

FIA eRX2 Championship

Q&A to assist competitors for the 2021 season

Q: How many cars are available for 2021?

A: 20

Q: When can new drivers test the car for the first time?

A: It is planned that from November 2020, tests will be available.

Q: Will there be a cost to test the eRX2 car for the first time?

A: Drivers will be invited and a fee of €400 will apply. Testing will take place at the Circuit de Calafat in Spain, and all travel and accommodation costs will be the responsibility of the driver.

Q: What is the full-season cost to enter the FIA eRX2 Championship in 2021 and what does that cost include?

A: Currently between €150.000 - €165.000 (dependent on final charging cost) for rent of car, 1 mechanic per car, 1 engineer per 4 cars and electronics engineers also supplied to monitor cars. Travel and accommodation costs are extra. Single-event entry will be between €30.000 - €33.000.

Q: Can I bring my own crew?

A: Yes, you can bring 2 extra personnel per car, 1 of whom must be the driver's spotter. All costs associated with this are the responsibility of the driver.

Q: In what condition should the car be returned to the organisers at the end of the season?

A: The damage costs after the final race are the only costs at the end of the season. A €20.000 deposit must be paid pre-season, and after each race, competitors will pay for any damage to keep the deposit at €20.000. The fee will be returned following the final race rebuild.

Q: During 2021, if I cover the costs of damage as in RX2, do you know the costs of electric parts if they are broken?

A: A price list for crash damage electrical parts will be supplied at a later date.

Q: Do you know any life/mileage on the electrical parts and if they run out of life in season one, do I cover the costs?

A: During season one, competitors will have no costs on electrical parts unless damaged in accidents. All other servicing etc. will be at the cost of the organisers in 2021. All electrical components new to the series are expected to have four seasons of life.

Q: Will I have access to the car's data system?

A: There is an optional extra to have a Vbox system. The organiser will try to offer a reference lap to all drivers, potentially from ambassador Oliver Eriksson.

Q: If I have support, can I have whatever body shape I like or will it be like RX2, with one body for all cars?

A: It will be one body shape only. The car can be in your design and colours, with fixed space for series sponsors. You may not modify the plastics or carbon, but can modify appearance, lights etc. with stickers to make it look like another brand.

Q: Which events will eRX2 visit in 2021, and do those events run with World RX?

A: Calendar is TBC but it will be 6 races in Europe, and yes with World RX.

Q: Can I buy the car or only rent it in 2021?

A: During 2021 and 2022, it is only possible to rent the car for the FIA eRX2 Championship and the cost will be €150.000 - €165.000 per year (dependent on final charging cost), but cars can start to be sold to competitors in June 2021. These cars cannot be used to race in eRX2 until 2023, but can be used for personal testing in the meantime. Orders can be taken from January 2021, with a six-month delivery time.

Q: What will be the cost to buy a car once they are available to purchase?

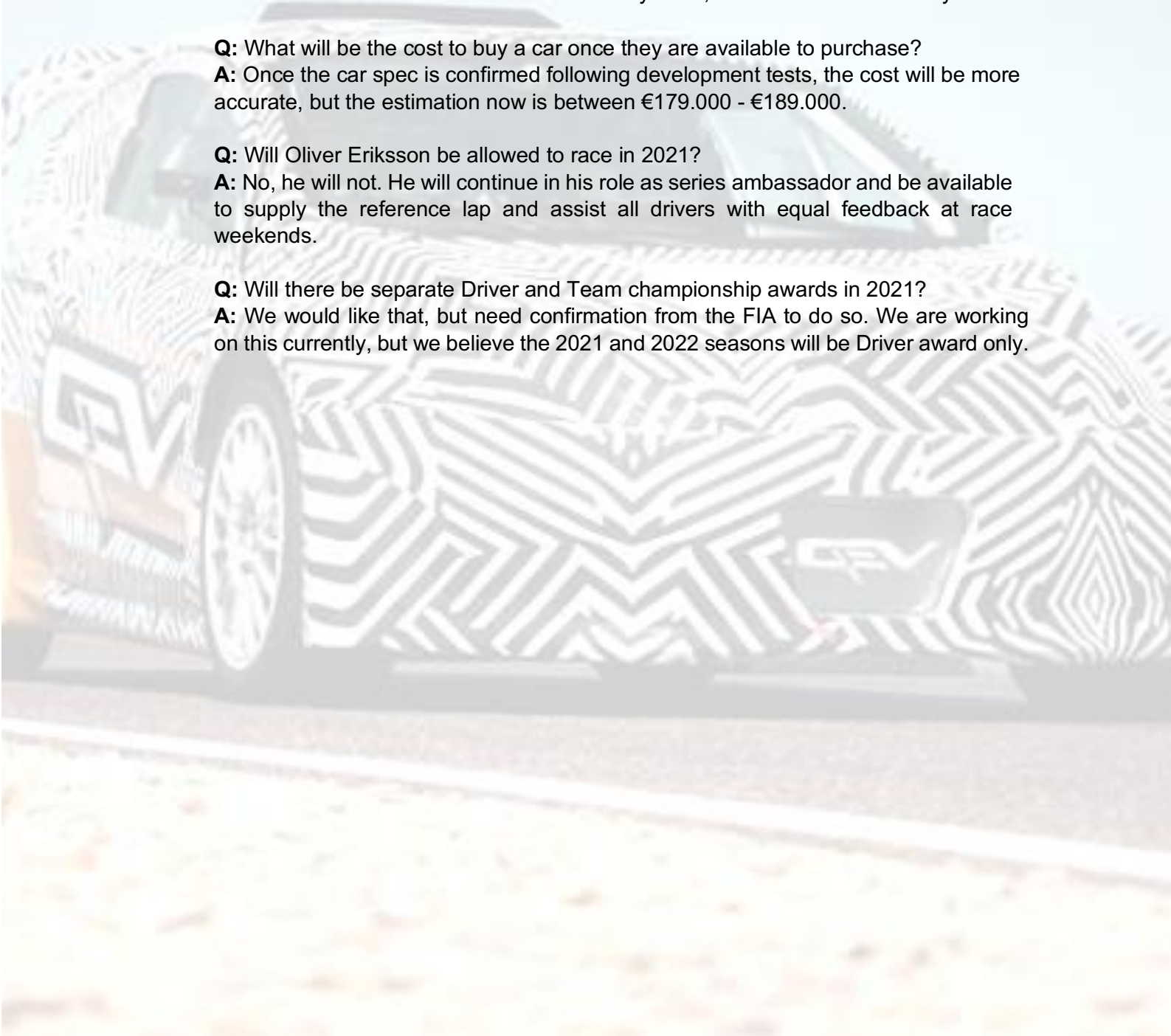
A: Once the car spec is confirmed following development tests, the cost will be more accurate, but the estimation now is between €179.000 - €189.000.

Q: Will Oliver Eriksson be allowed to race in 2021?

A: No, he will not. He will continue in his role as series ambassador and be available to supply the reference lap and assist all drivers with equal feedback at race weekends.

Q: Will there be separate Driver and Team championship awards in 2021?

A: We would like that, but need confirmation from the FIA to do so. We are working on this currently, but we believe the 2021 and 2022 seasons will be Driver award only.



OPERATIONAL INFORMATION

- 20 cars in one eRX2 village
- The eRX2 village is supplied by the organiser
- The organiser will provide a central catering area in the eRX2 village for all competitors to use; it will be mandatory to use this service, costs TBC
- A full PR, communications and social media service will be provided by the championship, included in the full-season entry fee
- Drivers will have their own television interview wall in their livery. Organisers will supply a template to be used. This will be situated in the eRX2 village and carried by organisers. The cost of the driver wall is the driver's responsibility
- Bodywork repairs and wrapping are the responsibility and cost of the driver
- Transport of cars to events is the responsibility and cost of the organisers
- The organising team comprises eRX2 Operations Manager James Nixon, eRX2 Project Manager Pere Gonzalez and eRX2 Ambassador Oliver Eriksson
- Development tests will be completed with one test car and Oliver Eriksson
- The pre-season official FIA test is scheduled for February at a cost of €14.000 per day; extra test days may be organised during the season at lower rates (TBC)
- There will be one central spares centre as in RX2
- Pre-season e-safety training of all electrical systems will be provided to drivers and crew. The location of this training is TBC, but all travel costs for training will be the responsibility of the drivers, while the training itself will be provided with no costs from the organisers
- No crew members may attend a race weekend without having had the required training in electronics. They will have to undergo special training pre-event, at the track if required
- Re-prep of cars after races will be carried out at the track

You are more than welcome to come back to us with any questions regarding the above information or additional queries.

With best regards,

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