



The Formula E World Championship has been held at the Autodromo Hermanos Rodriguez circuit for the eighth time. — All photos by courtesy of Formula E

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Formula E offers Formula One adrenalin in a muffled package

The competition we experience here in Formula E, with the grid being so close, it's amazing. You hear the crowd a lot since you don't have an engine, but it (the car) behaves quite similarly to what you would anticipate from a typical single-seater. And our preparation for FE is more extensive.

Ma Yue

Porsche's Pascal Wehrlein won the season opener race in Mexico City on January 13 to kick off the 10th season of the FIA Formula E World Championship.

Formula E, the world's first net-zero all-electric motorsport series, will make its maiden appearance in Shanghai in May with a double-header. I visited Mexico City to familiarize myself with the championship and its particular charms, attending the opening race at the Autodromo Hermanos Rodriguez circuit.

Intense but friendly to the ears

Unlike other motorsport series, FE has one-day practice, qualifying and racing. It is demanding for teams and

drivers, but fulfilling for the fans.

At the Mexico City E-Prix, the second practice and qualifying sessions were at 7:30am and 9:40am, respectively. The race began at 2:03pm and lasted one hour, followed by the podium ceremony. During race intervals, live bands and jongleurs kept spectators entertained till 8pm, ensuring a festive atmosphere throughout the day.

Due to the leveled car powertrains, chassis, batteries and tires used by 11 teams, the race schedule and track competition are intense. Compared with hardware, battery management strategy and software ability matter more.

Wehrlein led the Mexico opener from pole to flag, only losing it briefly during Attack Mode and Full Course Yellow. The race was close until Envision's Sebastian Buemi made a mistake and created

a gap. Jaguar debutant Nick Cassidy followed Buemi to finish third.

Despite a strong start, Wehrlein, like other Formula E drivers, knows it's too early to talk about advantage. Seven drivers won and 11 finished on the podium in 16 events last season. Three drivers competed for the driver's title in London's season-ending rounds.

Motorsports' most obvious impressions are high horsepower and noisy engine sound, but the all-electric Formula E cars have minimized that irritation to the ears without sacrificing race excitement.

FE's GEN3 car, which can reach a top speed of 322 kilometers per hour, is an elegant and nimble beast like a leopard on the circuit's straights.

From a platform overlooking the Autodromo Hermanos Rodriguez's