



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

### **António Félix da Costa in the points again at the first European race of the Formula E season in Rome.**

- **António Félix da Costa finishes ninth at the Geox Rome E-Prix in the Italian capital.**
- **Alexander Sims gets a bad break and comes home 17<sup>th</sup>.**
- **Jens Marquardt: “Formula E was as unpredictable as ever in the first European race of the season.”**

**Rome. António Félix da Costa (POR) finished ninth to pick up more points for BMW i Andretti Motorsport in an eventful seventh race of this season’s ABB FIA Formula E Championship. Alexander Sims (GBR) was unlucky and ended the Geox Rome E-Prix in 17<sup>th</sup> place.**

As the leader in the Drivers’ Championship, Félix da Costa went out in the first group in qualifying. Although he was the fastest in that group, he ultimately had to settle for 13<sup>th</sup> place. The first group once again had to contend with the toughest track conditions, which prevented any faster lap times. Grid penalties awarded to two competitors saw Félix da Costa promoted to eleventh place on the grid. The E-Prix was suspended as early as lap two, however, following a crash. It was 45 minutes before the cars were able to return to the track behind the BMW i8 Coupé Safety Car.

Stuck in the pack, Félix da Costa fought hard for every position throughout the race, and eventually came home in a hard-earned ninth place. The Portuguese driver is now second in the Drivers’ Championship, while BMW i Andretti Motorsport lies fifth in the Team standings.

Sims was struck by misfortune as early as qualifying. A technical issue brought him to a halt on his flying lap, meaning he had to start the race from the back of the field. He then damaged the front of his BMW iFE.18 on the slippery track on lap one. After the restart, he was handed a 10-second stop-and-go penalty by race control. Sims eventually crossed the finish line in 17<sup>th</sup> place. Victory went to Mitch Evans (AUS, Jaguar Racing).



### Reactions to the Rome E-Prix:

#### **Jens Marquardt (BMW Motorsport Director):**

“Formula E was as unpredictable as ever in the first European race of the season. The race was suspended again and fans were treated to a feast of action out on the track. António came home ninth to pick up points again. That was all he could hope for today, but these points could prove very valuable come the end of the season. Alexander found himself stuck towards the back of the field after technical difficulties in qualifying forced him to start from last place on the grid. He eventually finished 17th. We will now focus on preparing for Paris. Congratulations to Jaguar on their first Formula E victory.”

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

“The race was a good lesson in damage limitation for us. Given our starting positions, it was all about keeping António among the front-runners in the Drivers’ Championship. We have managed that. He is second, just one point behind the leader, and had a few battles in the midfield in today’s race. The focus through all this was always on bringing the car home and scoring valuable points. Alexander could not do much from last place on the grid, especially when he then received the penalty. Despite that, he used the race to learn as much as possible, looking ahead to the rest of the season.”

#### **António Félix da Costa (#28 BMW iFE.18, qualifying result: 13<sup>th</sup> place, race result: 9<sup>th</sup> place, FANBOOST voting: 2<sup>nd</sup> place, points: 64):**

“Firstly, it is important to have scored some points again and to stay in touch at the top of the Drivers’ Championship. Despite that, I am a little frustrated, as our car was far faster today than we were able to show in the race. Unfortunately, the qualifying group put paid to that. It is extremely difficult to climb out of the pack and to the front of the field in Formula E.”

#### **Alexander Sims (#27 BMW iFE.18, qualifying result: 22<sup>nd</sup> place, race result: 17<sup>th</sup> place, FANBOOST voting: 16<sup>th</sup> place, points: 18)**

“That was a really tough day for me. I actually adapted to the track very well in my practice sessions and was going really well, however, the rest of the day was basically ruined after the technical issue in qualifying. Starting from last place on the grid, all you can really do is to complete a lot of laps and learn as much as possible. I have seen once again that an incredible amount can happen in Formula E, which is impossible to predict. Despite all that, I am confident that I have good pace. We just have to have one problem-free race. I will be striving for that again in Paris.”





### The BMW i Fleet

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 Coupé 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 Coupé, 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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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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