

2026 Singapore Grand Prix - Saturday

Singapore, 10 October 2026

Allan McNish, Racing Director: "I think it was a pretty good session overall, certainly for Nico, who drove very well. He had a clean and tidy run through qualifying and extracted the maximum performance from the car that we had available tonight.

"On Gabi's side, we were a little bit off the pace for reasons we still need to understand. It is certainly not down to the driver, but we need to get to the bottom of why there was a performance difference between the cars throughout the lap, something we haven't seen at any point this season. We will be putting our heads together to understand that.

"With Russell's grid penalty, Nico will move up to P10, while Gabi will start from P14. I think those are good positions from which to fight for points tomorrow."

Nico Hulkenberg (Car 27):

Sprint: 7th

Fastest Lap: 1:47.310 (Lap 11)

Strategy: Start (Inter)

Q1: 1:33.147 (10 laps)

Q2: 11th / 1:32.784 9 (9 laps)

"It was a positive Saturday overall. Picking up a couple of points in the Sprint was a nice bonus and we'll certainly take that. Qualifying was tidy as well. We tried a few things with the setup and threw everything at it in Q2, but in the end we were just missing that little bit of pace to make Q3.

"Starting from P10 [due to George Russell's penalty] isn't a bad place to be around Marina Bay. We'll look through everything tonight, and hopefully we can put ourselves in the fight for points tomorrow."

Gabriel Bortoleto (Car 5):

Sprint: DNF

Fastest Lap: 1:16.922 (Lap 5)

Strategy: Start (Inter)

Q1: 1:34.169 (10 laps)

Q2: 15th / 1:33.658 (9 laps)

"It was a tough Saturday for me. This morning in the Sprint, everyone was bunched up in the last sector after the Safety Car restart, and I got hit from behind. There was nothing I could really do: the damage was very marginal, but unfortunately it was enough to make continuing impossible. It's a shame because a race like this is full of opportunities, and maybe points were on the table today.

"Qualifying wasn't great either. I made a mistake on my final lap and went straight in Turn 14. I didn't feel like I had very good grip throughout the session, and I just didn't manage to put the lap together. Until that point, it was looking quite good, but margins are small and mistakes are costly. Tomorrow, starting from P14 is going to be tough because this is a track where overtaking is very limited, but I'll try my best and see what progress we can make."

Contact:

press@audif1.com

Will Ponissi, Head of Corporate and Race Communications, william.ponissi@audif1.com, +41 79 591 57 85

Nives Pavicic, Communications Manager, nives.pavicic@audif1.com, +41 76 384 07 50

Elena Rovelli, Communications Manager, elena.rovelli@audif1.com, +41 78 209 18 57

About Audi Revolut F1 Team

Audi Revolut F1 Team is the official factory team of Audi, as the brand enters the FIA Formula 1 World Championship for the first time in 2026. This project, in which Audi will create its own hybrid drive system ('power unit') developed in Germany, represents the ultimate expression of the manufacturer's 'Vorsprung durch Technik' philosophy and embodies a long-term commitment to compete at the pinnacle of motorsport with the clear objective of challenging for world championships by 2030. Audi Revolut F1 Team is based in three locations: the power unit is developed by Audi Formula Racing GmbH at the Audi Competence Center Motorsport in Neuburg, Germany; the chassis is engineered and race operations are managed from the state-of-the-art facilities of Audi Motorsport AG in Hinwil, Switzerland; while the Audi Motorsport Technology Centre UK in Bicester, United Kingdom, provides a foothold in the heart of 'Motorsport Valley', with direct access to top F1 talent and key strategic partners. This integrated structure provides complete control over the project, embedding a culture of precision, innovation, and relentless performance. Audi's entry is strategically timed to coincide with new Formula 1 regulations focused on increased electrification, as the electric share of the hybrid drive is raised to almost 50%, and the introduction of 100% sustainable fuels. The entry into Formula 1, one of the most important platforms in the world, serves as a high-tech catalyst for the entire Audi brand, acting as a global stage to demonstrate technological leadership and connect with new, diverse audiences by creating cultural impact that resonates far beyond the race track.

