



Race Preview

2017 SINGAPORE GRAND PRIX

15-17 September 2017

With the European leg of the season complete, teams head east this week to the Marina Bay Street Circuit and the 2017 FIA Formula One Singapore Grand Prix, informally regarded as the beginning of the Championship run-in.

Singapore is perhaps the season's most testing venue, where a demanding layout and difficult ambient conditions combine to ensure a tough weekend for both car and driver. Despite being a night race, temperatures are high, though the critical factor for drivers is the energy-sapping humidity preventing them cooling efficiently. Against this backdrop they face the formidable 23-corner Marina Bay Street Circuit, offering very little in the way of respite in a race that has traditionally pushed the two-hour maximum time limit.

The layout contains all the traditional challenges of a street circuit: the track lacks the even surface of a permanent course and is very dirty at the start of the weekend. At other circuits this would suggest high track evolution but this is more of a lottery at Marina Bay, with heavy rain frequently washing away any rubber that has been laid down. Low speed turns proliferate as the track negotiates many 90° corners linking the city's streets – though the width of Singapore's boulevards has allowed track designers to incorporate several brutal chicanes. Riding the kerbs through these is key to a fast lap. As would be expected, Pirelli arrive in Singapore with their three softest compounds: soft, supersoft and ultrasoft.

Lewis Hamilton comes to Singapore leading the Drivers' Championship by the slender margin of three points from Sebastian Vettel. The Briton hit the front for the first time this year, courtesy back-to-back victories at Spa and Monza. His Mercedes team have a rather more comfortable advantage over Ferrari, their lead now up to 62 points – but every indication is that the high-downforce nature of Marina Bay will favour the chasing pack.



MARINA BAY STREET CIRCUIT

Length of lap: 5.065km

Lap record: 1:47.187 (Daniel Ricciardo, Red Bull Racing, 2016)

Start line/finish line offset: 0.137km

Total number of race laps: 61

Total race distance: 308.828km

Pitlane speed limits: 60km/h in practice, qualifying, and the race

CIRCUIT NOTES

- ▶ The track has been resurfaced around Turns 1 and 2. Resurfacing has also taken place on a 100m section after Turn 5, some areas between Turns 12 and 13 and a section around Turns 15, 16 and 17.
- ▶ The pit wall has been moved away from the garages by 275mm and the fast lane markings moved by the same amount to ensure cars in the fast lane are further from the working lane.
- ▶ Additional TecPro segments have been installed in parts of the barriers at Turns 1, 5, 7, 8, 10, 14, 16 and 22.

DRS ZONES

- ▶ There will be two DRS zones in Singapore. The first detection point will be at the exit of Turn Four and the first activation point will be 48m after Turn Five. The second detection point will be 80m before the apex of Turn 22, and the activation point will be 45m after apex of Turn 23.

ROUND 14	SINGAPORE GRAND PRIX	START TIME	20:00 Local - 12:00 GMT	KEY
RACE DATE:	17 SEP 2017	CIRCUIT LENGTH:	5.065KM	
CIRCUIT NAME:	MARINA BAY STREET CIRCUIT	RACE DISTANCE:	308.828KM	
NUMBER OF LAPS:	61	LAP RECORD:	1:47.187 - D Ricciardo [2016]	

Speed Kmh	Braking	Gear	Sector Time	Timing Sector
	130 3		T3	35.9
			Lap Time	1:42.6

● Sector 1	● Sector 2	● Sector 3
— Circuit	— Start	— Finish
○ DRS Detection	○ DRS Activation	— Run-off Areas
⚡ FIA Medical & Safety Cars	⚡ Marshal Posts	⚡ Light Panels

Notes: Lap & Sector times are based upon 2016 Qualifying data
Gears are approximate based upon 2016 Qualifying data
Speeds are approximate based upon 2017 Simulation data



FAST FACTS

- ▶ The race is the tenth running of the Singapore Grand Prix as a round of the F1 World Championship. The race has been held every year since 2008.
- ▶ Red Bull Racing are the most successful team in Singapore with three victories (2011-2013). Ferrari (2010, 2015) and Mercedes (2014, 2016) have two each, Renault (2008) and McLaren (2009) are the other winners.
- ▶ Nico Rosberg won here last year on the occasion of his 200th grand prix start. The other three drivers to win the Singapore Grand Prix all have multiple victories – and each has won for more than one team. Sebastian Vettel is the most successful driver in Singapore with four wins, comprising Red Bull's 2011-2013 hat-trick and victory for Ferrari in 2015. Fernando Alonso won for Renault in 2008 and Ferrari in 2010, and Lewis Hamilton won for McLaren in 2009 and Mercedes in 2014.
- ▶ Vettel's record at Marina Bay is phenomenal: he is the only driver to have scored in every Singapore Grand Prix, and has never finished lower than fifth.
- ▶ Of the current field, the only other drivers to have stood on the podium in Singapore are Kimi Räikkönen and Daniel Ricciardo. Räikkönen was third for Lotus in 2013 and for Ferrari in 2015. Ricciardo has been on the podium in each of his three previous seasons for Red Bull Racing: third in 2014, second in 2015 and 2016.
- ▶ Given the low-speed, high-downforce nature of street circuits, performance in Monaco is often used as a barometer for performance in Singapore. The statistics do not bear this out. Only four times (2011, 2012, 2014, 2016) has the winning constructor in Monaco also won in Singapore. More surprisingly, Sebastian Vettel in 2011 is the only driver to have won Monaco and Singapore in the same season. Recent form is a much better indicator: Low-speed Singapore has always followed ultra high-speed, low-downforce Monza but five times in the last seven seasons the winning driver and constructor in Italy has gone to win the following race in Singapore (2010 Alonso/Ferrari, 2011, 2013 Vettel/Red Bull, 2014 Hamilton/Mercedes, 2016 Rosberg/Mercedes.)
- ▶ Pole position is vital in Singapore. Seven on the nine races have been won from pole. It has, however, proved possible to make up places on the Marina Bay Street Circuit: Vettel gained 17 positions last year, racing from 22nd to fifth, beating the record of Felipe Massa, who made 16 places in 2010, racing from 24th to eighth in 2010.
- ▶ The last two races in Singapore have seen the drivers that lined up on the grid first, second and third finish in exactly the same positions.
- ▶ GP3 has never raced in Singapore and GP2 stopped being a support race at Marina Bay after the 2013 season, thus this weekend represents a full Singapore debut for Stoffel Vandoorne. Lance Stroll is also a Marina Bay debutant. Renault's Jolyon Palmer, racing for Carlin, won the final GP2 feature race here in 2013.

RACE STEWARDS BIOGRAPHIES

GERD ENNSER

MEMBER OF THE DMSB'S EXECUTIVE COMMITTEE FOR AUTOMOBILE SPORT, FORMULA ONE AND DTM STEWARD

Dr Gerd Ennsler has successfully combined his formal education in law with his passion for motor racing. While still active as a racing driver he began helping out with the management of his local motor sport club and since 2006 has been a permanent steward at every round of Germany's DTM championship. Since 2010 he has also been a Formula One steward. Dr Ennsler, who has worked as a judge, a prosecutor and in the legal department of an automotive-industry company, has also acted as a member of the steering committee of German motor sport body, the DMSB, since spring 2010, where he is responsible for automobile sport. In addition, Dr Ennsler is a board member of the South Bavaria Section of ADAC, Germany's biggest auto club.



SILVIA BELLOT

MEMBER OF THE ROYAL SPANISH AUTOMOBILE FEDERATION BOARD OF DIRECTORS, FIA WOMEN IN MOTORSPORT COMMISSION MEMBER, F1, F2, GP3 AND WTCC STEWARD

Silvia Bellot began marshalling in 2001, when she was 16. She has been a steward in a number of national and international series, including the, European F3 Open, GT Open, BMW Europe, Spanish Endurance Championship, DTM, World Series by Renault and the WRC. In 2009, she took part in the FIA trainee stewards' program for GP2 and F1. She made her first appearance as an F1 steward at the 2011 Turkish GP and last year was awarded the FIA's Outstanding Official prize. She is currently a steward in F2, GP3, WTCC and F1. Away from the stewards' room she is a member of the FIA's Women in Motorsport Commission and also works closely with RACC, the Circuit de Catalunya and the Spanish federation in event organisation.



EMANUELE PIRRO

FORMER FORMULA ONE DRIVER AND FIVE-TIMES LE MANS WINNER

During a motor sport career spanning almost 40 years, Emanuele Pirro has achieved a huge amount of success, most notably in sportscar racing, with five Le Mans wins, victory at the Daytona 24 Hours and two wins at the Sebring 12 Hours. In addition, the Italian driver has won the German and Italian Touring Car championships (the latter twice) and has twice been American Le Mans Series Champion. Pirro, enjoyed a three-season F1 career from 1989 to 1991, firstly with Benetton and then for Scuderia Italia. His debut as an FIA Steward came at the 2010 Abu Dhabi Grand Prix and he has returned regularly since.



FORMULA ONE TIMETABLE & FIA MEDIA SCHEDULE

THURSDAY

Press conference 1800

FRIDAY

Practice session 1 1630-1800

Practice session 2 2030-2200

Press conference 2215

SATURDAY

Practice session 3 1800-1900

Qualifying 2100-2200

Followed by unilateral and press conference

SUNDAY

Drivers' Parade 1830

Race 2000

Followed by podium interviews and press conference

ADDITIONAL MEDIA OPPORTUNITIES

QUALIFYING

All drivers eliminated in Q1 or Q2 will be available for media interviews immediately after the end of each session, as will drivers who participated in Q3, but who are not required for the post-qualifying press conference. The TV Pen is located in front of the media centre entrance.

RACE

Any driver retiring before the end of the race will be made available at the TV pen interview area. In addition, during the race every team will make available at least one senior spokesperson for interview by officially accredited TV crews. A list of those nominated will be made available in the media centre.

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