
* Légyszi csak akkor javíts bele a szövegbe, ha 100% biztos vagy abban, h a *
* te verziód a jobb! Mindenki szerkesztheti a szöveget, kérlek felelősen *
* tedd! *
* Kérlek az aláhúzott részeket javítsátok először. *

I never felt like saying "I've had enough", luckily.

If I'm really honest I didn't always believe that I can make it this far, because the championship in Hungary is like a bubble, and only very few were able to rise up from here.

I also didn't have much information about how things are in a foreign or international league.

BMW Hungary and Totalcar.hu PRESENTS

Norbert Michelisz

-Krisztián Menczel, lead mechanic

This is a 3-day race event, on Friday we only had a single session, FT-0, where everything has been alright

-Krisztián Seres, mechanic

Norbi came in, we are now doing the basics, and in the meantime the race engineer is figuring out the setup

-Szabolcs Juhász, engineer

My main duty is to supervise the electrical system of the car, and to help the race engineer with whatever I can

-Gergő Bári, junior race engineer

At the end of the braking distance the car does not behave exactly like we expect. We have changed a lot of things, the last change was a compromise due to time restrictions, which didn't help much in the end. We are learning from this to get better step by step.

We are setting up the car according to the papers, prior to that a full inspection for leaks, fluid levels and brakes.

Saturday we had a small technical problem, unfortunately

-Zoltán Zengő, Team Owner

Again, the engine oil is leaking where it's not supposed to leak, we had to replace an

ORRGYŰRŰ(?) A HENGERFEJ EGYIK KIVEZETŐ OLAJCSATORNÁJÁBAN

This has some risk for Norbi as the hot oil spreads very quickly. If this oil had reached the suspension, the brakes or any other item that can threaten the integrity or the security of the car, we could have ended very badly... luckily, this happened in the last lap of FT-2, when he was already coming to the pits and cooling the car, so we had no problem out of this. We fixed the leak, and since then everything is OK.

I feel I'm really driving out of guts rather than evaluating and planning the turns exactly at each centimeter. What I like, and what my race engineer Gergő is trying to achieve with me is that I can feel every tiny movement of the car, because the ideal driving line is there, but you rarely achieve the best lap times on the exact driving line due to different grip and other conditions. I feel the best help from the race engineer is if the car feels like the extension of your hands and legs on the wheels. They say I drive more with my rear-end and the the accelerator pedal rather than the very sterile braking - turning - accelerating method. I really work a lot behind the wheel - also this gets me a lot of bad feedback in the pits as Gergő thinks the car is really faster without any drifting and we should just move forward as clearly and as fast as possible.

Michélsz Norbi is the Greatest King, the Greatest King, the Greatest King :-)

I think whoever is at the Hungaroring is part of a true moment in sports history. This Sunday we have all tribunes full of people, and cars are still arriving as there are traffic jams reported on the M3 highway. I can't describe it, this feeling is unbelievable.

I really feel how honestly people are cheering for me. The people recognize me on the streets or at the petrol stations or even police, they stopped me several times and recognized me, wished me good luck, let me go and and told me to take care. This tells me we are in a good direction and I hope that Norbert Michélsz stays a lovable character in the future.

-Mrs Michélsz Andras, mother of Norbi

To be honest I didn't really think myself that so many people like him so much. To see all this people liking him and cheering for him is a wonderful feeling.

My biggest problem is that if I go to a group of people I'd like to give autographs for everyone, and now I feel I just don't have the time to greet everyone, pose for photos or sign all their papers. If I only had - and I'm so lucky to be able to say this - just 2 seconds for every fan out there I still wouldn't finish by the end of the day.

I'd like him to be able to concentrate and stay focused on his task and not take any unnecessary risks. My priority is the best possible result, but nevertheless to get points.

Again, the pressure is high on me, but I feel I can get the balance between letting things come to me without affecting my performance on the track.

<ANGOL KOMMENTÁR>

Today the priorities are racing, family... well, my private life got somewhat neglected. I have a girlfriend whom I couldn't really meet in the last 2 of weeks before Hungaroring. I woke up early in the morning, came to Budapest and got busy all day. Whenever I was home at Pécs I was all day on the phone.

- Johanna Hochmann, dr, girlfriend of Norbi

We visited the same elementary and high school. In spite of this, we never talked to each other. Then once he told me what he does... and I think it impresses every woman if a man says "I'm a race car driver". For me this really wasn't appealing - maybe that's why I have been a challenge for him.

My parents are not pushing me for a family yet, I think everyone understood around me that I have to concentrate for racing now. Obviously I don't want to have my first child at the age of 40. They also say that having a baby makes you loose some tenth of seconds on the track, and I think I can't afford that just yet.

I feel I can handle the circumstances, although it really is very hard sometimes for me - and not to make him aware of it. Even though it's very hard not being able to talk or see each other all day, I am still smiling at him at night, I ask him how his day was - typically for the last 1-1,5 years he's having hard days. I ask him if he wants to talk about it. If he says no I am not forcing him - he will tell me whenever he feels like, maybe only 1 or 2 weeks afterwards.

I love Johanna very much, we really feel each other great whenever we have time together. I can also see on her that she gets worried when I do what I like to do and the same goes for my parents as well. They fear for me, but they all understood that this was my dream, so they learned how to handle their worries.

I can't watch a qualifying session in full. If I had to watch all of it, and this might be exaggerated, but I might get **ROSSZUL LENNI** out of excitement. I have a habit already to watch the start, then I either go to the team trailer or take a walk, and I peak in from time to time to check the results. I can only come back for the end. If we watch him at home in front of the TV, it's even worse.

<ANGOL KOMMENTÁR>

The mom is very happy at these times, because the dream of her son has come true for what he wanted to achieve. I think that in motor-sports very few can make their dream a reality, so I'm very happy about this.

Let's raise the Hungarian flag on the gold tribune there!

We will try to fix up the car and then get the best possible results in the second race. I hope we can do it, but it was already worth it so far.

My uncle in my neighborhood is very famous, he is called Zoltán Bajor, he is tuning Lada engines, and he built for me and my cousin at a very early age a small car with a Simson motorcycle engine and a Polski Fiat 126 transmission. I think this was where my racing ambitions came to life.

I realized that sitting into a racing car or go-kart required mostly money, and this also made my parents divert me towards school. At my teen ages I slowly gave up on this dream of mine as I didn't want to chase a dream till the end of my life that I thought was unreachable at that time, and I didn't want to waste my youth dreaming. Then came simulators. When got my first computer, I bought myself a steering wheel, then came the era of the Internet where you could also measure yourself against others. This was my luck as I met Gábor Wéber here, who at that time was already racing in the team. He suggested to Zoltán to have me tested as he saw some potential in me.

We have met Norbert in a talent competition that was organized by Zengő Motor-sports for everyone, in 2005. He won this race in 2005 and got my attention. We are working together ever since.

It all began with the Suzuki Swift Cup. I think it was in May. It was a bit strange as every driver has the same car and this was my first race ever. I was really racing against real race drivers and, I don't know how, but got second place in qualifying and the pole was only a second away. I felt that if I don't do anything wrong or fall back at the standing start, then even if others sometimes pass me I have the pace to win the race. Obviously it's easy to think this upfront and then reality turns out otherwise, but my first weekend just turned out how I liked it to be. To be honest it wasn't good for me. I really got a bit stuck-up and then came the mountain race of Orfű where I fell off a cliff right away. My year of 2007 really felt like a real rollercoaster: whenever I had a good race, I was sure to have two bad ones afterwards with technical problems or my faults. I think I'm very lucky to have faced this in the early days and I learned how it feels to be really down. I wasn't sure I can drive at the next race, because my performance wasn't any good at the previous weekend.

We live fully symbiotically, we work together for 6 years and there hasn't been any shouting yet. I think he respects what we have achieved and where we are headed, because his goals are exactly the same as the team's. We would like to be world champions and he knows that we will do everything for this, even above our limits.

-György Juni, team manager

The second race is coming up. We are fully relaxed. There are about 50,000 people behind us, on the first race we came in second, I think that Norbi can really drive wholeheartedly now without being afraid of a failure. I think we can go again for the podium, we'll see.

-Nándor Szatmári, mechanic

It also depends on the car, the mechanics, everyone. The management, this is a team play.

-Krisztián Menczel, lead mechanic

I think that we are leaning towards professionalism, but we still have a family-like team spirit.

- Béla Démi, mechanic

He lives in Pécs and we are in Budapest, so it is relatively rare to be together. But he is always here on the races, trainings and tests. He also comes often for reports and others, and he always checks in to say hi, so our relationship is good.

Yes there is tension, but we are trying to make a bit of fun about it without being less serious. It's just a way to ease up.

We are also worried whenever he is on track, for several reasons, for better results and not to have any problems with the car, but I think the most exciting part is to put the car together in a very limited time like between the two races. If she gets damaged or any other problems pop up, we don't have a lot of time to fix her. We also must try fixing problems which can normally not be repaired in the allotted time. That makes everyone run around like crazy, maybe that is the most exciting part.

I'm satisfied most when we can setup the car in a way that it's amazingly exciting to drive, and I found that I'm usually the fastest at these times. It's already such a satisfaction for me that almost nothing else matters around me. I would like to prove myself that I am able to get to a level once that I'd like to reach.

I don't care about the results. Of course I'm happy when he finishes in the first couple of cars, and I'm of

course proud of him at these times with everyone else. But I'm also proud of him when he finishes last, the important thing is to finish intact. I don't want to see him hitting the wall, or not being able to get out of the car, I couldn't bear to see this.

Call him in and let's put on the wet tyres, maybe we can have a chance that way.

I'm not really disappointed. I'm of course happy that he has no physical problems, right now I'm really hoping he can start make it at the second start.

In the first corner we didn't pass anyone, but they damaged him very bad. The front of the car is really buckled and the engine's cooling water is completely gone. Now the guys are trying to do something. Our biggest luck is that the race has been suspended due to the pouring rain, we have the wet tyres on, but it's really not the tyres that are missing but the whole front of the car, actually.

If they can fix her we can start from the pits, but these laps are only for showing that we can build a car out of toothpicks if it's needed. We don't have any more chance today, unfortunately.

*Here's the other radiator. Watch your hands!
Watch your hands, we're starting her.*

Well, if Norbert Michelisz becomes world champion in 3 years.... well, that's a good question. I don't really know... if I win the World Championship once I'd like to defend my title or win at least 3 more afterwards. I'd hope to say that Norbert Michelisz has at least 20 more years to come. This obviously depends on a lot of things if I can keep racing. Mostly, unfortunately, it's the money that says who's driving and who's not. That's why I feel important that you pay attention to surroundings around you. I realized that sitting in the car and being fast only makes people interested up to a certain level.

<ANGOL KOMMENTÁR>

I think that coming in second in the first race is a really great result. There are 70.000 people on the tribunes and I'm really glad for this. In the second race we tried to achieve an even better result, but at the end of the final straight we took a bigger risk, we got onto the dirty side of the track where we couldn't make the turn and crashed the car. We should've given up the fight, the engineers of BMW told us that we could ruin the engine if we go like this. We took the chance and Norbi got the best lap time, what else do I have to say?

I didn't really want it like this especially in the second race, but I just simply couldn't avoid Bennani as he was braking really early. I tried to evade him, but two of my tires were already on the grass, and from there I was only a passenger. I'm really sorry it turned out like this.

From this crowd I got energy enough for about 10-20 years. Sadness? Not at all, the car is damaged, but this is motor-sports, this can happen any time, we will fix her up again to be better than new, and we will keep on fighting! Go Norbi, Go Dension Team!

Norbert Michelisz is smoking his pipe at age 60 on his porch, with his wife Johanna at his side...

I'll sit next to him in an armchair, we are looking at the photo albums, the year - maybe 2012 - when he became world champion...

Probably they will have 2 or 3 children together, who I hope will not become race car drivers...

<CAMERA>

<REPORTER>

<EDITOR>

<THANKS TO>