



FIA FORMULA 1 WORLD CHAMPIONSHIP



2025 BRITISH GRAND PRIX

04 - 06 July 2025

From	The FIA Formula One Media Delegate	Document	9
To	All Teams, All Officials	Date	04 July 2025
		Time	09:52

Title Car Presentation Submissions

Description Car Presentation Submissions

Enclosed 2025 British Grand Prix - Car Presentation Submissions.pdf

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The FIA Formula One Media Delegate



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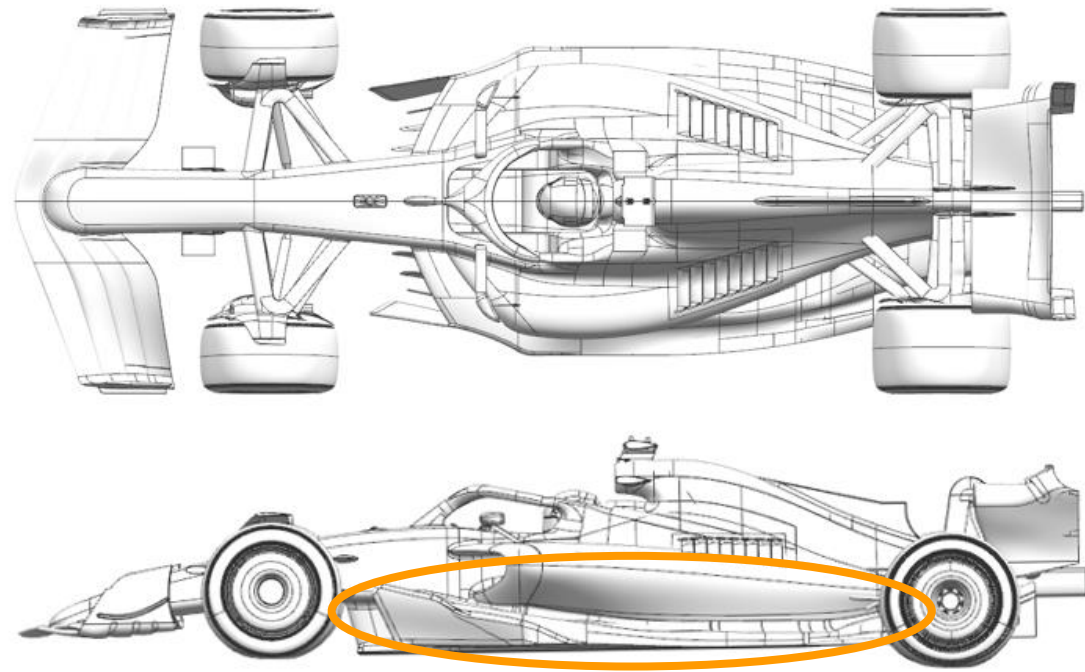
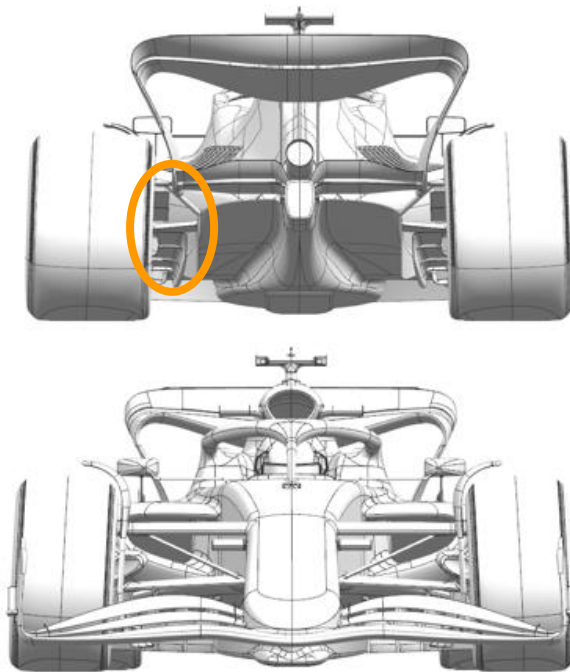


Car Presentation – British Grand Prix McLaren Formula 1 Team

	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works (min 20, max 100 words)
1	Floor Body	Performance - Local Load	Revised floor geometry	The complete floor has been revised resulting in improved flow conditioning and a redistribution of suction to gain overall aerodynamic performance.
2	Rear Corner	Performance - Flow Conditioning	Revised Rear Corner Inlet	Modification to Rear Brake Duct Inlet aiming at overall improvement in local flow conditioning for improved aerodynamic and brake cooling performance.



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Car Presentation – British Grand Prix

SCUDERIA FERRARI HP

No updates submitted for this event.



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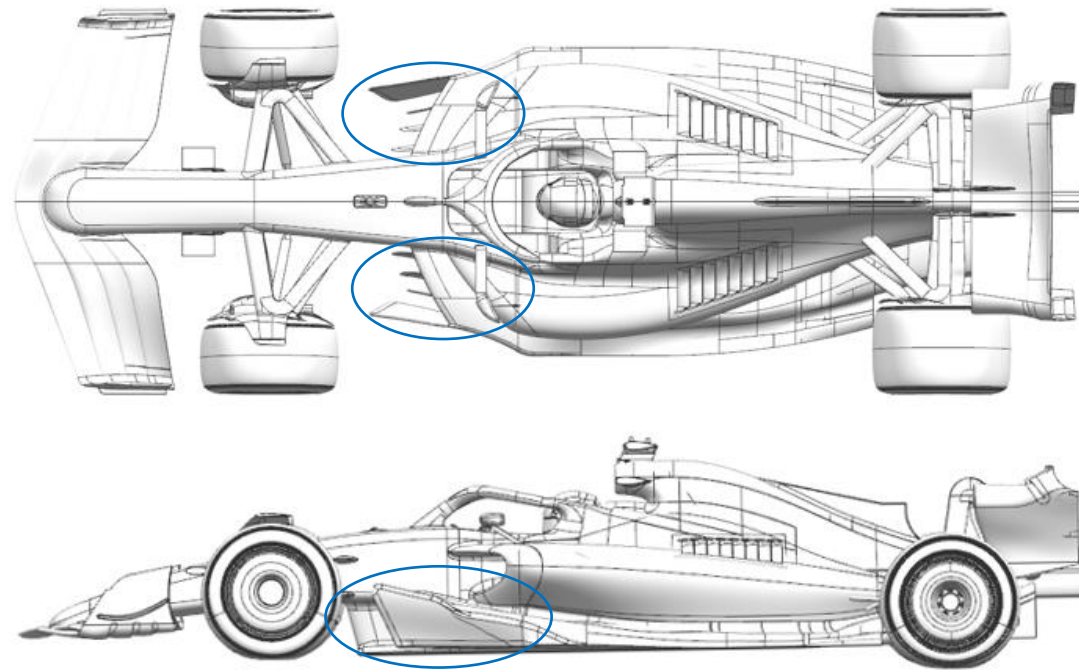
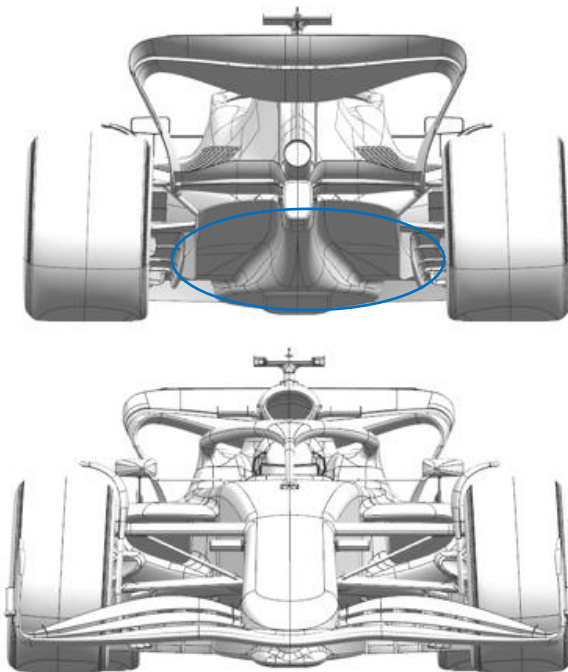


Car Presentation – British Grand Prix Red Bull Racing

	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works (min 20, max 100 words)
1	Floor Body	Performance - Local Load	Re-profiled surfaces to supplement the changes to the fences	Revised surfaces to improve pressure distribution over the length of the floor allowing more load to be extracted whilst maintaining adequate flow stability.
	Floor Fences	Performance - Local Load	Repositioned laterally at the leading edges	Subtle change to better optimise the pressure distributions, which allows more load to be extracted without harming flow stability downstream.



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Car Presentation – 2025 British Grand Prix

Mercedes-AMG PETRONAS F1 Team

No updates submitted for this event.



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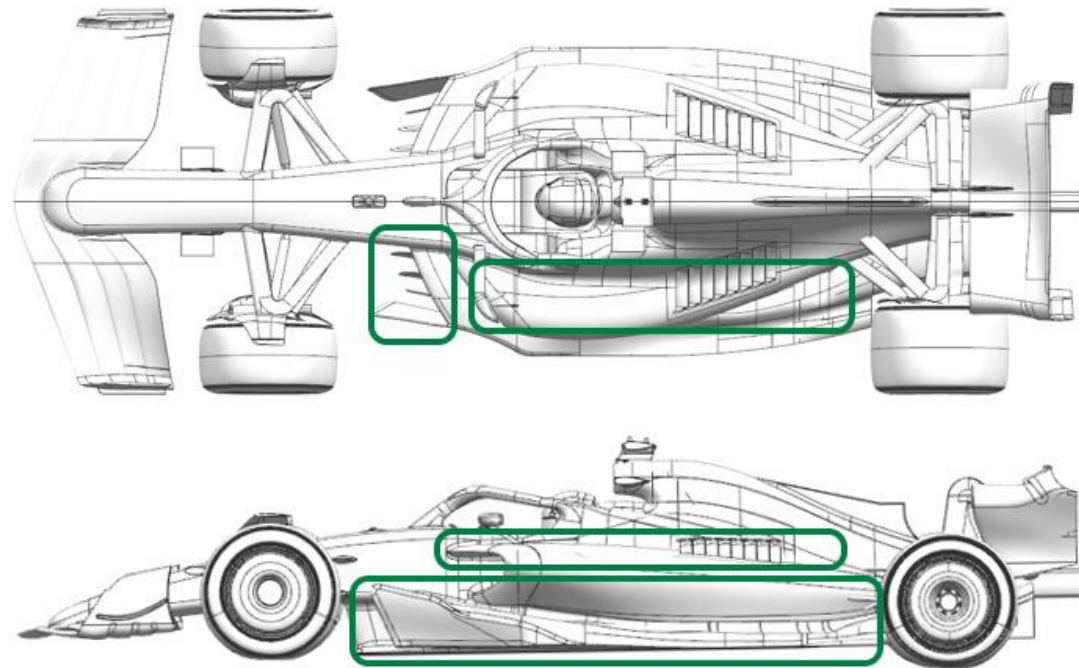
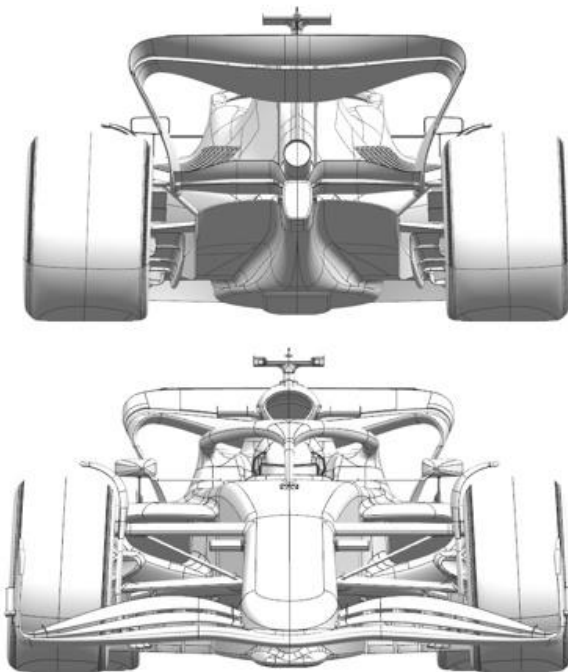


Car Presentation – British Grand Prix Aston Martin Aramco F1 Team

	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works (min 20, max 100 words)
1	Floor Body	Performance - Local Load	The shape of the main body of the floor has evolved slightly as part of this update.	The revised surfaces improve the flow structures under the floor increasing the local load on the lower surface and hence improving performance.
2	Floor Fences	Performance - Local Load	The fences have revised curvature and local details.	The revised surfaces improve the flow structures under the floor increasing the local load on the lower surface and hence improving performance.
3	Floor Edge	Performance - Local Load	Small changes to the details of the floor edge wing and the main floor inboard of this.	The revised surfaces improve the flow structures under the floor increasing the local load on the lower surface and hence improving performance.
4	Coke/Engine Cover	Performance - Local Load	Change to the profile of the top deck of the bodywork.	This revised shape is developed alongside the floor edge details to improve the performance of the floor as above.



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Car Presentation – British Grand Prix
BWT Alpine F1 Team

No updates submitted for this event.



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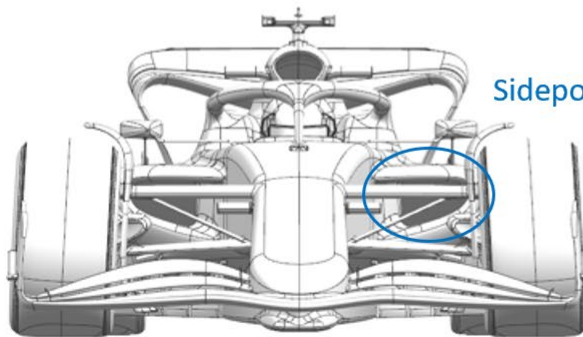
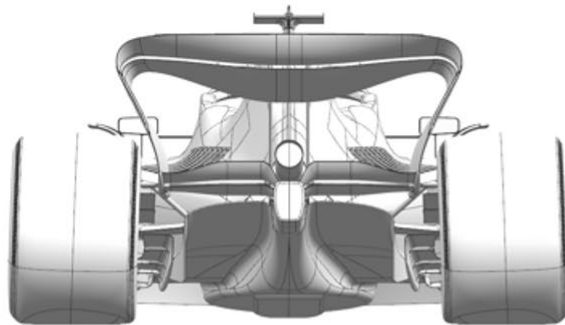


Car Presentation – 2025 British Grand Prix MONEYGRAM HAAS F1 TEAM

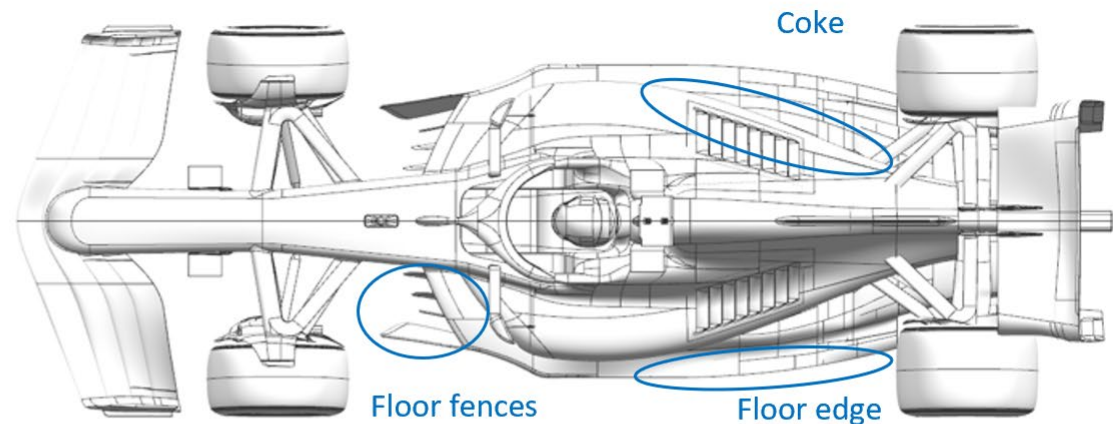
	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works (min 20, max 100 words)
1	Floor Body	Performance - Local Load	Expansion rate changed on main floor	The updated floor geometry enhances underfloor flow management, increasing ground effect efficiency during lateral load conditions. This results in improved cornering stability, higher mid-corner speeds, and greater driver confidence through more consistent aerodynamic behaviour.
2	Floor Fences	Performance - Local Load	Fences re-aligned	
3	Floor Edge	Performance - Local Load	Smaller Floor edge wing	
4	Sidepod Inlet	Performance - Flow Conditioning	Profiled Sidepod Inlet geometry and Mirror update	The revised sidepod inlet improves local flow alignment, enabling cleaner airflow delivery to the rear of the car, hence improving overall car performance.



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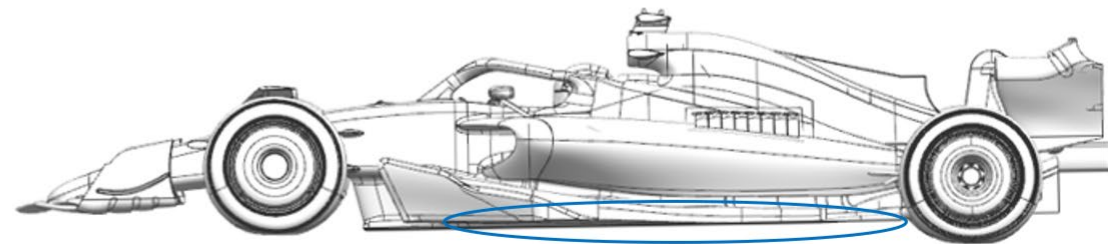
Sidepod Inlet



Coke

Floor fences

Floor edge



Floor Body



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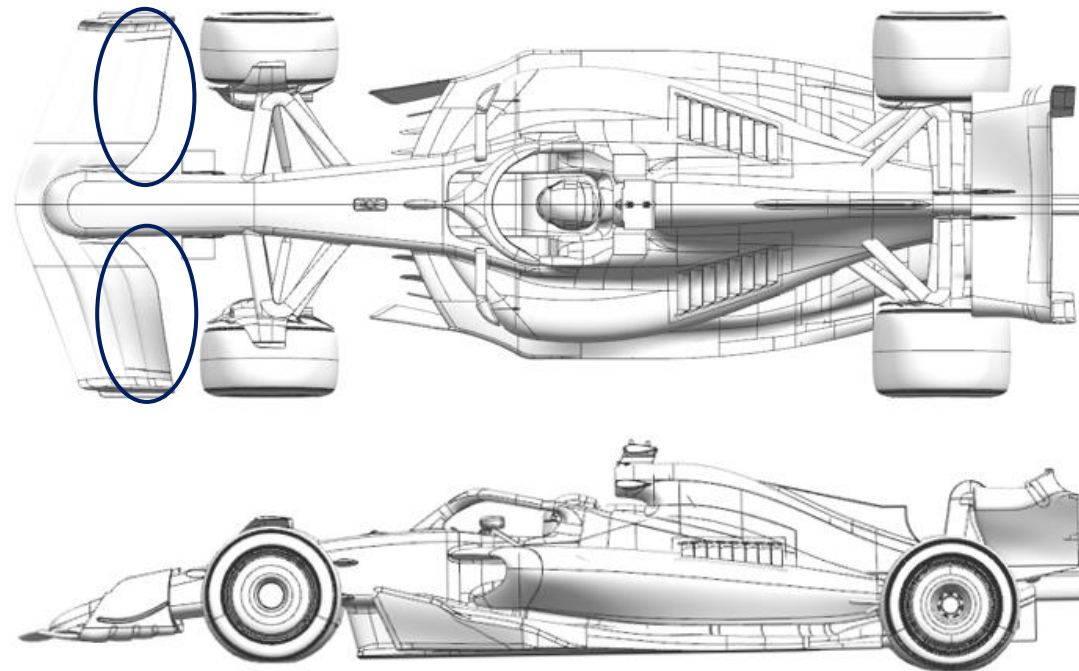
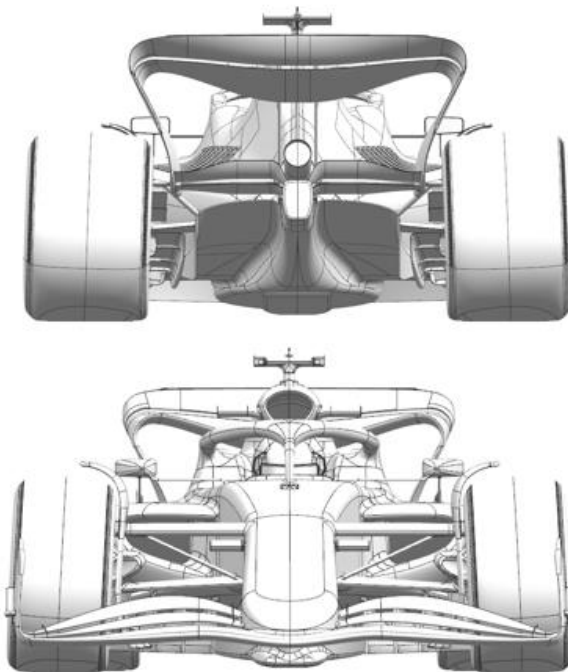
Car Presentation – British Grand Prix

Visa Cash App Racing Bulls

	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works (min 20, max 100 words)
1	Front Wing	Circuit specific - Balance Range	New front wing flap geometry.	The flap elements have been changed for smaller profiles, to cater for the low balance requirements of this and subsequent events.



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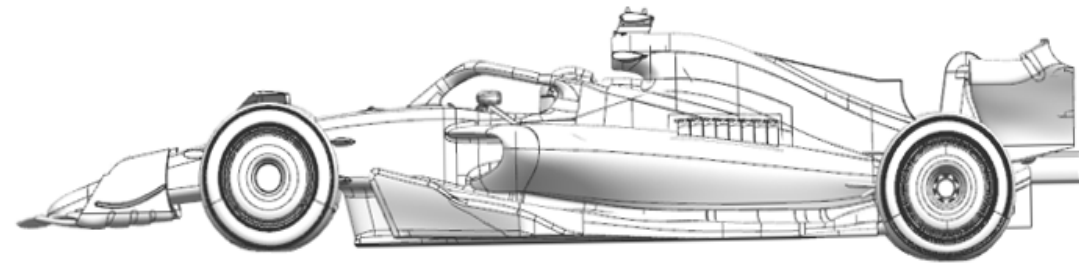
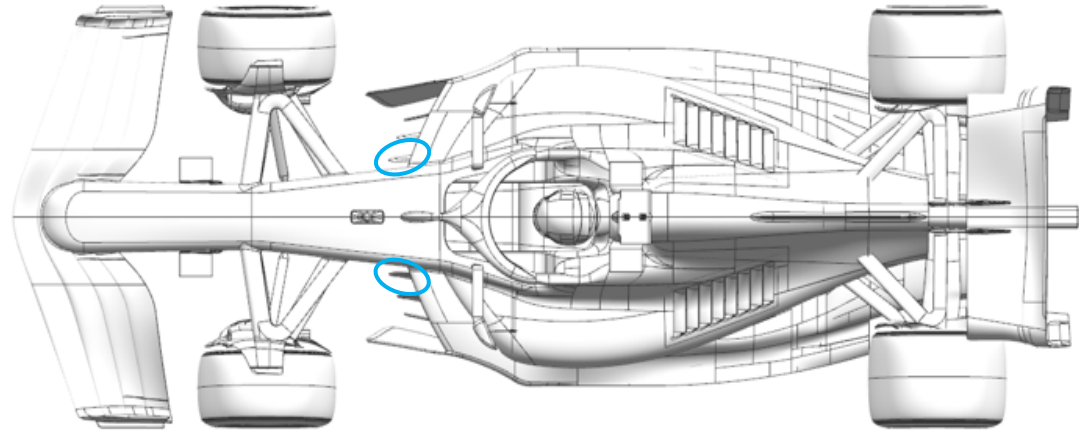
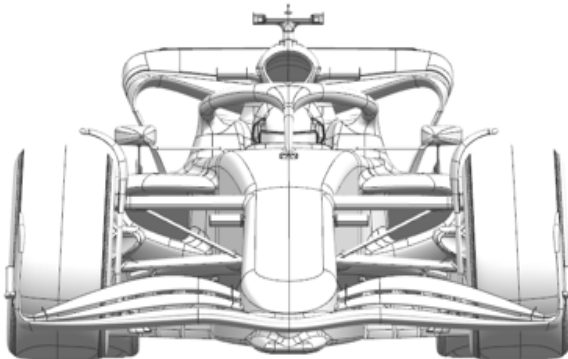
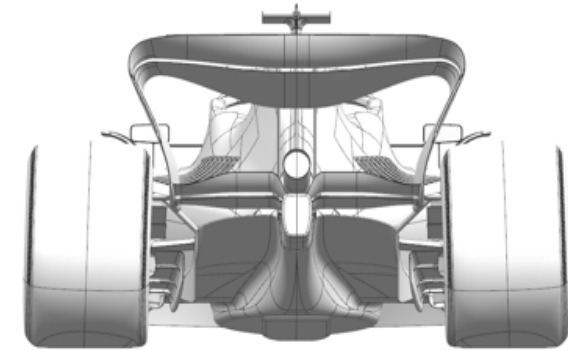
Car Presentation – British Grand Prix

ATLASSIAN WILLIAMS RACING

	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works (min 20, max 100 words)
1	Floor Fences	Performance - Flow Conditioning	The inboard floor fence geometry has been revised around the leading edge. The leading edge is located further inboard than the baseline and the geometry has more 3D curvature as it blends back to the original fence profile.	This revised geometry is designed to improve the flow distribution through the fence system, with the intention of improving the downstream car performance.



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Car Presentation – British Grand Prix Stake F1 Team KICK Sauber

	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works (min 20, max 100 words)
1	Floor Body	Performance - Local Load	Changes to forward floor area.	In continuation of recent floor development, new forward floor geometry modifications are implemented at this event, gaining some efficient downforce.
2	Front Wing	Circuit specific - Balance Range	New front wing flap design	New front wing flap design with a reshaped flap geometry to provide a more efficient low balance flap option if lower downforce levels are used at this event.



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