



Media Information  
ABB FIA Formula E Championship  
22<sup>nd</sup> June 2019

### **BMW i Andretti Motorsport misses out on the points at the Swiss E-Prix in Bern.**

- **António Félix da Costa and Alexander Sims finish 12<sup>th</sup> and 14<sup>th</sup> in the final European race of the season in Bern.**
- **BMW i Andretti Motorsport suffer from poor qualifying.**
- **Félix da Costa: “From our grid positions, it was difficult to make much progress in the race”.**

**Bern. BMW i Andretti Motorsport was unable to back up the strong performances last time out at the team’s home race in Berlin (GER) as the European leg of this season’s ABB FIA Formula E Championship drew to a close in Bern (SUI). António Félix da Costa (POR) and Alexander Sims (GBR) finished 12<sup>th</sup> and 14<sup>th</sup> at the Swiss E-Prix.**

Sims started the race from 17<sup>th</sup> on the grid and Félix da Costa from 20<sup>th</sup> following a difficult qualifying. Over the course of the race, which was initially interrupted and then re-started following a crash on the opening lap, the two BMW i Andretti Motorsport drivers managed to work their way up the order. However, with overtaking very difficult on the narrow circuit, a points finish was ultimately a step too far. Victory went to Jean Éric Vergne (FRA, Techeetah).

#### **Reactions to the Swiss E-Prix:**

##### **Roger Griffiths (BMW i Andretti Motorsport team principal):**

“We expected more from this race. Unfortunately, we had a few minor technical issues in the first practice session, which we were able to solve, but which cost us valuable time. By the time we went into qualifying, we did not have the perfect set-up for this track. Unfortunately, that was reflected in our grid positions. It is extremely difficult to climb into the top ten from so far back on such a narrow circuit. Our drivers did a good job in the race, but were not rewarded with any points.”

**António Félix da Costa (#28 BMW iFE.18, qualifying result: 20th place, race result: 12th place, FANBOOST voting: 2nd place, points: 82):**





“No points – that was not a good day for us. Unfortunately, it began with a disappointing qualifying. There are reasons for us lacking pace, but we will still have to analyse them closely. From our grid positions, it was difficult to make much progress in the race. The result is obviously a set-back for me in the Drivers’ Championship. It is now important to end the season with as positive results as possible in New York.”

**Alexander Sims (#27 BMW iFE.18, qualifying result: 17th place, race result: 14th place, FANBOOST voting: 17th place, points: 24):**

“Our race pace was far better than in qualifying. We have to understand why we cannot realise our potential in qualifying. That is obviously a great shame. I was then hit by another car in the race, as a result of which I lost some positions. Who knows, maybe I could have finished in the points were it not for that incident.”

### The BMW i Fleet

BMW i is “Official Vehicle Partner” of the ABB FIA Formula E Championship in Season 5. Spearheading the fleet are two Safety Cars: The BMW i8 Roadster Safety Car (combined fuel consumption: 2.0 l/100 km; combined power consumption: 14.5 kWh/100 km; combined CO<sub>2</sub> emissions: 46 g/km)\*, which has been specially modified for use at the racetrack, and the BMW i8 Coupé Safety Car (combined fuel consumption: 1.8 l/100 km; combined power consumption: 14.0 kWh/100 km; combined CO<sub>2</sub> emissions: 42 g/km)\*. 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 (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”.

### Media Contact.

Matthias Schepke  
Spokesperson BMW i Motorsport  
Phone: +49 (0)151 – 601 90 450  
E-mail: [matthias.schepke@bmw.de](mailto:matthias.schepke@bmw.de)

Ingo Lehbrink  
Spokesperson BMW Group Motorsport  
Phone: +49 (0)176 – 203 40 224  
E-mail: [ingo.lehbrink@bmw.de](mailto:ingo.lehbrink@bmw.de)



# BMW

## Corporate Communications



Benjamin Titz

Head of BMW Group Design, Innovations & Motorsports Communications

Phone: +49 (0)179 – 743 80 88

E-mail: [benjamin.titz@bmw.de](mailto:benjamin.titz@bmw.de)

### Media Website.

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

### BMW Motorsport on the web.

Website: [www.bmw-motorsport.com](http://www.bmw-motorsport.com)

Facebook: [www.facebook.com/bmwmotorsport](http://www.facebook.com/bmwmotorsport)

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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.  
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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/>.



Julius Bär



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