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Aston martin 2025

Aston Martin Aramco Formula One Team reveals its new challenger for the 2025 FIA Formula One World Championship with an unveiling across the team's digital channels. The AMR25 is an evolution of its predecessor, with changes aimed at making the car more driveable and improving overall driver confidence. The car has large aero surface changes in comparison to the AMR24, with the most notable changes made to the front and rear wings, sidepods, engine cover and floor.Spearheading the team in 2025 is CEO and Team Principal Andy Cowell, with a perfect blend of experience and expertise at his disposal both trackside and inside the AMR Technology Campus at Silverstone."I'm excited to get this season started and see the AMR25 hit the track tomorrow in Bahrain," said Andy Cowell. "It's the culmination of tremendous hard work and dedication at the AMR Technology Campus. We are all inspired by the DNA of Aston Martin and we have a relentless pursuit of excellence, both on and off the track."For this year's car we've really taken on board the lessons and feedback from last season. We've focused on creating a more driveable car for Lance and Fernando and we've pushed hard to make it more benign. We expect it to be a tight and competitive field from the get-go in Australia, so we know it won't be easy. Our aims are realistic with a view to how we can continually improve in all areas, especially as we, like all teams, approach a vital shake-up of the regulations in 2026."Joint longest driver pairing on the grid for 2025The team's driver line-up enters its third consecutive year together and is the joint longest pairing on the grid for 2025. Lance embarks on his fifth season in racing green colours, with the 26-year-old now the most experienced Canadian driver of all time in the sport. Fernando enters his third season with the team, as the two-time World Drivers' Champion embarks on a record-breaking 22nd season competing in Formula One.Fernando Alonso, #14: "We learnt a lot in 2024 and the team have been using that as a driving force as we head into this season with the AMR25. The competition is going to be very tight in this last year of the current regulations, but I know the team have been working hard at the AMRTC to make sure we are ready. I'm excited to get back on track. I am ready to help this team get stronger and continue this journey with Aston Martin Aramco."Lance Stroll, #18: "Everyone at the AMRTC has put in a lot of work over the winter to improve for 2025. As a team, we all want to perform well and we will continue to learn over the course of the year. What we are building here is such an exciting project with great tools and talented people, and 2025 is a key year for us to make progress. I'm looking forward to the season ahead and getting back in the cockpit, starting with pre-season testing in Bahrain."The AMR25 in detailThe new car for 2025 showcases branding from several of the team's new and existing partners, with 32 in total reflecting Aston Martin Aramco's growing commercial success. Since the start of the year, the team has announced five new partnerships, alongside two contract renewals and one partnership uplift, with Saudi mining company Ma'aden being elevated to become the team's first Principal Partner.The front wing of the AMR25 is a significant evolution of the front wing the team introduced towards the end of last year. The changes are focused on improving low-speed downforce, the balance of the car and giving the drivers more stability through all the phases of cornering.The sidepods of the AMR25 have been reprofiled and are the most striking change visually compared to its predecessor. Deeply undercut, they feature a swooping channel along the length of the upper surface to better guide airflow.A tightly packaged radiator layout has been reconfigured to accommodate the new sidepod design. The radiators play a critical role in regulating the powertrain's temperature.The engine cover features a jagged, razor-sharp spine running from the airbox towards the rear wing to direct airflow to the rear of the car.The design of the floor has been revised to improve airflow underneath the car. The new sidepod and bodywork design complement this, allowing better airflow management under the car and over the rear wing.The AMR25 features a push-rod suspension layout at both the front and rear; the wheel assembly is joined to the chassis by a diagonal structure with a higher point on the car's body.New brake ducts at both the front and rear of the car are designed to improve brake cooling and airflow management. Brake ducts funnel air into and out of the brake assembly; on the AMR25, this consists of Brembo brake callipers and Carbon Industrie carbon fibre discs and pads.A stable rear also improves corner turn-in by limiting sliding; the AMR25's rear wing has been designed with this in mind.Lance and Fernando will get their first feel of the AMR25 tomorrow, when they take to the Bahrain International Circuit for a promotional event before the start of official pre-season testing on 26-28 February. Aston Martin has revealed the first images of its 2025 Formula 1 car – the AMR25. The car features much changed sidepods compared to its predecessor the AMR24, while unlike Ferrari Aston Martin has stuck with a pushrod front suspension and the British squad has also applied this arrangement at the rear of its machines. The AMR25 features a largely unchanged livery from 2024, having been first disclosed along with the colour schemes for the other nine F1 squads at F175 on Tuesday. It comes after a disappointing year for Aston Martin, as it finished fifth in the 2024 constructors' standings with zero podiums having claimed eight of them in 2023. "We learnt a lot in 2024 and the team have been using that as a driving force as we head into this season with the AMR25," said its driver Fernando Alonso. "The competition is going to be very tight in the last year of the current regulations, but I know the team have been working hard at the AMRTC to make sure we are ready." His team-mate Lance Stroll added: "Everyone at the AMRTC has put in a lot of work over the winter to improve for 2025. As a team, we all want to perform well and we will continue to learn over the course of the year. "What we are building here is such an exciting project with great tools and talented people, and 2025 is a key year for us to make progress." Aston Martin views the upcoming campaign as one where it must demonstrate to owner Lawrence Stroll that it will not go backwards having fallen away since the start of 2023 and in the AMR25 that its technical team has taken onboard the feedback from Alonso and Stroll Jr. In particular, the team has wanted to address the low-speed corner handling and through-corner balance for its drivers. The AMR25 is also the first Aston to really benefit from the team's rebuilt and expanded factory situated across the road from British Grand Prix venue, Silverstone. At F175, new team boss Andy Cowell – the ultra-successful ex-Mercedes engine chief – was keen to highlight to the assembled media including Autosport that the reworked factory has meant the AMR25 spent longer being designed before going into production compared to its predecessors. This should benefit Aston Martin in its new design being that bit more mature regarding its development before even being assembled for the first time. Alonso and Stroll will complete a filming day with the AMR25 on Monday – alongside Mercedes and its W16 challenger – in Bahrain ahead of 2025 pre-season testing starting at the Sakhir track on the 26-28 February. Photos of the Aston Martin AMR25 Read Also: In this article Alex Kalinauckas Formula 1 Fernando Alonso Lance Stroll Aston Martin Racing Be the first to know and subscribe for real-time news email updates on these topics Read also : Aston Martin have unveiled their 2025 F1 car, the AMR25, ahead of its first track outing in Bahrain.The AMR25 has been described as an "evolution" of its predecessor and features "large aero surface changes" compared to the AMR24, with the biggest alterations made to the front and rear wings, sidepods, engine cover and floor.Aston Martin say the changes are aimed at making the car "more driveable and improving overall driver confidence", something Fernando Alonso and Lance Stroll both struggled with in 2024.The Silverstone-based squad's new challenger will hit the track for the first time for a filming day at the Bahrain International Circuit on Monday, two days before official pre-season testing begins. "I'm excited to get this season started and see the AMR25 hit the track tomorrow in Bahrain," Aston Martin team principal and CEO Andy Cowell said. "It's the culmination of tremendous hard work and dedication at the AMR Technology Campus. We are all inspired by the DNA of Aston Martin and we have a relentless pursuit of excellence, both on and off the track."New Aston Martin to be 'more benign and predictable' The AMR25 features big aero changes "For this year's car we've really taken on board the lessons and feedback from last season," Cowell continued. "We've focused on creating a more driveable car for Lance and Fernando and we've pushed hard to make it more benign. "We expect it to be a tight and competitive field from the get-go in Australia, so we know it won't be easy. Our aims are realistic with a view to how we can continually improve in all areas, especially as we, like all teams, approach a vital shake-up of the regulations in 2026."Aston Martin finished a distant fifth place in the constructors' championship last term but were unable to replicate their podium heroics from 2023 and scored less than half of the points of the year before. "We learnt a lot in 2024 and the team have been using that as a driving force as we head into this season with the AMR25," Alonso said. "The competition is going to be very tight this year in the last year of the of the current regulations, but I know the team have been working hard at the AMRTC to make sure we are ready."I'm excited to get back on track; I am ready to help this team get stronger and continue this journey with Aston Martin Aramco."Teammate Stroll added: "Everyone at the AMRTC has put in a lot of work over the winter to improve for 2025. As a team, we all want to perform well and we will continue to learn over the course of the year."What we are building here is such an exciting project with great tools and talented people, and 2025 is a key year for us to make progress. I'm looking forward to the season ahead and getting back in the cockpit, starting with pre-season testing in Bahrain." Subscribe to our F1 Newsletter We expect a strong 2025 for Aston Martin, as deliveries of the new Vanquish will continue after its launch, but alongside the new supercar, the brand could also reveal hot information about (or even launch) a special version of the DBX. What is certain is the production start of the Valhalla. New Aston Martin Vanquish Aston Martin DBX "Off-Road" Aston Martin Valhalla New Aston Martin Vanquish Aston Martin Vanquish (2024) Photo by: Aston Martin in 2025, deliveries of the 1,000 Aston Martin Vanquish worth more than £330,000 go into full swing. The new generation of the British supercar is powered by a non-electrified 5.2-litre V12 twin-turbo with 835 PS and 1,000 Nm of torque. The interior offers high-quality materials, ergonomic seats and a 10.25-inch infotainment system with advanced features. The customisation possibilities are endless, with each owner able to choose various details to tailor-make the Aston Martin of their dreams. Model Aston Martin Vanquish Bodywork Supercar Engines 5.2-litre twin-turbo V8 Launch Early 2025 Prices from £330,000 Aston Martin DBX Off-Road Aston Martin DBX707 (2024) Aston Martin may soon expand the range of its DBX with a decidedly new model, a more off-road version to challenge rivals like the Land Rover Defender and Mercedes G-Class. According to rumours reported by Autocar, the project, known for now as 'Project Rambo', would represent an extreme evolution of the DBX, with a more rugged appearance, additional body protection and a raised stance, while retaining the luxury DNA of the British marque. At the moment, the project has not received the final go-ahead from Lawrence Stroll, president of Aston Martin, but there is talk of a limited production run of around 2,500 units, destined for an exclusive clientele. Under the bonnet, the new version could house the Mercedes-AMG-sourced 4.0-litre V8, already used in the DBX707, with an output of 585 PS and 850 Nm of torque, or even the 707 PS variant, which would make this SUV one of the most powerful off-rovers on the market. Alternatively, Aston Martin could consider adopting the plug-in powertrain of the Mercedes GT63 SE Performance. We don't know if the 'green light' for this model will come as early as 2025, but we will certainly hear about it. Model Aston Martin DBX "Project Rambo" Bodywork E-segment SUV Engines Petrol or plug-in hybrid Launch End of 2025 Prices n.a. Aston Martin Valhalla Photo by: Aston Martin 2025 is also the year of the production start of the Aston Martin Valhalla, the new British supercar that after a long gestation period that began in 2019 finally becomes a real car that 999 lucky customers will be able to drive. The sleek, low mid-engined coupe with truly advanced aerodynamics uses a plug-in hybrid powertrain consisting of a 4.0-litre V8 twin-turbo petrol engine and three electric motors for a total output of 1,079 PS. All-wheel drive, dual-clutch automatic transmission and torque vectoring system complete the picture of the Valhalla, which can travel 8 miles in pure electric mode, has an electronically limited top speed of 217 mph and accelerates from 0 to 62 mph in 2.5 seconds. The price is expected to start at around £840,000 (including VAT). Model Aston Martin Valhalla Bodywork Supercar Engines Plug-in hybrid Launch Mid-2025 Prices Around £840,000 (including VAT) More from Aston Martin: Got a tip for us? Email: tips@motor1.com We've applied our learnings from previous seasons to evolve our car from nose to tail. More than 90 per cent of its aerodynamic surfaces differ from its predecessor, with changes to the front and rear wings, sidepods, engine cover and floor enabling us to craft a compliant and refined racecar. Download the Official F1 AppOur partners© 2003-2025 Formula One World Championship Limited A significant milestone. The team fired up the AMR25, our 2025 F1 challenger, for the first time, marking the culmination of countless hours of work over the winter.Our new F1 car took its first guttural breaths on 12 February inside the walls of our state-of-the-art home, the AMR Technology Campus, as the team fired up the AMR25. Months of collective of craft, development, testing, and engineering from across all departments of our team have been poured into our 2025 racer, ahead of another marathon Grand Prix season.The first steps are some of the most important in a new car's existence. Our engineers meticulously monitored every metric and combed over every last detail, checking the car's vital signs were all in order as it burst into life in front of an expectant crowd: our team members, all wanting to catch a glimpse and hear the thrum of our latest creation.A considerable step as we edge towards the start of the new season. Up next, we reveal our 2025 livery at F1 75 Live on 18 February at The O2 in London before our new F1 car breaks cover on 23 February and then takes to the track for a promotional event at the Bahrain International Circuit one day later.Watch the video below to hear our new car for the first time. Ask Alonso to read this pageThe front wing of the AMR25 is a significant evolution of the front wing the team introduced towards the end of last year. The changes are focused on improving low-speed downforce, the balance of the car and giving the drivers more stability through all the phases of cornering.Cutting through the air at speeds of more than 350km/h, the front wing directs airflow across all the aerodynamic surfaces and is crucial to the performance of the car.The front wing and nose work in tandem with the over-wheel winglets to control the front-wheel wake and direct it away from the bodywork to help increase downforce at the rear of the car.The most striking change visually compared to its predecessor, the sidepods of the AMR25 have been reprofiled. Deeply undercut, they feature a swooping channel along the length of the upper surface to better guide airflow. A tightly packaged radiator layout has been reconfigured to accommodate the new sidepod design. The radiators play a critical role in regulating the powertrain's temperature.The engine cover features a jagged, razor-sharp spine running from the airbox towards the rear wing to direct airflow to the rear of the car. Large louvres draw hot air away from the turbocharged 1.6-litre V6 hybrid power unit and cooling systems that sit beneath the shrink-wrapped bodywork which features a cooling cannon at the rear to direct air from the radiators.The power unit produces around 1,000bhp and comprises several elements: the internal combustion engine, motor generator unit-heat (MGU-H), motor generator unit-kinetic (MGU-K), turbocharger, energy store, control electronics, and exhaust.The MGU-H uses energy from the engine's exhaust gases to generate electricity, which is used to keep the turbocharger spinning at optimum speeds and prevent turbo-lag. The MGU-K recovers kinetic energy during deceleration to produce more power when the throttle is applied.The eight-speed, semi-automatic Mercedes F1 gearbox sits behind the power unit. This is the last gearbox the team will use from an external supplier before switching to transmission and hydraulics developed in-house at our state-of-the-art AMR Technology Campus from 2026.Deep in the bowels of the car are the fuel cell, with a capacity of 110kg, and the electronic control unit (ECU) which processes data from hundreds of sensors to optimise performance and ensure the car operates efficiently during races. The ECU is responsible for managing and controlling various systems, such as engine performance, transmission and energy recovery.This central area of the car also features key safety aspects. The roll hoop directly behind the driver's head can withstand up to 15G of vertical impact and the halo, fixed above the cockpit and made from a super-light, super-strong aerospace-grade titanium alloy, can withstand 12,500kg.The design of the floor has been revised to improve airflow underneath the car. The new sidepod and bodywork design complement this, allowing better airflow management under the car and over the rear wing.Much of the car's downforce is generated by the floor. Extracting the most from this area is key to unlocking performance; the floors of F1 cars have been a key development battleground since the current technical regulations were introduced in 2022. The floor of an F1 car features a complex series of channels and tunnels that work together to create downforce and reduce drag. The channels guide air through a narrowing section under the car which then widens towards the rear. This narrowing and widening accelerates the airflow, creating a low-pressure area that generates additional downforce and pulls the car closer to the racetrack – also known as ground effect.At speeds of around 150km/h, the car can generate its own weight in downforce. Suspension has several, often conflicting, roles. It should be compliant enough that the grip from the tyres is consistent as the car traverses track undulations, yet stiff enough that the ride height of the car is in the optimum range for the aerodynamics. The suspension setup is tuned to control the weight transfer distribution to improve cornering ability, and the suspension geometry should ensure as much of the tyre is in contact with the track surface as possible for more grip, enabling earlier throttle application. Suspension layout also influences aerodynamics, as the suspension arms are exposed and located in highly sensitive aerodynamic areas. The AMR25 features a push-rod suspension layout at both the front and rear; the wheel assembly is joined to the chassis by a diagonal structure with a higher point on the car's body. A pull-rod suspension layout is the opposite.A push-rod layout provides cleaner airflow around the suspension arms, is lighter and is easier for the mechanics to access if repairs are required. Pull-rod suspension offers benefits in terms of a lower centre of gravity because heavier suspension components, such as springs and dampers, are mounted lower in the chassis.Consisting of aluminium uprights with carbon fibre composite wishbones, the suspension must withstand high forces and be light enough to not detrimentally affect car performance. Springs and anti-roll bars control the motion of the wheels relative to the chassis while dampers dissipate some of the energy and reduce oscillations.New brake ducts at both the front and rear of the car are designed to improve brake cooling and airflow management. Brake ducts funnel air into and out of the brake assembly; on the AMR25, this consists of Brembo brake callipers and Carbon Industrie carbon fibre discs and pads.The brakes slow the car with a deceleration rate of up to 6G, with braking power more than four times that of the hybrid power unit. This means they can bring the car to a standstill from 320km/h in under five seconds and must withstand intense temperatures up to 1,000°C.A balance must be struck between aerodynamic cooling and aerodynamic efficiency: bigger brake ducts mean better cooling, but aerodynamic efficiency will suffer. How harsh a circuit is on brakes will inform that decision.One of the largest aerodynamic structures on the car, air flows over and around the rear wing, pushing the car down towards the racetrack and providing mechanical grip which is crucial for cornering performance. A stable rear also improves corner turn-in by limiting sliding; the AMR25's rear wing has been designed with this in mind.Rear wings create a wake, increasing air resistance — also known as drag. The smaller the rear wing, the lower the drag and the higher the car's straight-line speed. A bigger rear wing will generate more downforce but at the expense of higher drag and lower straight-line speed.The Drag Reduction System (DRS) is found on the rear wing. At specified points on the circuit, a driver can trigger the DRS via a button on their steering wheel and open a flap on the rear wing. This reduces drag as air passes through a gap, boosting straight-line speed and increasing overtaking probability. During a race, drivers can use DRS when they're within one second of the car in front at the point of DRS detection.This season, the minimum gap permitted in the rear wing when the DRS is closed has been reduced from 10-15mm to 9.4-13mm. When the DRS is open, the maximum gap permitted is 85mm. We have an unstoppable quest for profound gratification.A desire to capture the pure human emotion of the driving experience.