

The TAG Heuer Porsche Formula E Team wraps up its best season to date in London

30/07/2023 At the London E-Prix, the TAG Heuer Porsche Formula E Team wrapped up its most successful season to date after 16 races. With the Porsche 99X Electric and its drivers Pascal Wehrlein and António Félix da Costa (POR), the team from Weissach celebrated four victories in the ABB FIA Formula E World Championship.

Race 16

Persistent rain in London saw the final race of season 9 get off to a slow start. Two attempts to start behind the safety car were abandoned for safety reasons. For the season finale, it was only after a 90-minute delay that the 22 drivers finally set off on the spectacular ExCeL Circuit in the Docklands of East London, which runs outside and inside an exhibition hall. Despite the difficult conditions, no major incidents occurred.

Finishing in tenth place, Pascal Wehrlein earned one point for the TAG Heuer Porsche Formula E Team, which had travelled to London with chances of winning the Teams' World Championship. This season, the German won both night races in Diriyah (Saudi Arabia) and a round in Jakarta (Indonesia) with the Porsche 99X Electric. His teammate António Félix da Costa, the winner of the Cape Town race in South Africa, finished on P16. In Saturday's race, da Costa started from 17th on the grid, made up 15 positions in the most spectacular comeback drive of the season and took the flag in second place. However, he subsequently received an incomprehensible time penalty and was thus robbed of a well-deserved podium.

At the wheel of the Porsche 99X Electric fielded by the Porsche customer team Avalanche Andretti, Jake Dennis (GBR) secured the Drivers' World Championship at his home race. Pascal Wehrlein concluded the season as fourth in the drivers' standings, with António Félix da Costa in ninth. Avalanche Andretti's second driver André Lotterer (GER) finished 18th. In the team standings, the TAG Heuer Porsche Formula E Team concluded the season in fourth behind the new world champion Envision Racing, Jaguar and Avalanche Andretti.

Tackling the final race of the season in his Porsche 99X Electric from P10, Pascal Wehrlein gained one position, lost it again and took the flag in tenth. António Félix da Costa started from P20, and despite the lack of overtaking opportunities, made up four places to finish 16th.

Comments on the London E-Prix, race 16

Florian Modlinger, Director Factory Motorsport Formula E: "Thanks to the squad and the development team for their tremendous effort this season. We'd envisaged a different outcome today. There was no energy limit because of the weather conditions so the race was flat-out with very few chances to overtake. This made it extremely difficult to advance through the field from their grid positions. Still, António made up four places, with Pascal finishing in the same place as his starting position. Ultimately, this was a disappointing result for us."

Pascal Wehrlein, Porsche works driver (#94): "We were strong in many of our races this season and topped the leaderboard for a long time. Then in the last races, we didn't manage to match the good results from the beginning of the season and subsequently lost a lot of points. That's disappointing, obviously. Still, we've grown significantly stronger overall compared to the last few years and that gives us hope. A huge thank you to the whole team for their hard work."

António Félix da Costa, Porsche works driver (#13):"Again today, it was obvious that we need to keep working on our qualifying performance. That will be our big task in the off-season. We have a very competitive car in the races. Today's extreme conditions made it very difficult to overtake. Nevertheless, we're taking some positive insights home with us. I'm sure we'll return stronger in the new season."

Race 15

The first title in the ABB FIA Formula E World Championship has been claimed: Driving the Porsche 99X Electric of the Porsche customer team Avalanche Andretti, Jake Dennis secured the drivers' title in London on Saturday. The winner of the team classification will be determined in the final race of the season on Sunday. Bad luck and an incomprehensible penalty have diminished the title chances of the TAG Heuer Porsche Formula E Team.

The first race of the London E-Prix turned into the most eventful of the year, with the race restarting twice after a break due to two red-flag accidents. The TAG Heuer Porsche Formula E Team put in a strong drive on the spectacular ExCeL Circuit in East London's Docklands, part of which runs through an exhibition hall. The squad from Weissach had travelled to the double-header weekend as a promising title aspirant only to have adverse circumstances set it back in the bid for the title. At the wheel of his Porsche 99X Electric, Pascal Wehrlein was on course for the podium when he became entangled in an accident caused by another competitor and was thrown to the back of the field. He eventually finished ninth. Starting from P17, his teammate António Félix da Costa launched an impressive comeback, made up 15 positions and crossed the finish line in second place. However, a time penalty relegated him to 16th place and out of the points.

The TAG Heuer Porsche Formula E Team heads into the final race of season 9 ranking third (241 points) thanks to its four wins this season and thus still has a chance to take home the team championship title. The other hot favourites for this accolade are Envision Racing (268), Jaguar (268) and Avalanche Andretti (236). In the drivers' standings, Jake Dennis (213 points) claimed the world champion crown after his second place on Saturday. Pascal Wehrlein (148) ranks fourth with António Félix da Costa (93) in eighth. André Lotterer (GER/23) from Avalanche Andretti, who finished fifteenth in the race, lies in P19.

After a strong qualifying performance which saw him reach the duels, Pascal Wehrlein started the action-packed penultimate race of the season from P7. He had already worked his way up to fourth place when a competitor shunted his Porsche 99X Electric on the 29th of 38 laps, which catapulted him into the track barrier. As a result, he was thrown to the back of the field. Tackling the race from a lowly P17, his teammate António Félix da Costa put in one of the most spectacular pursuit races of the entire season. He advanced 15 positions and finished second, only to be robbed of his well-earned podium by a three-minute time penalty.

Comments on the London E-Prix, race 15

Thomas Laudenbach, Vice President Porsche Motorsport: "Huge congratulations to Jake Dennis on winning the drivers' world championship. We're delighted that our customer team Avalanche Andretti took this title with the Porsche 99X Electric that we developed. This success is the result of the very open and constructive cooperation during our first season together."

Florian Modlinger, Director Factory Motorsport Formula E: "Congratulations to Jake Dennis and our customer team Avalanche Andretti for winning the drivers' world championship title. It was a difficult result for our team to digest today after a sensational performance by our drivers, which would have been enough for a podium or top-5 result. Pascal was the unwitting victim of a rival's accident, which damaged his car and threw him far down the field. Antonio finished in second but was subsequently given a three-minute penalty, which is difficult for us to comprehend and accept. He suffered tyre damage due to debris on the track, which caused the tyre pressure to fall below the prescribed minimum. Although the damage was definitely inflicted on us from the outside and was not our fault, we were penalised and our work and good result on the track were not rewarded. In the last race tomorrow, we'll fight hard to get the maximum for our team. To do that, we have to move in the right direction in qualifying. Our race pace today once again showed how competitive we are. We can build on that."

António Félix da Costa, Porsche works driver (#13): "What a crazy day. Unfortunately, we didn't have the right tyre strategy in qualifying and the result was P17. We tried something different this time but it didn't work out. The race was incredible. From P17 to P2 – that was one of my best Formula E races. Towards the end, there was a lot of debris on the track and I got a slow puncture on the right front tyre. I managed to get the car over the line but I was handed a penalty because there wasn't enough air in the tyre. To me, it seems like a really unfair decision because we didn't try to take advantage of it as a team. We were penalised for something out of our control. I would have liked to support the team with this podium result in the fight for the world title."

Pascal Wehrlein, Porsche works driver (#94):"Today could've been a successful day for us. Our pace in the race was very good. We worked very well with António as a team but because of the crash, which was not my fault, my race was virtually over. I also had to carry out a nose change before restarting the race, which means I had to rejoin in last place. That was a decision by the race control that I didn't understand, as they allowed half the field to drive with a broken nose. It has really hurt our title chances."

Next up

Race 16 will be contested in London on Sunday 30th July. The worldwide broadcasting schedule of the Formula E event is available at https://www.fiaformulae.com/en/ways-to-watch

Preview

The most spectacular racetrack on the Formula E calendar awaits drivers and teams in the Docklands of East London. Located on the Thames, the ExCel Circuit comprises both indoor and outdoor sections. The TAG Heuer Porsche Formula E team is ready for this challenge, as are its drivers Pascal Wehrlein and António Félix da Costa, who have so far clinched four victories this season with the Porsche 99X

Electric: The German won both night races in Diriyah, Saudi Arabia, as well as a round in Jakarta (Indonesia), while the Portuguese won at the Formula E debut in Cape Town, South Africa.

After a strong season with fiercely-contested races in fascinating cities, the TAG Heuer Porsche Formula E team heads to the London E-Prix ranking second in the teams' standings with 239 points behind leader Envision Racing (253). From this position, the squad has good prospects of taking home the team title – as does Jaguar (228) in third place. In fourth place, the Porsche customer team Avalanche Andretti (218) also has an outside chance of claiming the title. In its first season with the Porsche 99X Electric, the racing outfit owned by the American motorsport icon Michael Andretti notched up its second win of the season in Rome after Mexico City thanks to Jake Dennis.

At the wheel of the racing car developed by Porsche in Weissach, the Englishman impressed throughout the season with inspired performances. After winning the opening round in Mexico, he snatched the lead in the drivers' championship in Rome and heads to the final countdown in England as the hot favourite for the title. With 195 points to his credit, he has a clear advantage over New Zealanders Nick Cassidy (171) and Mitch Evans (151). In fourth place, Pascal Wehrlein (146) still has a mathematical chance of winning the title. António Félix da Costa (93) ranks seventh, with the second Avalanche Andretti driver André Lotterer (GER/23) in 17th place.

Ahead of the London E-Prix, Porsche extended its commitment to the ABB FIA Formula E World Championship. Originally committed to race until the 2023/2024 season, Porsche has signed for another two years up to and including the 2025/2026 season. Until then, the latest third-generation race cars (Gen3) like the Porsche 99X Electric will continue to be fielded. As part of its extended commitment, Porsche will be actively involved in the design of the subsequent Gen4.

Q&A on the London E-Prix

Florian Modlinger, Director Factory Motorsport Formula E

How do you assess your situation ahead of the season finale and how great are your chances of winning the title?

"We've prepared well and are looking forward to a fantastic conclusion to the season. Anything is possible. The top three teams are within 25 points of each other. We are 14 points behind Envision Racing, which means we have to work hard. Whoever has a strong car in London and makes no mistakes will be the winner. That's our goal."

Why wasn't it possible to score more points in Rome recently and what can be done better in London?

"The problem in Rome was our pace in qualifying. Overtaking is particularly difficult in Rome, so that hit us hard. Pascal started from 15th and still managed to clinch seventh. If we'd started from further up

the grid, we could've done much better. In preparation for London, we used the simulator to adapt the setup of our Porsche 99X Electric to the track characteristics. We'll use the free practice sessions to put the final touches and then go for gold in the qualifying and race."

Pascal Wehrlein, Porsche works driver (#94)

How are you feeling ahead of London and how realistic are you about your chances of winning the title?

"We want to finish the season with a successful result. Our sights are firmly set on winning the world championship team title. We still have a good chance. We weren't good enough in the last qualifying sessions. Our race performance, on the other hand, was always strong, including the most recent event in Rome. So, in London, where it's also difficult to overtake, I'm hoping that we'll perform better in qualifying and clinch the title in the race."

What do you think of the London circuit?

"The fact that we're racing inside and out is spectacular, of course. Nevertheless, it's not exactly my favourite track. It would be interesting if it rained. That would be very special. Essentially, the same situation applies to us on this racetrack: We know that we're fast in the race, we just have to do better in qualifying."

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

Your first season with Porsche draws to a close in London. How has it been for you?

"The time has flown by. It feels like I've only been with the team for a few days. As a squad, we've learned a lot this season and made great progress. Of course, we've experienced setbacks but they've made us stronger. There's a very close bond between us and that makes us optimistic about the future."

What do you expect from the season finale?

"The bid for the world championship is still wide open. We'll be fighting for the title right to the flag. Qualifying will be critical. If we're well up the front there, we'll have every chance. It's up to us to pull all the positives of this season together into a competitive package. If we succeed in doing that, we can score the points we need in London to bring the world championship trophy home to Stuttgart."

The circuit

The 2.09-kilometre ExCeL Circuit featuring 20 turns is one of the most spectacular on the Formula E calendar. Part of the course runs inside through the Exhibition Centre in East London's historic

Docklands, with the rest outside. The height differences between the indoor and outdoor areas are bridged with ramps. The concrete floor in the hall is treated with a special substance to improve grip. There are only three places where overtaking is possible – in each case after the longest straights on the track in turns 1, 10 and 16.

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

Due to the time difference (CEST minus 9 hours), the first photos from Portland will be available on the Porsche press database on 24 June. The report from Race 12 will follow on 25 June. 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

Link Collection

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