

A FLYING LAP OF THE MARINA BAY STREET CIRCUIT

- TURN 1** Maximum rate braking from over 280km/h down to about 130km/h, being careful to control wheel locking as the driver downshifts to 2nd for the tight left hander. A great place to see the awesome braking power of a FORMULA 1™ car. It's also a good opportunity for a following car to grab a 'sneak' move down the inside and take a place.
- TURNS 2/3/4** Perhaps the most spectacular sequence of corners on the whole lap. Briefly up to 3rd gear and 160km/h through Turn 2, before dropping back to second gear for the 90km/h Turn 3. Then it's back onto full throttle and up to 4th gear and 200km/h as the cars leave the permanent section of the track and flick through Turn 4.
- TURN 5** Back onto the brakes and down to 3rd gear for Turn 5, the entrance to Raffles Boulevard. The exit to this corner, taken at about 140km/h, has an opening radius which allows a car following closely, not to lose too much downforce. That gives an opportunity for an overtaking move at the end of the straight.
- TURN 6** Before that though, we reach the awesome Turn 6, a flat-out, full throttle kink in the track taken just before the cars change from 6th to 7th gear. Just after this corner is the fastest section of the track where the cars reach close to 300km/h, with the screaming exhaust notes bouncing off the surrounding buildings. Turn 6 is the fastest corner on any street-circuit ever!
- TURN 7/8** At the end of Raffles Boulevard, Turn 7 offers one of the best overtaking opportunities. Here the cars brake from over 300km/h down to 110km/h for the second gear left-hander onto the Nicholl Highway, briefly accelerating back up to 200km/h before taking the 2nd gear right-hander and accelerating to 200km/h along the short stretch of Stamford Road. The grandstand at Turn 8 is one of the best viewing locations. If you get the right seat you also see the cars as they return from the Esplanade Drive to Turn 15!
- TURN 9** A clean exit from the 3rd gear left hander at Turn 9 will control the car's speed along St. Andrew's Road and past the Padang (sports field). It too is an opening radius corner – and without electronic traction control – the driver who can best control his car's horsepower will have an advantage at the end of the straight.
- TURNS 10-12** From over 250km/h the cars will hard for the slower sequence of corners at the end of the straight. The heritage buildings of the old Supreme Court and the City Hall will create a backdrop similar to Monaco's Casino Square.
- Here the drivers balance the cars in 2nd and 3rd gears at between 100 and 150 km/h, as they line up to cross the Anderson Bridge, a unique feature of any track in the world. Built at the mouth of the Singapore River in 1910, its colonial architecture marks a major contrast to the ultra-modern skyline of the central business district just behind.
- TURNS 13-15** After a tight second gear hairpin at Turn 13, the cars reach over 280km/h as they cross the Esplanade Drive, before braking hard for the right handed Turn 14. This offers another overtaking opportunity before the cars accelerate back up to 230km/h through Turn 15, before reaching the slow speed section of track around the Bay Grandstand.
- TURNS 16-19** The slowest part of the circuit taken at around 100km/h in 2nd gear, still provides a challenge to drivers and engineers. This section of track works the brakes hard and places a premium on slow speed traction, not to mention the driver's finesse! After running along the waterfront in front of the Bay Grandstand, the cars actually turn beneath the grandstand itself at Turn 18 – another unique feature of the FORMULA 1™ Singtel Singapore Grand Prix.
- TURNS 20-23** Two further slower turns taken at around 120km/h in 3rd gear bring the cars back onto the waterfront next to the Singapore Flyer, adjacent to the Pit Building. The final two turns, taken at 150km/h and 200km/h respectively, give a fast-flowing end to the lap with 5.067km, 14 left turns and 10 right turns completed.

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