



Media Information

ABB FIA Formula E World Championship

23rd February 2021

Media Guide, track facts and key factors: BMW i Andretti Motorsport ahead of the Diriyah E-Prix.

- **BMW Motorsport Media Guide offers detailed information on the BMW i drivetrain, the team and drivers ahead of the start of the ABB FIA Formula E World Championship season.**
- **Link to the Media Guide: https://b.mw/Formula_E_Media_Guide.**
- **Track facts and key factors: New tarmac, adjustments to the track, qualifying performance, tyre management.**
- **Team principal Roger Griffiths: “The circuit in Diriyah has proved to be a happy hunting ground for the team”.**

Munich. The opening round of Season 7 of the ABB FIA Formula E World Championship sees BMW i Andretti Motorsport return to successful ground. This weekend’s Diriyah E-Prix (KSA) features the first two night races in Formula E history. In the past two seasons, BMW i Andretti Motorsport drivers have claimed two victories and three pole positions from the three races in Diriyah. This time, Maximilian Günther (GER) and Formula E newcomer Jake Dennis (GBR) take the wheel of the two BMW iFE.21s. In our preview, we present the most important facts about the circuit, which has been slightly modified at short notice, and reveal the key factors for a successful Diriyah E-Prix. Furthermore, the BMW Motorsport media guide for Season 7 is attached to this preview and also available at the following link: https://b.mw/Formula_E_Media_Guide.

The media guide provides detailed information on the technology behind the BMW i drivetrain and the BMW iFE.21, as well as background stories on the technology transfer between motor racing and production development, the BMW i Andretti Motorsport Team and the drivers. It is updated with facts and figures on the respective event after each race weekend.





TRACK FACTS DIRIYAH.	
Circuit length	2.495 km, clockwise
Corners	21 – 12 right bends, 9 left bends.
Track surface	Circuit has been completely resurfaced with new asphalt.
Grip level	A little more grip than in Season 6 is expected. Grip level will increase over the course of the weekend.
Circuit layout	A number of last-minute modifications: T9 and T10 significantly faster (30-40 km/h), T18 and T19 a bit tighter. Downhill section from T1 to T14 very demanding.
Tyre wear	Important factor, as only two sets of tyres are now available, instead of four. Greater strain on the rear axle, including in the T9/T10 section, which is now faster.
Attack Zone	Between T18 and T19. The double-header means it is possible to have a different number of ATTACK MODES in race one and race two.
Pit lane	Radius and width of the corner changed slightly.
Risk of crashes	High. Experience from previous years shows that yellow phases, safety cars and even the red flag are likely.
Key factors	Dealing with the switch from day to night, qualifying performance, tyre management.

Quotes ahead of the Diriyah E-Prix:

Roger Griffiths (Team Principal BMW i Andretti Motorsport):

“The Diriyah track has proved to be a strong venue for the team, with two wins in three races and three pole positions there. Once again we come off a strong test at Valencia, with Maximillian Günther fastest overall. We also have a new driver with the team, Jake Dennis. From what we have seen in testing, we have high hopes for his potential. Diriyah will be the first night race ever held by Formula E and based on what we have seen in the past from the organisers we expect it to be memorable event. The sporting regulations have been reasonably stable compared to previous seasons, so it is really a case for the whole team to optimise all that we do. We concluded Season 6 with a taste of unfinished business for the BMW i Andretti Motorsport team,





finishing with three wins but only in 5th place in the championship. The sights are set much higher though for the first season of the new World Championship.”

Jake Dennis (#27 BMW iFE.21):

“What a place to start my Formula E career. The night races will be very special for me. From what I have seen on videos and in the simulator, the circuit is fantastic. I am really looking forward to getting going. We have prepared meticulously and feel very well-equipped for the start of the season. The excitement levels are rising.”

Maximilian Günther (#28 BMW iFE.21):

“I can hardly wait for the start of the season in Diriyah. We have prepared very well and made really good use of the additional weeks, which we have had as a result of the postponement of the races in Santiago, which were scheduled for January. I really like the circuit in Diriyah, it is very varied and challenging. Plus, we are holding our first two Formula E night races here this year – a real highlight to kick off the season.”

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 i Safety Cars.

Spearheading the fleet are two safety cars: the BMW i8 Roadster safety car, which has been specially modified for use at the racetrack, and the BMW i8 Coupé safety car. The BMW i 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>.



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