FIA FORMULA 1 WORLD CHAMPIONSHIP

2025 MEXICO CITY GRAND PRIX

24 - 26 October 2025

From	The FIA Formula One Media Delegate	**Document**	7
To	All Teams, All Officials	**Date**	24 October 2025
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Title Car Presentation Submissions

Description Car Presentation Submissions

Enclosed 2025 Mexico City Grand Prix - Car Presentation Submissions.pdf

Roman De Lauw

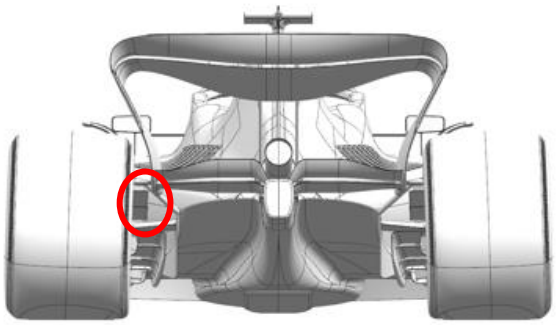
The FIA Formula One Media Delegate

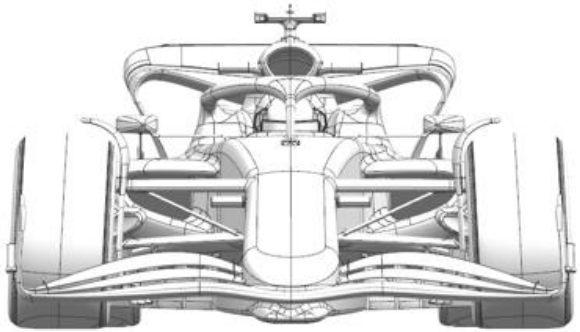
FIA FORMULA 1 WORLD CHAMPIONSHIP

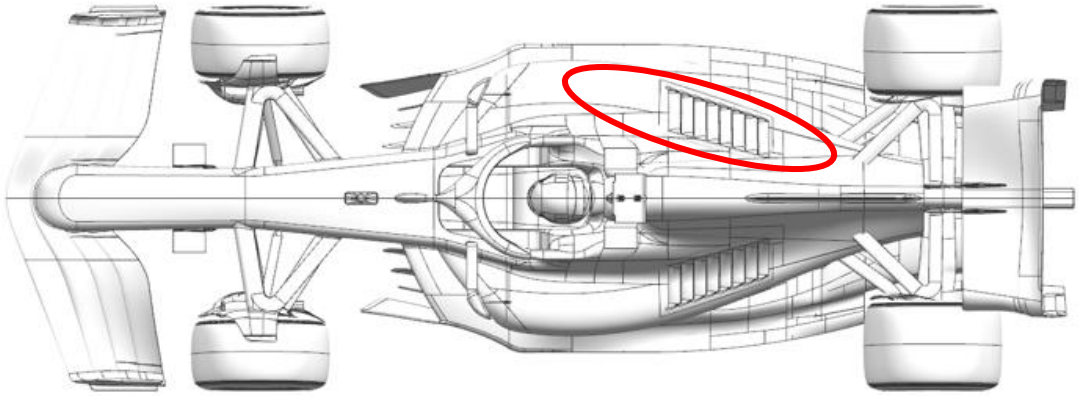
Car Presentation – Mexico City Grand Prix

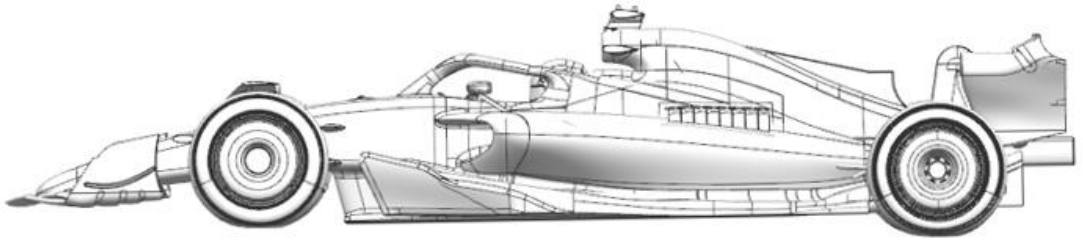
SCUDERIA FERRARI HP

	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	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
2	Rear Corner	Circuit specific - Cooling Range	Enlarged rear brake duct inboard exit	As for the engine cooling options, this update targets an increased cooling capacity for the rear brakes to cope with the requirements of the Mexico City circuit









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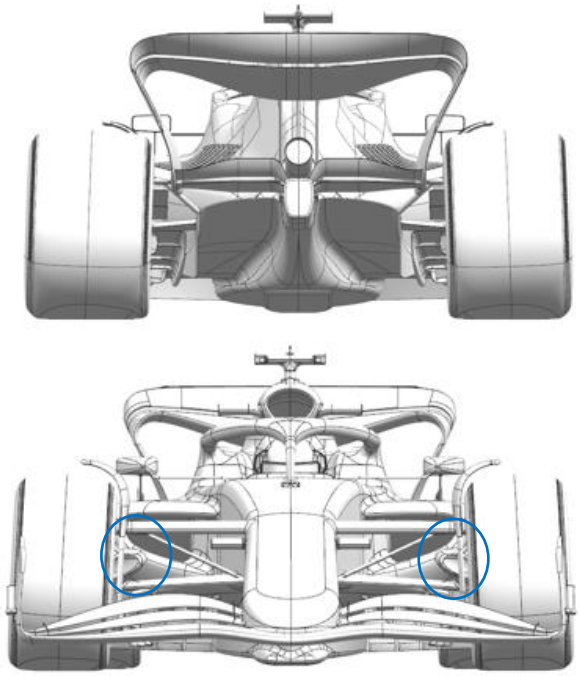
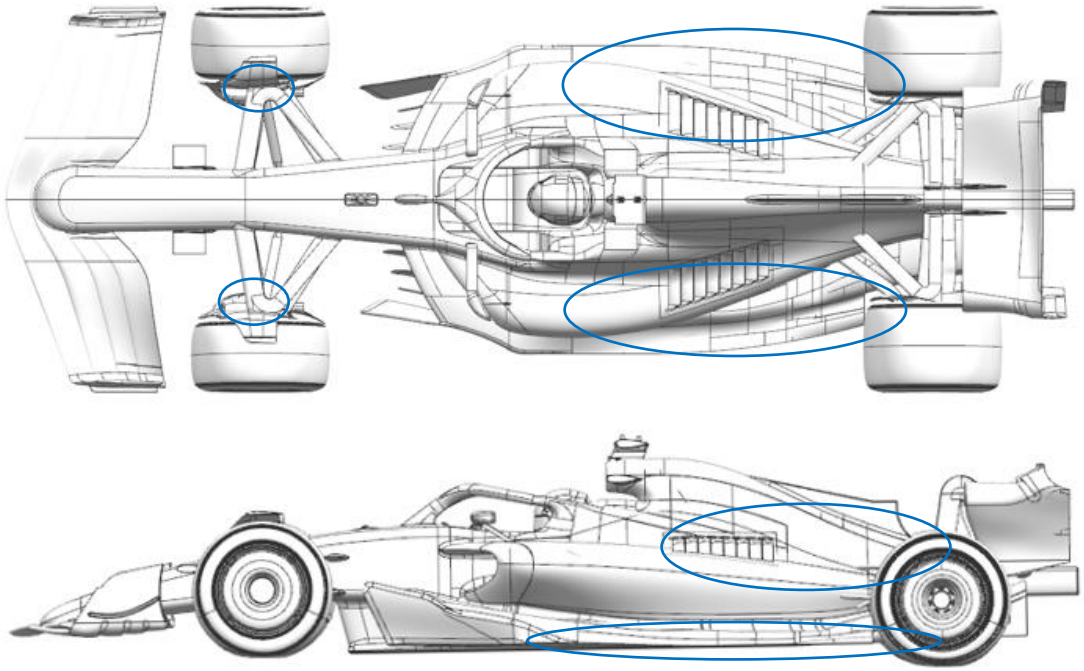
Red Bull Racing

	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	Front corner	Reliability	Enlarged front brake inlet and outlet ducting	Given the rigours of brake cooling in the reduced atmospheric pressure of Mexico city, larger inlet and exit caps have been prepared for this race to simply recover air mass flow.
2	Engine Cover	Reliability	Redistributed topbody exit areas	In work carried out for the previous cooling revision, more benefit was found from redistributing the exit air and given scope to introduce via an update to existing tooling, this can be deployed in Mexico. In addition, a wider louvre exit panel is available to recover mass flow in the ambient conditions encountered.
3	Floor body	Local load	Subtle revisions to the upper surface at the radiator duct inlet and to the sidepod split line	As a make from the previous specification of floor, a new upper surface rearwards of the outer floor fence plus sidepod split line are offered, the latter to accommodate the sidepod revision. These offer the cooling benefit noted above a small increase in load.
4	Edge wing	Local load	A subtle revision to the leading edge of the floor wing	To draw benefit from the lowered upper floor surface and made from the previous edge wing specification, a revised leading edge region extracts a little more load whilst maintaining flow stability.





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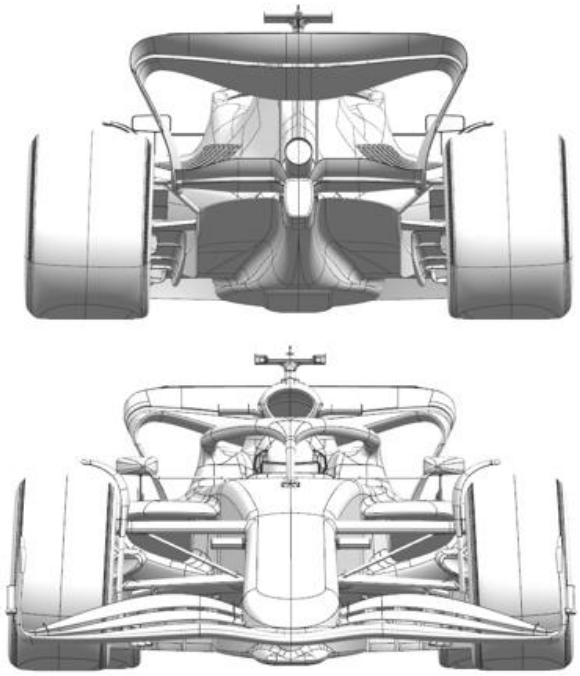
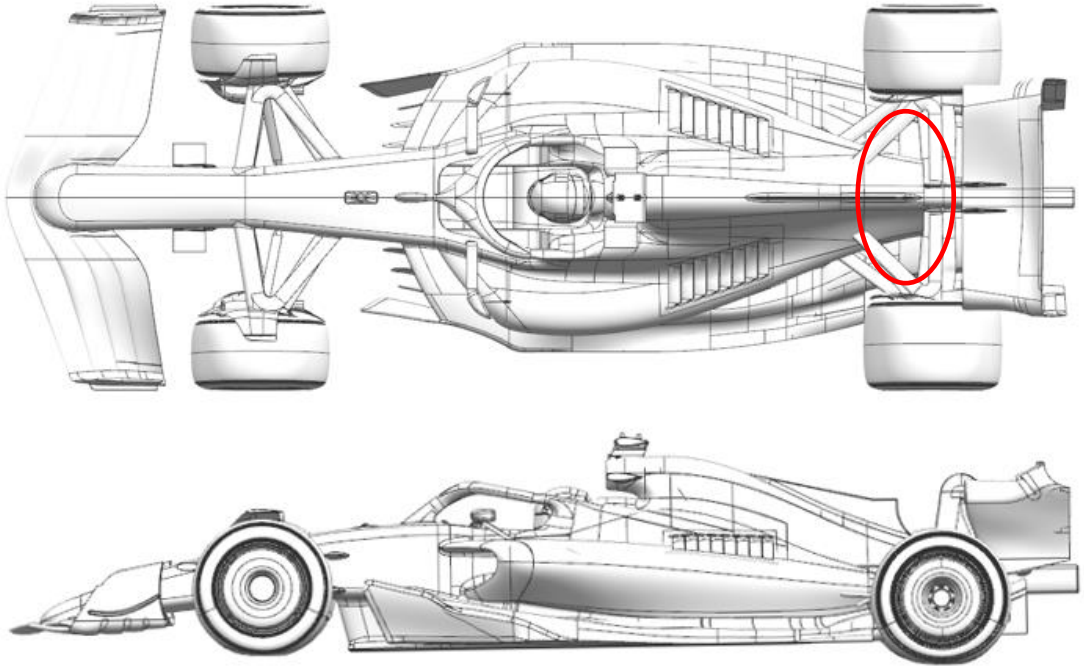
Car Presentation – Mexico Grand Prix

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	Coke/Engine Cover	Circuit specific - Cooling Range	Addition of a lip to the bodywork exit	Consequence of the high cooling demand of the Mexico City track, the bodywork exit has been updated to increase the air flow through the coolers.





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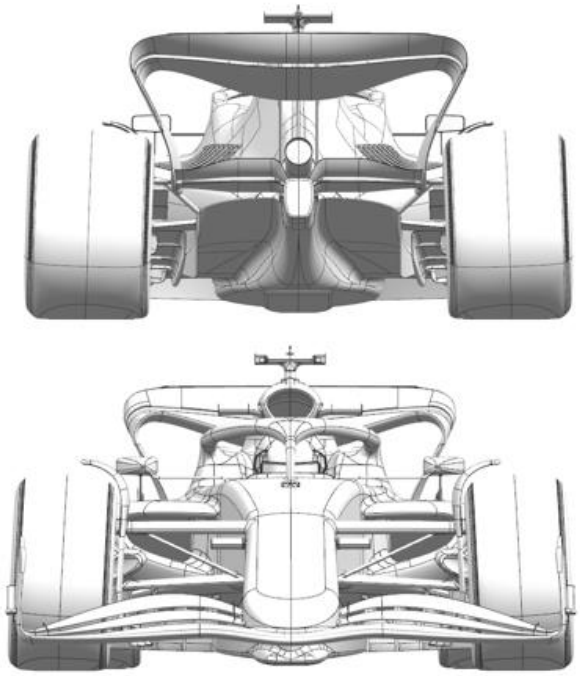
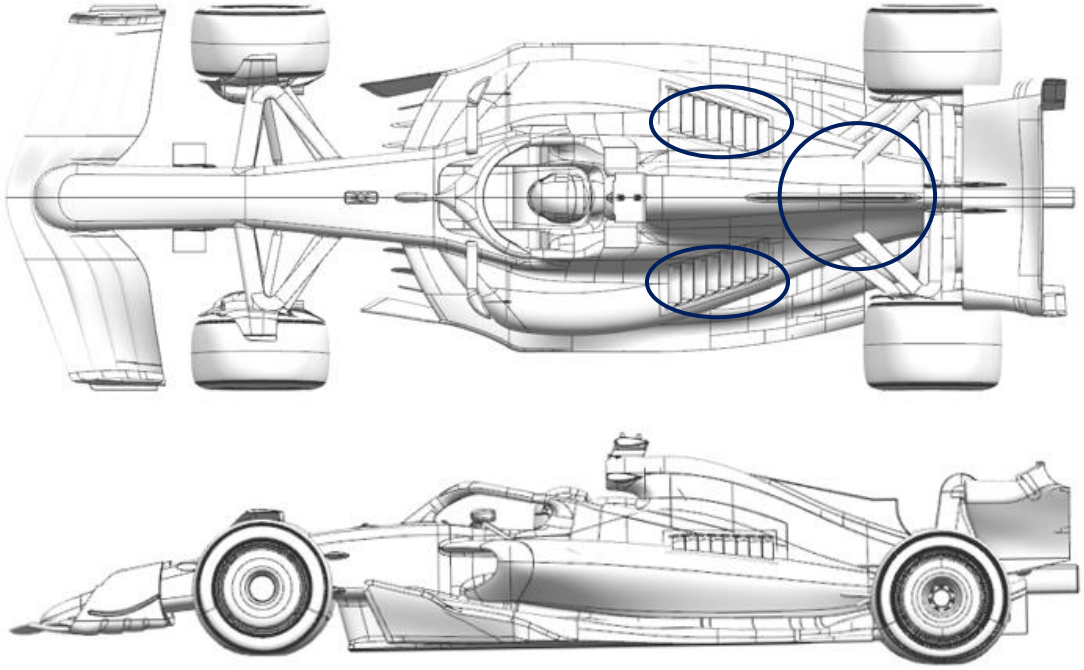
Visa Cash App Racing Bulls

	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	Coke/Engine Cover	Circuit specific - Cooling Range	Larger rear upper exit	The main cooling exit at the rear of the bodywork has been enlarged, to increase the available engine cooling.
2	Cooling Louvres	Circuit specific - Cooling Range	Larger louvre panel.	The louvre panels used at circuits with high engine cooling requirements have been made larger to increase engine cooling.





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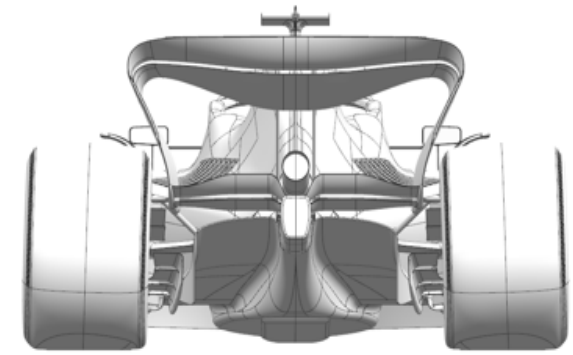
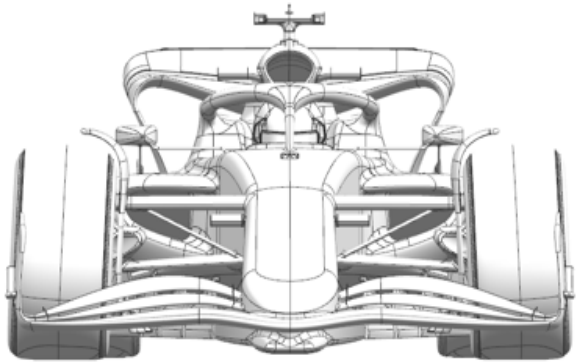
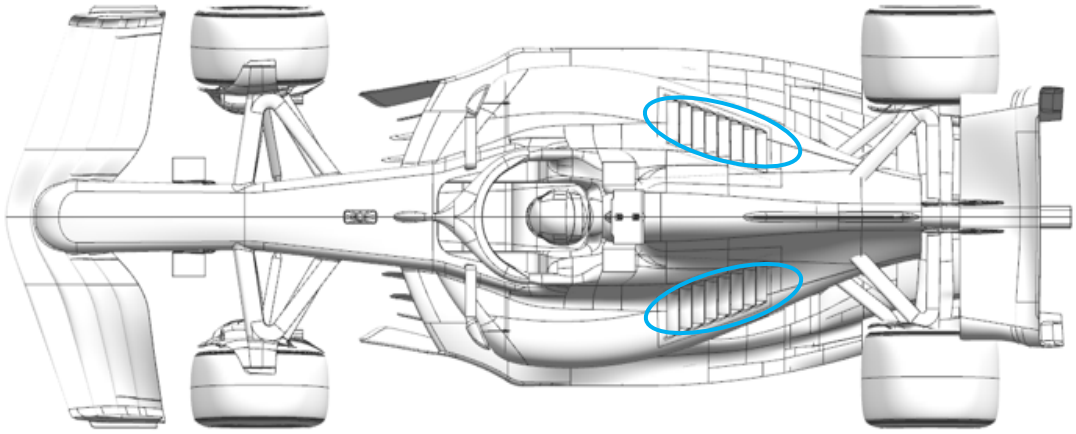
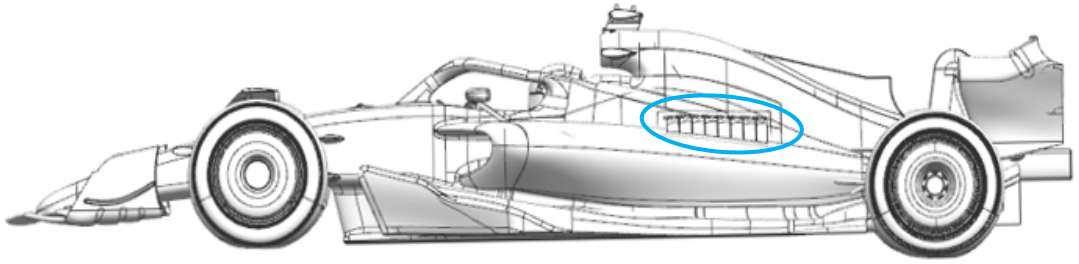
ATLASSIAN WILLIAMS RACING

	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	Cooling Louvres	Circuit specific - Cooling Range	Additional louvre panels are available for this event. The number of louvres is increased compared to past events. Versions are available with 'wide' and 'narrow' louvres.	The increased number/size of louvres increases the flow of air through the cooling system, which helps compensate for the relatively low air density in Mexico City. The higher cooling panels have a negative effect on downforce and drag and therefore will only be used if necessary to cool the PU in the ambient conditions of this weekend.









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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	Cooling Louvres	Circuit specific - Cooling Range	Additional sidepod louvres	An increased mass flow rate is required for the particular ambient conditions in Mexico City. This update is providing a higher maximum cooling level.