Media Information
ABB FIA Formula E World Championship
20th July 2021

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

- **Track facts: Covered section, very slow circuit with tight corners, no room for driver error.**
- **Key factors: Good starting position, good traction and rotation of the car, caution against crashing on the narrow track.**
- **Maximilian Günther: "It's a really cool element to be racing indoors and outdoors."**

Munich. After Maximilian Günther's (GER) victory in New York City (USA), BMW i Andretti Motorsport now heads to the team's next home event, the London E-Prix (GBR). The team's headquarters in Banbury (GBR) is less than 150 kilometres from the 'ExCel Circuit'. The ABB FIA Formula E World Championship returns to London for the first time since 2016 with races 12 and 13 of the season on Saturday and Sunday. One of the features of the new circuit is that it is partly outside and partly in the halls of the ExCel London exhibition centre. Günther and Jake Dennis (GBR), for whom the London E-Prix (GBR) is also a home outing, lie 14th and 15th in the Drivers' Championship – each with 54 points – ahead of the penultimate race weekend of the season. However, they trail the championship leader by just 27 points. BMW i Andretti Motorsport is currently sixth in the Team competition with 108 points. In our preview, we present the most important facts and key factors of the London 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 LONDON.	
Circuit length	2.252 km. Clockwise.
Corners	22 – 13 right, 9 left.
Track surface	Very bumpy, even a possibility of jumping.
Grip level	Low. Should it rain, the switch from the wet track outside to a dry track inside would be unusual.
Layout	Section between T20 and T8 is covered. Ramps between T2 and T3, and T21 and T22. Very narrow and slow circuit with hairpins. T11 is taken at just 30 km/h. Very few overtaking opportunities. No run-off zones, so no room for driver error.
Brakes	As energy management will barely play a role, despite the reduction of the amount of energy available, brakes will be put under a lot of strain.
Top speed	Approx. 195 km/h ahead of T1.
Attack Zone	On the outside of T16. Possible loss of position. To be avoided at all costs, as overtaking is very difficult, even in Attack Mode.
Pit lane	Entry after T22, exit on the outside of T2.
Key factors	Good start position, good traction and rotation of car, caution against crashing on narrow circuit.

Quotes ahead of the London E-Prix:

Roger Griffiths (Team Principal BMW i Andretti Motorsport):
"Fresh from the success in the New York City race, our team heads to the second of its 'home race events'. It is fantastic to be back in London after such a long absence. A new and very unique venue for all. It's the first time that the track will feature an indoor section as well as the conventional outdoor surfaces. At this stage, we know little of the track surface and how this will evolve with cars running on it. Fortunately, we have a practice session on the Friday afternoon which will give us overnight to review and consider how we

might adapt to the new circuit. For the first time as well, the FIA has decided to reduce the amount of available energy to us for the race by just under ten percent. The nature of the track with the full amount of energy would likely have led to flat out racing but the reduced amount will bring back an element of energy saving. Both drivers now have a win a piece and I am sure both will be vying for more success. There is a lot to play for in both the team's and driver's championships."

Jake Dennis (#27 BMW iFE.21):
"I am extremely excited about my home race in London. Nobody knows the circuit, which suits me as a rookie. I hope we come out of the blocks quickly in the first practice session and qualify well. It looks as though it is going to be difficult to overtake, which makes it all the more important to secure a good grid position."

Maximilian Günther (#28 BMW iFE.21):
"London is an outstanding place to go racing. It's a really cool element to be racing indoor and outdoor. The track looks very technical and I definitely can't wait to drive my first proper laps there. We are heading into the last four races of the season and everything is possible. So as always, we just focus on a good performance from our side."

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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The values for fuel consumption, CO2 emission and energy consumption shown were determined in the standardized test cycle according to the European Regulation (EC) 715/2007 in the version applicable at the time of type approval. The figures refer to a vehicle with basic configuration in Germany and the range shown considers optional equipment and the different size of wheels and tires available on the selected model. The values are already based on the test cycle according to the new WLTP regulation and are translated back into NEDC-equivalent values in order to allow a comparison between vehicles. With respect to these vehicles, for vehicle related taxes or other duties based (at least inter alia) on CO2-emissions the CO2 values may differ to the values stated here. Effective 06.12.2018
Further information about the official fuel consumption and the official 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 from Deutsche Automobil Treuhand GmbH (DAT), Hellmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen, and under https://www.dat.de/co2/.

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