FIA FORMULA 1 WORLD CHAMPIONSHIP

2025 EMILIA ROMAGNA GRAND PRIX

16 - 18 May 2025

From	The FIA Formula One Media Delegate	**Document**	8
To	All Teams, All Officials	**Date**	16 May 2025
		Time	10:58

Title Car Presentation Submissions

Description Car Presentation Submissions

Enclosed 2025 Emilia Romagna Grand Prix - Car Presentation Submissions.pdf

Cameron Kelleher

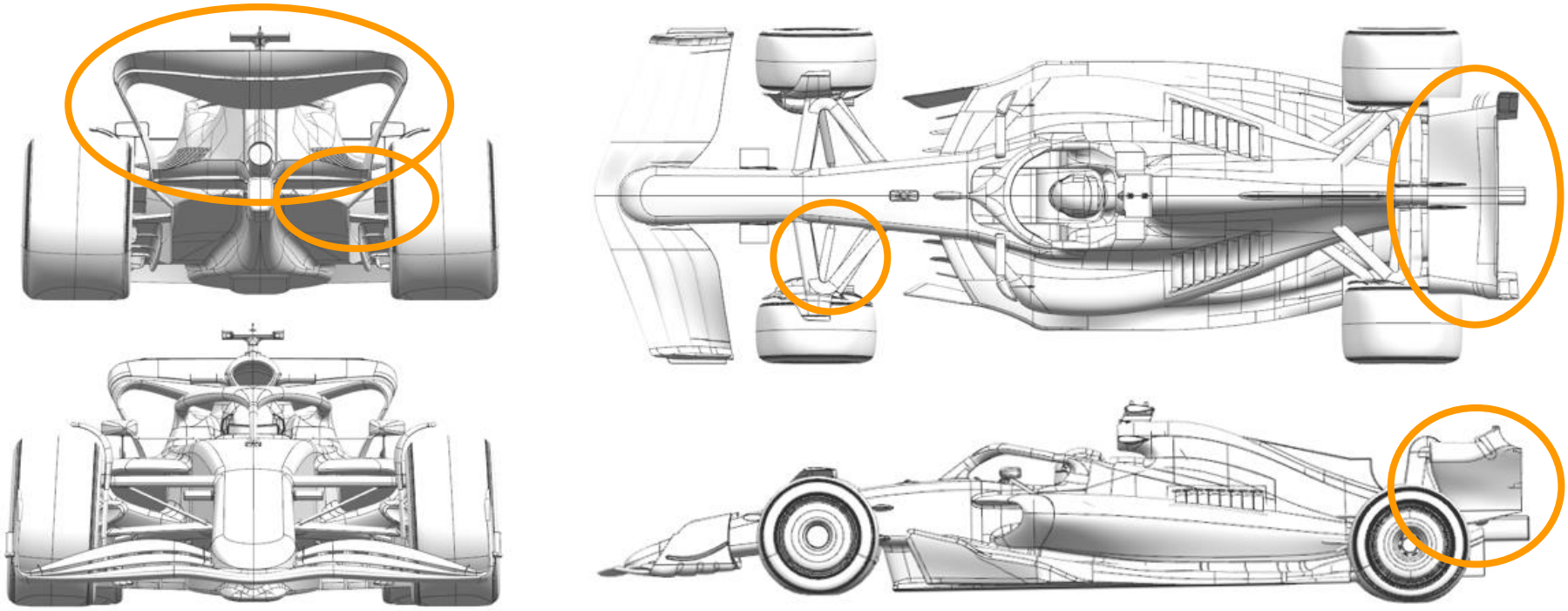
The FIA Formula One Media Delegate

FIA FORMULA 1 WORLD CHAMPIONSHIP

Car Presentation – Imola 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	Rear Corner	Performance - Flow Conditioning	Revised Rear Corner	Update to multiple Rear Corner and Suspension components resulting in improved flow conditioning and overall increase in rear aerodynamic load.
2	Rear Wing	Circuit specific - Drag Range	High Downforce Rear Wing	High Downforce Rear Wing resulting in an efficient increase in aerodynamic load with a more loaded mainplane and flap, suitable for high downforce circuits.
3	Beam Wing	Circuit specific - Drag Range	High Downforce Beam Wing	In conjunction with the high downforce Rear Wing, a more loaded Beam Wing was developed to efficiently increase aerodynamic load.
4	Front Suspension	Reliability	Modified Front Suspension	A small modification has been applied to the Front Suspension aiming at increased clearance to other suspension members for improved reliability.

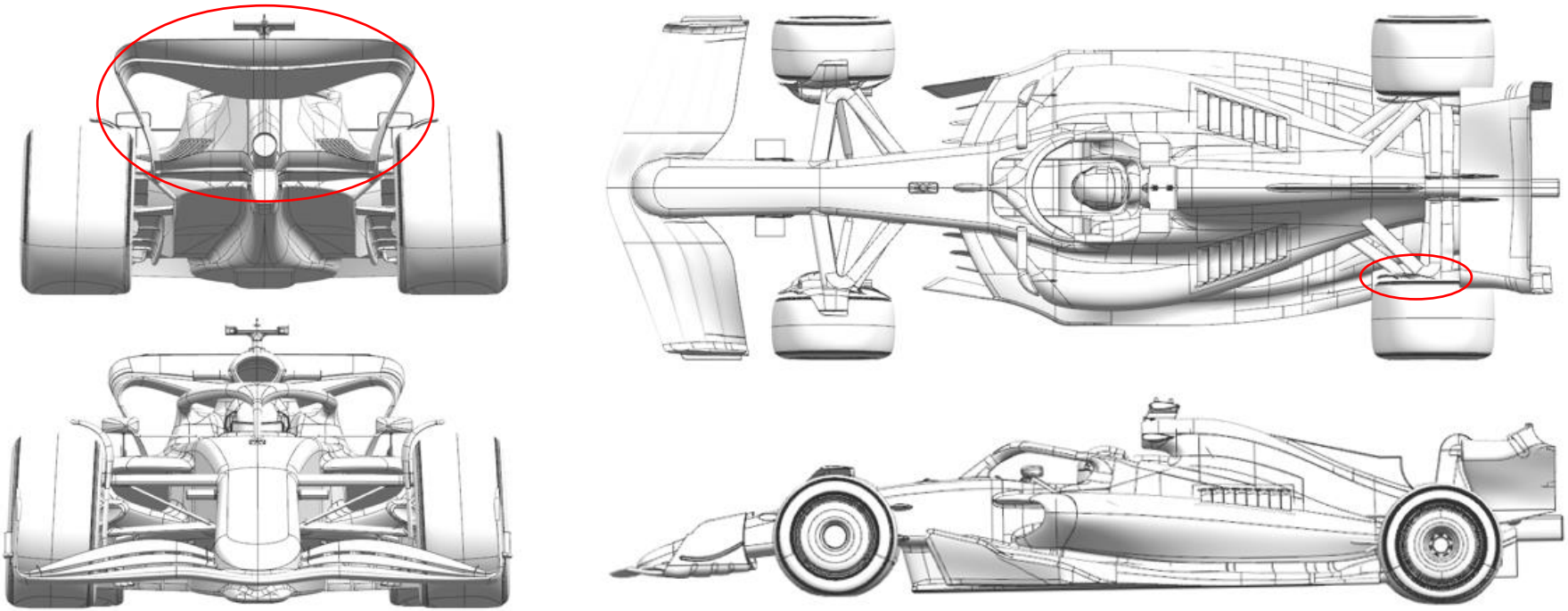


FIA FORMULA 1 WORLD CHAMPIONSHIP

Car Presentation – Emilia-Romagna Grand Prix

SCUDERIA FERRARI HP

	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	Rear Corner	Performance - Local Load	Revised scoop geometry and winglet arrangement	This update is not track specific and within the standard development cycle. Geometrical changes are small, nevertheless focused on improving specific flow features, returning local loading benefits.
2	Rear Wing	Circuit specific - Drag Range	Higher downforce top and lower rear wing profiles	This rear wing cluster is carried over from last season and adds up to the pool of available downforce levels. Currently not the prime choice, but covers possible lower grip conditions
3	Beam Wing			



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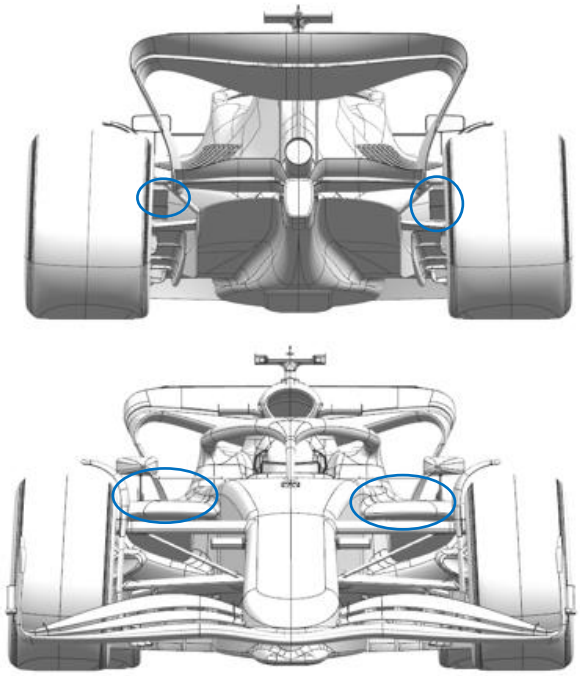
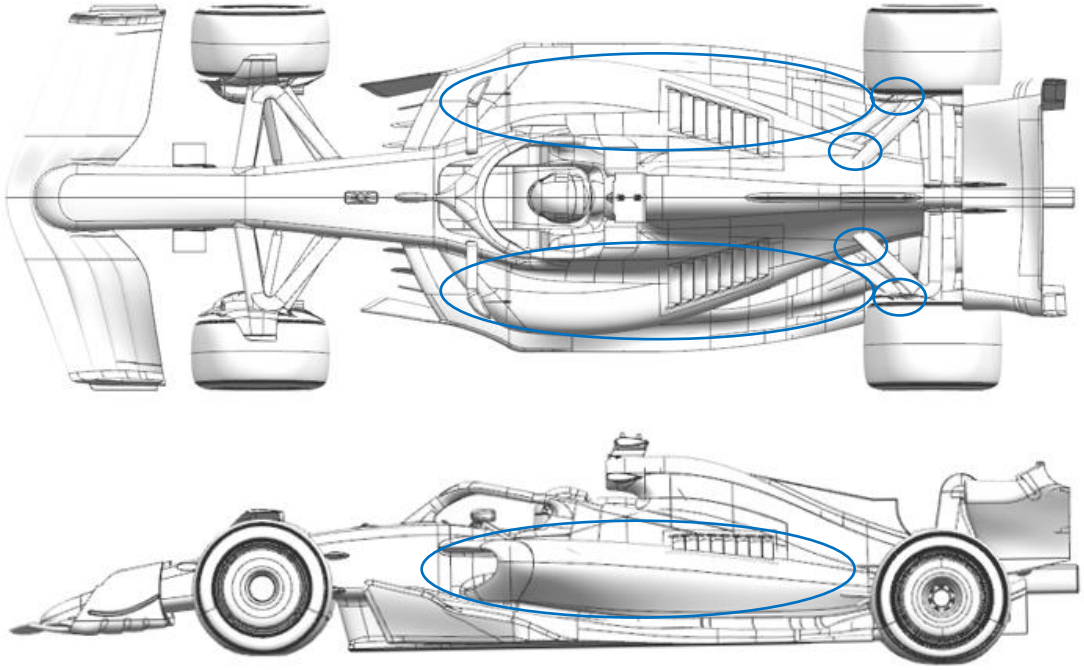
Car Presentation – Imola Grand Prix

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	Coke/Engine Cover	Performance - Local Load	Revised radiator duct inlet and sidepod shape to suit	A re-optimisation of the inlet, surrounding geometry and stays to gain overall aerodynamic efficiency.
2	Rear Suspension	Performance - Local Load	Revised fairing around one suspension member	Subtle change to better optimise the shape towards the inboard region for a further aerodynamic efficiency gain.
3	Rear Corner	Performance - Local Load	Revised wheel bodywork inlet and exit ducts	Minor changes to tidy up and optimise the local flow fields to gain aerodynamic efficiency



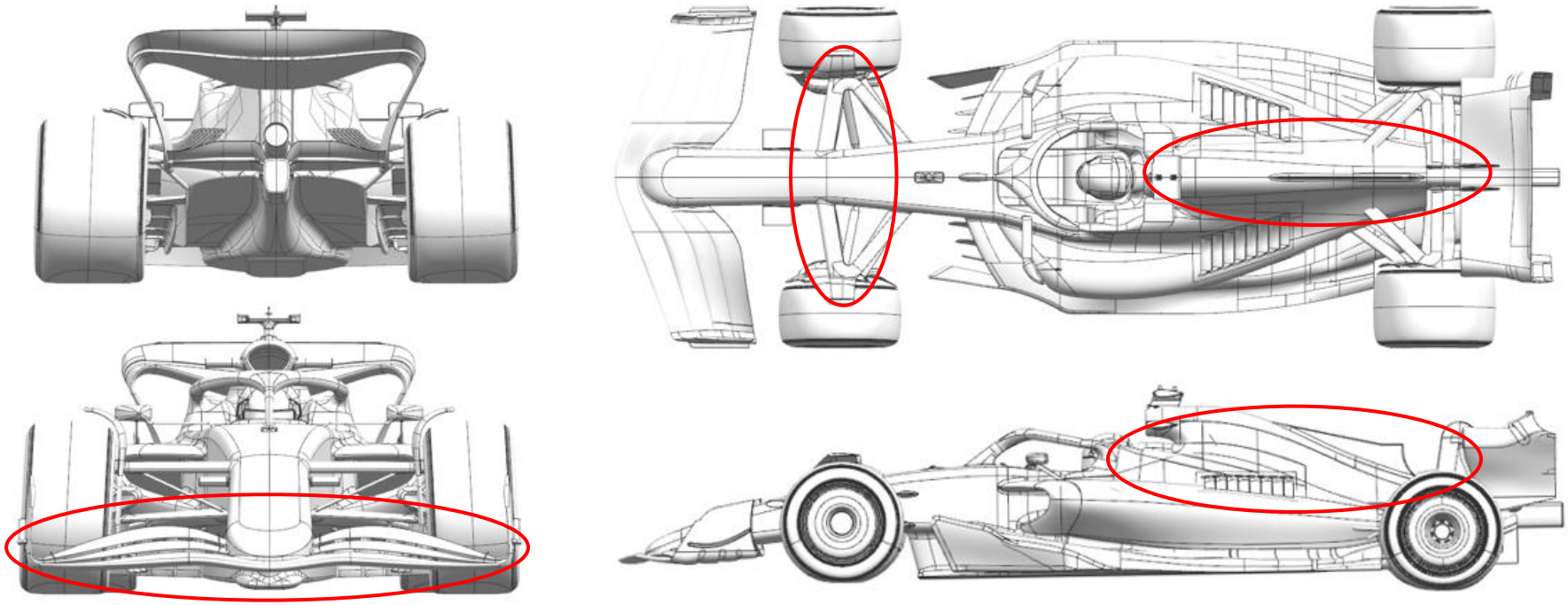


FIA FORMULA 1 WORLD CHAMPIONSHIP

Car Presentation – 2025 Emilia Romagna 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	Front Suspension	Performance - Flow Conditioning	Reprofiled suspension fairings	All leg fairings reprofiled to improve aerodynamic robustness in a variety of conditions - improving flow to the rear of the car and consequently floor load.
2	Front Wing	Performance - Flow Conditioning	Reprofiled front wing elements.	Redistribution of chordwise and spanwise front wing load through element reprofiling, producing a change in upwash field behind the wing resulting in improved onset flow to the rear of the car.
3	Coke/Engine Cover	Circuit specific - Cooling Range	Subtle change to engine cover shape.	Upper surface geometry change improves onset flow to the rear wing, gaining local load, whilst also improving engine cooling efficiency.



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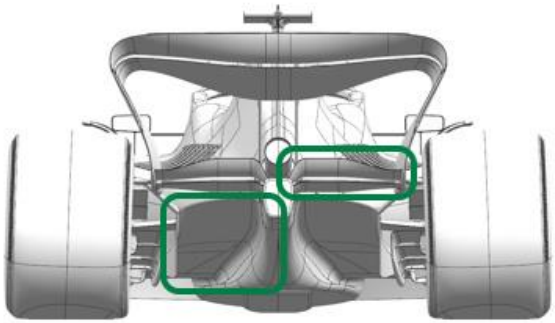
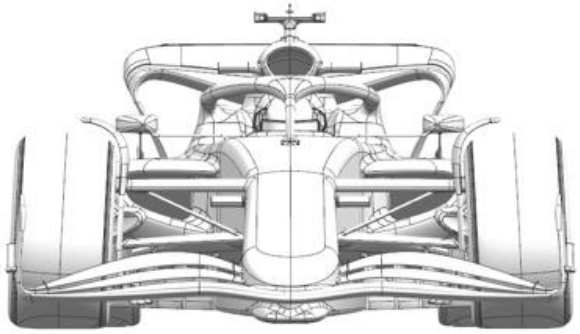
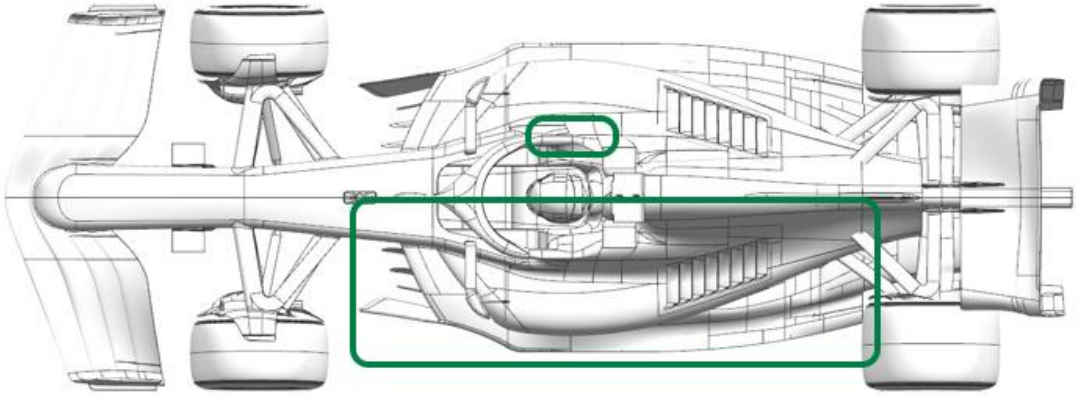
Car Presentation – Emilia Romagna Grand Prix

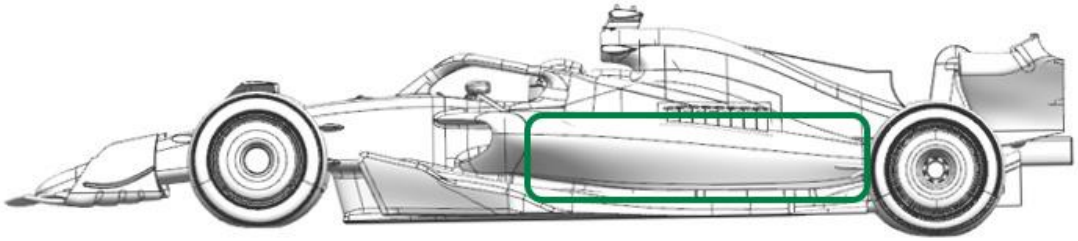
Aston Martin Aramco F1 Team

	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	Halo	Performance - Local Load	The local detail around the rear halo mounts has been revised with a reduced fin.	Changes to the management of the flow around the cockpit alter the load generated in that area as well as affecting the flow behind this region.
2	Floor Body	Performance - Local Load	The main body of the floor has evolved slightly with the fences and floor edge.	The revised shapes improve the flowfield under the floor increasing the local load generated on the lower surface and hence performance.
3	Floor Fences	Performance - Local Load	The fences have revised curvature and local details.	The revised shapes improve the flowfield under the floor increasing the local load generated on the lower surface and hence performance.
4	Floor Edge	Performance - Local Load	Small changes to the details of the floor edge wing and the main floor inboard of this.	The revised shapes improve the flowfield under the floor increasing the local load generated on the lower surface and hence performance.
5	Diffuser	Performance - Local Load	The shoulder of the diffuser has been updated.	The revised shapes improve the flowfield under the floor increasing the local load generated on the lower surface and hence performance.
6	Coke/Engine Cover	Performance - Local Load	Change to the curvature of the coke.	This revised shape is developed alongside the floor edge details to improve the performance of the floor as above.
7	Beam Wing	Performance - Drag reduction	The beam wing sections are reduced in incidence compared to the previous version.	The reduction in aggression of the beam wing elements reduce downforce but also drag for an overall efficiency improvement at this rear wing level.









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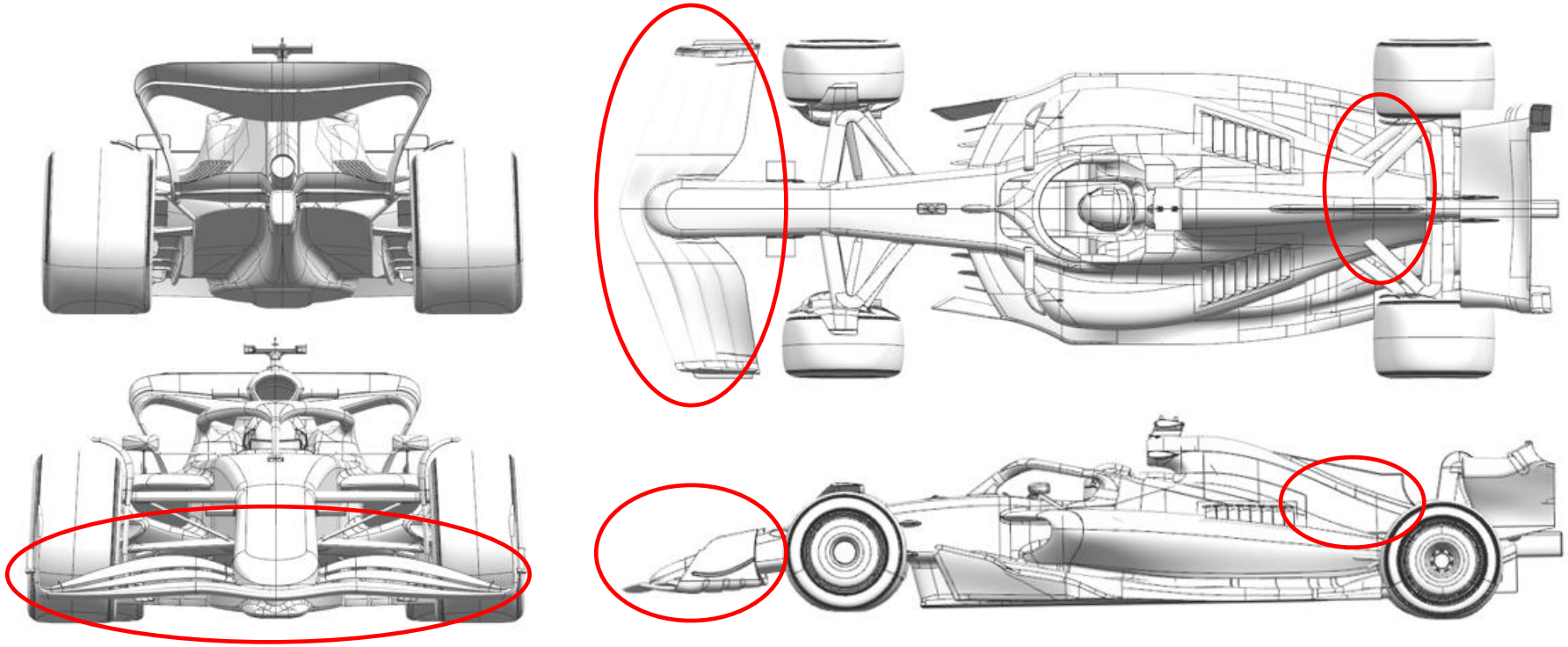
Car Presentation – Emilia Romagna Grand Prix

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	Performance – Local load	Reprofiled front wing and flap	The front wing has been redesigned to redistribute the load across its elements and offer local load gains across its operating range.
2	Coke/Engine Cover	Performance - Flow Conditioning	Reprofiled rear bodywork panel	The rearward bodywork panel has been reprofiled to improve the flowfield delivery at the rear of the car and gain efficient load.



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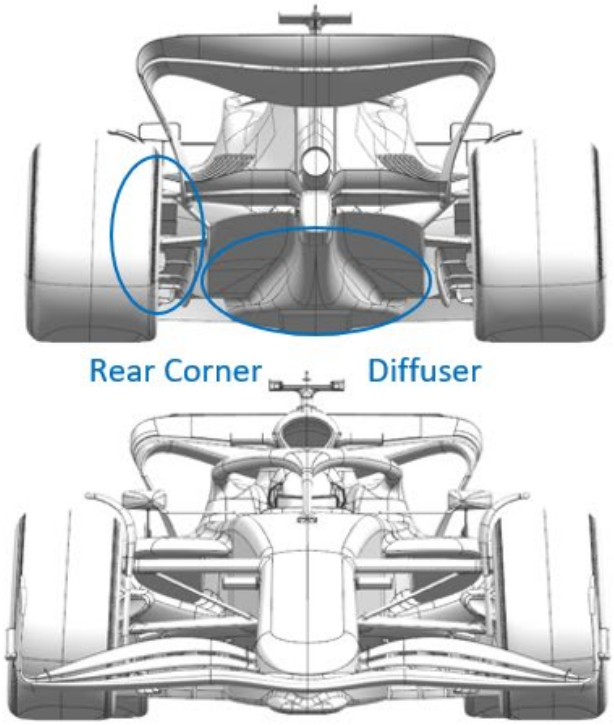
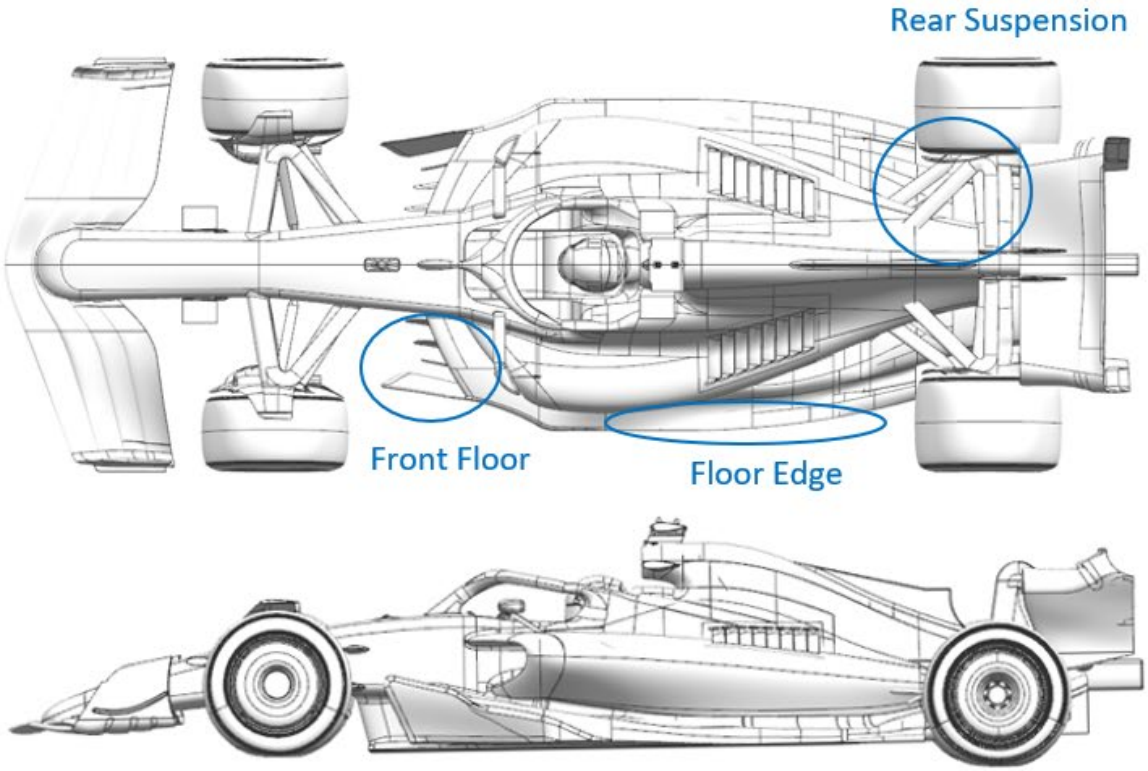
Car Presentation – 2025 Emilia Romagna Grand Prix

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	Front floor contraction shape modified	The new front floor contraction shape facilitates a cleaner flow delivery to the rear end of the car, resulting in higher energy extraction from the floor and, consequently, enhanced performance.
2	Floor Edge	Performance - Flow Conditioning	Slimmer floor edge	This new floor edge works in conjunction with the front floor contraction to ensure a cleaner flow delivery to the rear.
3	Diffuser	Performance - Local Load	Expansion rate modified	The altered incoming flow necessitates a new expansion rate for the diffuser. The updated floor package delivers higher performance across a wide range of ride heights.
4	Rear Corner	Performance - Local Load	Updated ancillaries and IB drum face shape	The lower element of the rear brake duct now features a revised trim and shape, allowing for local load extraction and better control of the tire wake. Additional load is achieved through a revision of the upper winglets, which now include more elements.
5	Rear Suspension	Performance - Flow Conditioning	Lower suspension fairing shape	Together with the new top and bottom corner ancillaries also the lower suspension fairing in its outer portion was updated to support the surrounding changes.


Rear Corner
Diffuser


Rear Suspension
Front Floor
Floor Edge

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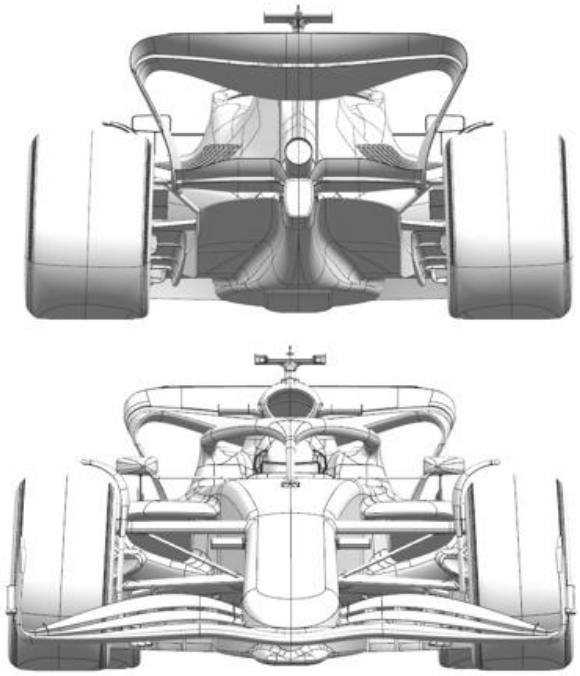
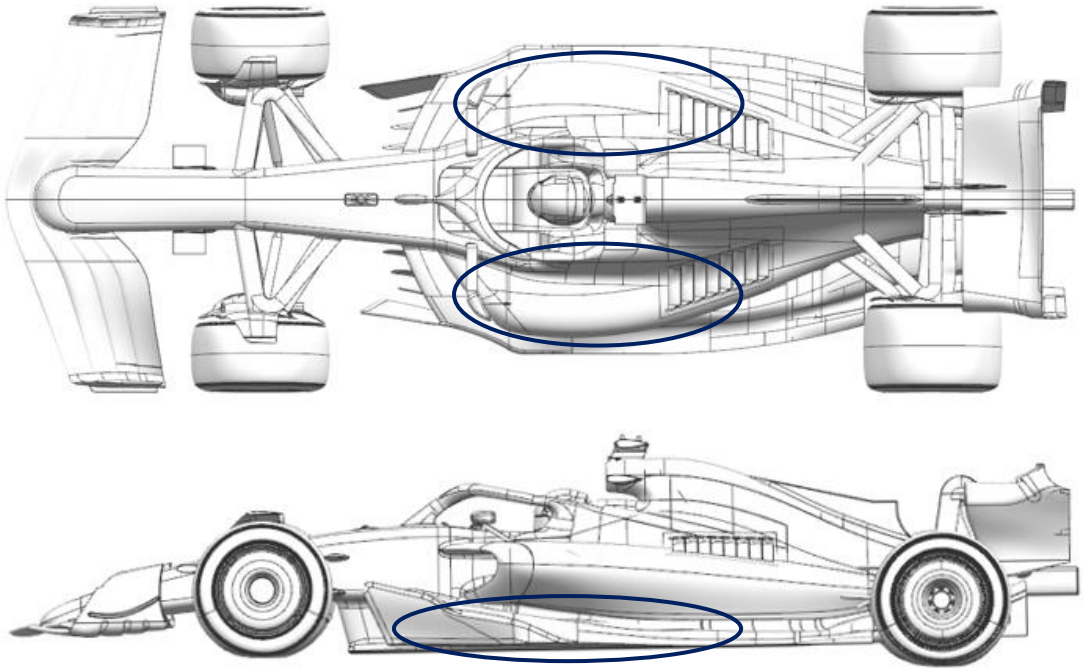
Car Presentation – Emilia-Romagna Grand Prix

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	Floor Body	Performance - Local Load	The volume within the underfloor channels has been modified, with subsequent adjustments to the fence camber and floor edge winglet positions.	The channels in the forward floor create local downforce, but also define the downstream flow conditions for the rest of the floor. This update increases local load without degrading this downstream flow.
2	Coke/Engine Cover	Performance - Flow Conditioning	The undercut shape of the sidepod has been modified, and a chassis winglet added.	The shape of the bodywork undercut has been developed to promote high energy flow towards the back of the car and the floor edge wing. The chassis winglet helps to manage the airflow reaching the rear wing.





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Car Presentation – Emilia - Romagna

Atlassian Williams Racing

No updates submitted for this event.

FIA FORMULA 1 WORLD CHAMPIONSHIP

Car Presentation – Emilia Romagna Grand Prix

Stake F1 Team KICK Sauber

No updates submitted for this event.