



FIA FORMULA 1 WORLD CHAMPIONSHIP



2025 MONACO GRAND PRIX

23 - 25 May 2025

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To	All Teams, All Officials	Date	23 May 2025
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Title Car Presentation Submissions

Description Car Presentation Submissions

Enclosed 2025 Monaco Grand Prix - Car Presentation Submissions.pdf

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The FIA Formula One Media Delegate



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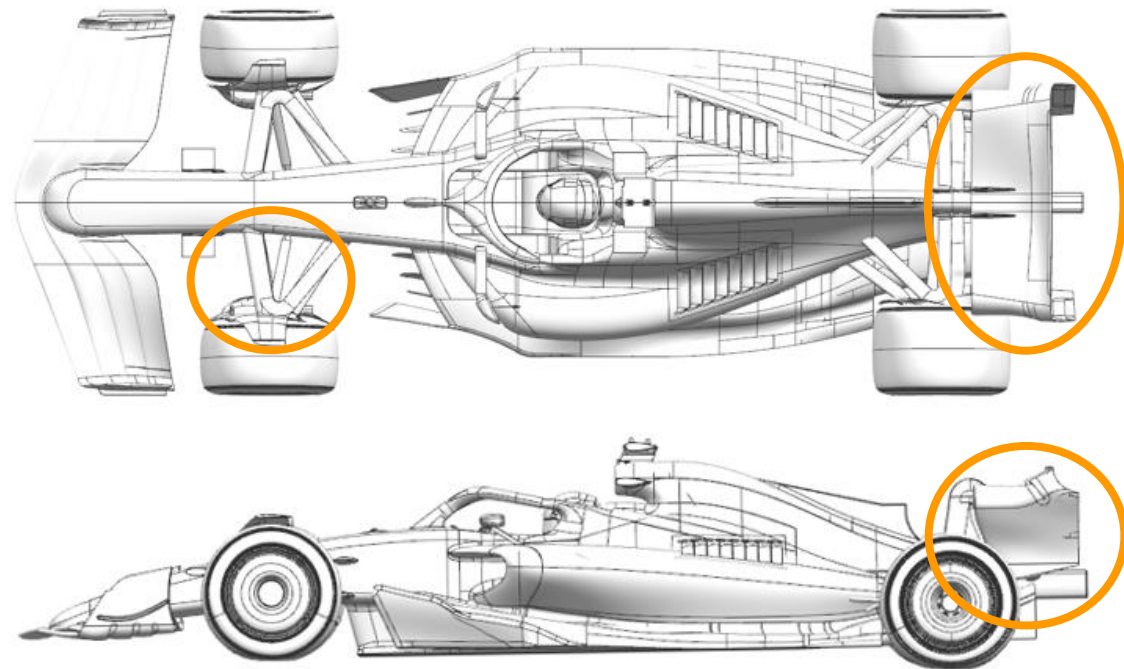
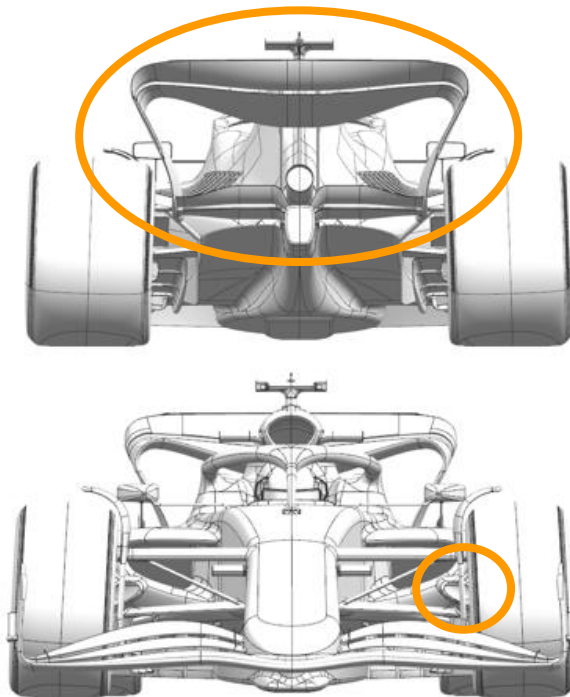
Car Presentation – Monaco Grand Prix

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 Wing	Circuit specific - Drag Range	Medium-High Downforce Rear Wing	A medium-high Downforce Rear Wing sitting between the medium and high downforce Rear Wing assemblies has been made available for this track, featuring an efficient reduction in Drag compared to the high downforce wing.
2	Beam Wing	Circuit specific - Drag Range	Medium-High Downforce Beam Wing	In order to ensure the high downforce Rear Wing assembly is suitable across multiple circuits, a Beamwing with medium-high level of load has been designed alongside the aforementioned assembly.
3	Beam Wing	Circuit specific - Drag Range	Medium Downforce Beam Wing	In order to ensure the high downforce Rear Wing assembly is suitable across multiple circuits, a Beamwing with a medium level of load has been designed alongside the aforementioned assembly.
4	Front Suspension	Performance - Mechanical Setup	Front Suspension Geometry Update	In order to deal with the unique cornering challenges that this circuit brings, the front suspension geometry has been modified.
5	Front Corner	Circuit specific - Cooling Range	Increased Front Brake Cooling Option	Given the significant brake cooling demand of this circuit, an option to increase brake cooling on the front axle is available to deploy should this be required.



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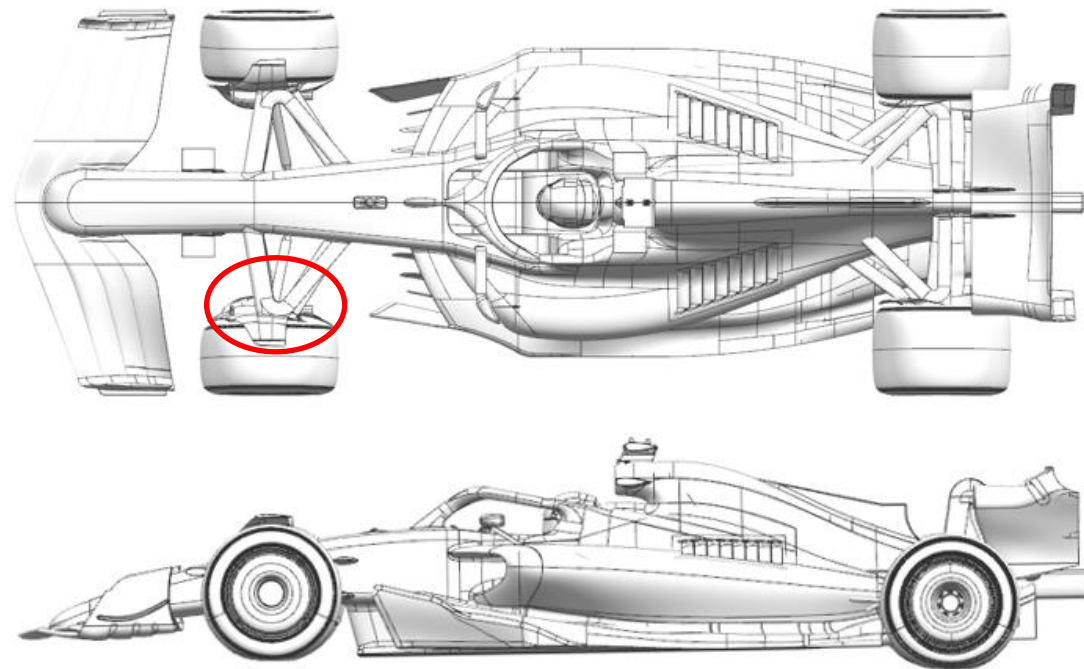
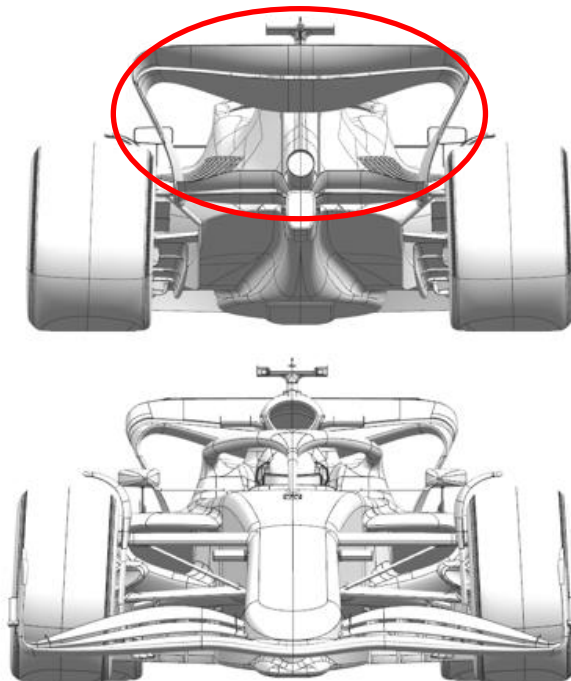
Car Presentation – Monaco Grand Prix

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	Front Suspension	Circuit specific	Modification to trackrod / suspension fairings and FBD scoop clearance	Monaco specific front suspension and corner modifications to allow for greater single wheel angle necessary on this particular circuit layout
2	Front Corner			
3	Beam Wing	Circuit specific - Drag Range	Higher Downforce Top Rear Wing and Lower Rear Wing designs	Introduction of more loaded Top and Lower Rear Wing main and flap profiles, carried over from 2024. This is track specific, with the aim to cover the low aerodynamic efficiency requirements of the Monaco street circuit.
4	Rear Wing			



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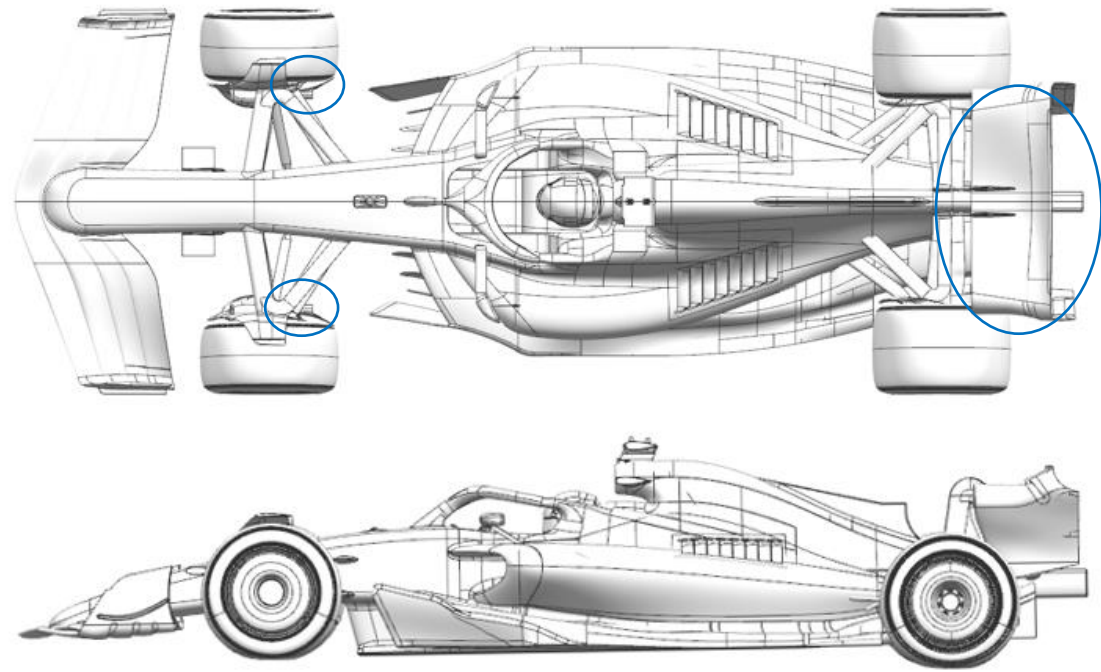
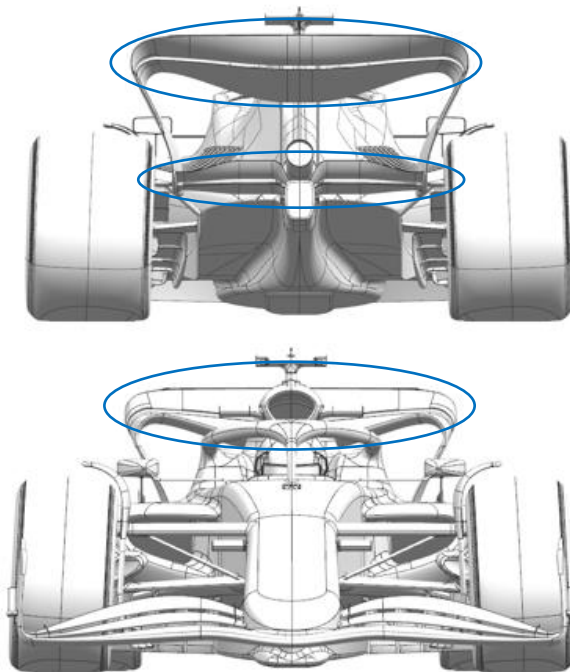


Car Presentation – Monaco Grand Prix Red Bull Racing

	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	Rear wing	Performance - Local Load	Enlarged rear wing upper and beam, for camber and chord	The Monaco circuit rearwards aerodynamic load and the enlarged rear wing plus beam wing provides this at the lower car speeds encountered
2	Front Suspension	Reliability	Revised wishbone faring	To attain greater steering lock, the lower wishbone fairing has been altered to clear the wheel
3	Front Corner	Reliability	Revised exit duct and gaitor	To attain the necessary cooling for the front brakes, a larger exit duct is available with a consequential trim to the gaitor sealing the upper wishbone.



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Car Presentation – 2025 Monaco Grand Prix

Mercedes-AMG PETRONAS F1 Team

No updates submitted for this event.



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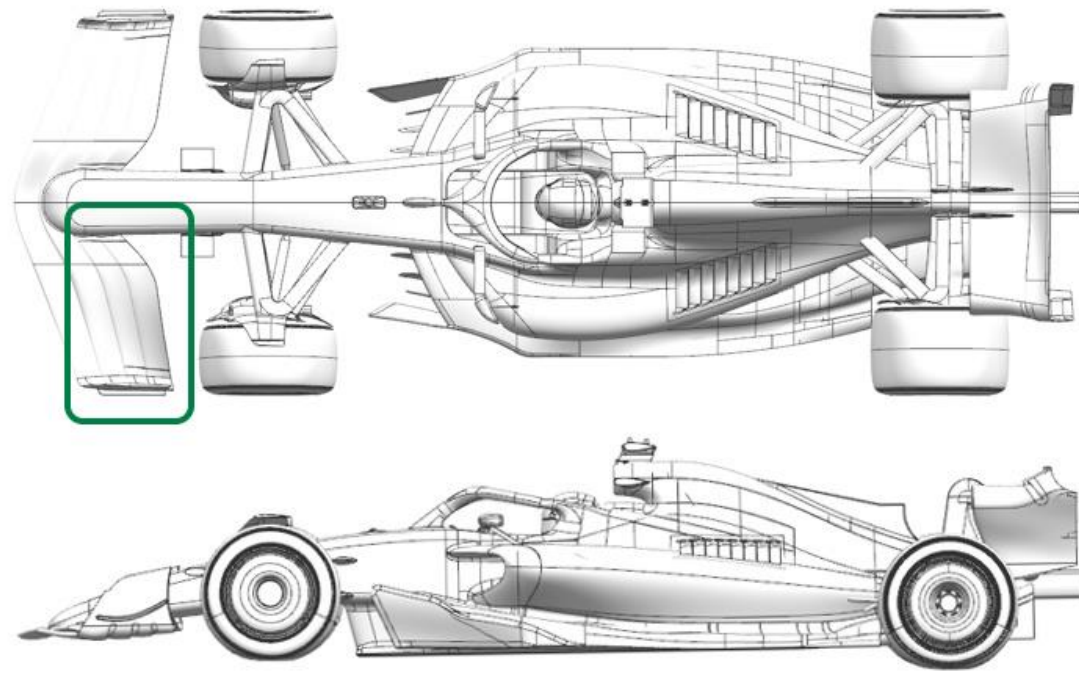
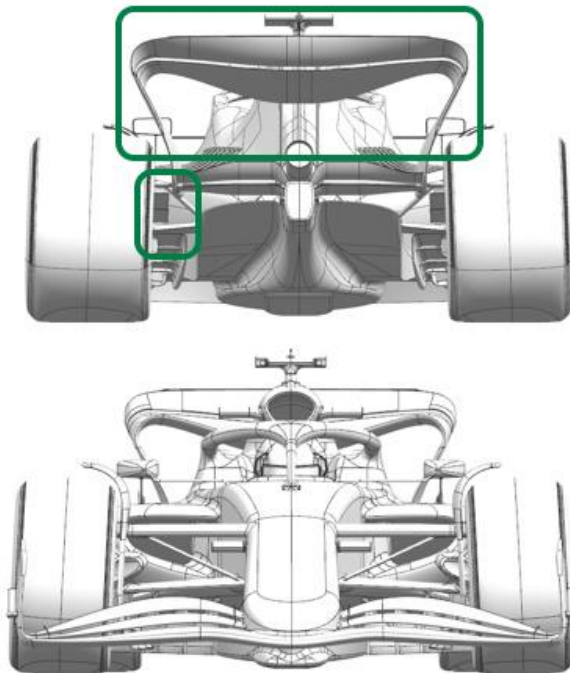


Car Presentation – Monaco Grand Prix Aston Martin Aramco F1 Team

	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 Wing	Circuit specific - Balance Range	Front wing flap with more aggressive profiles.	This is a higher loaded front wing flap to achieve the desired car setup to balance the more powerful rear wing also introduced at this event.
2	Rear Wing	Circuit specific - Drag Range	More aggressive rear wing with more surface area.	This rear wing generates more load than the versions which have been used previously this season and is introduced due the characteristics of this circuit.
3	Rear Corner	Circuit specific - Cooling Range	The inlet is increased and the exit duct and the vanes surrounding it have been revised.	The inlet and exit changes increase flow through the duct and hence cooling. The geometry has increased loading on the surfaces of the devices so raising the local load generated in the area.



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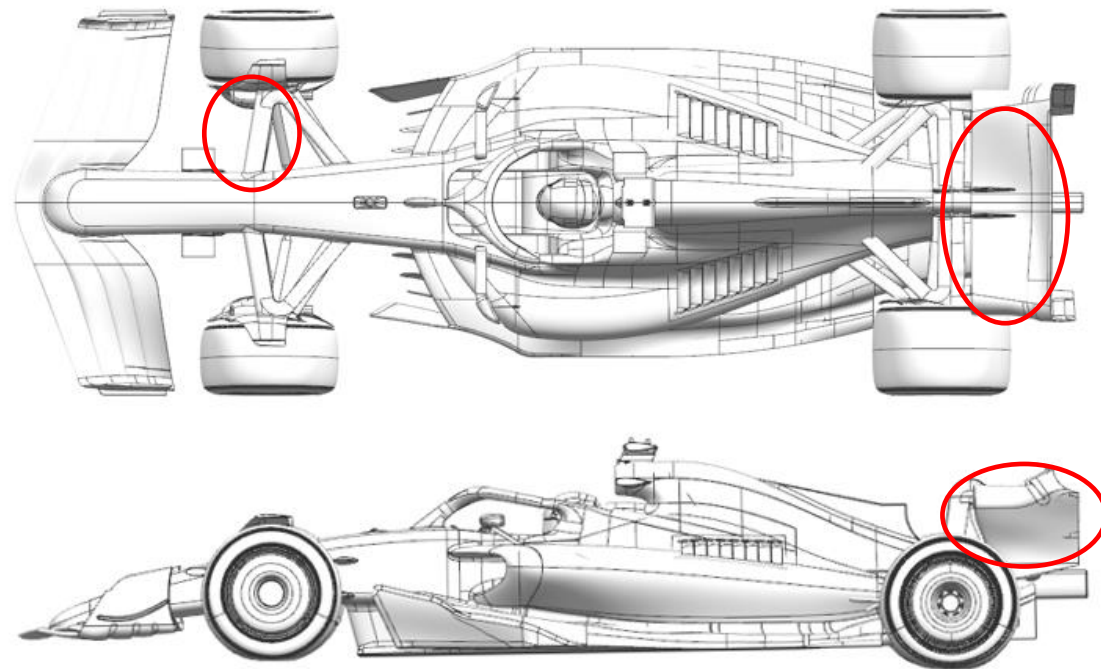
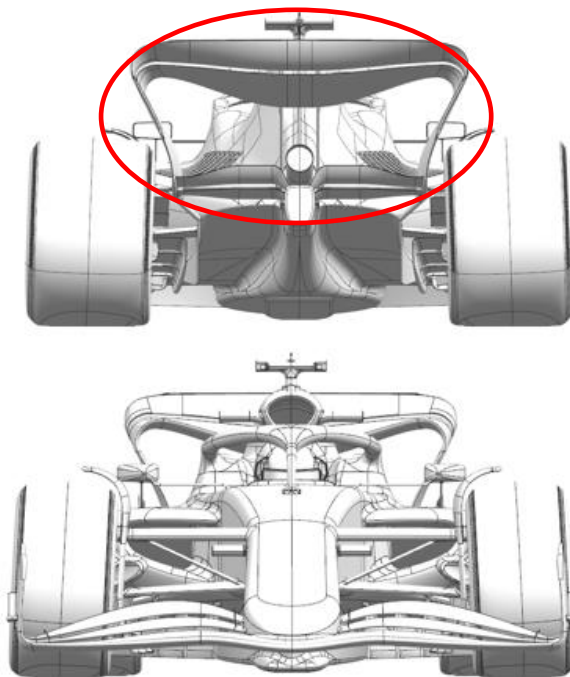
Car Presentation – Monaco Grand Prix

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 Suspension	Performance – Mechanical Setup	New trackrod fairing and supports to suit Monaco racetrack	This modification to the front suspension increases the road wheel angle. This modification is needed for the specific circuit characteristics.
2	Rear Wing	Circuit specific - Drag Range	More loaded top rear wing main plane	The top rear wing is more loaded, delivering more downforce and offering the best lap-time for the specific circuit characteristics of Monaco
3	Beam Wing	Circuit specific - Drag Range	Rear beam wing designed to work with the top rear wing update	Similar to the rear wing, the beam wing features more load with the objective of delivering the best lap-time around Monaco.



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Car Presentation – 2025 Monaco Grand Prix

MONEYGRAM HAAS F1 TEAM

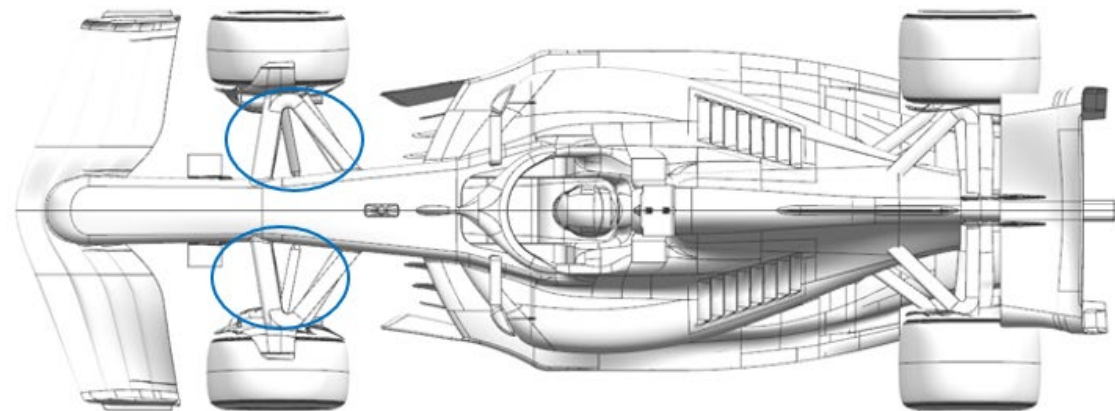
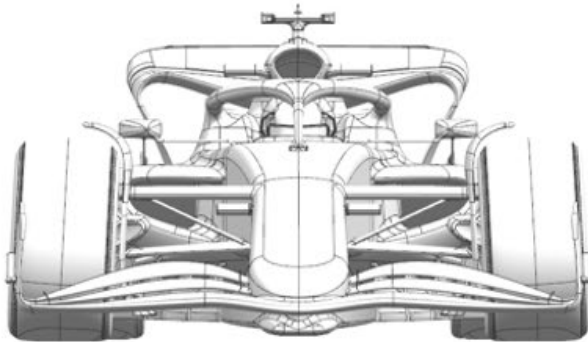
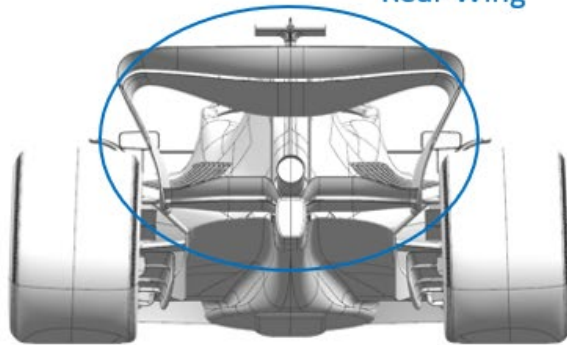
	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works (min 20, max 100 words)
1	Rear Wing	Performance - Local Load	More cambered RW profile cluster	This circuit-specific rear wing uses the full regulation box to maximize downforce, accepting the associated drag increase, which is less penalizing in Monaco compared to other circuits
2	Beam Wing	Performance - Local Load	More cambered Lower Rear Wing Profiles	This option is tailored to operate with the more aggressive rear wing design, continuing to aim for increased downforce.
3	Front Suspension	Performance - Mechanical Setup	Front Trackrod position	A minor adjustment to the front trackrod was needed to meet the circuit-specific steering angle requirements.



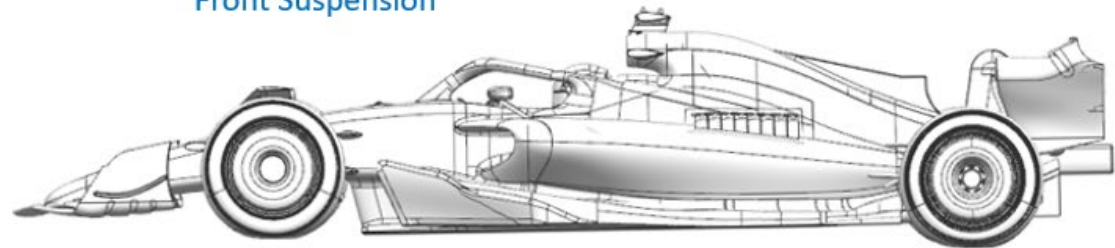
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Rear Wing



Front Suspension





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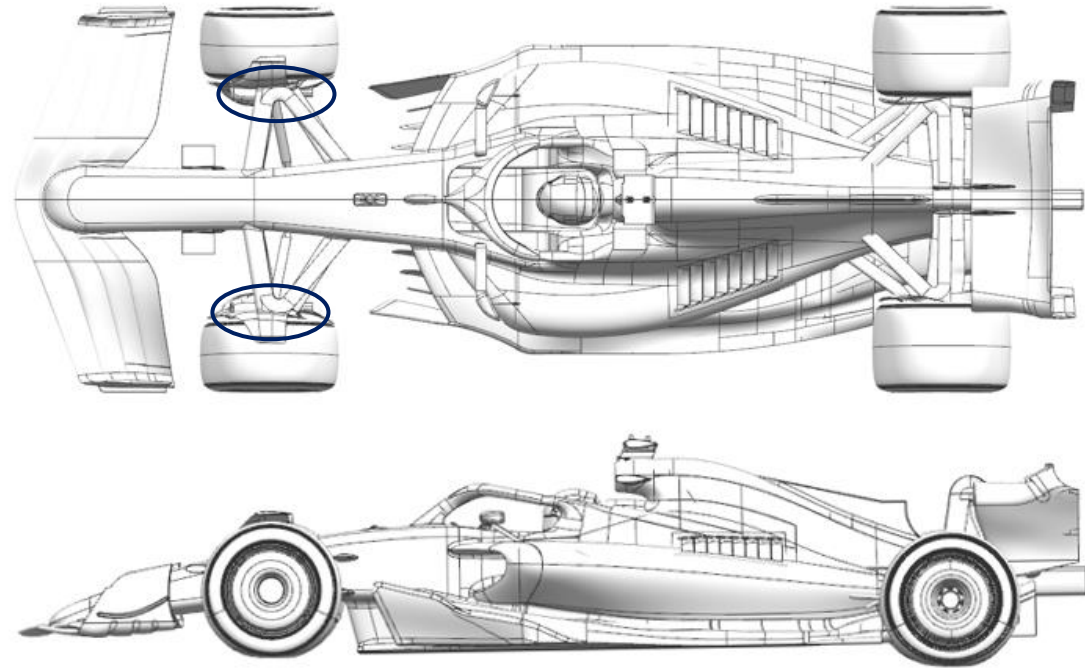
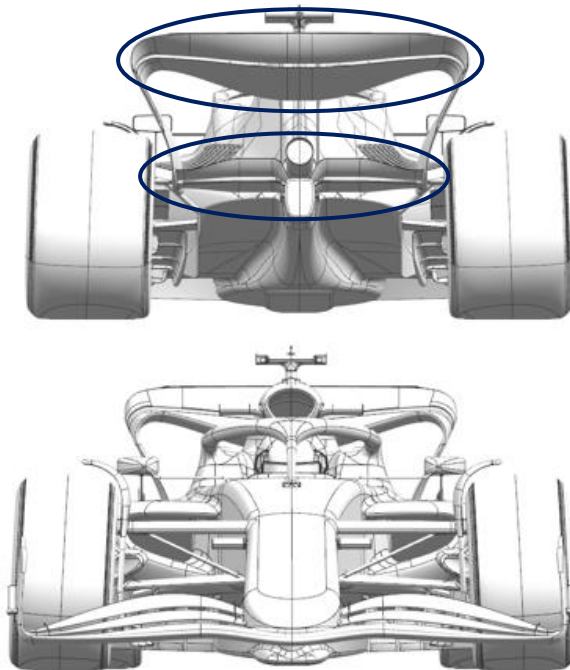
Car Presentation – Monaco Grand Prix

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 Corner	Circuit specific – Mechanical Setup	The shape of the cooling exit duct and trackrod ends has been adjusted to increase clearance for high steer angles	The steering angle required at Monaco increases the clearance requirements between suspension & brake duct components. This update addresses these clearance issues with a minimal change on aerodynamic performance.
2	Beam Wing	Circuit specific - Drag Range	A new double-element high downforce beam wing.	The highly cambered and high incidence elements increase the downforce generated by the beam wing, whilst aerodynamically supporting the flow attachment of the upper wing.
3	Rear Wing	Circuit specific - Drag Range	A new max downforce upper wing.	The camber of the upper wing profiles is increased to maximise the load generated. The tip shape helps to improve the overall efficiency.



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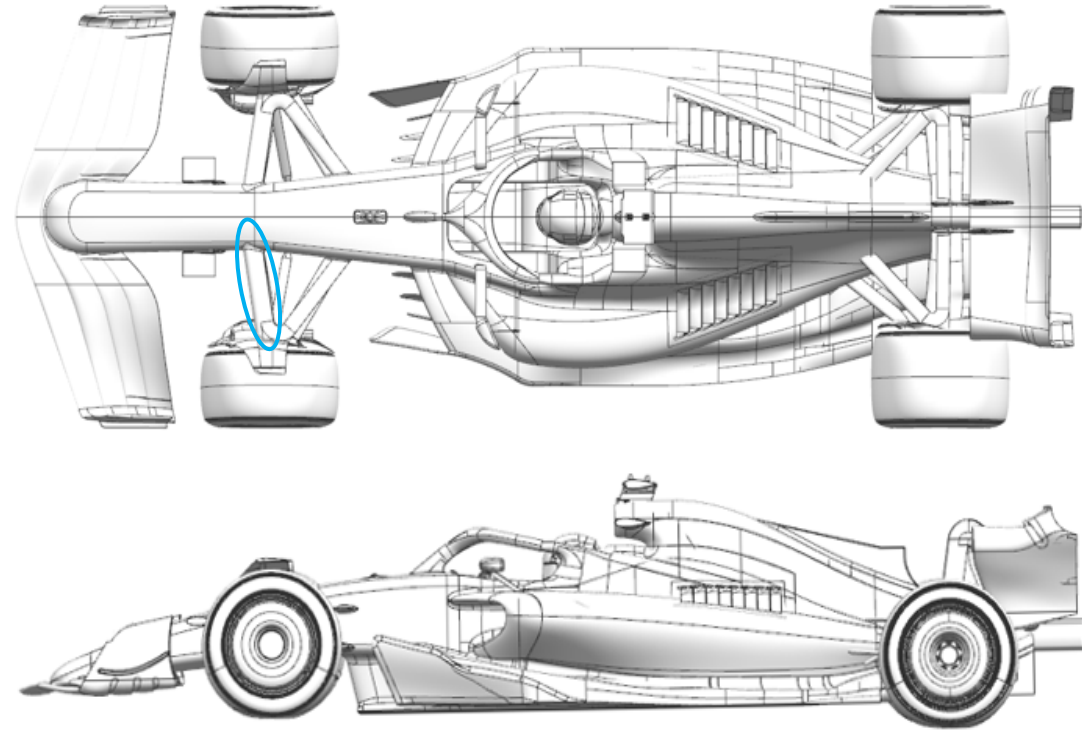
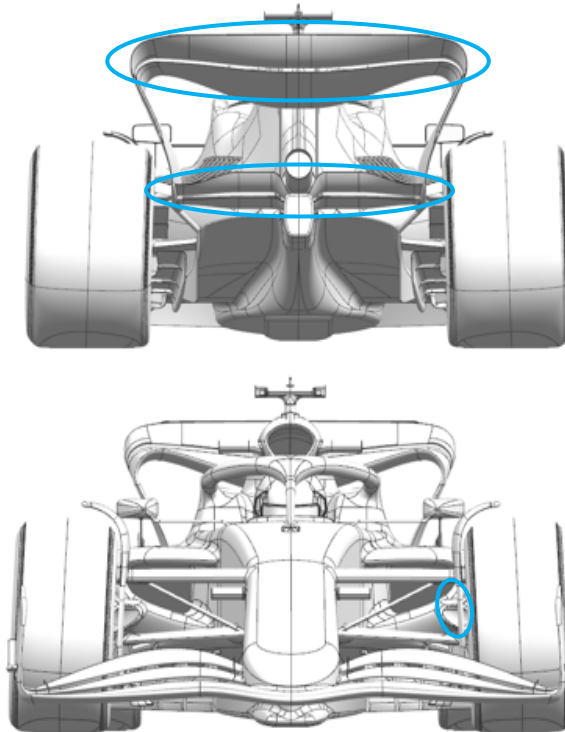
Car Presentation – MONACO Grand Prix

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 Wing	Circuit specific - Drag Range	The rear wing for Monaco is a larger wing overall with a high angle of attack. It is the 2024 RWing that we ran in Monaco last year.	The larger upper rear wing delivers more downforce and drag than the medium downforce wing that we raced in, for example, Imola. The increase in downforce and drag is achieved at an efficiency that is suitable to street circuits such as Monaco.
2	Beam Wing	Circuit specific - Drag Range	The beam wing that compliments the high downforce upper rear wing is larger than the previous version. It is also a 2024 geometry. There is also a Fwd RLW element that is also a 2024 component, which runs with this high downforce assembly. A small pylon wing completes this rear wing assembly.	The larger beam wings and pylon wing work together to generate more downforce and drag than the medium downforce versions. They also support the flow to the upper elements to ensure that they work efficiently and remain stable.
3	Front Suspension	Performance - Mechanical Setup	There are some modifications to the front steering geometry that are Monaco specific. Although physically new parts for 2025, they mimic the changes that we routinely make for this circuit. The modifications permit additional steering at the road wheels. There are updated boot surfaces to accommodate the additional steering.	This minor mechanical adjustment allows a greater rotation of the road wheels for a given rotation of the steering wheel. This update provides the steering lock required to tackle the hairpin in Monaco.
4	Front Corner	Circuit specific - Cooling Range	There is a larger exit available for the front brake duct. This increases the brake disc/caliper cooling, which is appropriate for Monaco.	The larger exit simply allows more air to flow through the brake duct assembly and therefore provides more cooling to the brake components. This effectively compensates for the lower straight-line speed in Monaco and the increased brake duty.



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Car Presentation – Monaco 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	Rear Wing	Circuit specific - Drag Range	High downforce rear wing assembly	For this specific track and future events, we have introduced a new high-downforce rear wing assembly, which efficiently increases load.
2	Front Corner	Circuit specific - Cooling Range	New front brake duct design	The new design offers an increased brake system cooling flow to accommodate the low average airspeed of this specific track.



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