



RACECARD

2017 BUENOS AIRES EPRIX



FEBRUARY

18

2017

**2016-2017
FIA FORMULA E
CHAMPIONSHIP
ROUND 3**

**BUENOS AIRES
ARGENTINA**



THE CIRCUIT CIRCUITO PUERTO MADERO



THE 2016 RACE

2016 WINNER

Sam Bird (DS Virgin Racing)

2016 POLE POSITION

Sam Bird (DS Virgin Racing), 1min09s420

2016 FASTEST RACE LAP

Jérôme d'Ambrosio (Dragon Racing), 1min10s285

Situated on the banks of the Rio de la Plata, Puerto Madero is the most recent of Buenos Aires' 48 districts, or barrios.

Argentina hosts three FIA-sanctioned international championships (Formula E, WRC, WTCC), plus a MotoGP round and the Dakar cross-country rally.

DS Virgin Racing is the only team to feature an Argentine driver, namely the three-time WTCC champion José-Maria Lopez.

The only circuit to hold a Formula E **race three times**

One of the fastest circuit of the season: **210kph clocked into Turn 1**

Designed by Santiago Garcia Remohi in the Parque Mujeres Argentinas district

TIMETABLE

8:00 AM	PRACTICE 1	45 mins.
10:30 AM	PRACTICE 2	30 mins.
12:00 NOON	QUALIFYING	36 mins.
12:45 PM	SuperPole	15 mins.
14:00 PM	Autograph-signing session	45 mins.
15:10 PM	Drivers' parade	
16:00 PM	START OF BUENOS AIRES EPRIX	
17:00 PM	Podium ceremony	

CIRCUIT TIME (GMT-3) - INFORMATION SUBJECT TO CHANGE



SERGE GRISIN

manager of Michelin Motorsport's FIA Formula E programme

"THIS IS ONE OF THE FASTEST TRACK OF THE SEASON"



"This is one of the fastest track of the season. It comprises a number of long straights, several tight turns, two hairpins and a chicane.

The weather can be very hot and the track temperature reached 50°C in 2016.

The Michelin Pilot Sport EV fulfilled its mission perfectly in Buenos Aires in 2015 and 2016 and there is every likelihood that its successor the EV2 will do the same this weekend."

MICHELIN & THE BUENOS AIRES EPRIX

TECHNICAL DATA

PILOT SPORT EV2

FRONT: 245/40X18 &
REAR: 305/40X18

Developed specifically for the FIA Formula E Championship
The first 18-inch single-seater racing tyre

The first single-seater racing tyre capable of competing in dry and wet conditions

The first tyre capable of lasting an entire race meeting



Size (front/rear)	24/64-18 / 27/68-18
Width (front/rear)	245mm / 305mm
Tread width (front/rear)	240mm / 270mm
Side wall height (front/rear)	98mm / 122mm (i.e. 40 percent of tread width)
Exterior diameter	18 inches
Weight (front/rear)	8.8kg / 10.9kg
Type of tread pattern	Asymmetric, non-directional
Usage	Circuits, street circuits, asphalt, concrete, wet or dry weather
Number of tyres taken to each race	200 (160 new tyres + 40 from the previous race)
Weight saving (compared with the MICHELIN Pilot Sport EV)	1.1kg front 1.4kg rear
Weight saving per set of four tyres	5kg (11 percent)
Rolling resistance	Lowered by 16 percent (equivalent to more than 2km, or one lap).



FIA FORMULA E

DRIVERS STANDING

DRIVER														TOT.
		HK	MA	AR	MX	MC	FR	DE	BE	US	US	CA	CA	
1	BUEMI S. (CHE) RENAULT E.DAMS SPARK-RENAULT - RENAULT Z.E 16	25	25	-	-	-	-	-	-	-	-	-	-	50
2	DI GRASSI L. (BRA) ABT SCHAEFFLER AUDI SPORT SPARK-ABT SPORTSLINE - ABT SCHAEFFLER FE02	18	10	-	-	-	-	-	-	-	-	-	-	28
3	PROST N. (FRA) RENAULT E.DAMS SPARK-RENAULT - RENAULT Z.E 16	12	12	-	-	-	-	-	-	-	-	-	-	24
4	ROSENQVIST F. (SWE) MAHINDRA RACING SPARK-MAHINDRA - MAHINDRA M3ELECTRO	1	18	-	-	-	-	-	-	-	-	-	-	19
5	BIRD S. (GBR) DS VIRGIN RACING SPARK-CITROËN - VIRGIN DSV-02	0	18	-	-	-	-	-	-	-	-	-	-	18
6	HEIDFELD N. (DEU) MAHINDRA RACING SPARK-MAHINDRA - MAHINDRA M3ELECTRO	15	2	-	-	-	-	-	-	-	-	-	-	17
7	TURVEY O. (GBR) NEXTEV NIO SPARK-NEXTEV - NEXTEV TCR FORMULAE 002	4	6	-	-	-	-	-	-	-	-	-	-	10
7	FELIX DA COSTA A. (PRT) MS AMLIN ANDRETTI SPARK-ANDRETTI - ATEC-02	10		-	-	-	-	-	-	-	-	-	-	10
9	ABT D. (DEU) ABT SCHAEFFLER AUDI SPORT SPARK-ABT SPORTSLINE - ABT SCHAEFFLER FE02		8	-	-	-	-	-	-	-	-	-	-	8
9	FRIJNS R. (NLD) MS AMLIN ANDRETTI SPARK-ANDRETTI - ATEC-02	8	0	-	-	-	-	-	-	-	-	-	-	8
11	D'AMBROSIO J. (BEL) FARADAY FUTURE DRAGON RACING SPARK-PENSKÉ - PENSKÉ 701-EV	6	0	-	-	-	-	-	-	-	-	-	-	6
12	VERGNE J. (FRA) TECHEETAH SPARK-RENAULT - RENAULT Z.E 16		4	-	-	-	-	-	-	-	-	-	-	4
13	PIQUET JR. N. (BRA) NEXTEV NIO SPARK-NEXTEV - NEXTEV TCR FORMULAE 002	3	0	-	-	-	-	-	-	-	-	-	-	3
14	ENGEL M. (DEU) VENTURI FORMULA E SPARK-VENTURI - VENTURI VM200-FE-02	2		-	-	-	-	-	-	-	-	-	-	2
15	DUVAL L. (FRA) FARADAY FUTURE DRAGON RACING SPARK-PENSKÉ - PENSKÉ 701-EV	0	1	-	-	-	-	-	-	-	-	-	-	1
15	SARRAZIN S. (FRA) VENTURI FORMULA E SPARK-VENTURI - VENTURI VM200-FE-02	1	0	-	-	-	-	-	-	-	-	-	-	1
15	LOPEZ J. (ARG) DS VIRGIN RACING SPARK-CITROËN - VIRGIN DSV-02		1	-	-	-	-	-	-	-	-	-	-	1

FIA FORMULA E

TEAMS STANDING

TEAM													TOT.
	HK	MA	AR	MX	MC	FR	DE	BE	US	US	CA	CA	
1 RENAULT E.DAMS 	37	37	-	-	-	-	-	-	-	-	-	-	74
2 ABT SCHAEFFLER AUDI SPORT 	18	18	-	-	-	-	-	-	-	-	-	-	36
3 MAHINDRA RACING 	16	20	-	-	-	-	-	-	-	-	-	-	36
4 DS VIRGIN RACING 	0	19	-	-	-	-	-	-	-	-	-	-	19
5 MS AMLIN ANDRETTI 	18	0	-	-	-	-	-	-	-	-	-	-	18
6 NEXTEV NIO 	7	6	-	-	-	-	-	-	-	-	-	-	13
7 FARADAY FUTURE DRAGON RACING 	6	1	-	-	-	-	-	-	-	-	-	-	7
8 TECHEETAH 	-	4	-	-	-	-	-	-	-	-	-	-	4
9 VENTURI FORMULA E 	3	0	-	-	-	-	-	-	-	-	-	-	3



TYRES

The tyre allocation per driver per race is five fronts and five rears. One front and one rear tyre must be carried over from the previous round, except for the opening round of the championship when all 10 tyres are new.

FANBOOST

A 100kJ boost is available for use between 180kW and 200kW during the race's second half by the three drivers who receive the highest number of Fan Boost votes.

POINTS-SCORING

SYSTEM:

- 1st – 25 points
- 2nd – 18 points
- 3rd – 15 points
- 4th – 12 points
- 5th – 10 points
- 6th – 8 points
- 7th – 6 points
- 8th – 4 points
- 9th – 2 points
- 10th – 1 point

Pole position: 3 points
Fastest race lap: 1 point

EPRIX FORMAT

The entire ePrix programme takes place during a single day.

FREE PRACTICE

One 45-minute session and one 30-minute session on race morning. The drivers can use both their cars, with 200kW available.

QUALIFYING

Qualifying lasts up to 90 minutes, with drivers divided into four groups of five, followed by a Super Pole shootout involving five cars. The session must start at least one hour after the end of free practice. The initial four groups are decided by a random draw attended by all the drivers. Group sessions last six minutes, giving drivers time to complete two flying laps, one with maximum power available. The switch to maximum power may only take place during the final sector of the previous lap.

SUPERPOLE

The five fastest drivers go on to contest the SuperPole shootout in the same car they used for the group phase. The drivers start one by one, beginning with the slowest of the five. They perform one out-lap, a timed flying lap and an in-lap.

RACE

Drivers must use two cars, with a mandatory midrace switch in the team's pits.