



FIA FORMULA 1 WORLD CHAMPIONSHIP



2025 MIAMI GRAND PRIX

02 - 04 May 2025

From	The FIA Formula One Media Delegate	Document	8
To	All Teams, All Officials	Date	02 May 2025
		Time	09:55

Title Car Presentation Submissions

Description Car Presentation Submissions

Enclosed 2025 Miami Grand Prix - Car Presentation Submissions.pdf

Roman De Lauw

The FIA Formula One Media Delegate



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**Car Presentation – Miami Grand Prix
McLaren Formula 1 Team**

No updates submitted for this event.



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Car Presentation – Miami Grand Prix

SCUDERIA FERRARI HP

No updates submitted for this event.



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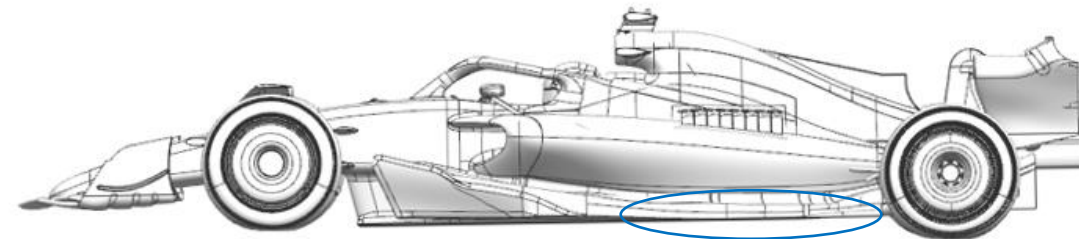
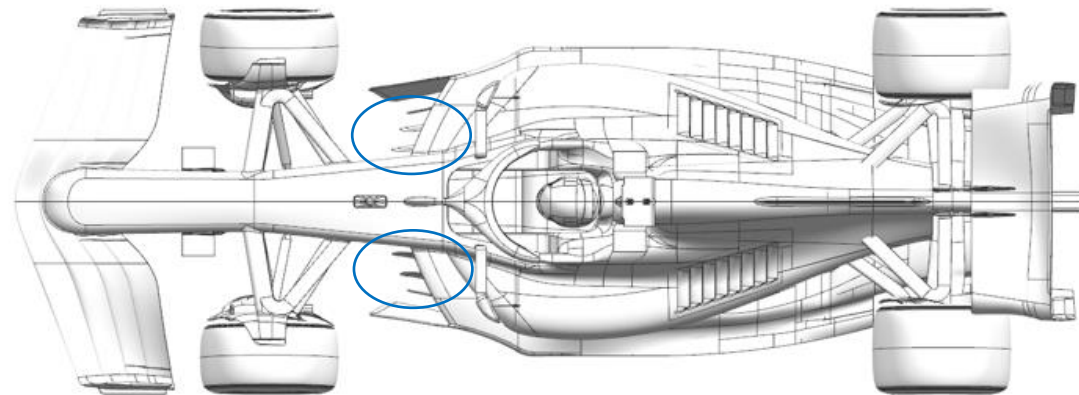
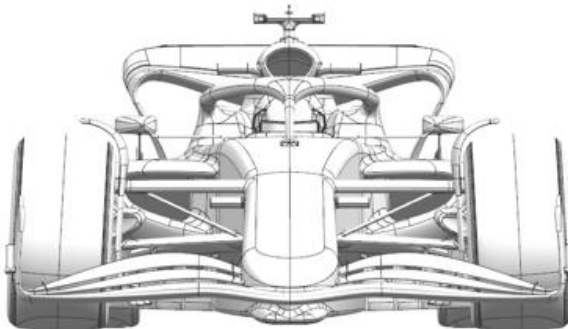
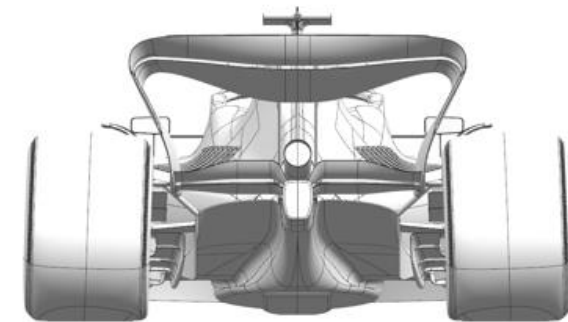


Car Presentation – USA Miami Grand Prix Red Bull Racing

	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 Fences	Performance - Local Load	Re-positioned floor fences	Re-optimisation of the fences to extract a small increase in load for the same flow stability.
2	Floor Edge	Performance - Local Load	New surfaces with increased camber locally	To further optimise, more camber has been applied to the edge wing for more local load.



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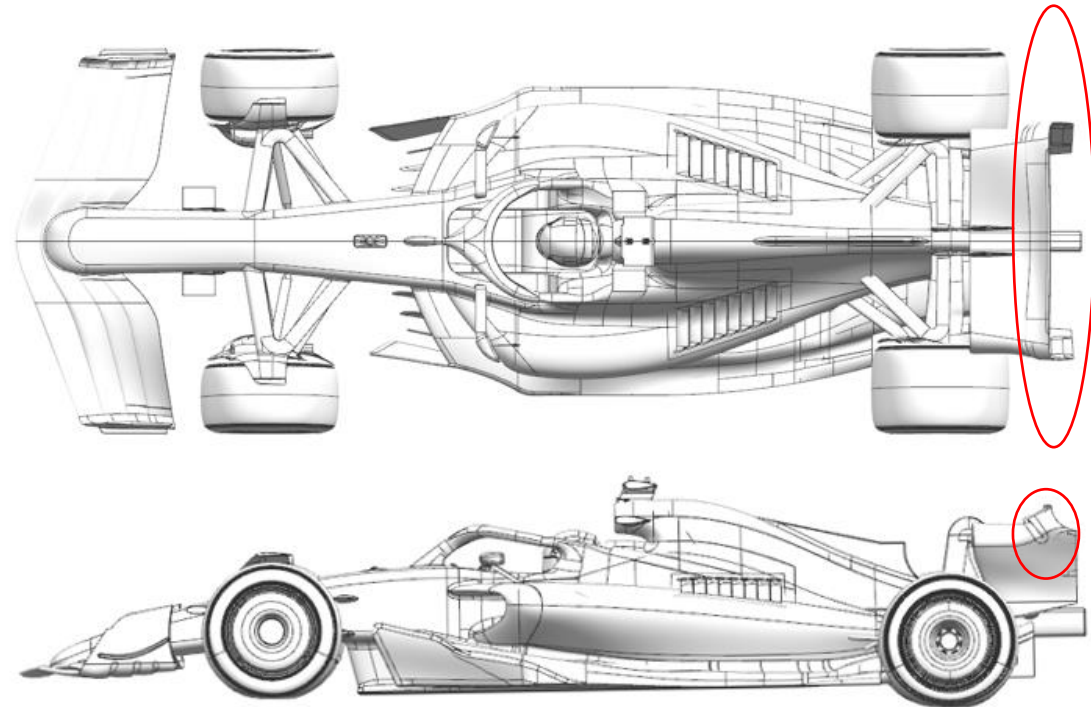
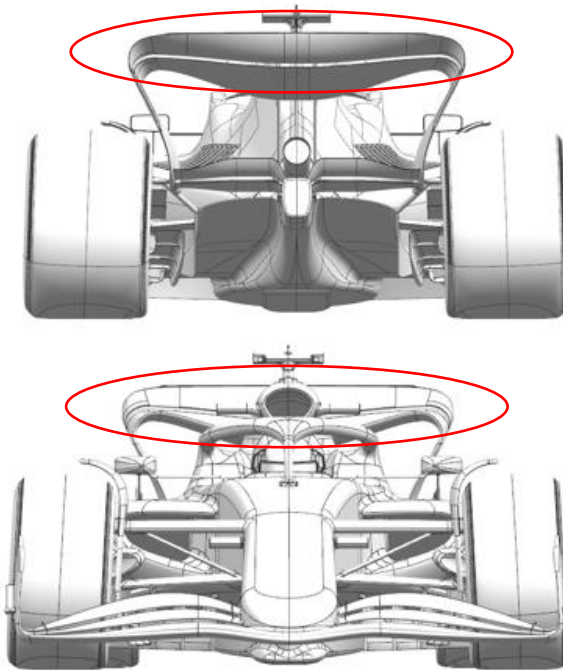
Car Presentation – 2025 Miami Grand Prix

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	Rear wing	Performance – local load/circuit specific	Camber change to flap.	A circuit specific flap update. Reduced camber aimed at reducing local downforce and drag along an efficiency slope appropriate for Miami.



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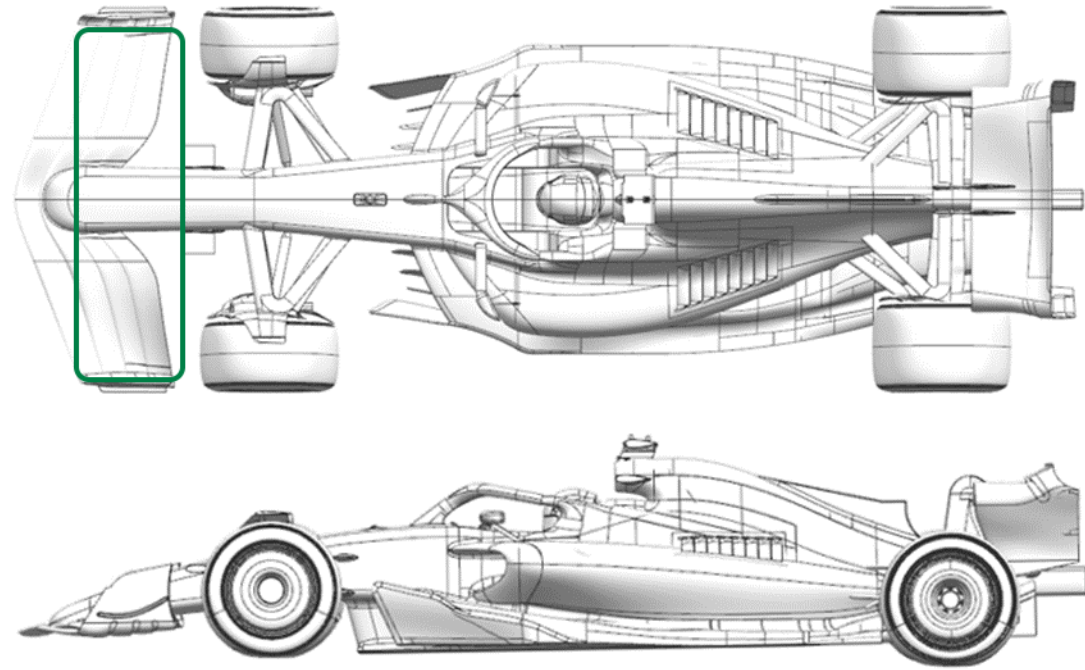
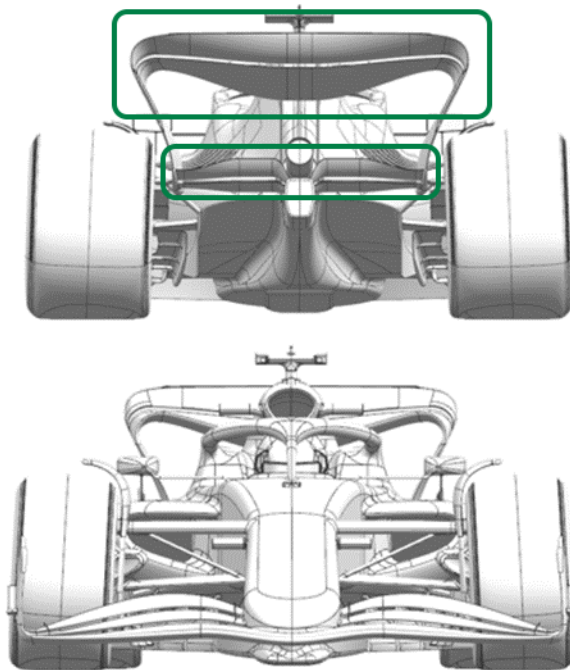
Car Presentation – Miami Grand Prix

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 less aggressive profiles.	This flap is lower loaded to reduce the amount of front downforce in proportion to the lower level rear wings typically run at this track.
2	Rear Wing	Circuit specific - Drag Range	Rear wing with reduced front view area and less aggressive profiles.	This beam wing has lower loading than the previous version and works in conjunction with the upper wing for this event to achieve the required drag range.
3	Beam Wing	Circuit specific - Drag Range	Single element beam wing.	This is a less aggressive upper wing cascade with lower load and drag than previous versions for use at this circuit efficiency.



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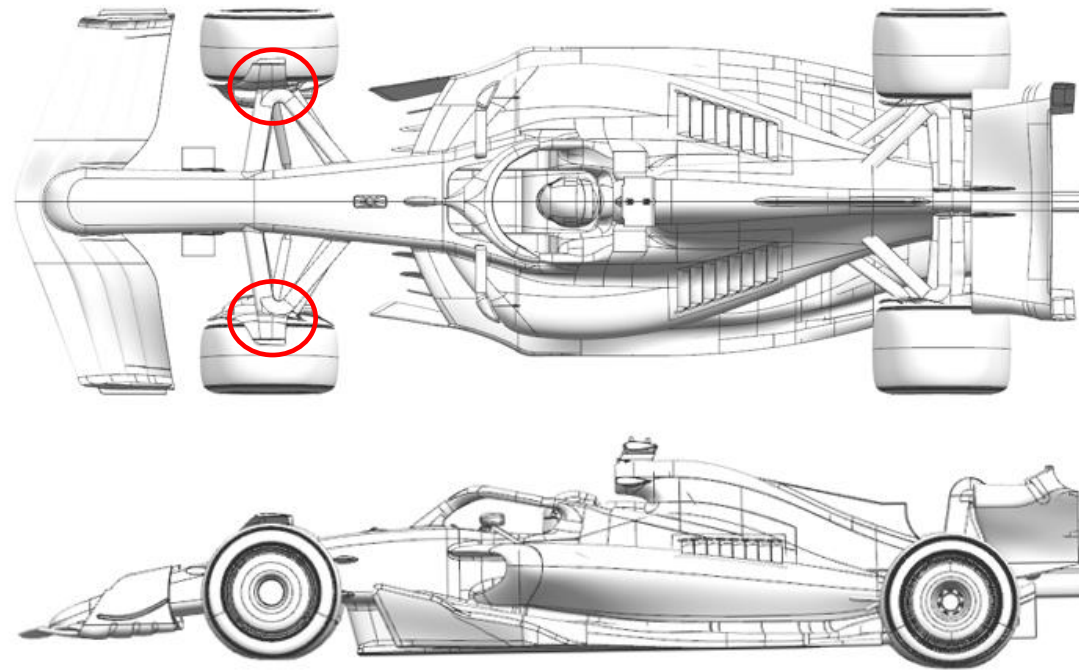
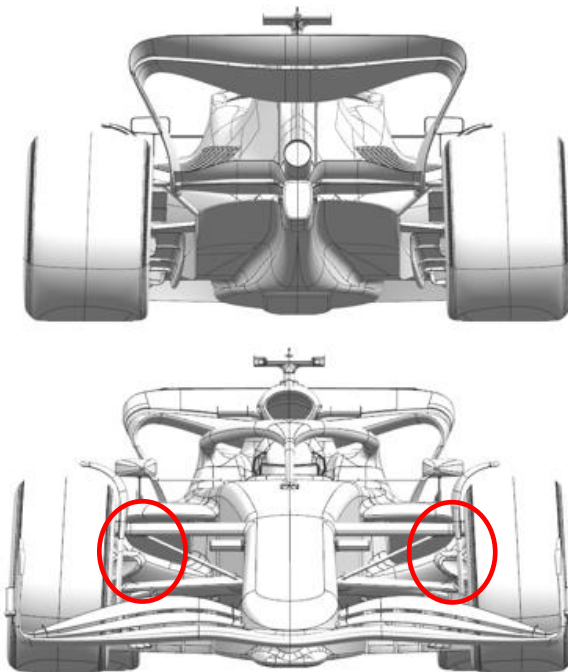
Car Presentation – Miami Grand Prix

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 Corner	Performance - Flow Conditioning	Revised Front Brake Duct	The front brake duct inlet has been re-designed for a local flow optimisation. The new geometry also offers a gain in brake cooling efficiency.
2	Front Suspension	Performance - Flow Conditioning	Re-profiled Front Suspension Geometry	Members of the front suspension geometry have been re-profiled to optimise the flow quality around the updated front brake drum.



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Car Presentation – Miami Grand Prix

MoneyGram Haas F1 Team

No updates submitted for this event.



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**Car Presentation – Miami Grand Prix
Visa Cash App Racing Bulls**

No updates submitted for this event.



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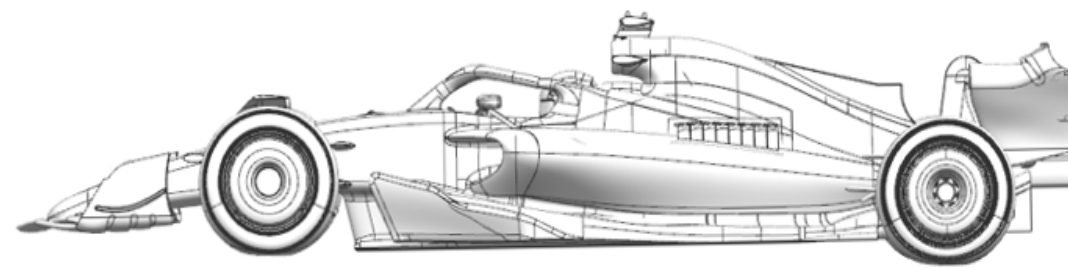
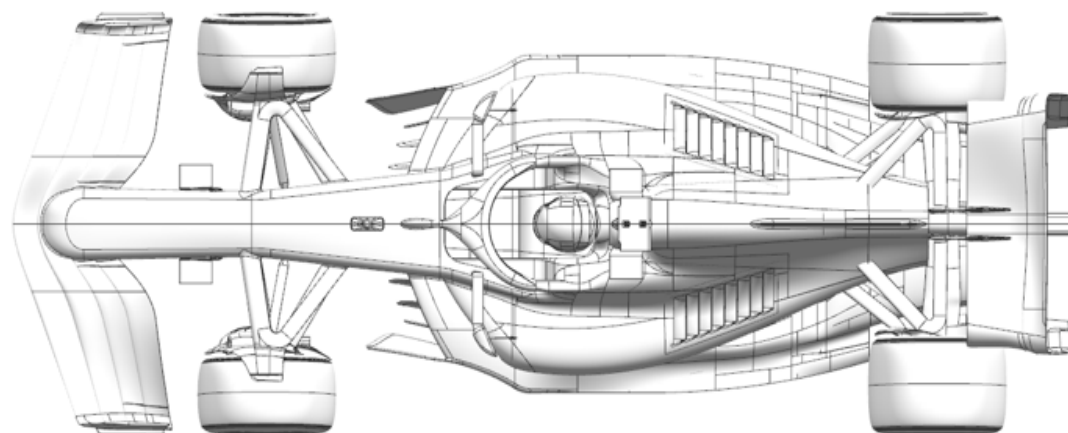
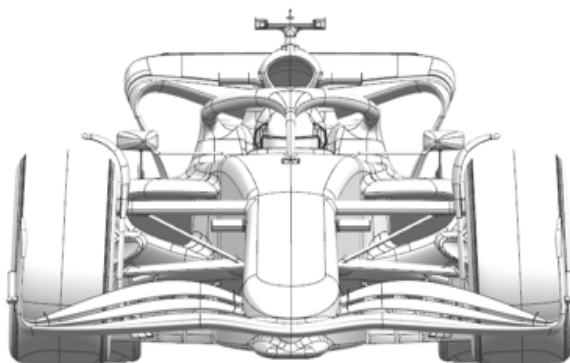
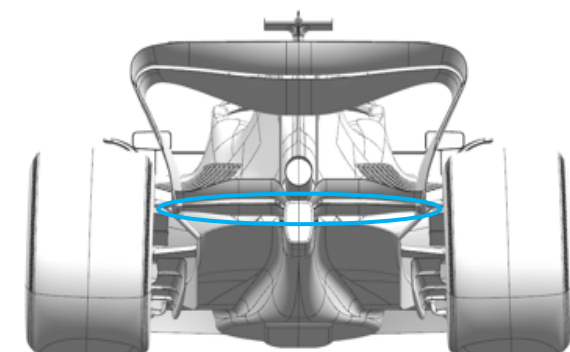
Car Presentation – JAPANESE Grand Prix

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	Beam Wing	Circuit Specific – Drag Range	The new main beam wing element, which is an optional fit, has a shorter chord than the previous beam wing that ran with this main rear wing assembly.	The shorter chord beam wing works with the main rear wing assembly to efficiently reduce both downforce and drag. The use of this beam wing is a setup option that might be suitable for the layout of the Miami circuit.



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Car Presentation – Miami 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	Front Suspension	Performance - Flow Conditioning	Updated front suspension cover design	This update regarding the lower wishbone covers is aiming to improve local flow structures travelling all along the car.



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