

No points for Porsche in the heat of Marrakesh

03/07/2022 The return of Formula E to Marrakech did not result in the desired success for the TAG Heuer Porsche Formula E team. Despite intensive preparation of the Porsche 99X Electric race cars on the highly challenging street circuit and a strong performance by Pascal Wehrlein (GER/No. 94) in qualifying, the team from Weissach failed to score points in round 10 of the ABB FIA Formula E World Championship season.

The race

In the heat at the Circuit International Automobile Moulay El Hassan Pascal Wehrlein finished 12th with temperatures of almost 35 degrees celsius. His teammate André Lotterer (GER/No. 36), who had to start the race from the last position on the grid, made up seven places to finish in 15th place.

In the drivers' classification of the ABB FIA Formula E Championship, André Lotterer ranks ninth after 10 of 16 races with 61 points. After a further review by the FIA, his five-second penalty from the

Jakarta E-Prix was overturned in Marrakesh. Andre and the team regained ninth place - with two championship points each. Pascal Wehrlein is 10th with 55 points. In the team classification, the TAG Heuer Porsche Formula E Team lies in fifth place with 114 points.

Pascal Wehrlein made it into the semi-finals with a strong performance in the qualifying duels and started the 2.971-kilometre race at the Circuit International Automobile Moulay El Hassan in fourth place. Unfortunately, he lost positions in the first laps and dropped back to 18th place in the course of the race before making up positions in the final phase of the race. André Lotterer had to start from the back row. This was due to a technical issue with a sensor - he was only able to leave the pits after the start of qualifying and thus could not complete his first timed lap within the six minutes after the start of qualifying as required by the regulations. He then crossed the finish line four hundredths of a second too late. As a result, all his qualifying times were cancelled. In the race, Andre improved by seven positions with some good overtaking maneuvers.

Comments on the Marrakesh E-Prix, Race 10

Florian Modlinger, Director Factory Motorsport Formula E: "In qualifying, we had a problem with André's car that we couldn't fix quickly enough. In the end, he was four hundredths of a second too late, so all his qualifying laps were cancelled. He had to start from the back as a result and had a difficult race. Although he improved seven positions, which was a good performance, he did not come close to the points. We cannot be satisfied with that. For Pascal, qualifying went very well. He made it into the duels and from there into the semifinals. But at the race start he got away badly because he lacked significant power at the start and on the first lap. The reason for this was that his car was switched off for longer than usual on the grid. This caused the battery temperature model to reinitialize. This meant that he did not have full power available on the first lap. The prediction of the battery temperature for the end of the race was also no longer correct and was much too high. We had to take various countermeasures to lower the value. As a result, we didn't have the necessary pace. Our goal now has to be to bring the full potential of our cars back on track at the upcoming hot races in New York City."

Pascal Wehrlein, Porsche works driver (#94): "The day started well with my fourth place in qualifying. In the race, I lost power and many places right after the start. After the good qualifying, we had, of course, hoped for more. It's a shame that we didn't make it to the top again. Now I hope that we will find our old strength again in the next races."

André Lotterer, Porsche works driver (#36): "It was not a good weekend for me. From the first free practice, I had many minor problems, and qualifying didn't go well for me. The race was difficult. I could make up many positions, but at the same time, I had to keep an eye on the temperatures. We were on the conservative side and had a lot of energy left in the last two laps. But by then, it was too late for further attacks, and we couldn't score any points."

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Next up

The next event for the TAG Heuer Porsche Formula E Team is the New York City E-Prix double-header, rounds 11 and 12 of the ABB FIA Formula E World Championship on 16 and 17 July.

The preview

The Marrakesh E-Prix was first held in 2016 as part of the UN Climate Change Conference COP22 and has reappeared on the ABB FIA Formula E World Championship calendar this year as a replacement for the cancelled race in Vancouver.

At the Circuit International Automobile Moulay El Hassan, the TAG Heuer Porsche Formula E Team will field two Porsche 99X Electric racers helmed by André Lotterer (GER/#36) and Pascal Wehrlein (GER/#94) in temperatures expected above 35 degrees celsius. After hard-earned points at the start

of the latter half of the season in Jakarta, Florian Modlinger now hopes for top results from his drivers in Marrakesh. “We don’t look at the overall standings,” says the Director Factory Motorsport Formula E. “Instead we try to catch up on points with decent individual results from race to race.”

In the drivers’ standings of the world’s first electric racing series, André Lotterer ranks seventh with 59 points as he heads in to the tenth of 16 races. Pascal Wehrlein follows in eighth place with 55 points. In the team standings, the TAG Heuer Porsche Formula E Team lies fifth with 114 points1.

Florian Modlinger (Director Factory Motorsport Formula E)

You had a difficult start to the second half of the season in Jakarta. Now comes the next hot race. How will you deal with it?

“It’s possible we may encounter heat as extreme as in Jakarta not only in Marrakesh but also in New York and Seoul this season. We’re working hard to build on our performances from the first half of the season, even in such conditions. Our goal must be to fight for podiums and victories at every race.”

You last competed in Marrakesh in 2020. What experiences from those races could you now use to prepare?

“Generally, data from previous races is always a good source of information, especially if the track hasn't changed. We use the information in our preparation, for example, in assessing the level of grip, in developing tyre pressure and temperatures, and the balance of the car. The rookie test after the previous Marrakesh race also provided critical insights. Irrespective of this, we use the simulator intensively to prepare. It’s very helpful for us to use data from the past as a basis for comparison.”

André Lotterer (Porsche works driver, #36)

In the first half of the season, you were the only driver to make it into all qualifying duels. How frustrating was it to break that record in Jakarta?

“At the end of the day, it’s just a statistic. However, the fact that I was only three-thousandths of a second off in Jakarta really annoyed me. Now, I’m hoping that I can get back into the duels in Marrakesh. I can still become the driver with the most duels this season. That’s also a challenge.”

How do you view the situation in the overall standings?

“Of course, we'd like to be further up the field. But Monaco threw a spanner in the works when neither of the cars got across the finish line. My time penalty in Jakarta didn’t help either1. In this extremely competitive world championship, you simply have to score points at every race or you'll fall behind. Hopefully, we’ll be able to add to our points tally in Marrakesh.”

Pascal Wehrlein (Porsche works driver, #94)

You've already driven in Marrakesh in 2019 and 2020. What memories do you have of the track?

"I know the track well and I know what we need to be successful. My experience at the track definitely helps us. However, the 2019 race was in January and the 2020 race was in February – so the heat wasn't nearly as intense as what awaits us this time. Efficiency will play a big role. The track shares similarities with Mexico and things went perfectly for us there."

How do you view your season to date?

"We got off to a strong start with team one-two result in Mexico as the highlight. In the following races we didn't manage to reach our full potential. As a result, we missed out on a lot of points. Of course, the most painful thing was my retirement while I was leading in Monaco. Nevertheless, I believe in our team. The season is still long and together we can still achieve a lot – including winning races."

The circuit

At 2.971 kilometres, the Circuit International Automobile Moulay El Hassan is one of the longest tracks on the Formula E calendar. The layout is a combination of a permanent race track and public roads. The circuit, which runs along the historic city wall in the north of Marrakesh, is somewhat atypical for Formula E. It features three straights and twelve turns – some very fast, others very slow – with excellent overtaking opportunities. The right setup and prudent energy management are key factors on this track. The high track and air temperatures will also take a toll on the tyres.

Live TV and Internet coverage

The worldwide broadcasting schedule of the Formula E event in Marrakesh is available on: www.fiaformulae.com/watch/ways-to-watch.

Porsche Taycan Turbo S as the new safety car

Porsche is committed to Formula E safety: With the all-electric Taycan Turbo S, the sports car manufacturer supplies the official safety car this season and underlines the importance of Formula E for Porsche Motorsport. Thanks to its driveability and safety as well as an output of up to 560 kW (761 PS; Taycan Turbo S (2023): Electric power consumption* combined (WLTP) 23.4 – 22.0 kWh/100 km, CO emissions* combined (WLTP) 0 g/km, CO2 class A), Porsche's first all-electric sports car is the ideal choice as a safety car in the world's first electric racing series. With Launch Control, the flagship model of the Taycan range accelerates from 0 to 100 km/h in 2.8 seconds and reaches a top speed of 260

km/h. The striking paintwork incorporates the colours of all eleven competing teams as well as the FIA and Formula E colours. The design symbolises the joint commitment to the future of all-electric motor racing as well as social values such as diversity and community.

The media servie

The first photos from Marrakesh will be available on the Porsche press database on July 1. The race report will follow on July 2 (race 10). Further information about the TAG Heuer Porsche Formula E Team will be posted live on the Twitter channel @PorscheFormulaE. All relevant information about the team, the drivers and the racing series can be found in the updated Porsche Formula E Media Guide on media.porsche.com/formulae. The content will be regularly updated over the course of the season and expanded with additional interactive material.

The Porsche 99X Electric

With the Porsche 99X Electric, Porsche returned to open-wheel single-seater racing in 2019 after more than 30 years. The fully-electric racing car sporting the Weissach-developed Porsche E Performance Powertrain also serves as a development platform for the sports car manufacturer's fully-electric production models. Energy management and efficiency are important factors for success in Formula E and in the development of production cars. For the 2021/2022 season, the 99X Electric has a maximum output of 250 kW in qualification mode and 220 kW in normal race mode. Attack Mode boosts the output to 250 kW. Maximum recuperation is 250 kW; the usable battery capacity is 52 Kilowatt-hours.

Formula E

Formula E is the world's first fully-electric racing series bringing thrilling motorsport to people living in major cities since 2014. As an accelerator for innovative and sustainable technologies of mobility, it promotes the worldwide acceptance of electric vehicles with the aim to counteract climate change. The format is compact: practice, qualifying and race all take place on one day. Each race usually runs over 45 minutes plus one lap. Eleven teams tackle the 2021/2022 season with 22 drivers. This makes for interesting and hotly contested races. This marks the third season for the TAG Heuer Porsche Formula E Team campaigning the Porsche 99X Electric.

2022 races

Sixteen races in ten of the world's biggest cities make up the provisional 2021/2022 calendar of the ABB FIA Formula E World Championship.

Race 1 & 2
28. / 29. January – Diriyah (Saudi Arabia)

Race 3
12. February – Mexico City (Mexico)

Race 4 & 5
9. / 10. April – Rome (Italy)

Race 6
30. April – Monaco (Monaco)

Race 7 & 8
14. / 15. May – Berlin (Germany)

Race 9
4. June – Jakarta (Indonesia)

Race 10
2. July – Marrakesh (Morocco)

Race 11 & 12
16. / 17. July – New York City (USA)

Race 13 & 14
30. / 31. July – London (Great Britain)

Race 15 & 16
13. / 14. August – Seoul (South Korea)

1 Following a further review by the FIA - André Lotterer's 5-second penalty at the Jakarta E-Prix has been cancelled. As a result, André's 9th place finishing position is awarded back to him and the team - each with 2 championship points. Updated standings: 5th place in team standings (116 points); André Lotterer in 7th place in driver standings (61 points).

Consumption data

Taycan Turbo S (2023)
Fuel consumption / Emissions

WLTP*
Electric power consumption* combined (WLTP) 23.4 – 22.0 kWh/100 km
CO emissions* combined (WLTP) 0 g/km
CO2 class A Class

*Further information on the official fuel consumption and the official specific CO emissions of new passenger cars can be found in the "Leitfaden über den Kraftstoffverbrauch, die CO-Emissionen und den Stromverbrauch neuer Personenkraftwagen" (Fuel Consumption, COEmissions and Electricity Consumption Guide for New Passenger Cars), which is available free of charge at all sales outlets and from DAT (Deutsche Automobil Treuhand GmbH, Helmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen, www.dat.de).

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