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Formula e 2025

I said back in December that Formula E is the best racing on the planet, and with the series' return to the Miami E-Prix, I'm going to continue to stand behind that. IndyCar comes close, but F1 is a pass-free slog fest at least half the time, and endurance sports cars are great but the races are way too long and races are still far too often decided on pit strategy. If you want flat-out from lights to checkers from some of the best drivers in the world in an exciting space-ship looking race car, you want to watch Formula E. This series really has it all, and packs an entire race weekend into a single day. It's bonkers, and I love it. For the uninitiated, Formula E is an FIA-sanctioned open-wheel series with propulsion solely by electric motors instead of internal combustion engines. Now in its eleventh season, the series has really come into its own and every on-track session is packed with action, speed, and wheel-to-wheel fighting. New for the 2024/25 season is the Gen3 Evo chassis with more power and acceleration than the series has ever seen. Formula E cars accelerate quicker than even Formula 1 does, and can now run in excess of 200 miles per hour with a long enough straight. If you want to get started following Formula E, here's everything you need to know. Most Americans seem to have written Formula E off a decade ago when the cars were not nearly as competent as they have become this season. Back then drivers had to come into the pits to swap into another chassis with a full battery to make it to the end of the race. In the early days the sport resorted to gimmicks like voting for a driver to receive a "fan boost" for bonus speed. It's been a few years since those trite turn offs were abolished from the sport, and along the way the series settled on a seriously competent car with futuristic good looks and enough power to get the hammer down. If you gave up on it in 2015, give it another shot, it's really good. The Gen 3 Evo car was introduced at the season opening race last December and instantly gave the sport a huge shot of adrenaline in the arm. The chassis itself, built by Spark Racing Technology in France, is a spec unit shared among all of the teams, likewise the battery array and charging apparatus. Each manufacturer, however, has to develop its own electric motor, inverter, gear reduction box, rear suspension, and software. Power output has been cranked up to a standard 350kW from the rear motor alone, which equates to around 469 horsepower. At specific points of the race weekend, namely during qualifying, initial standing starts, and while in attack mode, each car gains a 50kW (70 horsepower) boost and the front axle motor kicks in to provide all-wheel drive. This makes the car's 1680 pound weight all the more impressive. The extra horsepower and the bigger boost than any previous season provided by attack mode, the races have gotten extremely unpredictable and strategy is more important than ever, but luck is still king. To add an extra snag for teams, during double-header race weekends, the series has implemented a mid-race charging element for one of the rounds. The cars come in to the pits mid-race to take a 30-second hit of 600kW charging juice. It's pretty exhilarating, and can add an extra level of twist to the race, but the drivers are given an opportunity to push a little harder with a mid-race charge than they otherwise might be able to if they're conserving energy. There are 11 teams on the Formula E grid for season 11. So far the battle at the front has been between Porsche, Nissan, DS, and Jaguar, with an occasional smart showing from McLaren. Here's a rundown of the full grid. A lot of these racers have had varying levels of success in open wheel and sports prototype racing, up to and including F1 and Le Mans race starts. Porsche runs the 99X Electric with defending Formula E champion António Félix da Costa. Porsche is the most populous car on the grid with two customer squads. Andretti Global are closely tied in with the Porsche squad, running the 99X Electric with drivers Jake Dennis and Nico Mueller. Spanish performance brand Cupra Kiro team entering a pair of customer Porsche sused on the cheap, and apparently the cars were directly from display at the Porsche museum in Stuttgart ahead of this season. Nissan built the e-4ORCE 05 drivetrain for its car, entering with Norman Nato and Oliver Rowland. After some teething issues at the first race of the season, Rowland leads the championship with two race wins from four rounds. Nissan also powers McLaren with Taylor Barnard and Sam Bird doing the driving. Jaguar builds the I-Type 7 drivetrain for its cars, driven by Mitch Evans and Nick Cassidy. It supplies additional I-Type 7 powertrains for the Envision Racing squad of Robin Frijns and Sebastien Buemi. Maserati has the Tipo Folgore driven by 2021/22 champion Stoffel Vandoorne and Jake Hughes. Jay Penske, son of Roger, runs the DS Penske team with factory support from the Stellantis luxury brand. The team's DS E-Tense FE25 car is driven by Maxi Guenther and Jean-Éric Vergne. Legendary chassis builder Lola paired with Yamaha to enter the Lola-Yamaha T001 with ABT supporting drivers Lucas di Grassi and Zane Maloney. The final team on the grid is India's Mahindra Racing with drivers Edoardo Mortara and Nyck de Vries. Formula E runs during the off-season of every other FIA international series, this time kicking off season 11 in early December and running through late July. As of this writing four races of the 16-round season have already concluded. In December the series started off in Sao Paulo, Brazil. That race was a totally bizarre series of events that saw Porsche polesitter Pascal Wehrlein in the wall and Jaguar's last-placed qualifier Mitch Evans charge through the field to take the victory. Legendary stuff, that one. In January I attended the Mexico City E-Prix and had a blast. Porsche once again took pole, but was beat to the finish by Nissan's Oliver Rowland. Mid-February saw the first double-header of the season in Saudi Arabia. Maximilian Günther won round 3 from pole for DS Penske, taking the fastest lap along the way for a triple crown event. The second race of that weekend, however, saw Oliver Rowland return to the top step after finishing second the previous day, moving to a solid championship lead after four rounds The following dates are the remaining races in 2025 for Formula E: May 3 and 4 will see the series run a double-header on the streets of Monaco. Twin Tokyo ePrix rounds will take place on the streets of Monaco. Twin Tokyo ePrix rounds will take place on the streets of Monaco. Twin Tokyo ePrix rounds will take place on the streets of Monaco. Twin Tokyo ePrix rounds will take place on the streets of Monaco. weekend. The final single-race weekend of the series goes to Jakarta, Indonesia for the first time on June 21. July 12 and 13 will see Formula E return to Berlin, Germany for a pair of runs on the Tempelhof Airport circuit. All of this comes to a close on July 26 and 27 with the final rounds of the season at London's partially-indoor ExCeL circuit. In the U.S. you can watch Formula E on the CBS Sports Network or stream it on FuboTV or the Roku Sports channel. It's definitely not the best television package in sports right now, but it's better than previous seasons. I will say, I desperately wish Formula E would just post all of the races to YouTube or something. Skip to main content You'll get access to: News. Analysis. Exclusive Features Priority Booking. Early Bird Pricing Competitions. Discounts. Experiences Predict. Vote. Win. TO CONTINUE READING... You will need to sign in or create a Formula E account. FEATURE 12 Jun 2024 4 Mins Formula E's full Season 11 schedule for 2024/25. The provisional calendar for Season 11 is here bringing 17 races across 11 locations on the horizon. Here's a rundown of the all-important dates across the 2024/2025 season.11 locations for Season 11 for one of our biggest calendars ever with 17 races. It's set to be another classic season with a nice blend of permanent and built circuits offering an exciting challenge for the drivers and the new GEN3 Evo car that will be introduced for 2024/25. See the dates below and register now for tickets for Season 11 Testing takes place in Valencia The action for Season 11 will kick off with pre-season testing over four days from Monday 4 -Thursday 7 November 2024 in Valencia, Spain. This will be the first time we'll see all the teams on track with their new GEN3 Evo machinery, putting that rapid race car - capable of 0-60mph in just 1.82 seconds - through its paces around the Ricardo Tormo Circuit.Register for more information. Starting in São Paulo The 2024/25 season will start in São Paulo on Saturday 7 December 2024, marking the first time that Brazil has hosted the Formula E season-opener. If Season 10 was anything to go by, expect a high-speed affair down to the final corners of the last lap. From Brazil, it's a trip up and back to Mexico City for one of the most popular races on the Formula E calendar. and the Autodromo Hermanos Rodriquez. Tickets are already on sale for the second round of the season in the new year on Saturday 11 January 2025 - secure your seat now! FIESTA IN THE FORO SOL: Formula E will be back to entertain the crowds in Mexico City Then it's off to the first double-header in the Kingdom of Saudi Arabia with the races on Friday 14 and Saturday 15 February 2025. A staple on the calendar since Season 5, next year will see a new track location to mix things for the field on the seventh visit to the Kingdom of Saudi Arabia. Welcome to Miami Miami is back on the calendar after the iconic location held the first Formula E race on US soil back in the inaugural season. The GEN3 Evo is set to stun the fans with wheel-to-wheel racing at the Homestead Miami Speedway, a regular fixture on the NASCAR calendar. REGISTER: Be first in line for tickets for Formula E's return to Miami Speedway, a regular fixture on the NASCAR calendar. REGISTER: Be first in line for tickets for Formula E's return to Miami Speedway, a regular fixture on the NASCAR calendar. podium with Scott Speed who remains the only American driver to stand on a Formula E podium. Monaco joins the double-headers Formula E is made for the famed Monaco streets, with action and overtakes in abundance since taking to the full iconic circuit in Season 7. For the first time, Monaco will host a double-header of back-to-back Formula E racing in the Principality on Saturday 3 and Sunday 4 May 2025. Two in Tokyo kicks off a trio of races in Asia After an incredible debut in 2024, Formula E will be delivering double the action with racing across two days as Tokyo is increased to a double-header weekend in May setting off a trio of races across Asia. Tickets sold out quickly for Formula E's first visit to Tokyo, register now to hear first about tickets for the Tokyo E-Prix double-header. China returned to the calendar in Season 10 and Shanghai trip Season 11 will see another returnee on the Formula E calendar, after a season away we'll be back for more jostling in Jakarta with a race on Saturday 21 June 2025. Closing with a classic duo We land back in Europe for a pair of double-headers to close out the season in July. First up is Berlin on Saturday 12 and Sunday 13 July, which maintains its accolade of being the only city to be present on the calendar since the first season as the drivers get set to tackle another double-header in Tempelhof. Then it's the curtain closer in London, as the champion will again be crowned in the UK capital with a double-header weekend on Saturday 26 and Sunday 27 July. Just one race to be confirmed There's just one race still TBC on the calendar with the date in March yet to be announced while final discussions with a new venue take place. Stay tuned for the final race announcement in the autumn, following the FIA's World Motor Sport Council Meeting. Practice 231 May09:00 Practice 231 May Jul17:0527 Jul17:05 Skip to main content You'll get access to: News. Analysis. Exclusive Features Priority Booking. Early Bird Pricing Competitions. Discounts. Experiences Predict. Vote. Win. Jarama November testing Nov 5, 2024 to Nov 8, 2024 to Jan 10, 2025 to Jan 11, 2025 Autodromo Hermanos Rodriguez Jeddah ePrix I Feb 13, 2025 to Feb 14, 2025 to Feb 14, 2025 to Feb 15, 2025 to Feb 14, 2025 to Feb 15, 2025 to Feb 15, 2025 to Feb 15, 2025 to Feb 14, 2025 to Feb 15, 2025 to Feb 15, 2025 to Feb 15, 2025 to Feb 16, 2025 to Feb 18, 2025 to Feb 19, 2025 to Feb 1 May 4, 2025 to May 4, 2025 to May 4, 2025 Circuit de Monaco Tokyo ePrix I May 16, 2025 to May 17, 2025 to May 18, 2025 to May Circuit Berlin ePrix I Jul 11, 2025 to Jul 12, 2025 Berlin Tempelhof Airport Berlin ePrix II Jul 23, 2025 to Jul 26, 2025 Streets of London ePrix II Jul 27, 2025 to Jul 28, 2025 to Jul 29, 2 and new faces making their debut as Formula E welcomed in its GEN3 Evo era. SYNC: Don't miss a minute of Season 11, sync your calendar to find out where to watch and how to buy tickets The new cars, which are capable of 0-60mph in 1.82 seconds, are a huge leap in electric racing technology as well as performance, sustainability, and efficiency. Season 11's incredible calendar brings with 16 races over 10 global locations, and these are the 22 drivers across 11 world-class teams that will be competing across the 2024/25 campaign: Team Driver Driver Jaguar TCS Racing Mitch Evans Nick Cassidy TAG Heuer Porsche Pascal Wehrlein Antonio Felix da Costa DS PENSKE Jean-Eric Vergne Maximilian Guenther Nissan Oliver Rowland Norman Nato Andretti Jake Dennis Nico Mueller Envision Racing Stoffel Vandoorne Jake Hughes Lola Yamaha ABT Lucas di Grassi Zane Maloney Mahindra Racing Nyck de Vries Edo Mortara Cupra Kiro Dan Ticktum David Beckmann There have been several seat swaps, a new rookie and many teams deciding to keep the consistency with an unchanged driver pairing ahead of the new season. This is the story of all the changes, team by team. Jaguar TCS Racing In an unsurprising turn of events, the reigning Teams' and Manufacturers' Trophy champions have stuck with the same super successful line-up of Nick Cassidy and Mitch Evans. The duo, both from New Zealand, brought for the Drivers World Championship too, but things didn't work out for them over the London finale. There's no doubt they'll both be favourities for the champion Pascal Wehrlein will stay at Porsche for another season, once again being joined by Season 6 title-winner Antonio Felix da Costa Last season was a memorable one for the German giants, as Wehrlein steered the team to a maiden Formula E title in the London finale and Da Costa fought off mid-season speculation to have an outrageous run of four wins in five races including at the team's home event in Berlin. DS PENSKE With the departure of Stoffel Vandoorne announced after Season 10 concluded, it was confirmed that Maximilian Guenther would be making the jump to join Jean-Eric Vergne at DS PENSKE for the new era. Two-time champion JEV will stay given his relationship with the team and his performances over last season - two podiums, three poles and fifth in the standings. Guenther originally joined the team in Season 4 when team owner Jay Penske offered him a debut seat in the championship. From there, the 27-year-old has gone on to secure five wins and 10 podiums across 83 races since, representing the likes of BMW Andretti and Maserati along the way. Nissan The Japanese manufacturer has retained Oliver Rowland for another season, after a brilliant Season 10 with two wins and further five podiums to his name, He'll have a new teammate this season though, with Norman Nato returning to the team after a vear at Andretti. The Frenchman raced for Nissan in Season 9, and replaced Sacha Fenestraz at the team for the new campaign. Andretti lake Dennis is committed to a long-term future with Andretti, after agreeing to a contract extension at the end of his title-winning year in 2023. However, this season with ABT, and has made the move up to Andretti alongside becoming a Porsche Works Driver in the summer break. The Swiss driver will pilot the Andretti Porsche 99X Electric machine in his fifth season of Formula E, and will be trying to hunt down his first Formula E win. Envision Racing After a campaign of highs and lows, both Sebastien Buemi and Robin Frijns ended Season 10 in good spirits - bringing home three podiums across the final four races. As a result, team boss Sylvain Filippi secured the pair, who are among the most experienced drivers in the championship, for another season. Having completed 229 races between them, 99 of those being with Envision, they also remain at the team who have accumulated more podium finishes (53) and points (1723) through all 10 seasons than any other competitor. NEOM McLaren It was certainly a surprise to many when Jake Hughes announced he would be leaving the NEOM McLaren team during the off-season. Now at Maserati MSG Racing, who we'll get to shortly, it left a space at the papaya team that it seemed fair only one person took. Taylor Barnard had been Reserve and Development driver at NEOM McLaren, but stepped in last-minute for the injured Sam Bird in Monaco - becoming the youngest driver in Formula E history at the age of 19. He returned for the double-header in Berlin, scoring points in both races, and has now been promoted to a full-time drive with Sam Bird in Season 11. The 37-year-old has competed in Formula E history at the age of 19. He returned for the double-header in Berlin, scoring points in both races. E since Season 1 and is among the most successful drivers on the grid with 12 wins, 26 podiums and six Julius Baer Pole Positions to his name over the course of those 10 seasons. Maserati MSG Racing Potentially the only team on the grid with an all-new driver pairing is the Maserati MSG Racing squad. It's going to be a completely fresh line-up after the departure of Guenther and Jehan Daruvala, and one we're excited to see play out over the course of GEN3 Evo. Although completely new to Maserati, both Jake Hughes and Stoffel Vandoorne have had experience with the team in some capacity in past seasons. Hughes was a Reserve Driver for the team when they were known as Venturi, and Season 8 World Champion Vandoorne has experience with the Stellantis powertrain from his time at DS PENSKE and at Mercedes when they shared a powertrain with Venturi.Lola Yamaha ABT With the departure of Nico Mueller to Andretti, the team had a big task to fill the void he left behind as he was responsible for 52 of their 56 points across Season 10. Now ABT have joined forces with Lola Cars, the globally renowned motorsport brand, and have brought in Yamaha for a multi-year technical partnered with Zane Maloney - the only rookie on the Season 11 grid. At 21-years-old, Maloney currently third in the FIA Formula 2 Championship and is a reserve driver for Stake F1 Team KICK Sauber. He has also been a Reserve and Development driver for the Andretti, and has completed several Formula E tests in the past two years. Mahindra Racing Anglo-Indian Mahindra Racing have an unchanged driver duo, after signing Season 7 World Champion Nyck de Vries and Edo Mortara for Season 10 on multi-year deals. The outfit have undertaken some big changes to the car for the GEN3 Evo era, and will hope to work their way back into regularly scoring points and possibly even podiums for the 2024/25 campaign. Cupra Kiro The freshly American-owned Cupra Kiro outfit, that was previously ERT and NIO have selected Dan Ticktum and Beckmann for Season 11. Season 10 saw the pairing of Dan Ticktum and Beckmann showed encouraging pace, ranking second and fourth overall at the end of the week while also completing 421 laps. SCHEDULE: Where, when and how to watch or stream the 2025 Tokyo E-Prix Rounds 8 and 9 After making its debut last season, Formula E returns to the streets of Tokyo. Last season was just the one event, now there's double the action across Saturday 17 and Sunday 18 May 2025 - make sure you don't miss a moment. View the full schedule in your time zone and check the broadcaster listings or tap the Ways to Watch button above to find out where to watch every Formula E race via stream or on TV in your country TICKETS: Secure your grandstand seats and buy Formula E race tickets SCHEDULE: Here's every race of the 2024/25 Formula E and world class motorsport as a VIP FOLLOW: Download the Formula E App on iOS or Android Event Date 14:05 - FREE PRACTICE 1 - FREE PRACTICE 1 - FREE PRACTICE 1 - FREE PRACTICE 2 - QUALIFYING - RACE 20:05 - FREE PRACTICE 3 - QUALIFYING - RACE 14:05 - FREE PRACTICE 1 - FREE PRACTICE 1 - FREE PRACTICE 1 - FREE PRACTICE 1 - FREE PRACTICE 2 - QUALIFYING - RACE 20:05 - FREE PRACTICE 3 - QUALIFYING - RACE 14:05 - FREE PRACTICE 1 - FREE PRACTICE 2 - QUALIFYING - RACE 20:05 - FREE PRACTICE 3 - QUALIFYING - RACE 20:05 - FREE PRACTICE 1 - FREE PRACTICE 1 - FREE PRACTICE 1 - FREE PRACTICE 2 - QUALIFYING - RACE 20:05 - FREE PRACTICE 3 - QUALIFYING - RACE 20:05 - FREE PRACTICE 1 - FREE PRACTICE 2 - QUALIFYING - RACE 20:05 - FREE PRACTICE 1 - FREE PRACTICE 1 - FREE PRACTICE 2 - QUALIFYING - RACE 20:05 - FREE PRACTICE 3 - QUALIFYING - RACE 20:05 - FREE PRACTICE 1 - FREE PRACTICE 2 - QUALIFYING - RACE 20:05 - FREE PRACTICE 3 - QUALIFYING - RACE 20:05 - FREE PRACTICE 1 - FREE PRA FREE PRACTICE 2 - QUALIFYING - RACE 15:05 - FREE PRACTICE 1 - FREE PRACTICE 2 - QUALIFYING - RACE 15:05 - FREE PRACTICE 2 - QUALIFYING - RACE 15:05 - FREE PRACTICE 3 - QUALIFYING - RACE 15:05 - FREE PRACTICE 2 - QUALIFYING - RACE 15:05 - FREE PRACTICE 2 - QUALIFYING - RACE 15:05 - FREE PRACTICE 3 - QUALIFYING - RACE 15:05 - FREE QUALIFYING - RACE 15:05 - FREE PRACTICE 3 - QUALIFYING - RACE 15:05 - FREE PRACTICE 1 - FREE PRACTICE 2 - QUALIFYING - RACE 16:05 - FREE PRACTICE 3 - QUALIFYING - RACE 17:05 - FREE PRACTICE 1 - FREE PRACTICE 2 - QUALIFYING - RACE 17:05 - FREE FREE PRACTICE 3 - QUALIFYING - RACE