

Four Porsche cars finish inside the top nine in Mexico

11/01/2026 Pascal Wehrlein and Nico Müller ensured the Porsche Formula E Team secured a double-points finish in the Mexico City E-Prix on Saturday, claiming sixth and ninth respectively.

Jake Dennis and Pepe Martí of the Porsche customer teams Andretti Formula E and Cupra Kiro took points as well in fifth and seventh positions respectively, making it four Porsche cars inside the top nine.

In the ABB FIA Formula E World Championship's 150th race, factory drivers Wehrlein and Müller used the highly efficient Porsche 99X Electric to circulate towards the front of the 38-lap race, and at a venue where the Porsche team has scored six podiums previously.

Former World Champion Wehrlein climbed up from eleventh on the grid and still holds the record as the only driver to have taken four pole positions at the same venue. Teammate Müller started the race from fifth position. He led the race for 17 laps but dropped back after a safety car period towards the end.

On his way to P5, Dennis claimed the fastest lap, while Martí came through the field from P20 to P7 for

his first Formula E points.

Milestone for Porsche Customer Team Andretti

The Mexico City E-Prix marked a major milestone in Formula E as it was the series' 150th race. Among those who have been part of the championship since the outset in Beijing in 2014 is the renowned Andretti racing outfit and current Team Principal, Roger Griffiths.

The American team claimed its first victory at the Diriyah E Prix in 2018, with 11 more wins following to date. Since Season 9, Andretti has been competing as a Porsche customer team and made a statement in its first race with the 99X Electric when Jake Dennis won the 2023 Mexico City E Prix. That same year, Dennis and Andretti secured the Drivers' World Championship title which also marked Porsche's first world title in Formula E.

Porsche mourns Hans Herrmann

Ahead of the Mexico race weekend, Porsche received the news of Hans Herrmann's death at the age of 97. The motorsport legend was one of Porsche's most successful factory racing drivers. Herrmann's career was defined by numerous victories and unforgettable moments at Le Mans, the Mille Miglia and the Targa Florio.

In 1954, Herrmann celebrated a historic class win in the Porsche 550 Spyder at the Mexican Carrera Panamericana. The 550 Spyder was the first vehicle Porsche developed specifically for motorsport. The two factory run 99X Electric cars competed in the Mexico City E Prix wearing the livery of Herrmann's Carrera Panamericana winning car – marking 75 years of Porsche Motorsport and as a tribute to motorsport in Mexico.

Racing for Charity

Under the motto Racing for Charity, Porsche is making a strong social statement in the current Formula E season, supporting seriously ill children worldwide. For every lap completed by its two factory-run Porsche 99X Electric, the Stuttgart-based sports car manufacturer donates 400 euros to the charitable organizations Kinderherzen retten e.V., Interplast Germany e.V., and the Ferry Porsche Foundation. With Pascal Wehrlein and Nico Müller completing the maximum number of laps in Mexico City, the current donation total stands at 54,400 euros.

Post-by-post coverage of the race can be found on the X channel @PorscheFormulaE.

Comments on the Mexico City E-Prix

Florian Modlinger, Director Factory Motorsport Formula E: ☒Not the result we aimed for with Pascal P6 and Nico P9. Overall, four Porsche-powered cars in the top nine but not in the top spots. On our side, Nico starting P5 did a very strong race, had everything under control and was always in the leading group until the safety car. After he reported he had no grip, he dropped back. We need to understand what happened there. Pascal had a strong race from P11 to P6, only 1.9 seconds behind the winner, but with the starting position we had to take a risky strategy with an early Attack Mode, and more was not possible. If he started further forward, he would have been good for a podium. A lot of data to analyse. The target is to come back stronger in Miami and collect more points."

Pascal Wehrlein, Porsche factory driver (#94): ☒Not the day we hoped for. We were definitely quick over one lap, but unfortunately in qualifying it didn't work out after I locked up on my first lap, and on this track, you only have one lap with good grip on the tyre, so that meant we started P11. In the race we moved forwards and finished P6, which is good points, but for sure there were things we need to do better. Mexico is such a cool place with so many fans here, and we really wanted to do well. But this year, it wasn't possible. However, big thanks again to the fans!"

Nico Müller, Porsche factory driver (#51): ☒It felt like we were in the fight from the start. We settled into the top three, did some leading, we were good on energy, I was feeling great in the car, balance and efficiency were there for about 25 laps. But after the safety car, something happened and we lost all grip. Coming away with two points is not what we came here for, and I think we did look at being in contention for the win. Lots of lessons to be learned but also lots of positives."

ABB FIA Formula E World Championship – standings after 2 of 17 races

Drivers' classification

1. Nick Cassidy (NZL), 40 points
2. Jake Dennis (GBR), 36 points
3. Oliver Rowland (GBR), 34 points
4. Pascal Wehrlein (GER), 23 points
7. Nico Müller (SUI), 12 points
11. Pepe Martí (ESP), 6 points
18. Felipe Drugovich (BRA), 0 points
20. Dan Ticktum (GBR), 0 points

Teams' classification

1. Citroën Racing (FRA), 44 points
2. Andretti Formula E (USA), 36 points

3. Nissan Formula E Team (JPN), 35 points
4. Porsche Formula E Team (GER), 35 points
8. CUPRA KIRO (USA), 6 points

Manufacturers' classification
1. Stellantis, 62 points
2. Porsche, 55 points
3. Nissan, 39 points

The official points' standings can be found on the Formula E website.

Next up
The next outing for the Porsche Formula E Team, Andretti Formula E and Cupra Kiro is race 3 at the Miami E-Prix on 31 January 2026.

Porsche in Formula E

As the reigning Teams' and Manufacturers' World Champion, Porsche contests its seventh Formula E season in 2025/2026. In addition to the factory Porsche Formula E Team, the US customer team Andretti Formula E competes with the highly efficient Porsche 99X Electric of the latest generation GEN3 Evo. A second Porsche customer team, Cupra Kiro, also participates, relying on 99X technology from the previous generation GEN3. In Formula E, the brand gains valuable insights for its production sports cars.

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