FIA FORMULA 1 WORLD CHAMPIONSHIP

2025 CANADIAN GRAND PRIX

13 - 15 June 2025

From	The FIA Formula One Media Delegate	**Document**	8
To	All Teams, All Officials	**Date**	13 June 2025
		Time	10:51

Title Car Presentation Submissions

Description Car Presentation Submissions

Enclosed 2025 Canadian Grand Prix - Car Presentation Submissions.pdf

Roman De Lauw

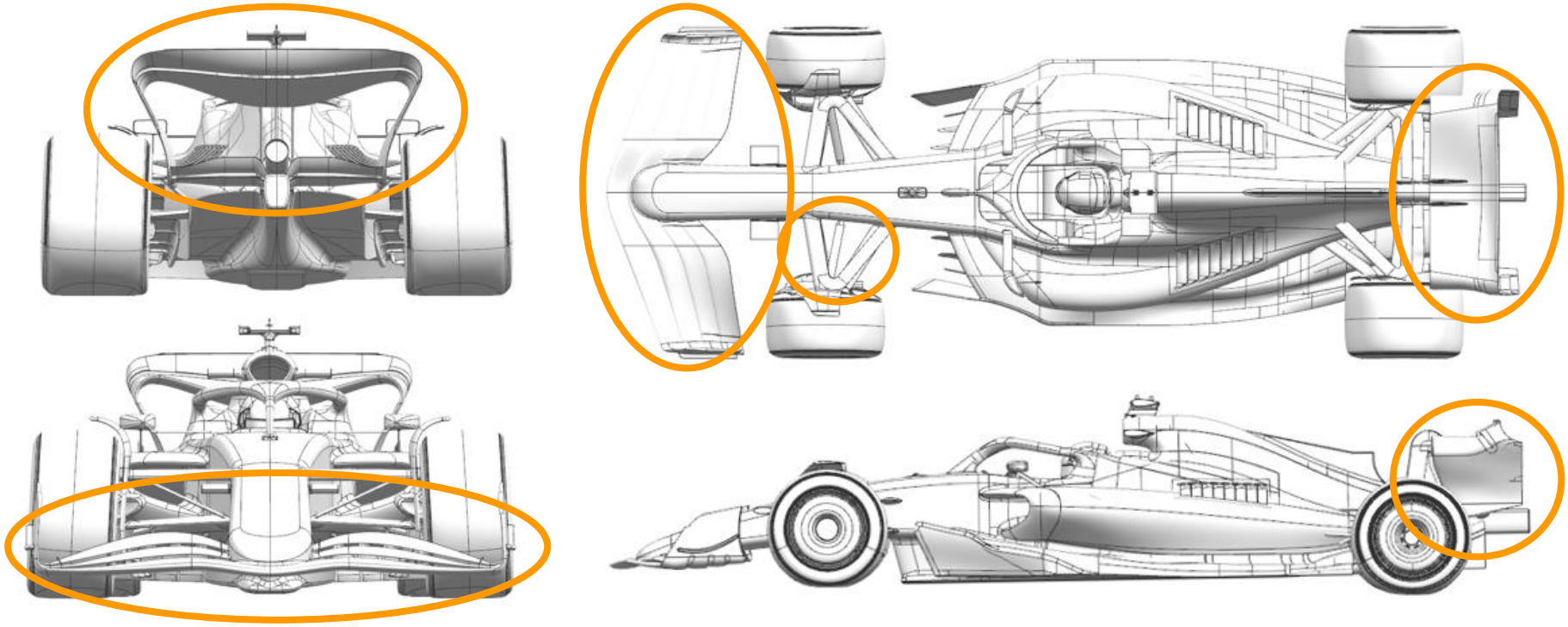
The FIA Formula One Media Delegate

FIA FORMULA 1 WORLD CHAMPIONSHIP

Car Presentation – Canada 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	Front Wing	Performance - Flow Conditioning	New Front Wing geometry	A revised front wing geometry aiming at improved aerodynamic performance across a wide range of attitudes, through a redesign of main elements as well as introduction of 'mermaid tails' to the front wing endplate.
2	Rear Wing	Circuit specific - Drag Range	Medium Downforce Rear Wing	Updated version of the medium downforce rear wing assembly, enabling a more efficient coverage of a larger drag range, suitable for multiple circuits.
3	Front Suspension	Performance - Mechanical Setup	Updated Front Suspension Geometry	A small modification to the front suspension geometry which comes with an updated aerodynamic surface, to accommodate the geometry change and reoptimize local flow conditioning.



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Car Presentation – Canadian Grand Prix

SCUDERIA FERRARI HP

No updates submitted for this event.

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Car Presentation – R10 Canadian Grand Prix

Red Bull Racing

No updates submitted for this event.

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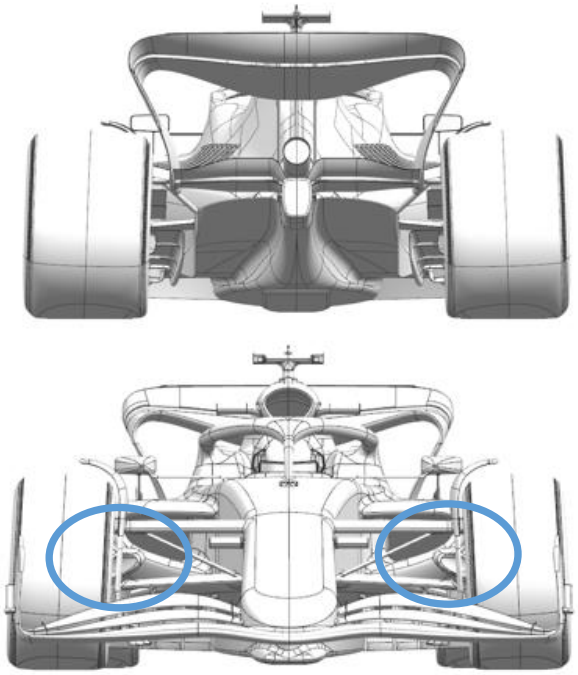
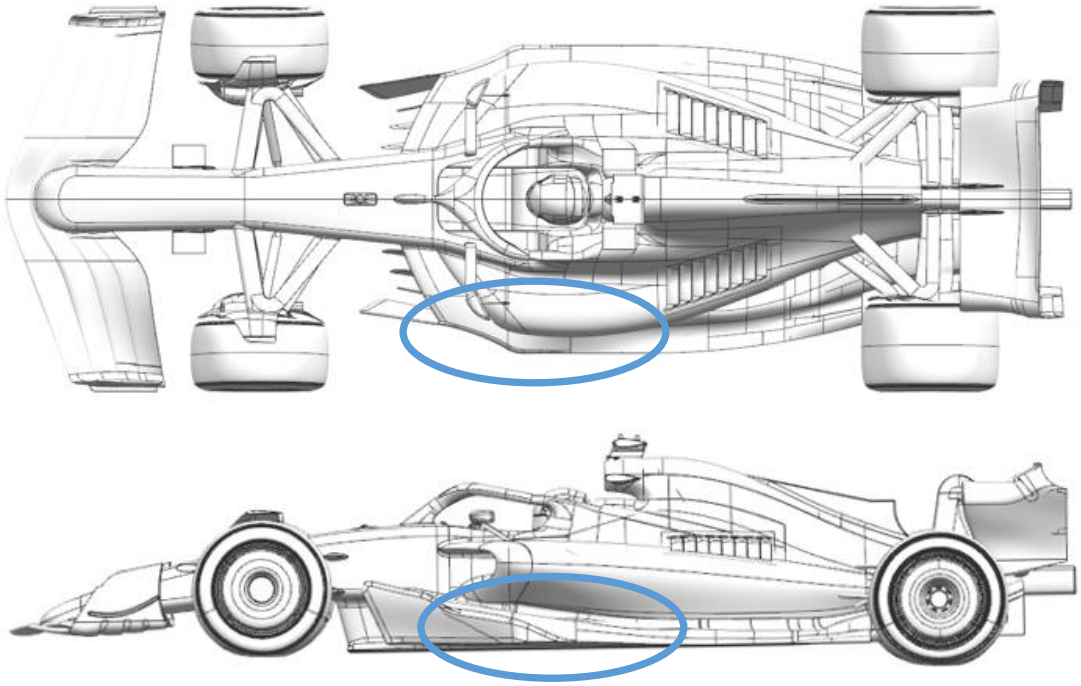
Car Presentation – 2025 Canadian Grand Prix

Mercedes-AMG PETRONAS 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 Corner	Circuit Specific – Cooling Range	Large brake duct inlet and exit	Increased front brake duct inlet and exit area to cover off high brake duty for this circuit.
2	Floor Edge	Performance - Flow Conditioning	Reduced chord wing element	Reduced flap chord and tweaked vanes, increases mass flow under forward floor and vorticity shed from the fence system, increasing floor load.





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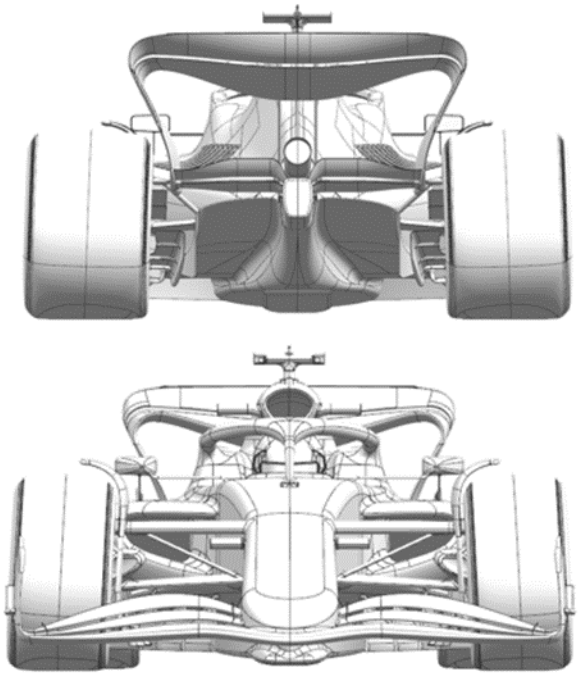
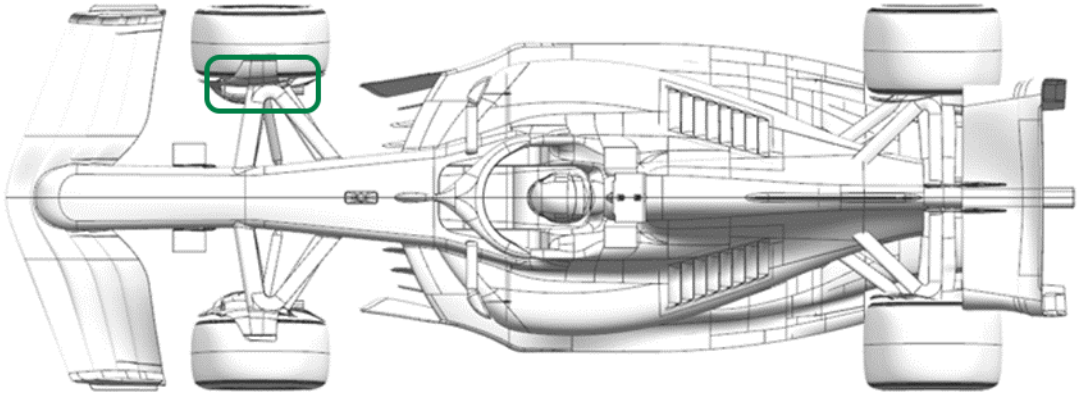
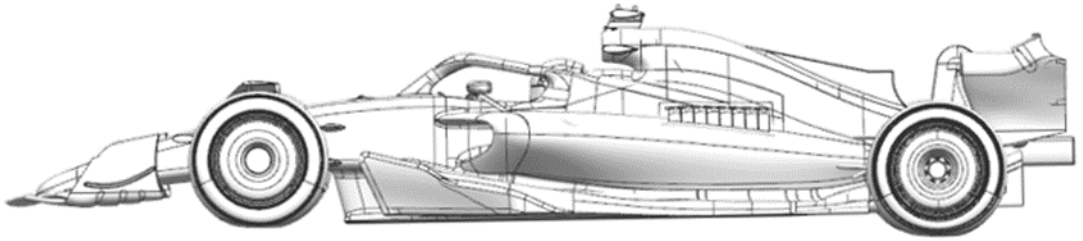
Car Presentation – Canadian Grand Prix

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	Front Corner	Circuit specific - Cooling Range	Front brake duct with larger exit.	The larger exit area for the front brake duct increases the massflow through the front corner increasing cooling for the characteristics of this circuit.







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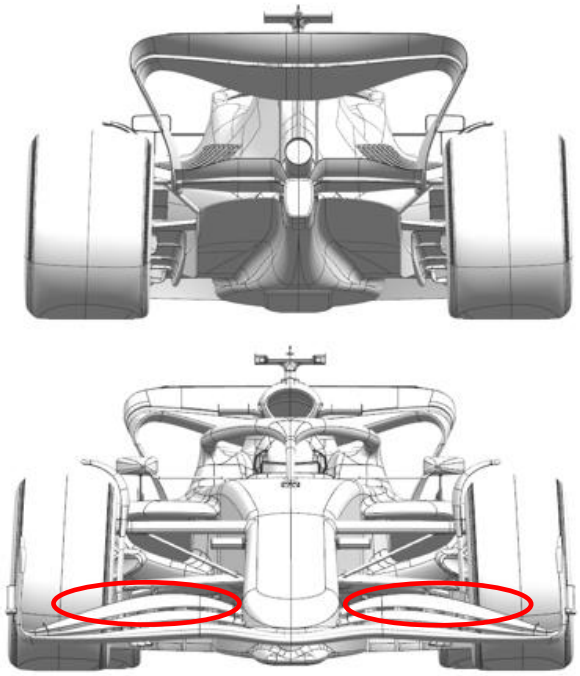
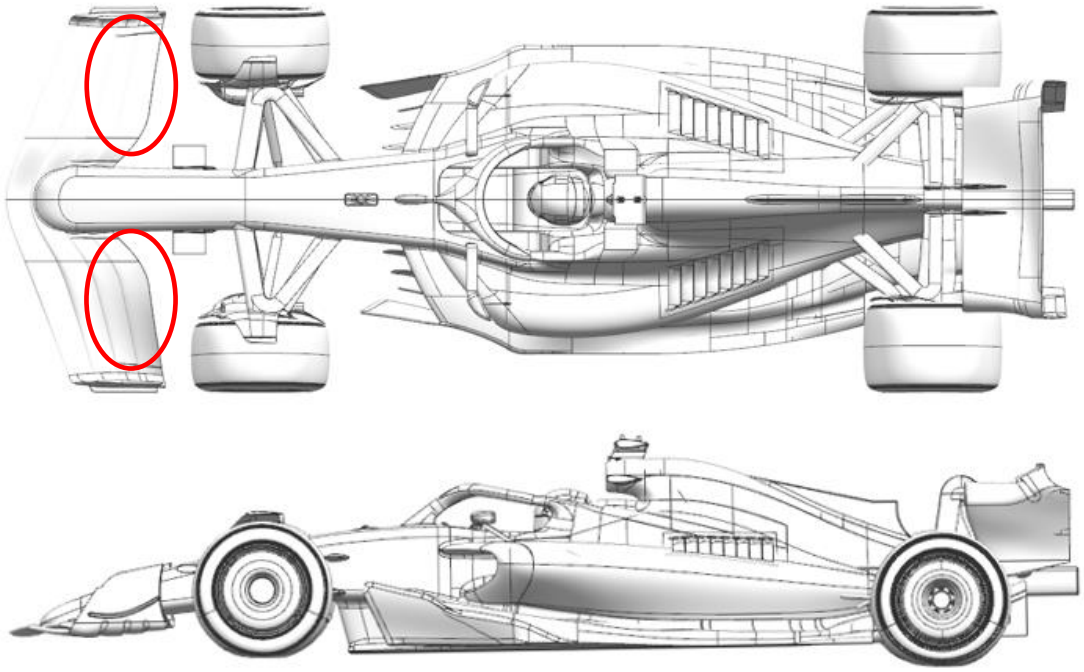
Car Presentation – Canadian Grand Prix

BWT Alpine 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	Front wing	Circuit specific - Balance Range	Reprofiled and shorter flap	The flap has been shortened and redesigned, generating less load, therefore offering the aero-balance range that may be required for the track characteristics.





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Car Presentation – Canada Grand Prix

MoneyGram Haas F1 Team

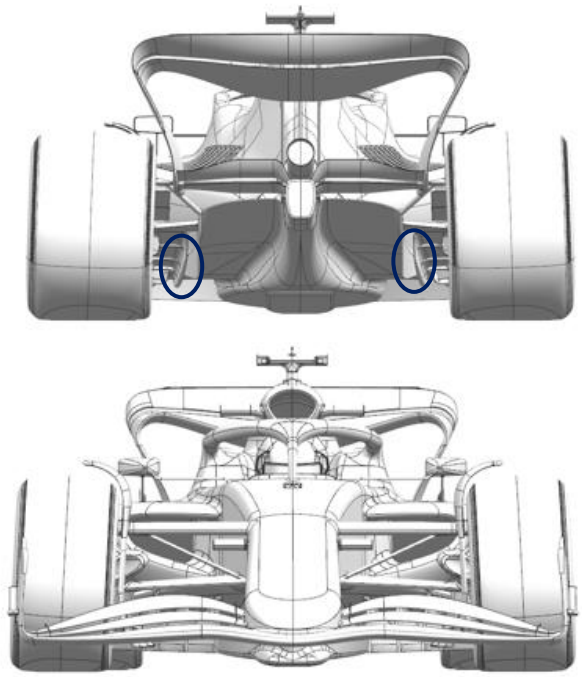
No updates submitted for this event.

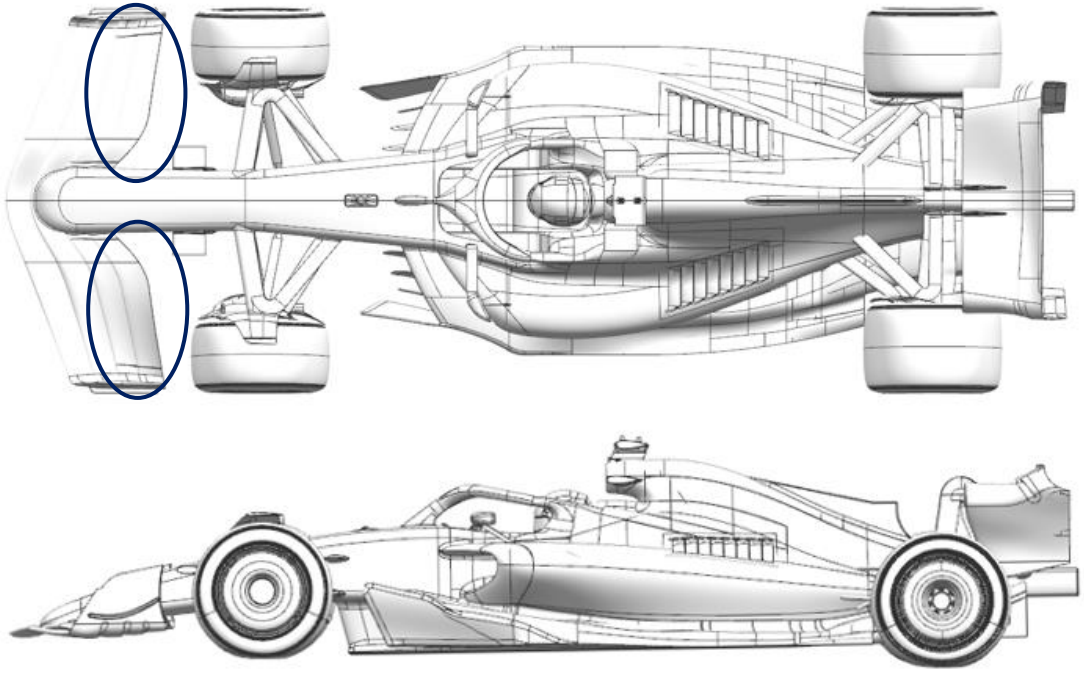
FIA FORMULA 1 WORLD CHAMPIONSHIP

Car Presentation – Canadian 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	The most rearward element of the front flap features a shorter chord length.	At lower rear wing levels, the car must be balanced with reduced front downforce. This reduced-chord flap allows the aerodynamic balance to be lowered beyond the minimum range achievable by the previous flap. It achieves this by reducing the load generated by the front wing at a given flap angle.
2	Rear Corner	Performance - Flow Conditioning	The shape of the lower winglet endplate has been revised.	The vorticity shed from the brake drum winglet helps to manage the airflow around the tyre and the diffuser. This update improves the quality and consistency of the shed vortex, which in turn increases rear downforce.





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Car Presentation – Canadian Grand Prix

ATLASSIAN WILLIAMS RACING

No updates submitted for this event.

FIA FORMULA 1 WORLD CHAMPIONSHIP

Car Presentation – Canadian Grand Prix

Stake F1 Team KICK Sauber

No updates submitted for this event.