



RENAULT  
Passion for life

# FACTFILE

## #11 | FORMULA 1 HUNGARIAN GRAND PRIX 2016

Budapest 22 - 24 July 2016

### TYRE USAGE



### BRAKE WEAR



### DOWNFORCE



### LOWEST STARTING POSITION FOR A WINNER



### AVERAGE STARTING POSITION FOR THE WINNER



### HIGHEST G-FORCE AT TURN 3 FOR 0.4 SEC.



### RENAULT VICTORIES (Constructor only)



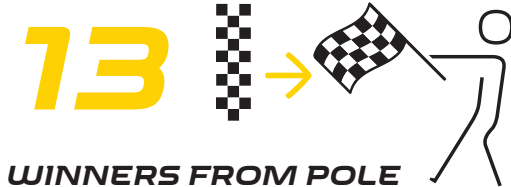
### BUDAPEST FACTS

The Rubik's cube was invented by a Hungarian engineer, Ernő Rubik. Mr. Rubik originally named the toy as Magic Cube. Milán Baticz holds the record at Guinness, as he solved 4786 Rubik's cube within 24 hours.

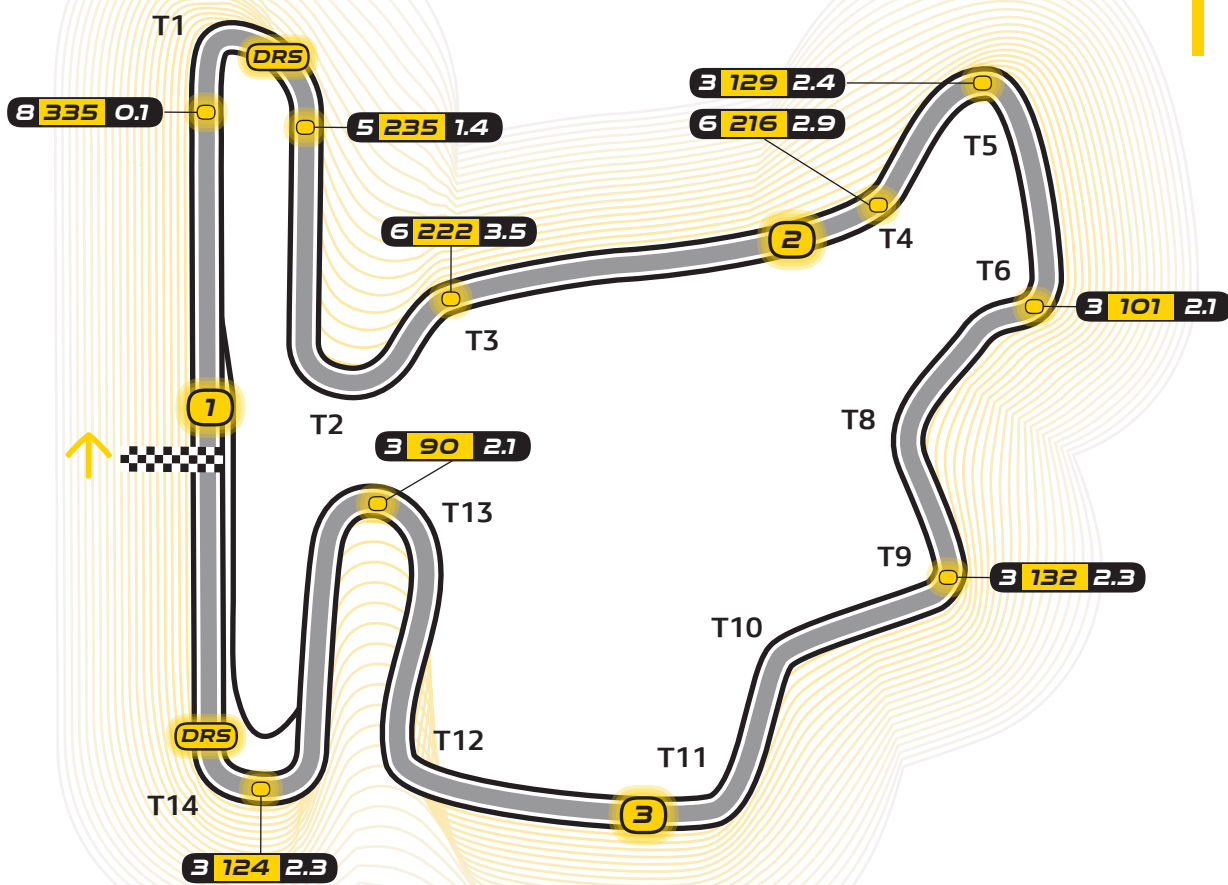
Budapest has more thermal springs than any other capital city in the world. 70 million litres of thermal water rises to the surface daily.

The funicular that takes you up to the Buda Castle from Clásrk Adam Square is more than 140 years old, and it was the second in Europe. The funicular has two cabins, called Margit and Gellért.

After London, Budapest has the oldest underground train system in Europe. The line opened in 1896 in the year when Hungary celebrated its 1000th anniversary, hence the name Millenium Underground.

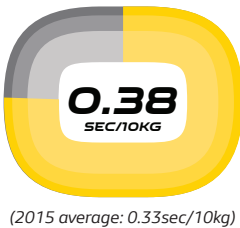


- T01** Heavy braking from almost 300kph on the main straight to under 100kph at the first turn creates the most likely overtaking opportunity on the circuit.
  - T02** The track runs quite noticeably downhill into T2. With high potential for drivers to out-brake themselves here, they will need to keep their wits about them.
  - T05** Moderate braking from around 240kph to 150kph at T5 follows the slight kink of T4; a tricky series of corners taken at medium/high speed.
  - T08** There's little braking here and no room for error, as a small mistake at any stage can have a big effect on overall lap time. The drivers need a well-balanced car with good change of direction capabilities through this section.
  - T13** The second slowest corner on the circuit, T13 is a tight left hander taken at around 100kph before launching the car into the final turn.
  - T14** A good exit from the third gear T14 is crucial, as it leads on to the circuits' only straight and subsequently into T1; the best overtaking opportunity around the lap.
- The entire track has recently been resurfaced including extended run-off areas.

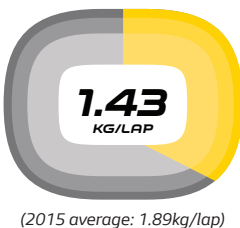


### TELEMETRY

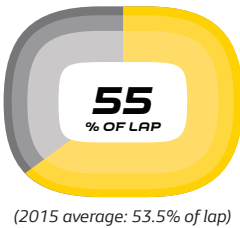
#### FUEL EFFECT



#### FUEL CONSUMPTION



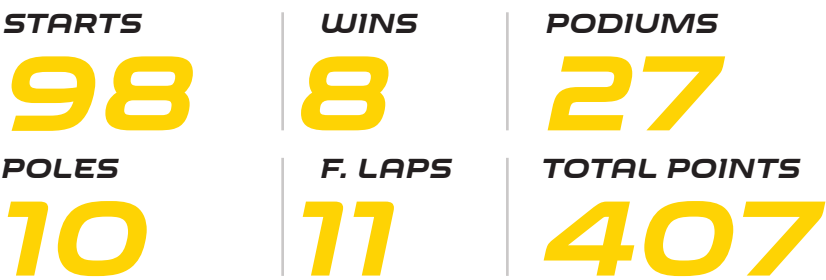
#### FULL THROTTLE



### TYRE SELECTION



### RENAULT IN HUNGARY\*



\* As a Constructor and Engine Supplier

#### A TRIP DOWN MEMORY LANE

The 1992 Hungarian GP holds a special place in Renault's motorsport history as the race saw Nigel Mansell secure the company's first ever World Championship. Williams, Renault and Mansell's dominance was absolute as he won the first five races and finished second in Monaco. Further wins in France, Britain and Germany made the title a formality. It took retirements ahead of him, collisions and a dose of good luck but the Briton eventually crossed the line some 40s behind winner Senna, taking his – and Renault's – first world title.

