

"By using purpose-built motorsport venues rather than temporary street circuits you can reduce your costs greatly and you can take advantage of the infrastructure and public access they provide," says Gemmell.

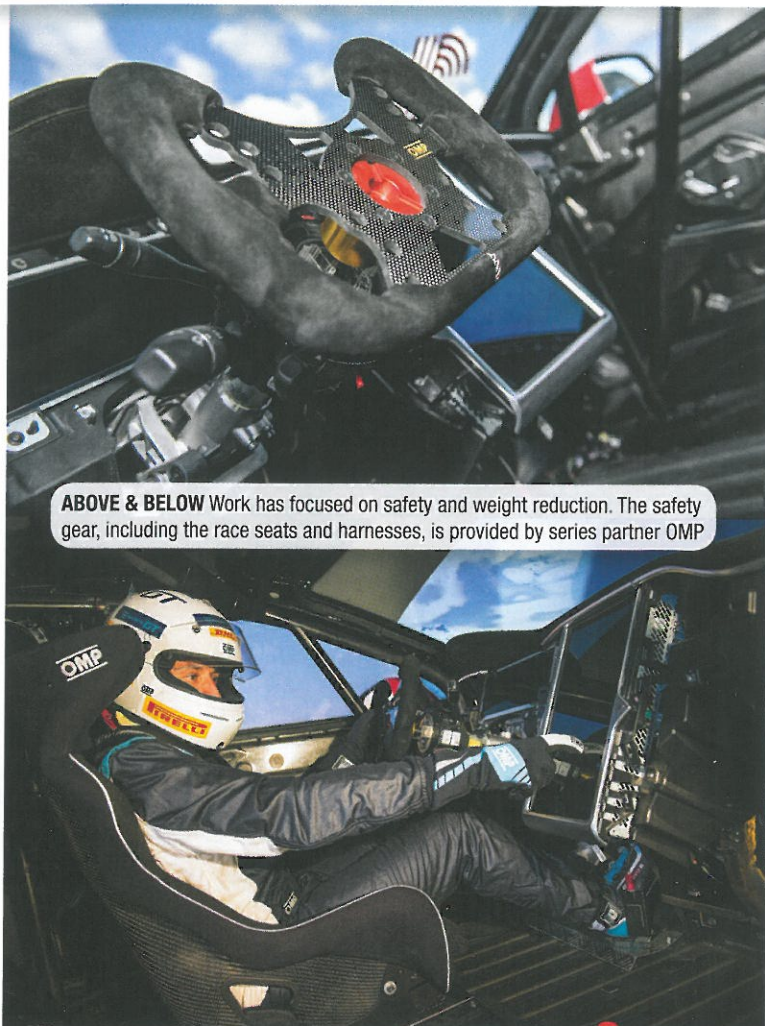
"It would be fantastic to take the championship to somewhere like Long Beach or Monaco. For that matter, it would be good to set up our own circuits like Formula E does, but you need deep pockets for that."

Another factor to consider, he points out, is safety. Even with weight reduction measures in place, the Electric GT-spec Tesla Model S is three quarters of a tonne heavier than a Formula E car and should reach a comparable top speed. That means there's a lot more energy to dissipate, so gravel traps and larger run off areas might come in handy.

SPRINT FORMAT

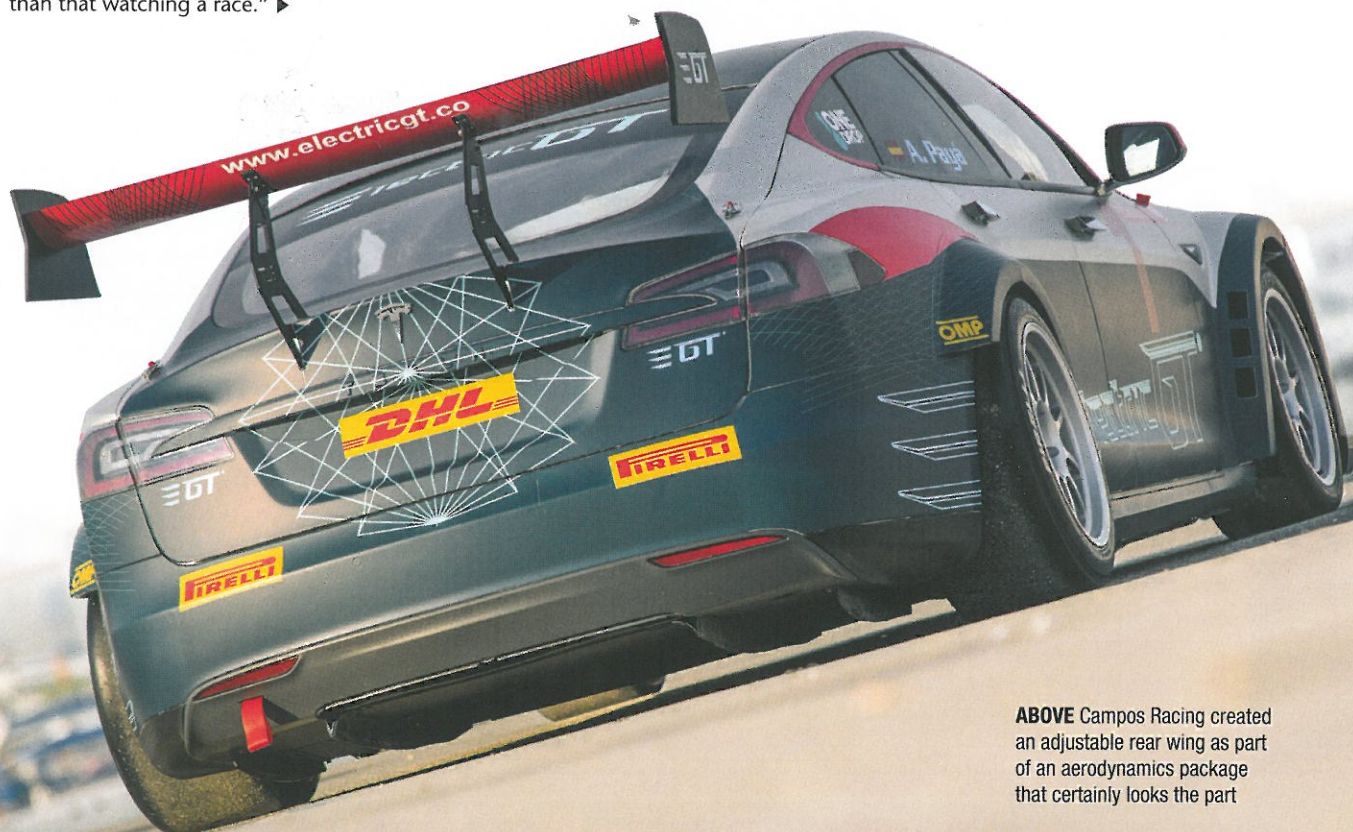
The relative energy densities of liquid fuel and lithium ion batteries still prevent electric vehicles from expending anything like the same amount of energy as their IC-engined counterparts on track. Essentially that gives race organisers the choice of two options: go slower or go shorter.

That may sound rather bleak, but Gemmell sees no problem with running a series of short, sprint races: "I think the appetite for long races is waning. As far as putting on a spectacle is concerned, we're aiming for a similar duration to something like the DTM. There the racing lasts for roughly half an hour in most formats – we will maybe concede some range to that but we won't be far off. The perception we've got is that most of the public simply don't want to sit for much longer than that watching a race." ►



ABOVE & BELOW Work has focused on safety and weight reduction. The safety gear, including the race seats and harnesses, is provided by series partner OMP

“A weekend-long festival of technology and innovation for sustainability”



ABOVE Campos Racing created an adjustable rear wing as part of an aerodynamics package that certainly looks the part