



Media Information  
ABB FIA Formula E Championship  
24<sup>th</sup> April 2019

**Track facts and key factors: the BMW i Andretti Motorsport preview for the Paris E-Prix.**

- **Track facts Paris: Narrow, short, little grip, high risk of crashes.**
- **Key factors: Grip, car balance, qualifying performance, no room for error.**
- **Félix da Costa: “I feel very good in the BMW iFE.18 and have fond memories of the circuit.”**

**Munich. Two weeks after the first of this season’s European races in Rome (ITA), the ABB FIA Formula E Championship is in the French capital, Paris, this weekend. In our preview, we present the most important track facts and the key factors to a successful race.**

<b>TRACK FACTS PARIS.</b>	
<b>Circuit length</b>	1.92 km, very short. Clockwise.
<b>Corners</b>	6 left and 8 right handers. Slowest corner: T9 (approx. 45 km/h). Fastest corner: T12 (approx. 110 km/h).
<b>Track surface</b>	Very uneven, like Rome. Many changes in tarmac.
<b>Grip level</b>	Very low. Track dirty with leaves and pollen. Expected to be disadvantage for qualifying group 1.
<b>Circuit layout</b>	Very narrow, so no room for error. Shortest straight of the season, making overtaking very risky.
<b>Tyre wear</b>	Low, but challenging to get heat into the tyres.
<b>Attack Zone</b>	For the first time this season, ATTACK MODE is activated on a straight. This means there will be hardly any time loss.
<b>Pit lane</b>	Narrow with a very unusual layout.
<b>Risk of crashes</b>	Very high.
<b>Key factors</b>	Grip, car balance, qualifying performance / grid positions, pushing the limit, without making mistakes.





### Quotes ahead of the Paris E-Prix:

#### **Roger Griffiths (Team Principal BMW i Andretti Motorsport):**

“Paris is already a permanent fixture on the Formula E race calendar. We are here for the fourth time, so we know the circuit pretty well. The track is narrow and winding, with just one straight. As a rule, that makes it particularly difficult to overtake with a good grid position even more important. Our focus is on finding the ideal grip level on the slippery track, and thus to achieve our goal of finishing in the points with both cars.”

#### **Alexander Sims (#27 BMW iFE.18):**

“The circuit in Paris has some unique corners, plus the track is relatively short and very bumpy. I have gained some initial experience in the simulator and am intrigued to see how it feels on the real track. We have analysed the race in Rome carefully and hopefully drawn the right conclusions.”

#### **António Félix da Costa (#28 BMW iFE.18):**

“After being frustrated with the result in Rome, I arrive in Paris determined to do well again. I feel very good in the BMW iFE.18 and have fond memories of the circuit. Last year, I made it through to Super Pole here. I hope it works out as well this year.”

#### **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 are awarded a significant burst of power, which they can deploy in a five-second window during the second half of the race. Fans can vote for their favourite driver in the six days prior to, and leading up to 15 minutes into, each race. Each fan can vote once per day. There are three ways to vote: Online at <https://fanboost.fiaformulae.com/>, via the official Formula E App or on Twitter using the hashtag #FANBOOST plus the drivers first and last name as a one-word hashtag.

#### **Hashtags of the BMW i Andretti Motorsport drivers:**

#AlexanderSims

#AntonioFelixdaCosta

#### **The BMW i Fleet**



Julius Bär



harman/kardon  
by HARMAN





BMW i is “Official Vehicle Partner” of the ABB FIA Formula E Championship in Season 5. Spearheading the BMW i fleet is the BMW i8 Coupe Safety Car, modified with BMW M components (combined fuel consumption: 1.8 l/100 km; combined energy consumption 14.0 kWh/100 km; combined CO<sub>2</sub> emissions: 42 g/km)\*. As well as the BMW i8 Coupe, the BMW i fleet also includes the BMW i3s (combined fuel consumption: 0.0 l/100 km; combined energy consumption: 14.3 kWh; combined CO<sub>2</sub> emissions: 0 g/km)\* as “Race Director Car” and the BMW 530e iPerformance (combined fuel consumption: 2.2-2.1 l/100 km; combined energy consumption: 13.6- 13.3 kWh/100 km; combined CO<sub>2</sub> emissions: 49-47 g/km)\* in its role as “Medical Car”.

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### **Media Website.**

<http://www.press.bmwgroup.com/global>



### **BMW Motorsport on the web.**

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The values for fuel consumption, CO<sub>2</sub> 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 CO<sub>2</sub>-emissions the CO<sub>2</sub> values may differ to the values stated here.  
Effective 06.12.2018

Further information about the official fuel consumption and the official specific CO<sub>2</sub> emission of new passenger cars can be taken out of the „handbook of fuel consumption, the CO<sub>2</sub> 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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