



Media Information

ABB FIA Formula E World Championship

20th April 2021

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

- **Track facts:** New layout, more grip, good overtaking opportunities.
- **Key factors:** Energy management, qualifying performance.
- **Roger Griffiths:** “A very different approach to car set-up.”

Munich. After Maximilian Günther (GER) finished ninth and fifth to score points in both races last time out in Rome (ITA), the BMW i Andretti Motorsport Team is now looking to take another step forward at the next double-header in this season’s ABB FIA Formula E World Championship – the DHL Valencia E-Prix (ESP). Although ‘Circuit Ricardo Tormo’ has a different layout in certain sections of the track compared to the one used for the pre-season tests, the team travels to Spain with fond memories, having set the fastest time of the test. In our preview, we provide you with the crucial facts and key factors for a successful DHL Valencia 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 VALENCIA.	
Circuit length	3.376 km, counter-clockwise – again one of the longest circuits in the history of Formula E.
Corners	15 – of which 9 are left turns, 6 are right turns.
Track surface	Very smooth, as it is a permanent racetrack.





Grip level	Very good. No big differences expected between the qualifying groups.
Track layout	Different to pre-season tests. T6 has been modified, T8-T10 are also new, as is the chicane T13-T15 at the start/finish. This should make the lap time about 15 seconds slower than at the tests. Mix of different corners, high-speed circuit.
Top speed	235 km/h.
Attack zone	On the outside of T8.
Pit lane	New pit lane entry, forks off from new chicane.
Overtaking	Good overtaking opportunities, particularly before T1 and T2.
Accident risk	Increased risk in new, technical section T8-T10 and in the new chicane.
Tyre wear	Increased wear, particularly for the right tyres, due to fast left corners.
Key factors	Energy management very important, qualifying performance, preparation for possible wet race.

Quotes ahead of the DHL Valencia E-Prix:

Roger Griffiths (Team Principal BMW i Andretti Motorsport):

“While we know the Valencia track very well from several years of pre-season testing, we have never actually raced here. Additionally, the layout chosen for the weekend is also unique, so while much of the circuit will be well known, the infield section including the attack zone, will be new to us. We know from testing that track limits are always a big topic of discussion and we will certainly be interested to see how this is policed during the race event. The track is very smooth compared to most Formula E venues and with the relative absence of kerbing will likely mean a very different approach to car set-up compared to most venues. The performance of the team in testing has traditionally been very strong there and hopefully that will bode well for the drivers and lead to some strong points scoring finishes across the double header weekend.”





Jake Dennis (#27 BMW iFE.21):

“In principle, all the drivers know the circuit in Valencia very well. Our BMW iFE.21 was extremely strong there during the tests, so I am hoping for good results. I also hope that my run of bad luck from Diriyah and Rome has finally come to an end and I can finally get my season started with my first points.”

Maximilian Günther (#28 BMW iFE.21):

“It feels really good to get back into a real race rhythm. After the solid points in Rome and a lot of good findings, we now travel to Valencia with a great spirit in the team. The circuit will be different to the one for the winter tests. I am sure that the changes will lead to some really great racing and that the field will be very close in all the sessions. I am looking forward to the challenge.”

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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*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>.

