FIA FORMULA 1 WORLD CHAMPIONSHIP

2024 MEXICO CITY GRAND PRIX

25 - 27 October 2024

From	The FIA Formula One Media Delegate	**Document**	9
To	All Teams, All Officials	**Date**	25 October 2024
		Time	09:50

Title Car Presentation Submissions

Description Car Presentation Submissions

Enclosed 2024 Mexico City Grand Prix - Car Presentation Submissions.pdf

Cameron Kelleher

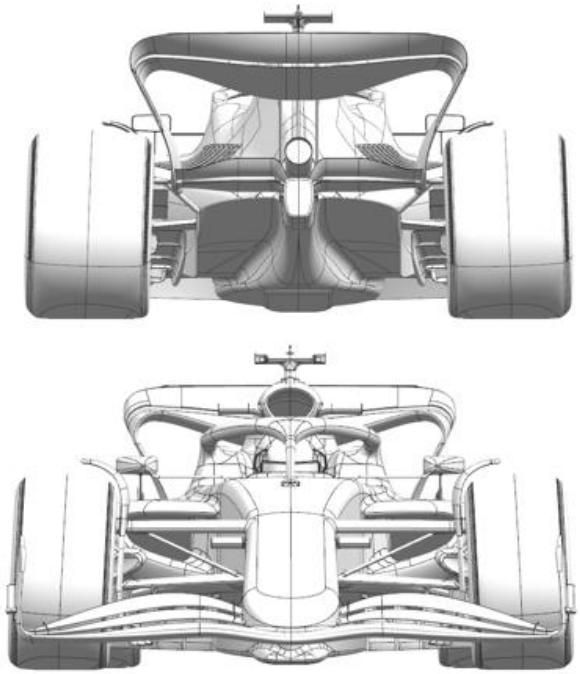
The FIA Formula One Media Delegate

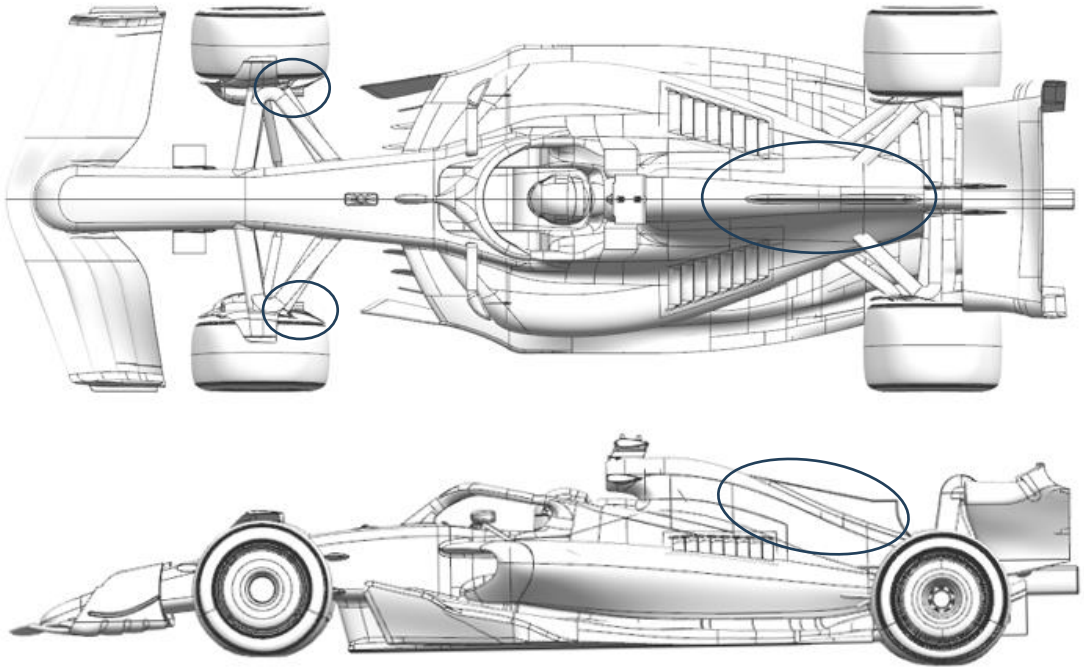
FIA FORMULA 1 WORLD CHAMPIONSHIP

Car Presentation – Mexico City 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	Circuit specific - Cooling Range	Enlarged volume of the central topbody.	Given the ambient conditions unique to this circuit, RBR need a larger PU cooling exit and have chosen to alter the central part of the topbody to achieve the anticipated capacity.
2	Front Corner	Circuit specific - Cooling Range	Enlarged volume of the exit duct	Again, to cope with the brake energies and ambient conditions, a larger exit duct has been prepared to enhance the cooling capacity.





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Car Presentation – Mexico City Grand Prix
Mercedes-AMG PETRONAS F1 Team

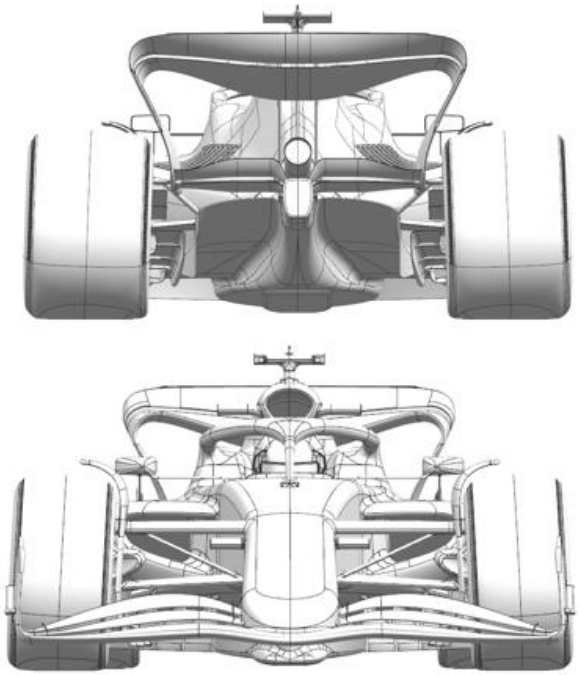
No updates submitted for this event.

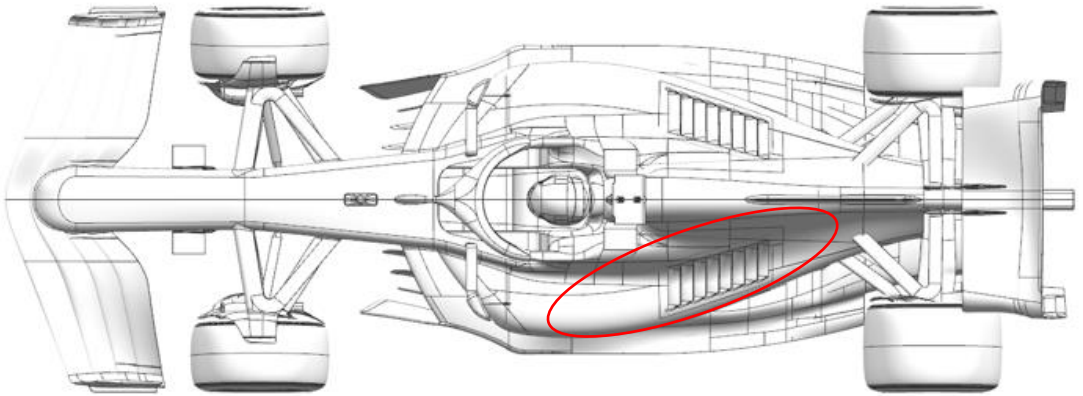
FIA FORMULA 1 WORLD CHAMPIONSHIP

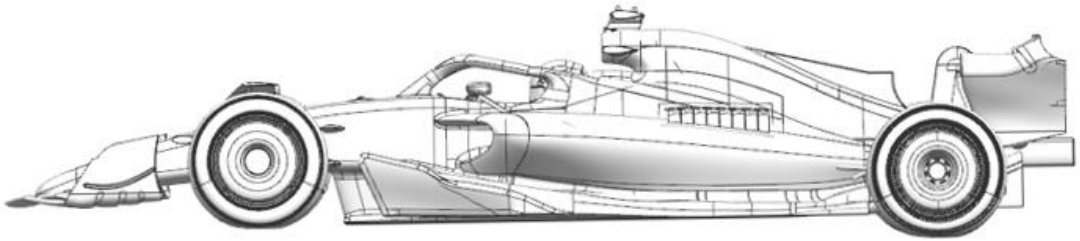
Car Presentation – Mexico City Grand Prix

SCUDERIA FERRARI

	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	Cooling Louvres	Circuit specific - Cooling Range	Additional bodywork exit louvres	Specific to the requirements of the Mexico City circuit, these new bodywork exit louvres are extending the top end of the engine cooling capacity, at the expense of car efficiency







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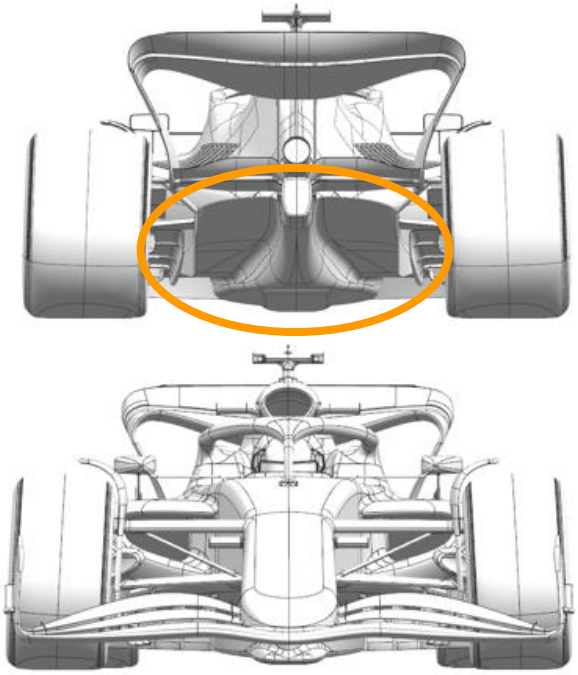
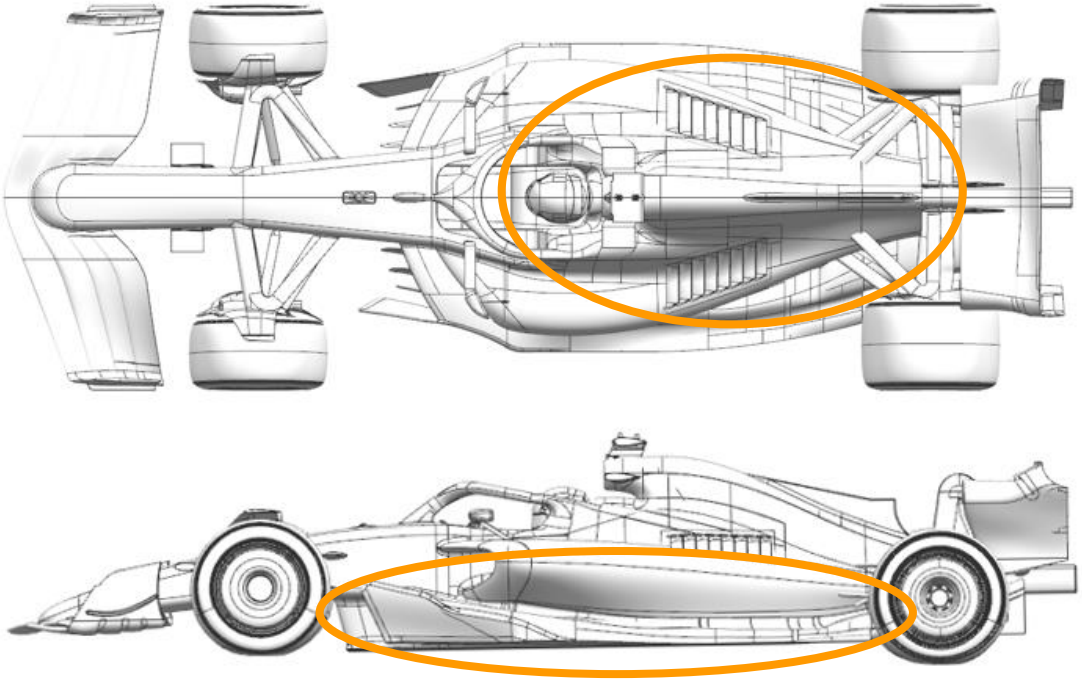
Car Presentation – Mexico City Grand Prix

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	Coke/Engine Cover	Circuit specific - Cooling Range	High Cooling Sidepod and Engine Cover	To provide sufficient power unit cooling in the particular ambient conditions observed in Mexico, the sidepod and engine cover have been revised to increase air flow through the cooling ducts.
2	Cooling Louvres	Circuit specific - Cooling Range	High Cooling Louvres	As part of the high cooling sidepod design, the cooling louvre area has been increased, enabling the increase in air flow required.
3	Floor Body	Performance - Local Load	Revised Floor	The floor design has been heavily revised, with geometric changes in all areas, resulting in an increase of aerodynamic load across all conditions.





FIA FORMULA 1 WORLD CHAMPIONSHIP

Car Presentation – Mexico City Grand Prix

Aston Martin Aramco F1 Team

No updates submitted for this event.

FIA FORMULA 1 WORLD CHAMPIONSHIP

Car Presentation – Mexico City Grand Prix

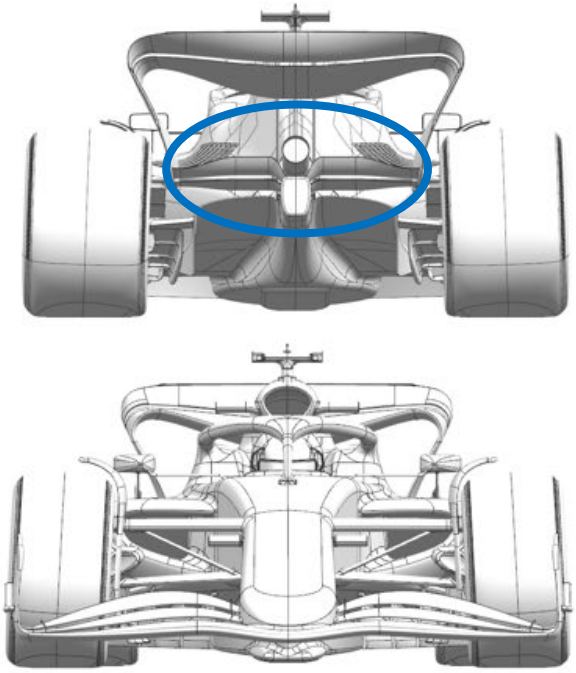
BWT Alpine F1 Team

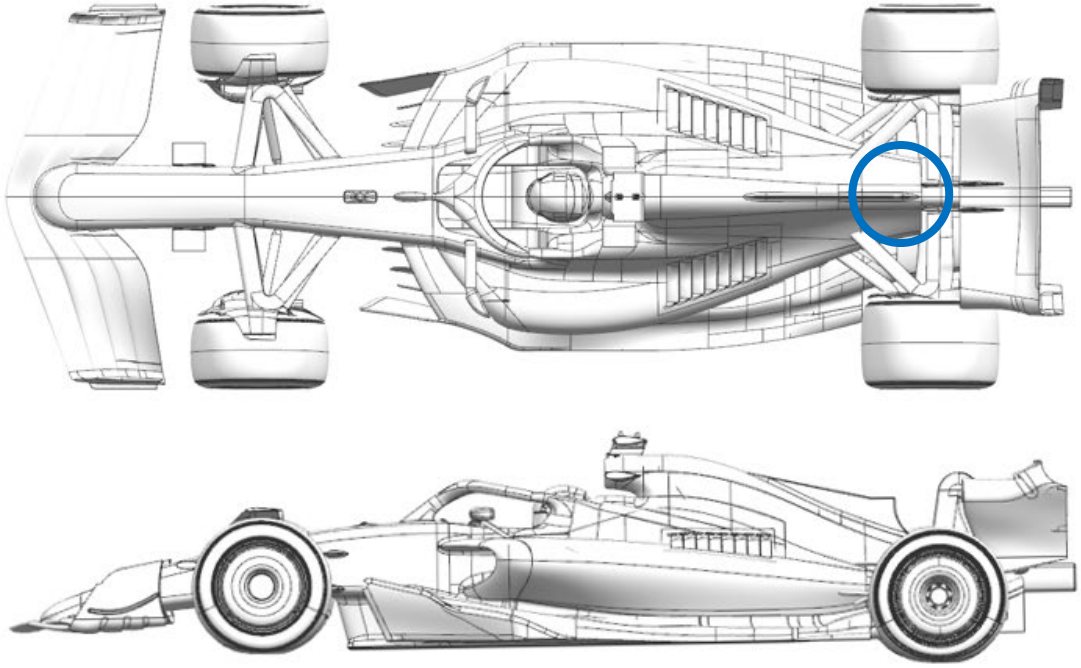
No updates submitted for this event.

FIA FORMULA 1 WORLD CHAMPIONSHIP

Car Presentation – Mexico City Grand Prix
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	Optional trailing edge trim is available for the RLW. This is simply a reduction in chord length	The trimmed chord increases the efficiency of the overall rear wing assembly. Drag and downforce are both reduced but in a way that may be efficient in Mexico.
2	Coke/Engine Cover	Circuit specific - Cooling Range	Larger bodywork with larger central exit area.	To cover the increased PU cooling requirements in Mexico that result from the altitude, a larger bodywork exit is available to increase the air flow through the coolers.

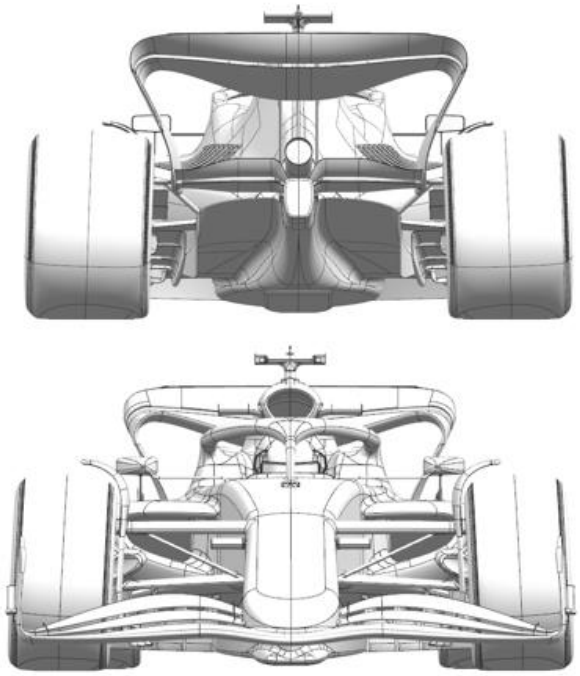


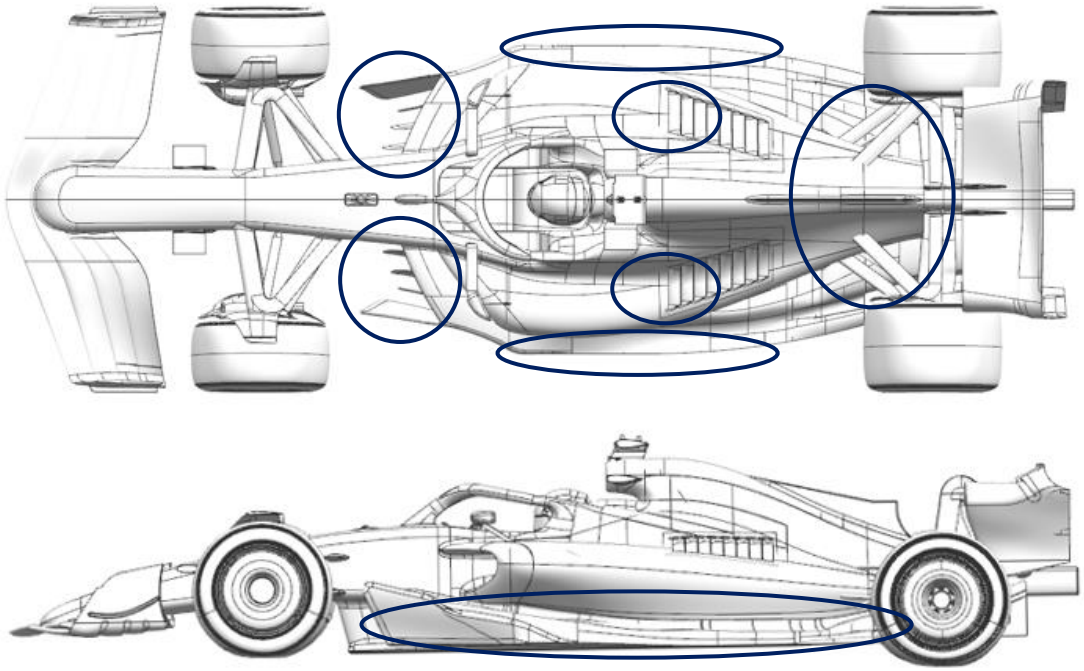


FIA FORMULA 1 WORLD CHAMPIONSHIP

Car Presentation – Mexico City 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	Floor Fences	Performance - Flow Conditioning	Modifications to the camber of the floor fences.	Improves the quality of the vortex formation on the fences, reducing the aerodynamic losses downstream.
2	Floor Edge	Performance - Local Load	The floor edge wing profiles have been modified.	The aerodynamic load generated along the edge of the floor is increased.
3	Coke/Engine Cover	Circuit specific - Cooling Range	Enlarged cooling exit at rear of bodywork.	Opening up the back of the engine cover reduces the pressure behind the radiators to increase the flow through them, providing additional engine cooling.
4	Cooling Louvres	Circuit specific - Cooling Range	Optional louvre panel on top deck of bodywork.	Further reduction in radiator back-pressure possible with additional openings on the top of the sidepods.





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Car Presentation – Mexico City Grand Prix

Stake F1 Team KICK Sauber

No updates submitted for this event.

FIA FORMULA 1 WORLD CHAMPIONSHIP

Car Presentation – Mexico City Grand Prix

MONEYGRAM HAAS F1 TEAM

No updates submitted for this event.