



Video 12 – Hungary Preview

[Cut to Christine.]

Chris: Welcome to Sidepodcast TV. Today we we're previewing the Hungarian Grand Prix.

[Intro shots of Hungary. Cut to Christine.]

Chris: Last year's race was a good day for the Brits when Jenson Button took his first win and climbed to the top step of the podium. There's no chance of that happening again this year unless something major happens, so the countries hopes rest on Lewis Hamilton.

Personally, I will be intrigued to see the ongoing battle between Ferrari and McLaren, especially now the espionage hearing is over and Ferrari are none too pleased about that McLaren were given the all clear. The fight continues over 70 laps of the Hungaroring. Here is our lap preview.

[Cut to Allianz animation]

Chris - Voiceover

The Hungaroring is not always popular with drivers as there are few high speed corners and it's not a great track for demonstrating their driving prowess. The fans like it though, as there are many viewing points around the track, and although overtaking is limited, many attempts often end in collisions.

Grid position is super important in Hungary because the dirty side of the track is really dirty, and going off the racing line can be very costly.

The start/finish straight is the longest and pretty much only straight featured on the track, with mid-race speeds reaching almost 300 km/h. Beginning the descent downhill, we reach Turn 1, an open hairpin taken in 2nd gear. The slope continues down until we reach Turn 2, a key corner that reduces our drivers to 1st gear. The slow 80 km/h turn has plenty of run-off area – just in case. A small kink in the track almost extends the corner but leads round to a short straight before Turn 4. Crossing a timing point for the first sector, Turn 4 is a fast but sharp left hander, taken at 200 km/h in 4th gear.

This leads round a long sweeping right handed curve, which brings us back uphill slightly to head towards Turn 6. Slowing the driver right down, Turn 6 is a 2nd gear corner, no more than 100 km/h, swiftly followed by the 1st gear Turn 7. There's no time to recover before the left hander of Turn 8 appears, a change into 3rd gear is necessary and the S bend continues into Turn 9. Escaping from the chicanes, and S bends, Turn 10 is relatively straight forward and pretty speedy at 225 km/h. Turn 11 reduces drivers to 4th gear, heading downhill again and swings them round to a short straight over the 2nd sector timing line.

At Turn 12, the track begins to rise upwards, and the slow 1st gear corner leads drivers round to do a 180 and head back on themselves onto Turn 14. The last corner and probably most important, Turn 14 is taken in 2nd gear and leads the drivers back onto the start/finish straight.

Pole position in 2006 was Kimi Raikkonen in the McLaren with 1 minute 19.599 seconds.



[Cut to Brembo Brakes]

Chris - Voiceover

The initial corner at Turn 1 is one of the more difficult ones, and where most accidents occur. It's not surprising, with deceleration of 200 km/h, taking 2.3 seconds and causing 4.6 G. Pedal load is 123 kgs to make it through safely and continue on with the lap.

[Cut to Christine]

Chris: After the European Grand Prix, and Hamilton's first non-points-scoring outing, the Championship has closed up considerably.

[Cut to Championship Standings]

Chris – Voiceover

Hamilton still leads the driver's championship but only just, holding on at 70, a mere 2 point advantage over Alonso's 68. Massa and Raikkonen switch places again with Massa on 59 and Raikkonen on 52. Heidfeld is really drifting away now on 36 points.

The constructor's hardly benefited at all from the European race with McLaren and Ferrari featuring a driver on the podium and one out of the points. McLaren lead 138 to 111, followed by BMW on 61, Renault on 32 and Williams moving up to 18.

[Cut to Christine.]

Chris: That's our Hungary preview. Remember to let us know what you think about the race at Sidepodcast.com or by calling our Skype number. 01 2128 TRACK.
See you soon.

[End credits]