



PRESS KIT FIA FORMULA E 2016/17.

**BMW
GROUP**



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THE DAWN OF A NEW ERA.

BMW TAKES INVOLVEMENT IN THE FIA FORMULA E CHAMPIONSHIP 2016/17 TO THE NEXT LEVEL.

A BMW car was involved in the very first race in the history of the FIA Formula E Championship, on 13th September 2014 in Beijing (CN): the FIA Formula E Qualcomm Safety Car BMW i8. As “Official Vehicle Partner”, the brand has actively contributed to the positive development of the world’s first championship purely for all-electric cars.

As the championship approaches its third season in 2016/17, BMW is taking its Formula E involvement up a notch, working closely with the team of US racing legend Michael Andretti. As cooperation partner of Andretti Formula E, BMW Motorsport will enjoy a lively exchange of ideas with the team to better learn about the processes in this innovative series and evaluate the possibility of a works-based entry in the future.

“Electric mobility will continue to grow in importance,” said Klaus Fröhlich, Member of the Board of Management of BMW AG, Development: “In the last ten years, we have established a leading position in the automobile industry in this field with BMW i. Through our partnership with Andretti Formula E in the Formula E Championship, we will now additionally see a close interaction between motor racing and production development in our



company, from which both departments will benefit.”

BMW Motorsport Director Jens Marquardt added: “The commitment in Formula E sees us forge new paths and demonstrate our expertise in the field of electric mobility. Over the coming years, the cooperation with Andretti Formula E will primarily focus on familiarising ourselves with the procedures and processes, and on intensifying our knowledge. Our works driver António Félix

da Costa will be in action behind the wheel. A works involvement is then conceivable as of the series’ fifth season. The premise for all these steps is the further positive development of the series.”

BMW i remains the “Official Vehicle Partner” for the FIA Formula E Championship. The BMW i8 (fuel consumption combined: 2.1 l/100 km / 134.5 mpg imp; CO₂ emissions combined: 49 g/km) will continue as the high-performance, efficient Safety Car in

“ Through our partnership with Andretti Formula E in the Formula E Championship, we will now additionally see a close interaction between motor racing and production development in our company, from which both departments will benefit. ”

Klaus Fröhlich,
Member of the Board of Management
of BMW AG, Development

Formula E. The same goes for the BMW i3 (energy consumption combined: 12.9 kWh; CO₂ emissions combined: 0 g/km), which is the “Medical Car” and “Race Director Car” and for the BMW X5 xDrive40e (fuel consumption combined: 3.4–3.3 l/100 km / 83.1–85.6 mpg imp; CO₂ emissions combined: 78–77 g/km; figures based on the EU test cycle, may vary depending on the tyre format specified), which functions as the “Rescue Car” or “Extrication Car”.

PROVEN PARTNERS: BMW i AND FORMULA E.

BMW VEHICLES FOR EXTRA SAFETY – WITH A MAXIMUM OF SPORTINESS AND EFFICIENCY.



BMW was interested in the potential of the revolutionary FIA Formula E Championship from the word go, treating the fans with a unique BMW i Vehicle Fleet during the race weekends. The Qualcomm Safety Car BMW i8 is the spearhead of the fleet provided by BMW i within its role as “Official Vehicle Partner”. It also includes the all-electric and emission-free BMW i3 as well as two BMW X5 xDrive40e plug-in hybrids.

“BMW i and Formula E make a great match. The world governing body of motor racing, the FIA, is branching out in a new and extremely interesting direction with the FIA Formula E Championship – and we have been on board from the outset,” said Jörg Reimann, Vice President BMW Brand Experience. “With its all-electric formula racing cars, tight street circuits running through the heart of major world cities and innovative ideas engaging fans via social

“ We’ve succeeded in bringing the driving pleasure, for which BMW is renowned, to the attention of millions of people in major cities around the world. ”

Jörg Reimann, Vice President BMW Brand Experience

networks, the series got off to a highly successful start. BMW has been involved in the series from the very beginning with the Qualcomm Safety Car BMW i8 and BMW i3 Medical Car, pressing its claim as a leader in electric mobility. We’ve succeeded in bringing the driving pleasure, for which BMW is renowned, to the attention of millions of people in major cities around the world.”

The Qualcomm Safety Car BMW i8 has also received some special modifications for Season 3. These include front and rear carbon brakes, an adjustable chassis, additional fans and an aerodynamics package including front splitter and rear wing. In addition, the Qualcomm Safety Car BMW i8 can be charged inductively.

It also received a safety cage, bucket seats and all the necessary Safety Car technology as prescribed by the FIA. The BMW i3 and the BMW X5 xDrive40e cars have also been slightly modified for use on the racetrack compared to their road-going equivalents.

THE 2016/17 BMW i VEHICLE FLEET.

BMW i8, BMW i3 AND THE BMW X5 xDrive40e: ELECTRIFYING FORMULA E.

FIA FORMULA E QUALCOMM SAFETY CAR BMW i8.

KEY FACTS.

- **Range on electric power only (EU):** up to 37 kilometres (23 miles)
- **Overall range:** over 600 kilometres (373 miles)
- **System output of FIA Formula E Safety Car:** approx. 380 hp
- **Maximum system torque:** > 570 Nm (420 lb-ft)
- **Top speed:** 250 km/h / 155 mph (using electric power only: 120 km/h / 75 mph)
- **0 – 100 km/h (62 mph):** < 4.4 seconds; 80 – 120 km/h (50 – 75 mph): 2.6 seconds



The BMW i8 is the most progressive sports car of our times and, by combining the performance and appeal of a sports car with small car fuel economy, created a new segment as the first sustainable sports car. It offers zero-emission driving in town (eDrive) and efficient sports car performance out of town, where a highly turbocharged and efficient 1.5-litre petrol

engine with BMW TwinPower Turbo technology also comes into play.

With its revolutionary vehicle concept – which brings together a carbon-fibre passenger cell, aluminium chassis and benchmark aerodynamics for its segment (Cd: 0.26) – the BMW i8 represents the company's technological cutting edge.

In Season 3 of Formula E, the BMW i8 will continue as the Official FIA Formula E Qualcomm Safety Car. It's the world's first vehicle equipped for inductive charging with 7.2 kilowatts of power using Qualcomm Halo™ prototype technology. This allows the high-voltage battery of the BMW i8 to be fully recharged in around one hour only.

THE 2016/17 BMW i VEHICLE FLEET.

BMW i8, BMW i3 AND THE BMW X5 xDrive40e: ELECTRIFYING FORMULA E.

FIA FORMULA E QUALCOMM SAFETY CAR BMW i8.

MODIFICATIONS TO COMPLY WITH FIA FORMULA E REQUIREMENTS.

- Certified safety cell – bolted and bonded to load-bearing elements of the body
Use of patented tube joints
- New bank of LED lights and stroboscope light
- FIA radio equipment and transponder integrated into the vehicle electronics
- 2 x additional 12V sockets with 25A fuse
- Carbon-fibre racing seats
- Carbon-fibre centre console
- Six-point safety belt
- Removal of interior trim and airbags
- Modified trim elements on safety cell
- Modified position of safety belts
- Official decals

TECHNICAL MODIFICATIONS TO THE NEW QUALCOMM SAFETY CAR BMW i8 OVER THE STANDARD PRODUCTION CAR.

CHASSIS

- Modified chassis mount points and upper wishbones
- Custom-made Bilstein springs / dampers
- 15 mm lowered chassis

WHEELS / TYRES

- 20" ATS racing rims: black, powder-coated (front: 245/ 35 R20, rear: 285/ 30 R20)
- Michelin Pilot Super Sport sports tyres

BRAKES

- Motorsports brake discs and callipers (six-piston at the front, four-piston at the rear)
- Improved ventilation / cooling for the front discs
Direct in-flow of air via the front spoiler and deflector plates
- Modification to the rear section of the underbody (additional air intakes, spoiler) and airflow to the brake discs via supply tube and deflector plates

AERODYNAMICS

- Kidney grille split at half height
Modified front-end airflow
- Number of dynamic pressure flaps in fan shroud increased
- 850-watt fan (front)
- Modified bonnet outlet cover and airflow
- Modified air deflectors
- New air deflectors and air deflector plate on the underfloor of the car
- Rear window replaced by plastic cover with air outlets
- C-pillar ventilation removed



- Sound absorption panelling for the engine removed
- Two additional fans in the engine compartment
- Lower-mounted engine soundproofing removed
- New anti-roll bar bearings
- Extension of diffuser below the combustion engine (75 mm)
- Heat insulation for the exhaust system
- Additional carbon-fibre spoiler lips at the rear
- Additional diffusers on the underfloor of the car (front and rear)

MODIFIED ROLL CAGE

- Seamlessly drawn precision pipe (25 CrMo4)
- Yield strength: 640 Nm/mm²
- Tensile strength: 695 Nm/mm²

- Bolts quenched and tempered
- Roll cage weight: 48 kilograms
- First FIA-certified BMW i8 roll cage

HIGH-VOLTAGE BATTERY

- Battery cell modified for testing purposes, now has higher electric output (+ approx. 10 kW)

INDUCTIVE PROTOTYPE CHARGING SYSTEM (QUALCOMM HALO™)

- Qualcomm Safety Car BMW i8 is the world's first vehicle to offer 7.2 kW inductive charging based on Qualcomm Halo™ prototype technology
- Tested under all extreme climatic conditions
- EMC-approved

THE 2016/17 BMW i VEHICLE FLEET.

BMW i8, BMW i3 AND THE BMW X5 xDrive40e: ELECTRIFYING FORMULA E.

BMW i3 MEDICAL CAR / RACE DIRECTOR CAR.

KEY FACTS.

- **Range on electric power only (EU):** up to 160 kilometres (100 miles)
- **Maximum output:** 170 hp
- **Maximum torque:** 250 Nm (184 lb-ft)
- **Top speed:** 150 km/h / 93 mph (governed)
- **0 – 100 km/h (62 mph):** 7.2 seconds

MODIFICATIONS TO COMPLY WITH FIA FORMULA E REQUIREMENTS.

- Bank of LED lights, fire extinguisher, paintwork and decals
- FIA radio equipment and transponder integrated into the vehicle electronics
- Attachment points for medical equipment

The battery-electric BMW i3 will continue as the Official FIA Formula E Medical Car and Race Director Car. They can also be charged inductively.



BMW X5 xDrive40e RESCUE CAR / EXTRICATION CAR.

KEY FACTS.

- **Range on electric power only (EU):** up to 31 kilometres (19 miles)
- **Overall range:** over 800 kilometres (497 miles)
- **System output:** 313 hp
- **Maximum system torque:** 450 Nm (332 lb-ft)
- **Top speed:** 210 km/h / 130 mph (120 km/h / 75 mph on electric power only)
- **0 – 100 km/h (62 mph):** 6.8 seconds

MODIFICATIONS TO COMPLY WITH FIA FORMULA E REQUIREMENTS.

- Bank of LED lights and stroboscope light
- FIA radio equipment and transponder integrated into the vehicle electronics

The BMW X5 xDrive40e plug-in hybrid will be deployed as the Official FIA Formula E Rescue Car and Extrication Car over the course of the new Formula E season and has been adapted to the technical requirements of the FIA.



SIDE BY SIDE.

TEAM ANDRETTI FORMULA E IN PROFILE.



Andretti Autosport is named after American racing superstar Michael Andretti. The ex-IndyCar star, son of Mario, has held full ownership of the outfit since 2009, and has steered it to success in a broad variety of categories, from IndyCar to rallycross.

Formed originally in the early 1990s to race in the CART series, the squad – then known as Team Green – won the Indy 500 and the CART title with Jacques Villeneuve in 1995. Through the 2000s, the team won four IndyCar series titles, most recently in 2012 with Ryan Hunter-Reay.

The organisation was formally renamed Andretti Autosport in 2009, and has since broadened its interests. Alongside IndyCar, it fields entries in Indy Lights, Pro Mazda and Global Rallycross. The team is also one of the founding franchises in the FIA Formula E Championship.

For Season 3, the Andretti Formula E team will be known officially as MS Amlin Andretti. The team has scored several podiums, but has yet to stand on the top step – something it will undoubtedly aim to do in the coming season. The drivers aiming to achieve this first victory are António Félix da Costa – a winner in Season 1 – and Robin Frijns. Félix da Costa moves over from Team Aguri, where he spent the first two seasons, while Frijns continues his association with Andretti that yielded a podium and several further strong results in season two.

The team will, for the first time, run its own electric powertrain in 2016/17. The package is all new and will make its competitive debut at the opening race in Hong Kong. A fresh inverter and motor is mated to the standard battery – as required by the series. The drivetrain is housed in the mildly face lifted Formula E chassis and aero package, as used by all teams.

ANTÓNIO FÉLIX DA COSTA: IN THE MIX FROM SEASON 1.

THE BMW WORKS DRIVER IN PROFILE.

KEY FACTS.

Day of birth:
31st August 1991

Place of birth:
Lisbon

Nationality:
Portuguese

Formula E starts:
17

Best Result:
P1, Buenos Aires, Season 1



Portuguese driver António Félix da Costa begins his third season in Formula E in 2016. One of the standout performers of last season – in out-dated machinery – he was one of the series' first winners, taking victory at the Buenos Aires ePrix in Season 1.

For Season 3, Félix da Costa joins MS Amlin Andretti, and will drive the number 28 ATEC-002 machine. His blend of fearless aggression and deft passing ability has led him to be considered a fan favourite in Formula E, as he has been for much of his career. He'll be aiming to return to the peaks of his first season in the category, as he concentrates on electric motorsport full time for the first time this season – stepping across from BMW Motorsport's DTM operation.

His recent racing years have seen him racing successfully in the fiercely competitive DTM arena – a breakthrough victory in dominant fashion at Zandvoort in 2015 a clear highlight of his time in the series.

His CV is impressive. He is a graduate of the prestigious Red Bull driver development programme and former F1 test and reserve driver. In 2012, he entered the Formula Renault 3.5 Series

for a part season, and won four of the last five races. He has also won the Formula Renault 2.0 Northern European Cup and the notorious Macau Grand Prix, on top of his victories in Formula E and the DTM.



INTERVIEW WITH ANTÓNIO FÉLIX DA COSTA.

António, how do you feel after the first test drives with Andretti Formula E?

António Félix da Costa: "Very good. It is great to be able to work together with one of the biggest names in global motorsport. You can rest assured that they do things the right way. I can hardly wait for the season to start."

How important is it for you to have a major partner like BMW on board in Formula E?

Félix da Costa: "BMW and Andretti together give us all the building blocks for success in this series. You can see that Formula E is growing quickly. Every manufacturer that joins Formula E increases its significance, and we should welcome that."

What do you find fascinating about Formula E?

Félix da Costa: "Well, it's new for a start. And new often means good. We have good races and an outstanding starting field with many former Formula 1 drivers. It's getting more professional too. We also race on circuits that no-one knows, which keeps everyone interested. We take the races into the cities, where the people are. In general, Formula E is a great new challenge for me."

Can you compare the racing in Formula E with the DTM or other single-seater series?

Félix da Costa: "It's not really possible to compare them, as Formula E presents a different type of challenge. We have to be

“ We have to be fast and efficient at the same time. You have a lot more things to think about in a Formula E race than in other series. ”

António Félix da Costa

fast and efficient at the same time. You have a lot more things to think about in a Formula E race than in other series. However, the cars are so intelligently built that you can drive right up close and have some tough battles. So we have some good racing."

How well do you get on with your team-mate Robin Frijns?

Félix da Costa: "Very well. We've known one another for many years and have competed against one another in some race series. Robin is very talented and has impressive raw speed. I like that, as we will look to push one another along in the spirit of healthy competition."

Have you set yourself any goals for your first season with Andretti Formula E?

Félix da Costa: "It's difficult to say at this



point. I am the new driver in the team, and we also have a new drivetrain. We will have to wait and see how we do compared to the top teams from the last two years. I would be happy with reliable performances, and scoring points regularly."

Who do you think are the favourites for the title?

Félix da Costa: "My impression after testing is that Renault and world champion Sebastien Buemi are very strong. Jean-Eric Vergne, Lucas di Grassi and Daniel Abt could also do really well."

“ BMW and Andretti together give us all the building blocks for success in this series. ”

António Félix da Costa

You get to visit some great places during the Formula E season. What are your favourites?

Félix da Costa: "It's a shame that Punta del Este is no longer on the calendar. That was my favourite. But Buenos Aires is a great place too. We drive through a lovely area of town, and I have always done well there. I also love Paris and Monaco. And, of course, we have the races in front of the New York skyline. That will be really cool."

ROBIN FRIJNS: FIRED UP FOR HIS SECOND YEAR.

THE MS AMLIN ANDRETTI DRIVER IN PROFILE.

KEY FACTS.

Date of birth:
7th August 1991

Place of birth:
Maastricht

Nationality:
Dutch

Formula E starts:
10

Best Result:
P3, Putrajaya, Season 2



Robin Frijns, the Netherlands' only Formula E racer, will drive the number 27 ATEC-002 for MS Amlin Andretti in Season 3. Frijns was one of last term's most impressive performers, regularly mixing it up with the front-runners and even earning a podium in Season 1 machinery.

Frijns' race craft made him one of the best drivers to watch last season, with several magnificent overtakes and great drives. The highlight of his season was his maiden podium in the category – third place in Malaysia at the Putrajaya ePrix. Formula E will remain his main focus in 2016/17, as he aims to build on a solid first season in the all-electric championship.

The Dutchman's CV has several highlights. Principal among them is his 2012 Formula Renault 3.5 title – earned racing against team-mate António Félix da Costa. He is a GP2 race winner, taking victory on his second ever weekend in the series at Catalunya in 2013. He is also a Formula Renault 2.0 Eurocup champion (2011) and a Formula BMW Europe champion (2010), the successful talent promotion scheme of BMW at that time.

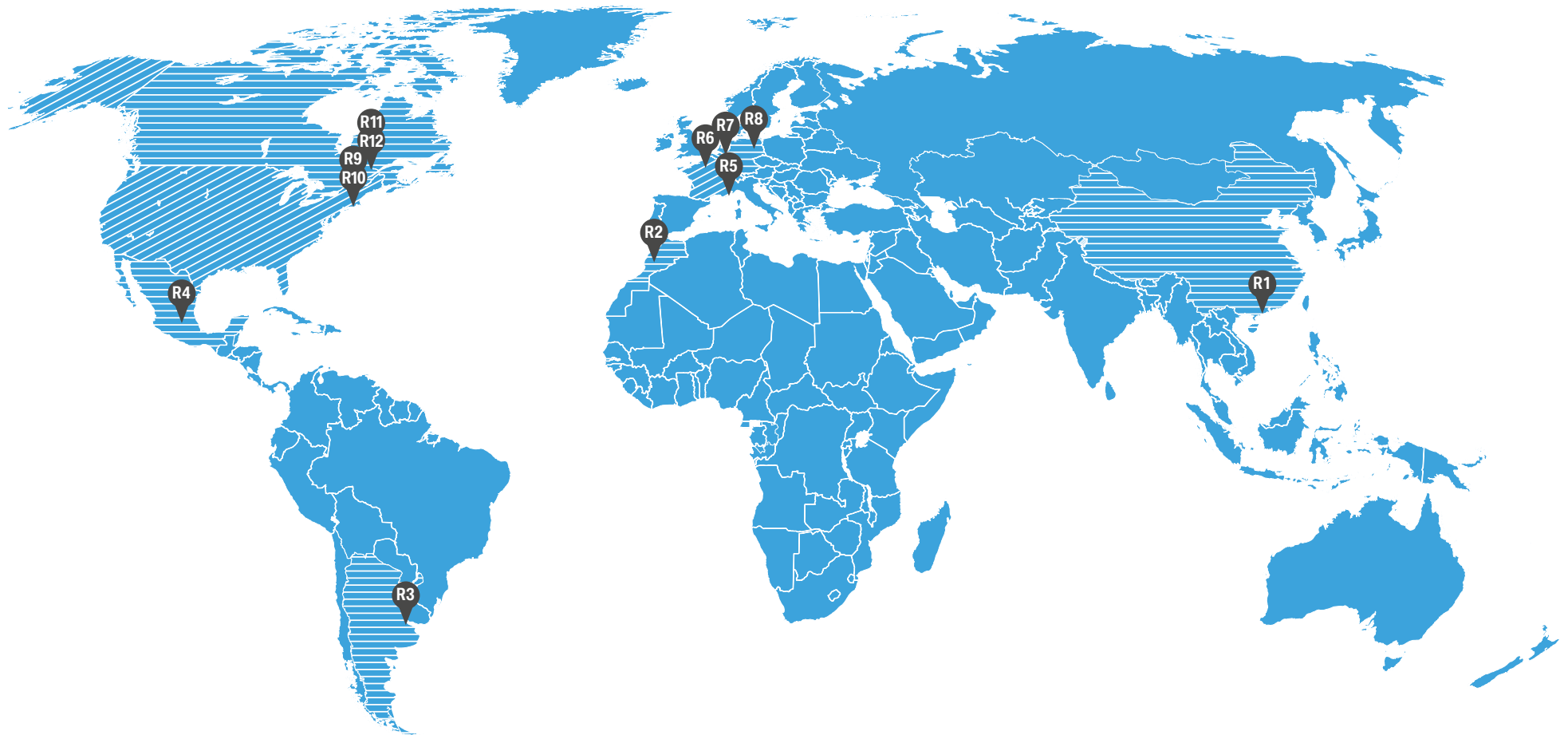
In recent seasons, Frijns has turned his hand to GT3 racing, proving a talent in

the Blancpain GT Series. He earned the Blancpain GT title racing with Belgian Audi Club Team WRT in 2015, winning five races, and continued to show impressive performances in a 2016 GT campaign.



RACE CALENDAR: SEASON 3 AT A GLANCE.

THE 2016/17 FIA FORMULA E CHAMPIONSHIP RACING SCHEDULE.



R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12
HONG KONG 09 OCT 16	MARRAKESH 12 NOV 16	BUENOS AIRES 18 FEB 17	MEXICO CITY 01 APR 17	MONACO 13 MAY 17	PARIS 20 MAY 17	BERLIN 10 JUN 17	BRUSSELS 01 JUL 17	NEW YORK 15 JUL 17	NEW YORK 16 JUL 17	MONTRÉAL 29 JUL 17	MONTRÉAL 30 JUL 17

FROM HONG KONG TO MONTRÉAL.

ALL 2016/17 FIA FORMULA E CHAMPIONSHIP RACES IN DETAIL.

R1 HONGKONG – CHINA – 9TH OCTOBER 2016.

The City.

Formula E boss Alejandro Agag said that Hong Kong was ‘top of his list’ for places the series could visit, and for Season 3, he gets his wish. Hong Kong is a sovereign state of China, whose capital Beijing it replaces on the series’ calendar for 2016/17. Famous for its culture and its energy, the territory is the fourth most densely populated in the world; 7,234,800 people live in just 2755km² – and less than 25% of that area is developed. Only Macau, Monaco and Singapore can claim to be tighter on space.



The Track. **2km, 10 turns**

Racing around the ultimate urban landscape, the tight confines of the city are the perfect landscape for electric racing. The Blade-Runner like vistas are the backdrop to the season’s opening round, with the race taking place around the harbour front area. The track features a mixture of turns, including two hairpins and a long back straight leading to a tight right handed 90-degree bend, which should provide plenty of overtaking opportunities.

R2 MARRAKESH – MOROCCO – 12TH NOVEMBER 2016.

The City.

Marrakesh is one of the most vibrant cities in the world, bustling and busy – though it is only the fourth largest city in Morocco. The city has a surprisingly rich motor racing history, having hosted regular touring car events in recent years.

The city is ancient – established in the 11th century, and in an area inhabited since the Neolithic times. Much of the city’s architecture is historic, including the famous red walls constructed in the 1120s, lending the city the nickname ‘Red City’. The city’s Medinas – a traditional market-style area enclosed inside the fortified walls – represent the culture and have remained in spirit since antiquity. They contrast sharply with the more modern, vibrant districts surrounding the centre – just as the history of the city will contrast sharply, and compliment beautifully, futuristic electric racing.



The Track. **2.97km, 12 turns**

The Moroccan event, with its backdrop provided by historic buildings and the magnificent Atlas Mountains, shares its layout with that used by the FIA World Touring Car Championship in 2016. The semi-permanent track was designed by Hermann Tilke, and is the first of its kind ever used by FIA Formula E. Faster in character than many of the tracks on the calendar, it has three fast straights and one long, fast right handed bend just after the tight first turn. It is also the series’ longest circuit, at 2.97km.

FROM HONG KONG TO MONTRÉAL.

ALL 2016/17 FIA FORMULA E CHAMPIONSHIP RACES IN DETAIL.

R3 BUENOS AIRES – ARGENTINA – 18TH FEBRUARY 2017.

The City.

The third round of Season 3 sees the first location the teams and drivers are already used to. Buenos Aires is picturesque, vibrant and a centre of South American sporting culture; a perfect place, then, for Formula E. It is home to Boca Juniors and River Plate – two of the most famous club football sides in the world – and has hosted the World Cup final. It also has motor racing pedigree; a short distance from the circuit stands a statue of the great Juan Manuel Fangio, an Argentinian native.

The Puerto Madero region, where the race is staged, has received large investment in recent years, and shows off the latest trends in architecture. Much of it is rebuilt from old industrial dock buildings. It's a young, future-focused, vibrant zone, seamlessly matched to the culture of electric racing. Buenos Aires also has more active theatres each weekend – around 300 – than anywhere else in the world. A perfect compliment to Formula E: drama on track, drama off track.



The Track. **2.479km, 12 turns**

The circuit itself is widely-regarded as the best on the calendar, with plenty of fast sections and heavy braking zones. It's wide enough to offer strong overtaking opportunities, but without losing the characteristic street-race feel. Around the circuit, a backdrop of parkland and striking cityscapes ensure that the race also provides a visual treat for spectators.

R4 MEXICO CITY – MEXICO – 1ST APRIL 2017.

The City.

Mexico's capital has, like Marrakesh, deep roots in history, evolving over time from Tenochtitlan, an Aztec centre of power established in the 1300s. It is the oldest capital city in the Americas and one of only two established by natives of the continent. The city is now the largest in the country, with nearly nine million people living inside its limits. The centre of the city is a UNESCO Heritage Site, featuring no less than five Aztec temples, the largest cathedral in South America and the magnificent Palacia de las Bellas Artes.

It is bustling, busy and congested – high levels of pollution have become a negative factor in the city's character. With that in mind, the presence of the world's only all-electric racing series is entirely appropriate, presenting a vision of a cleaner future for urban landscapes. The city's metro is the largest in Latin America, transporting more than 4 million people every day – roughly half the city's populace. The government heavily subsidise its fares, encouraging its use in an attempt to limit traffic on the streets.



The Track. **2.092 km, 18 turns**

Mexico's ePrix utilises the Autodromo Hermanos Rodriguez, in Mexico City. The circuit is a permanent fixture, the only permanent circuit on the calendar. The circuit map features two long hairpins, forming an oval shape, with several turns inside the main figure. Unlike other FIA world championships to visit the venue, Formula E races around the famous, daunting Peraltada hairpin. The circuit also encompasses a baseball stadium, providing an exciting atmosphere for drivers and spectators alike, with huge crowds densely packed around several tight turns on the infield. It is also the highest on the calendar – 2500m above sea level.

FROM HONG KONG TO MONTRÉAL.

ALL 2016/17 FIA FORMULA E CHAMPIONSHIP RACES IN DETAIL.

R5 MONACO – 13TH MAY 2017.

The City.

Monaco is a small principality on the south coast of France, on the Mediterranean. The state itself is tiny, and could comfortably fit inside New York's famous Central Park. It's 2km² area packs a population of 38,400, making it the second most populated country in the world. It is notoriously a playground for the rich and famous; roughly 30% of its population are millionaires, drawn by low tax rates, pleasant weather and extravagant culture. The harbour, around which the circuit is laid out, is famous for its super yachts and exuberant parties.

Arriving in late spring, the series can hope to be basked in sunshine, with warm average temperatures. The state is a monarchy, ruled by Prince Albert II – as his family has done since the 1920s. He has a love for motorsport, and Monaco continues to host the Formula One Grand Prix and, biannually, the Monaco ePrix and Historic Grand Prix. It is also the home of the famous Monte Carlo Rally.



The Track. 1.760 km, 12 turns

The Monaco street circuit is undeniably the most famous in the world – even people unacquainted with motorsport are likely to connect the tiny principality with grand prix motor racing. Classic elements of the circuit, including the harbour side atmosphere, are retained; the circuit features the fast, sweeping right kink of the start-finish, as well as the famous St Devote. The cars take a right immediately after the first turn, heading into a tight hairpin and returning to the traditional layout just after the Tunnel. The famous swimming pool and fearsome, fast Rascasse chicane are retained, ensuring none of the Monaco character is lost.

R6 PARIS – FRANCE – 20TH MAY 2017.

The City.

Just one week after star-studded Monaco, Formula E visits Paris, a city in need of little introduction. France's capital is a world leader in the arts, architecture, sport and cuisine, and returns to the Formula E calendar after a much-applauded debut in Season 2. The French capital is a sporting powerhouse, hosting international football tournaments, the Olympics twice, and sundry other major sporting events.

It is an historic centre, established in the 3rd century BC, and this rich history has contributed to a landscape and culture of vast diversity and quality. The city's centre, alongside the river Seine, is a UNESCO Heritage Site, recognising the beauty and history of the region. The Eiffel Tower is, of course, Paris's stand out landmark but the city is also home to the Arc de Triomphe, the cathedral at Notre Dame and the spectacular fusion of the modern and traditional at the Louvre. As well as being architecturally interesting, the Louvre is just one of many world-famous art galleries in the city; Paris truly has a thriving art culture.



The Track. 1.930 km, 14 turns

The track layout optimises the city's landscape to ensure that there is a truly Parisian feel to the circuit's backdrop – both the Eiffel Tower and Musee l'Armee feature. Racing around Les Invalides complex, the drivers experience a variety of turns, but mostly the 90-degree turns characteristic of many street tracks. The difficulty of the circuit comes both in its narrowness – one of the tightest on the calendar – and the sweeping, constricted Turn 3, for which drivers need commitment and a near perfect set up for a fast time.

FROM HONG KONG TO MONTRÉAL.

ALL 2016/17 FIA FORMULA E CHAMPIONSHIP RACES IN DETAIL.

R7 BERLIN – GERMANY – 10TH JUNE 2017.

The City.

Formula E's visit to Germany takes place in the country's capital: Berlin. As one of Europe's most forward-thinking cities, it's a natural fit. Berlin has as great a cultural and historic mix as any other urban centre in the world; citizens from hundreds of countries live and work in and around the city. This vast mixing pot brings unrivalled variety in the art, music, and literature developed and presented in the city.



The Track.

2.030 km, 11 turns

After the first season's venue, the historic Tempelhof Airport, was unavailable, Berlin's circuit moved to the Mitte district. Few races can claim to have been as central in a capital city as this one; the track takes in Strausberger Platz and is just a stone's throw from Berlin's most popular shopping and nightlife at Alexanderplatz. In some ways, the Berlin circuit has character similar to that of the Norisring, Germany's other major street race. Quick, bumpy straights, tight hairpins and technically challenging medium speed turns make up the 2km track, right in the centre of the bustling capital city.

The design of buildings in the city is also renowned. Sites like the Brandenburg Gate, built in the 18th century as a symbol of peace, the Alexanderplatz's Fernsehturm, one of Europe's tallest structures, and Museum Island are all significant. Like Paris, Berlin has vast sporting history. It has hosted the Olympics, the FIFA World Cup – and World Cup Final – and is home to an internationally renowned BMW BERLIN-MARATHON, one of the fastest marathons worldwide.

R8 BRUSSELS – BELGIUM – 1ST JULY 2017.

The City.

Belgium's capital is a truly international city. Though it is not particularly large, it is also multilingual, packed with history and culturally significant. Brussels is home to the Belgian king, Philippe, as well as to its prime minister and parliament. Though the city has traditionally been Flemish speaking, like much of Belgium it is officially bilingual; French and Flemish hold equal significance. It is also important internationally; as the home of NATO and spiritual home of the European Union, it is a political centre for much of the continent.



Grand architecture characterises much of the city. World Heritage Site the Grand Place, the magnificent, historic Town Hall – begun in 1420 – and the celebratory Cinquantenaire arch are but a small introduction to a vast selection of historic building work in the area. Belgium is famous for its food. Chocolate and waffles in particular are famous, but the country is also famous for its French fries. The name is contentious to many Belgians, who claim the potato snack was invented in their country, not that

of their neighbours. The country's beer, however, is not in dispute; it is world renowned for its variety and quality. Lambic beer in particular is native to the Brussels area. Arriving in the middle of summer should guarantee warm weather for the championship, but rainfall slackens little in Belgian summers and the race could be a damp affair.

The Track.

No details yet released

FROM HONG KONG TO MONTRÉAL.

ALL 2016/17 FIA FORMULA E CHAMPIONSHIP RACES IN DETAIL.

R9 R10 NEW YORK – USA – 15TH/16TH JULY 2017.

The City.

It's been described as the 'holy grail of motorsport': a race in New York City. FIA Formula E achieved this goal, and Brooklyn will host electric racing on its streets in 2017. New York is arguably the world's most famous city, and a massive tourist destination for people from all over the world. It is home to cultural institutions like Broadway, often considered to be the world's centre of musical theatre, several operas and orchestras, the Statue of Liberty, hundreds of museums, including the influential Guggenheim, and vast arenas like Madison Square Garden. Sporting-wise, the city is home to the headquarters for many of America's major sports; the offices of the National Football League, National Hockey League, Major League Baseball and Major League Soccer all call New York home. The city is likewise home to the US Open tennis, and a major marathon.

Brooklyn, where the race will be held, is the most populous of the city's five boroughs. It's home to franchises from both the NHL and NBA – the New York Islanders and Brooklyn Nets respectively. In recent years, the borough



has seen an upsurge in investment, with a trendy reputation; high tech startups mix with avant-garde design and art in the area.

The Track. **1.947km, 13 turns**

The NYC race will take place in Red Hook, Brooklyn, around the Brooklyn Cruise Terminal and Pier 11, with a backdrop of Lower Manhattan and the Statue of Liberty. The circuit features a mix of turns, mostly tight and technical, including two hairpins – one linking the back and front straights and providing excellent overtaking potential. Drivers can expect a bumpy, tough challenge in the track's harbour location.

R11 R12 MONTRÉAL – CANADA – 29TH/30TH JULY 2017.

The City.

Formula E's first visit to Canada will take place in the city of Montréal. Neither the country's capital nor its largest city, it's nonetheless an excellent choice; Montréal has as much racing history as anywhere on the calendar, with a race circuit named for Canadian hero Gilles Villeneuve. Like Belgium before it, Canada has two official languages in English and French. As it is located in the state of Quebec, Montreal's official tongue is French, though much of the city is bilingual with English. The city really expanded in the 19th century, as a canal brought goods inland and Montréal became a transport hub, and for a long time the city was the largest in Canada. Though it lost that status in the 1970s, the 21st century story of the city is one of growth and forward thinking policy – just the kind of environment for a championship like Formula E.



The Track. **2.75km, 14 turns**

The finale races takes place right in the centre of Montréal. Its character matches that of much of Formula E's circuits, in that it is tight, bumpy and fearsome with concentration vital to survive one lap, let alone a whole race. The start finish straight, on Boulevard René-Lévesque, will offer drivers a simple challenge: focus on the road, not the spectacular urban scenery around. The street is one of Montréal's largest and most important, with skyscrapers dominating and all of Canada's French-language media located on it – the race will circle Maison de Radio-Canada with turns one and two.

MEDIA SERVICE.

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BMW reports on the events of the FIA Formula E Championship via up-to-date press releases and on its digital platforms. If you have any further questions, please do not hesitate to contact one of the following contacts.

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