



Inside Track – Budapest Preview

[Opening credits]

Christine: Welcome to Inside Track – a series of race preview videos from Sidepodcast. Today we're looking at this weekend's race in Hungary.

Coming up this week, we recap the championship standings, tour one lap of the Hungaroring, and catch up with Berger as he gets his hands on a Toro Rosso.

Christine – Voiceover

The momentum from Silverstone was clearly still with Hamilton, as he took his second consecutive win in Germany, taking 10 points. Behind him was surprise podium finisher Piquet, picking up eight points. Massa finished third, Heidfeld fourth, and the two Finns together, Kovalainen 5th and Raikkonen 6th.

With the German results included, the driver's championship doesn't change except for the points. Hamilton has 58, Massa has 54 and Raikkonen 51. Next Kubica sits on 48, Heidfeld on 41, and Kovalainen has 28.

Ferrari continue to lead the constructors on 105 points. Nearest challengers BMW and McLaren sit close together on 89 and 86 respectively. Toyota have 25 points, Red Bull 24, and Piquet brings Renault up to 23.

Christine: I believe we've discussed live commenting on Inside Track, but now it's even better. On race weekends, you can visit Sidepodcast.com where there will be a thread open for each of the sessions, and lots of lovely people live commenting. It used to involve plenty of page refreshing but now we've improved the experience.

There's a new Live Commenting page that auto refreshes, and updates the comments as they come in. It makes things a lot easier. It also means that if you're watching us record this video live, you can have your say without losing the stream. Visit Sidepodcast.com for more details.

[Cut to footage of Hungary. Cut to Formula One Girls.]

Girls: Welcome to Lake Balaton. This is the Red Bull Street Parade.

[Cut to Gerhard Berger.]

Gerhard: The track I haven't seen yet, I'm just going to see it when I run around. Again, for me it's a great pleasure to have the possibility, not just to be on a race track seeing the fans from far away, to stay very close with them and to shake a bit of hands with them. To give them autographs, and for them it's fantastic to be able to see a Formula 1 car up close.

As usual for Red Bull, something different, you know? Having Formula 1 cars on the ferry, I think it's the first time this ever happened.

Well, I think it was great, it was a beautiful ambience, thousands of Formula 1 fans, everybody happy, couldn't be better.



[Cut to Christine]

Christine: As usual, before we get to our lap of the Hungaroring, let's take a quick look at what happened last year. The Hungarian GP in 2007 was the race that saw the McLaren team hit a new low, that lasted for the rest of the season until Alonso left. Lewis didn't let Fernando past in qualifying, so Alonso returned the favour in the pit lane, and it all kicked off from there. Alonso received a five-place grid penalty for the race, whilst Hamilton stormed to an easy victory.

Massa started and finished way down the grid after the team made a refuelling blunder in qualifying, and Heidfeld made the most of the opportunity to take his second and last podium of the season. Also notably, Vettel replaced Scott Speed in his first race for Toro Rosso.

Hopefully this year's race will be just as fascinating, although maybe a little less controversial. Now it's time for us to tour one lap of the Hungaroring.

Christine - Voiceover

The Hungaroring is not a popular track amongst fans, as it's lack of overtaking and dusty tarmac mean it's not much of a show. However, the first corner can be a good one, after drivers complete a drag race down the home straight. From almost 300 km/h down to 120 in second gear, the tight right hander leads onto Turn 2. These two are perhaps the only real overtaking spots on the circuit. From a couple of slow corners to much faster ones, Turn 3 is taken in 5th gear and leads onto a short straight that crosses the first timing section. Turn 4 is also speedy, taken in 4th gear at about 200km/h.

Whilst most fans think the Hungaroring is a bit of a snooze fest, the drivers tend to sit either side of the fence. Some like it's non-stop twists and turns, whilst others find the lack of high speed straights exhausting. I guess the one thing the track does have going for it is that it's certainly different.

Exiting the chicane, the drivers now face a series of winding curves, starting with a left hander in third gear. This moves on to a tighter right hander, in second, at about 120 km/h.

The Hungarian Grand Prix is usually pretty hot, and as a high downforce circuit, it can be seriously wearing on the tyres. Bridgestone are bringing the soft and super-soft compounds to this year's race, so it will be the battle of who can be kindest to their rubber.

This, by the way, is the last straight on the circuit, and it leads into some serious 180 degree corners. First we dip right, then completely back on ourselves, and then all the way round again to the start/finish line. Pole position in 2007 was Lewis Hamilton with 1 minute 19.781 seconds.

Christine: That's all for this week. Next time on Inside Track, we'll be looking at the first of two new circuits this year. We're back in Spain, it's Valencia, and it's gonna be brilliant. Enjoy the race, and don't forget to use the brand new Sidepodcast.com live commenting page this weekend. I'll see you there.