



FIA FORMULA 1 WORLD CHAMPIONSHIP



# 2025 SAUDI ARABIAN GRAND PRIX

18 - 20 April 2025

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<b>From</b>	The FIA Formula One Media Delegate	<b>Document</b>	7
<b>To</b>	All Teams, All Officials	<b>Date</b>	18 April 2025
		<b>Time</b>	13:49

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**Title** Car Presentation Submissions

**Description** Car Presentation Submissions

**Enclosed** 2025 Saudi Arabian Grand Prix - Car Presentation Submissions.pdf

**Roman De Lauw**

**The FIA Formula One Media Delegate**



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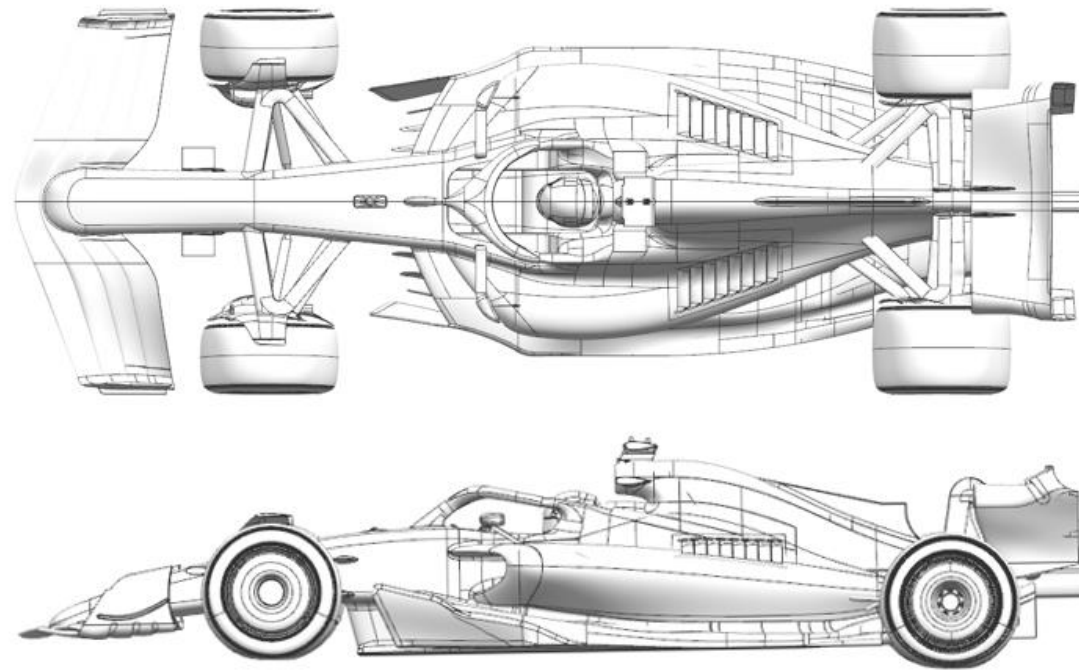
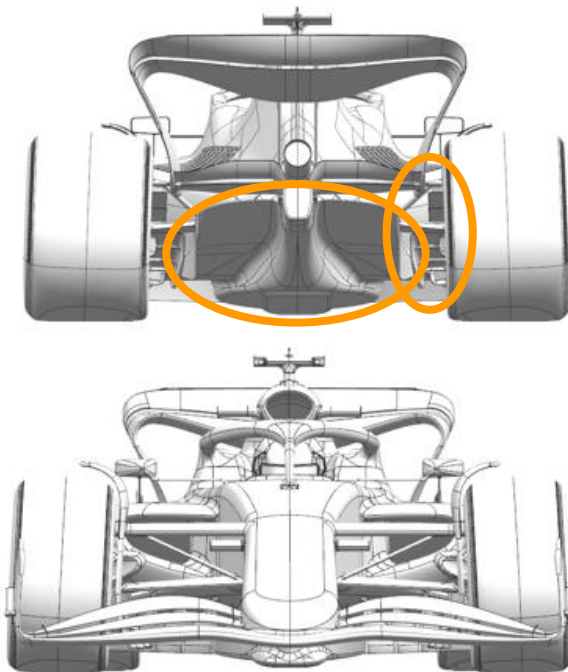
## Car Presentation – Saudi Arabian Grand Prix

### 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	Diffuser	Performance - Flow Conditioning	Reshaped Diffuser	The diffuser has been reshaped to improve overall flow conditioning in this area, with the aim of gaining aerodynamic performance.
2	Rear Corner	Performance - Flow Conditioning	New Rear Brake Duct Winglet arrangement	The revised Rear Brake Duct Winglet arrangement results in an improvement in local flowfield around the rear corner translating to an increase in aerodynamic efficiency.



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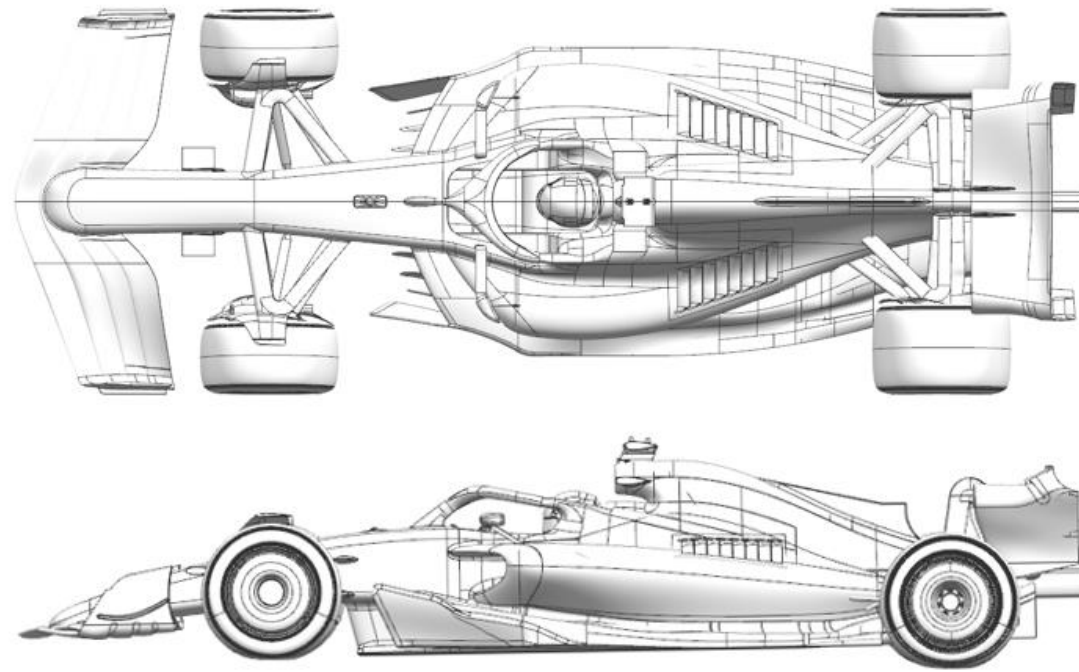
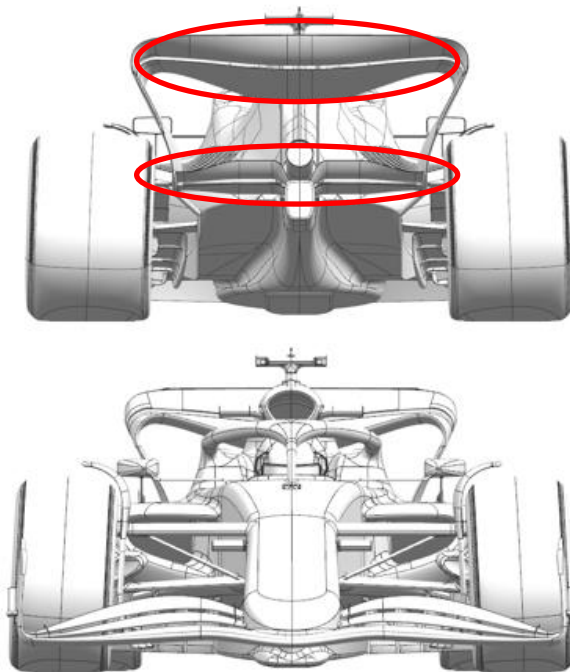
## Car Presentation – Saudi Arabian Grand Prix

### \*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 Wing	Performance - Drag reduction	Decambered / shorter chord top rear wing flap element	Adapting to the peculiarities of the Jeddah circuit aerodynamic efficiency requirements, this option is adding granularity in the available downforce level options on the baseline rear wing
2	Rear Wing	Performance – Drag reduction	Offloaded top rear wing	This top wing and lower beam wing options are carried-over components from last year's low/medium downforce events, and provide a larger step compared to the flap described above. The lower beam wing can be combined with different top wing assemblies
3	Beam Wing	Performance - Drag reduction	Offloaded single element lower beam wing	



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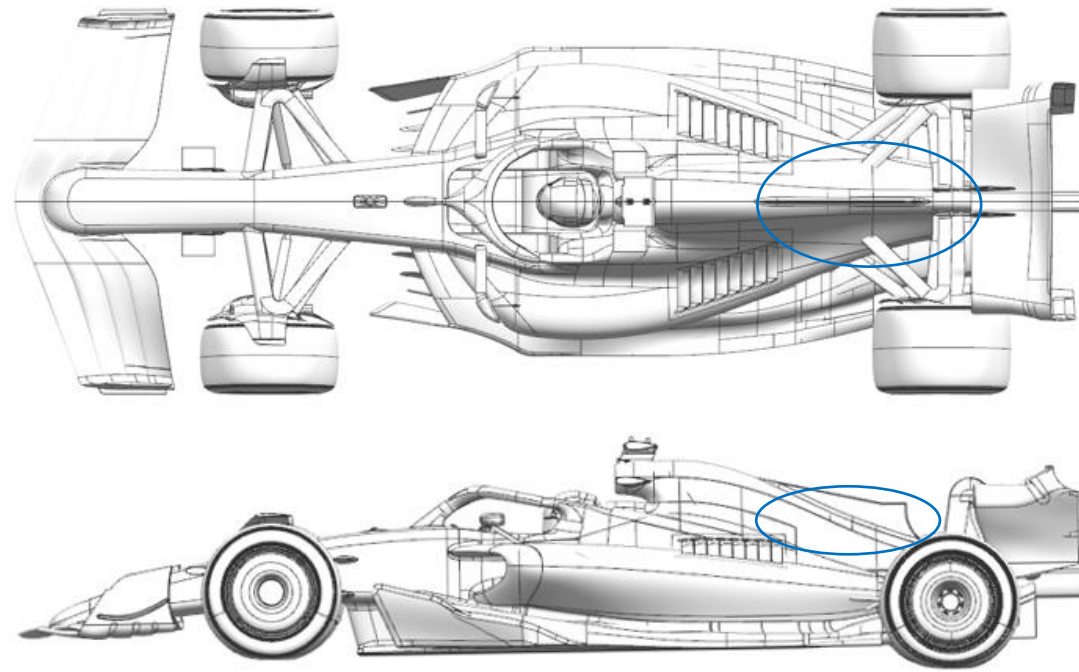
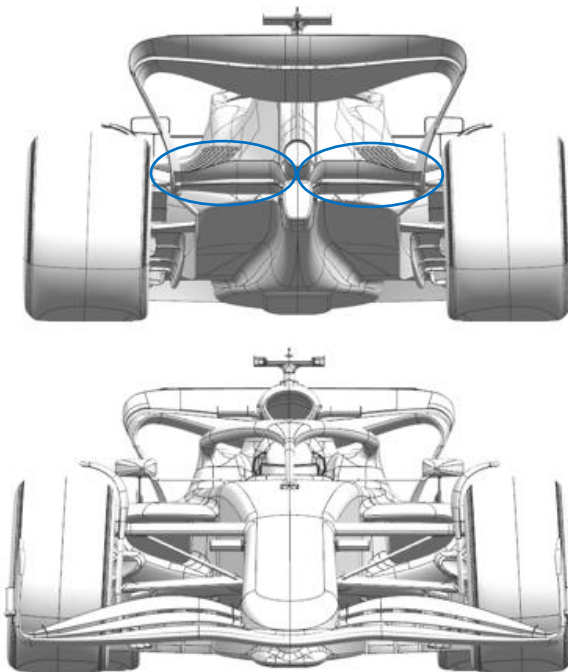


## Car Presentation – Saudi Arabian Grand Prix Red Bull Racing

	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	Reliability	Enlarged central exit.	Demands of circuit in Jeddah with the forecast ambient temperatures require the use of a larger topbody to reject the heat needed for cooling
2	Beam Wing	Performance - Local Load	Reduced chord and camber lower or beam wing	A step to reduce the downforce at a given speed to observe the lift/drag requirements for this circuit.



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**Car Presentation – 2025 Saudi Arabian Grand Prix**

**\*Mercedes-AMG PETRONAS F1 Team\***

No updates submitted for this event.





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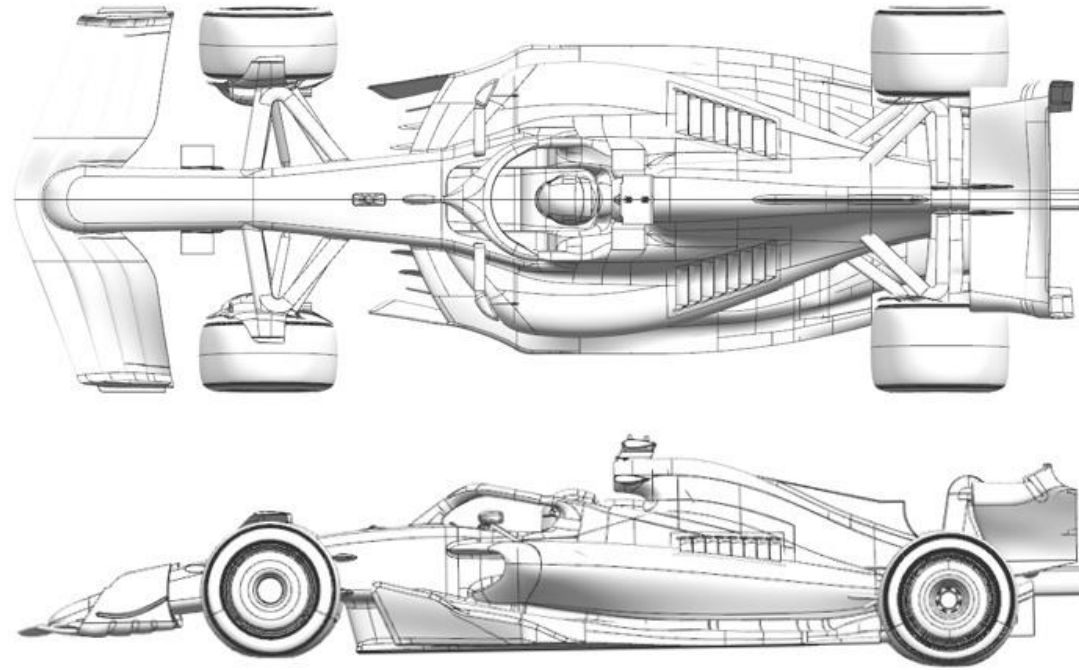
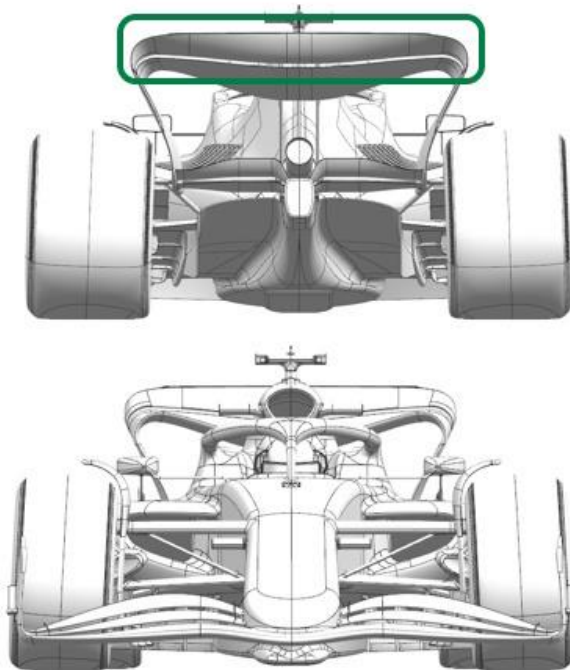
## Car Presentation – Saudi Arabian Grand Prix

### 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	Rear Wing	Circuit specific - Drag Range	Less aggressive rear wing flap to fit an existing assembly.	Part of standard development to provide a wing with less load and hence drag to suit the characteristics of this circuit.



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**Car Presentation – Saudi Arabian Grand Prix  
BWT Alpine F1 Team**

No updates submitted for this event.



# FIA FORMULA 1 WORLD CHAMPIONSHIP



## Car Presentation – 2025 Saudi Arabian Grand Prix

### MONEYGRAM HAAS F1 TEAM

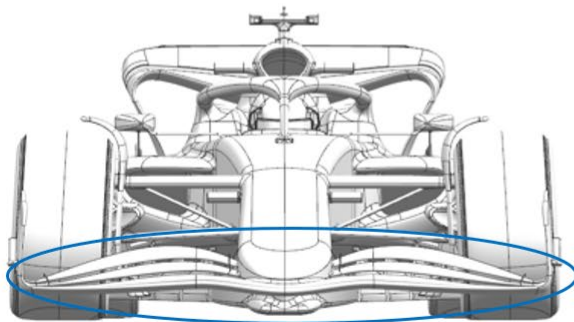
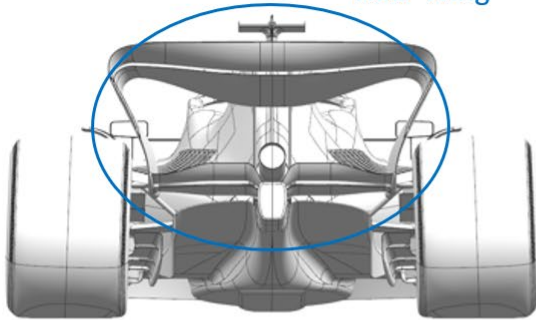
	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works (min 20, max 100 words)
1	Rear Wing	Circuit specific - Drag Range	Decambered Rear Wing assemblies	Two carry-over Rear Wings from VF24 will be available on track. Both with reduced drag and load level, achieved by raising and decambering the profiles.
2	Front Wing	Circuit specific - Balance Range	With the lower drag levels a relaxed FW Flap profile is required.	In order to achieve a correct balance level with the introduction of above-mentioned less loaded Rear Wings a less powerful FW Flap is available as well.



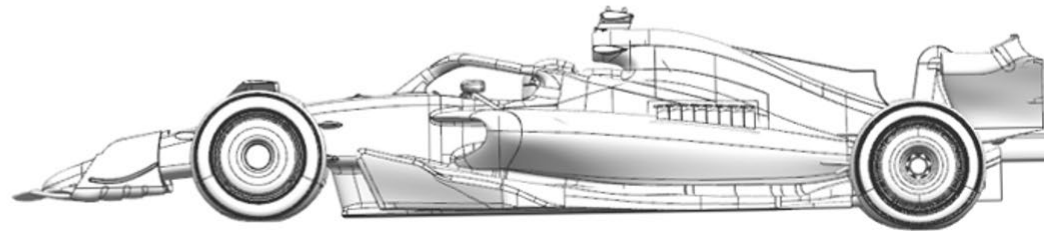
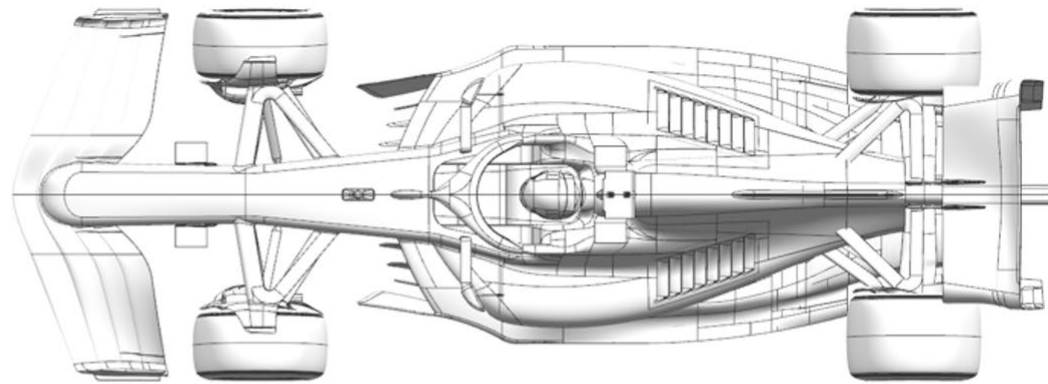
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Rear Wing



Front Wing





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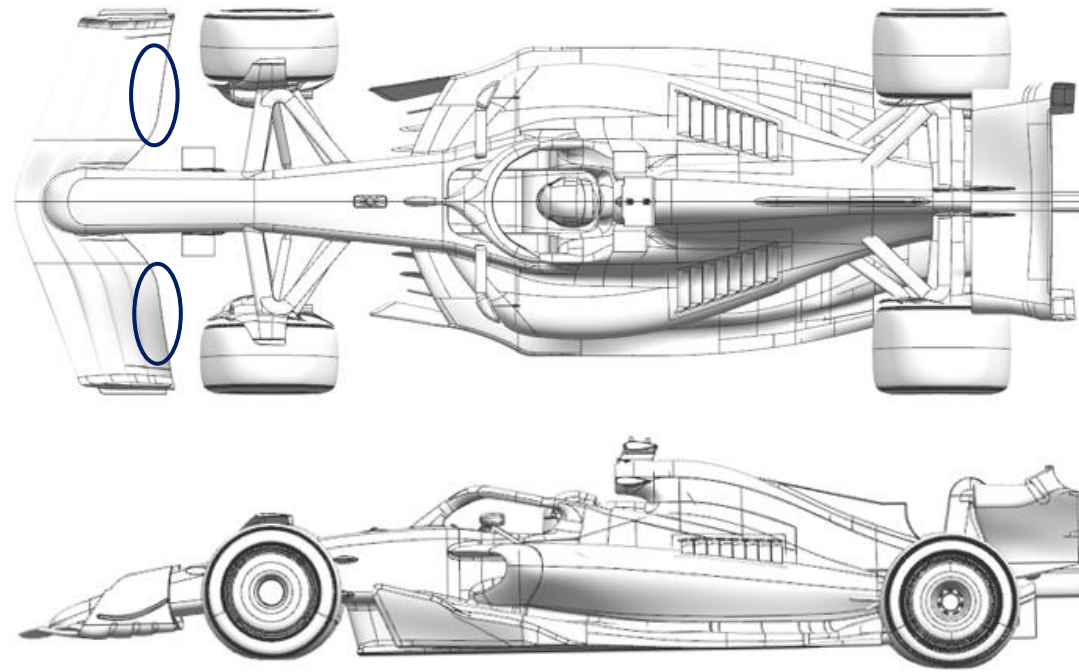
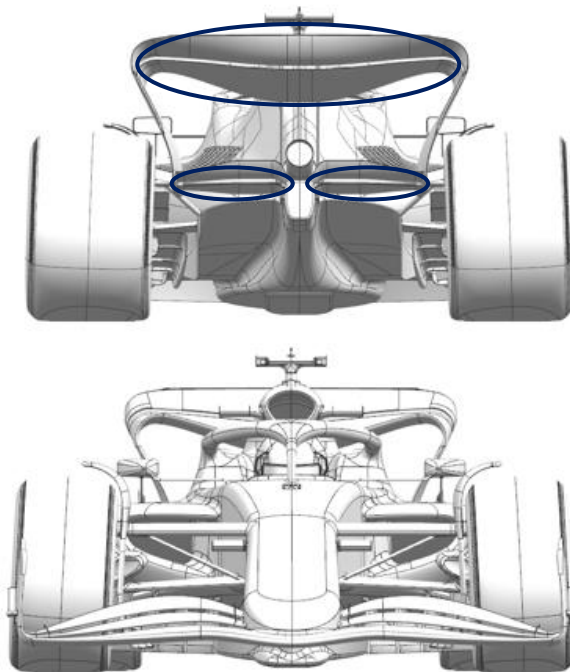
## Car Presentation – Saudi Arabian Grand Prix

### 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 chord length of the front wing flap has been reduced.	Shortening the chord of the flap results in less load being generated by the front wing at a given flap angle, allowing the car to be balanced for the lower rear wing levels expected at this circuit.
2	Rear Wing	Circuit specific - Drag Range	Reduced camber & incidence wing elements.	An efficient reduction in drag & downforce is achieved by de-cambering the upper wing and raising the leading edge, making it a good option for this circuit to achieve the optimum lap time.
3	Beam Wing	Circuit specific - Drag Range	Reduced chord & incidence lower element.	Further efficient drag reduction is achieved by reducing the load generated by the lower element of the beam wing.



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**Car Presentation – Saudia Arabia Grand Prix**

**\*Atlassian Williams Racing\***

No updates submitted for this event.





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## Car Presentation – Saudi Arabian 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 Wing	Circuit specific - Balance Range	Low balance front wing flap design	The smaller front wing flap reduces the load generated by the front wing to ensure that we can rebalance the low-drag rear wing introduced for this circuit.
2	Floor Body	Performance - Local Load	Changes to central floor geometry	This change is aiming to improve flow characteristics around the rear floor, for efficient downforce gain.
3	Beam Wing	Circuit specific - Drag Range	Newly designed beam wing and rear wing endplate.	Combined change of beam wing and rear wing endplate geometry to increase overall efficiency at lower downforce levels.
4	Rear Wing Endplate	Circuit specific - Drag Range	Newly designed beam wing and rear wing endplate.	Combined change of beam wing and rear wing endplate geometry to increase overall efficiency at lower downforce levels.
5	Rear Wing	Circuit specific - Drag Range	Low drag rear wing assembly	This updated low drag RW assembly reduces load efficiently. We can combine the main plane with several flaps to tune load and drag.



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