



## Video 20 – Brazil Preview

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[Cut to Christine.]

**Chris:** This is Sidepodcast TV. Welcome to the last F1 Preview of the 2007 season. Awww.

[Intro shots of Belgium. Cut to Christine.]

**Chris:** Because it's the last preview, we thought we'd pack it full of extra-special F1 goodness, starting with a little bit of news. After the race in China, Alex Wurz announced that he was giving up his F1 race seat right then and there.

[Cut to Alex Wurz.]

**Alex:** I've had a fantastic time in Formula 1. Eleven years, up and downs, and I loved it. I loved the lows, I loved the highs. It's an intense business.

### Chris – Voiceover

Williams announced the next day that test driver Kazuki Nakajima would take his place for Brazil, in his F1 debut.

[Cut to Christine.]

**Chris:** Brazil is Rubens Barrichello's home race, although this year it doesn't look like one to remember. The Honda driver has not scored a single point all season, which is a first in his 15 years of racing. His only other comparably bad season was in 1997 with the Stewart Ford team. He retired 11 times out of 14 races, and scored a 13th and 14th place in the last two weekends. He did manage an incredible 2nd place in Monaco that year though, something he could only dream of in his current car.

The last race in China saw Toro Rosso drivers picking up 4th and 6th place, and a total of 8 points. They jumped past Spyker, Super Aguri and Honda in the championship table to settle in 7th place. Great news for the Red Bull B team, although this week they were told that their appeal against Liuzzi's Fuji penalty was unsuccessful. Liuzzi was docked 25 seconds for overtaking Sutil under yellow flags, meaning that the Spyker picked up 8th place and the team's first championship point. All of this means that McLaren are now the only team with no points.

Speaking of McLaren, the championship battle continues to the very last race. Several times towards the end of this season, I've been sure it's a done deal for Hamilton, but both teammate Alonso and Ferrari star Raikkonen have kept themselves in the fight until the very end. Brazil has the makings of a brilliant on-track encounter between the three of them, and will hopefully round out an incredible F1 season.

The circuit is actually named after a Brazilian Formula 1 driver, Jose Carlos Pace, who died in 1977 but most people still know the circuit as Interlagos, its previous name. As usual, now, we'll introduce you to the twists and turns of the lap.

[Cut to Allianz animation.]

### Chris - Voiceover



Where better to end the season than the beautiful Brazil? Home race for two of our drivers Barrichello and Massa, Brazil boasts a primetime slot in the European TV schedule, and is the setting for our championship showdown. In 2005, Brazil helped Fernando Alonso become F1's youngest champion, 2006 was the same and he'll be looking to make it three out of three this weekend.

The lap begins at the tail end of a long straight, and dives immediately into a left hand band. The course is anti-clockwise, so many drivers will struggle with their necks as the race wears on. Turn 1 sees the track dropping steeply down to the Senna S – an S bend taken in 3<sup>rd</sup> gear, at almost 150km/h. Turn 2 leads onto an extended straight, past the grandstands on either side. Interestingly, this is the only really straight straight of the lap, if you see what I mean, the others have kinks and dents. The straight is also notable for leading past the first timing sector into Turn 3, 3<sup>rd</sup> gear, but pretty fast at 143 km/h. Almost immediately a second left hand bend approaches, similar gear but much higher speeds. These two corners are prime overtaking spots and Sidepodcast recommends you keep an eye on them.

Now we are at the next two corners - much slower with 1<sup>st</sup> gear through Laranja and 2<sup>nd</sup> through Pinheirinho. I could have called them Turns 6 and 7, but the names are so much nicer, don't you think? This tricky mid section leads to another 1<sup>st</sup> gear corner, with speeds struggling to get above 100 km/h throughout. This is the tightest corner of the track with G forces not quite reaching 3. Despite a few twists and turns, the track is pretty low on G compared to others. Around Turn 9, Mergulho, the track leans to the left and over the second timing line. Turn 10 has an initial speed of 265 km/h which drops to 131 before picking up for the last corner. Turn 11 could be the last corner, depending on whether you count a slight bend in the home straight, but either way is taken in 4<sup>th</sup> gear at almost 250 km/h. Speeds then reach up to 300 km/h round the final bend and across the start/finish line for the lap.

Pole position in 2006 was Felipe Massa in the Ferrari with 1 minute 10.680 seconds.

[Cut to Brembo brakes.]

#### Chris – Voiceover

For all the planning and thought put into designing an F1 track, the first corner is always the most important. At Interlagos, this means deceleration of 173km/h, taking 1.9 seconds and causing 4.1 G. All of this requires pedal load of 110 kg. Let's hope everyone makes it through for a nice clean race.

[Cut to ING Race Index.]

#### Chris – Voiceover

So here it is, the final ING Race Index of the 2007 season. Let's hope it's a good one – I'm sure it won't be! Don't forget that the ING Race Index is just like the Dow Jones, only for circuits, rather than stocks. Take four categories, score them out of 100 and place them in a table. It's simple, so let's get started.

First up, Circuit and Strategy. Interlagos is a difficult circuit, it's uneven and bumpy, and of course, it's anti-clockwise – one of only two courses this year. There are quite a few good overtaking opportunities though, providing the teams can get the most out of their cars for this final run. ING have taken all this on board and calculated 66 points out of 100.

Next we'll look at strain on drivers. Again, the anti-clockwise nature of the course is brought into full effect here, with driver's necks taking the strain for 71 laps. Some of the corners are tricky, with blind entries, and tough turn in points. ING have decided that Interlagos deserves 61 points out of a possible 100.



Our third category is Vehicle Setup. Just like a few of the other tracks on the calendar this year, Interlagos is really difficult to get the balance right. The long straights need speed, whilst the middle sector warrants downforce and grip. There are also usually plenty of complaints about the actual surface of the track which is always in need of repair. ING have granted 56 points.

Last but not least, engineering requirements. Just over 60 per cent of the lap is at full throttle, which is not particularly high for our calendar. There are also only 40 gear changes per lap – another low statistic. The cars are pretty easy to maintain, with no strain on engine, gearbox, or even brakes. It's just the tyres you have to watch out for. This lack of difficulty means ING have scored 58 out of 100.

Combine all these scores together and mix in the emotion and traditions that the Brazilian Grand Prix conjures up, and you will finish with our overall race Index. Two Brazilian drivers race their home grand prix this weekend, although only one stands a chance of a win. Brazil is also home of the legendary Ayrton Senna. The final Race Index is 62 points out of 100, meaning Brazil is 11<sup>th</sup> out of 17 races this year.

*[Cut to Christine.]*

**Chris:** As I mentioned earlier, there are still three drivers in with a shot of the 2007 World Championship title.

*[Cut to Championship Standings.]*

#### **Chris – Voiceover**

After his early retirement from the Chinese Grand Prix, Hamilton remains in the lead with 107 points, but has allowed both Alonso and Raikkonen to catch up considerably. They're on 103 and 100 points respectively. Massa holds station in 4th with 86 points, and Heidfeld rounds out the top five with 58.

The constructors championship is unlikely to change too much after this season closer. Ferrari are World Champions this year with 186 points, BMW behind them on 94. Renault have 51, Williams have 28 and Red Bull are close behind on 24.

*[Cut to Christine.]*

**Chris:** That's all for Brazil, and our 2007 preview, but don't worry there are plenty more videos on their way. In the meantime, if you think you might miss me, please check out my new podcast F1 Minute, A daily, sixty second audio podcast, that covers all the salient news points without any of the fluff. Visit [f1minute.com](http://f1minute.com) for all the details. Thank you for watching, and for all the excellent comments. See you soon.

*[End credits]*