



FIA FORMULA 1 WORLD CHAMPIONSHIP



2025 CHINESE GRAND PRIX

21 - 23 March 2025

From	The FIA Formula One Media Delegate	Document	9
To	All Teams, All Officials	Date	21 March 2025
		Time	08:55

Title Car Presentation Submissions

Description Car Presentation Submissions

Enclosed 2025 Chinese Grand Prix - Car Presentation Submissions.pdf

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The FIA Formula One Media Delegate



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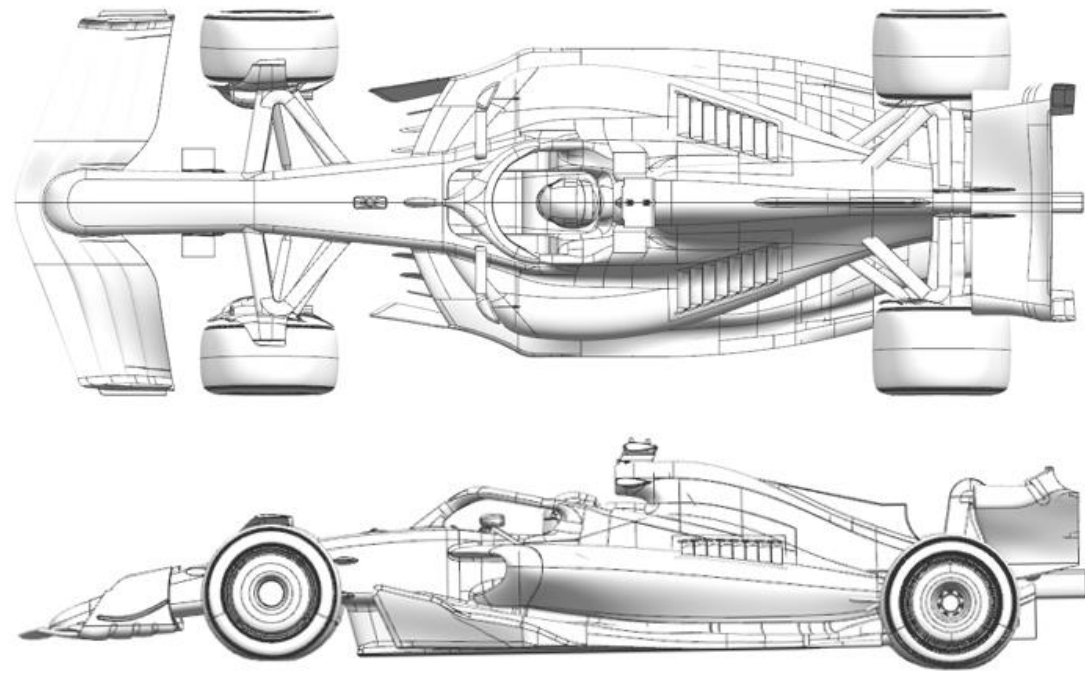
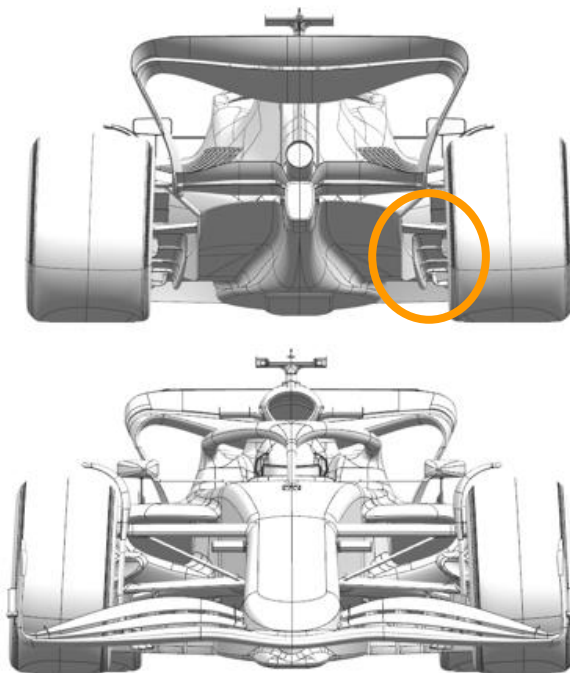
Car Presentation – Chinese Grand Prix

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	New Rear Brake Duct Winglet	The new Rear Brake Duct Winglet improves local flow physics in interaction with floor and tyre, resulting in an overall gain in aerodynamic performance.



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SCUDERIA FERRARI HP

No updates submitted for this event.



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Car Presentation – R02 Chinese Grand Prix
Red Bull Racing

No updates submitted for this event.



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Car Presentation – 2025 Chinese Grand Prix

Mercedes-AMG PETRONAS F1 Team

No updates submitted for this event.



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Car Presentation – Chinese Grand Prix
Aston Martin Aramco F1 Team

No updates submitted for this event.



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Car Presentation – Chinese Grand Prix
BWT Alpine F1 Team

No updates submitted for this event.



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Car Presentation – China Grand Prix

MoneyGram Haas F1 Team

No updates submitted for this event.



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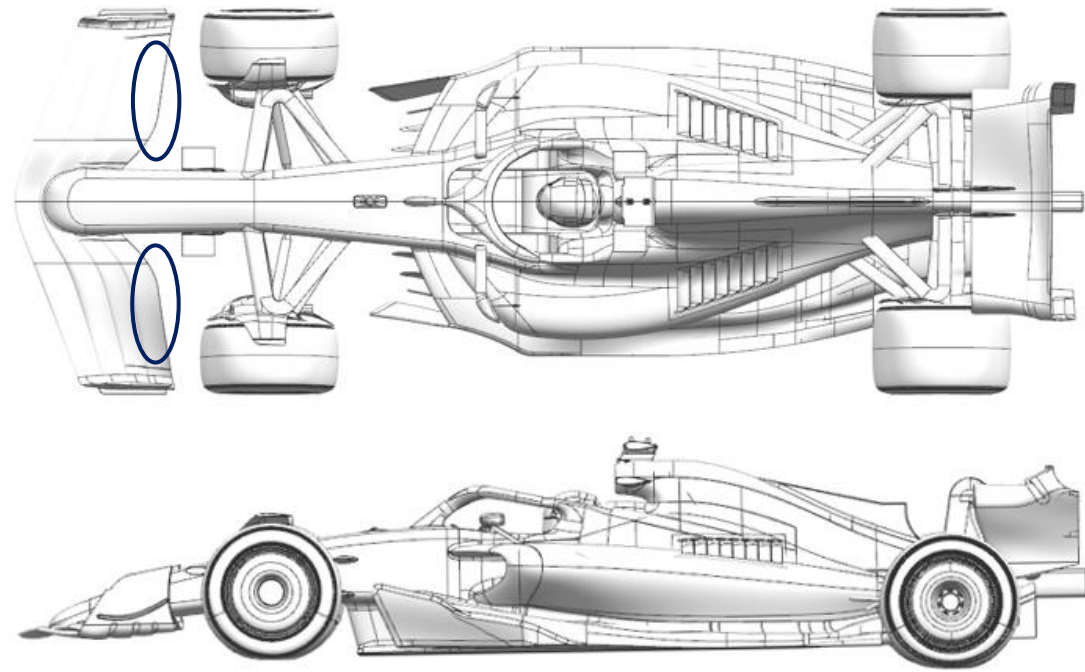
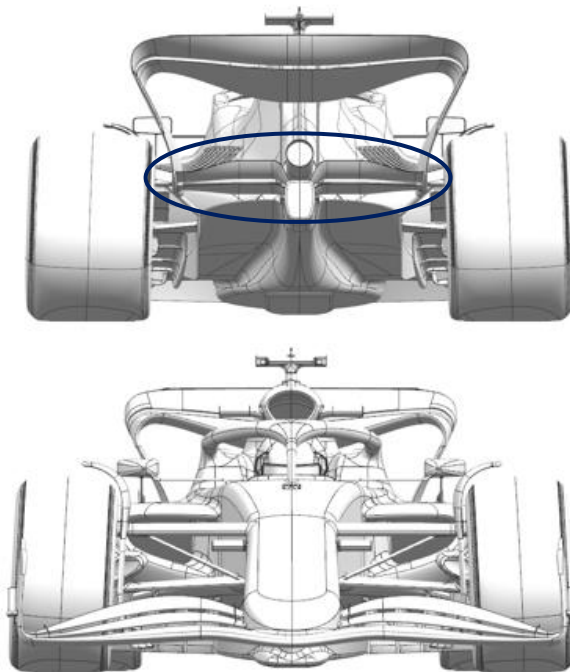
Car Presentation – Chinese Grand Prix

Visa Cash App RB

	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	Additional FW gurney options available	For circuits with higher aero balance requirements, adding gurneys to the front wing increases the front wing load generated at a given flap angle.
2	Beam Wing	Circuit specific - Drag Range	Two-element beam wing with greater camber & incidence.	Raising the trailing edge of the beam wing and using a two-element configuration increases the overall load generated by the rear wing assembly but with some additional drag, making it suitable at some higher-downforce circuits.



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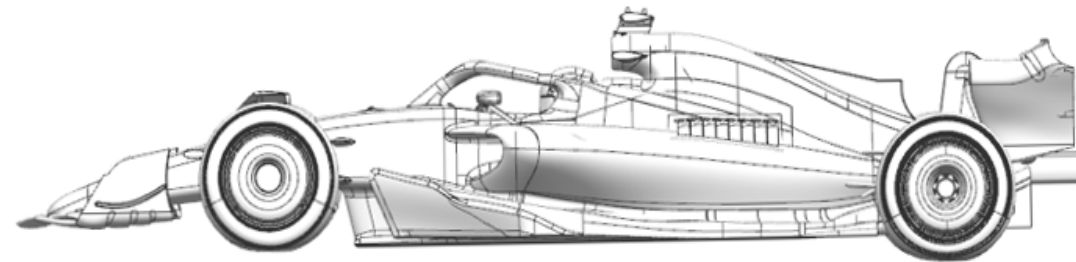
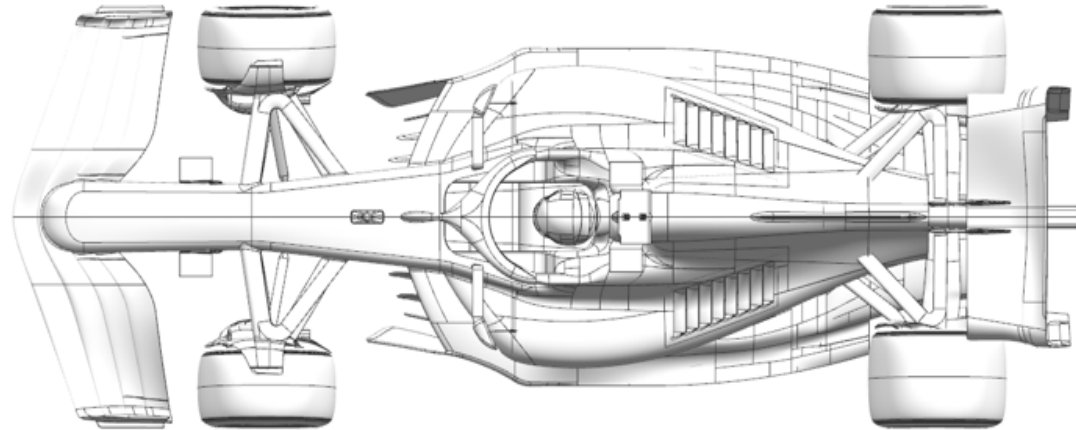
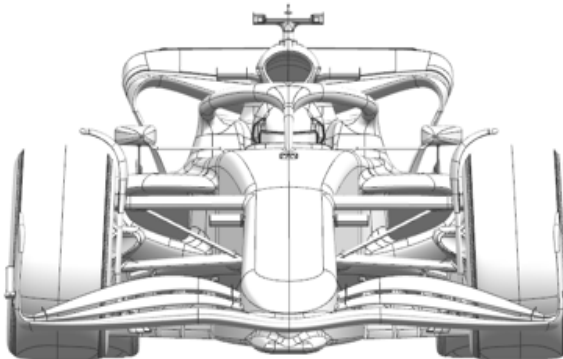
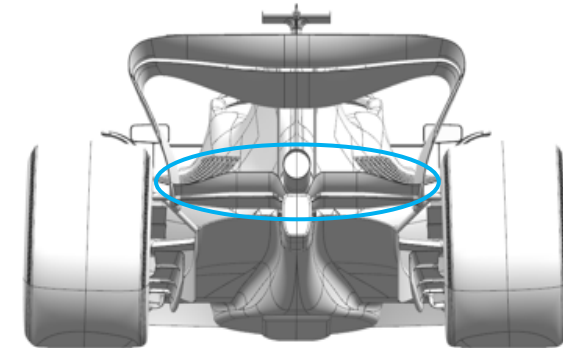
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Car Presentation – CHINESE Grand Prix

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	Rear Beam Wing	Circuit specific – Drag Level	A new main beam wing is available this weekend. It is a larger span version of the wing raced in Melbourne. There is also an optional forward lower wing that can accompany this main beam wing.	The new beam wing options, which have a larger area than the previous version simply generate more load and drag from rear wing assembly. This gives an efficient increase in load at medium-high downforce circuits.





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Car Presentation – Chinese 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	Coke/Engine Cover	Performance - Flow Conditioning	Changes to the engine cover design.	This test item has a potentially positive effect to the flow field around the bodywork surfaces, improving both overall downforce of the car and the aero efficiency.



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