

## The Return of the King

The Prodigal son returns. Rowland explains why he came back to Nissan.

## Making a splash

Sacha Fenestraz recaps his rookie season and discusses Season 10.



## SHANGHAI E-PRIX REVIEW

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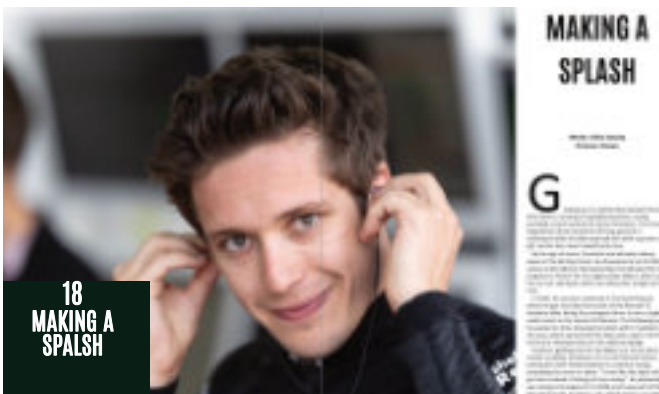
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## EDITOR

### JACK GIORDMAINA

Jack co-founded Formula E Zone back in 2014. He studied Sports Journalism at the University of East London, and has worked in a variety of motorsport series such as Moto GP and British Speedway.

## Contributors

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When he isn't editing videos or podcasts, Edward serves as the magazine's news and features editor.

### JACK PICKERING

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Jack "Picko" Pickering is a second year Sports Journalism student who has been an avid Motorsport fan since he was three and has been working towards a career in Journalism since the age of 12.



### BEN HALLS

Ben is a writer and journalist currently transplanted to the countryside. When not working in sports media he writes surprisingly depressing books for such a happy person.



### AISHA DAULAY

Aisha Daulay is still in her second year of high school in Indonesia. She first discovered her love of the sport in 2019 and developed her passion by covering a wide range of motorsport series.



## APPROACHING THE FINAL STRETCH

Hello and welcome to the May edition of the Formula E Zone magazine. As we dive into this latest issue of our Magazine, I can't help but feel a tremendous sense of pride and excitement for how far we've come. Our FE BAR show on YouTube has been growing steadily, and it's all thanks to you, our dedicated viewers. Your passion, engagement, and unwavering support have truly made the show what it is today. It's a joy to see our community expand and thrive, united by our shared love for the electrifying world of Formula E.

As we look at the current season, it's hard to believe we're already down to the final four races. It feels like only yesterday that the season began, with its usual blend of unpredictability and highly controversial moments. Yet here we are, with Nick Cassidy sitting 25 points clear at the top of the standings. But don't count out Pascal Wehrlein and Mitch Evans just yet—they're still hot on his heels, ready to pounce on any opportunity to close the gap. This season has been nothing short of thrilling, and the final stretch promises even more excitement.

In this issue, we're thrilled to bring you exclusive interviews with the Nissan driver duo Oliver Rowland and Sacha Fenestraz. Oliver's return to Nissan after a few years away has been a fascinating journey, and he opens up about what it means to be back with the team. Meanwhile, Sacha Fenestraz has had a remarkable rookie season, and we dive into his experiences and what drives his impressive performance on the track.

Thank you for being part of this incredible journey with us. Your support means the world, and we can't wait to continue bringing you some of the best of Formula E content.

Stay charged and enjoy the read!

Best regards,

Jack Giordmaina







# MOMENTS

## RACING IN SHANGHAI

Jean-Eric Vergne and Nico Muller getting close together in Shanghai.

Date: 25.05.24

Picture: FIA Formula E





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# MOMENTS

## BERLIN

Stoffel Vandoorne racing around the Berlin Templehof track.

Date: 11.05.24

Picture: FIA Formula E



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# THE NEWS DESK

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## LONDON SET TO STAY ON THE CALENDAR FOR SEASON 11

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Formula E look set to remain in London until the end of the 2025 season after having conversations about replacing the race at ExCeL Exhibition Centre with Silverstone.

Formula E have been in talks with Silverstone this year, but the possibility of the British Grand Prix venue hosting the race next year has cooled since earlier speculation. But Silverstone still seems a likely host for the Formula E Championship in Season 12, as the series looks to lock-in a permanent UK home beyond the present London ExCeL Arena that has hosted the race since 2021 and will do so until at least 2025.

London will enter its final year of the contract next year and while the flirting with Silverstone and others could be seen as a cover-all-bases exercise, the UK, and ideally its capital, is seen as a necessity for Formula E.

The promoter is based in London, a third of the drivers live in or around the place, and half of the teams have bases within two hours' drive.

ExCeL works on every level apart from the sporting. Its infrastructure, atmosphere, corporate amenities, fan engagements and inside/outside quirks are all great USPs.

But the stop/start and sinuous nature of the track is what Formula E and the FIA are concerned about. Beyond the present ruleset, ExCeL will become Formula E's Monaco as the Gen4 cars get faster still.

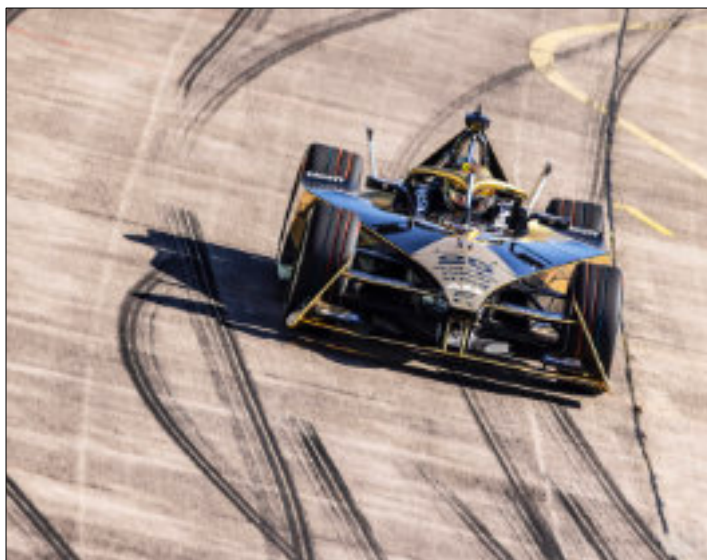
Too tight for overtaking and too contained to have clean races, it is likely to be FE's testament to Nelson Piquet's legendary quote about Monaco in F1: "It's like riding a bike in your living room."

The key point for Formula E now is whether it can find a viable UK alternative for 2026. Could another venue like the Olympic Park in Stratford or utilising one of the many stadiums in the capital be possible? Olympic site has been looked at before and it is believed that some other stadiums have been visited and looked at in recent years.

Agag's dream of racing up The Mall or on Horse Guards Parade was always just that: a dream. Much more realistic is a stadium race using perimeter roads in early summer when premier league football teams are on the beach.

Or Formula E could take short-term pain and accept that its cars can't stretch their legs at ExCeL, but that it's a fine plug-in-and-play venue, and so decide to build its legacy there by extending its contract with the arena beyond the summer of 2025.

# ROBERT SHWARTZMAN DOMINATES THE ROOKIE TEST



Robert Shwartzman led both morning and afternoon sessions at the Berlin Rookie Test, setting competitive times just shy of Jake Dennis' Pole lap from Sunday's Berlin E-Prix.

Felipe Drugovich, known for his past Formula E prowess, secured the second-fastest time in the morning and the fourth-fastest in the afternoon despite technical issues.

Frederik Vesti impressed with his performance, securing third in the morning session and seventh in the afternoon,

Shwartzman said: "Overall the day with DS PENSKE was a pretty solid day. No mistakes and tried good options that were positive, with good learning as well. We maximised our track time with the laps we were allowed to have and I'm happy to show some good results as well.

"I'm finally feeling stronger and more confident with this car, which is also positive thing, because the car is not easy to drive so it takes a bit of time. So overall, very happy and thanks to DS PENSKE for the opportunity. It is always a pleasure and fun to be driving and working with them. From now on, my focus is now on Le Mans, then in the future hopefully we'll see each other again!"

## PORSCHE COMMITS TO GEN 4



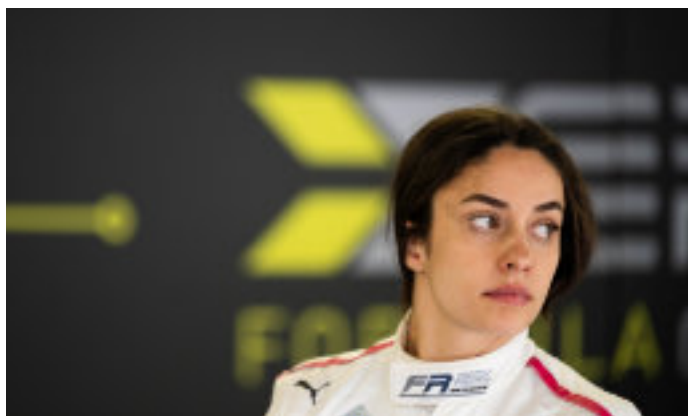
Porsche has committed at least an additional four years to the ABB FIA Formula E World Championship until at least 2030, continuing its manufacturer's outfit for GEN4.

This decision ensures that the Stuttgart-based sportscar manufacturer will be on the grid when the next generation of vehicles, known as GEN4, debuts in the all-electric racing series. With features like all-wheel drive that can be activated at certain points in the race, the new generation presents an additional technical challenge for the teams.

Thomas Laudenbach, Vice President, Porsche Motorsport said:

"Like Formula E, we want to add innovative technologies and increased sustainability to motorsport – and be at the cutting edge of new developments. The world championship offers a first-class stage for this: racing at the highest level, public interest worldwide and high technological relevance. The knowledge from racing flows directly into our sports cars: motorsport engineers sit shoulder to shoulder with colleagues from road projects. After all, we don't develop technology for the sake of technology – it has to benefit our customers."

## FEMALE TEST PLANNED FOR VALENCIA PRE-SEASON TESTING



Plans to hold an all-female Formula E test have been verbally agreed between teams for later this year as part of the promoter's push to get female talent into future race seats during the Gen4 era from 2026.

The test is provisionally slated to take place within the traditional four-day Valencia pre-season test on November 5-8 later this year. It will be at least a half day of running for female talent and will likely take place on Thursday, November 7.

Formula E trialed a similar test the day after the 2018 Diriyah E-Prix when 11 drivers, including Katherine Legge, Tatiana Calderon, Jamie Chadwick and Beitske Visser, took part in a day's testing along with regular Formula E race drivers.

The same number will get a run in Valencia, with each team set to nominate one female driver each - with teams already in contact with some female racers to take part in the initiative.

# The Return of the King

Words: Jack Pickering

Pictures: Nissan





**A**pproximately a year ago, Oliver Rowland shocked the Formula E community by announcing that he was to depart the Mahindra squad with immediate effect. The Brit sat on the sidelines for the latter half of season nine before announcing a triumphant return to the Nissan Formula E Team, where he made his full-time debut in season five.

“I’ve enjoyed being back with people I used to know, somewhere I would have called home before,” stated Rowland. Rowland was drafted into the Nissan e.dams squad in 2018 after it emerged that Alexander Albon, who had signed for the team, was Formula 1 bound with Toro Rosso.

Rowland enjoyed three seasons at Nissan e.dams before making the switch to Mahindra, and while he was at the Indian marque, control of the team switched from the French run e.dams team to Nissan themselves.

“I would probably go as far as saying that 65%, 70% of the team is quite new, and there’s more people [at the team] than when I was here before. There’s still probably about 30% of the team I knew from my first stint here, and it’s encouraging to see the gains they’ve made since I’ve been away.”

Whilst Rowland was happy at the team during season seven, he cites the changing of ownership as part of the reason to move away to Mahindra - A team he had known prior as he made his Formula E debut there as a replacement for Nick Heidfeld after the German was sidelined through a hand injury in Punta del Este in 2015.

“It was quite a tricky time for the team because I think Nissan were [in the process of] acquiring, the DAMS part of the team which made it very, very difficult to manage that sort of phase in in the relationship and then it was at the same time my contract was coming to an end.”

Nissan finished second in the teams’ championship in season six, which also brought Rowland’s first win during the Berlin finale, but said the team didn’t make the jump they needed in the off season. “We didn’t make the step that we needed to in season seven, and that was the beginning of the of the downward spiral.”

The Brit made it clear that the door never fully shut on his time at Nissan. “It wasn’t a case of being happy or unhappy. Obviously I was performing quite well at that point against Seb [Buemi] and it wasn’t really something that from a personal driving perspective that I wanted to move away from. It was kind of something that I had to do.”

At Mahindra, Rowland struggled to find the same success as he had done at Nissan, with only a handful of points finishes.

The high point came in Seoul at the end of Season 8, when he managed to bag a pole position and a podium.

As Rowland revealed to Formula E Zone after that race, despite being delighted with the podium and effectively securing eighth in the championship, that the teams’ championship position didn’t matter to him, that he cared more about being competitive and winning races.

After another half a season of more inconsistent points finishes, Rowland found himself at a crossroads. “I had another year left [on my contract at Mahindra]. In the end, it became apparent that I didn’t really want to be there anymore. The friction that this caused gave me two options: To see out the year and a half that I had left or leave immediately. And that’s what I decided to do.”

Following his Mahindra departure, Rowland set about looking for options for season ten. Whilst other options were rumoured, eventually the door Rowland had left open at Nissan came back to him. “You don’t find a way out [of a contract] without having other options on the table. We were in touch since the day I left. There was always this conversation going on kind of in the background and I think both parties realise that it was something that both those people wanted. So it was a quite quick and easy solution.”



Rowland racing around the Mexico city E-Prix circuit.



Rowland celebrating his pole position in Diriyah

Nissan had enjoyed a semi-successful season nine, scoring a pole in Cape Town and a podium in Rome. Monaco saw the powertrain lock out the front row between Nissan and their customer team McLaren, but the team set about working on their race efficiency for this season.

“It’s hard to compare against last year, because I didn’t drive the car, but I think based on their results last year the car was already quite competitive, particularly over one lap. They put in a lot of hard work and effort into improving the race pace. I think we can see that we made a decent step forward in that direction.”

Rowland’s return to Nissan has been a triumphant one, scoring a pole position and a podium on his second weekend back in Diriyah. Whilst Nissan received high praise for their efficiency in Diriyah, the Brit played down rumours that the team could start to challenge.

“We’ve clearly took a good step forward, but we still need to keep on improving on that side, there’s some things that we’re limited by. We can’t improve because it’s a hardware homologation from the FIA. But I feel like we are on a good trajectory of optimising everything that we can do.”

Ahead of Sao Paulo, Rowland was again playing down his chances, citing the fact he missed the latter end of last season – where the peloton style races became more common – so he felt that he had a small disadvantage to those who had done last season.

“[Sao Paulo is] the first weekend of one of the big, big [energy] saving races and it’s going to be a lesson for me of how we can handle those situations and where we need to improve as well. I’ve missed half a season and haven’t picked up the experience of how to manage these races. So I’m kind of going into these races with the mentality and a need to see where we are in those conditions.”

Rowland took to the peloton style races like a duck to water, snatching a podium on the final corner away from Pascal Wehrlein and Jake Dennis in Sao Paulo, and has since gone on to win a race in Misano and proved himself to be a dark-horse in the championship.

Although he may have the format worked-out, it’s not a style of racing he or his fellow drivers particularly enjoy. “I feel like at the moment we have two extremes, we have either extreme energy saving or not enough saving, so that the racing is hindered. I still feel like we’re yet to find the balance where the racing is good, but we’re not lapping six seconds off the pace to save energy.”

“You can pass 20 cars in one lap, I just don’t think that is a great spectacle in the beginning. Then the problem is the racing is not that great afterwards because everyone pushes flat out when they have met their energy target. Then they can’t be overtaken, so there’s definitely a balance to be found and maybe the fast-charging pitstops will help to create a bit more strategy within the race.”

One of the key elements people have cited to these peloton races is the inclusion of more purpose built circuits, an area Oliver isn’t the greatest fan of.

“As a driver, I prefer street tracks. They’re more fun, rewarding and intense for a driver. I appreciate that [street tracks] have their barriers in terms of building tracks in city centres and stuff like that. There has to be a balance and maybe as the cars improve we can tweak how we can use the power, and maybe have some aero that makes the circuit racing good and enjoyable. The Formula E cars suit street tracks and they are enjoyable to drive on street circuits, but on a big track, they’re not really designed for it.”



Rowland racing around the streets of Monaco.

# Formula E

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# STAT ATTACK

Formula E Zone looks at some of the most interesting stats from the ABB Formula E Championship.

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0.443

In Monaco, Pascal Wehrlein claimed pole position by 0.443 seconds, which is his largest pole position margin (and the same margin as the Season 2 Putrajaya E-Prix).

100

After the race in Shanghai, there have now been over 100 official lead changes in Season 10 (which is the most of any Formula E season).



After Shanghai, 17 drivers have now led a lap in Season 10 (which is only behind the record total of 19 drivers in Season 9).



After his win in Berlin, Antonio Felix Da Costa is the only driver to have won a race in all of the last six seasons (every season since the start of Gen-2).

# 29

After leading during the first race in Berlin, Jean-Eric Vergne has tied the record for the most Formula E races led with 29.

# 1300 points

In Shanghai, Jaguar Racing surpassed 1,300 points scored in Formula E (moving them up to the third highest scoring team of all time).

# 50

Qualifying for Race 1 in Shanghai saw Robin Frijns out qualify his teammate for the 50th time in Formula E (only the eighth driver to do so).



After Antonio Felix Da Costa's win in Shanghai, Porsche have become the first Formula E team to have led seven consecutive races in the same season.





# MAKING A SPLASH

**Words: Aisha Daulay**

**Pictures: Nissan**

**G**rowing up in a family that devoted most of their time to running a hospitality business, racing provided a stark contrast for Sacha Fenestraz. The French-Argentinian driver found his life-long passion in motorsport after his dad surprised him with a go-kart as a gift, and he has never looked back since.

By the age of seven, Fenestraz was already making waves in the karting tracks. He showcased a set of skills in various international championships that allowed him to progress to French F4, his single-seater debut, which saw him as vice-champion with over 100 points margin to his rival.

In 2016, his success continued in Formula Renault, where he got recruited to be part of the Renault F1 Academy after being the youngest driver to win a single-seater event in the streets of Monaco. The following year, he wasted no time showing his talent with 17 podiums in 23 races, which earned him the title and a seat in the FIA Formula 3 Championship for the 2018 campaign.

However, getting into the top flight is as much about money as ability. Fenestraz ran out of financial means, leaving him with limited options to continue racing, prompting his move to Japan. "It was like the right call to go there instead of having to stop racing." He explained, "I was racing in European F3 in 2018, and I was part of the Renault Sport F1 Academy, and unfortunately I just didn't manage to do what they wanted, so I got dropped from the Academy.

"The reality is that I didn't have any budget to continue in Europe, so we took the decision to go to Japan with a European sponsor who helped me out and managed to do one year in F3. I won the championship there, and then I started racing for Nissan in 2019 for one season in Super GT while doing F3. Then, I jumped to another Japanese manufacturer, Toyota, for a couple of seasons.



Fenestraz celebrating his pole position in his rookie season in Monaco before being penalised and losing it.

"The contact with Nissan had existed since 2019 when I raced for them in the Super GT300. They also wanted me to race for them in the Super GT500, but I couldn't; I was tied up with another manufacturer. The contract always stayed there, and they knew I was available for 2023, which is Season 9.

"It was time for me to start thinking about changing my environment from Japan to a higher category in terms of professionalism, like a World Championship, and that's where we started having talks."

Fenestraz is not the first driver in the series to have moved to Japan due to financial issues, and he won't be the last either. Though his switch happened by chance, his first venture in the country in 2019 earned him a title in the Japanese Formula 3 and an impressive debut in the Super GT Series, finishing sixth overall. He stayed for another three years in the series while competing in Super Formula with Toyota.

Moreover, Formula E was just in its fifth season when Jaguar granted him a rookie test in Marrakesh. It was his first time being in an electric racing car, and he quickly impressed the British team by finishing tenth quickest overall, which earned him the test and reserve driver role.

He added, "Even though I was doing Super GT with Toyota and Super Formula, I kept racing Formula cars. It wasn't too difficult to jump from one car to another because I've grown up in Formula cars in my career, so it wasn't a very difficult shift.

"With my manager, we were always interested in Formula E. We were trying to get into the championship. We saw an opportunity with that manufacturer (Jaguar), and I did the rookie test and then became a reserve driver with them for a couple of seasons.

"It was a great experience before jumping into a full-time drive. Being a reserve driver in that team for a couple of seasons was very helpful in getting some knowledge into my brain about Formula E."

With Nissan taking full control of their Season 9 entry, Fenestraz got the full-time seat in a world championship, just like he wanted. This was shortly after his brief appearance in Season 8 in Seoul, replacing Antonio Giovinazzi at Dragon Penske.

However, it didn't take long for him to show his wealth of experience. He qualified eighth in his debut in Mexico, and it was only the start of his impressive rookie campaign that saw him claiming pole position in Cape Town and Monaco. Switching to Formula E hasn't always been easy for many drivers, including Fenestraz, who wasn't familiar with the qualifying format. He asserted, "I didn't know what it meant to go through the duels because it was my first qualifying in Formula E. I didn't even know how it worked!"

"I remember asking the engineer if we had to do two push laps; I didn't know how the system was yet because I wasn't familiar with the championship, and then I managed to get through the duels and just out-qualify Da Costa.

"It's not a lot, but you know it was the first race for everybody in the Gen 3 car. Everybody knew the track, but not me. The car was new, and I was just driving it to its limit and felt comfortable. That's when I realised we could have a good year and that we can potentially have better results in Cape Town. I claimed the pole position, and it was a little bit of a game changer for me and the whole team in terms of mentality and mindset."

Though his season could have been better if it wasn't for contact with Nick Cassidy on the final lap that cost him the podium in Cape Town, or the issues he encountered in Sao Paulo and London, he still managed to show potential, with his best finishes being fourth in Monaco and Jakarta.

From mastering his energy management skills and working with his former teammate, Norman Nato, to operating in a new environment in contrast to his experiences in Japan, Season 9 was a promising start as he continues his sophomore season.

"The thing I've learned the most is how to deal with energy management, which we saw on various occasions were a bit penalising from my experience to score some podiums. In Rome, for example, I was in the lead until the red flag. We had a miscommunication with the team, and we didn't manage to secure a podium.

"On various occasions, we had a chance for a podium, but the lack of experience on my side and a bit with my engineer meant the whole team were not maximising everything, so we didn't achieve the results we could have."

"I think we have a lot more knowledge now in everything, and I have a lot more knowledge than I had a year ago. Nowadays, I think that the podium opportunities are a lot more, as we've seen with Ollie (Rowland). There are a lot more possibilities.

"There are always things that we can get better on my side; on the team side, on everything. I think it's just trying to put everything together on a race weekend, which is the most difficult thing in Formula E, trying to maximise everything, such as starting and ending the weekend on a positive note. It's not easy in Formula E, and I think the drivers and teams achieving good results, podiums, and victories are the drivers and teams maximising everything."

In his second campaign in the series, Fenestraz applied what he learned, but results haven't gone his way in Season 10, which seen him earn only 26 points. The 24-year-old driver has also been learning closely from his more experienced teammate, Oliver Rowland, who secured the team's maiden victory in Misano.

The Briton is currently sitting fourth in the standings, as it has been an undeniably wild season for Rowland, and Fenestraz believed that it has only inspired him to follow in his footsteps in the hope of fighting for the championship. He added, "I'm trying not to put pressure on myself. I'm pretty confident in my ability. We managed to show the potential last year together with a very new team around my car. My engineers were new, and a lot of people on the team were new, so we had already done some good work.

"It's not like I got pressure for this season. The reality is that he (Rowland) is doing an amazing job and is a lot more experienced than me. He is 10 years older, and I need to learn from him. The good thing is I have a very quick teammate, as we've seen, so now it's for me and my engineers to learn from him together. There is no pressure on my side; I just keep doing my job and know those good results will come eventually."



Fenestraz leaving the garage in Mexico in season 10.

# Drivers' Standings

Position	Driver	Points
1	Nick Cassidy- Jaguar Racing	167
2	Pascal Wehrlein- Porsche	142
3	Mitch Evans - Jaguar Racing	132
4	Oliver Rowland - Nissan	131
5	Jake Dennis - Andretti	113
6	Jean-Eric Vergne - DS Penske	101
7	Antonio Felix Da Costa- Porsche	84
8	Maximilian Guenther- Maserati	69
9	Stoffel Vandoorne - DS Penske	53
10	Jake Hughes - NEOM McLaren	46
11	Norman Nato - Nissan	40
12	Sam Bird - NEOM McLaren	38
13	Sacha Fenestraz- Nissan	26
14	Sebastien Buemi - Envision Racing	24
15	Robin Frijns - Envision Racing	23
16	Nico Muller- ABT Cupra	18
17	Dan Ticktum- ERT	12
18	Sergio Sette Camara- ERT	11
19	Jehan Daruvala- Maserati	8
20	Edoardo Mortara - Mahindra	7
21	Nyck De Vries- Mahindra	6
22	Taylor Barnard - NEOM McLaren	2
23	Joel Eriksson - Envision Racing	2
24	Lucas Di Grassi - Abt Cupra	1

# Teams' Championship

Position	Team	Points
1	Jaguar TCS Racing	299
2	Porsche Formula E Team	226
3	Nissan	157
4	DS Penske	154
5	Andretti Formula E	153
6	NEOM McLaren Racing	89
7	Maserati MSG Racing	77
8	Envision Racing	49
9	ERT Formula E Team	23
10	ABT Cupra	20
11	Mahindra Racing	13



## EVANS AND DA COSTA WIN IN SHANGHAI

Mitch Evans claimed his second Formula E win of the season after a last lap pass in Saturday's Shanghai E-Prix having survived a post-race investigation for an on-track incident.

Jaguar's Evans and Porsche rival Pascal Wehrlein largely dominated the majority of the 29-lap race at the Shanghai International Circuit, each leading for large portions around the truncated Grand Prix layout.

Having taken the lead just past the halfway point, Wehrlein noticeably upped the pace and defended the position at various points around the lap, especially into the Turn 6 hairpin.

But locking up into Turn 6 on lap 23 allowed Evans to get a switchback on the exit which gave him the lead.

Just two laps later, Wehrlein was back to the front but only after cutting the Turn 11 left-hander through the final sequence of corners after running side-by-side with Evans.

Behind, the second Jaguar of Nick Cassidy had steadily climbed up the order having dropped back from his starting position of 10th to save energy, and noticeably had 1-2% more than those in front of him.

Having moved into third with four laps remaining, Cassidy shadowed his team-mate Evans, who began to heavily pressure Wehrlein into Turn 6 and through the following sweeping left and right bends.

Despite having more energy, Cassidy was told by his team to maintain position and defend Evans from the chasing pack, which included the second Porsche of Antonio Felix da Costa and Andretti's Jake Dennis.

Heading onto the last lap, Evans swept to the outside through the long left of Turn 1 to take the lead from Wehrlein and the win on the road. But the Kiwi was placed under investigation for the incident with Wehrlein when the latter cut the second last corner, with both drivers called to the stewards post-race.

Over two hours later, it was officially confirmed that no further action would be taken, meaning Evans keeps his second win of the year after his victory in Monaco.

Da Costa was the dominant force in the weekend's second race at the Shanghai International Circuit, leading the majority of proceedings to claim his third on-the-road win this season.

With experience of the previous day to rely on, and with Sunday's race one lap shorter, the pace was noticeably higher during the 28-lap contest, as drivers and teams also battled with greater temperatures.

Da Costa was one of the last of the leading runners to take his final Attack Mode activation, which meant he never dropped outside the leading positions having started third.

The Portuguese driver made the decisive move for the win as early as lap 16, sweeping to the inside of Andretti's Norman Nato into Turn 1 to move to the head of the field where he remained until the chequered flag.

Behind, polesitter Jake Hughes claimed his maiden Formula E podium having moved up into second with an aggressive move on Nato through the sweeping left and right of Turns 7/8.

Over the final 10 laps, the Briton remained da Costa's closest challenger but he was never able to mount a serious challenge despite never being more than a few tenths back.

The leading pair were clear of Nato, who claimed his first podium for Andretti having led during the early proceedings of the race after initially charging up from seventh.

Cassidy finished fourth with a damaged front wing that threatened to detach at any moment and lodge itself under his Jaguar, after making contact with Hughes at Turn 1.

The Kiwi and his front wing survived, though, and he was able to extend his championship lead after a dismal event for title rival Wehrlein, who finished outside the points having pitted to replace a punctured tyre following contact with Sam Bird.



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