



## Inside Track – Singapore

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*[Opening credits]*

**Christine:** This is Inside Track brought to you by Sidepodcast, and today we are previewing the first ever night race – the Singapore Grand Prix – which promises to be a very exciting and unique event. Coming up this week, we tour a lap of the newest street circuit, and hear from Sir Jackie Stewart.

### Christine – Voiceover

A quick roundup post-Italy, Vettel amazed us all by converting his pole to a win and picking up 10 points. Kovalainen stuck behind him for second, and Kubica finished third. Alonso claimed fourth, with Heidfeld in fifth, and Massa could only finish sixth, but at least ahead of his main rival.

With a bad race, and now a rejected appeal, Hamilton's lead in the championship is now just one slender point over Massa 78 to 77. Kubica has 64 and Raikkonen 57. Heidfeld has 53 and Kovalainen is close behind on 51.

The constructors championship still has Ferrari on top with 134 points, McLaren second and BMW third. Toyota and Renault battle for fourth place with 41 points each and Toro Rosso make the jump to sixth with 27 points.

*[Cut to Christine.]*

**Christine:** A while ago, I saw a sports-themed episode of Mastermind, in which a bright young soul answered questions about Formula 1. The idea stuck with me, and now we are piloting our very own quiz, called Sidepodquiz. The first contestant was Ollie from BlogF1, and we played it out on Episode 78 of the weekly podcast. You can find it easily by going to [sidepodquiz.com](http://sidepodquiz.com). I'd love to hear what you think of the concept, how many of the questions you get right, and if you'd like to take part in the future. Email me: [christine@sidepodcast.com](mailto:christine@sidepodcast.com).

*[Cut to footage of Italy. Cut to Nico Rosberg.]*

**Nico:** This year is going to be a historical year for Formula 1 because we're going to have the first race at night, but I'm sure it's not going to be a problem because we're going to have enough light, because the track is going to be lit up by floodlights. I'm really looking forward to it. I think it's going to be a fantastic show for everybody.

*[Cut to John Howett]*

**John:** I think, however, for us, the biggest challenge will be the temperature. The surface temperature of the track will be very low and normally Grand Prix tyres work very well in higher temperatures. And of course, at that time of year, there's a high probability of rain. So, we will face difficulty with temperature, made worse, probably, with very, very heavy rain, and of course night is a challenge but we're a team that's come from Le Mans and we should be able to handle that quite easily.

*[Cut to Jackie Stewart]*

**Jackie:** I think Singapore offers a totally different challenge, something that the Formula 1 fraternity has never seen. Qualifying at 10 o'clock at night, in the pitch dark on a road circuit that nobody's driven on before with a fear that it



might rain. And nobody knows what it's like to drive single-seater open-wheel cars in tropical rain. These challenges are all sometimes exciting and sometimes a nightmare, because it's new, uncharted territory. The race has been enormously well promoted, it's a global event in its very first year, and it's attracting an immense amount of attention. Running under lights has never been done in single seater cars on a road circuit before, and certainly there is one little fear, and that is that we get the kind of rain storm that Singapore can provide. It's a beautiful country, it's very green. It's very green for the same reason Scotland is very green. It rains sometimes, and that may have an immense effect on the outcome of the race, so we're walking into the world of the unexpected.

*[Cut to animated circuit.]*

### **Christine - Voiceover**

The second new circuit of 2008 is Singapore, and it has two distinguishing features about it. One, of course, is that it will be F1's first ever night race, but also it will be run anti-clockwise, which is unusual in our current calendar.

The first corner complex bears round to the left, leading the drivers back on themselves almost immediately. Then we have a 90 degree right that leads onto a short straight – a driver can put his foot down, go through the gears and get up to 300 km/h. If you discount a small kink in the straight, the next few corners are a zig zag of lefts and rights, bringing speeds down to about 100 km/h, and taken in second gear.

There has been a lot of angst about the practice sessions for this race, with many drivers feeling they would not be getting enough running in the dark, so Singapore organisers have pushed back Free Practice 1 and 3 so that they take place after sunset. Now all the drivers have to worry about is the threat of rain.

We're heading back towards the waterfront again, just past Turn 11, a second gear, 80 km/h chicane, that leads us down towards the bridges. We cross the water once, and then return again, to head back into the city. Turn 15 brings the track almost to meet itself again, with a sharp right hander.

As seems to be the norm these days, the track was built in double quick time, with construction work beginning in September 2007, just one year before the inaugural race. With so many things to consider, lighting, grandstands, even sacred trees to be saved, it will be an amazing event if they pull it off. My favourite bit, right here, is the track dipping underneath the grandstands. What I wouldn't give to be sitting front row there this weekend.

Just like Valencia, this track has over 20 corners. The last is 23, a left hander that leads drivers onto the start/finish straight in fifth gear. That's it completed, our first ever lap in the dark.

### **Christine - Voiceover**

That's everything this week. If you're free during any of the sessions this weekend, come along and join us in the Live Comments at Sidepodcast.com. The F1 community comes together to watch, share and discuss, making each session much more interesting and enjoyable. If you're not there, you're missing out.

Either way, though, there's bound to be a lot to say about the inaugural night race – whether it is a success or a failure – and our voicemail is always available – 0121 28 87225. I can't wait to hear from you.