



Video 5 – Monaco Preview

[Cut to Christine]

Chris: Welcome to Sidepodcast TV. This is our Monaco preview. I love the Monaco Grand Prix. I think the track is really interesting, what with it being a street circuit and the tunnel and the hairpin. I like the fact that Michael Schumacher always seemed to struggle, whilst David Coulthard tends to do really well, and of course I love the glitz and glamour. I mean, who doesn't love a bit of celeb spotting? It's a dream of mine to actually attend a race weekend in Monaco, but until I'm rich and famous, I'm gonna have to settle for watching it on TV. So, join me as I take a look at one lap around the Monaco street circuit.

[Cut to Allianz animation.]

Chris – Voiceover

The Monaco street circuit is famous for its grand surroundings, but it's equally famous amongst the drivers for not being particularly challenging. The corners are tight but with low speeds, G forces are minimal. One mistake though, and you're out of the race, with a car mangled against the barriers, as both Hamilton and Fisichella have done already in Free Practice.

It's straight into a key corner at Turn 1, blind on entry, but one of the few chances for overtaking. Turn 1 has the highest G forces at 4.3. The following straight is tight and steep, and particularly bumpy leading into Turn 2. Casino Square is Turn 3, with an entry speed of 180 km/h and an exit speed of 130 km/h. Braking time is 1.1 seconds.

The hairpin at Grand Hotel has speeds down to 45 km/h and sees the drivers in a rare first gear. The car then travels back downhill, around Turn 7 and straight into the tunnel. The way the tunnel arcs makes it deceptively long but the driver soon emerges into daylight and the relative safety of a straight. The next two corners are taken in second gear, but the first chicane is 56 km/h, whilst the second turn is 143 km/h.

Rounding the harbour front, the drivers take in the sight of the boats, while negotiating a couple of tight corners, then the sharp right hander of La Rascasse. Another second gear corner, the braking time is 1.8 seconds. Drivers take the last corner at 88 km/h and then rush the straight to the start/finish line.

Pole position in 2006 was 1 minute, 13.962 seconds, by Fernando Alonso in the Renault.

[Cut to ING Race Index]

Chris – Voiceover

Monaco also sees the introduction of the ING Race Index. It sounds a bit weird, and quite frankly, it is, but it's also really interesting. It's basically a type of index, like the Dow Jones, that measures each circuit on different aspects of difficulty and then assigns it an index number. Monaco is not always thought of as a challenging circuit, and this is the perfect way to compare it to other tracks.

The first category measured is the strain on the drivers. Given a score from 0 to 100, with 100 being the most challenging, this particular index measures things like high g force corners, humidity, full throttle periods, and things



like that. Monaco requires full concentration from the drivers so they can avoid the barriers, although there is very little threat of overtaking. Monaco receives an index number of 66 for strain on drivers.

The second category is Circuit and Strategy. Again Monaco lacks overtaking; therefore the circuit is not perhaps the optimum. Strategy is really based on the position gained in qualifying and what can be done in the pits. For Circuit and Strategy, Monaco receives an index of 55 out of 100.

Engineering requirements is the third category, which takes into account average speed (150km/h for Monaco), and gear changes per lap (53 for Monaco). These considerations give the track an index of 50 out of 100.

The last measurement is Vehicle Setup. This looks at downforce load per lap, braking, tyre wear and surface grip. Monaco's street circuit is low on tyre wear but requires a lot of grip around the tight corners. The index for Vehicle Setup is 53 out of 100.

Averaging the four categories together will give us a total Index number for Monaco, but other subjective factors are taken into consideration as well. Monaco is a highly emotional race, with plenty of history and a lot of spectator passion. All of this together gives Monaco a total Index number of 64 out of 100, putting it 6th out of all 2007 tracks.

[Cut to Championship Tables]

Getting back to the real world, the championship standings going into the race weekend look something like this. Lewis Hamilton is currently leading the driver's championship with 30 points, just ahead of team mate and defending champion Fernando Alonso. Behind them the two Ferrari drivers jostle for position with Felipe Massa holding off Kimi Raikkonen with 27 points to 22. Nick Heidfeld continues to just about keep up with 15 points.

The constructors championship is more spread out, with McLaren holding the top spot with 58 points. Ferrari are next with 49, then BMW with 23 and Renault with 11. Toyota trail them with just 5 points.

[Cut to Christine.]

Chris: So that's Monaco. I'm hoping the weekend will live up to all my expectations. Check back on Sidepodcast.com for full coverage of the race and to see whether it did. And don't forget to let us know what you think of the videos, of our audio podcasts, and of course, of the race itself. Hope to hear from you soon.

[End credits.]