

# ATRL Vol 1

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A QUICK INTRODUCTION | EDITION ONE

# FORMULA E



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## RACE CALENDAR

Season 8 of the ABB FIA Formula E World  
Championship

R1 - DIRIYAH (SA)  
Jan 28

R2 - DIRIYAH (SA)  
Jan 29

R3 - MEXICO CITY (MX)  
Feb 12

R4 - ROME (IT)  
Apr 09

R5 - ROME (IT)  
Apr 10

R6 - MONACO (MC)  
Apr 30

R7 - BERLIN (DE)  
May 14

R8 - BERLIN (DE)  
May 15

R9 - JAKARTA (ID)  
Jun 04

R10 - VANCOUVER (CA)  
Jul 02

R11 - NEW YORK (US)  
Jul 16

R12 - NEW YORK (US)  
Jul 17

R13 - LONDON (GB)  
Jul 30

R14 - LONDON (GB)  
Jul 31

R15 - SEOUL (KR)  
Aug 13

R16 - SEOUL (KR)  
Aug 14

# GET READY TO BE ELECTRIFIED!

Who and What to Watch in Formula E This Season

Written by: Chiara Schanno & Eline-Luna



Mercedes EQ Teammates de Vries and Vandoorne celebrate winning the team's and driver's championship © Alastair Staley/FIA Formula E

## REPEAT CHAMPION OR NEW BLOOD?

Reigning team champions Mercedes EQ will undoubtedly be the team to look out for this season. Despite winning the championship by only a tiny margin, it was clear the Mercedes was undeniably quick.

Pre-Season testing at Valencia was not wholly representative of the field, yet it still clearly showed Mercedes and their customer team, Venturi, were quick. Last year's Vice-Champion, Edoardo Mortara, set the fastest lap during testing. He was followed by a top 8 separated by only 2 tenths of a second, and nearly the whole field was within a second of each other.

## WILL NEW FORMATS MAKE A DIFFERENCE?

The altered qualifying format will be important in this season's championship fight. After heavy criticism from drivers and teams on the previous format, which affected drivers high up in the championship, Formula E finally decided to change it.

The old qualifying format would put drivers near the top of the championship at a disadvantage. The first qualifying group would consist of the top drivers in the standings. Because they were the first out, often, they would qualify at the back as they were clearing the track for the following groups. This ended up being one of the reasons why there were so many drivers left in the championship going into the last round in Berlin; no one was able to build a steady gap at the top.

Mercedes and Venturi will be undoubtedly quick; both have an all-star line-up with champions Lucas di Grassi (Venturi) and Nyck de Vries (Mercedes) alongside race winners Stoffel Vandoorne (Mercedes) and Mortara (Venturi). But they haven't won just yet. Teams like Jaguar, Techeetah, and Envision will undoubtedly put up a fight.

While both are consistently in contention, neither Jaguar nor Envision has won a championship yet, and this is something they'll be looking to change.

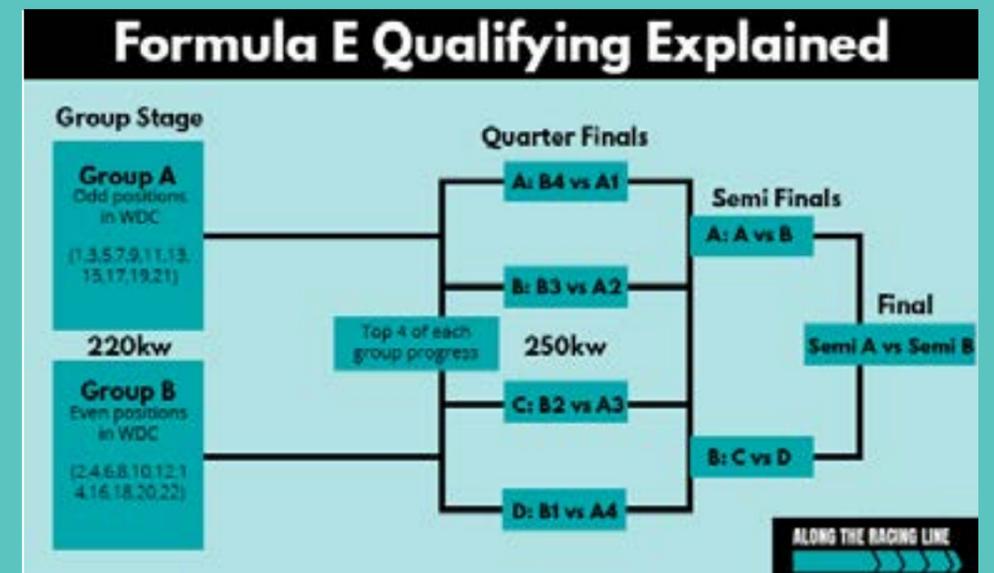
As seen last year, Jake Dennis and Andretti took two victories across the season. He was in contention till the last round but ultimately lost out after a mechanical failure. If Andretti can keep up their form, even now BMW has left the team, they will surely be a team to look out for as well.

After a practice session of 30 minutes, shortened from 45 minutes, the new 'knockout' qualifying format is expected to be fairer and won't punish top runners as much. Qualifying starts with two group sessions, both twelve minutes long. Group A is occupied by the drivers in the odd positions of the championship (1, 3, 5,..., 21), and Group B is occupied by the drivers in the even positions of the championship (2, 4, 6,..., 22). The first race in Diriyah will be an exception, and groups will be divided by teams there.

During this group stage, all cars are at 220KW; each driver is required to set at least one timed lap within the first five minutes of their session. After twelve minutes, the top four of each group go through to the quarter-finals. The eventual pole sitter's group will fill the uneven positions of the grid.

In the quarter-finals, 1st from Group A will battle 4th from Group B. 2nd Group A vs. 3rd Group B, etc. The winner of every quarter goes to the semi, and the two winners of the semi-finals progress to the final.

The winning driver of the final duel takes Julius Baer Pole Position, while the runner-up lines up 2nd. The semi-finalists will line up 3rd and 4th, the quarter-finalists between 5th and 8th – according to their lap times.



The new qualifying format was trialed during pre-season testing and has been met with praise from drivers and other team members.

## ACTION CAN'T ONLY BE FOUND AT THE FRONT...

Formula E is considered quite a close field; however, both Nio 333 FE Team and Dragon Penske Autosport have struggled to match the remaining teams for the last few seasons. Ever since the introduction of the Gen2 cars in 2018/2019, they have consistently finished last and second to last, respectively. But that does not mean they don't provide good racing and close battles.

With Oliver Turvey, Nio has one of the most experienced drivers on the Formula E grid, as Turvey has competed in 74 of the 84 Formula E races to date. The Chinese team has signed rookie Dan Ticktum alongside Turvey. Dragon has kept Brazilian driver Sérgio Sette Câmara, who achieved consistent results in Season 7 for them, for a second season, and have managed to sign ex-F1 driver Antonio Giovinazzi for their second car. While neither team is likely to fight for points regularly, they definitely will be capitalizing on the chaos throughout the rest of the grid, plus they always have each other to battle it out with.

## PREDICTABILITY IS SO OLD SCHOOL!

The midfield may not be as evident as in other series, but as the pre-season test at Circuit Ricardo Tormo in Valencia, Spain showed, not every team seems to be able to keep up with those at the top. However, the results from testing are not very representative of the rest of the season as most of the calendar is made up of street circuits, compared to the purpose-built track where they tested. It's possible Nissan e.dams, Mahindra Racing, and TAG Heuer Porsche Formula E Team will be fighting for podiums and wins, more often than testing and the previous season indicated. And even when the fight is only for points, this group undoubtedly is entertaining to watch. Unlike Porsche, who have kept their lineup, Mahindra and Nissan both have one new driver in their team who will probably need a few races to get used to everything. Nissan will compete with Sébastien Buemi and Maximilian Günther, who will replace Oliver Rowland, who will drive alongside Alexander Sims at Mahindra. Not only is the fight between these teams something to watch, but the internal battles are stellar as well.

## NEW (AND YOUNG) FACES

This season will see three rookies start, none of which had driven a Formula E car before the November-December pre-season test.

The first new driver to join this year is Oliver Askew for Andretti. He comes from an IndyCar background, having won the Indy Lights championship in 2019 and then driving for various teams on several occasions in IndyCar in both 2020 and 2021. Despite being an Indy Lights champion, he was not a full-time driver in 2021 after his 2020 season was cut short due to an injury he obtained in a race. Born in Florida, Askew races under the American flag but holds American and Swedish citizenship.

Antonio Giovinazzi will enter the competition for Dragon. The Italian has competed in Formula 1 for the last three years and has earned 21 points since his first F1 start in 2017, where he replaced the injured Pascal Wehrlein for two race weekends. In 2016, Giovinazzi became the GP2 Series vice-champion. He will be the oldest rookie this season.

The third and final rookie of Season 8 of Formula E is British driver Daniel Ticktum for Nio. Born in 1999, he will be the youngest driver on the grid. Ticktum has raced in Formula 2 the previous two years, appearing on the podium 11 times while in the series. He is unarguably a driver ridden with controversy, so perhaps being a "blank sheet" in Formula E is exactly what he needs at this point of his career.



© Sam Bloxham/FIA Formula E

## NYCK DE VRIES

Nyck de Vries started his motorsports journey in karting, winning back-to-back Karting World Championships in 2010 and 2011 and joining the McLaren Young Drivers program. He moved up to single-seaters in 2012, quickly rising up the ranks in Eurocup Formula Renault. De Vries joined GP3 in 2016, teaming up with familiar names like Alex Albon and Charles Leclerc. He moved onto Formula 2, spending 3 seasons in the series before being crowned champion in 2019, beating Nicholas Latifi by 52 points. The Dutchman joined Mercedes-Benz EQ Formula E Team in September of 2019, leaving both the McLaren and Audi Sport Racing Academies and becoming a reserve and test driver for Mercedes F1. In his rookie year, he placed 11th and only scored a podium in the final race of the season. De Vries won the FIA Formula E World Championship in his second season, becoming the first Formula E World Champion.



© Twitter/nyckdevries

## STOFFEL VANDOORNE

Starting karting when he was 6 years old, Stoffel Vandoorne quickly moved up the motorsport ladder into F4 Eurocup in 2010, where he won 6 races and clinched the title. In 2013, he joined the McLaren Young Driver Programme and was announced as the F1 reserve driver for the British team. The Belgian driver made his F1 debut at the 2016 Bahrain Grand Prix when he replaced Fernando Alonso. As a former F1 driver, Stoffel had a lot of experience in high-level racing when he switched over to Formula E in 2018, joining HWA Racelab. Vandoorne stayed with the team when they transitioned into Mercedes-EQ in 2019 and has been racing for them, alongside teammate Nyck de Vries, ever since. In the 2019/20 season, he placed 2nd in the Drivers' Championship, and last season he helped Mercedes-EQ win the Teams' Championship.



© Twitter/svandoorne

## MERCEDES EQ FORMULA E TEAM

Backed by Mercedes-AMG Petronas Formula One Team, Mercedes-EQ unofficially made its debut into Formula E through an affiliation with HWA Racelabs in 2018. While HWA ran as an independent team and drivetrain, they prepared the groundwork for Mercedes-EQ's entry the following year. In 2019, the team officially entered as Mercedes-Benz EQ Formula E Team, continuing with Stoffel Vandoorne and signing on 2019 F2 champion Nyck de Vries. Vandoorne scored their maiden victory, with a 1-2 Mercedes-EQ finish in the final race of the 2019-2020 season and the team finished third in the standings. They continued to perform well throughout the 2020-2021 season with 3 wins and 4 podiums. They clinched the Teams' Championship and the Drivers' Championship with de Vries. As the series was granted an FIA World Championship designation in 2020, de Vries and the Mercedes-EQ team were named the first Formula E World Champions. Mercedes-EQ will be leaving Formula E in 2022, marking the end of the team's foray into the series.



© Mercedes Benz EQ/FIA Formula E

## DAN TICKTUM

Dan Ticktum started his racing career in 2007 when he began competing in karting at the age of 8. He enjoyed national success early on in his career, winning a few competitions in just his second year of championship racing. He completed the Grand Slam of British national cadet titles, winning the British FKS Championship, National ABkC Super One Championship, British Open Championship, & British Grand Prix Championship in 2011; he was only the second driver to do so. Ticktum started competing internationally the following year and eventually made his single-seater debut in 2015. From 2015 onwards, he climbed his way up the ranks, winning the Macau Grand Prix in 2017 & 2018, finishing as runner-up in 2018's FIA Formula 3 season. In 2020 and 2021, the 22-year-old competed in Formula 2, finishing 11th in his rookie year & finishing 4th in his second year in the series. He will be swapping F2 machinery for an FE car in 2022, joining NIO 333 Racing for his rookie year in the electric championship.



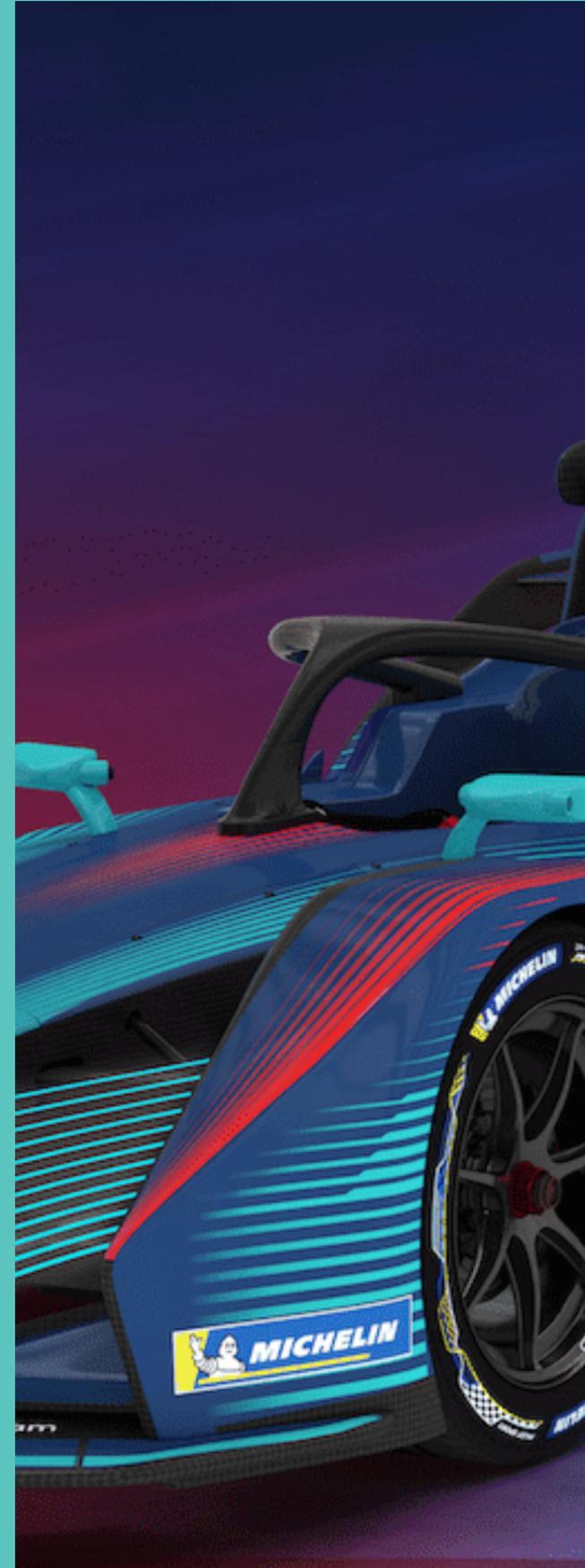
© Motorsport/FIA Formula E

## OLIVER TURVEY

Just like his teammate Ticktum, Oliver Turvey also started his karting career at just 8 years old. From 1995 till 2002, he competed in karting championships, and in 1999 he was selected for the English National team, with which he won the championship that year. In 2003, Turvey made his single-seater debut, and over a motorsport career that spans 20 years, he has competed in various single-seater and sportscar series. Before joining the Formula E grid for Season 2, Turvey competed in the GP2 Series, Formula BMW UK, Formula Renault 2.0 and 3.5, the 24 Hours of Le Mans in the LMP2 class, and Super GT. At the end of Season 1, Turvey joined NEXTEV TCR (now known as NIO 333 Racing) and has been a part of the team up until now, achieving his best result in Season 4, where he finished 10th in the standings.



© Twitter/OliverTurvey



© Motorsport/FIA Formula E

## NIO 333 RACING TEAM

NIO 333 Racing has been competing in Formula E since its inaugural season in 2014/15. The team was previously known as China Racing, NEXTEV TCR, NEXTEV NIO, and NIO Formula E Team, before changing their name to NIO 333 Racing recently. In Season 1, Nelson Piquet Jr. won the Driver's Championship with the team, while the team finished 4th in the Team's Championship. The following years, the team scored mixed results in the Team's Championship, with 6th as their highest classification in Season 3. NIO will be sporting an all-British line-up for Season 8, with Oliver Turvey returning to the team for an 8th season; he will be partnered by rookie Dan Ticktum.

# SÉBASTIEN BUEMI

Swiss driver Sébastien Buemi made his first single-seater appearance in 2004 when he joined German Formula BMW, finishing 2nd in his second season in the series. After a successful junior career, Buemi drove in F1 for three years for Scuderia Toro Rosso, starting in 2009. After losing his seat there, Buemi entered World Endurance Racing with Toyota, winning WEC and the prestigious Le Mans 24 Hour race multiple times. Buemi has raced in Formula E since its beginning in 2014 with Nissan e.dams. Finishing second in the 2014/15 and 2016/17 seasons, Buemi improved his results just enough to take home the championship by 2 points in 2015/16. After continuous Top 5 championship placements, Buemi had his worst season in the 2020/21 season, finishing in 21st place.



© Facebook/Sébastien Buemi

# MAXIMILIAN GÜNTHER

After karting from 2007 to 2010, Maximilian Günther joined open-wheel racing at age 13 in Formula BMW Talent Cup in 2011. Success soon led to him joining Formula 2 with Arden, but with few points finishes, Günther only ended up 14th in the championship, despite winning the Silverstone sprint race in 2017. Günther's first outing in a Formula E car was at the 2018 rookie test in Marrakesh with Dragon Racing and signed for a seat with them the same year, making his first race start in the Diriyah ePrix in December 2018. After finishing 17th in the championship standings, Günther then switched teams to BMW for two seasons, taking his first victory at the Santiago ePrix in 2020 and later taking another one in one of the Berlin races. In that same 2019/20 season, Günther had his best championship result of 9th.



© Facebook/Maximilian Günther

# NISSAN E.DAMS

Nissan E.Dams originally entered the inaugural championship season as Team e.Dams Renault before rebranding to Renault e.Dams for Seasons 2 and 4, during which time they collaborated with Alain Prost. Since their first race, Sébastien Buemi has been with the team, and together they won the drivers' championship in Season 2 and missed it by 24 points in Season 3. The French team won the Teams' Championship for three consecutive years in the first few seasons but have since dropped down the grid, finishing 10th place in Season 7.



© Motorsport/FIA Formula E

## JAKE DENNIS

Jake Dennis started his career in karting at the age of 8 in 2003. He competed in various championships from 2003 till 2010, winning championship titles in the South West Cadet and British KF3 series. He made his single-seater debut in 2011, competing in the InterSteps Championship, in which he became champion. Dennis also competed in various other championships, such as Formula Renault 2.0 NEC, which he won in 2012, the FIA Formula 3 European Championship, the GP3 series, and more. He combined single-seater racing and sportscars in 2017 and 2018 and performed duties as a development driver for Red Bull Racing before being invited to test with BMW i Andretti in 2020. He signed with the team after impressing during the test, and will once again line up on the grid with Andretti for a second season in 2022.



© Motorsport/FIA Formula E

## OLIVER ASKEW

Oliver Askew started karting at the age of 8 in his home state Florida. Born in the United States, Askew took part in championships that were part of the road to IndyCar. He received a Team USA Scholarship in 2016 and won the 2016 Mazda Road to Indy Shootout that same year, allowing him to compete in the USF2000 in 2017. In 2019, he won the Indy Lights championship, which won Askew a scholarship that guaranteed entry in at least three races of the 2020 IndyCar Series. He was offered a full-season drive by Arrow McLaren SP in 2020, and also competed in the series in 2021. Askew will be the third rookie on the 2022 Formula E grid, competing for Andretti alongside Jake Dennis.



© Motorsport/FIA Formula E



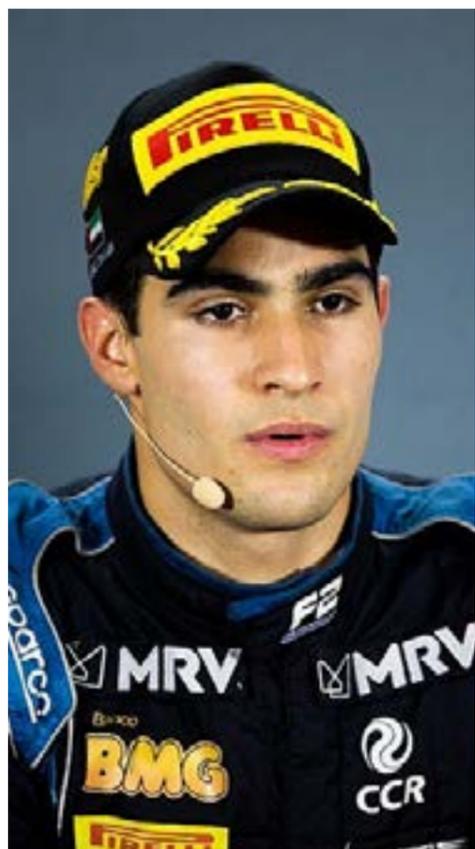
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## AVALANCHE ANDRETTI FORMULA E

Andretti Autosport is a racing team that competes in multiple difficult series; in Formula E, they compete under the name Avalanche Andretti. The team was previously known as BMW i Andretti Motorsport, because of the German manufacturer's partnership with Andretti. They have been competing in Formula E since its inaugural season back in 2014, with many different drivers being part of the American team, such as former FE champions Jean-Éric Vergne and António Félix da Costa. Jake Dennis joined the team as a rookie in Season 7, he will stay with Andretti for Season 8, partnering with rookie Oliver Askew.

# SÉRGIO SETTE CÂMARA

Sérgio Sette Câmara's career started with karting in 2011. He competed at a national level in his home country of Brazil before moving to the European and international series in 2012. Sette Câmara first competed in Formula racing in 2014 when he was given a seat in Fórmula 3 Brasil to race with Cesário F3 and race in Euro F3 with EuroInternational. By the end of 2019, Sérgio had completed three seasons of FIA Formula 2. His highest championship finish was 4th in 2019 with DAMS. Sette Câmara first competed in Formula E in 2019 with DRAGON/PENSKE simultaneously with a role as McLaren F1's test and development driver. In his most recent season of Formula E, he finished 22nd in the championship. Also, he had the role of official Test Driver for both Aston Martin and Scuderia Alpha Tauri in F1. The 2022 season will be Sérgio's 3rd season competing in FE with DRAGON/PENSKE alongside rookie teammate Antonio Giovinazzi.



© Motorsport/FIA Formula E

# ANTONIO GIOVINAZZI

Giovinazzi began karting in 2000, and by 2006 he was champion in both Italian National Trophy and Euro Trophy 60. The Italian made his way through single-seaters competing in Formula Pilota China, Formula 3, and GP2. In addition to climbing his way through single-seaters, he also tested in DTM. He raced in 2015 as a replacement for Timo Scheider at the Moscow Raceway. Antonio's career has additionally led him to endurance racing, having competed in both Asian and European Le Mans as well as FIA World Endurance. Giovinazzi is probably best known for his career in Formula 1. He was first given a role in F1 in 2016 when he worked with the simulators for Scuderia Ferrari. The driver made his on-track debut in F1 during the 2017 season as he was Sauber's reserve driver. For the rest of his Formula 1 career, he competed with Alfa Romeo, with his highest career finish being 5th. It was announced in November 2021 that the Italian would leave Alfa Romeo and subsequently F1. This was followed by the announcement that he would make his career debut in Formula E with DRAGON/PENSKE for the 2022 season.



© Motorsport/FIA Formula E



© Motorsport/FIA Formula E

# DRAGON PENSKE AUTOSPORT

DRAGON/PENSKE was founded in 2006 by owner and team principal Jay Penske. In 2014, DRAGON/PENSKE became one of the three founding teams of FIA Formula E and finished 2nd in that inaugural season. Having competed in every race since the start of FE, DRAGON/PENSKE is grounded in its history. Throughout the seasons so far, the team has had 11 different drivers, including ex Toro Rosso F1 driver Brendon Hartley and Rokit Venturi Racing's current Team Principal Jérôme D'Ambrosio. Heading into Season 8, DRAGON/PENSKE took on Antonio Giovinazzi, who left his Formula 1 at the end of 2021. He will be competing alongside Sérgio Sette Câmara.

# ANTONIO FELIX DA COSTA

Portuguese driver António Félix da Costa made his first appearance in single-seater racing in 2008 when he joined Formula Renault Northern European Championship (NEC) and Formula Renault Eurocup Championship. Félix Da Costa won the Macau Grand Prix twice in 2012 and 2016. In 2012, he tested for Red Bull Racing during the Young Driver Test after multiple stand-out performances. He did a short stint in DTM before ultimately moving to Formula E. Félix da Costa has been a fixture in FE since the first season, bar Season 4. When he returned to the series in the 2018/19 season, he won on his return to the championship with BMW i Andretti. Felix da Costa joined DS Techeetah for Season 6 and won his first Formula E championship with the outfit during the 2019/20 season.



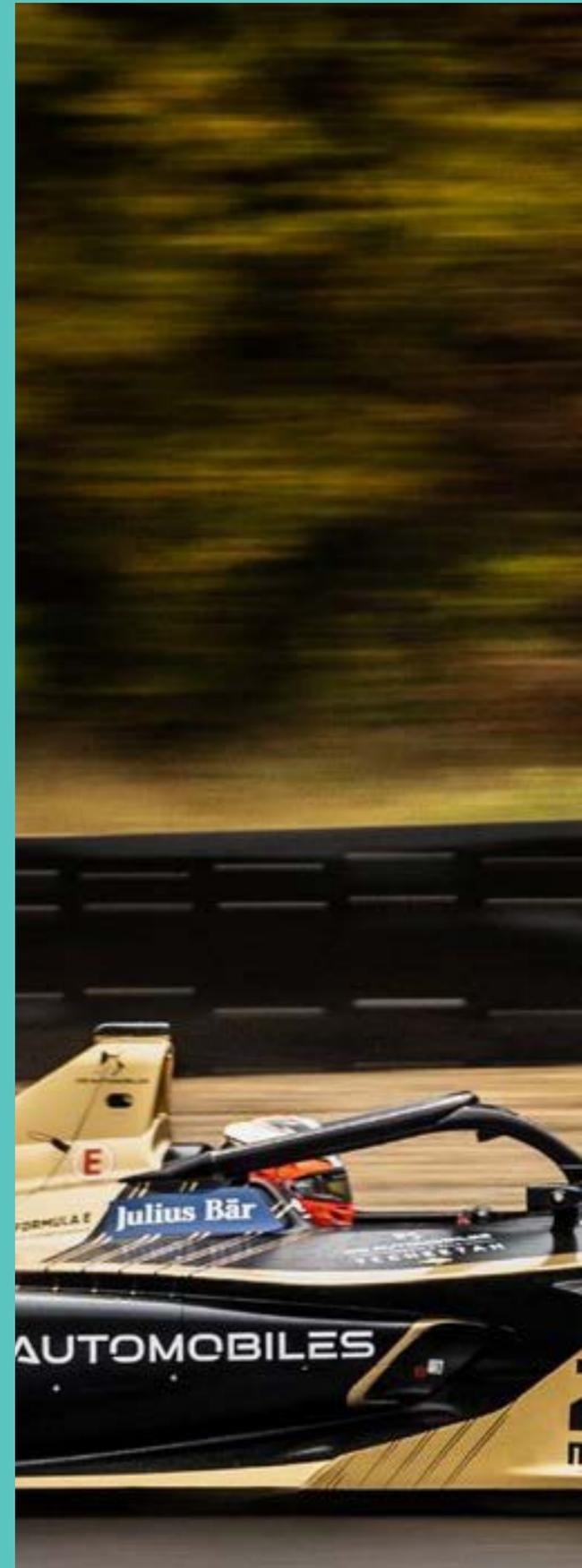
© Motorsport/FIA Formula E

# JEAN-ERIC VERGNE

Jean-Éric Vergne started his single-seater career in the 2007 French Formula Renault Campus series, winning the title in his first attempt after finishing on the podium in 10 out of 13 races. After an outstanding junior career, Vergne did time in Formula 1 when he joined Toro Rosso for three seasons from 2012-2014 and was Ferrari test and development driver for two seasons from 2015 to 2016. The French driver made his Formula E debut for Andretti Autosport in 2015 at the Punta del Este ePrix and even took pole position on his first outing in the series. After a less than ideal season with DS Virgin Racing in 2015/16, Vergne switched to his current team for Season 3. The switch to Techeetah paid off, as in Seasons 4 and 5, Vergne secured the FE championship. To this day, he is the only driver to have won the driver's championship twice.



© Twitter/JeanEricVergne



© Motorsport/FIA Formula E

# DS TECHEETAH FORMULA E TEAM

DS Techeetah Formula E Team first appeared under this name in Season 5 after buying Team Aguri in 2016. Jean-Éric Vergne has represented the Chinese team since they joined the sport, and the French driver has secured 2 back to back Drivers' Championship titles with Techeetah. António Félix da Costa, who has been with the team since Season 6, has also secured a Drivers' Championship title with the outfit, and the teammates have helped the team clinch the Teams' Championship title twice in 2018/19 and 2019/20.

## ROBIN FRIJNS

Though Robin Frijns was born in the Netherlands, he first started actively competing in karting in Belgium and France. From 2009 onwards, he competed in multiple junior categories, also winning a few championships. In 2010, he won Formula BMW Europe, and in the following year, he won the Eurocup Formula Renault 2.0. Frijns managed to win the Formula Renault 3.5 Series in his rookie year, a feat previously achieved by Robert Kubica. After competing in GT cars and a role as official test driver for teams such as Sauber F1 Team and Caterham F1 Team, Frijns signed with MS Amlin Andretti to compete in FE's 2nd season. He switched to Envision Racing in the 2018/19 season and will be joining them once again together with his teammate Nick Cassidy for Season 8.



© AutobahnFIA Formula E

## NICK CASSIDY

New Zealand's Nick Cassidy started his karting career when he was just 6 years old, competing from 2000 till 2007, where he won the Formula First Manfeild Winter Series and the Western Springs Speedway series. After graduating to single-seaters in 2008 and competing in various championships, Cassidy went on to win the Toyota Racing Series two years in a row, first claiming victory in 2012. He then traveled to Europe, where he raced in the FIA Formula 3 European and Formula Renault 2.0 championships for a couple of years. In 2019, the now 27-year old won what is called the triple crown of Japanese motorsport, having won Super Formula that year, Super GT in 2017, and the Japanese Formula 3 Championship in 2015. In 2021, Cassidy made his Formula E debut, racing for Envision Racing. He will stay with the team for a second year in Formula E in 2022.



© Motorsport/FIA Formula E

## ENVISION RACING

Envision Racing Formula E Team, previously known as Virgin Racing, DS Virgin Racing, and Envision Virgin Racing, has competed in Formula E since the series' very first season. The team has been delivering consistent performances in the Team's Championship, having finished in 3rd in 3 out of 7 seasons and not dropping any lower than 5th. Dutchman Robin Frijns and New Zealander Nick Cassidy will stay with the team in Season 8; it will be Frijns' 4th year with the team, Cassidy's 2nd, and their 2nd year as teammates together.



© Motorsport/FIA Formula E

## ALEXANDER SIMS

British driver Alexander Sims started competitive karting in 1998 at age 10 and won various major titles, including the Monaco Kart Cup and Formula A World Championship. His single-seater career started in Formula Renault, and in 2008 Sims was awarded the McLaren Autosport BRDC Award. Sims made an appearance in Formula E in 2017, but he did not actually race in the series until season 5 when he joined BMW. After two seasons, Sims switched to Mahindra and has been with them ever since. Since his debut, Sims has appeared on the podium multiple times and has one Formula E race win to his name. His best championship finish was 13th which he had achieved in the two seasons with BMW.



© Facebook/Alexander Sims

## OLIVER ROWLAND

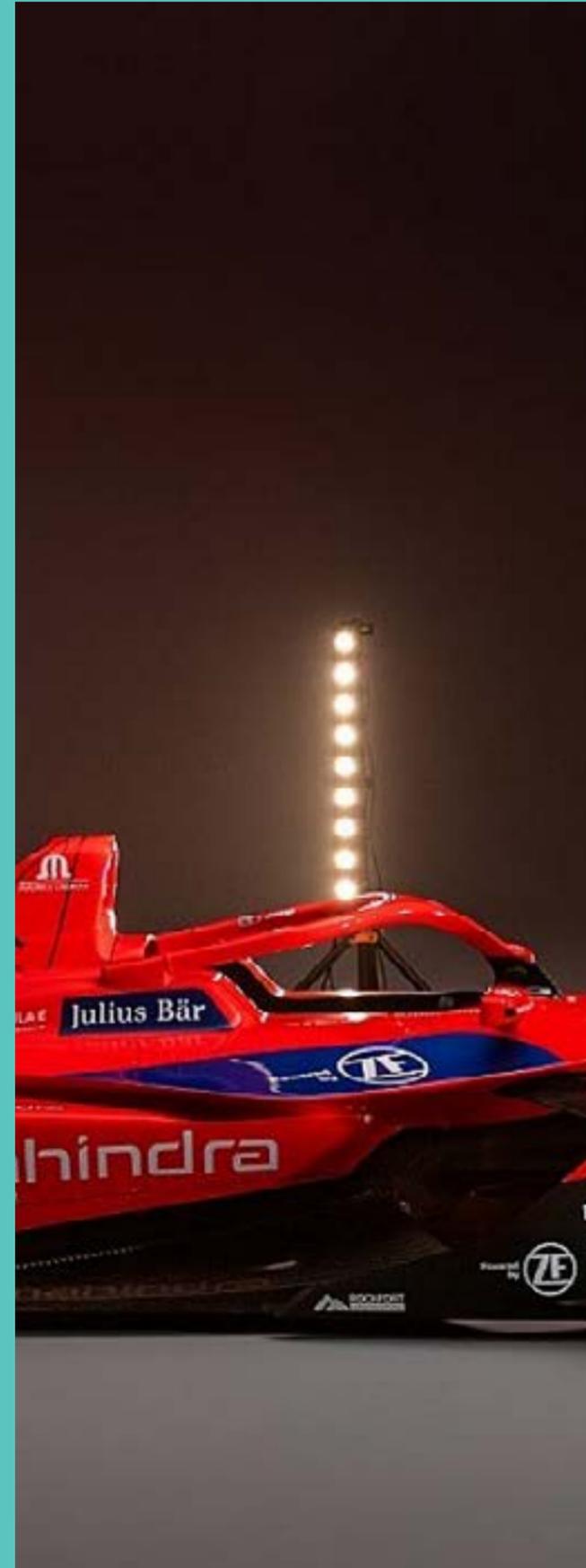
When Oliver Rowland picked up karting, he was only 7 years old. By the time he debuted in cars in 2010 at age 18, Rowland had achieved success in multiple national and international karting championships. After his debut in Formula Renault, he was awarded the McLaren Autosport BRDC Award, just like teammate Alexander Sims. Climbing up the Motorsport ladder, Rowland made it into the GP2 series for two years and finished 3rd in the championship in 2017. He gained his first Formula E experience in the 2015 Punta del Este ePrix, where Rowland replaced Nick Heidfeld at Mahindra. Despite being a standby driver for Renault e.Dams in 2017, it was not until the 2018/2019 season that Rowland made it to the series full-time with Nissan e.Dams. He has switched to Mahindra for the upcoming season, after three seasons with a best championship finish of 5th in Season 6.



© PlanetF1/FIA Formula E

## MAHINDRA RACING

Mahindra Racing was among the founding teams of Formula E back in 2014/15. They have been building their own drivetrains since Season 2, with varying degrees of success. The team's best championship result was 3rd place in 2016/17 thanks to 10 podiums over the season achieved by Felix Rosenqvist and Nick Heidfeld. Mahindra has struggled to replicate this success in recent years, finishing only 9th in both Season 6 and Season 7. Last season, the Indian team took four podiums, including a win by Alex Lynn at the London ePrix Race 2.



© Motorsport/FIA Formula E

## SAM BIRD

Sam Bird started his racing career by competing in karting championships in 2002, when he was 15 years old. He spent two years driving competitively in both national and international championships before switching to the Formula BMW UK championship in 2004. From 2004 till 2014, Bird competed in various championships, both in single-seaters and in GT cars. He came 2nd in Formula BMW UK in 2005, after only his second year in the series, also ranking 3rd in the Formula Renault 3.5 Series standings in 2012, and 2nd in the GP2 Series in 2013. He signed for Virgin Racing in 2014 to compete in Formula E's first season, scoring his best ranking in the Driver's Championship in Season 4, finishing in 3rd. He drove for Virgin Racing until making the switch to Jaguar Racing for the 2020/21 season, and he will once again line up with the British team for Season 8 in 2022. Bird has won at least one race in every Formula E season he's competed in.



© Motorsport/FIA Formula E

## MITCH EVANS

Kiwi driver Mitch Evans started driving karts in 2007 at the age of 13. He competed in New Zealand and Australian competitions at the beginning of his career, before also moving to Europe to compete in the GP3 Series in 2011. Evans managed to win the Toyota Racing Series two years in a row in 2010 and 2011 and won the GP3 Series in his 2nd year of racing in the series in 2012. He took the most common junior categories route, competing in GP3 before moving up to the GP2 Series in 2013. After a few years in the GP2, Evans signed for Jaguar Racing for the 2016/17 season. He will be partnering with Sam Bird for Season 8, which will be Jaguar's and Evans' 6th year in the series.



© Facebook/Mitch Evans

## JAGUAR TCS RACING

The Jaguar brand is a well-known name in the world of motor racing and has been around since the 1940s, having competed in Formula 1 from 2000 till 2004, but also having raced with various sportscars, such as XJR sportscars, GT2s, GT3s, and GT4s. The team joined the Formula E grid in the series' 3rd season, competing under the name Panasonic Jaguar Racing. Though the team struggled with results in their first few seasons in Formula E, having a highest finish of 6th in their second, Jaguar has since turned their luck around. After entering the 2020/21 season with new signing Sam Bird and Kiwi Mitch Evans, they finished 2nd in the Team's Championship. The team will retain both drivers for Season 8, with Sam Bird recently announcing a contract extension.



© Motorsport/FIA Formula E

## EDOARDO MORTARA

Mortara has a rich history in motorsport, first entering the lower Formula series in 2006 with Formula Renault. He became the Formula 3 Euro Series drivers champion in 2010, winning by a margin of 25 points. Mortara eventually switched to DTM in 2011, where he remained until 2018. His best overall DTM finish was 2nd in 2016 after a controversial penalty in Hungary cost him valuable championship points and potentially the title. Despite this, Mortara established an enviable DTM legacy, consisting of 10 wins, 26 podiums, 5 poles, and 6 fastest laps set. Soon after, Mortara made his Formula E debut with Venturi in 2017, finishing the season in 13th place after achieving one podium. His 2021 season had a troublesome start, but Mortara finished the season in 2nd place despite this setback after earning one win and three additional podium finishes.



© Twitter/edomortara

## LUCAS DI GRASSI

Di Grassi made his motorsport debut in karting at ten, establishing an impressive portfolio. Di Grassi switched to single-seater racing after placing 5th overall in the Formula A World Championship. He competed in numerous Formula 3 championships before making his Formula 1 debut with Virgin Racing in 2010. His F1 stint was riddled with difficulty, and Di Grassi finished in 24th position after scoring no points. Di Grassi then became a Pirelli tyre test driver before moving into endurance racing. He made his Nürburgring 24 Hours debut in 2012 and partnered with Audi in the opening rounds of the American Le Mans Series. It was also during this period that Di Grassi established himself as a pioneer for Formula E. He tested the first prototype "Formulec" car, though he soon terminated his role as a test driver to take part in the inaugural Formula E championship. As of 2022, he is the only Formula E driver to compete in every season, achieving one world title in 2018.



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## ROKIT VENTURI RACING

ROKIT Venturi Racing is one of few teams that have been in Formula E since its beginning and were even the first manufacturer to join the series. ROKIT Venturi has provided the full powertrains for DRAGON/PENSKE AUTOSPORT and HWA Racelab, now known as Mercedes-EQ, in previous seasons. In 2018, Susie Wolff was appointed Team Principal. This was followed by the announcement of a three-year partnership deal with Mercedes-Benz ahead of the 2019 season. Wolff has since been replaced in her role by ex-driver Jérôme D'Ambrosio and is now the team's Chief Executive. The highest finish the team has seen in the Teams Championship was during the 2015/16 season, where they finished 6th with a total of 77 points. Heading into Season 8, ROKIT Venturi takes on a new driver, Lucas Di Grassi, who has competed in Formula E since its beginning. He will be racing alongside Edoardo Mortara, who has been with the team since his Formula E debut in 2017.

# ANDRÉ LOTTERER

Following a successful stint in British F3, Lotterer became an F1 reserve driver for Jaguar Racing in 2002. He was denied a full-time seat, only featuring in a single F1 race with Caterham in 2014. He had much more success in endurance racing. Lotterer made his 24 Hours of Le Mans debut in 2009 with Audi, finishing in 7th place. The following season saw Lotterer's team finish 2nd behind the dominant Peugeot. His first Le Mans victory came in 2011, in which his Audi R18 team beat the second-place Peugeot by 13 seconds. Lotterer then competed in the FIA World Endurance Championship, becoming the drivers' champion in his debut season.

His Formula E debut came in 2017, with a tumultuous start. Lotterer was disqualified from his first FE race but managed to secure 2 podiums throughout the remainder of the season, eventually finishing in 8th place overall. 2019 saw Lotterer join the debuting Porsche Formula E team, finishing 8th and 17th in 2020 and 2021, respectively.



© Twitter/Andre\_Lotterer

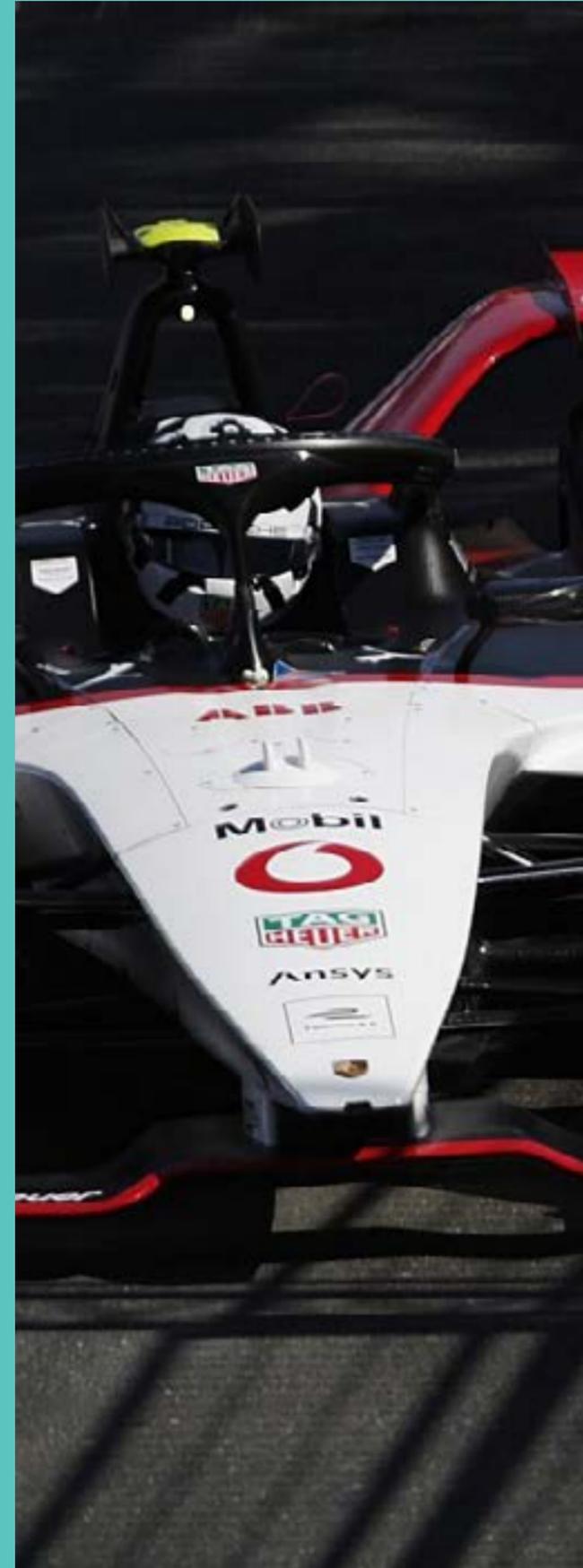
# PASCAL WEHRLEIN

Wehrlein made his DTM debut at the age of 18 in 2012. He clinched the drivers' title in his 3rd season, where he achieved 2 wins, 5 podiums, and 1 fastest lap. He became the youngest ever DTM champion and the only driver to have secured the title without claiming a pole position. Prior to this, Wehrlein became a Formula One test driver and the first Mercedes F1 Team junior driver. He eventually made his F1 debut in 2016 with Manor Racing, ending the season with a single point. Wehrlein then signed to Sauber in 2017 alongside teammate Marcus Ericsson. Despite being the only driver to score points for the team, he was replaced by Charles Leclerc, ending his F1 career.

Wehrlein found an opportunity in Formula E. His debut came in 2019 with Mahindra Racing, and the 2022 season will be Wehrlein's 4th in the sport with Porsche. He's previously finished in 12th, 18th, and 11th in past seasons.



© Twitter/PWehrlein



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# TAG HEUER PORSCHE FORMULA E TEAM

The TAG Heuer Porsche Formula E Team is relatively new to the Formula E grid. Porsche announced their departure from the FIA World Endurance Championship in July 2017 to focus on their Formula E campaign. They first appeared on the FE grid in the 2019/20 season and have been competing in the series since, finishing 8th in the Team's Championship in both seasons. André Lotterer has been with the team since Season 6 and will once again join them for his 3rd year with the team. He will be partnered by Pascal Wehrlein, who joined the team in Season 7.

### **ATTACK MODE:**

On the track, there are certain zones called Activation Zones, that a driver must go through to gain attack mode. The zones take the drivers off the racing line and cause them to go slower through the corners, however, they can collect an extra 30kW of power and use that extra power when they want to race harder in the next few laps. The details are decided 1 hour before the race meaning teams have sixty minutes to choose a race strategy.

### **CHARGING TIMES:**

Teams are only allowed to charge the cars in between sessions and during practice. They cannot charge the car during both qualifying and the race, as well as throughout parc ferme and scrutineering.

### **FREE PRACTICE:**

250KW of energy is available for use in free practices both FP1 and FP2 lasting for 30 minutes. If it is a double header (meaning two races, one on Saturday, one on Sunday), there will be an additional Free Practice (FP3) before the second race.

### **FANBOOST:**

Through social media and the Fanboost platform, the fans vote for their favorite drivers and the top five drivers will receive a special boost of power in a 5-second window in the second half of the race. Fans can vote in the 3 days until 15 minutes into the E-Prix.

### **LENGTH OF AN E-PRIX:**

The race is not determined by number of laps but is a timed race of 45 minutes + 1 extra lap. The leader must cross the finish line once the 45 minutes are completed for the extra lap to start.

### **JULIUS BAER POLE**

#### **POSITION:**

The winner of qualifying receives pole position for the race along with an additional 3 points. Fastest lap overall receives 1 point.

#### **TYRES:**

All teams use all-weather 18-inch Michelin tyres. Each driver can't use more than four new front and four new rear tyres for each event. A total of two sets of tyres must last from Shakedown to the end of the race.

#### **POWER DURING QUALIFYING:**

Season 8 will have two sections of Qualifying, Groups and Duels. Groups will have 220KW whereas Duels will have 250KW.

#### **HALO COLOR:**

If the Halo glows blue, the driver activated ATTACK MODE. If the Halo glows magenta, the driver activated FANBOOST.

#### **SHAKEDOWN:**

Teams make sure the cars are functioning properly and the FIA checks the track to make sure it is up to regulations. The cars run at a reduced speed and energy. (110KW)

#### **YELLOW FLAG:**

For each minute of a full course yellow or safety car, 1KW of energy will be deducted. Attack mode cannot be engaged.

# **NEED TO KNOW**

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