



Media Information
ABB FIA Formula E World Championship
4th May 2021

Track facts and key factors: BMW i Andretti Motorsport ahead of the Monaco E-Prix.

- **Track facts: Formula 1 layout, big changes in elevation, mix of different corner combinations.**
- **Key factors: Qualifying performance, car balance.**
- **Roger Griffiths: “We are eager to score more points and taste the success.”**

Munich. Following Jake Dennis’ (GBR) victory in the Sunday race at Valencia (ESP), the BMW i Andretti Motorsport Team travels to Monaco (MON) and race seven of this season’s ABB FIA Formula E World Championship with the wind in its sails. Thanks to the 29 points he scored at Valencia, Dennis now lies eighth in the Drivers’ Championship. BMW i Andretti Motorsport is seventh in the Team competition. For the first time, Formula E will use large stretches of the Mediterranean principality street circuit that has been made famous by Formula 1. Maximilian Günther (GER) will be contesting his first race in his new adopted home. In our preview, we provide you with the crucial facts and key factors for a successful Monaco E-Prix.

You can find detailed information in our Media Guide: https://b.mw/Formula_E_Media_Guide. It provides detailed information on the technology behind the BMW i drivetrain and the BMW iFE.21, background stories on the technology transfer between motor racing and production development, the BMW i Andretti Motorsport Team and the drivers as well as the BMW Group safety car fleet. It is updated with facts and figures on the respective event after each race weekend.

TRACK FACTS MONACO.	
Circuit length	3.318 km, clockwise.





Corners	19 – of which 7 are left turns, 12 are right turns.
Track surface	Undulating. More bumps than at Valencia, but not as many as in Rome.
Grip level	Good for a street circuit. Disadvantages for early qualifying groups are greater than in Valencia, but not as big as in Rome.
Track layout	The long layout, also used by Formula 1, for the first time. Slight modifications for Formula E in T1 and the harbour chicane. Steep uphill from T1 to T4, downhill from T4 to T9. Change in elevation of 42 metres. Mix of fast, medium-fast and slow corners. High-speed compared to other street circuits.
Top speed	225 km/h.
Attack zone	On the outside of T4.
Pit lane	Analogue Formula 1 pit lane.
Overtaking	Very difficult. Narrow circuit, and energy management less critical than at Valencia, for example. Best opportunity: T10 after the tunnel.
Accident risk	Increased risk on narrow street circuit.
Key factors	Qualifying performance, balance over kerbs.

Quotes ahead of the Monaco E-Prix:

Roger Griffiths (Team Principal BMW i Andretti Motorsport):

“The BMW i Andretti Motorsport team heads to Monaco on a high after the win at Valencia. After that result we are eager to score more points and taste success. It will definitely be exciting to see the Formula E cars running on the full Monaco circuit featuring all its famous sights. Qualifying will be key and with our drivers in group two and group four, we stand a strong chance of good start positions. There are many unknowns about this track, especially regarding energy management during the race. Monaco always manages to bring an element of anticipation and mystique so we are sure the race will be exciting and we look forward to a strong result for both drivers and the team.”



Jake Dennis (#27 BMW iFE.21):

“I have been watching races in Monaco since I was a child. To now be able to go racing there myself is something very special. I am really looking forward to it. Hopefully, we will be able to get a similar result there to my victory at Valencia last time out.”

Maximilian Günther (#28 BMW iFE.21):

“The anticipation ahead of my home race is huge. Monaco is of very special significance to every racing driver. Being able to sleep in my own bed this time makes it all the more special. The circuit has a lot of challenging and iconic corners, but we feel well prepared for them. It is definitely going to be a great show.”

The FANBOOST vote.

FANBOOST gives Formula E fans the opportunity to vote for their favourite driver and award them an extra boost of power during the race. The five drivers with the most FANBOOST votes receive an extra 100 kJ of power, which they can make use of during a brief time frame in the second half of the race. Fans can vote for their favourite driver in the four days prior to, and leading up to 15 minutes into, each race. Each fan can vote once per day. There are two ways to vote: Online at <https://fanboost.fiaformulae.com/> or via the official Formula E App

The BMW Group Safety Cars.

The BMW Group has been represented in the ABB FIA Formula E World Championship as ‘Official Vehicle Partner’ since the very beginning and will continue to provide the fleet of safety cars for season 7 of the fully-electric racing series. Alongside the BMW i8 Roadster Safety Car (fuel consumption (combined): 2.0 l/100 km; energy use (combined): 14.5 kWh /100 km; combined CO2 emissions: 46 g/km)*, which has been modified specially for racing use, the MINI Electric Pacesetter inspired by JCW will be appearing as a new safety car from the Rome E-Prix onwards. The development of the car based on the new MINI Cooper SE represents a hitherto unique collaboration between MINI Design, BMW Motorsport, the FIA and Formula E. The fleet also includes the BMW i3s (Power consumption in kWh/100: 14.6-14.0 (NEDC); 16.6-16.3 (WLTP), electric range in km: 278-283 (WLTP))* as ‘Race Director Car’ and the BMW iX3 (Power consumption in kWh/100: 17.8-17.5 (NEDC); 19.0-



18.6 (WLTP), electric range in km: 450-458 (WLTP))* in its roles as 'Medical Car' and 'Rescue Car'.

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*Official data on power consumption and electric range were determined in accordance with the mandatory measurement procedure and comply with Regulation (EU) 715/2007 valid at the time of type approval. In case of a range, figures in the NEDC take into account differences in the selected wheel and tire size; figures in the WLTP take into account any optional equipment. WLTP values are used for assessing taxes and other vehicle-related charges that are (also) based on CO2 emissions, as well as for the purposes of vehicle-specific subsidies, if applicable. Where applicable, the NEDC values listed were calculated based on the new WLTP measurement procedure and then converted back to the NEDC measurement procedure for comparability reasons. For more information on the WLTP and NEDC measurement procedures, see www.bmw.de/wltp.
For further information about the official fuel consumption and the specific CO2 emission of new passenger cars can be taken out of the 'handbook of fuel consumption, the CO2 emission and power consumption of new passenger cars', which is available at all selling points and at <https://www.dat.de/angebote/verlagsprodukte/leitfadenkraftstoffverbrauch.html>.

