



Race Preview

2018 HUNGARIAN GRAND PRIX

27 – 29 July 2018



Making the short trip from Germany, teams and drivers this week arrive in Budapest for Round 12 of the 2018 FIA Formula One World Championship: the Hungarian Grand Prix.

A week after a race at high-speed Hockenheim, the Hungaroring offers a very different challenge. The circuit is the slowest of the permanent tracks visited by F1, with performance demands similar to those required on street circuits. Drivers tend to relish the sinuous layout more during qualifying than while racing: the circuit flows very well, making for a rewarding lap against the clock – but the tight confines and paucity of overtaking opportunities make for a race that is frequently dominated by strategy over outright race pace. Track position is therefore highly prized, and qualifying performance takes on extra significance.

Tyre management is a key characteristic of the Hungaroring, particularly given the very high track temperatures often seen at this race. On a qualifying lap, drivers need to be careful to not push too hard early in the lap, which brings with it the risk of overheating their tyres before the final sector, where a lot of time can be lost by a car lacking rear grip and struggling for traction. Tyre temperatures are equally important during the race: overheating rears will cause a poor exit out of the final corner, making cars vulnerable to attack on the main straight.

Pirelli have the same tyre selection available this weekend as last, with the Medium, Soft and Ultrasoft compounds on offer. The Intermediate and Wet tyres are also expected to see use, with the long-range forecast suggesting the weather will become progressively more unsettled. High temperatures are expected but also spells of heavy rain and thunderstorms.

The title races are delicately poised. In Germany, the advantage swung back to Lewis Hamilton and Mercedes. Hamilton now leads Ferrari's Sebastian Vettel by 17 points in the Drivers' Championship. The gap is narrower in the Constructors' battle, where the Italian team trails Mercedes by eight points, following the latter's 1-2 finish at Hockenheim – their second maximum of the year.

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

- ▶ The grip of the inner part of the pit lane has been significantly improved.
- ▶ A new debris fence has been installed on the right between Turns 3 and 4.
- ▶ At the end of the double kerb on the exit of Turn 4 there is now a flatter and more even route back onto the track should any driver go completely to the right of the kerb.

DRS ZONE

- ▶ There will be two consecutive DRS zones at the Hungaroring sharing a detection point 5m before Turn 14. Activation points are 40m after Turn 14 and 6m after Turn 1.

RACE STEWARDS BIOGRAPHIES

TIM MAYER

FIA STEWARD, ORGANIZER OF THE FIA WORLD CHAMPIONSHIPS IN THE USA

As the son of former McLaren founder 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 then in 2003, Mayer became COO of IMSA, operating multiple series at all levels, including the American Le Mans Series. In 2009 he left IMSA, working independently for several US series and focusing on coordinating US motorsports with the FIA. He was elected an Independent Director of ACCUS and US FIA Delegate, responsible for World Championship events in the US. He Stewards the FIA's F1, WEC and World RX championships as well as teaching and working on multiple commissions.



ENZO SPANO

PRESIDENT OF THE SPORTING COMMISSION OF THE AUTOMOBILE AND TOURING CLUB OF VENEZUELA

Italian-born Vincenzo Spano grew up in Venezuela, where he went on to study at the Universidad Central de Venezuela, becoming an attorney-at-law. Spano has wide-ranging experience in motor sport, from national to international level. He has worked for the Touring y Automóvil Club de Venezuela since 1991, and served as President of the Sporting Commission since 2001. He was president for two terms and now sits as a member of the Board of the Nacam-FIA zone. Since 1995 Spano has been a licenced steward and obtained his FIA steward superlicence in 2003. Spano has been involved with the FIA and FIA Institute in various roles since 2001: a member of the World Motor Sport Council, the FIA Committee, and the executive committee of the FIA Institute.



DEREK WARWICK

FORMER FORMULA 1 DRIVER AND WORLD SPORTSCAR CHAMPION, VICE-PRESIDENT OF THE FIA DRIVERS' COMMISSION

Derek Warwick raced in 146 grands prix from 1981 to 1993, appearing for Toleman, Renault, Brabham, Arrows and Lotus. He scored 71 points and achieved four podium finishes, with two fastest laps. He was World Sportscar Champion in 1992, driving for Peugeot. He also won Le Mans in the same year. He raced Jaguar sportscars in 1986 and 1991 and competed in the British Touring Car Championship between 1995 and 1998, as well as a further appearance at the Le Mans in 1996, driving for the Courage Competition team. Currently Vice-President of the FIA Drivers' Commission, Warwick is a frequent FIA driver steward and is also a past President of the British Racing Drivers' Club.



DRIVERS' CHAMPIONSHIP STANDINGS

[illegible]

CONSTRUCTORS' CHAMPIONSHIP STANDINGS

[illegible]

FORMULA ONE TIMETABLE & FIA MEDIA SCHEDULE

THURSDAY

Press conference 1500

FRIDAY

Practice session 1 1100 - 1230

Press conference 1300

Practice session 2 1500 - 1630

SATURDAY

Practice session 3 1200 - 1300

Qualifying 1500 - 1600

Followed by track interviews and press conference

SUNDAY

Drivers' Parade 1330

Race 1510

Followed by track interviews and press conference

ADDITIONAL MEDIA OPPORTUNITIES

QUALIFYING

All drivers eliminated in Q1 or Q2 will be available for media interviews immediately after the end of each session, as will drivers who participated in Q3, but who are not required for the post-qualifying press conference. The TV Pen is located in the paddock, adjacent to the FIA Hospitality Unit.

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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