



Video 15 – Italy Preview

[Cut to Christine.]

Chris: Welcome to Sidepodcast TV. This is our Italy Preview.

[Intro shots of Italy. Cut to Christine.]

Chris: Following on from their 1-2 finish in Turkey, Ferrari will be looking to continue their winning form at their home Grand Prix in Italy. McLaren are more than happy to stand in their way though, as this week's testing has shown. Extended by a day because of the weather, McLaren drivers finished top of the time sheets for all four days. Looks like Ferrari are going to have to fight just that little bit harder around Monza, so let's take a look at what challenges they face.

[Cut to Allianz animation.]

Chris - Voiceover

The Monza circuit has undergone a radical change this year, as per the Grand Prix Driver Association's request. As usual, safety concerns were paramount and the organisers of the event leapt into action. The run off area at the second chicane is now asphalt rather than gravel. Excellent. Apart from that it's still the same old track that we know and love.

The start line is in the middle of a long, long straight that leads into our first chicane. Dropping down to 1st gear, the right, left combo is taken at just over 100 km/h. Drivers are thrown to the right hand side of the track just in time to take in the protracted and sweeping Curva Grande. None of my resources seem to count this as a Turn, although it looks suspiciously like one to me.

Another long straight – you'll find me saying that a lot during this lap – leads to our second chicane, the one with the asphalt. This chicane is slightly faster than the first, requiring 2nd gear and boasting speeds of around 120 km/h. Drivers suffer through 4.8G to move onto Turn 3 and 4. The pair are known as the Lesmo bends and are taken in 3rd and 2nd gear respectively. Both start at 260 km/h and drop to about 190.

After Turns 3 and 4 we have another straight, that slightly drifts to the left as the drivers approach the third and final chicane of the lap. Approaching this chicane much faster than the others, stopping distances are up to 120 metres and disc temperature gets up to 1000 degrees C.

As with the other chicanes, a good exit is vital because they invariably lead onto a speedy section of straight track. This time, speeds get up to 340 km/h in top gear, as drivers head down to Turn 6 – Parabolica. A key corner, and surrounded by grandstands, Parabolica is taken in 2nd gear at just over 160 km/h. This leads back onto the start/finish straight and across the line for the lap.

Pole position in 2006 was Kimi Raikkonen in the McLaren with 1 minute 21.484 seconds.

[Cut to Brembo brakes.]



Chris – Voiceover

If it was me, I would get so carried away on all those straights that I'd forget to brake. Thankfully, our drivers are professionals and going into Turn 1, they decelerate at 252 km/h, taking 2.7 seconds and causing 4.5 G. Pedal load required is 110 kg, to finish the second half of the chicane.

[Cut to Christine.]

Chris: Around about this time in the show, we like to take a look at the Championship standings. Hamilton's tyre blowout in Turkey, allowed Alonso to finish higher up the points table and reduce the championship lead.

[Cut to Championship Standings.]

Chris – Voiceover

Hamilton is now on 84 points, with Alonso right behind him on 79. The two Ferrari's continue to battle each other, Massa on 69 and Raikkonen on 68. Heidfeld languishes on 47 points.

McLaren continue to hold onto their lead, whilst they wait for the results of their two September court hearings. They have 148 points, with Ferrari just behind on 137. BMW are third with 77 points, whilst Renault are way behind them with 36. Williams remain on 22.

[Cut to Christine.]

Chris: That's all for our Italy preview. Don't forget to visit Sidepodcast.com after the race for our audio podcast coverage. See you soon.

[End credits]