



Video 6 – Canada Preview

[Initial shots of Canada. Cut to Christine.]

Chris: Bonjour. Bienvenue à Sidepodcast TV. C'est notre avant-première du Canada. [Translation: Hello. Welcome to Sidepodcast TV. This is our preview of Canada.] What do we know about Canada? Some of the people there speak French, a lot better than I can. Um, it's the second largest country in the world. Um, they gave us Celine Dion? I know, it's our next F1 destination. Here's our preview lap.

[Cut to Allianz animation]

Chris – Voiceover

The Circuit Gilles Villeneuve is named after Canada's most famous racer – and Jacques dad. As of this year, Jacques Villeneuve is no longer in F1, so it'll be interesting to see if this affects grandstand numbers at all. Its stunning location, on an island little bigger than the track itself, makes it just as infamous as its namesake.

If you ignore the small right hand kink, the first corner is a left turn that's taken in second gear at 112 km/h. This leads nicely into Turn 2, the Island Hairpin – a slow 1st gear turn at 80 km/h. Canada usually sees some exciting incidents on the first few corners of the race, but then again we thought that about Monaco and it turned out to be a simple procession.

Turn 5 is a flat out right with speeds up to 258 km/h, whilst Turn 6 slows them right down with a tight left hand curve. Speeds are down to 90 km/h and in 2nd gear, but this doesn't last long because they are soon up into a magnificent 7th gear along the back straight, and breaking the 300 km/h mark. High speeds and gears inevitably lead to heavy braking, as Turn 8 sees the drivers decelerating to 128 km/h, experiencing 1.6 lateral G from the right then left.

The drivers are now preparing for the tightest corner of the track – another 1st gear corner that sees the car heading back the way it came. Getting a good exit from this 180 degree corner is essential in a timed qualifying lap, but just as important during the race. Maximising exit speed from Turn 8 can see the drivers get up to over 320 km/h on one of the fastest sections of track in the entire championship.

You can't relax on the straight though, because the notorious Wall of Champions is coming up on the exit of the final chicane. Previous victims include Jacques Villeneuve, Michael Schumacher, and Jenson Button – okay, not just the champions then. The chicane sees drivers braking swiftly down to 120 km/h, and is a tricky right-left combo, with high kerbs. Any small mistake can be costly.

Pole position in 2006 was Fernando Alonso with 1 minute 14.942 seconds.

[Cut to Brembo Brakes footage]

Chris - Voiceover

Canada is heavy on braking. Not light, not normal, but super heavy on braking. Two thirds of the track is full throttle, so braking is required often and hard, especially when approaching the many chicanes.



The final chicane is the worst, or best, depending on your point of view. From the driver's point of view it requires deceleration of 200 km/h, taking 2.1 seconds. This creates 4.7 G for him to withstand, whilst putting pedal to the metal of 145kg. Not an easy task, but quite an accomplishment when done well.

[Cut to ING Index Footage]

Chris – Voiceover

After casting it's critical eye on Monaco, the ING Race Index now turns its attention to Montreal. Whilst the stock market has the Dow Jones, Formula 1 has the ING Index, a set of four categories scored out of 100 and then compiled to give each circuit an overall Index number. 100 is the hardest and greatest, 0 is the loser of all circuits.

Strain on drivers comes first – and Montreal fares pretty well. There are 10 chicanes in all, meaning drivers must never let their concentration drop. The concrete barriers are an added stress, plus knowledge that the Wall of Champions is just around the corner. Montreal scores 57 out of 100 for Strain on drivers.

Circuit and Strategy is our second category, with Canada's heavy braking circuit meaning mechanical fading and loss of grip by the closing stages of the lap. Two pit stops are the norm, but the pit entrance and exit, in particular, are much more hazardous than on other circuits. These criteria leave Montreal with a Circuit and Strategy score roundabout halfway with 56 out of 100.

The engineering requirements for the race make up our third category. The added pressure of going full throttle for over 65% of the lap makes Canada a tricky circuit to engineer. With brakes suffering the most, additional cooling methods need to be introduced, which leaves Canada scoring an impressive 67 out of 100 for engineering requirements.

Last but not least, the fourth category is vehicle setup. With Canada having one of the fastest straight sections of the entire championship, it's difficult to get the setup evenly balanced to cope with the hairpin as well. Stability under heavy braking plus all the grip and traction issues mean Montreal scores 69 out of 100 for vehicle setup – that's one of the highest ratings.

Combine those four scores together, and throw in a little bit of the history and emotion that the 30th anniversary of the Circuit Gilles Villeneuve stirs up, then you get our overall ING Race Index number. Montreal scores a total 64 out of 100 which is an equal score with Monaco, but Canada just gets the edge and heads into 5th place of the 2007 calendar.

[Cut to Championship Tables]

Chris – Voiceover

Going into this weekend the driver championship has joint leaders with Fernando Alonso and Lewis Hamilton both on 38 points, but Alonso leads on race wins. Felipe Massa has 33 points, Kimi Raikkonen has 23 and Nick Heidfeld has 18.

Hopefully, Canada will see Ferrari making a comeback from McLaren's dominance at Monaco, as the constructor's championship has them trailing 76 to 56. BMW are next with 30, Renault have 16 and Williams have 7 points.

[Cut to Christine.]



Chris: That's our Canada preview. Thank you for all your feedback. We had lots of nice comments on YouTube and Myspace. Share your thoughts of upcoming tracks and we'll try and feature them on the show. See you soon.

[End credits]

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