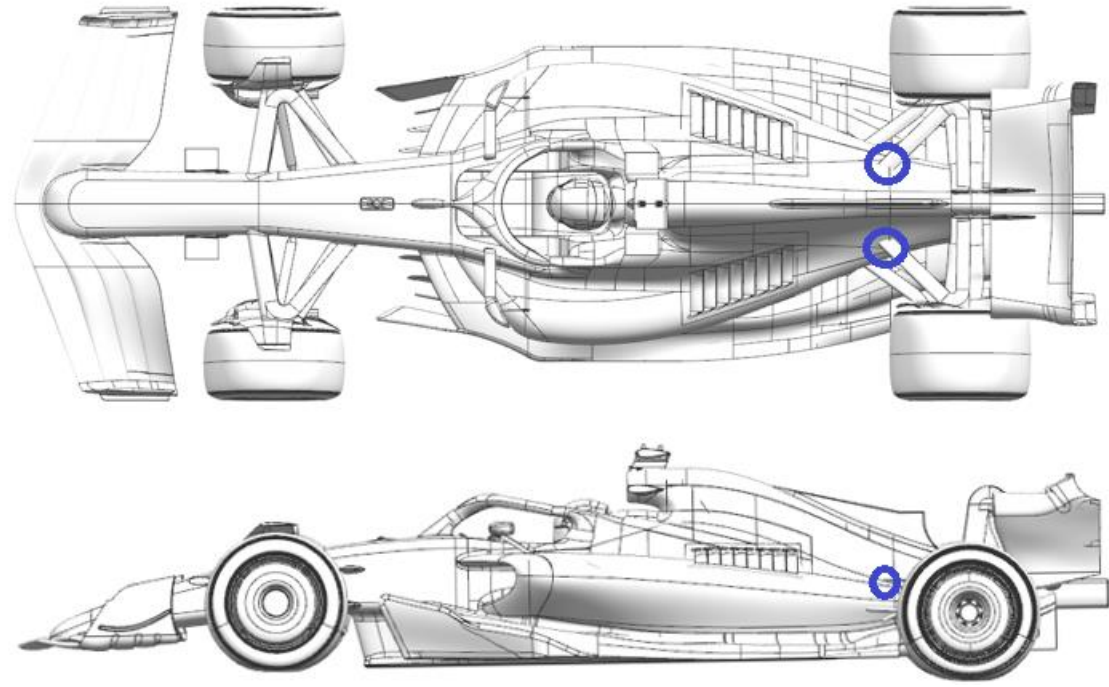
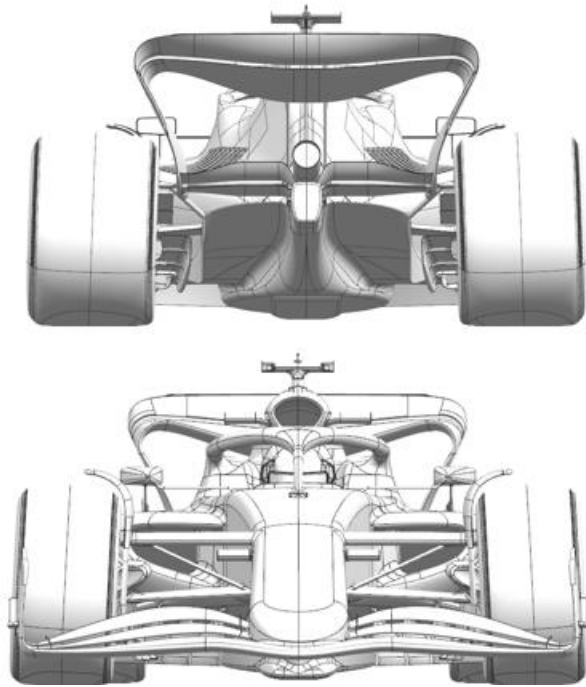


Pre-Event Automobile Display – Belgian Grand Prix

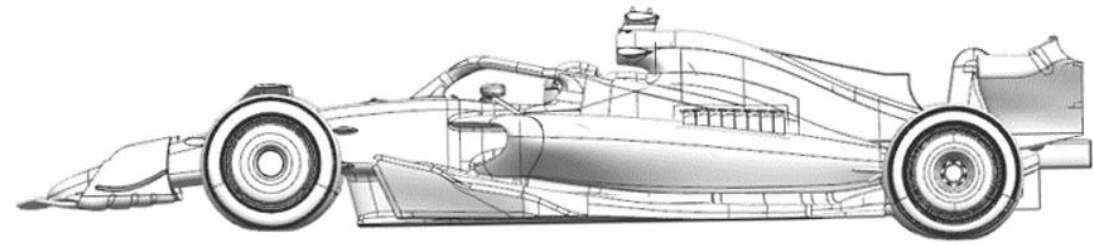
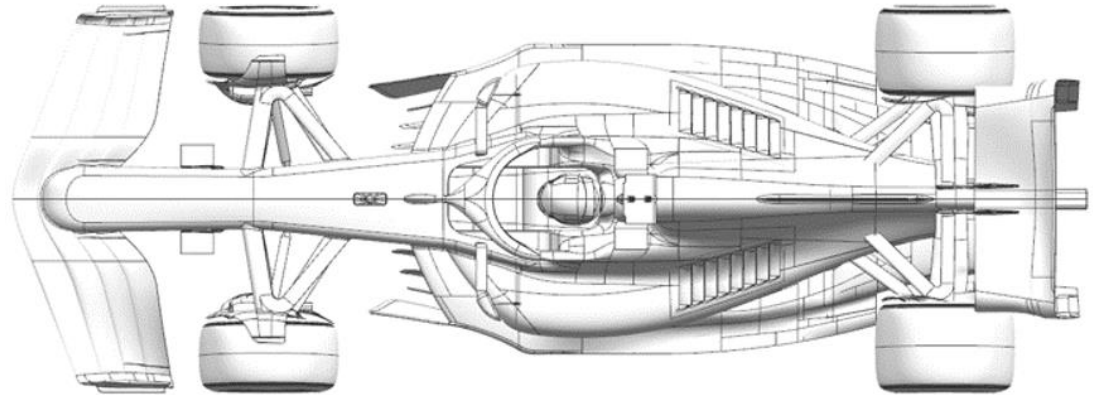
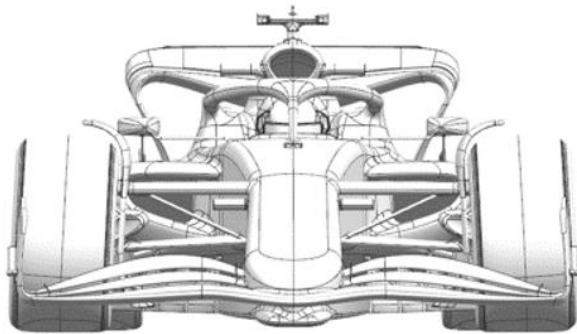
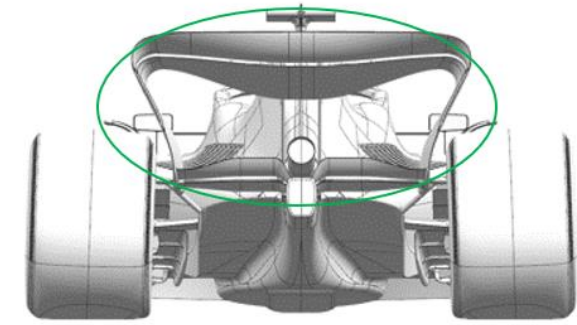
ORACLE RED BULL RACING

	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	Reduced cooling exit area ahead of the rear top wishbones	A minor revision to change the cooling exits on each side ahead of the upper rear wishbones. The geometric consequences suit the cooling requirements in relatively cool ambient conditions typically encountered at the Belgian circuit.



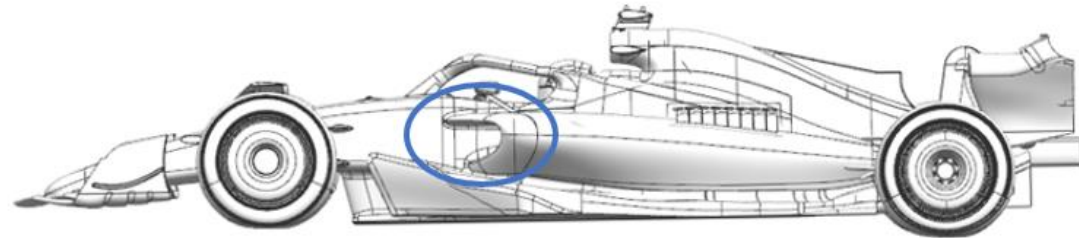
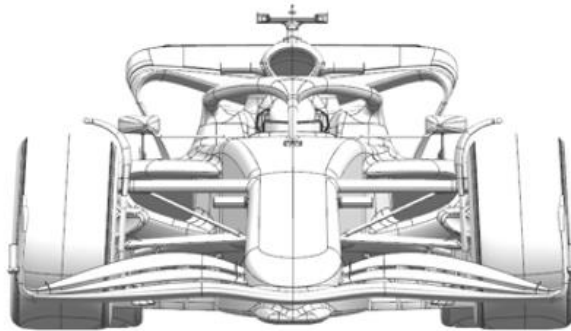
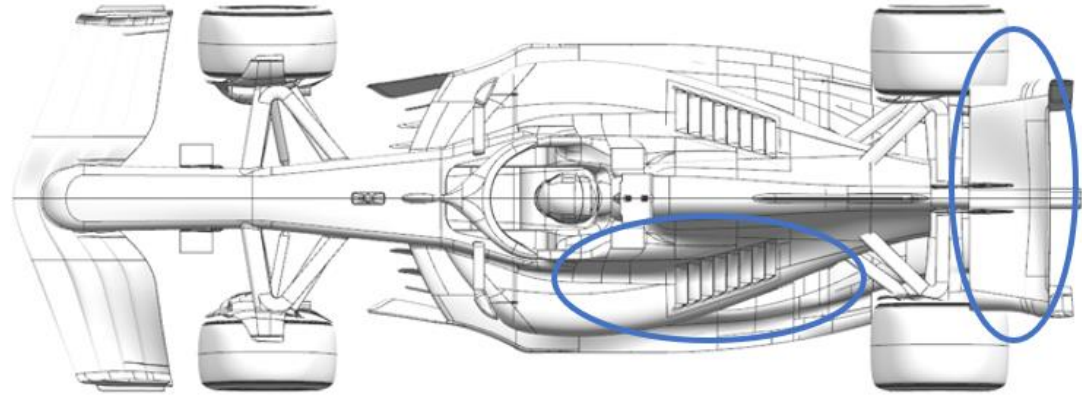
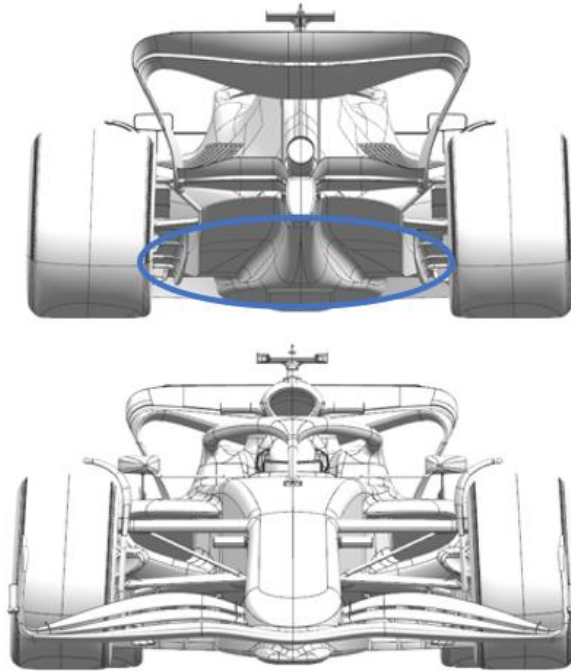
Scuderia Ferrari

	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works
1	Rear Wing	Performance - Drag reduction	Lower Downforce Top and Lower Rear Wing designs	Specific to lower downforce tracks, this update features depowered Top and Lower Rear Wing profiles in order to adapt to Spa-Francorchamps layout peculiarities and efficiency requirements



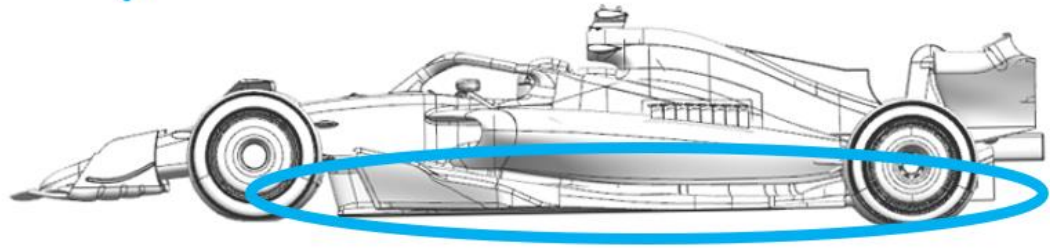
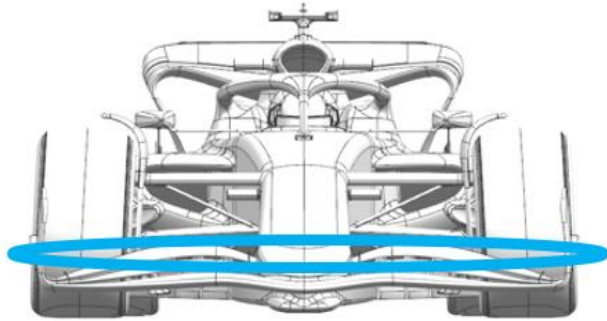
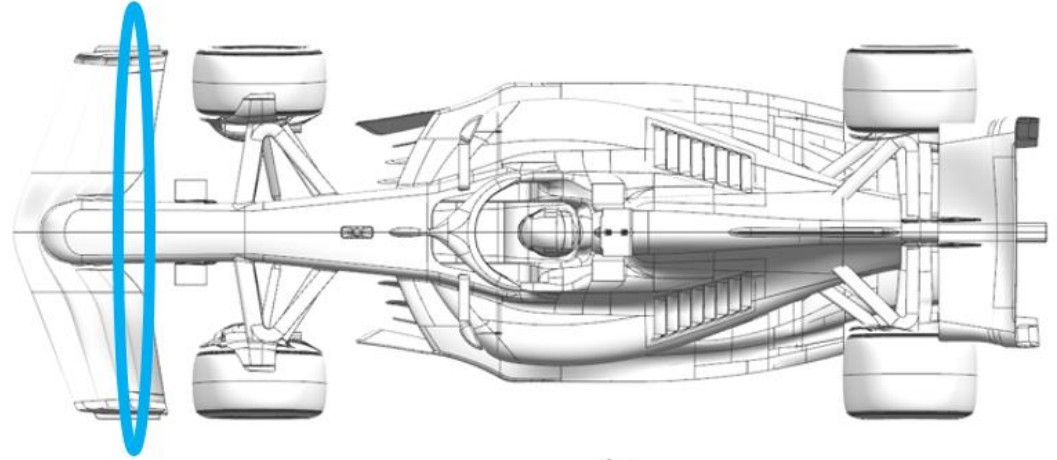
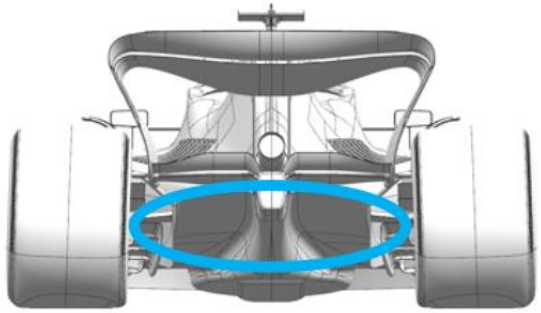
Mercedes-AMG Petronas F1 Team

	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works
1	Sidepod Inlet	Reliability	Taller sidepod inlet	Taller inlet improves flow quality to sidepod radiators, improving engine cooling and allowing less louvres for a given cooling level.
2	Coke/Engine Cover	Performance - Flow Conditioning	Sideview coke tube camber increased	Increased coke side view camber improves onset flow to the rear of the car, notably the rear wing which gains downforce and drag.
3	Floor Body	Performance - Local Load	Small changes to floor underside volume distribution	Volume distribution adjusted to extract more local load from forward floor vortex system, which in turn improves flow to the diffuser.
4	Rear Wing	Performance - Drag reduction	Small chord upper rear wing	Reduced camber and reduced chord upper rear wing with less downforce and drag than standard - suited to low drag track such as Spa.



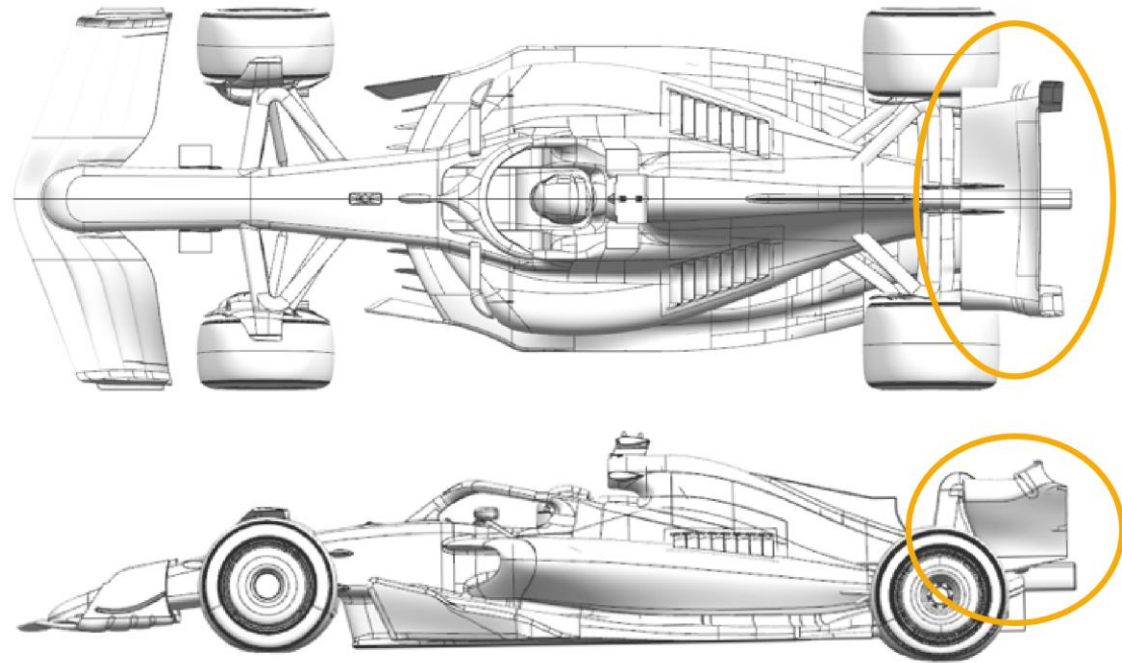
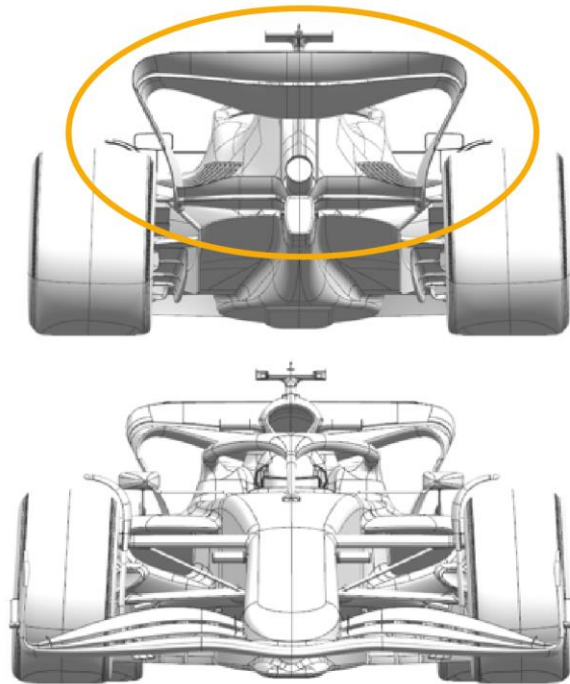
BWT Alpine F1 Team

	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works
1	Front Wing	Circuit specific - Drag Range	Larger scale cut out on the front wing flap	Reduced aerodynamic load front wing flap to suit the lower downforce level of Circuit Spa-Francorchamps
2	Floor Body	Performance - Local Load	Revised forward fences, canoe ramps and smoother diffuser wall cut out profile	Gains downforce through the accumulation of several small local gains resulting from the revised geometries



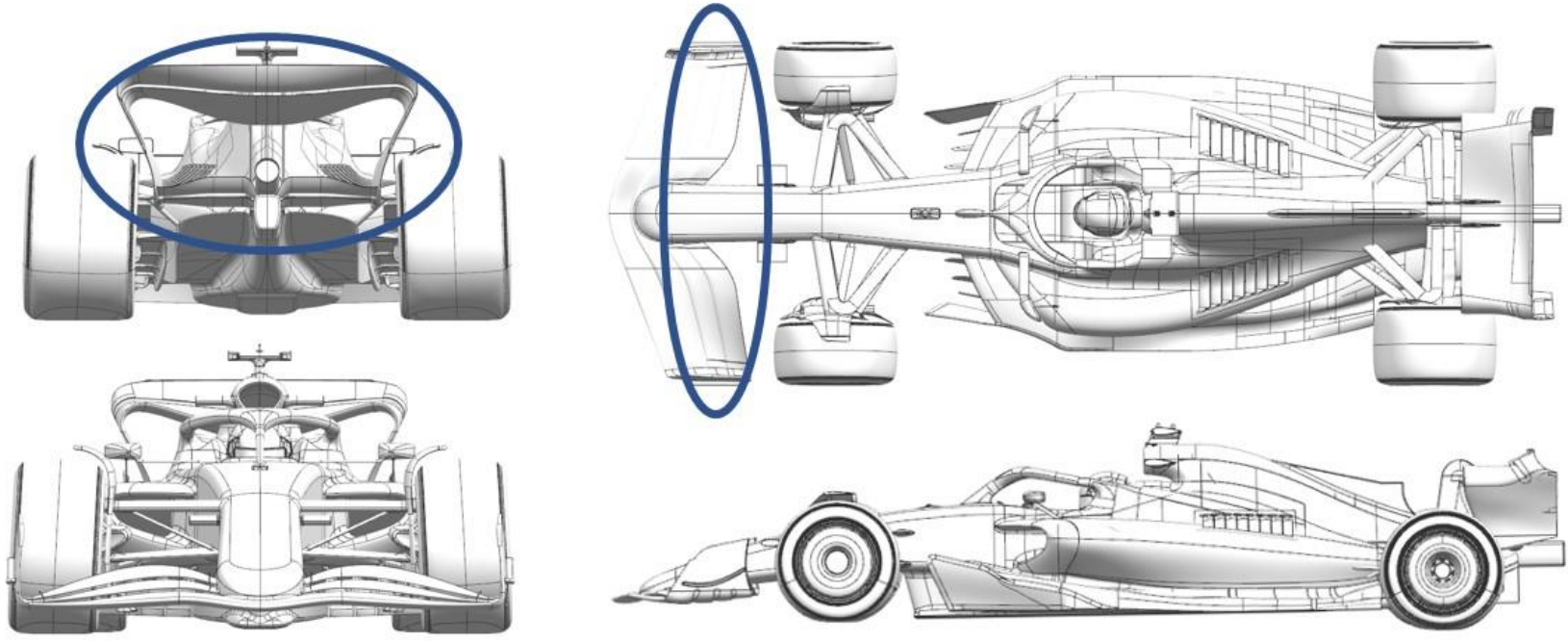
McLaren F1 Team

	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	Offloaded Biplane Beamwing	A new offloaded Beamwing geometry, which efficiently trades load from Beamwing to Rear Wing Main Plane and thus reduces aerodynamic Drag and Load.
2	Rear Wing Endplate	Circuit specific - Drag Range	Rear Wing Endplate Infill	A modified Rear wing endplate featuring a different sideview shape, which reduces Rear Wing Mainplane loading and thus efficiently reduces aerodynamic Drag and Load.
3	Rear Wing	Circuit specific - Drag Range	Rear Wing Flap Trims	Two different Trims to the Trailing edge of the Rear Wing Flap Element, which result in a reduction of aerodynamic Drag and Load.



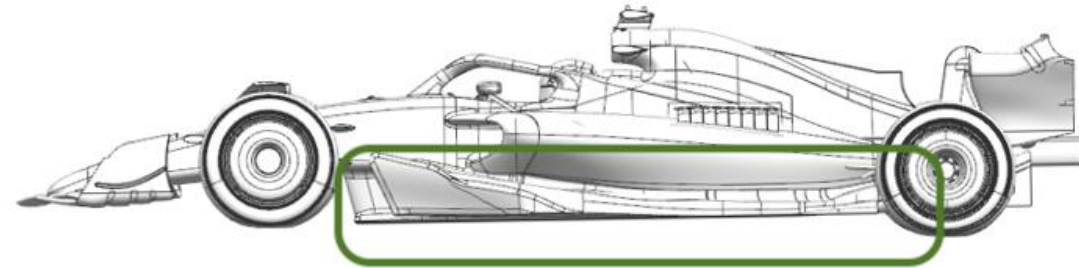
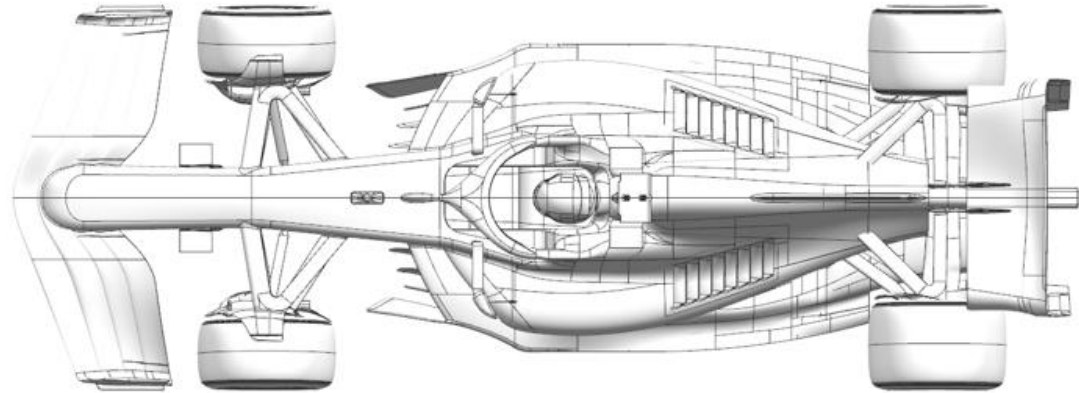
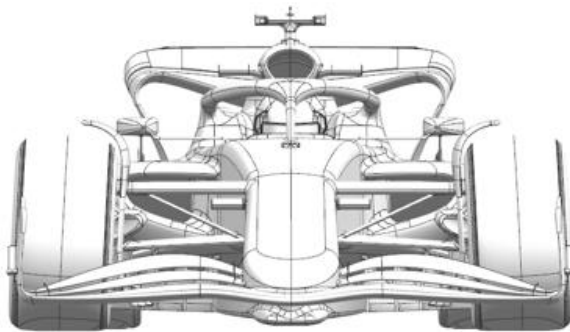
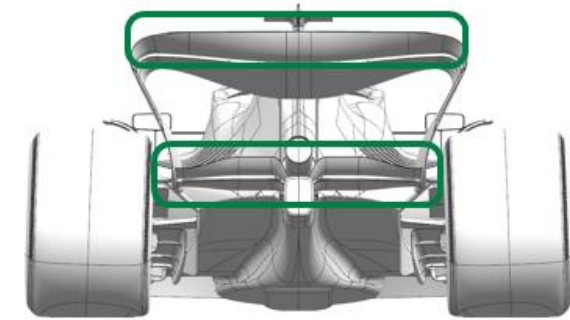
Alfa Romeo

	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works
1	Front Wing	Circuit specific - Balance Range	Reprofiled front wing flaps.	The updated front wing flaps (available in two trim options) are designed to balance the rear wings listed below to answer the characteristics of the Spa circuit.
2	Rear Wing	Circuit specific - Drag Range	Reduced profile rear wing	A low-drag rear wing, featuring both main plane and endplates, that allows the team to minimise drag around the Spa circuit
3	Beam Wing	Circuit specific - Drag Range	Profile of the beam wing (version with and version without)	As part of the updated, circuit-specific rear wing, the beam wing is available in two versions - with and without an upper element. This is to prepare for the specific requirements of the Spa circuit.



Aston Martin Aramco Cognizant Formula One Team

	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works
1	Floor Edge	Performance - Local Load	Floor edge updated to subtly revise the geometry, conceptually similar.	Small changes to the features generated from the floor edge to improve their interaction and hence local load on the lower surface of the floor.
2	Rear Wing	Circuit specific - Drag Range	New rear wing flap with reduced chord on the low drag rear wing.	Reduced wing loading and hence drag to suit the characteristics of the circuit, may be used but defined by the chosen setup.
3	Beam Wing	Circuit specific - Drag Range	Single element beam wing.	Reduced wing loading and hence drag to suit the characteristics of the circuit, may be used but defined by the chosen setup.

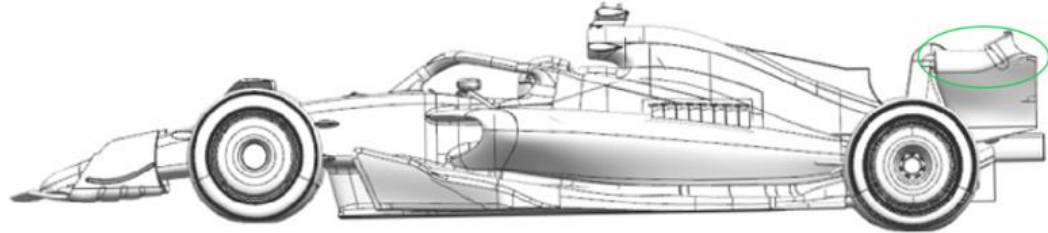
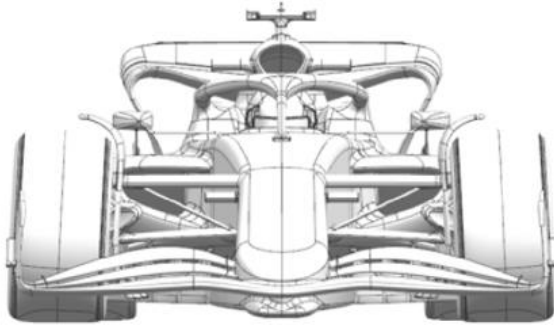
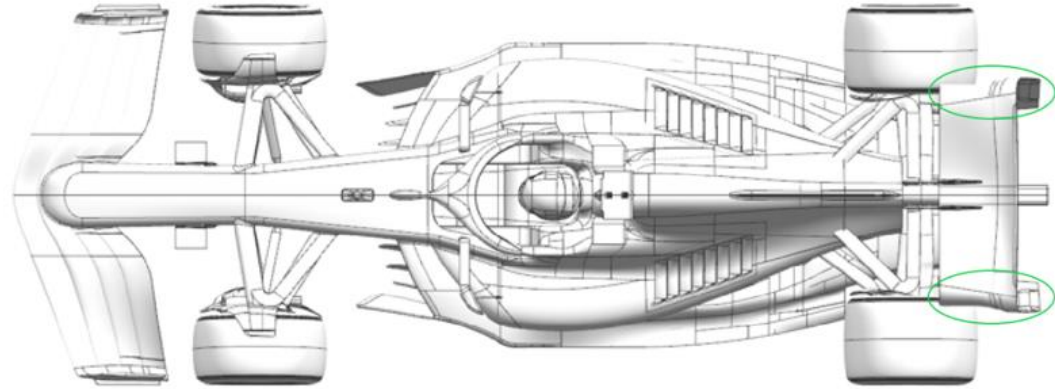
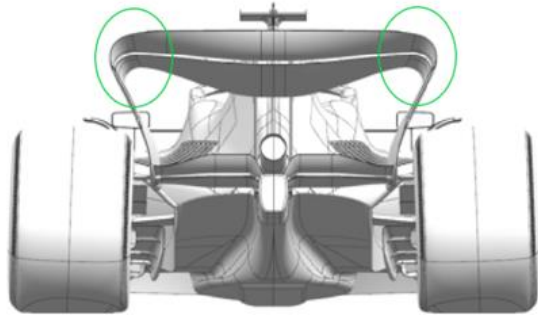


MoneyGram Haas F1 Team

No updates submitted for this event.

SCUDERIA ALPHATAURI

	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works
1	Rear Wing	Performance - Local Load	Compared to the previous assembly at this drag level, the rear wing tips have been modified to increase the size of the cut-outs.	The increased size of the cut-outs gives an efficient increase in local load of the upper wing assembly by increasing the tip loading.



Williams

	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works
1	Rear Corner	Circuit specific - Drag Range	New, shorted winglets on the rear brake ducts	These work with the rear wing assembly to efficiently change the downforce/drag range of the car for the Belgian Grand Prix.
2	Front Wing	Circuit specific - Balance Range	Optional trim to the rearward most element of the front wing to give a shorter chord length	This reduces the front wing loading to suit the lower drag rear wing setup at the Belgian Grand Prix circuit.

