FIA FORMULA 1 WORLD CHAMPIONSHIP

2024 AUSTRALIAN GRAND PRIX

22 - 24 March 2024

From	The FIA Formula One Media Delegate	**Document**	9
To	All Teams, All Officials	**Date**	22 March 2024
		Time	10:24

Title Car Presentation Submissions

Description Car Presentation Submissions

Enclosed 24_AUS Car Presentation Submissions .pdf

Roman De Lauw

The FIA Formula One Media Delegate

FIA FORMULA 1 WORLD CHAMPIONSHIP

CAR PRESENTATION – AUSTRALIAN GRAND PRIX

ORACLE RED BULL RACING

No updates submitted for this event.

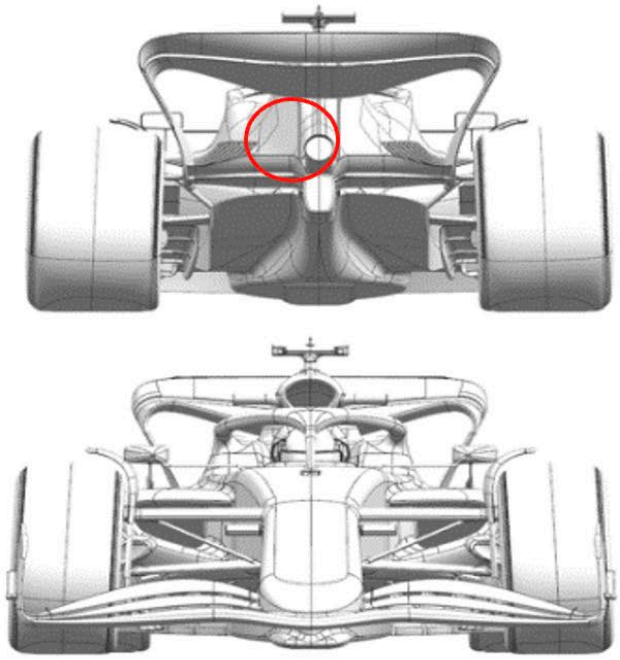
FIA FORMULA 1 WORLD CHAMPIONSHIP

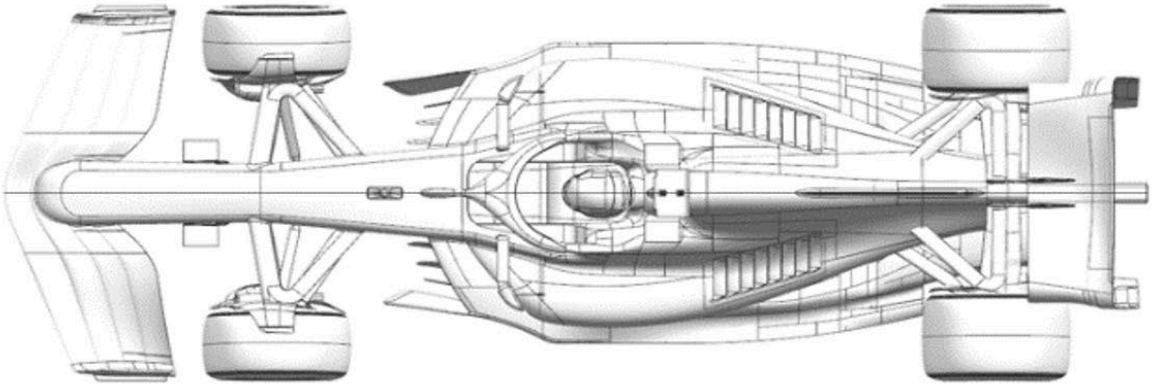
MERCEDES-AMG PETRONAS FORMULA ONE TEAM

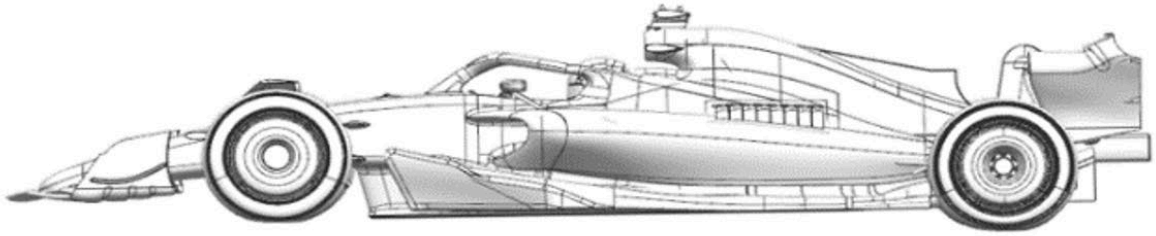
No updates submitted for this event.

SCUDERIA FERRARI

	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works
1	Rear Wing	Performance - Local Load	Addition of rear wing pylon side winglets	Not specific to the Albert Park circuit layout aerodynamic efficiency requirements, the addition of pylon winglets is a minor update and offers a small increase of local aerodynamic load.







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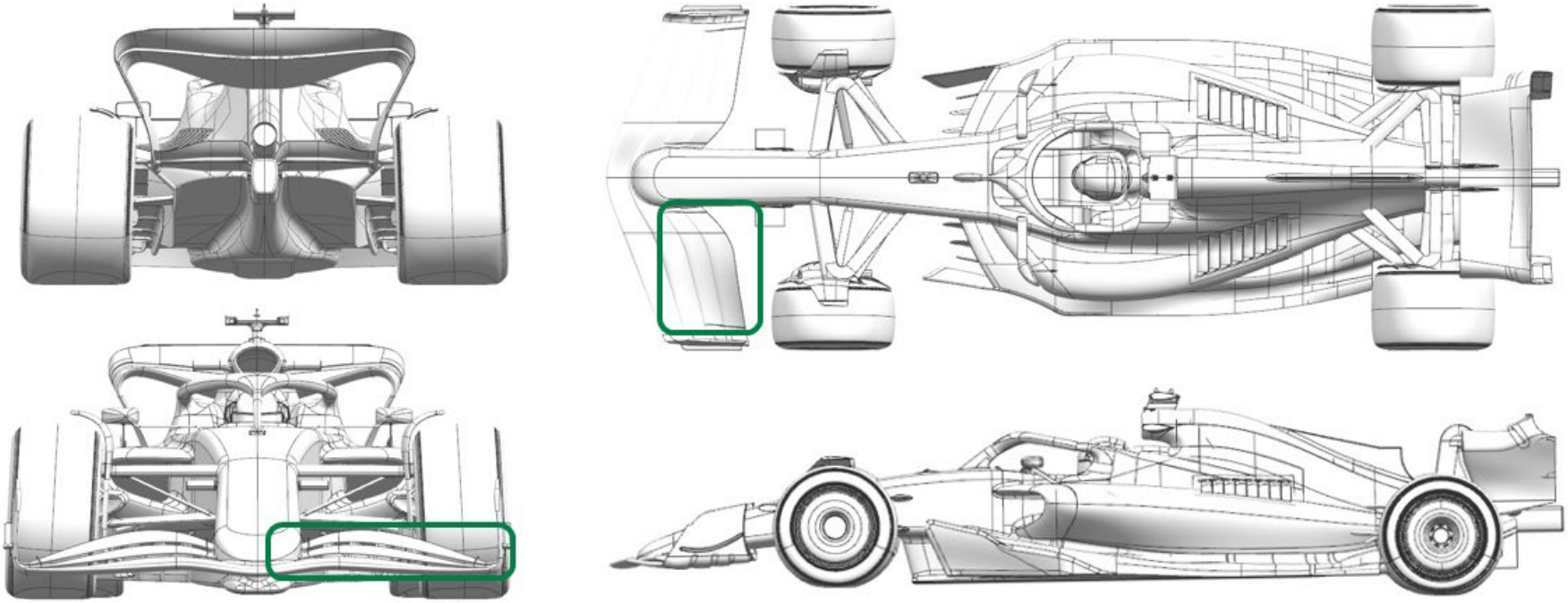
MCLAREN FORMULA 1 TEAM

No updates submitted for this event.

FIA FORMULA 1 WORLD CHAMPIONSHIP

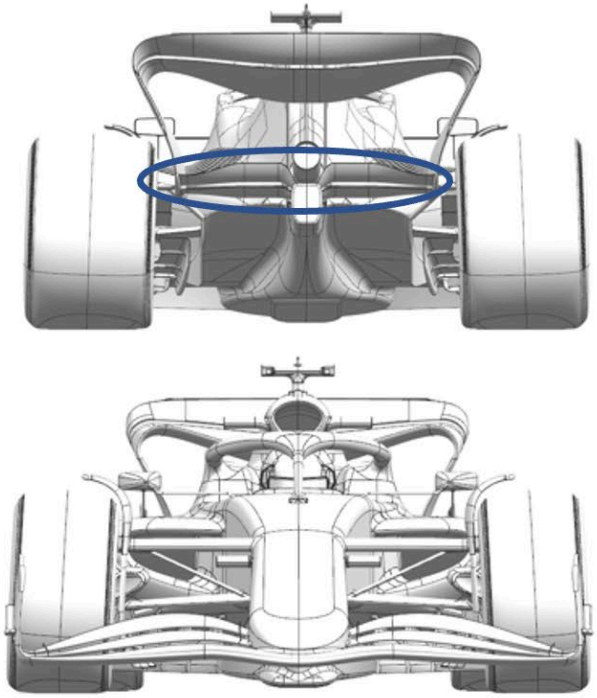
ASTON MARTIN ARAMCO FORMULA ONE TEAM

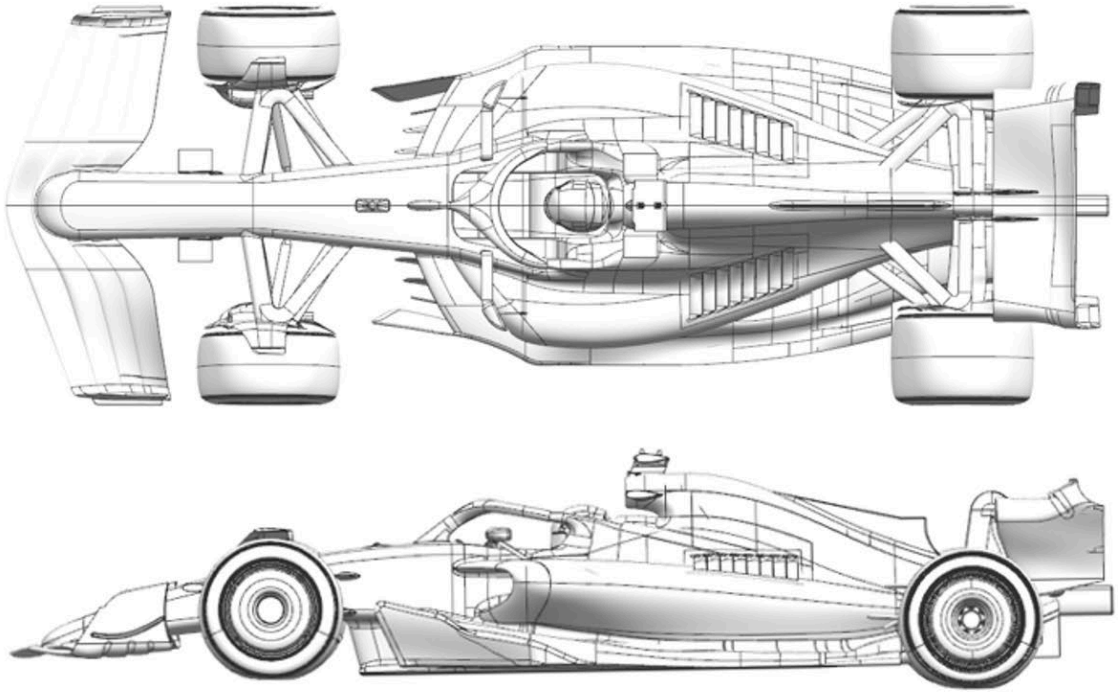
	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works
1	Front Wing	Performance - Local Load	The front wing flap has a revised twist distribution.	The revised twist changes the loading distribution across the span of the front wing for improved car performance.



BWT ALPINE F1 TEAM

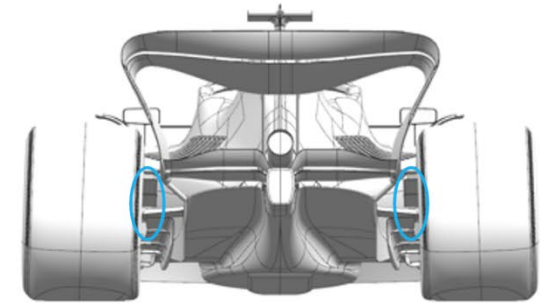
	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works
1	Beam Wing	Circuit specific - Drag Range	The single element beam wing component generates less downforce and drag than the biplane assembly due to the removal of the upper element.	This beam wing variant allows a further drag reduction if deemed optimum for overall lap time for a given circuit.

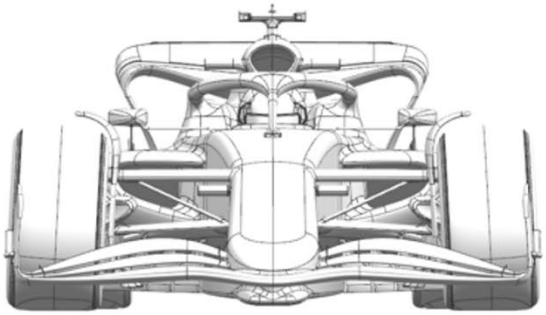


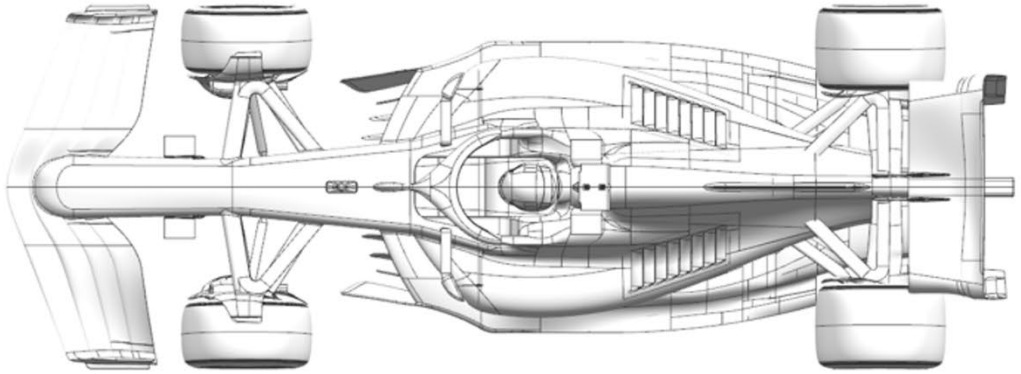


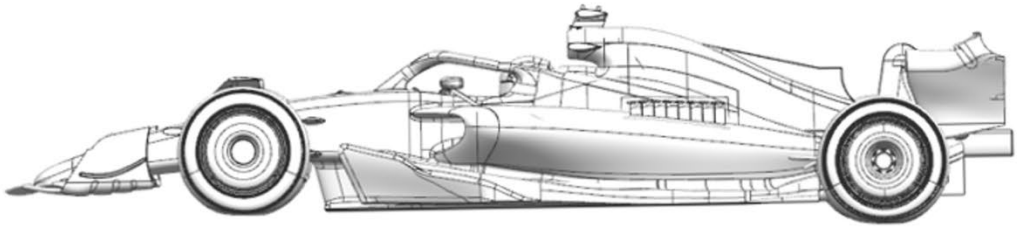
WILLIAMS RACING

	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works
1	Rear Corner	Performance - Local Load	The exit scoop of the rear brake duct has changed in size. The length, position and camber of the winglet cluster that sits below the exit are all subtlely, and sympathetically, updated so that the whole system works correctly together.	The revised scoop/winglet system offers a small increase in local load and has also has a small effect to the local flow field. The additional load is efficient relative to any drag change and the net result is a higher vertical load on the rear tyres.



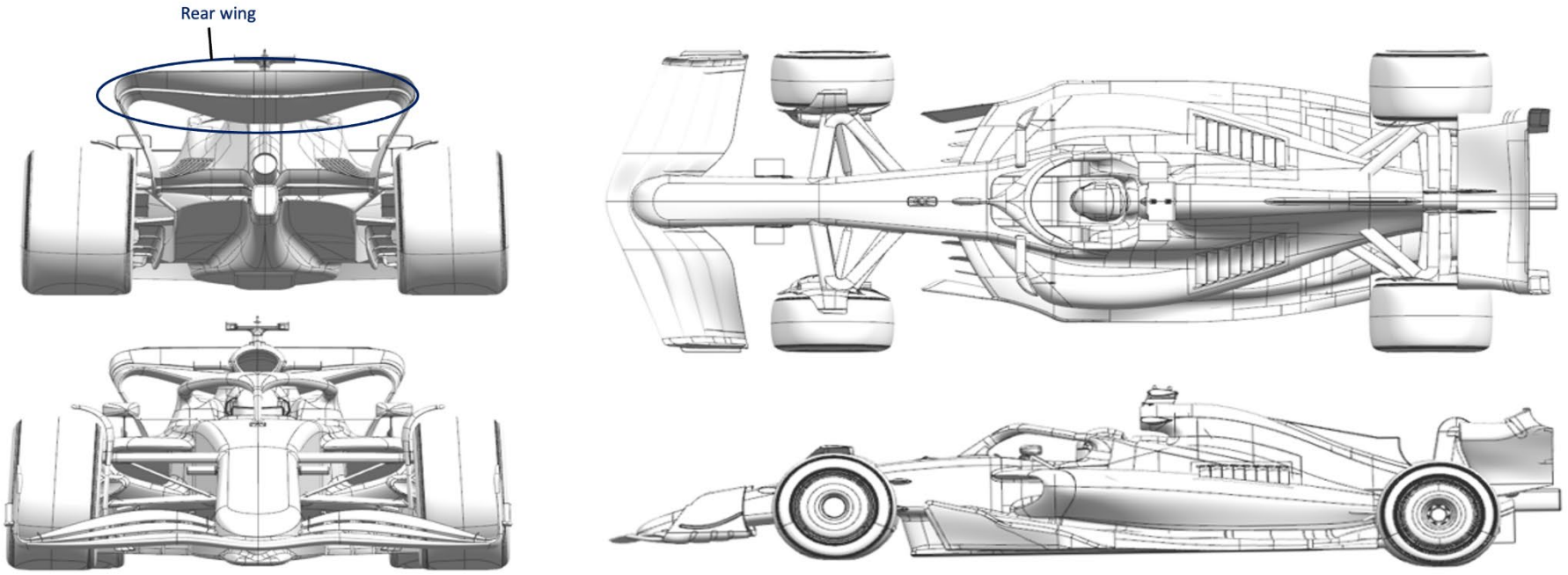






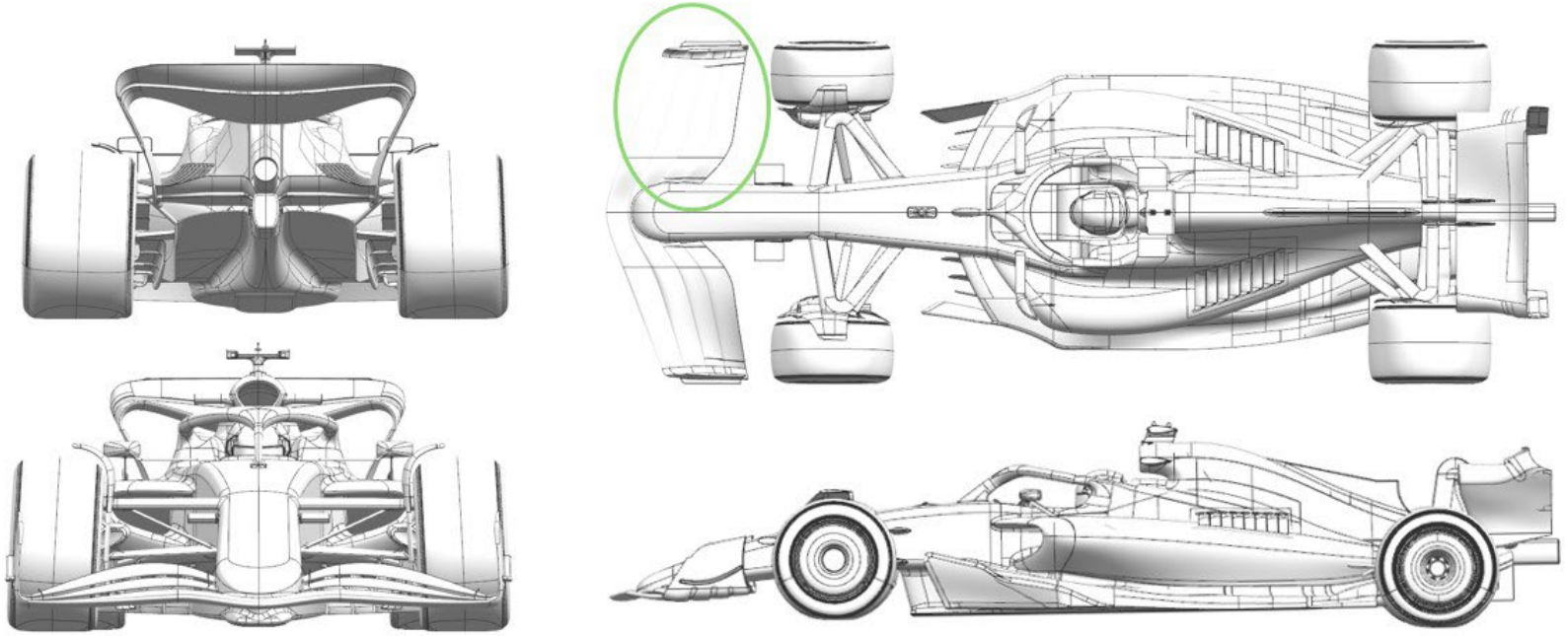
VISA CASH APP RB FORMULA ONE TEAM

	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works
1	Rear Wing	Performance - Local Load	Compared to Race 01, rear wing profiles have been redesigned to improve Cp profiles	Improved efficient load generation & target drag level for event.


Rear wing

KICK SAUBER F1 TEAM

	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works
1	Front Wing	Performance - Flow Conditioning	Redesigned third and fourth front wing elements	The redesigned front wing elements, in conjunction with the new endplate introduced in this race, improve the car's overall aerodynamic efficiency.
2	Front Wing Endplate	Performance - Flow Conditioning	Adjusted front wing endplate	The redesigned front wing enplates, in conjunction with the new elements introduced in this race, improve the car's overall aerodynamic efficiency.



MONEYGRAM HAAS F1 TEAM

No updates submitted for this event.