



SINGAPORE GRAND PRIX RACE

FROM FIFTH ON THE GRID, LEWIS HAMILTON WINS A RACE AFFECTED BY RAIN AND SAFETY CARS, USING AN INTERMEDIATE-ULTRASOFT ONE-STOPPER

MIXTURE OF WET AND INTERMEDIATE TYRES AT THE START. ALL FIVE AVAILABLE TYRES USED DURING THE RACE WITH DIFFERENT STRATEGIES

FASTEST RACE LAP BREAKS MARINA BAY RECORD WITH RAPID TRACK EVOLUTION IN THE SECOND HALF OF THE RACE

Singapore, September 17, 2017 – For the first time in its history, the Singapore Grand Prix was a wet race, with the top six starting on the intermediate tyre and a mixture of wets and intermediates further down the grid.

There were two safety car periods in the first half of the race, with the track still wet, which were used by some drivers to change from wet to intermediate tyres, while Daniel Ricciardo, who had started on intermediates, opted to change to a fresh set of intermediates. The Red Bull driver finished the grand prix second, behind the Mercedes of race winner Lewis Hamilton

The track eventually dried out after the restart, with the first drivers to change onto slicks being Haas's Kevin Magnussen and Williams's Felipe Massa on lap 24. Once the crossover point had been reached, all the frontrunners switched to slicks with most opting for the ultrasoft, although Toro Rosso's Carlos Sainz went for supersofts – claiming his best career result of fourth at the finish. Jolyon Palmer (Renault) and Stoffel Vandoorne (McLaren) also took their best results in Formula 1, while Hamilton set a new race lap record of 1m45.008s on the ultrasoft: more than two seconds faster than last year's fastest race lap.

MARIO ISOLA - HEAD OF CAR RACING

"The start of the race was unknown territory for everyone, with no wet weather running during the weekend up to now. This tactical uncertainty was compounded by the first of three safety cars, immediately after the start, meaning that strategy was mainly a question of reacting to changing circumstances on track. Intermediates were generally the best choice for the conditions during the first half of the race, although the full wets also performed strongly on a track that was only drying out very slowly. Once the surface was dry, track evolution happened quickly, with everyone apart from Carlos Sainz – who drove a fantastic race – opting to finish the grand prix on the ultrasoft."

BEST TIME BY COMPOUND

				
Ericsson 2m02.843s	Sainz 1m46.537s	Hamilton 1m45.008s	Hamilton 1m58.469s	Hulkenberg 2m06.580s
-		Ricciardo 1m45.301s	Palmer 2m00.177s	Palmer 2m07.583s
-		Bottas 1m45.405s	Ricciardo 2m00.246	Perez 2m07.642s



LONGEST STINT OF THE RACE

COMPOUND	DRIVER	LAPS
SOFT	Ericsson	4
SUPERSOFT	Sainz	31
ULTRASOFT	Stroll	32
INTERMEDIATE	Hamilton	29
WET	Wehrlein	19

TRUTHOMETER

Lewis Hamilton won the race using a one-stop strategy as predicted, but nobody expected that it would be from intermediate to ultrasoft, on lap 29. Ricciardo, behind him, chose to take on a fresh set of intermediates under the safety car, but also used a combination of intermediate and ultrasoft. The highest-placed driver to start the race on the full wet was Force India's Sergio Perez, who finished fifth.



MARINA BAY PIT STOP SUMMARY*

Car	Driver	Start	Pit 1	Pit 2	Pit 3	Pit 4
44	HAM	In	USu (29)			
3	RIC	In	In (11)	USu (28)		
77	BOT	In	USu (28)			
55	SAI	In	SSn (27)			
11	PER	Wn	In (11)	USn (28)		
30	PAL	Wn	In (12)	USn (29)		
2	VAN	Wn	In (12)	USu (27)		
18	STR	In	USn (26)			
8	GRO	In	USu (27)			
31	OCO	Wn	In (11)	USn (27)	USn (38)	
19	MAS	Wn	In (17)	USn (24)	USn (37)	
94	WEH	Wn	Wn (2)	In (21)	USn (28)	USn (37)
20	MAG	Wn	In (11)	USn (24)	USn (38)	
27	HUL	Wn	In (12)	USu (28)	USu (38)	
9	ERI	Wn	Wn (2)	In (13)	Sn (27)	USn (31)
26	KVY	In				
14	ALO	Wn				
5	VET	In				
33	VER	In				
7	RAI	In				

S= Soft SS= Supersoft US= Ultrasoft W=Wet I=Intermediate
 n= new u= used

(*) Laps through the pit lane under the safety car (laps 1–3) without tyre changes are not listed here

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