

The TAG Heuer Porsche Formula E Team heads to the season finale with title chances

16/07/2023 In the second race of the Rome E-Prix, the TAG Heuer Porsche Formula E Team has kept its title chances alive in the ABB FIA Formula E World Championship. On the challenging street circuit around the Obelisco di Marconi, Pascal Wehrlein finished seventh at the wheel of his Porsche 99X Electric on Sunday. His teammate António Félix da Costa took the flag in twelfth. The bid for the title goes down to the wire at the final doubleheader event in London on 29 and 30 July.

Race 14

The title hopes for the TAG Heuer Porsche Formula E Team remain intact. The squad from Weissach heads to the final races of this year's ABB FIA Formula E World Championship in the Docklands of East London ranking second with 239 points behind the leading team Envision Racing (253). Jaguar is third (228) followed by the Porsche customer team Avalanche Andretti (218).

The racing outfit of the American motorsport legend Michael Andretti was the big winner at the Formula E event in Rome. At the wheel of his Porsche 99X Electric, Jake Dennis (GBR) brought home the second win of the season for the team and advanced to the top of the drivers' standings with 195 points ahead of New Zealander Nick Cassidy (171) and Mitch Evans (151). Pascal Wehrlein (146), the winner of three races this season, ranks fourth. Antonio Félix da Costa (93) lies seventh, with André Lotterer (GER/23) in 17th.

Pascal Wehrlein headed into the race on the demanding street circuit in the historic setting of the Eternal City from P15 at the wheel of his Porsche 99X Electric. Although he slightly damaged his car at the tail-end of an accident involving the leading group, he put in a strong drive to finish seventh and still has an outside chance of winning the title. In temperatures of 37 degrees Celsius and despite several incidents, António Félix da Costa battled his way into the points on the demanding track from P10. Due to a time penalty, he ultimately took the flag in twelfth.

Comments on the Rome E-Prix, Race 14

Florian Modlinger, Director Factory Motorsport Formula E: "That was another tough day of racing in Rome. After a disappointing qualifying, our drivers put in a strong performance and worked their way into the points relatively early. António lost places due to some incidents and dropped out of the points after being handed a five-second penalty. Pascal impressed with his spirited drive and earned six critical points for the team. Everything is still open in the team championship. We head to London feeling highly motivated and will make a bid for the title."

Pascal Wehrlein, Porsche works driver (#94): "What a disappointing weekend. Again our qualifying pace wasn't as good as in free practice. In the race, we managed to advance to seventh place, despite a few incidents. In the last laps, we lacked a bit of power and I couldn't do any more. The team championship is still open, but we have to be realistic about our chances in the drivers' championship. Nevertheless, we're keen to wrap up the season well in London. To do that, however, we have to improve our qualifying performance."

António Félix da Costa, Porsche works driver (#13): "Another difficult day for us. After qualifying in tenth, we knew it wouldn't be easy to make up positions. Still, we did a good job fighting our way up the order – only to have some situations cost me positions. There was no way I could catch up after that. The team did a great job after the accident on Saturday. They put a perfect car on the track for me from the first lap. It's just a shame that more wasn't possible today."

Next up

The season finale of the ABB FIA Formula E World Championship for the TAG Heuer Porsche Formula E Team is the London E-Prix on 29 and 30 July with rounds 15 and 16.

Race 13

The TAG Heuer Porsche Formula E Team suffered a setback in the fight for the world championship title at the start of the Formula E race in Rome. While Pascal Wehrlein finished in the points with ninth at the wheel of his Porsche 99X Electric, his teammate António Félix da Costa was one of the unwitting victims of the spectacular multi-car crash in the race, and was forced to retire.

The TAG Heuer Porsche Formula E Team travelled to the Eternal City as the leaders of the FIA ABB Formula E World Championship. However, the squad lost its top spot in the first of two races on the Circuito Cittadino dell'Eur. In temperatures of over 30 degrees Celsius, the race on the 3.385-kilometre track – the longest on the Formula E calendar – did not yield the much-anticipated top results. Consequently, the outfit from Weissach lost the lead in the teams' standings. With three races left this season, the team ranks second behind Envision Racing (243) with 233 points. Jaguar is third (213), with the Porsche customer team Avalanche Andretti (189) in fourth. Competing for the racing team owned by the American motor racing legend Michael Andretti, Jake Dennis (GBR) finished fourth and André Lotterer (GER) retired early.

In the drivers' standings, the four most promising title aspirants have also been reshuffled. Pascal Wehrlein has dropped back to fourth place with 140 points. Ahead of him are Nick Cassidy (NZL/171) as the new leader, followed by Jake Dennis (166) and Rome-winner Mitch Evans (NZL/151). António Felix da Costa currently ranks seventh with 93 points, with André Lotterer (23) in 16th.

Pascal Wehrlein headed into the race on the demanding street circuit around the Obelisco di Marconi from P10 at the wheel of his Porsche 99X Electric. By the time the race was red-flagged after the spectacular multi-car accident on lap nine of 27, Pascal had already advanced to seventh. However, his car was badly damaged in the accident and he was forced to pit for repairs during the red flag. As a result, he rejoined the race in twelfth place, before systematically progressing up the order to take the flag in seventh place. Due to a penalty, he was ultimately classified in ninth. António Félix da Costa, on the other hand, was one of the drivers shunted into retirement by the accident.

Comments on the Rome E-Prix, Race 13

Thomas Laudenbach, Vice President Porsche Motorsport: "The most important thing today is that none of the drivers involved were injured in this serious accident. That takes top priority for us. At the same time, we are very concerned about the fact that speeds are no longer reduced appropriately during the yellow flags. This could be observed in both the race and qualifying today. Keeping drivers safe is our prime concern, so I find it incomprehensible that there are no penalties for setting top qualifying times in a sector with yellow flags. The safety of the drivers is the absolute priority for us."

Florian Modlinger, Director Factory Motorsport Formula E: "Pascal put in a very strong drive today and worked his way up from P10. When he slowed down because of the full course yellow on the

obstructed track, he was shunted from behind by a rival. In the second half of the race, the damage to his car prevented him from continuing his earlier good form. Still, he battled his way into the points from the very back. Despite a strong race with many great overtaking manoeuvres, António unfortunately didn't finish the race but we're all very relieved that nothing happened to him and the other drivers in the accident. Now we have to use the pace we showed in today's qualifying and get both cars into the duels tomorrow."

Pascal Wehrlein, Porsche works driver (#94): "That was a difficult day. It wasn't at all clear in qualifying whether I'd make it into the duels. Some drivers improved their times under yellow, and this wasn't penalised. Starting from P10 was disappointing after two good practice sessions. The race was chaotic. I lost my front wing in the very first lap when cars in front of me missed the corner but then I caught up. However, after the red flag, I had to pit for the second time because my car was badly damaged in the accident. In the end, a penalty also cost me two places. Hopefully, we'll do better tomorrow."

António Félix da Costa, Porsche works driver (#13): "That was a day of highs and lows. I didn't get a second flying lap in qualifying because of the red flag, but my start in the race was great. I was in the points when the serious accident involving quite a few cars happened in front of me. I had no chance to avoid it and that was the end of my race. Fortunately, no drivers were hurt. I hope the team can repair my car by tomorrow. Then we'll attack again."

Next up

Race 14 is contested in Rome on Sunday 16 July. The worldwide broadcasting schedule of the Formula E event is available at FIA Formula E.

Preview

The Rome E-Prix marks the start of the critical phase in the bid for the ABB FIA Formula E World Championship title. The TAG Heuer Porsche Formula E Team travels to the Eternal City as the championship leaders and aims to pull clear of its pursuers before the final round of the season in London on 29 and 30 July. To achieve this, Pascal Wehrlein (#94) and António Félix da Costa (#13) are determined to bring home the necessary points in the Porsche 99X Electric.

The TAG Heuer Porsche Formula E Team is not alone in running two Porsche 99X Electric cars on the demanding street circuit in the historic setting of the Italian metropolis. Porsche's customer team Avalanche Andretti also fields two of the Weissach-developed electric racing cars. Jake Dennis (GBR) – who moved to the top of the drivers' championship leaderboard in Portland – and André Lotterer (GER) will compete for the outfit of the US motor racing legend Michael Andretti. So far this season, the Porsche 99X Electric has notched up five race victories.

The TAG Heuer Porsche Formula E Team heads to the doubleheader event in Rome as the leader of the

teams' standings in the ABB FIA Formula E World Championship. With 231 points, the squad ranks first after twelve of 16 races, followed by Envision Racing (225), Jaguar (184) and Avalanche Andretti (177). In the drivers' classification, Pascal Wehrlein occupies third place with 138 points behind Jake Dennis (154) and Nick Cassidy (NZL/153). António Félix da Costa (93) is sixth, with André Lotterer (23) in P15.

An official practice for rookies is scheduled before the first free practice on Friday afternoon. Yifei Ye (CHN) will drive the Porsche 99X Electric in this session for the TAG Heuer Porsche Formula E Team. As a Porsche Motorsport Asia Pacific selected driver, Ye has already participated in the rookie test as part of the Formula E guest event in Berlin. This season, he contests the World Endurance Championship WEC at the wheel of a customer-run Porsche 963 hybrid prototype.

Q&A on the Rome E-Prix

Florian Modlinger, Director Factory Motorsport Formula E

The title fight in Formula E is coming to a head. What's your outlook and what strategy will you implement in Rome to put more space between you and your pursuers?

"There's only one strategy for Rome: full attack. The battle for the title is so tight that you can't risk any major tactical ploys. Every point is paramount and could ultimately decide the world championship. In Portland, we managed to extend our lead over Jaguar, in Rome we will give everything to increase our advantage over Envision Racing before we head to the final races in London. The track in Rome should suit us, as will the conditions we're expecting. Our aim must also be to make up the deficit in the drivers' standings that was created in Portland."

What awaits you in Rome and do you think the title will be decided there?

"No, I don't expect that. There are still 58 points up for grabs for the drivers on the final weekend in London. I can't imagine anyone will be that far ahead in the standings after Rome. That makes it all the more important for the team to support Pascal as much as possible. Above all, we need to ensure that we start much further up on the grid. In Rome, we're looking at a completely different course to the one in Portland; a real street circuit with very few run-off zones and some 90-degree corners. That requires a completely different set-up philosophy."

Pascal Wehrlein, Porsche works driver (#94)

You reclaimed the world championship lead in Jakarta, in Portland you lost it again. Do these ups and downs take a toll on you?

“I’m not concerned about that. I’ll start worrying about points in London. It doesn’t make sense before then, the situation at the top is still far too tight. That can change again in just one race. Of course, Portland was a setback. But we’ll work even harder as a team to have another successful race weekend in Rome.”

After the comparatively wide IndyCar track in Portland, how much are you looking forward to the narrow street circuit in Rome?

“Rome is one of my favourite tracks. I achieved my first podium there with the team two years ago. I’m really looking forward to the circuit, which is vastly different to Portland. It's a typical Formula E circuit with much less space, lots of tight corners, hard braking points and numerous bumpy sections. I think the track suits us extremely well. It's very demanding and a real challenge in a fantastic city with great fans. I have a good feeling about Rome.”

António Félix da Costa, Porsche works driver (#13)

After your win in Cape Town, you had some bad luck. How did you go about making a strong comeback with your podium finish in Portland?

“I have a brilliant team in my corner that never stopped believing in me. They’ve always been there to help me work hard, overcome setbacks and look ahead with confidence. That's the kind of support that gives a racer the drive to do his best. In Portland, we were rewarded for that.”

You laid the foundation with a strong qualifying performance. What is the big challenge for you now in Rome?

“We’ve always had a decent race pace, only in qualifying were we often not good enough. In Portland, we pulled it all together. That's a very good position for us to be in with four races to go. In Rome, we need a completely different setup to be fast on this real Formula E circuit. We’re working alongside our engineers to find the perfect balance for the car. After that, we'll focus on qualifying. That will play a much more important role in Rome than in Portland.”

The circuit

The 3.385-kilometre Circuito Cittadino dell’Eur racetrack in the district of Esposizione Universale di Roma is one of the longest on the Formula E calendar. The demanding circuit with 19 corners leads around the Obelisco di Marconi and behind the iconic Colosseo Quadrat. The racetrack features fast passages and slow 90-degree turns. The long straights give drivers excellent opportunities to overtake.

Live TV and Internet coverage

The worldwide broadcasting schedule of the Formula E event is available at https://www.fiaformulae.com/en/ways-to-watch

The Media Service

The first photos from Rome will be available on the Porsche press database on 14 July. The race reports will follow on 15 July (race 13) and 16 July (race 14). 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 Porsche Formula E Media Guide at https://media.porsche.com/formula-e. The content will be regularly updated throughout the season and expanded with additional interactive material.

The Porsche 99X Electric

Porsche contests season 9 of the ABB FIA Formula E World Championship with the Porsche 99X Electric. The new electric racing car featuring the Porsche E-Performance Powertrain – which underwent modifications in Weissach for the third generation vehicle in the innovative electric racing series – 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 Porsche's all-electric production cars. The maximum output of the Porsche 99X Electric is 350 kW (476 PS), which is 100 kW more than the predecessor generation (Gen2). At least 40 percent of the energy used is recuperated via regenerative braking. The new cars are the fastest, lightest, most powerful and most efficient electric vehicles ever built.

Porsche Taycan Turbo S safety car

Porsche is committed to Formula E safety: With the all-electric Taycan Turbo S, Porsche again supplies the official safety car this season – thus underlining 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_2 emissions* combined (WLTP) 0 g/km, CO_2 class A), the top model in the Taycan range is the ideal choice as a safety car in the world's first electric racing series. The striking paintwork incorporates the colours of all eleven competing teams as well as those of the FIA and Formula E. The design symbolises the joint commitment to the future of all-electric motor racing as well as social values such as diversity and community.

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 mobility technologies, it promotes the worldwide acceptance of electric vehicles. Eleven teams tackle the 2022/2023 season with 22 drivers. This guarantees interesting and fiercely competitive races. The TAG Heuer Porsche Formula E Team contests its fourth season of the innovative electric racing series with the Porsche 99X Electric.

MEDIA ENQUIRIES



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Consumption data

Taycan Turbo S (Predecessor model)

*Further information on the official fuel consumption and the official specific CO_2 emissions of new passenger cars can be found in the "Leitfaden über den Kraftstoffverbrauch, die CO_2-Emissionen und den Stromverbrauch neuer Personenkraftwagen" (Fuel Consumption, CO_2Emissions 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).

Video

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