Giedo van der Garde	NED	Caterham F1 Team	CT03
22.	Jules Bianchi	FRA	Marussia F1 Team	MR02
23.	Max Chilton	GBR	Marussia F1 Team	MR02

HUNGARIAN GRAND PRIX 2013 GARAGE ALLOCATION

Paddock	FIA	Garage 00	Pit lane
		Garage 01	
		Garage 02	
		Garage 03	
		Garage 04	
	FOM	Garage 05	
		Garage A	
	<i>Telephone exchange & power center</i>	Garage B	
	RED BULL	Garage 06	
		Garage 07	
		Garage 08	
		Garage 09	
		Garage 10	
	FERRARI	Garage 11	
		Garage 12	
		Garage 13	
		Garage 14	
		Garage 15	
	MCLAREN	Garage 16	
		Garage 17	
		Garage 18	
		Garage 19	
		Garage 20	
	LOTUS	Garage 21	
		Garage 22	
		Garage 23	
	← PIT ACCES (Walkway) →		
		Garage 24	
		Garage 25	
	MERCEDES	Garage 26	
		Garage 27	
		Garage 28	
		Garage 29	
	Garage 30		
SAUBER	Garage 31		
	Garage 32		
	Garage 33		
	Garage 34		
	Garage 35		
FORCE INDIA	Garage 36		
	Garage 37		
	Garage 38		
	Garage 39		
← PIT ACCES (Walkway) →			
WILLIAMS	Garage 40		
	Garage 41		
	Garage 42		
	Garage 43		
TORO ROSSO	Garage 44		
	Garage 45		
	Garage 46		
	Garage 47		
CATERHAM	Garage 48		
	Garage 49		
	Garage 50		
	Garage 51		
MARUSSIA	Garage 52		
	Garage 53		
	Garage 54		
	Garage 55		
← PIT ACCES →			



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TEAMS & DRIVERS

INFINITI RED BULL RACING

Headquarters:	Milton Keynes, UK
Homepage:	www.redbullracing.com
Head of Communications:	Katie Tweedle, katie.tweedle@redbullracing.com
General Director:	Christian Horner
First GP:	Australia, 2005
First GP-win:	China, 2009
Number of GP:	155
Number of wins:	38
Number of Pole Positions:	49
Number of Fastest Laps:	34
World Constructors' Champion:	2010, 2011, 2012
World Drivers' Champion:	2010 (Sebastian Vettel), 2011 (Sebastian Vettel), 2012 (Sebastian Vettel)
Car:	RB9
Engine:	Renault RS27-2013

1 SEBASTIAN VETTEL

Born:	03.07.1987
Nationality:	German
First GP:	USA, 2007
First victory:	Italy, 2008
Championship:	3
Races:	110
Wins:	30
Pole Positions:	39
Fastest Laps:	18

2 MARK WEBBER

Born:	27.08.1976
Nationality:	Australian
First GP:	Australia, 2002
First victory:	Germany, 2009
Championship:	–
Races:	205
Wins:	9
Pole Positions:	11
Fastest Laps:	16

SCUDERIA FERRARI

Headquarters:	Maranello, ITA
Homepage:	www.ferrari.com
Head of Communications:	Renato Bisignani, renato.bisignani@ferrari.com
General Director:	Stefano Domenicali
First GP:	Monaco, 1950
First GP-win:	Great-Britain, 1951
Number of GP:	860
Number of wins:	221
Number of Pole Positions:	207
Number of Fastest Laps:	228
World Constructors' Champion:	1961, 1964, 1975, 1976, 1977, 1979, 1982, 1983, 1999, 2000, 2001, 2002, 2003, 2004, 2007, 2008
World Drivers' Champion:	1952 (Alberto Ascari), 1953 (Alberto Ascari), 1956 (Juan-Manuel Fangio), 1958 (Mike Hawthorn), 1961 (Phil Hill), 1964 (John Surtees), 1975 (Niki Lauda), 1977 (Niki Lauda), 1979 (Jody Scheckter), 2000 (Michael Schumacher), 2001 (Michael Schumacher), 2002 (Michael Schumacher), 2003 (Michael Schumacher), 2004 (Michael Schumacher), 2007 (Kimi Raikkönen)
Car:	F138
Engine:	Ferrari Tipo 056

3 FERNANDO ALONSO

Born:	29.07.1981
Nationality:	Spanish
First GP:	Australia, 2001
First victory:	Hungary, 2003
Championship:	2
Races:	205
Wins:	32
Pole Positions:	22
Fastest Laps:	20

4 FELIPE MASSA

Born:	25.04.1981
Nationality:	Brazilian
First GP:	Australia, 2002
First victory:	Turkey, 2006
Championship:	–
Races:	181
Wins:	11
Pole Positions:	15
Fastest Laps:	14

VODAFONE McLAREN MERCEDES

Headquarters:	Woking, UK
Homepage:	www.mclaren.com
PR Officer:	Steve Cooper, steve.cooper@mclaren.com
Team Director:	Martin Whitmarsh
First GP:	Monaco, 1966
First GP-win:	Belgium, 1968
Number of GP:	732
Number of wins:	182
Number of Pole Positions:	155
Number of Fastest Laps:	152
World Constructors' Champion:	1974, 1984, 1985, 1988, 1989, 1990, 1991, 1998
World Drivers' Champion:	1974 (Emerson Fittipaldi), 1976 (James Hunt), 1984 (Niki Lauda), 1985 (Alain Prost), 1986 (Alain Prost), 1988 (Ayrton Senna), 1989 (Alain Prost), 1990 (Ayrton Senna), 1991 (Ayrton Senna), 1998 (Mika Häkkinen), 1999 (Mika Häkkinen), 2008 (Lewis Hamilton)
Car:	MP 4-28
Engine:	Mercedes FO 108Z

5 JENSON BUTTON

Born:	19.01.1980
Nationality:	British
First GP:	Australia, 2000
First victory:	Hungary, 2006
Championship:	1
Races:	237
Wins:	15
Pole Positions:	8
Fastest Laps:	8

6 SERGIO PÉREZ

Born:	26.01.1990
Nationality:	Mexican
First GP:	Australia, 2011
First Victory:	–
Championship:	–
Races:	46
Wins:	–
Pole Positions:	–
Fastest Laps:	2

LOTUS F1 TEAM

Headquarters:	Enstone, UK
Homepage:	www.lotusf1team.com
Head of Communications:	Stephane Samson, stephane.samson@lotusf1team.com
Team Principal:	Eric Boullier
First GP:	Monaco, 1958
First GP-win:	Monaco, 1960
Number of GP:	558
Number of wins:	81
Number of Pole Positions:	107
Number of Fastest Laps:	77
World Constructors' Champion:	1963, 1965, 1968, 1970, 1972, 1973, 1978
World Drivers' Champion:	1963 (Jim Clarck), 1965 (Jim Clarck), 1968 (Graham Hill), 1970 (Jochen Rindt), 1972 (Emerson Fittipaldi), 1978 (Mario Andretti)
Car:	E 21
Engine:	Renault RS27-2013

7 KIMI RÄIKKÖNEN

Born:	17.10.1979
Nationality:	Finnish
First GP:	Australia, 2001
First victory:	Malaysia, 2003
Championship:	1
Races:	184
Wins:	20
Pole Positions:	16
Fastest Laps:	38

8 ROMAIN GROSJEAN

Born:	17.04.1986
Nationality:	French
First GP:	Europe, 2009
First Victory:	–
Championship:	–
Races:	35
Wins:	–
Pole Positions:	–
Fastest Laps:	1

MERCEDES AMG PETRONAS F1 TEAM

Headquarters:	Stuttgart, GER
Homepage:	www.mercedes-gp.com
Communications Manager:	Nicola Armstrong, Narmstrong@mercedes-amg-f1.com
Team Principal:	Ross Brawn
First GP:	France, 1954
First GP-win:	France, 1954
Number of GP:	79
Number of wins:	12
Number of Pole Positions:	15
Number of Fastest Laps:	11
World Constructors' Champion:	–
World Drivers' Champion:	1954 (Juan-Manuel Fangio), 1955 (Juan-Manuel Fangio)
Car:	F1 W04
Engine:	Mercedes FO 108Z

9 NICO ROSBERG

Born:	27.06.1985
Nationality:	German
First GP:	Bahrain, 2006
First victory:	China, 2012
Championship:	–
Races:	137
Wins:	3
Pole Positions:	4
Fastest Laps:	4

10 LEWIS HAMILTON

Born:	07.01.1985
Nationality:	British
First GP:	Australia, 2007
First victory:	Canada, 2007
Championship:	1
Races:	119
Wins:	21
Pole Positions:	29
Fastest Laps:	12

SAUBER F1 TEAM

Headquarters:	Hinwil, SUI
Homepage:	www.sauber-motorsport.com
Head of Communications:	Hanspeter Brack, Hanspeter.brack@sauber-motorsport.com
Team Principal:	Monisha Kaltenborn
First GP:	South Africa, 1993
First GP-win:	–
Number of GP:	263
Number of wins:	–
Number of Pole Positions:	–
Number of Fastest Laps:	3
World Constructors' Champion:	–
World Drivers' Champion:	–
Car:	C32
Engine:	Ferrari Tipo 056

11 NICO HÜLKENBERG

Born:	19.08.1987
Nationality:	German
First GP:	Bahrain, 2010
First victory:	–
Championship:	–
Races:	47
Wins:	–
Pole Positions:	1
Fastest Laps:	1

12 ESTEBAN GUTIÉRREZ

Born:	05.08.1991
Nationality:	Mexican
First GP:	Australia, 2013
First victory:	–
Championship:	–
Races:	9
Wins:	–
Pole Positions:	–
Fastest Laps:	1

SAHARA FORCE INDIA F1 TEAM

Headquarters:	Silverstone, UK
Homepage:	www.forceindiaf1.com
Communications Manager:	Will Hings, will.hings@forceindiaf1.com
Team Owner and Principal:	Mallya Vijay
First GP:	Australia, 2008
First GP-win:	–
Number of GP:	102
Number of wins:	–
Number of Pole Positions:	1
Number of Fastest Laps:	1
World Constructors' Champion:	–
World Drivers' Champion:	–
Car:	VJM06
Engine:	Mercedes FO 108Z

14 PAUL DI RESTA

Born:	16.04.1986
Nationality:	British
First GP:	Australia, 2011
First victory:	–
Championship:	–
Races:	48
Wins:	–
Pole Positions:	–
Fastest Laps:	–

15 ADRIAN SUTIL

Born:	11.01.1983
Nationality:	German
First GP:	Australia, 2007
First victory:	–
Championship:	–
Races:	99
Wins:	–
Pole Positions:	–
Fastest Laps:	1

WILLIAMS F1 TEAM

Headquarters:	Grove, UK
Homepage:	www.williamsf1.com
Director of Communications:	Sophie Eden, sophie.eden@williamsf1.com
President:	Sir Frank Williams
First GP:	Argentina, 1975
First GP-win:	Great-Britain, 1979
Number of GP:	613
Number of wins:	114
Number of Pole Positions:	127
Number of Fastest Laps:	130
World Constructors' Champion:	1980, 1981, 1986, 1987, 1992, 1993, 1994, 1996, 1997
World Drivers' Champion:	1980 (Alan Jones), 1982 (Keke Rosberg), 1987 (Nelson Piquet), 1992 (Nigel Mansell), 1993 (Alain Prost), 1996 (Damon Hill), 1997 (Jacques Villeneuve)
Car:	FW35
Engine:	Renault RS27-2013

16 PASTOR MALDONADO

Born:	09.03.1985
Nationality:	Venezuelan
First GP:	Australia, 2011
First Victory:	Spain, 2012
Championship:	-
Races:	48
Wins:	1
Pole Positions:	1
Fastest Laps:	-

17 VALTTERI BOTTAS

Born:	28.08.1989
Nationality:	Finnish
First GP:	Australia, 2013
First Victory:	-
Championship:	-
Races:	9
Wins:	-
Pole Positions:	-
Fastest Laps:	-

SCUDERIA TORO ROSSO

Headquarters:	Faenza, ITA
Homepage:	www.scuderiatorosso.com
Press Officer:	Marieluise Mammitzsch, marieluise.mammitzsch@tororosso.com
General Director:	Franz Tost
First GP:	Bahrain, 2006
First GP-win:	Italy, 2008
Number of GP:	137
Number of wins:	1
Number of Pole Positions:	1
Number of Fastest Laps:	–
World Constructors' Champion:	–
World Drivers' Champion:	–
Car:	STR8
Engine:	Ferrari Tipo 056

18 JEAN-ÉRIC VERGNE

Born:	25.04.1990
Nationality:	French
First GP:	Australia, 2012
First Victory:	–
Championship:	–
Races:	29
Wins:	–
Pole Positions:	–
Fastest Laps:	–

19 DANIEL RICCIARDO

Born:	01.07.1989
Nationality:	Australian
First GP:	Great-Britain, 2011
First Victory:	–
Championship:	–
Races:	40
Wins:	–
Pole Positions:	–
Fastest Laps:	–

CATERHAM F1 TEAM

Headquarters:	Leaffield, UK
Homepage:	www.caterhamf1.com
Head of Communications:	Tom Webb, tom.webb@caterhamf1.com
Team Principal:	Tony Fernandes
First GP:	Australia, 2012
First GP-win:	–
Number of GP:	29
Number of wins:	–
Number of Pole Positions:	–
Number of Fastest Laps:	–
World Constructors' Champion:	–
World Drivers' Champion:	–
Car:	CT 03
Engine:	Renault RS27-2013

20 CHARLES PIC

Born:	15.02.1990
Nationality:	French
First GP:	Australia, 2012
First Victory:	–
Championship:	–
Races:	29
Wins:	–
Pole Positions:	–
Fastest Laps:	–

21 GIEDO VAN DER GARDE

Born:	25.04.1985
Nationality:	Dutch
First GP:	Australia, 2013
First Victory:	–
Championship:	–
Races:	9
Wins:	–
Pole Positions:	–
Fastest Laps:	–

MARUSSIA F1 TEAM

Headquarters:	Banbury, UK
Homepage:	www.marussiaf1team.com
PR Director:	Tracy Novak, tracy.novak@marussiaf1team.com
Team Principal:	John Booth
First GP:	Australia, 2012
First GP-win:	–
Number of GP:	29
Number of wins:	–
Number of Pole Positions:	–
Number of Fastest Laps:	–
World Constructors' Champion:	–
World Drivers' Champion:	–
Car:	MR 02
Engine:	Cosworth CA2013

22 JULES BIANCHI

Born:	03.08.1989
Nationality:	French
First GP:	Australia, 2013
First victory:	–
Championship:	–
Races:	9
Wins:	–
Pole Positions:	–
Fastest Laps:	–

23 MAX CHILTON

Born:	21.04.1991
Nationality:	English
First GP:	Australia, 2013
First victory:	–
Championship:	–
Races:	9
Wins:	–
Pole Positions:	–
Fastest Laps:	–

WHAT THEY SAY ABOUT THE HUNGARORING

SEBASTIAN VETTEL – Infiniti Red Bull Racing

The race in Budapest is very popular and the city and the Danube offer many opportunities for fans off the track. I like the city a lot and I made my debut in 2007 with Scuderia Toro Rosso at the Hungaroring. The track itself is one of the slowest on the calendar, but as a driver you shouldn't underestimate it, as there are a lot of opportunities to make mistakes. It can be very hot and that means the track can be very demanding physically. In addition, the surface has many bumps which shake you around a lot.

MARK WEBBER – Infiniti Red Bull Racing

The Hungaroring is a good little venue and we've had some good races there in the past. Obviously overtaking has not been easy on that circuit, but it will be interesting to see how the cars perform there as it usually is a hot race. The middle sector is very, very busy and you need to have a good balance over the top of the hill. In general, it's a track that I enjoy, I like driving there and of course we're looking forward to doing well before the Summer break.

JENSON BUTTON – Vodafone McLaren Mercedes

Obviously, as everyone knows, I have some great memories of the place – I won my first grand prix there back in 2006, which was an extremely emotional occasion for me, it was my seventh season in Formula 1 and it was the first victory for my team. And then I won my 200th grand prix, back in 2011. That was incredibly satisfying – I remember the car just ran perfectly for the whole race and it was just a great feeling to win a landmark race for me. It's a tough little place. It's only got one straight, and it's fairly short, and it's quite a difficult entry onto that straight, so you're really focused going into the last corner and then trying to maximise your exit. It's also probably the best place on the circuit to overtake, so it can be quite busy along that straight. So it's quite an intense circuit because there's no place where you can really relax; you're always working in the cockpit. I quite like the esses around the back of the track: you can let the car run out quite nicely, and linking them all together on a quick lap is very satisfying. It's been a tricky season, and our car tends to go better at faster circuits, but it's a circuit I enjoy so I'm hopeful of us getting a strong result.

SERGIO PÉREZ – Vodafone McLaren Mercedes

Budapest is a beautiful city – unfortunately, we never get the time to explore the city properly, but we get the chance to drive through it during our journeys to and from the track. It always looks beautiful in the early morning sun. The track itself is a high-downforce circuit with lots of slow- to medium-speed corners, which require a car with good mechanical grip. It's fun to drive at circuits like these because you have bags of grip and the car is generally very responsive – a little like Monaco. But the track opens up round the back – although people generally tend to think that the Hungaroring is a slow circuit. Turn Four is a really fast left-hander, with the apex situated over a blind brow. It's a great corner. I've yet to score points in Hungary, so my aim for 2013 is for a top-10 finish.

► NICO HÜLKENBERG – Sauber F1 Team ►

Budapest is a city with a great atmosphere and a lot of beautiful old buildings. The Danube runs right through the city and I like being there. The first time I went to the Hungaroring was in 2009. I won the GP2 race on the Saturday and I have always had good races there in the past. In 2010, during my first Formula One season, I had my best result up to then with sixth place just before the summer break. The circuit is technically challenging and leaves little room for mistakes. The second sector has several combinations that all flow on from each other. If you get off the racingline there the whole sector is ruined. You have to be spot on. Overtaking is difficult too, even with the DRS. There is one straight, but it's not that long, which is why qualifying is particularly important.

► ESTEBAN GUTIÉRREZ – Sauber F1 Team ►

Moving forward from the Nürburgring, I think Hungary can be a good weekend as well. The Hungaroring is one of those unique circuits in terms of the track layout, and I have good memories of it. It was the first European track I ever drove on during a test in Formula BMW. The track has several medium speed corners and stability is particularly important there. It's also very demanding on the tyres, especially in the long corners, and also because temperatures can be quite high, which you have to take into account, especially for the tyre management. The track is very technical and it will be difficult to overtake. My favourite parts are turns one to five, and especially turn four, a fast lefthander, which is blind when you turn into it, so taking the kerb there is very exciting.

► PAUL DI RESTA – Sahara Force India F1 Team ►

I've always enjoyed going to Budapest since I first visited in 2010 when I was the team's third driver. It's an historic city and I usually stay very close to the river in the centre. It's full of interesting places and great restaurants. My racing memories are mixed, but the 2011 race was an exciting one on a damp track. I finished seventh – which was my best finish in Formula One at the time. It's very demanding physically and mentally because you are nearly always in a corner. The layout feels more like a street track and all the corners flow into each other so you need to find the rhythm of the track and build your confidence with each lap. By the time the track is fully rubbered in it feels very satisfying to drive. There's no reason why we can't be competitive. The big unknown is the new Pirelli tyres, but we will go into the weekend with the same approach and then target Q3 on Saturday and points on Sunday.

► ADRIAN SUTIL – Sahara Force India F1 Team ►

I've always enjoyed this event. It's the mid-way point of the year just before the holidays and the weather is usually very nice. But it's one of those places where I've not had much success. I've never scored points in Budapest so that's the first objective this year. It's very tight and twisty and there are not many places where you can catch your breath, apart from the pit straight. It's dusty, too, and the track takes a while to clean up on Friday during practice. We usually run with maximum downforce there because after Monaco it's the slowest circuit on the calendar. It's difficult to say because it's the first race with a new tyre construction. The track is tight and we need to qualify well because there are not many opportunities to overtake.

▶ VALTTERI BOTTAS – Williams F1 Team

Last time I raced there was in 2011 with GP3, and I had pole position and won the race, so I have good memories! I also drove in FP1 last year so I know the circuit well. Budapest is a nice city with lots of history. There are always a lot of Finnish fans there which is also nice. It's always been nice weather when I have visited and I like the track. It is difficult to overtake around though, so qualifying plays a big part. It's really intense as there is only one real straight and even that is short, so it's quite demanding. It's difficult to say. We need to focus on the qualifying as if we can get a good start position I think we can defend well and challenge for points.

▶ JEAN-ÉRIC VERGNE – Scuderia Toro Rosso

I like the Hungaroring and I enjoy coming to Budapest which is a fantastic city. I have good memories of racing here as I had a great weekend back in 2011 when I was racing in the Renault World Series 3.5 and won on both Saturday and Sunday. The track is quite challenging and the heat adds to that, making it quite physically demanding as there is not a single point on the circuit where you can pause for breath. There are so many corners, which makes it important to get into a rhythm. Once you do, then it's a really fantastic lap, but on Sunday, it can be difficult to overtake. That means getting a good grid position really helps. We will have quite a few updates on the car for this race and hopefully they can help us qualify in the top ten and then score points in the race. It's the final Grand Prix before the official summer break, so it would be great to leave Budapest with a really positive result to round off the first half of the season.

▶ DANIEL RICCIARDO – Scuderia Toro Rosso

Most of my memories of Budapest are good ones, because it's in the middle of summer and nice and hot. At the track, you can see the water flowing in the water park in the distance and that gets me excited: I've never been there and every year I say "I'll go there this year!" There's a nice atmosphere at the circuit and I had a perfect weekend there a few years back in Formula Renault 2 litre, when I was quickest in all sessions, qualifying, won the race and took fastest lap, which was the most dominant weekend I've ever had at a race track. The circuit is quite fun to drive but unfortunately, while it is fun to drive, like Monaco, when it comes to racing it can be a bit follow the leader. The DRS might help create more passing opportunities and hopefully, with some new updates on the way, we can have a competitive weekend.

► CHARLES PIC – Caterham F1 Team ►

I like Hungary. It's hot, it's a tricky circuit to get right, but I've won there in Renault 3.5 and been on the podium in GP2 so it's a place I have happy memories of. It's also a beautiful place to go racing. Budapest is very cool and I know how much the teams enjoy racing there, so it has a bit of everything! It's a good challenge. You need very good traction and it can be dusty so grip levels change quite a bit, but get a lap right and it's a good feeling. We're positive – we've moved a bit ahead of Marussia in pure pace and are getting closer to the Williams cars in race pace, so a track like Hungary, where we're always a bit closer to the cars ahead because of the nature of the circuit, is somewhere that can present opportunities. If so, we'll be there to take advantage of them.

► GIEDO VAN DER GARDE – Caterham F1 Team ►

Hungary's a track I've had a lot of success at over the years – I won there in Formula Renault 3.5 and in GP2 and I've always enjoyed racing at the Hungaroring. It's usually hot, so your fitness levels play an important part in helping you have success on track, and this year I'm fitter than ever so I can't wait to get back on track, this year in an F1 car for the first time. It's tight, twisty and it's technically challenging. It's almost like a street circuit without the walls, a bit stop / start, but if you get the right rhythm you can find time by being smooth. Now, with DRS and KERS in F1, overtaking is totally possible, so the old criticism about not being able to pass isn't really true now. Well, we were good in Monaco, particularly in quali, and we should be ok in Hungary. As it's not such an aero circuit, unlike places like Spa, we have a better chance to keep closing the gap to the teams ahead, so let's see!

► JULES BIANCHI – Marussia F1 Team ►

I have some good memories like last year where I finished 3rd and also my first year in FR2.05, where I got two pole positions. I also have some less good memories like 2010 where I had a crash and broke two vertebrae! I like it. It is very interesting but not the easiest; it's quite a challenge. I would like us to have a strong team race, bringing both cars home ahead of our nearest competitor.

► MAX CHILTON – Marussia F1 Team ►

It is always very hot and sunny and it is a very grippy circuit. It's great to be going back to the track where I won my first ever GP2 race last year. It's very tight, twisty and hilly and with very little run-off. It's a very technical circuit due to the speed of the corners. I like it a lot. The simulator sessions went very well, which is always a good baseline for us. I hope we can finish in front of the Caterhams but things are never certain until you start track running on Friday.



FORMULA 1
MAGYAR
NAGYDŰ

BUDAPEST
2013. JÚLIUS 26-27-28.

WEIGHTS & MEASURES

STATISTICS AFTER NÜRBURGRING

WINNERS

DATE	GRAND PRIX	DRIVER	TEAM
17 March	Australia	K. RAIKKÖNEN	Lotus F1 Team
24 March	Malaysia	S. VETTEL	Infiniti Red Bull Racing
14 April	China	F. ALONSO	Scuderia Ferrari
21 April	Bahrain	S. VETTEL	Infiniti Red Bull Racing
12 May	Spain	F. ALONSO	Scuderia Ferrari
26 May	Monaco	N.ROSBERG	Mercedes AMG Petronas F1 Team
09 June	Canada	S.VETTEL	Infiniti Red Bull Racing
30 June	Great Britain	N.ROSBERG	Mercedes AMG Petronas F1 Team
07 July	Germany	S. VETTEL	Infiniti Red Bull Racing

POLE POSITIONS

DATE	GRAND PRIX	DRIVER	TEAM
17 March	Australia	S. VETTEL	Infiniti Red Bull Racing
24 March	Malaysia	S. VETTEL	Infiniti Red Bull Racing
14 April	China	L.HAMILTON	Mercedes AMG Petronas F1 Team
21 April	Bahrain	N.ROSBERG	Mercedes AMG Petronas F1 Team
12 May	Spain	N.ROSBERG	Mercedes AMG Petronas F1 Team
26 May	Monaco	N.ROSBERG	Mercedes AMG Petronas F1 Team
09 June	Canada	S. VETTEL	Infiniti Red Bull Racing
30 June	Great Britain	L.HAMILTON	Mercedes AMG Petronas F1 Team
07 July	Germany	L.HAMILTON	Mercedes AMG Petronas F1 Team

FASTEST LAP

DATE	GRAND PRIX	DRIVER	TEAM
17 March	Australia	K. RAIKKÖNEN	Lotus F1 Team
24 March	Malaysia	S. PÉREZ	Vodafone McLaren Mercedes
14 April	China	S. VETTEL	Infiniti Red Bull Racing
21 April	Bahrain	S. VETTEL	Infiniti Red Bull Racing
12 May	Spain	E.GUTIÉRREZ	Sauber F1 Team
26 May	Monaco	S. VETTEL	Infiniti Red Bull Racing
09 June	Canada	M.WEBBER	Infiniti Red Bull Racing
30 June	Great Britain	M.WEBBER	Infiniti Red Bull Racing
07 July	Germany	F. ALONSO	Scuderia Ferrari

FIA FORMULA ONE WORLD CHAMPIONSHIP 2013

DRIVER CHAMPIONSHIP STANDINGS

DRIVERS	TEAM	Aus	Mal	Chn	Bhr	Esp	Mco	Can	Gbr	Ger	Σ
1. Sebastian Vettel	Red Bull	15	25	12	25	12	18	25	0	25	157
2. Fernando Alonso	Ferrari	18	0	25	4	25	6	18	15	12	123
3. Kimi Räikkönen	Lotus	25	6	18	18	18	1	2	10	18	116
4. Lewis Hamilton	Mercedes	10	15	15	10	0	12	15	12	10	99
5. Mark Webber	Red Bull	8	18	0	6	10	15	12	18	6	93
6. Nico Rosberg	Mercedes	0	12	0	2	8	25	10	25	2	84
7. Felipe Massa	Ferrari	12	10	8	0	15	0	4	8	0	57
8. Romain Grosjean	Lotus	1	8	2	15	0	0	0	0	15	41
9. Paul di Resta	Force India	4	0	4	12	6	2	6	2	0	36
10. Jenson Button	McLaren	2	0	10	1	4	8	0	0	8	33
11. Adrian Sutil	Force India	6	0	0	0	0	10	1	6	0	23
12. Sergio Pérez	McLaren	0	2	0	8	2	0	0	0	4	16
13. Jean-Éric Vergne	Toro Rosso	0	1	0	0	0	4	8	0	0	13
14. Daniel Ricciardo	Toro Rosso	0	0	6	0	1	0	0	4	0	11
15. Nico Hülkenberg	Sauber	-	4	1	0	0	0	0	1	1	7
16. Pastor Maldonado	Williams	0	0	0	0	0	0	0	0	0	0
17. Valtteri Bottas	Williams	0	0	0	0	0	0	0	0	0	0
18. Esteban Gutiérrez	Sauber	0	0	0	0	0	0	0	0	0	0
19. Jules Bianchi	Marussia	0	0	0	0	0	0	0	0	0	0
20. Charles Pic	Caterham	0	0	0	0	0	0	0	0	0	0
21. Max Chilton	Marussia	0	0	0	0	0	0	0	0	0	0
22. Giedo van der Garde	Caterham	0	0	0	0	0	0	0	0	0	0

FIA FORMULA ONE WORLD CHAMPIONSHIP 2013

CONSTRUCTORS' CHAMPIONSHIP STANDINGS

CONSTRUCTORS		Aus	Mal	Chn	Bhr	Esp	Mco	Can	Gbr	Ger	Σ
1.	Red Bull – Renault	23	43	12	31	22	33	37	18	31	250
2.	Mercedes – Mercedes	10	27	15	12	8	37	25	37	12	183
3.	Ferrari – Ferrari	30	10	33	4	40	6	22	23	12	180
4.	Lotus – Renault	26	14	20	33	18	1	2	10	33	157
5.	Force India – Mercedes	10	0	4	12	6	12	7	8	0	59
6.	McLaren – Mercedes	2	2	10	9	6	8	0	0	12	49
7.	Toro Rosso – Ferrari	0	1	6	0	1	4	8	4	0	24
8.	Sauber – Ferrari	0	4	1	0	0	0	0	1	1	7
9.	Williams – Renault	0	0	0	0	0	0	0	0	0	0
10.	Marussia – Cosworth	0	0	0	0	0	0	0	0	0	0
11.	Caterham – Renault	0	0	0	0	0	0	0	0	0	0

PERFORMANCE OF TEAM MATES

TEAM	DRIVER	
Infiniti Red Bull Racing	Vettel–Webber	8-1
Scuderia Ferrari	Alonso–Massa	8-1
Vodafone McLaren Mercedes	Button–Pérez	6-3
Lous F1 Team	Räikkönen–Grosjean	8-1
Mercedes AMG Petronas F1 Team	Rosberg–Hamilton	3-6
Sauber F1 Team	Hülkenberg–Gutiérrez	6-3
Sahara Force India F1 Team	di Resta–Sutil	5-4
Williams F1 Team	Maldonado–Bottas	4-5
Scuderia Toro Rosso	Vergne–Ricciardo	4-5
Caterham F1 Team	Pic–van der Garde	8-1
Marussia F1 Team	Bianchi–Chilton	7-2

QUALIFYING PERFORMANCE OF TEAM MATES

TEAM	DRIVER	
Infiniti Red Bull Racing	Vettel–Webber	9-0
Scuderia Ferrari	Alonso–Massa	6-3
Vodafone McLaren Mercedes	Button–Pérez	6-3
Lous F1 Team	Räikkönen–Grosjean	8-1
Mercedes AMG Petronas F1 Team	Rosberg–Hamilton	3-6
Sauber F1 Team	Hülkenberg–Gutiérrez	8-1
Sahara Force India F1 Team	di Resta–Sutil	5-4
Williams F1 Team	Maldonado–Bottas	3-6
Scuderia Toro Rosso	Vergne–Ricciardo	3-6
Caterham F1 Team	Pic–van der Garde	5-4
Marussia F1 Team	Bianchi–Chilton	9-0

STATISTICS OF PARTICIPATING DRIVERS

NUMBER OF WINS

F. Alonso	32
S. Vettel	30
L. Hamilton	21
K. Räikkönen	20
J. Button	15
F. Massa	11
M. Webber	9
N. Rosberg	3
P. Maldonado	1

NUMBER OF POLE POSITIONS

S. Vettel	39
L. Hamilton	29
F. Alonso	22
K. Räikkönen	16
F. Massa	15
M. Webber	11
J. Button	8
N. Rosberg	4
P. Maldonado	1
N. Hülkenberg	1

NUMBER OF FASTEST LAPS

K. Räikkönen	38
F. Alonso	20
S. Vettel	18
M. Webber	16
F. Massa	14
L. Hamilton	12
J. Button	8
N. Rosberg	4
S. Pérez	2
A. Sutil	1
R. Grosjean	1
N. Hülkenberg	1
E. Gutiérrez	1

DINNER PLATE

Hungaroring was built on motorway M3 just 19 km from the very downtown of Budapest, in the region between Mogyoród and Kerepestarcsa. The circuit is located in a natural valley surrounded by stand on 50 hectares in the slice form. Thanks to the perfect natural features the track can be seen from any point of the stands. Therefore it is called the dinner plate, as it suggests that the spectators sit on the edge of the plate and follow the events from there.

The total length of the circuit was 4013,76 metres at the opening in 1986.

The circuit underwent some corrections for the Grand Prix of 1989. One of the curve combinations was cut, thus Hungaroring got a few metres shorter, yet faster. (The original line is still there. With that correction one of the till today fastest straights was created.) The total circuit length was 3968 metres.

After the changes in 1998 the total length of the circuit was 3972 metres. The finish got 7 metres closer to the Gold Stand and 1 metre wider, i.e. 14 metres. The line of the entrance and exit curves also changed. The length of the start-finish straight together with the lines became 850 metres. The number of the boxes increased to 42 and each of them became 12 sq. metres bigger. Due to the above changes the bridge over the start straight was moved 20 metres toward the end of the straight. A new box area of 11 thousand square metres was created for the support races. The stands were completely upgraded after 12 years.

The year 2000 brought again changes in the life of Hungaroring. The inner service road was completed, thus Hungaroring can be covered even during the race. Thanks to the enlargement of the boxes the competitors of the support races received an additional area of 3,5 hectares. The enlargement of the stands created an additional 12,518 seats, the new stands offer special separate plastic seats. On total 47,875 seats were offered to the spectators at the 15th Hungarian Grand Prix. The hospitality area behind the Gold Stand was extended with an additional concrete area of over 2,500 square metres. The corrections and repairs required by the FIA were also completed, just as the asphaltting of the run-off at the entrance of the finish straight. New parking and helicopter landing areas covering about one hectare were created at the crossing in front of the main entrance to Hungaroring, opposite to the MOL petrol station. The parking area the Press was also extended with an additional 120 places, thus 520 cars could be housed.

Hungaroring underwent the biggest-ever reconstructions and investments in 2001. Further run-offs received asphalt surface, additional stones were placed, stone bed run-offs were reconstructed, and rubber bales out of many thousand rubber tyres were placed forming a safety line on several hundred metres. The bridge over the start-finish straight was again relocated toward the first curve. The glass wall in the Pit Lane serving safety purposes was extended, and the technical gate leading to the track from the Pit Lane was also relocated.

A new building was built next to the existing main building, six new boxes were created (on total 48 boxes). Offices are housed next to the race management on the 1st floor of the Millennium Tower, while a new Press Room with the latest technical equipment was created. Having extended the upper pit area, Hungaroring can offer more rooms, offices and service facilities.

In addition to the already existing Test Course for Driving Technique, the school for racing education started its operation at Hungaroring, thus the demands of those interested in kid motor racing could be satisfied. Moreover an Off Road Park and Motocross Centre were also created within the facility. The Super Gold stand offered 4,000 covered seats, the Super Silver section was extended with 2,000 seats.

In the course of the reconstruction in 2003 the finish straight got 202 metres longer, thus the total length of the circuit grew to 4381,44 metres. The number of the curves is 14, the smallest curve radius is 20, while the largest 400 metres, the level difference is 36 m, the length of the finish straight is 788,9 m, while the greatest slope is 6,2%.

In the course of the reconstruction works about 40,000 m³ soil were moved at Turn No 12, while some 100,000 m³ at Turn No 1., ditch for precipitation was built in 4,400 metres length on total. Due to the circuit line, slopes were created covering an area of 31,000 m² on total. Due to the new track line, the new sections are bordered with bard in three rows in 2,700 metres length, 1,400 metres at Turn No 1, while 1,300 metres at Turn No 12. The area of 54,000 m² on total close to Turn No 1 was created, out of which the new park covers 24,000 m² area, where the press people and Paddock Club guest can park their cars.

By building the new Turn No 1, an area of 6,700 m² was created with a new asphalt surface for boxes, this completes the earlier, so caller lower boxes of 8,800 m², which also received a new asphalt cover. Optimizing the traffic order at the track and facilitating the access to the box area, a 76,m tunnel (Tubosider T200 HPE 30) was created under Turn No 1.

The 25-camera analog CCTV system used so far by race control was replaced by a digital, closed-circuit camera system comprising 32 cameras, this allows an easier, simpler and faster use through digital recording technique. The spectator camera system network was also extended. As far as the spectators are concerned, a new Gold 4 stand housing for more than 4,400 fans was created by using the structure of the former Super Silver stand. This means that Hungaroring has nearly 60,000 comfort seats.

Hungaroring has by now developed to serve as a centre of motor sports, all those interested in these sports can find adequate possibilities and one can choose from the following options: Test Course for Driving Technique, Hungaroring Off Road Park, Hungaroring Motocross Centre, Hungaroring Gokart Centre, Hungaroring School for Racing Training, Hungaroring Motosport School, Hungaroring Minimotor School.

The significant developments and re-constructions started a new chapter in the history of Hungaroring. The work contained the re-construction of the main building and the expansion of garages and the upper depo.

Meanwhile re-constructing the main building it was given new roof-isolation and a new VIP award ceremony waiting room was created behind the podium.

12 new garages were built with space for additional motorhomes. Two crosswalk garage were made between 23 and 24, and 39 and 40 garages. There are new women's and men's toilettes at this area near the Paddock Club, the Paddock and the Pit Lane. In the upper depo the space was expanded by 2500 m² behind the new garages including 440m² concrete ceiling for motorhomes. The whole depo was given new concrete surface with draining off lengthwise. A new ramp was built to access the depo enterig in the middle of it. At the area of the depo there are no lampposts, the passage way between the trucks are lighted with recess lightings at the sides that creates nice atmosphere as well.

The lower depo was also re-constructed. The ramp, going to the depo of the support races, was renovated. A new ramp (with gate) was built from the official FIA parking to the through-way. Service place wa built for cetral generator (supllyng the depes and garages).

Above the last four garages and the last crosswalk a new restaurant was built o the first floor with 336 m² inner space, ventillation and air-conditioning. From the restaurant one can access the spectators' area (for commentators and Paddock Club guests) walking thourgh the bridge.

On the floor below the last four garages and the las crosswalk a water block was built. There are toilettes for women and men, showers, an 8-person lift and a freight lift with the capacity of 1000 kg or 12 persons. The lifts work from here until the upper floor of the restaurant with 4 stops.

The following re-constructions were taken place at the track in compliance with FIA regulations:

- At Curve 14 a new concrete run-off (75 m long with 2 m wide artificial grass).
- At Curve 6 and 7 a new 5 cm kerb was created (instead of the old 10 cm kerbs) with a 12 cm arched concrete stripe.
- Altogether 550 m conveyor-band was added at different places on the rubber bales.

In front of the present starting grid 4 more positions were painted, so that the pole position would be app. 10 m from the starting lamp.

DEVELOPMENTS AT THE HUNGARORING – 2013 New Polyclinic – renewed, modernized Media Centre

The hospital was originally ready to use by spring 1986, at the same time as the Hungaroring itself. In autumn 2012 the building was demolished in 2 weeks and soon by March 2013 construction works had begun. Within 3 months a new, perfectly equipped, European standard hospital, meeting the highest requirements has been established.

The area of the new polyclinic is 366 square meters, 55 square meters bigger than the old one.

Number of rooms 25, compared to the demolished building that had only 17.

The polyclinic is fully accessible for disabled, with 2 intensive care and 2 inpatient wards, one burns care and an examination room.

With accordance to FIA regulations the new hospital has doping examination premises.

The net cost of the investment sums up to 125 million HUF (417000 EUR).

The management of the Hungaroring Sport Ltd. also had the International Media Centre renewed.

160 brand new colour TV screens (32" LED LCD) and 450 office chairs, approved by an orthoped specialist, were bought to replace the old ones.

The second floor media room received a new carpeted floor and a new cover ceiling. The air conditioning system has been changed and updated.

The cost of the Media Centre investment is over 50 million HUF (170 000 EUR).

STARTING GRID HUNGARORING 2012

NR.	DRIVER	TEAM	Q1	Q2	Q3
1.	L. HAMILTON	Vodafone McLaren Mercedes	1:21.794	1:21.060	1:20.953
2.	R. GROSJEAN	Lotus F1 Team	1:22.755	1:21.657	1:21.366
3.	S. VETTEL	Red Bull Racing	1:22.948	1:21.407	1:21.416
4.	J. BUTTON	Vodafone McLaren Mercedes	1:22.028	1:21.618	1:21.583
5.	K. RÁIKKÖNEN	Lotus F1 Team	1:22.234	1:21.583	1:21.730
6.	F. ALONSO	Scuderia Ferrari	1:22.095	1:21.598	1:21.844
7.	F. MASSA	Scuderia Ferrari	1:22.203	1:21.534	1:21.900
8.	P. MALDONADO	Williams F1 Team	1:22.475	1:21.504	1:21.939
9.	B. SENNA	Williams F1 Team	1:22.271	1:21.697	1:22.343
10.	N. HÜLKENBERG	Sahara Force India F1 Team	1:22.176	1:21.653	1:22.847
11.	M. WEBBER	Red Bull Racing	1:22.829	1:21.715	
12.	P. di RESTA	Sahara Force India F1 Team	1:21.912	1:21.813	
13.	N. ROSBERG	Mercedes AMG Petronas F1 Team	1:22.079	1:21.895	
14.	S. PÉREZ	Sauber F1 Team	1:22.110	1:21.895	
15.	K. KOBAYASHI	Sauber F1 Team	1:22.801	1:22.300	
16.	J.-É. VERGNE	Scuderia Toro Rosso	1:22.799	1:22.380	
17.	M. SCHUMACHER	Mercedes AMG Petronas F1 Team	1:22.436	1:22.723	
18.	D. RICCIARDO	Scuderia Toro Rosso	1:23.250		
19.	H. KOVALAINEN	Caterham F1 Team	1:23.576		
20.	V. PETROV	Caterham F1 Team	1:24.167		
21.	C. PIC	Marussia F1 Team	1:25.244		
22.	T. GLOCK	Marussia F1 Team	1:25.476		
23.	P. de la ROSA	HRT F1 Team	1:25.916		
24.	N. KARTHIKEYAN	HRT F1 Team	1:26.178		

RACE CLASSIFICATION HUNGARORING 2012 (after 70 laps)

POS.	NO.	DRIVER	NAT.	TEAM	TIME
1.	4	L. HAMILTON	GBR	Vodafone McLaren Mercedes	1:41:05.503
2.	9	K. RAIKKÖNEN	FIN	Lotus F1 Team	+1.032
3.	10	R. GROSJEAN	FRA	Lotus F1 Team	+10.518
4.	1	S. VETTEL	GER	Red Bull Racing	+11.614
5.	5	F. ALONSO	ESP	Scuderia Ferrari	+26.653
6.	3	J. BUTTON	GBR	Vodafone McLaren Mercedes	+30.243
7.	19	B. SENNA	BRA	Williams F1 Team	+33.899
8.	2	M. WEBBER	AUS	Red Bull Racing	+34.458
9.	6	F. MASSA	BRA	Scuderia Ferrari	+38.350
10.	8	N. ROSBERG	GER	Mercedes GP Petronas F1 Team	+51.234
11.	12	N. HÜLKENBERG	GER	Sahara Force India F1 Team	+57.283
12.	11	P. di RESTA	GBR	Sahara Force India F1 Team	+ 1:02.887
13.	18	P. MALDONADO	VEN	Williams F1 Team	+ 1:03.606
14.	15	S. PÉREZ	MEX	Sauber F1 Team	+ 1:04.494
15.	16	D. RICCIARDO	AUS	Scuderia Toro Rosso	+ 1 LAPS
16.	17	J-É. VERGNE	FRA	Scuderia Toro Rosso	+ 1 LAPS
17.	20	H. KOVALAINEN	FIN	Caterham F1 Team	+ 1 LAPS
18.	14	K. KOBAYASHI	JPN	Sauber F1 Team	+ 2 LAPS
19.	21	V. PETROV	RUS	Caterham F1 Team	+ 2 LAPS
20.	25	C. PIC	FRA	Marussia F1 Team	+ 2 LAPS
21.	24	T. GLOCK	GER	Marussia F1 Team	+ 3 LAPS
22.	22	P. de la ROSA	ESP	HRT F1 Team	+ 3 LAPS
NOT CLASSIFIED					
	23	N. KATHIKEYAN	IND	HRT F1 Team	DNF
	7	M. SCHUMACHER	GER	Mercedes GP Petronas F1 Team	DNF
FASTEST LAP					
	1	S. VETTEL	GER	Red Bull Racing	1:24.136

THE WINNERS OF THE LAST 27 HUNGARIAN GRAND PRIX

YEAR	CIRCUIT	DRIVER	CAR
1986	HUNGARORING	NELSON PIQUET	WILLIAMS-HONDA
1987	HUNGARORING	NELSON PIQUET	WILLIAMS-HONDA
1988	HUNGARORING	AYRTON SENNA	McLAREN-HONDA
1989	HUNGARORING	NIGEL MANSELL	FERRARI
1990	HUNGARORING	THIERRY BOUTSEN	WILLIAMS-RENAULT
1991	HUNGARORING	AYRTON SENNA	McLAREN-HONDA
1992	HUNGARORING	AYRTON SENNA	McLAREN-HONDA
1993	HUNGARORING	DAMON HILL	WILLIAMS-RENAULT
1994	HUNGARORING	MICHAEL SCHUMACHER	BENETTON-FORD
1995	HUNGARORING	DAMON HILL	WILLIAMS-RENAULT
1996	HUNGARORING	JACQUES VILLENEUVE	WILLIAMS-RENAULT
1997	HUNGARORING	JACQUES VILLENEUVE	WILLIAMS-RENAULT
1998	HUNGARORING	MICHAEL SCHUMACHER	FERRARI
1999	HUNGARORING	MIKA HÄKKINEN	McLAREN MERCEDES
2000	HUNGARORING	MIKA HÄKKINEN	McLAREN MERCEDES
2001	HUNGARORING	MICHAEL SCHUMACHER	FERRARI
2002	HUNGARORING	RUBENS BARRICHELLO	FERRARI
2003	HUNGARORING	FERNANDO ALONSO	RENAULT
2004	HUNGARORING	MICHAEL SCHUMACHER	FERRARI
2005	HUNGARORING	KIMI RÄIKÖNEN	McLAREN MERCEDES
2006	HUNGARORING	JENSON BUTTON	HONDA F1 TEAM
2007	HUNGARORING	LEWIS HAMILTON	McLAREN MERCEDES
2008	HUNGARORING	HEIKKI KOVALAINEN	McLAREN MERCEDES
2009	HUNGARORING	LEWIS HAMILTON	McLAREN MERCEDES
2010	HUNGARORING	MARK WEBBER	RED BULL RACING
2011	HUNGARORING	JENSON BUTTON	McLAREN MERCEDES
2012	HUNGARORING	LEWIS HAMILTON	McLAREN MERCEDES

POINTS WON AT THE HUNGARORING

NAME	1986	87	88	89	90	91	92	93	94	95	96	97	98	99	2000	01	02	03	04	05	06	07	08	09	10	11	12	Σ
ALONSO									10	6												5	5		18	15	10	69
M.SCHUMACHER									10			3	10		6	10	6	1	10	8	1							65
HAMILTON																						10	4	10		12	25	61
RAIKKÖNEN																	3	8	10			8	6	8			18	61
BUTTON																		4	4	10				2	4	25	8	57
A. SENNA	6	6	9	6	6	10	10													2				6	25	10	4	50
WEBBER																	3											50
VETTEL																									15	18	12	45
HILL								10	6	10	6	6	3	1														42
COULTHARD									6				6	6	4	4	2	4			4							36
BARRICHELLO											1		2	3	6	10		8			5			1				36
HÄKINEN							3				3	1	10	10	2													29
R. SCHUMACHER												2			2	3	4	5	6	3	3							28
MANSELL	4			9	6	6																						25
VILLENEUVE											10	10	4															24
MASSA																						2		12	8	2		24
PIQUET	9	9		1	4																							23
BOUTSEN			3	4	4	9																						20
BERGER				3			3	4	4	4																		18
HEIDFELD															1					3	6	6						16
PATRESE			2	1	3	4		6																				16
GROSJEAN																										15	15	15
KOVALAINEN																						1	10	4				15
DE LA ROSA																				8				6				14
PROST			4	6	3																							13
MONTYA																		6	5									11
GLOCK																						8	3					11
TRULLI																		2	5			2	1					10
PETROV																								10				10
N. ROSBERG																								2	5			10
FRENTZEN									2				2	3	1													8
HÜLKENBERG																									8			8

POINTS WON AT THE HUNGARORING

NAME	1986	87	88	89	90	91	92	93	94	95	96	97	98	99	2000	01	02	03	04	05	06	07	08	09	10	11	12	Σ
BRUNDLE	1						2	2	3																			8
HERBERT										3		4																7
B. SENNA																										6	6	
WARWICK		1		2				3																				6
ALESİ							2					4																6
DI RESTA																									6			6
KUBICA																						4	1					5
VERSTAPPEN									4																			4
PANIS										1	1	2																4
IRVINE														4														4
BUJEMI																									4			4
SATO																			3	1								4
JOHANSSON							3																					3
N. PIQUET Jr.																							3					3
FISICHELLA																	1		1									2
PIZZONIA																			2									2
DUMFRIES		2																										2
GUGELMIN			2																									2
CHEEVER				2																								2
CAPELLI						1	1																					2
BLUNDELL									2																			2
KOBAYASHI																									2			2
BERNARD					1																							1
WENDLINGER							1																					1
NAKANO												1																1
ALGUERSUARI																									1			1

CHRONOLOGY OF FORMULA ONE WORLD CHAMPIONS

YEAR	DRIVER	NAT.	TEAM	YEAR	DRIVER	NAT.	TEAM
2012	S. VETTEL	GER	Red Bull Racing	1983	PIQUET	BRA	Brabham BMW Turbo
2011	S. VETTEL	GER	Red Bull Racing	1982	ROSBERG	FIN	Williams Ford
2010	S. VETTEL	GER	Red Bull Racing	1981	PIQUET	BRA	Brabham Ford
2009	J. BUTTON	GBR	Brawn GP F1 Team	1980	A.JONES	AUS	Williams Ford
2008	L. HAMILTON	GBR	Vodafone McLaren Mercedes	1979	J.SCHECKTER	SA	Ferrari
2007	K. RÄIKÖNEN	FIN	Ferrari	1978	M. ANDRETTI	USA	Lotus Ford
2006	F. ALONSO	ESP	Renault	1977	LAUDA	AUT	Ferrari
2005	F. ALONSO	ESP	Renault	1976	HUNT	GB	McLaren Ford
2004	M. SCHUMACHER	GER	Ferrari	1975	LAUDA	AUT	Ferrari
2003	M. SCHUMACHER	GER	Ferrari	1974	E.FITTIPALDI	BRA	McLaren Ford
2002	M. SCHUMACHER	GER	Ferrari	1973	J. STEWART	GB	Tyrell Ford
2001	M. SCHUMACHER	GER	Ferrari	1972	E.FITTIPALDI	BRA	Lotus Ford
2000	M. SCHUMACHER	GER	Ferrari	1971	J. STEWART	GB	Tyrell Ford
1999	HÄKKINEN	FIN	West McLaren-Mercedes	1970	RINDT	AUT	Lotus Ford
1998	HÄKKINEN	FIN	West McLaren-Mercedes	1969	J. STEWART	GB	Matra Ford
1997	VILLENEUVE	CAN	Williams-Renault	1968	G.HILL	GB	Lotus Ford
1996	HILL	GB	Williams Renault	1967	HULME	NZ	Brabham Repco
1995	SCHUMACHER	GER	Benetton Renault	1966	J.BRABHAM	AUS	Brabham Repco
1994	SCHUMACHER	GER	Benetton Ford	1965	CLARK	GB	Lotus Climax
1993	PROST	FRA	Williams Renault	1964	SURTEES	GB	Ferrari
1992	MANSELL	GB	Williams Renault	1963	CLARK	GB	Lotus Climax
1991	SENNA	BRA	McLaren Honda	1962	G.HILL	GB	BRM
1990	SENNA	BRA	McLaren Honda	1961	PHILL	USA	Ferrari
1989	PROST	FRA	McLaren Honda	1960	J.BRABHAM	AUS	Cooper Climax
1988	SENNA	BRA	McLaren Honda Turbo	1959	J.BRABHAM	AUS	Cooper Climax
1987	PIQUET	BRA	Williams Honda Turbo	1958	HAWTHORN	GB	Ferrari
1986	PROST	FRA	McLaren TAG Porsche Turbo	1957	FANGIO	ARG	Maserati
1985	PROST	FRA	McLaren TAG Porsche Turbo	1956	FANGIO	ARG	Lancia/Ferrari
1984	LAUDA	AUT	McLaren TAG Porsche Turbo	1955	FANGIO	ARG	Mercedes
				1954	FANGIO	ARG	Mercedes/Maserati
				1953	ASCARI	ITA	Ferrari
				1952	ASCARI	ITA	Ferrari
				1951	FANGIO	ARG	Alfa Romeo
				1950	FARINA	ITA	Alfa Romeo

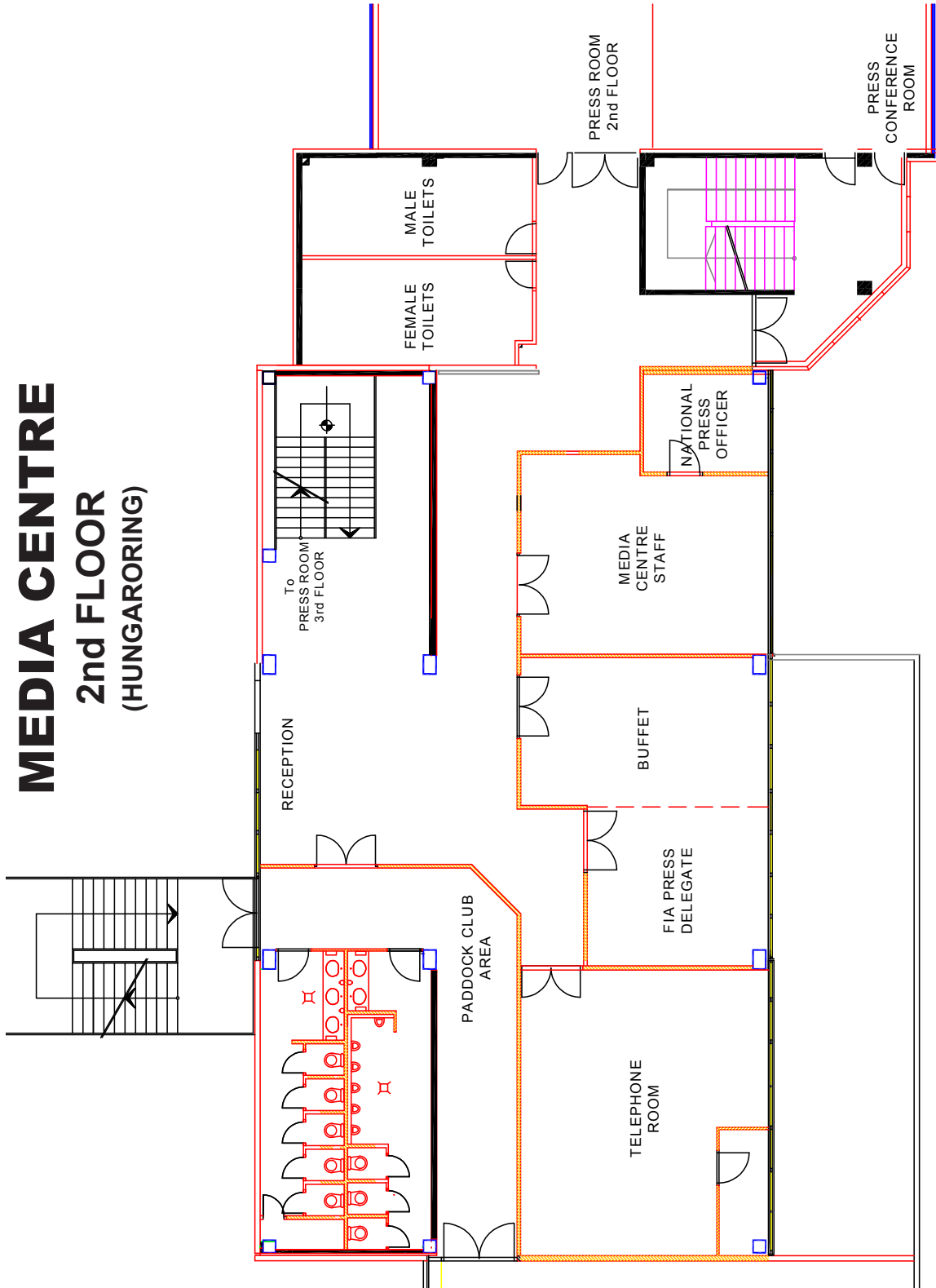


FORMULA 1
MAGYAR
NAGYDŰ

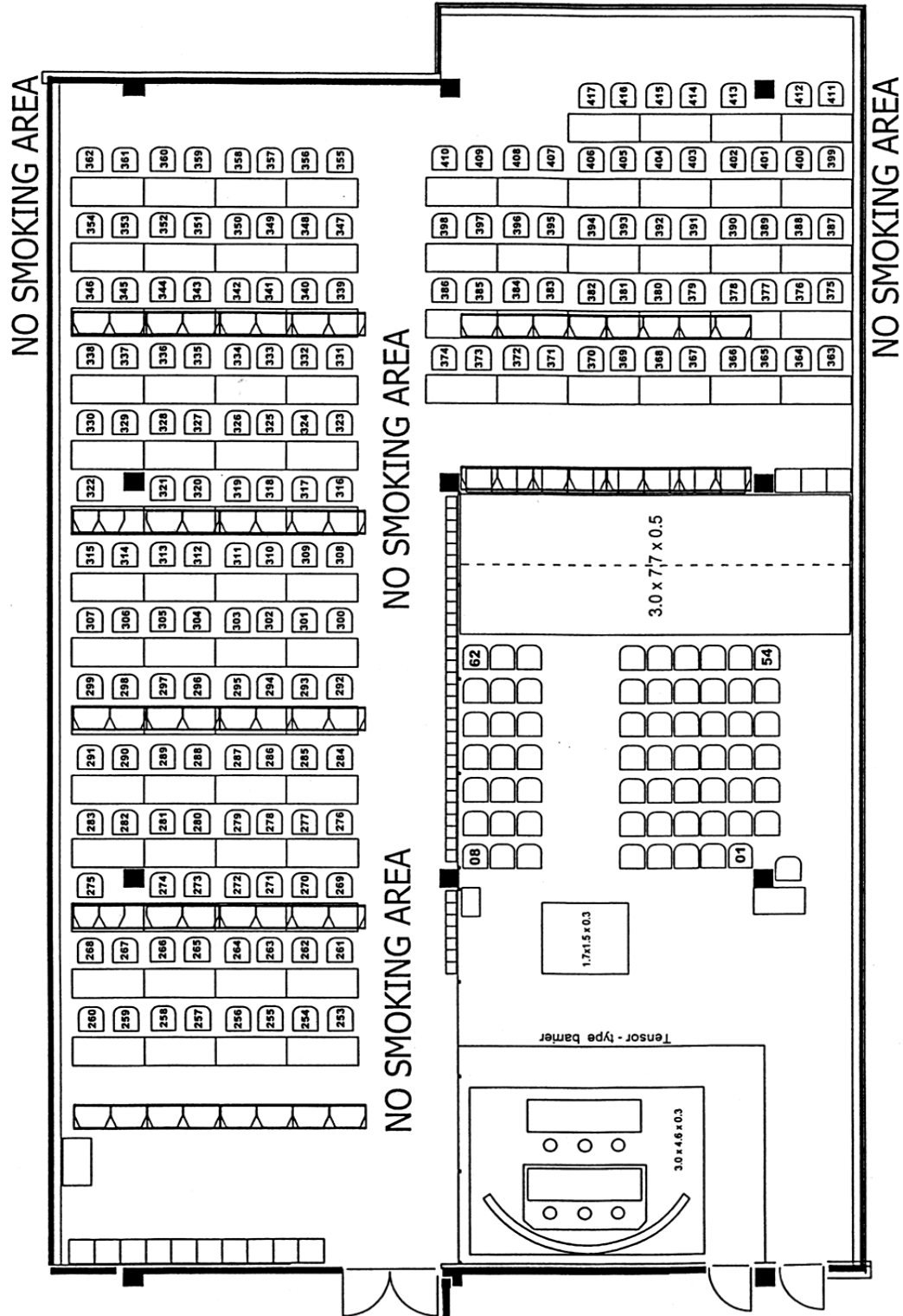
BUDAPEST
2013. JÚLIUS 26-27-28.

MAPS

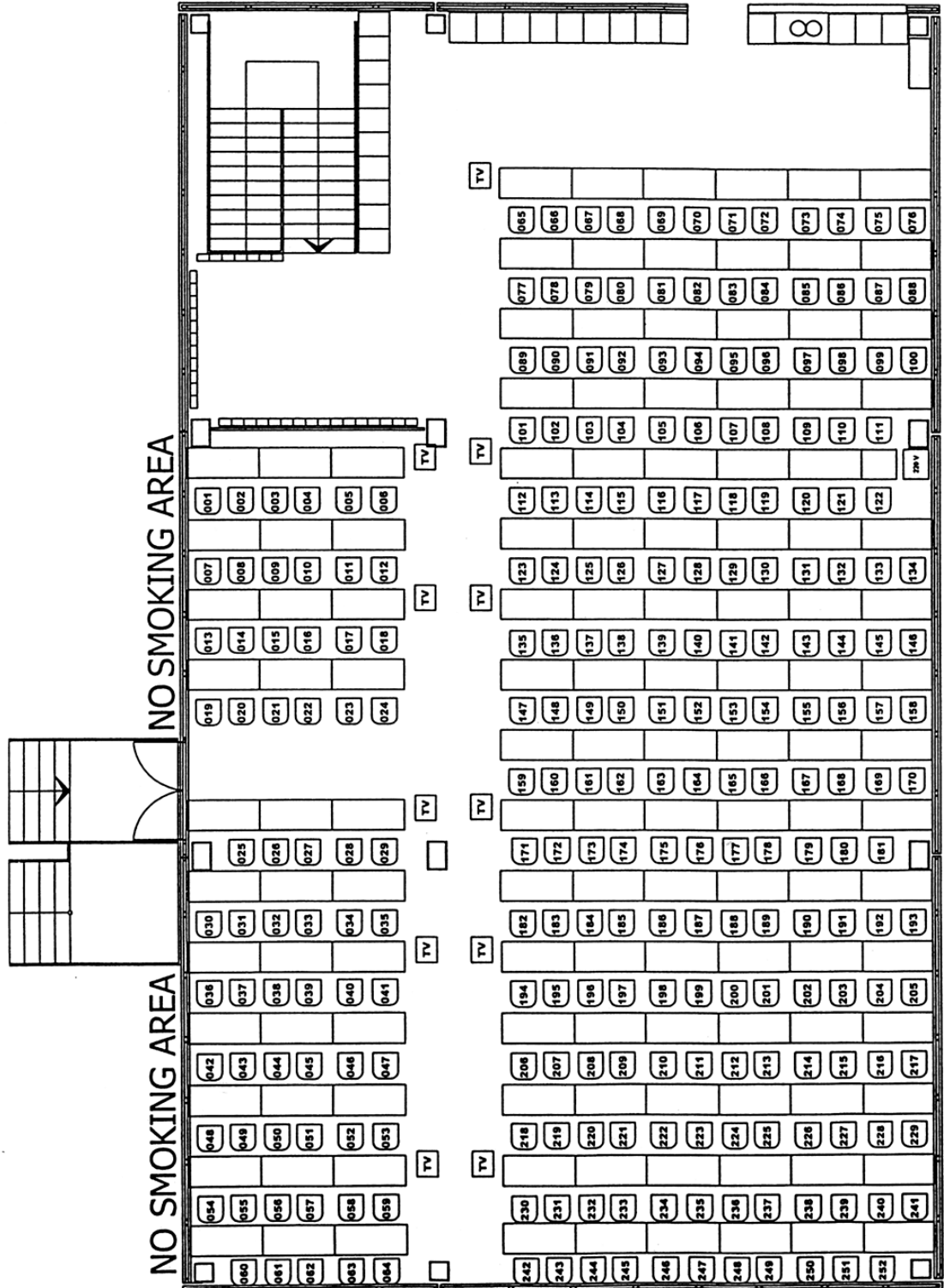
MEDIA CENTRE 2nd FLOOR (HUNGARORING)



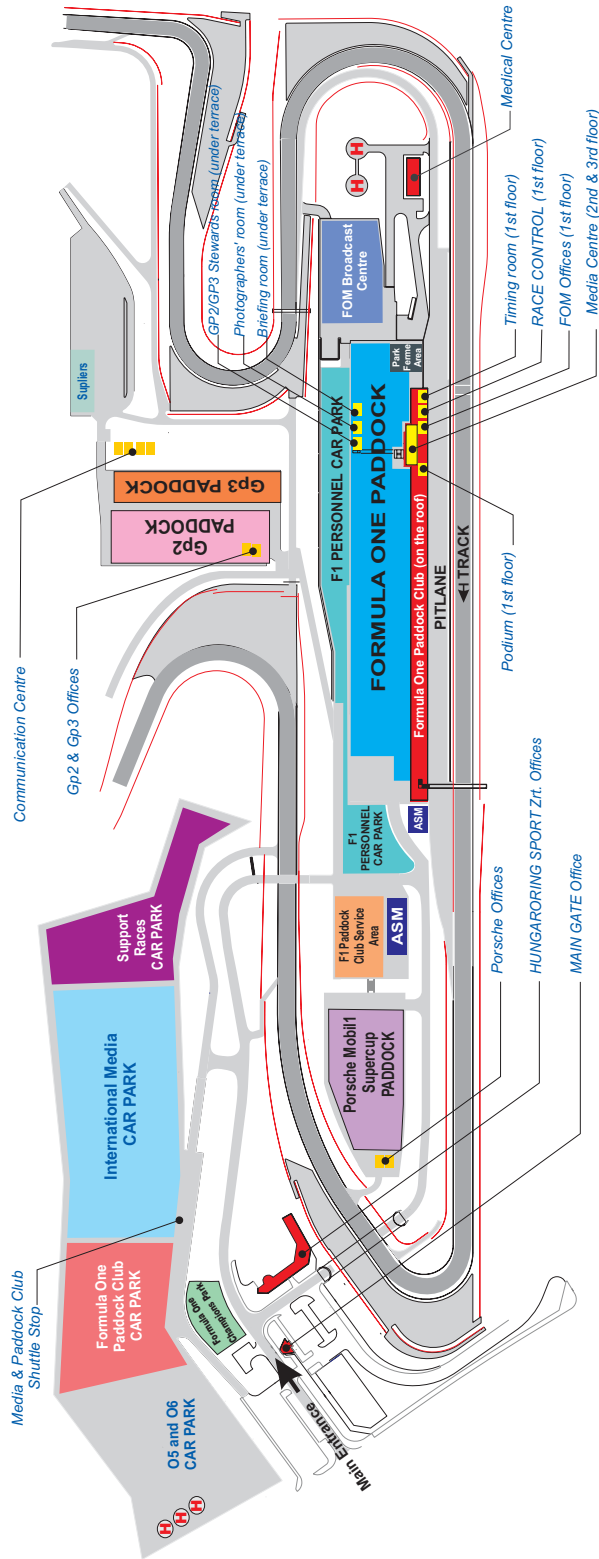
PRESS ROOM 2nd FLOOR (HUNGARORING)



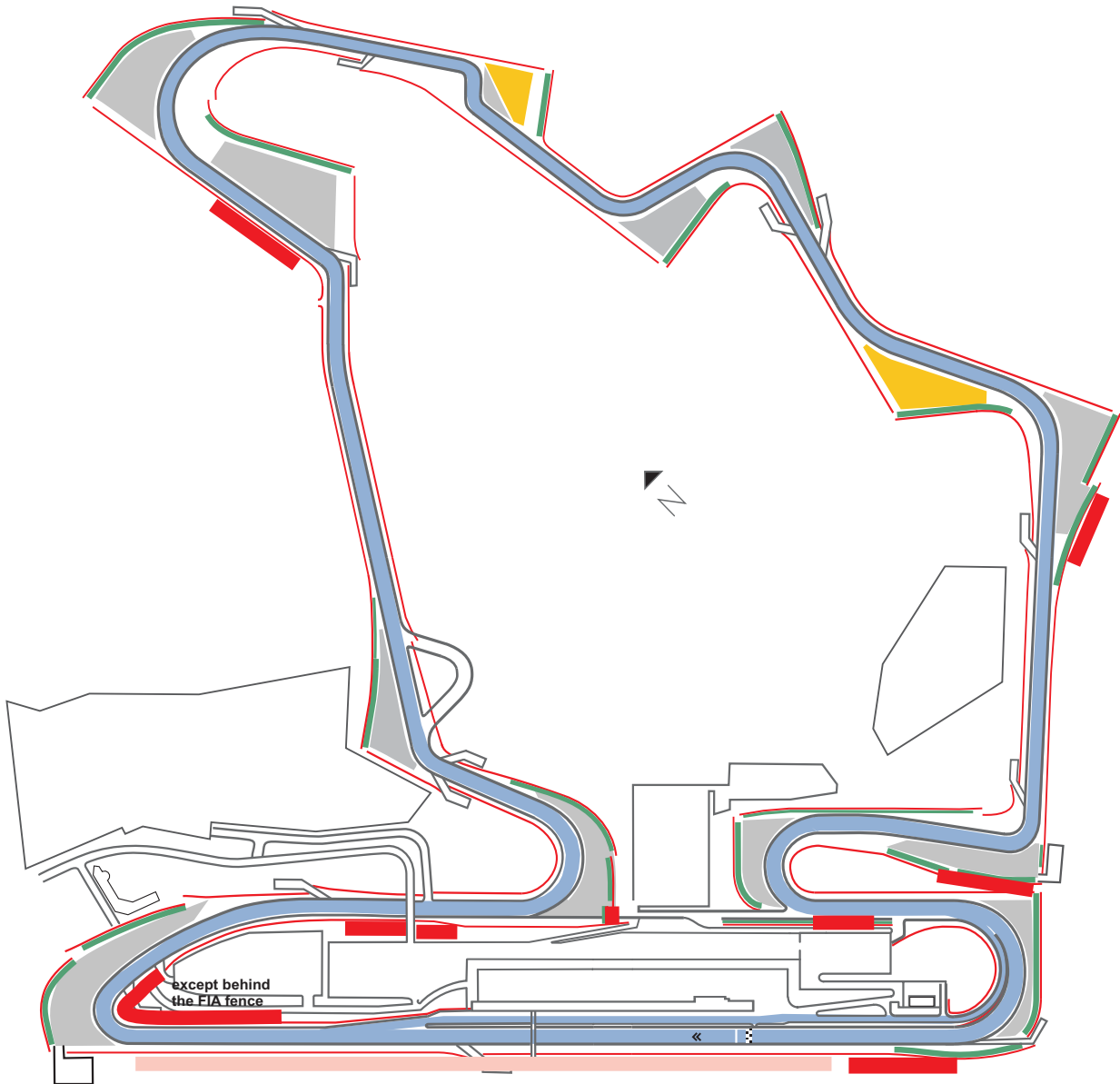
PRESS ROOM 3rd FLOOR (HUNGARORING)



HUNGARORING INFIELD 2013



HUNGARORING „RED ZONES”



Legend

PERMANENT RED ZONES **DURING THE FIRST TWO LAPS ONLY**

