



## Inside Track – Silverstone Preview

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*[Opening credits]*

**Christine:** Hello, welcome to Inside Track, video previews brought to you by Sidepodcast, and where better to host the British Grand Prix preview show than from Silverstone itself? On this edition of Inside Track, we'll look back at last year, hear from the Toyota drivers, and tour a lap of Silverstone.

### Christine – Voiceover

Ferrari were the dominant force in France, with Massa taking the win from Raikkonen who brought his car home in second despite series exhaust issues. Trulli took an unlikely third step on the podium, whilst Kovalainen finished just outside in fourth. Kubica picked up four points finishing fifth and Webber ended up sixth.

Massa now makes the head of the driver's championship on 48 points, and he is the fourth name to appear at the top of the list. Kubica is second, with 46, followed by Raikkonen on 43. Hamilton settles on 38, and behind him Heidfeld has 28 and Kovalainen has 20. Ferrari still remain at the top of the constructors with 91 points. BMW have 74, and McLaren pull in a distant third with 58. Red Bull are on 24 points, Toyota 23, and Williams 15.

*[Footage of Ole Schack (Coulthard's No. 2 mechanic) preparing to go to the circuit.]*

**Ole:** For the time here, we leave around, we have to be at the circuit at 9 o'clock, I'll be up a little bit at 7, you know 15 minutes to, quarter to 7. Get ready, pack my stuff, and drive off to Silverstone. Hopefully there won't be too much traffic, but you never know in England. The preparation lies in the car, when we get the car back from manufacturing over here, when we have got the cars painted, when we can start preparing our race car again. That's the biggest preparation for us. It's not much mentally, that's on Sunday when you gear up for the race, and you really feel right. An hour before the race, and you get kitted up in your fireproof overalls, which every mechanic in the pitlane has to wear, that's when you feel like it's getting closer, now, to the start of the race.

*[Footage of Britain. Cut to John Howett.]*

**John:** Silverstone's a great place to go. First of all, it's a great track with great corners, the drivers love it. It's challenging, demanding, and I think one other thing is you have a crowd at Silverstone who really understand motorsport, who really appreciate the racing, and also the technique behind the racing. So, it's great to go where, if you like, the actors perform in front of a crowd that really like what we're doing.

*[Cut to Jarno Trulli.]*

**Jarno:** Silverstone is one of those old circuit we still have in Formula 1 and the characteristic of the circuit is the high speed corner, you know? And basically, flowing around the corners. We just have one slow section, which is the last part. Two slow speed corners, in second gear, left hand and right hand, but the rest of the circuit is quite high speed.

*[Cut to Timo Glock.]*

**Timo:** It's quite a lot of question marks every time in England. When I came a couple of days over to England, I never had a day without rain, so it's every time tricky over the race weekend. I think last year in GP2 we had cold



conditions and every time showers between, so it is difficult and you never know what's going to happen in the next one or two hours.

[Cut to Christine.]

**Christine:** Before we head on our usual lap of the circuit, I want to quickly refresh you on what happened in 2007. Last year, Hamilton started the weekend in such a promising fashion, scoring pole position at his home Grand Prix. The crowd went wild. Unfortunately, he couldn't hold off the pressure from Ferrari for the entire race, and a mistake during a pit stop saw him third. Raikkonen stood on the top step with Alonso taking second. Massa, meanwhile, stalled on the grid and had to start from the pit lane. Possibly, the most interesting part of the race was watching his progression through the field. He ended up an impressive fourth. Enough with the trip down memory lane, now it's time for me to take you one one lap of that circuit.

[Points to circuit map.]

#### **Christine – Voiceover**

Let's forget about the fact that Bernie is forever trying to kick Silverstone off the calendar – for now, let's really enjoy this track for what it is – a real racer's circuit. The first corner, Copse, is a challenge on any lap, although it's sweeping 5<sup>th</sup> gear properties mean it may not bunch the cars up on the first like we see at other tracks. Next up Maggotts and Becketts, a set of sweeping esses taken in 6<sup>th</sup> and 4<sup>th</sup> respectively. Speeds don't get lower than 180 km/h, and rise way up again across the first timing sector. At over 300 for the short straight, it's time to hit the brakes for Stowe and head onto the back of the circuit.

The British Grand Prix is the home race for three of our drivers, Jenson Button, David Coulthard and Lewis Hamilton, whilst Williams, and McLaren are British teams, with Force India based just next to the track. With that in mind, the support of the crowd will be a bonus for almost everyone.

We're now approaching Club corner, a 4<sup>th</sup> gear right hander at about 200 km/h, that then leads on to a top gear straight with speeds pushing 300 km/h.

This year sees the 60<sup>th</sup> anniversary of Grand Prix racing at Silverstone, with the very first race won by Luigi Villorosi in a Maserati in 1948. Of course, the World Championship didn't start until 2 years later, when Guiseppe Farina scooped the win.

The final complex of corners are all in view of the grandstands at Luffield and Woodcote, which is where we sat when Sidepodcast attended the British GP last year. With cars down in 3<sup>rd</sup> gear, they put on quite a show for the fans. The final cornering speed is about 160 km/h, to head out onto the start/finish straight.

Pole position in 2007 was Lewis Hamilton in a McLaren with 1 minute 19.997 seconds.

**Christine:** It's super important that you join us on sidepodcast.com for the live commenting this week, as we will be on the spot reporters for you. Hopefully, if all the technology works and things go to plan, then we can give you the real story from inside the track. And if you're going to the race, look out for us wandering around with our audio equipment, and we might be able to get you on the show. If you're not attending, Sidepodcast will, again hopefully, still be bringing you all the usual good stuff. See you soon.

[End Credits.]