



## Inside Track – 2008 Season Review

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### Christine – Voiceover

Ah, remember this? When 2008 was brand new, and we were excited to see what the year was going to bring. Teams were hard at work, and the results were clear to see.

*[Cut to Geoff Willis]*

**Geoff:** Well it's good to see the car in the flesh. For us, we see it coming in step by step, we see it in the wind tunnel model and we see it in our design concepts. We see it growing on the CAD screen, and we see the model coming together, and then you start seeing all the bits. You have a good picture in your mind, but it's great when it all finally comes together, it all fits, we've got all the details sorted out, engine cover goes on there and you see your car and it's what you want.

*[Cut to Fernando Alonso]*

**Fernando:** Obviously the first few days of the car are always difficult because you need to start playing with it and start understanding the car but, you know, the first impression was very, very positive. Now we have all February to work with the car, to improve it. Everything is looking good and we are very optimistic about the new car.

*[Cut to Robert Kubica]*

**Robert:** Well, let's hope. As Nick mentioned, we have done really big progress compared to 2006/2007 and I believe all the people who have worked on this car has given their maximum and I think we have the right people on the right place and everything to show to the whole world, to our fans of BMW Sauber that maybe we can win a race this season.

*[Cut to Formula Unas]*

**Girls:** Hi, we're the Formula Unas. Welcome to Australia.

*[Cut to Timo Glock]*

**Timo:** It's only been used by Formula 1 and I think Australian Touring Cars, but at the end, it's every time a green track, which means no grip at all and that makes it sometimes quite difficult to get the right direction in terms of the setup.

*[Cut to Ross Brawn]*

**Ross:** He was always an extremely passionate... still is an extremely passionate driver. Very sensitive driver. I mean, even in the periods when he was driving together with Michael Schumacher. Often Rubens would be the driver who's touch with the car or feel for the car would be... his opinion would be something we'd seek, because he's much more sensitive with the car than Michael was.

*[Cut to Lewis Hamilton]*



**Lewis:** Well, I've known Rubens for a couple of years now, and you know, got a huge amount of respect for him. I was a bit honoured to be invited to celebrate his great success and his longevity in his career and I think it's just a pleasure to come along.

[Cut to Rubens Barrichello]

**Rubens:** Fantastic. 257, really never thought of it.

[Cut to Inside Track – Monte Carlo Preview]

**Christine:** For this year, let's take a look at one lap around the Monaco street circuit and to see what our teams are up against.

[Cut to Mario Theissen]

**Mario:** It's been a fantastic feeling. Obviously, with 20 laps to go, we had both cars 1 and 2 already, but then anything can happen, and only when the flag drops you know it has happened and that was a fantastic feeling.

**Christine – Voiceover**

2008 was not without its bizarre PR stunts. Who can forget when Red Bull dispatched a car from each team to try and mow down the people of Pamplona? It seemed to be a pretty popular event, though, and as far as we know, no one got hurt.

From the downright crazy, to the ridiculous, Toyota teamed up with the new Batman film, The Dark Knight, and brought the Batmobile in for a pitstop. That car is so ugly. What are the chances of the fuel hose getting stuck?

On to happier events, let's take a look at Vettel's chopper.

[Cut to Sebastian Vettel in a helicopter]

**Sebastian:** It's more or less a normal circuit where you have fast corners, slow corners so car-wise to find a good setup, you need a good compromise. The two quick corners is the end of the straight line, the Nord-Curve, and then in the end, the entry of the Stadium. For me, they are the most enjoyable corners on the track.

[Cut to Mika Hakkinen]

**Mika:** I feel Heikki Kovalainen is a fantastic racing driver. I feel McLaren Mercedes have done a very correct choice with having Heikki in the team.

[Cut to Jenson Button]

**Jenson:** This part of the circuit is quite narrow, you know, you've got some parts out the back which are the proper streets which are very wide. This is the narrow part of the circuit. We've got a chicane up there just before you come onto this straight. This straight is reasonably narrow, then you turn left-right after here through a very narrow part of the circuit. We also go under a grandstand so obviously that's new, gonna be great for the fans, and then we're back out onto the last section of the circuit which is the very, very fast left, double left hander onto the pit straight.



## Christine – Voiceover

We couldn't really ask for a closer season – four drivers battling for the title with two taking it to the bitter end. Brazil featured a heart-stopping final lap that 2009 will be hard pushed to top. We saw many different drivers on the podium during the year, a good few new and returning faces to the top step, and this is how it all drew to a close.

*[Cut to final Championship standings]*

It all seems so very long ago now, but Massa took that Brazilian win and the ten points. Unfortunately it wasn't quite enough to bring him the championship, as Hamilton zipped past a struggling Glock to finish fifth by only five seconds. Alonso and Raikkonen joined Massa on the podium, and as noted in the comments on Sidepodcast.com, none of the three seemed particularly happy about it.

Hamilton took his first Driver's title by just one point, beating Massa 98 to 97. Raikkonen finished back in third with only 75 points, although he and Kubica ended the year on the same number.

Ferrari did secure the constructors, meaning they have taken 8 out of the last 10 championships. That's a statistic to be proud of even if 2008 didn't work out the way they would have hoped. Still, 2009 is a brand new year and we can start all over again.

Formula 1 is going through turbulent times at the moment, and 2009 features a shorter calendar and diminished grid. Honda's exit leaves a team hoping for a buyer, with Jenson Button determined to remain loyal. Unfortunately, we may have seen Barrichello's last race, and if that's the case, he didn't get the same send off as Coulthard, which is a shame.

Nevertheless, there is a raft of new regulations to get our teeth into, and all the changes will be worth watching, even if they do leave us with fugly cars. I hope you'll stick with Sidepodcast.com throughout 2009, because we'll be there every step of the way. I just can't wait.