



Video 14 – Turkey Preview

[Cut to Christine.]

Chris: Welcome to Sidepodcast TV, today we are previewing the Turkish Grand Prix.

[Intro shots of Turkey. Cut to Christine.]

Chris: It's not long since Toro Rosso announced their split with driver Scott Speed in favour of German Sebastian Vettel. Now the team have announced their second Sebastian signing, this time in the form of Bourdais, double Champ Car champion. He will replace Tonio Liuzzi for the 2008 season, in a move that Liuzzi describes as unsurprising. Relationships within the team have been strained for a while, so the decision to shake things up a bit for 2008 can only be a good thing. I wonder if McLaren will have to do something similar.

[Cut to shots of Bourdais. Cut to Christine.]

Chris: Onto Turkey, then, it's Formula 1's third outing at the Istanbul Park Circuit, arguably one of the best from designer Herman Tilke. The track features the incredible Turn 8, that just seems to go on and on... but... I don't want to spoil it for you. Here's the lap in more detail.

[Cut to Allianz animation.]

Chris - Voiceover

Although it's still a relatively new track, the Istanbul Park Circuit has already become a firm favourite of both teams and fans alike. It still bears all the hallmarks of the Tilke design but there are some extra special bits thrown in to make it interesting, like the fact that the course runs anti-clockwise. This is the first of only two anti-clockwise tracks this year, which makes it a tough challenge for drivers. It also makes the long home straight lead into an initial left hand corner, a nice, tight, dipping curve designed for overtaking. Having slowed to just under 200 km/h to head downhill, the drivers are immediately faced with the sweeping Turn 2, a 4th gear corner that extends all the way round to Turn 3. Continuing downhill, 3 leads into Turns 4 and 5, a 2nd gear s bend that slows drivers to 100 km/h. There are plenty of run-off areas here for cars taking too much kerb.

A short respite from the twists and turns leads into Turn 7, a 180 degree right hand bend, loading the drivers with 4G. But Turn 7 is always overshadowed by the next, the impressive, the big one, Turn 8. It's long, it's wide and it's fast. At 230km/h, drivers must negotiate multiple apexes, and keep to the racing line. Time slips away too easily, and the rest of the lap pales in comparison... but we must continue. So onto Turns 9 + 10. Braking times of just under 2 seconds load the drivers with 4.8G, but are soon forgotten as we head onto the back straight. A small, fast kink, otherwise known as Turn 11, leads onto another long, long straight, topping out at 320 km/h. Turn 12 rapidly approaches, knocking down to 2nd gear and under 100 km/h.

The final twisty section incorporates Turns 13 and 14, a right, left combo taken in 2nd gear, keeping speeds relatively low. Drivers then have to put their foot down to cross the start/finish line in good time.

Pole position in 2006 was Felipe Massa in the Ferrari with 1 minute 26.907 seconds.



[Cut to Brembo brakes.]

Chris – Voiceover

Having successfully survived the incredible Turn 8, drivers would be forgiven for relaxing. Turn 9 doesn't allow for that though, requiring deceleration of 160km/h taking 1.6 seconds and creating 4.8G. Pedal load needs to be 145kg to make it through Turn 9 to finish the lap.

[Cut to ING Race Index.]

Chris - Voiceover

It's been a while since we had a look at the ING Race Index, remember, the Dow Jones for F1 tracks? I am dying to know what they think about the marvellous Istanbul. Will it be a soaring 60 or a rubbish 50 – or will they discover some of the higher and lower numbers that I'm sure are out there somewhere. Let's look a little bit closer and find out.

First up – circuit and strategy. It has hills, it has demanding corners, and it has variety. It challenges even the best drivers and that makes it one of my very favourites. ING most definitely agree with me, giving the Istanbul Park Circuit a whopping 68 out of 100. That's one of the highest scores ever, isn't it?

Next – strain on driver. Turn 8 really is the mother of all corners, and whilst I may have been going on about it a bit too much during this preview, I'm not the only one who's a fan. With its high G forces and constant 6th gear, ING have scored Turn 8, I mean, sorry, the circuit, with 65 out of 100 for strain on driver.

Our third category is vehicle setup. The long straights require speed, the up and down hills require low wind resistance, the slow sections require good traction. Aerodynamics takes top priority here, but it's only part of the total package. It's a balance and a compromise and therefore ING have scored Istanbul with 69 out of 100. I was wrong about the highest ever!

The Engineering requirements category lets us down a little bit. With only 38 gear shifts in a lap, even Red Bull might manage to make it through the entire race distance. And just over 65 per cent of the track is full throttle, so compared with other courses, Turkey is pretty tame. Brake wear is low as well, due to the amount of high-speed corners. That would explain the poor 59 points out of 100 awarded for engineering requirements.

Another factor letting us down is the tradition and emotions. This score is combined with the others so far to create an overall total. Turkey is still a brand new Grand Prix, on only its third outing, so it hasn't had time to gather any of the history and sentiment of other courses. ING award Turkey an overall total of 62 out of 100 – the 6th best track of the calendar.

I am disappointed.

[Cut to Christine.]

Chris: After the kerfuffle in Hungary, where McLaren were denied any of the constructors points they earned, the team have appealed against the decision. We won't find out the results of that appeal until 13th September.

[Cut to Championship Standings.]



Chris – Voiceover

The drivers were allowed their points, so Hamilton races ahead again on 80 points, Alonso has 73, Raikkonen has 60, with Massa just behind him on 59. Heidfeld keeps up with 42.

If McLaren had been allowed their points, they'd be on 153, but for now, they remain on 138 points. Ferrari are on 119. BMW have 71, and Renault have 33, whilst Williams are stuck on 20.

[Cut to Christine.]

Chris: That's all for our Turkey preview. Remember to visit sidepodcast.com for our coverage of the race, and let us know your thoughts, by comment, by email or through our voicemail. 01 2128 TRACK. See you soon.

[End credits]

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