



## Inside Track – Montreal Preview

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[Opening credits]

**Christine:** Hi everyone, you're watching Inside Track, video previews of Formula 1 brought to you by Sidepodcast. Today we're going to be taking a closer look at the upcoming Canadian GP. Can it possibly be as good as Monaco was?

Coming up on today's show, we'll be hearing an engineer's view of Montreal, we'll catch up with what happened in Monaco, and we'll lap the Circuit Gilles Villeneuve.

### Christine – Voiceover

Lewis Hamilton took his dream win in Monaco, breaking through the Ferrari front row to the chequered flag. Kubica followed him to take second, with Massa close behind in third. Webber edged out Vettel for 4<sup>th</sup> place, and Barrichello settled for sixth.

This win gives Hamilton the lead in the driver's championship with 38 points, Raikkonen and Massa just behind on 35 and 34 respectively. Kubica's on 32, Heidfeld on 20 and Kovalainen has 15 points. The constructor's championship still has Ferrari at the top with 69 points, McLaren and BMW behind on 53 and 52. Williams and Red Bull both have 15 points and Toyota sit way down on 9.

**Chris:** Here at Sidepodcast, we like to try new things. We also like to be very open and allow you guys into our world. Combining these two things together gives you our latest project. After we wrote a blog entry about some of the behind the scenes aspects of making these videos, we got the impression you'd like to see more. Whilst recording the show this week, we're doing something a bit different. I've got this camera on me here, and another camera pointing at me over there. That one is broadcasting live to the internet. If you tuned in, you would have seen something like this. Don't worry if you missed it because you can reply the stream at Sidepodcast.com. Although, what you're watching now will be the same thing. It's confusing. But if you want us to do it some more, then let us know, send us your feedback, and we might just keep the experiment running. You never know what out takes you might catch.

[Footage of Monaco. Cut to Dieter Gass.]

**Dieter:** It's very important because contrary to other circuits you have these chicanes where the more you can ride the kerbs, the more you can straight line them and the more time you're gonna gain. That means if you have a car that handles perfect over the kerbs, you take them with you, and you're gonna gain a lot of speed, and lap time, just only in the chicanes, which you don't have to gain on the rest of the circuit.

[Cut to Nico Rosberg.]

**Nico:** Well, I hope I'll be in the wall very soon, because then I might be champion but it's a challenging corner. It's at the end of a very, very long straight, where you're arriving at very high speeds, around 330 km/h, and you have to brake down into a third gear chicane, which is quite fast, with very high kerbs. If you make the smallest mistake in the first part, you might be catapulted through the second part and then into the wall on the outside. Every great champion has ended up in that wall, which is why it's called the wall of champions.



[Cut to footage of Jacques Villeneuve singing with his band.]

[Cut to Christine.]

**Chris:** Let's take a look at Canada, then, but before we get to previewing this year's race, here's a quick trip down memory lane to 2007. Of course, last year's Canadian Grand Prix is remembered for Kubica's massive accident that left his car in pieces and the BMW driver sitting out the next race. He was fine however, a tribute to the improved safety conditions of F1 these days. Elsewhere, though, Hamilton led from pole position, kept his head through the safety car periods and scored his first F1 win. I say safety car periods, because Canada was the Monaco of last year, with a high attrition rate. The Ferrari's felt the strain as Massa didn't finish, and Raikkonen struggled into 5<sup>th</sup> place. Taking the momentum from his dream Monaco win, Hamilton will be hoping to repeat last year's performance in Canada, and the Ferrari's will be hoping to improve. Let's take a look at one lap around the Circuit Gilles Villeneuve.

#### **Chris – Voiceover**

The transition from Monaco to Montreal isn't as hard as you might think, as this track is also surrounded by walls close to the tarmac. There's a short straight down to the first corner, which is followed by a left and right complex that sees drivers down to second gear at the Island Hairpin, reaching speeds as low as 80 km/h. The speed creeps back up through the next few corners, as drivers navigate through Turns 4, 5 and 6.

We all know that drivers have to have razor sharp reactions when they're travelling at such a high pace, but here in Canada, they have to be extra wary. It's been known for local wildlife, specifically marmots, to run out onto the track, causing havoc wherever they go. Ralf Schumacher had a narrow miss last year.

We're rounding the back of the circuit now, an opportunity to reach top gear and over 300 km/h, but that is soon reduced as we reach Turn 8, immediately down to second and just over 100 km/h. This next stretch of track is the scene of Kubica's enormous crash from last year, ironically made worse by being the only place where the barriers weren't near the track. This will have been fixed for 2008.

The hairpin is ridiculously tight, changing from 5<sup>th</sup> to 1<sup>st</sup> gear, and down to 88km/h, but a good exit is crucial to get plenty of speed up for the long, long straight towards the finish line. With heavy braking for hairpins and tight corners, plus full throttle required for straights like this, there's plenty for the engineers to worry about. It's just a matter of jinking to the right now, through the final chicane, and hopefully missing the wall of champions, before a short straight to cross the start/finish line for the lap.

Pole position in 2007 was Lewis Hamilton in the McLaren with 1 minute 15.707 seconds.

**Chris:** The 10-day weather forecast for Montreal is looking like showers and thunderstorms for both Saturday and Sunday. I wouldn't usually trust such long range predictions, but they weren't wrong for the last race, so here's hoping the weather spices up the action once again. As ever, you can join us on Sidepodcast.com during the race weekend for Live Commenting. Last week we got over 900 comments on the race thread and this time we want to make it 1,000. You can help us. If you're not around during the race, don't worry, you can catch up with the action afterwards with F1 Digest. Enjoy the race and share your thoughts. Look forward to hearing from you.

[End Credits.]