FIA FORMULA 1 WORLD CHAMPIONSHIP

2025 JAPANESE GRAND PRIX

04 - 06 April 2025

From	The FIA Formula One Media Delegate	**Document**	9
To	All Teams, All Officials	**Date**	04 April 2025
		Time	08:50

Title Car Presentation Submissions

Description Car Presentation Submissions

Enclosed 2025 Japanese Grand Prix - Car Presentation Submissions.pdf

Roman De Lauw

The FIA Formula One Media Delegate

FIA FORMULA 1 WORLD CHAMPIONSHIP

Car Presentation – Japanese Grand Prix

McLaren Formula 1 Team

No updates submitted for this event.

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Car Presentation – Japanese Grand Prix

SCUDERIA FERRARI HP

No updates submitted for this event.

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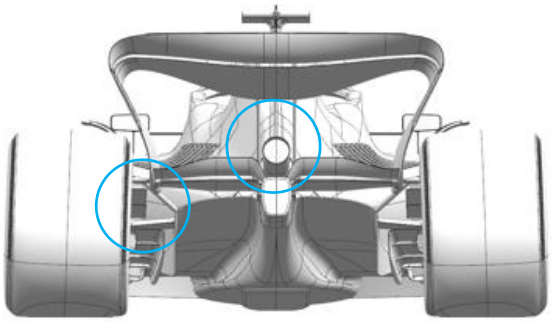
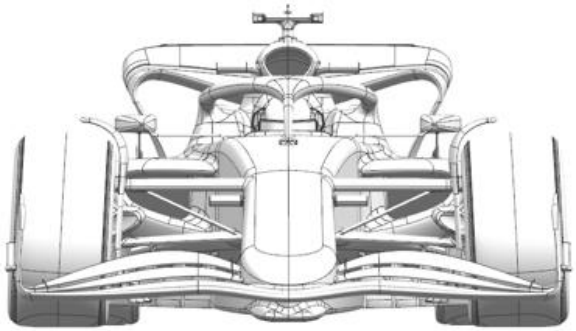
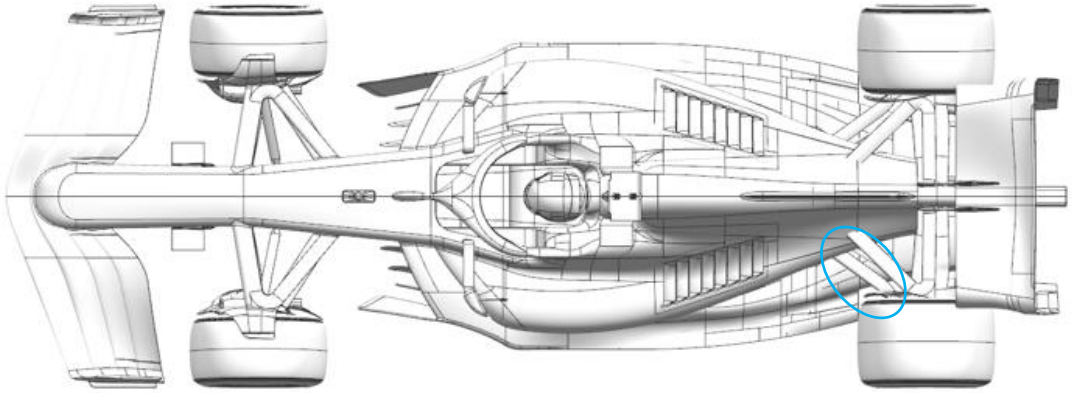
Car Presentation – Japanese Grand Prix

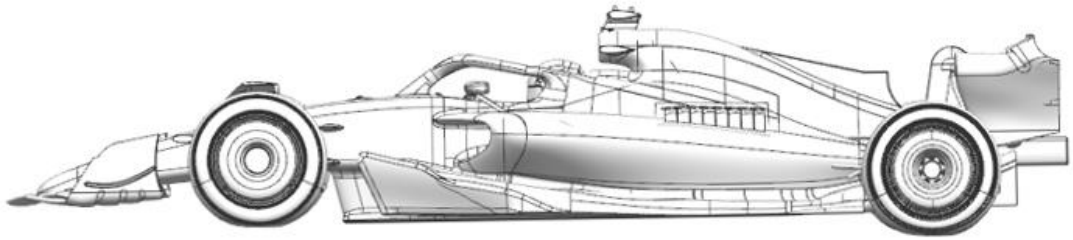
Red Bull Racing

	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	Revision to central exit aspect ratio	Subtle changes to reduce the losses incurred by the upper and lower rear wings for more cooling.
2	Rear corner	Reliability	Enlarged exit duct with blanking options	In preparation for upcoming races, a larger exit duct has been prepared with scope to blank primarily for Suzuka
3	Rear Suspension	Performance - Local Load	Mild revision to lower wishbone shroud and fairing into the rear wheel bodywork.	Gap between races allowed a revised wishbone shroud better aligned to the local flow conditions to be applied with attendant fairing into the brake duct assembly.









FIA FORMULA 1 WORLD CHAMPIONSHIP

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Mercedes-AMG PETRONAS F1 Team

No updates submitted for this event.

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Aston Martin Aramco F1 Team

No updates submitted for this event.

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BWT Alpine F1 Team

No updates submitted for this event.

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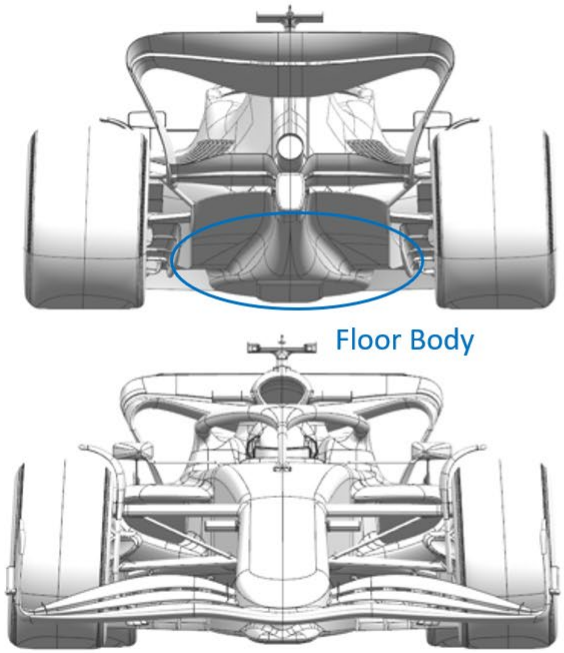
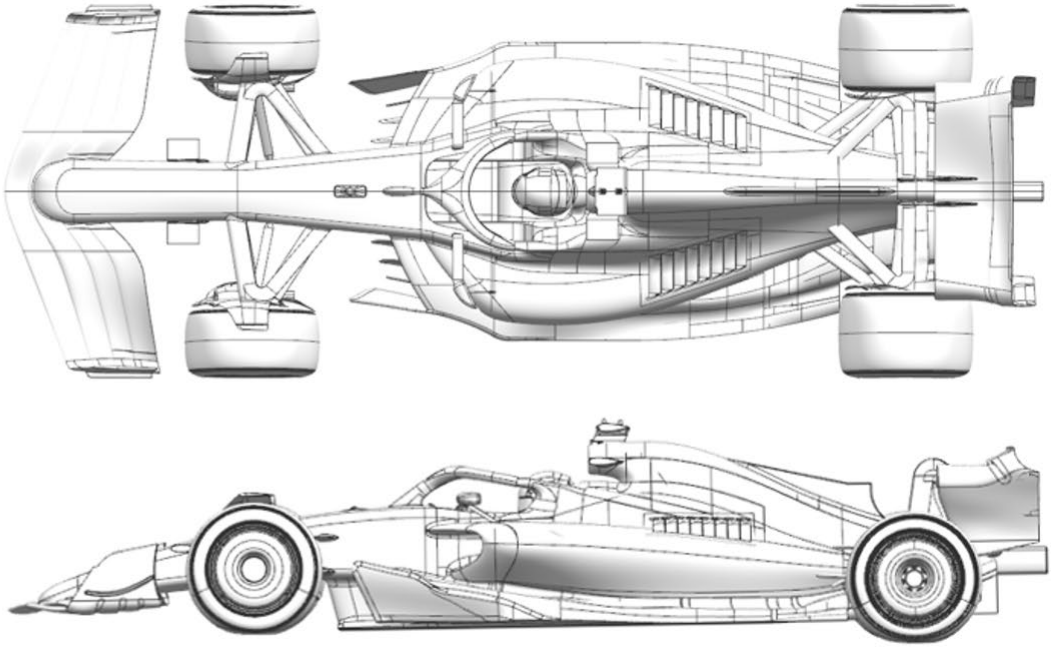
Car Presentation – Japanese Grand Prix

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	Floor Body	Performance - Local Load	Central floor re-shaped	This geometry changes the floor volume in floor proximity, aiming to improve stability when the car is running at low ride-heights in high speed corners.


Floor Body



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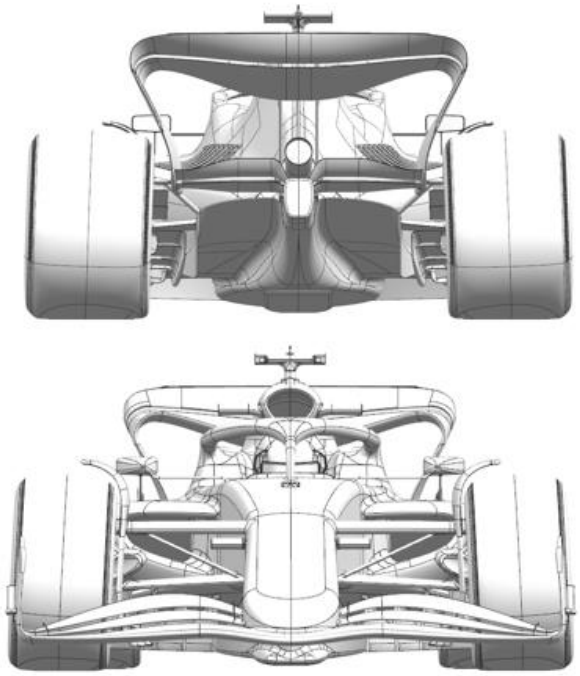
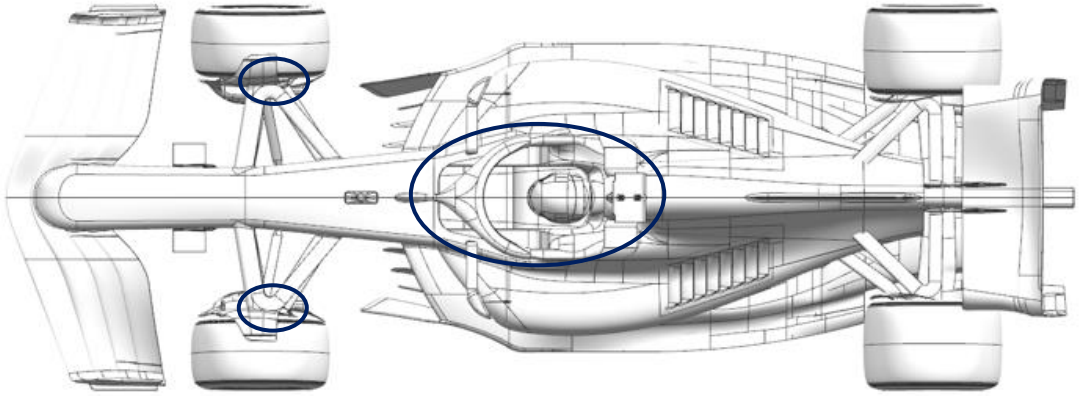
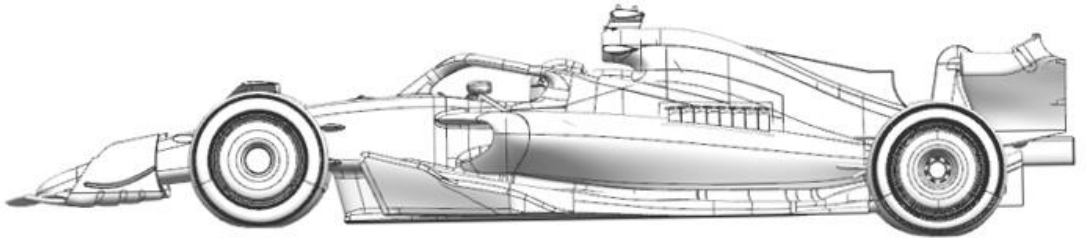
Car Presentation – Japanese Grand Prix

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	Halo	Performance - Flow Conditioning	Reprofiled Halo shroud and interface to chassis.	The airflow passing over the Halo passes towards the back of the car and can influence the rear wing and floor performance. This update improves the flow quality downstream of the Halo.







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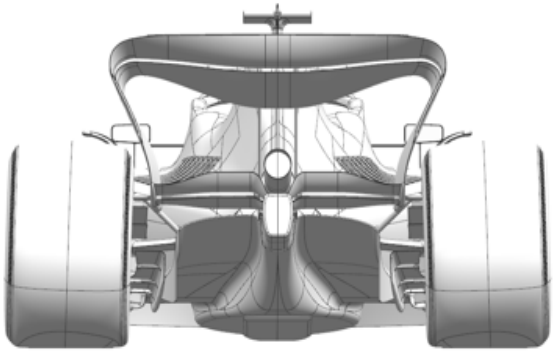
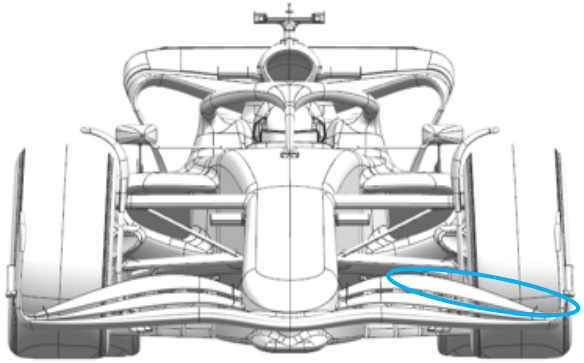
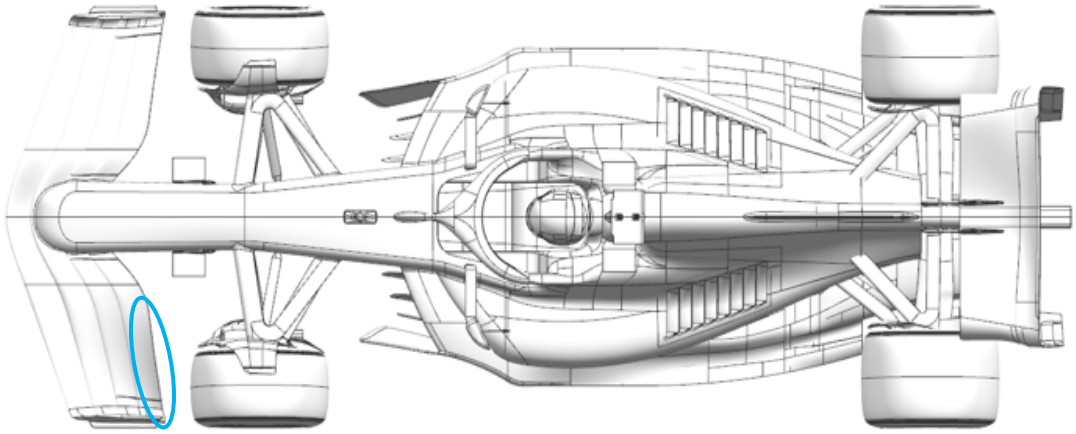
Car Presentation – Japanese Grand Prix

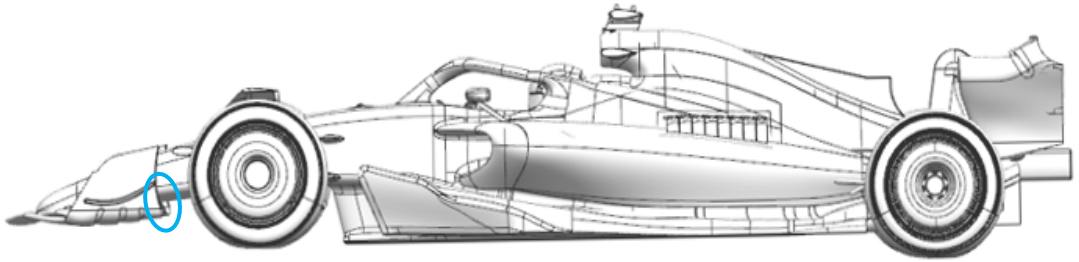
ATLASSIAN WILLIAMS RACING

	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	Front Wing Flap	Performance – Local Load	The rearward most element of the front wing has an updated outboard geometry. The flap has a slightly longer chord length and features a more pronounced 'dip' in its profile. The details of the connection to the endplate are also updated slightly.	The updated flap geometry produces more local load, which allows us to efficiently rebalance more load from the rear wing. The interaction of the subsequent flow with the front suspension and brake duct furniture is different, which leads to improved control of the front wheel wake.
2	Front Wing Endplate	Performance – Flow Conditioning	The new endplate has a reprofiled lower rear edge and a slightly modified connection to the front wing flap.	Working in conjunction with the new flap, the revisions to the endplate modify the flow leaving the front wing assembly and improve its interaction with the downstream aero devices.









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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	Floor Body	Performance - Local Load	Changes to several areas of the floor: floor fence, outboard floor and diffuser.	All changes together are aiming to have better flow field entering the underfloor and improving flow quality all along the floor.
2	Rear Wing	Performance - Local Load	Changes to main plane.	Changes to the main plane geometry to increase overall efficiency and improved cleanliness of the rear wing assembly.
3	Beam Wing	Performance - Local Load	Adding an upper element to the already existing beam wing main plane.	The addition of the forward element leads to an efficient load increase as well as a positive response on characteristics.