



FIA FORMULA 1 WORLD CHAMPIONSHIP



2024 SAUDI ARABIAN GRAND PRIX

07 - 09 March 2024

From	The FIA Formula One Media Delegate	Document	9
To	All Teams, All Officials	Date	07 March 2024
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Title Car Presentation Submissions
Description Car Presentation Submissions
Enclosed 24_SAU Car Presentation Submissions.pdf

Roman De Lauw

The FIA Formula One Media Delegate



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Car Presentation – Saudi Arabian Grand Prix

ORACLE RED BULL RACING

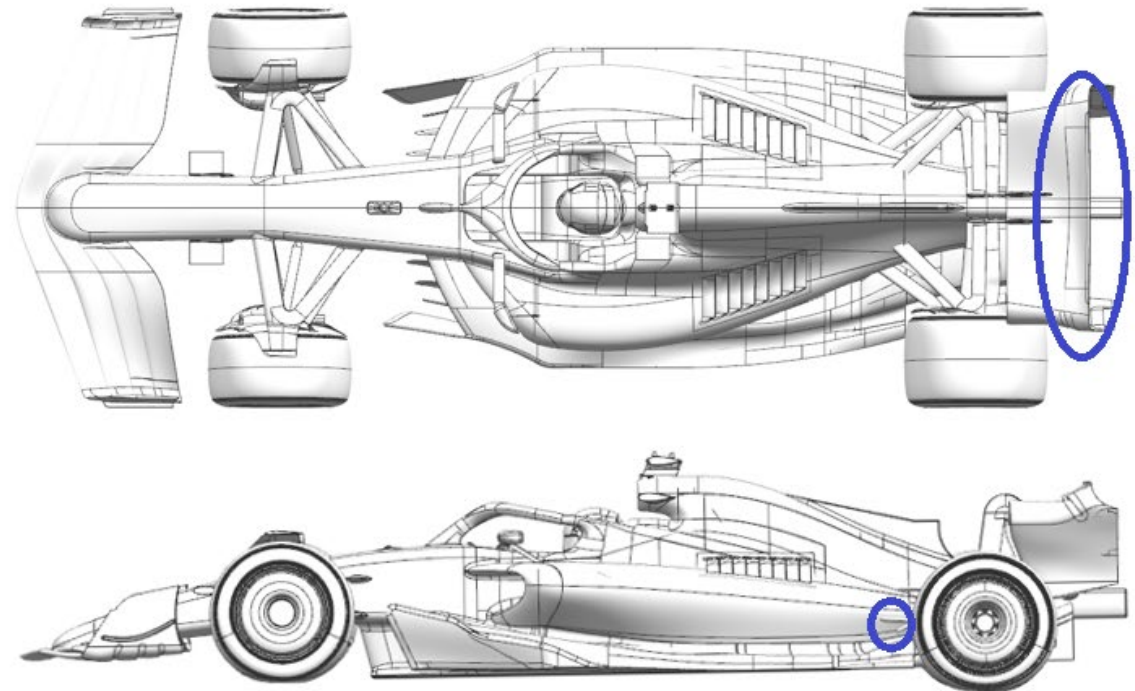
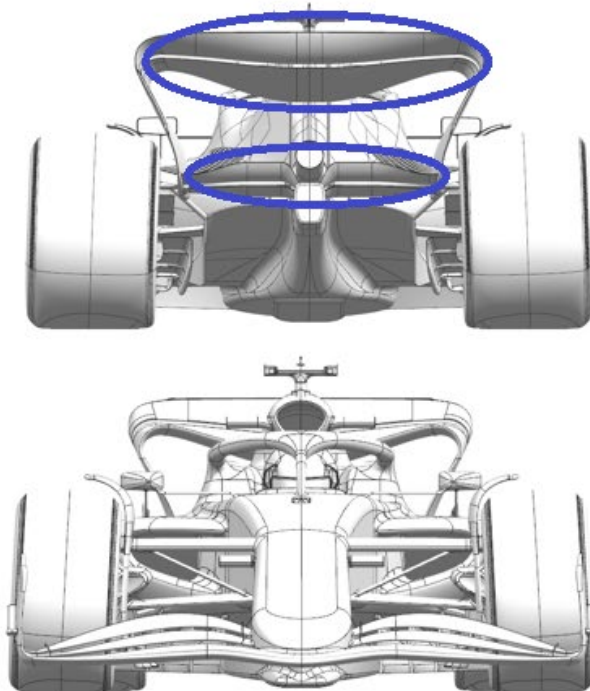
	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works
1	Coke/Engine Cover	Circuit specific - Cooling Range	bodywork panel forming a suspension aperture and cooling exit has been reduced in exit size	given the average speed of Jeddah as well as the absence of a series of low speed corners, the cooling exit area can be reduced whilst keeping the PU within its operational limits.
2	Rear Wing	Circuit specific - Drag Range	A lower camber rear wing assembly to suit the lift/drag requirements.	At a given speed, the wing has less aerodynamic load and therefore drag than the design used in Bahrain, hence the phrase lower drag rear wing. Ultimately the PU will balance out against the drag, albeit at a higher air speed.
3	Beam Wing	Circuit specific - Drag Range	A reduced camber beam or lower rear wing	Again aimed at a lower drag level for a given air speed as explained above.



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Red Bull Racing, Saudi Arabian GP 2024





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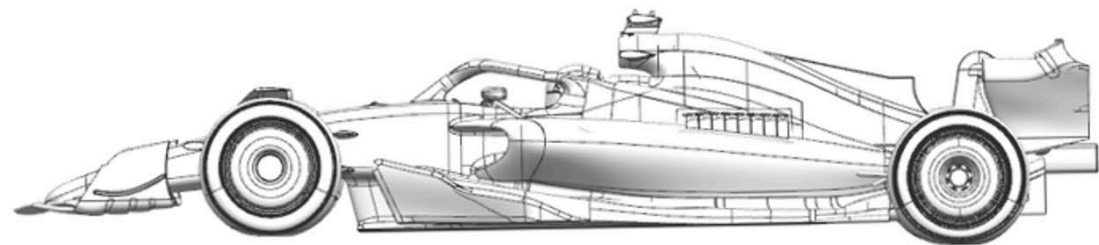
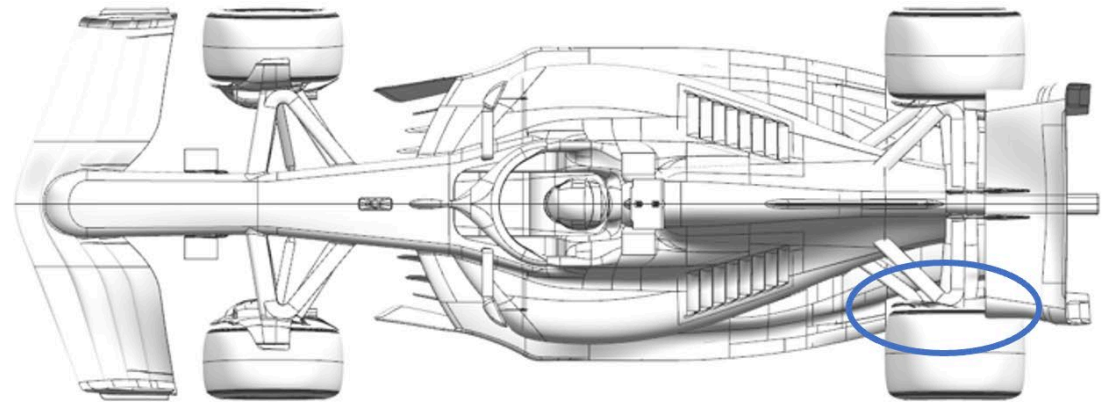
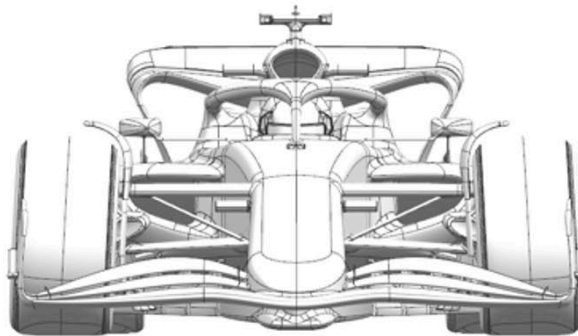
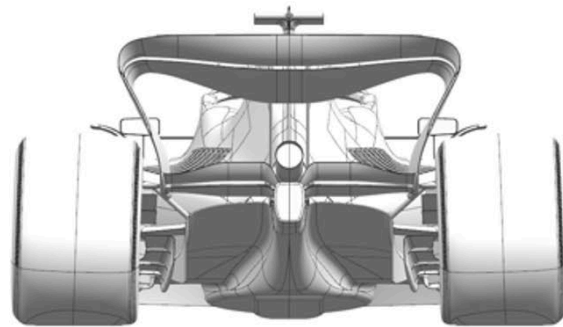


MERCEDES-AMG PETRONAS F1 TEAM

	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works
1	Rear Corner	Performance - Local Load	Lower deflector rotation	Reduced loading on the forward element, which leads to improved robustness of the lower deflector throughout the ride height range.



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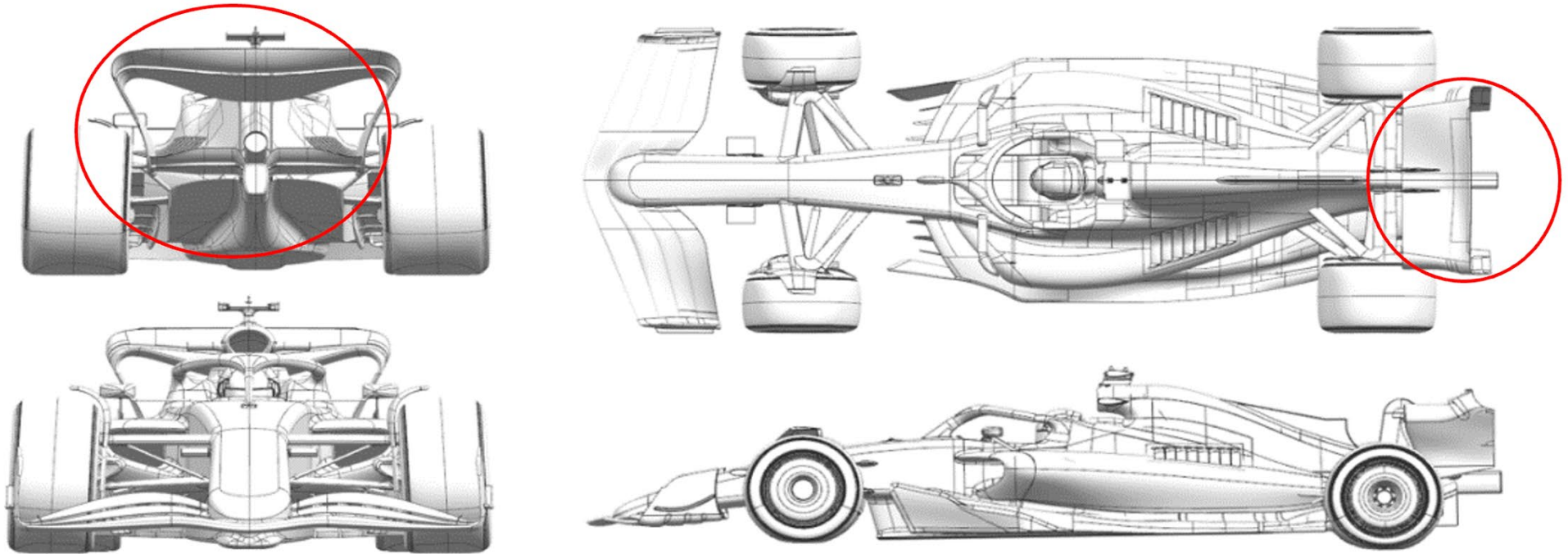


SCUDERIA FERRARI

	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works
1	Rear Wing	Circuit specific - Drag Range	Lower downforce top rear wing design	Fully carried over from 2023 car and specific to lower downforce tracks, this update features depowered Top Rear Wing profiles in order to adapt to Jeddah circuit layout peculiarities and efficiency requirements
2	Beam Wing	Circuit specific - Drag Range	Depowered lower beam. 2 variations will be made available, including single element arrangement	As for the top Rear Wing update, these modulations are targetting the optimum aerodynamic efficiency around Jeddah circuit layout peculiarities



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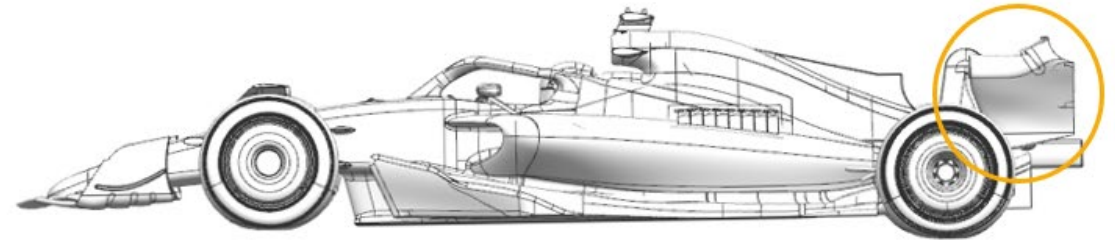
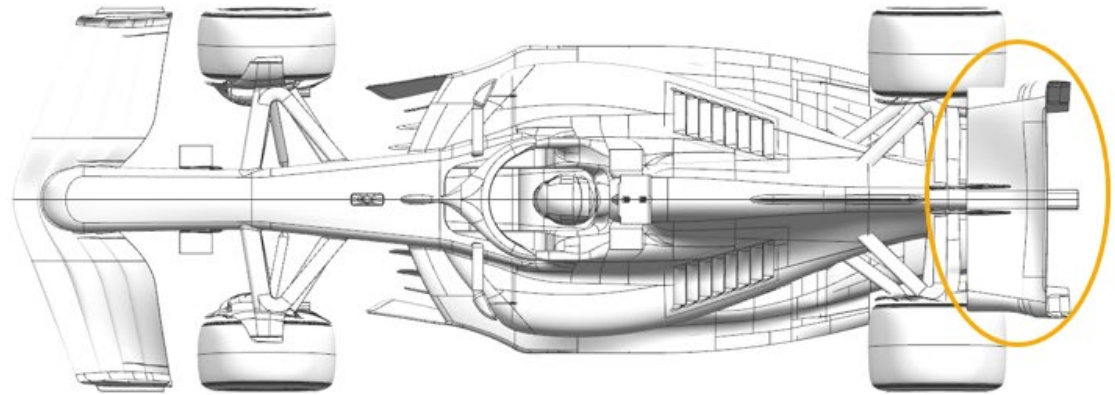
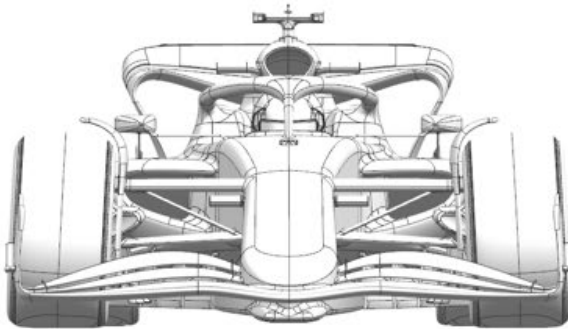
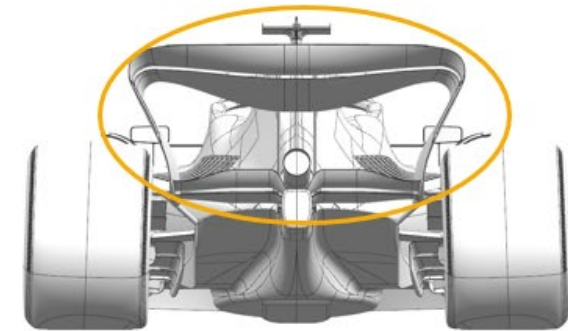


MCLAREN F1 TEAM

	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works
1	Rear Wing	Circuit specific - Drag Range	Lower Drag Rear Wing Assembly	New lower Drag Rear Wing Assembly, with an offloaded Mainplane and Flap, resulting in an efficient reduction of Downforce and Drag.
2	Beam Wing	Circuit specific - Drag Range	New upper and lower Beamwing Element	This new Beamwing Geometry features a new upper and lower element, which, as a result of the interaction with the upper Rear Wing assembly, leads to an efficient reduction of Downforce and Drag.



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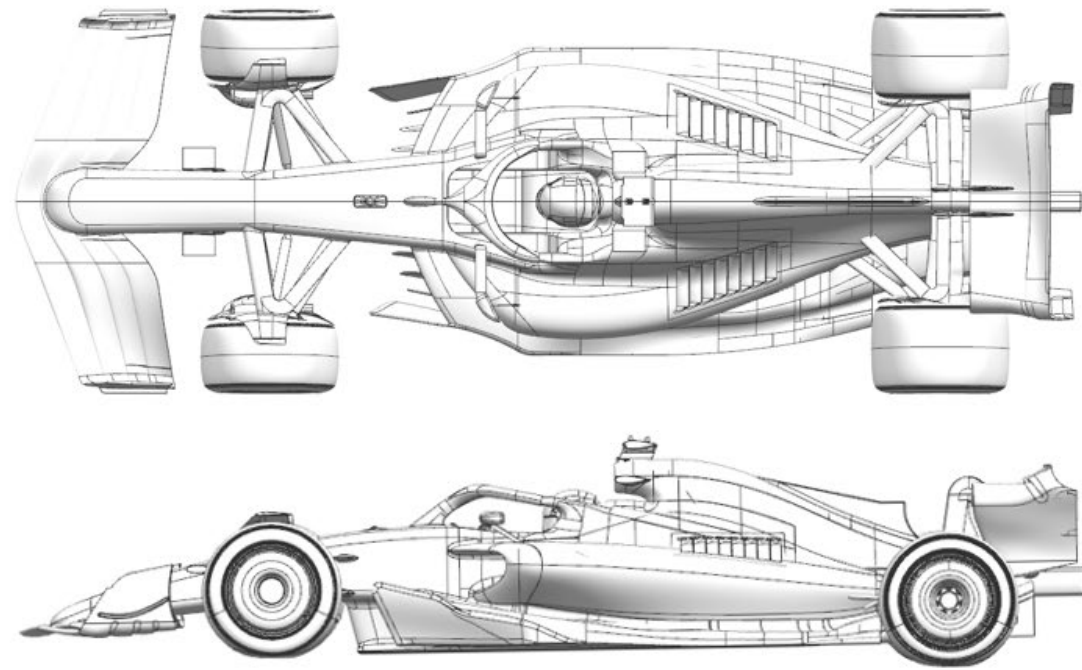
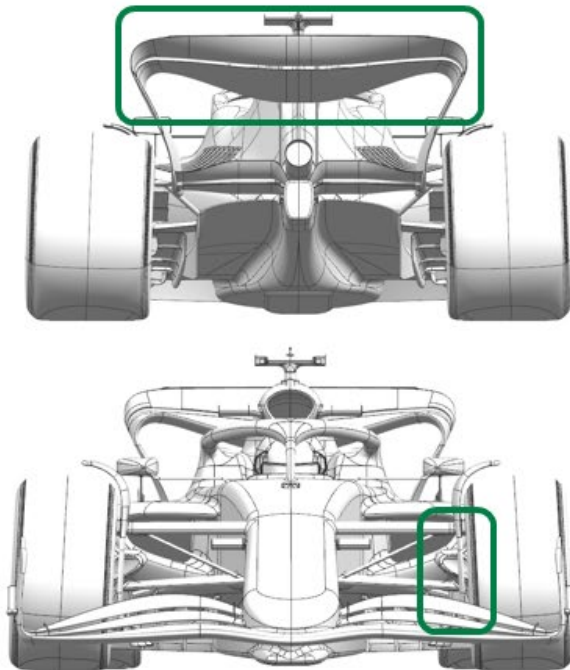


ASTON MARTIN ARAMCO COGNIZANT F1 TEAM

	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works
1	Front Corner	Performance - Flow Conditioning	Revised scoop shape with inlet and exit changes. Also incorporates modified stays to the rear deflector.	The geometry modifies the flow around the tyre and improves the wake shape to reduce the effect on the parts of the car downstream.
2	Rear Wing	Circuit specific - Drag Range	Less aggressive rear wing cascade, with two different flap options.	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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BWT ALPINE F1 TEAM

No updates submitted for this event.



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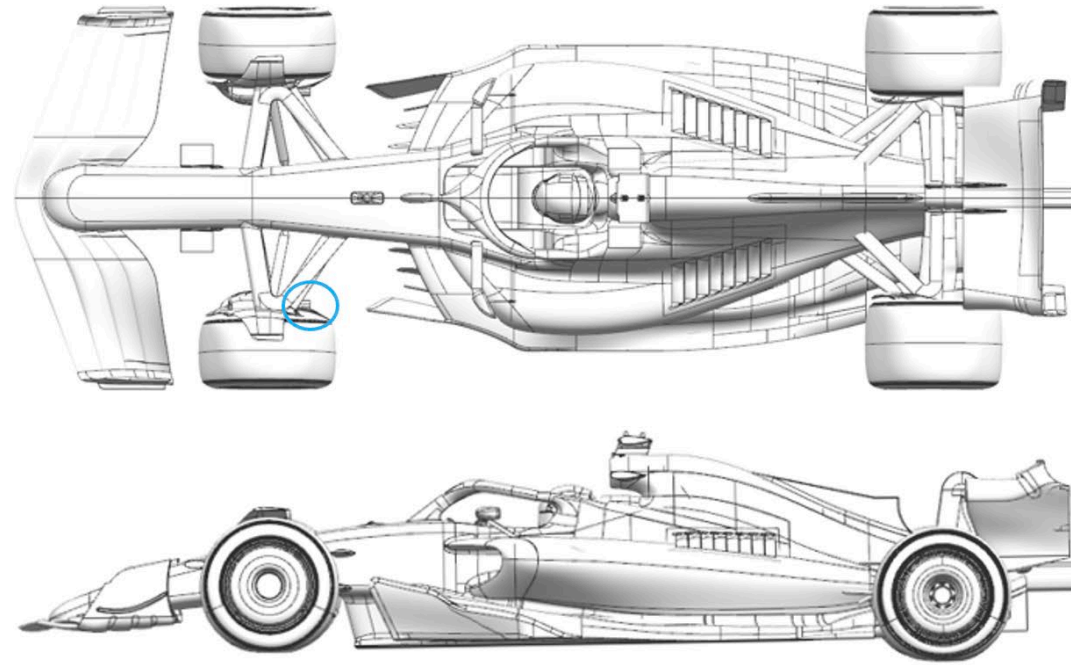
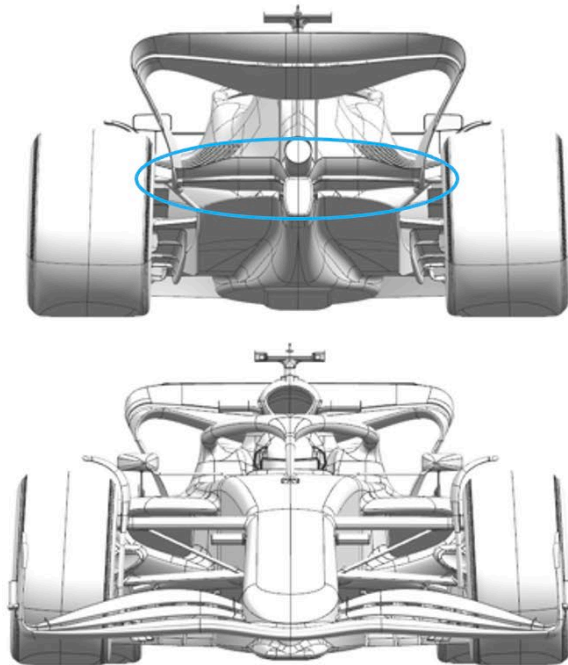


WILLIAMS RACING

	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works
1	Beam Wing	Circuit specific - Drag Range	A trim to the trailing edge of the wing to reduce the chord length.	The reduction in size of the beam wing simply reduces the downforce and drag of the rear wing assembly to deliver a drag level appropriate for the Jeddah circuit.
2	Front Corner	Circuit specific - Cooling Range	A smaller exit for the front brake duct is available. This reduces the exit area relative to the version used in Bahrain.	The smaller duct exit limits the cooling flow rate through the front brake system. This adjusts the brake temperatures into a range that suits the Jeddah circuit.



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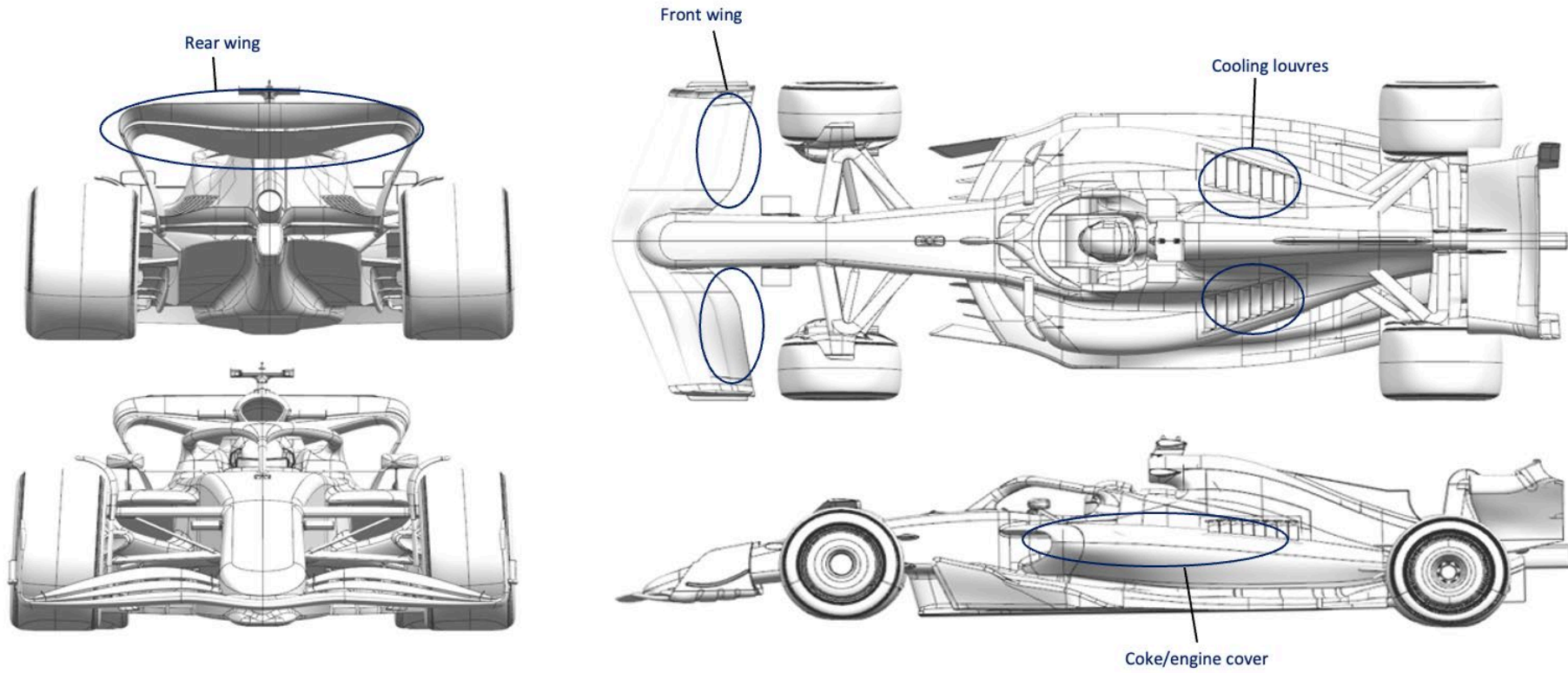


VISA CASH APP RB F1 TEAM

	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works
1	Coke/Engine Cover	Performance - Flow Conditioning	Compared to Race 01, the shape & slope of the top deck of the bodywork has been modified.	Flow quality passing over the bodywork is improved before it passes to the rear of the car.
2	Cooling Louvres	Circuit specific - Cooling Range	Compared to Race 01, cooling louvres are created on the top-deck of the bodywork to increase cooling range. Optional.	Increase airflow through the radiators.
3	Front Wing	Circuit specific - Balance Range	Flap chord trim to tune balance range for lower rear wing levels. Optional.	Front wing load is reduced by reducing the loaded area of the flap.
3	Rear Wing	Circuit specific - Drag Range	Reduced camber and incidence rear wing to adjust drag level. Optional.	Rear wing load and drag is reduced by aerodynamically unloading the upper rear wing elements.



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STAKE F1 TEAM KICK SAUBER

No updates submitted for this event.



FIA FORMULA 1 WORLD CHAMPIONSHIP



MONEYGRAM HAAS F1 TEAM

No updates submitted for this event.