



Tecpro's barriers being installed (left), and before and after post-crash intervention (top and above)

Safer streets

The Singapore Grand Prix turned to Tecpro to supply high-speed barriers for its street circuit

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Creating the tightest, fastest and safest street circuit in the world was a challenge.

To then run the race at night might seem like madness! But with the new technology of Tecpro's high-speed barriers, which have superseded old-style tire barriers at some of the world's leading race circuits, achieving these objectives became possible.

This system of barriers uses less space on the track and absorbs 40% more energy during a crash.

It all began two years before the first Singapore F1 GP, when the promoters and architects in charge of the project contacted Rafaël Galiana, Tecpro Barriers' CEO. Then things accelerated, with the first technical meeting a year before the GP. The barriers went into production and were shipped by container eight months before the first F1 night race.

Ever since that first race in 2008, the Singapore F1 track has been fully equipped with Tecpro's high-speed barriers. Assembling them takes only 21 days with a team of 10 people. To dismantle them takes two weeks. Using traditional tire barriers, it took 20 people four months to make the

In 2008, Giancarlo Fisichella tested the Singapore barriers at turn 10



stacks, another four months to install them, and a month for disassembly.

Every year, four Tecpro technicians arrive to assist the Singapore installation team during the final week to verify the installation and, if necessary, make any modifications requested by the FIA.

Some impressive crashes in 2008 and 2009 put Tecpro's barriers to the test. In the first Singapore GP, Giancarlo Fisichella rode the curb at turn 10 and took off before crashing into the barriers. There were also a number of crashes at turn 18. In one, Felipe Massa hit the line of high-speed barriers before setting off again.

In 2009, Rubens Barrichello locked his wheels in turn 14 during the third qualifying session. He first crashed into the end of the Tecpro barrier line and finished up in the concrete wall, when he broke his left front wheel. Then Mark Webber's brakes failed at the end of the pit straight and he crashed into the high-speed barriers at turn 1, fortunately without sustaining any injuries.

For 2010, the high-speed barriers, the Singapore F1 safety team, and the Tecpro team will once again be there to ensure the Singapore race remains safe. In addition, Tecpro barriers have now been installed at the Yas Marina Circuit in Abu Dhabi and on the two new turns at the Silverstone Circuit. <