



FIA FORMULA 1 WORLD CHAMPIONSHIP



2024 AUSTRIAN GRAND PRIX

28 - 30 June 2024

From	The FIA Formula One Media Delegate	Document	6
To	All Teams, All Officials	Date	28 June 2024
		Time	09:56

Title Car Presentation Submissions

Description Car Presentation Submissions

Enclosed 2024 Austrian Grand Prix - Car Presentation Submissions.pdf

Cameron Kelleher

The FIA Formula One Media Delegate



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**Car Presentation – Austrian Grand Prix
ORACLE RED BULL RACING**

No updates submitted for this event.

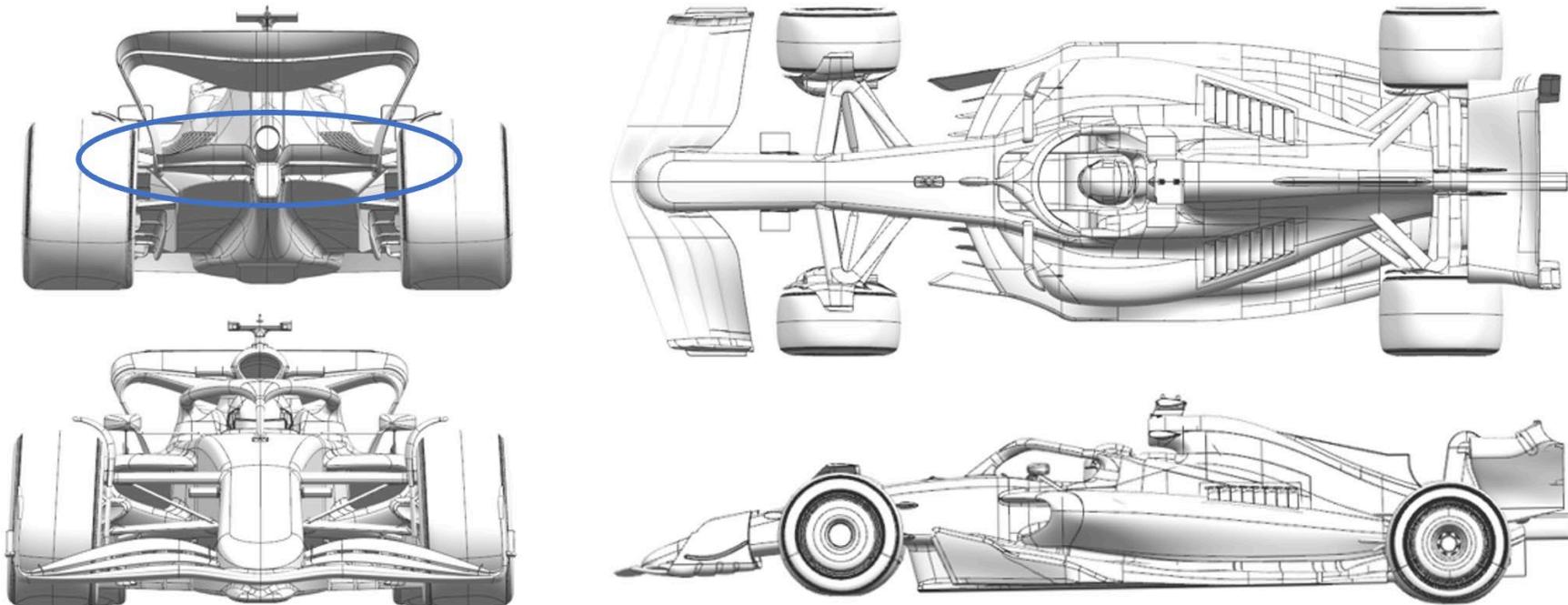


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MERCEDES-AMG PETRONAS FORMULA ONE TEAM

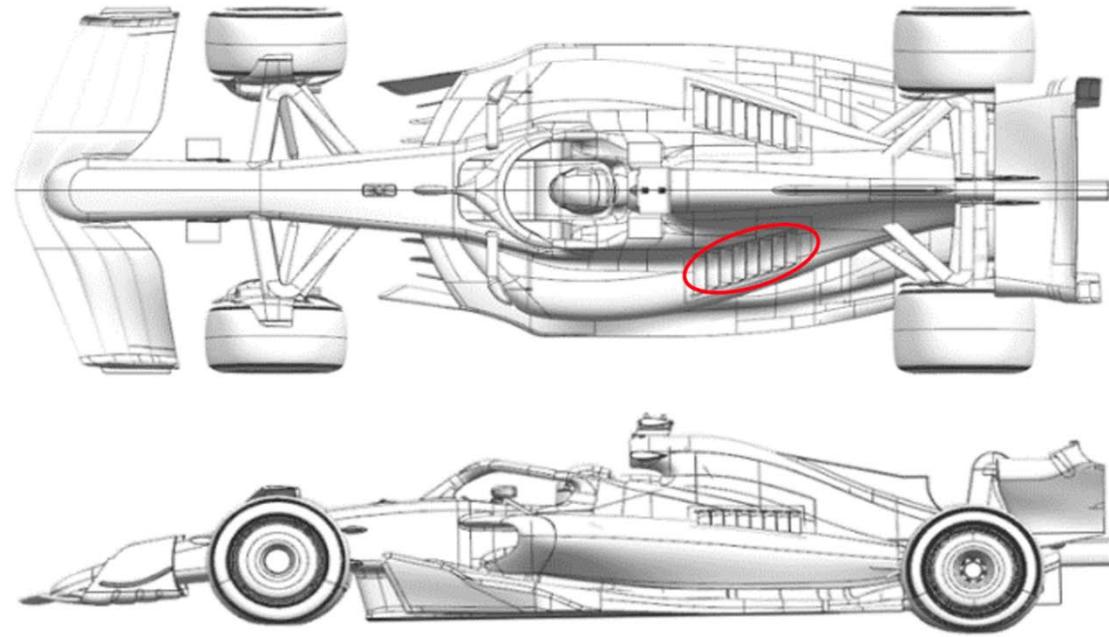
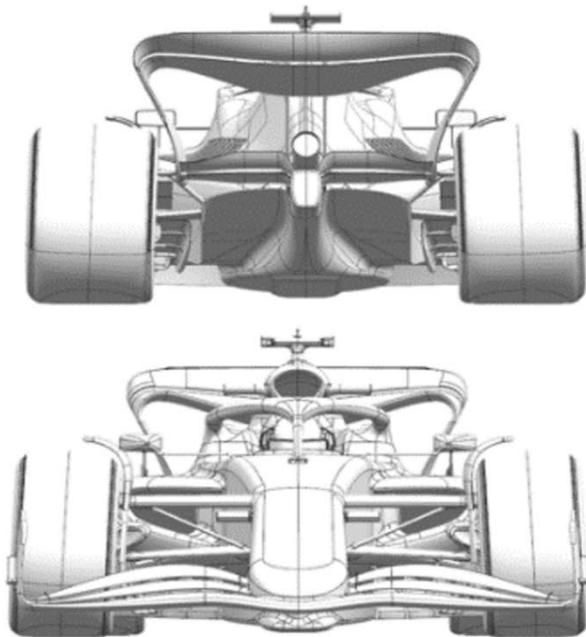
	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works
1	Beam Wing	Performance - Drag reduction	Decambered beam wing elements.	Reducing the beam wing element camber reduces load both locally and on the floor, resulting in less downforce and drag.





SCUDERIA FERRARI

	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works
1	Cooling Louvres	Circuit specific - Cooling Range	Addition of extra cooling louvres panel	In anticipation of possible high ambient temperatures over the race week-end in Austria, an extra louvre option has been defined on the engine cover, increasing mass flow rate capacity but at an expense of aerodynamic efficiency





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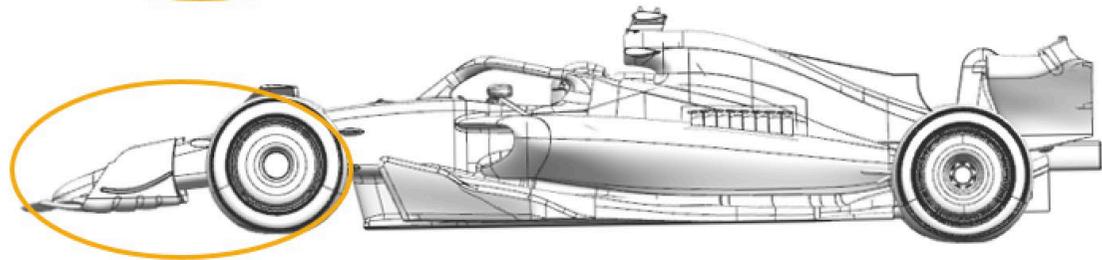
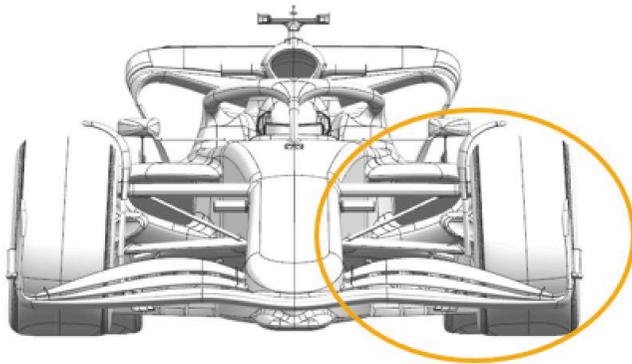
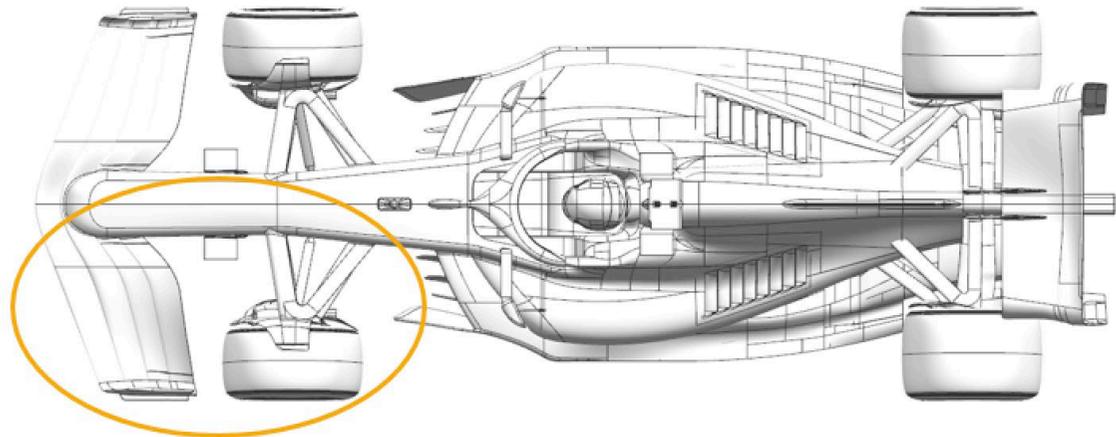
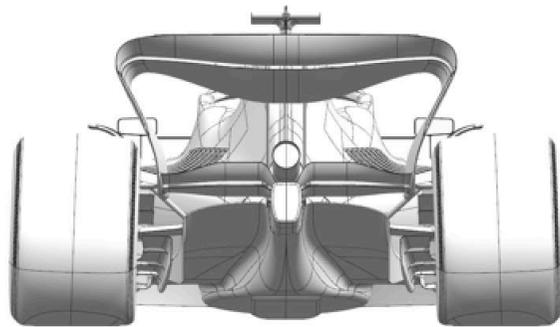


MCLAREN FORMULA 1 TEAM

	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	New Front Wing geometry	The new Front Wing geometry improves flow conditioning in conjunction with the updated Front Suspension geometry throughout various conditions resulting in improved aerodynamic load.
2	Front Suspension	Performance - Flow Conditioning	Updated Front Suspension	The new Front Suspension is designed around the new Front Wing geometry aimed at maximising the improved flow characteristics introduced with it.



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ASTON MARTIN ARAMCO FORMULA ONE TEAM

No updates submitted for this event.



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BWT ALPINE F1 TEAM

No updates submitted for this event.



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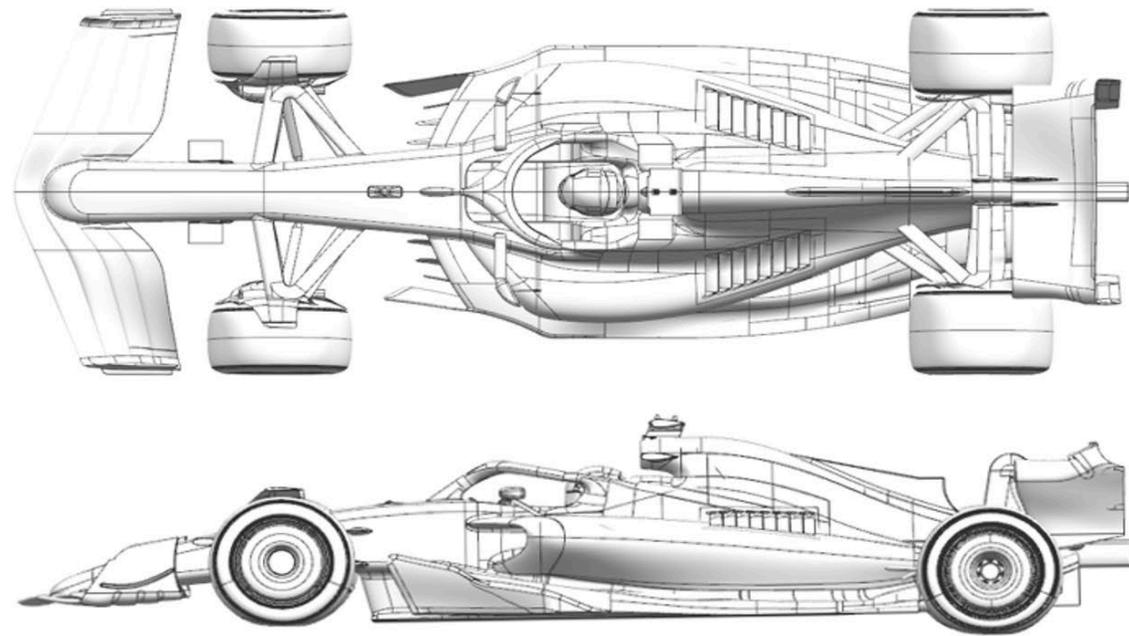
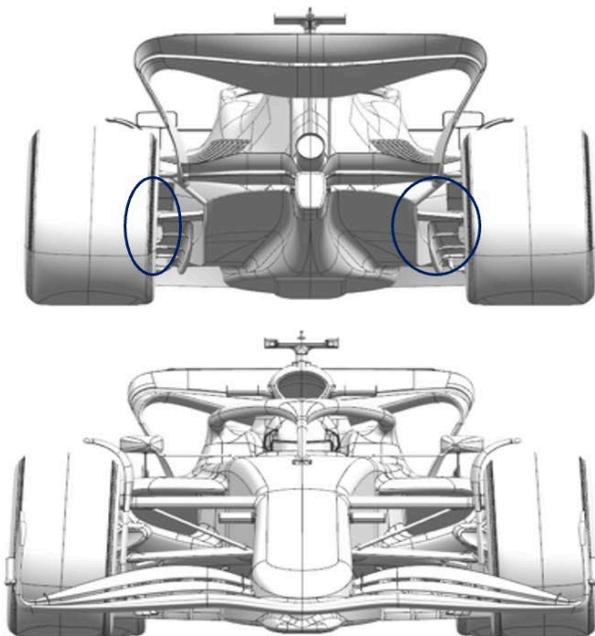
WILLIAMS RACING

No updates submitted for this event.



VISA CASH APP RB FORMULA ONE TEAM

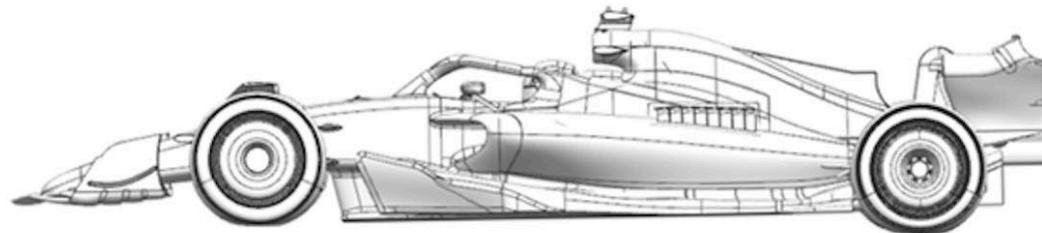
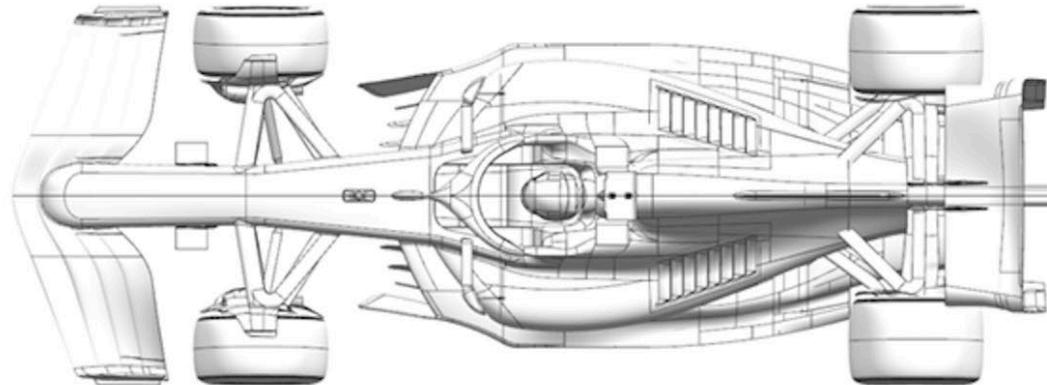
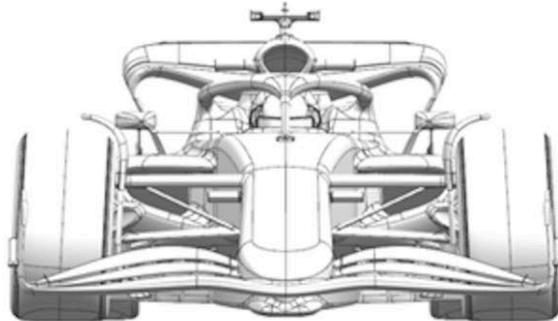
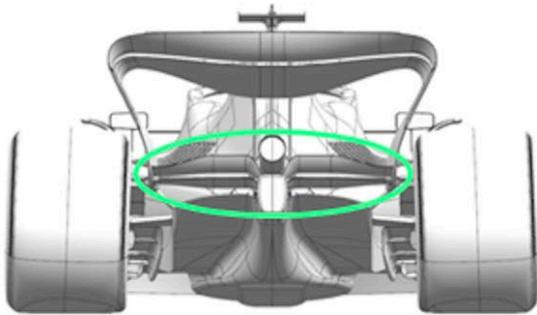
	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works
1	Rear Corner	Performance - Flow Conditioning	The configuration of the winglets on the rear drum has been revised.	The winglets on the rear brake drum face generate load and help manage the flow at the back of the car. This update improves the performance of the flow conditioning elements.





STAKE F1 TEAM KICK SAUBER

	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works
1	Beam Wing	Performance - Drag reduction	The new lower rear wing is our first single element lower rear wing of the season.	The new lower rear wing has been introduced for the upcoming sprint weekend in Austria. The single element wing offers a small reduction in drag and will improve the aerodynamic efficiency of the car overall, in keeping with the requirements of the Austrian circuit and ones similar.





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MONEYGRAM HAAS F1 TEAM

No updates submitted for this event.