FIA FORMULA 1 WORLD CHAMPIONSHIP

2026 AUSTRIAN GRAND PRIX

26 - 28 Jun 2026

From	The FIA Formula 1 Media Delegate	**Document**	14
To	All Teams, All Officials	**Date**	26 June 2026
		Time	10:56

Title Car Presentation Submissions

Description Car Presentation Submissions

Enclosed 2026 Austrian Grand Prix - Car Presentation Submissions.pdf

Roman De Lauw

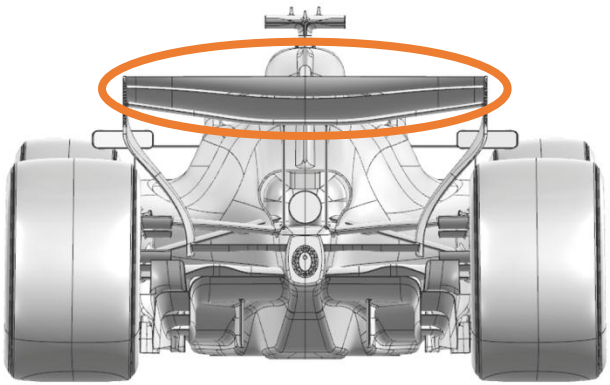
The FIA Formula 1 Media Delegate

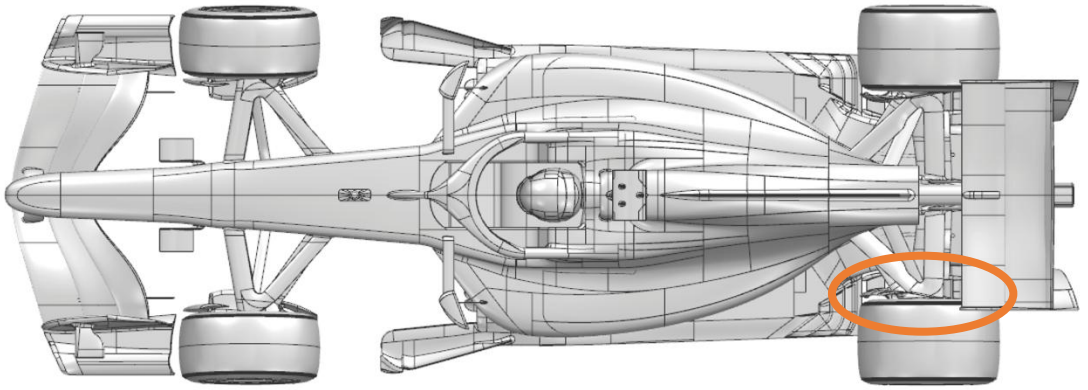
FIA FORMULA 1 WORLD CHAMPIONSHIP

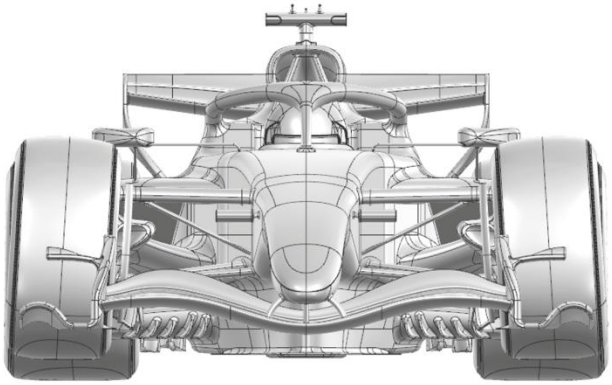
Car Presentation – Austrian Grand Prix

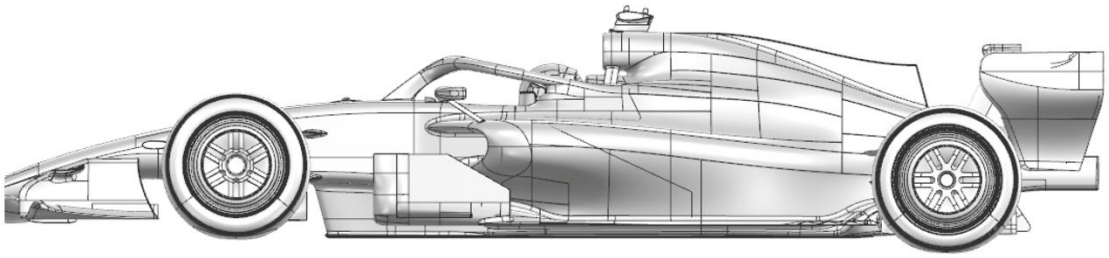
McLaren Mastercard F1 Team

	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	Rear Corner	Performance - Flow Conditioning	Revised Rear Brake Duct Inlet	The rear brake duct inlet has been revised, targeting an improvement in local flow conditioning and resultant gain in aerodynamic load generated around the rear corner.
2	Rear Wing	Performance - Drag reduction	Alternative Straight Line Mode Flap Position	The rear wing has been modified to deploy the flap to an alternative position in straight line mode resulting in a larger reduction in drag.







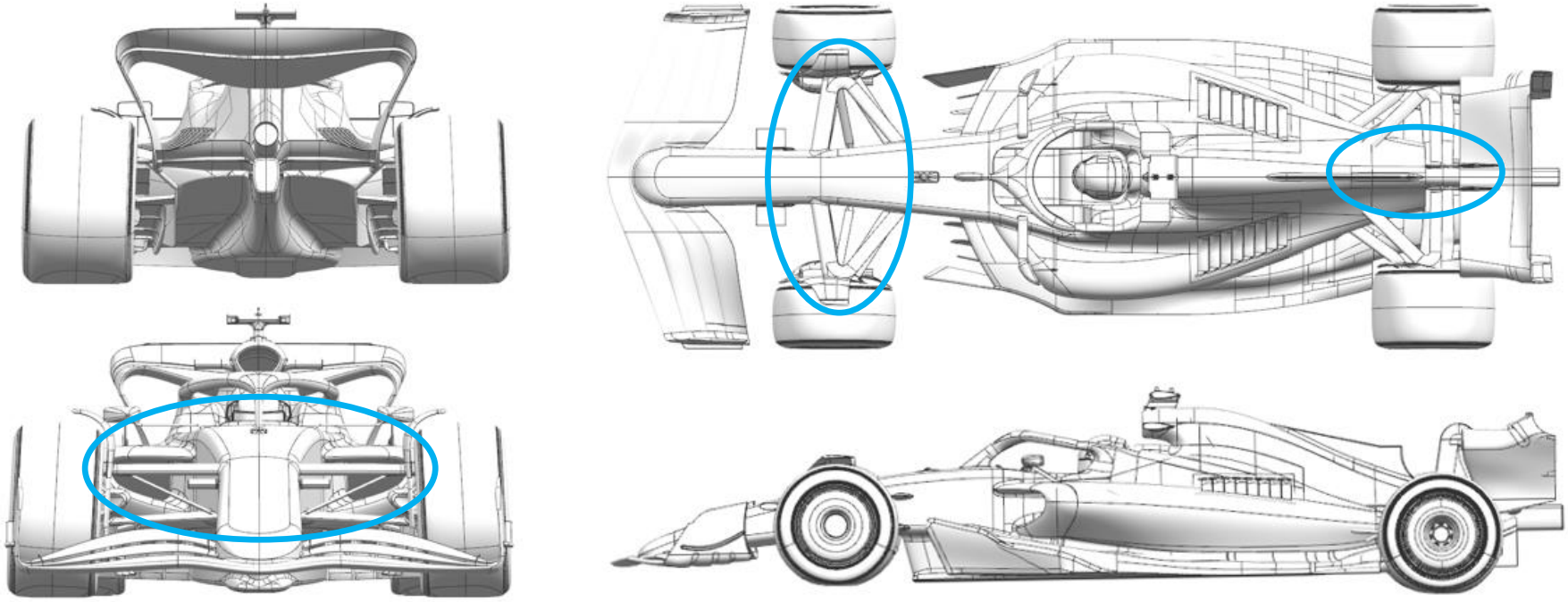


FIA FORMULA 1 WORLD CHAMPIONSHIP

Car Presentation – 2026 Austrian Grand Prix

Mercedes-AMG PETRONAS 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	Front Suspension	Performance - Flow Conditioning	Leg fairing angle of attack adjustment	Leg fairing angle of attacked adjusted to improve alignment to onset flow throughout ride height range, resulting in improved flow to the rear of the car.
2	Coke/Engine Cover	Cooling Range	Narrower rear exit	A narrower rear exit allows more cooling range tuning, biasing more cooling flow to the louvres rather than the rear exit.



FIA FORMULA 1 WORLD CHAMPIONSHIP

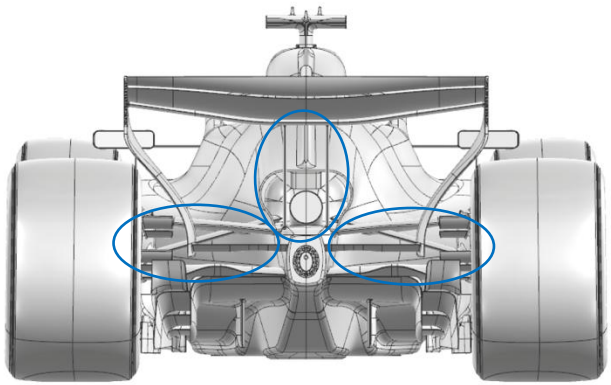
Car Presentation – Austrian Grand Prix

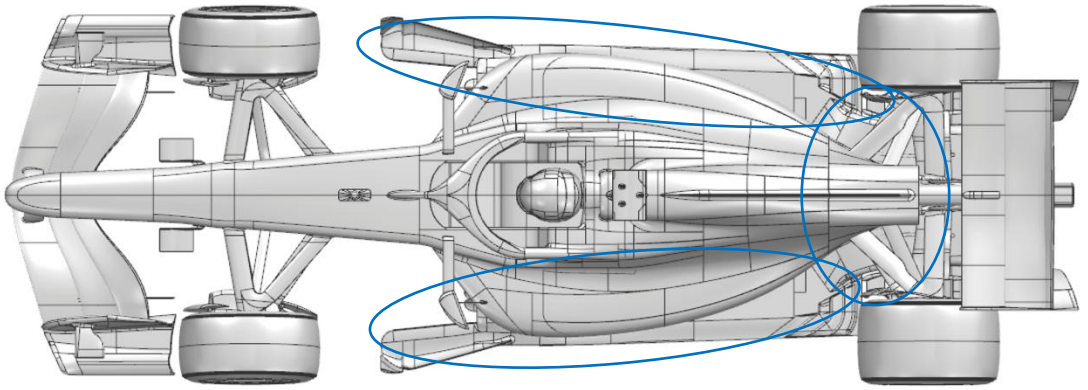
Oracle Red Bull Racing.

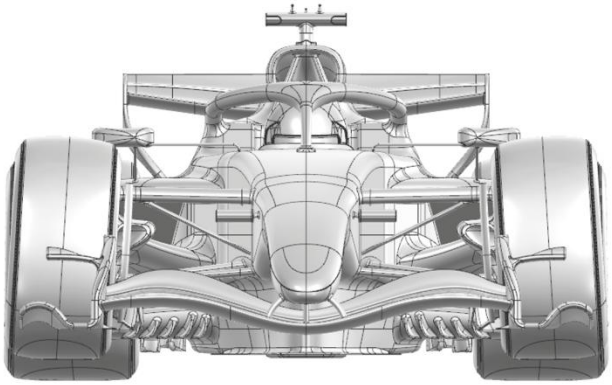
	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works (min 20, max 100 words)
1	Sidepod Inlet	Reliability	Revised sidepod inlet geometry extending downwards and rearwards	Optimised following earlier changes upstream the sidepod inlet has been re-profiled and re-positioned to capture air with good enough pressure for the radiators. This led to re-profiling to meet the floor.
2	Engine Cover	Reliability	Revised sidepod panels to meet the new inlet geometry then following the floor junction profile	Having altered the inlet, the consequence was then to re-optimise the sidepod profiles simultaneously matching the updated floor at the junction line. Minor changes to the central engine cover and cooling louvres.
3	Floor	Performance - Local Load	Subtle revisions to the surfaces including forward floor as well as the junction line with the topbody	A further iteration of optimisation to compliment the new sidepod inlet, extending to the forward floor and then to the sidepod all to generate more local load and extract performance
	Floor Board	Performance – flow conditioning	Subtle profile changes to the louvres and supports between	As part of the sidepod revision, a floor board change was also accomplished to offer another iteration of design to improve the downstream conditions for the sidepod and beyond.
4	Rear Suspension	Performance - Local Load	Reprofiled fairings and junctions to the tail/gearbox and into the rear wheel bodywork	Revisions to the fairings to better match the upstream conditions and maintain flow stability whilst extracting more local load.
5	Rear Corner	Performance - Local Load	Revised for the rear suspension fairings and attendant winglets	Primarily inboard of the rear wheels to accommodate the fairing revisions and blends into the wheel bodywork keeping the surfaces tidy whilst maintaining flow stability.

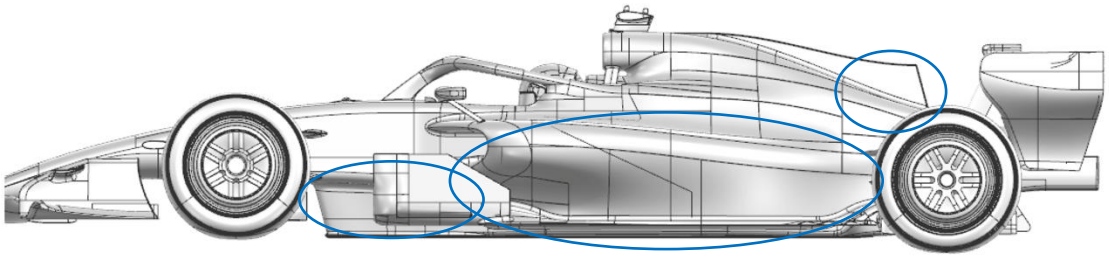
6	Rear Wing	Performance - Local Load	Revised pylon profiles	Given the pylons now by regulation contact the mainplane underside, the interface is sensitive and revised with pylon changes to the same element profiles seeking to extract more load and at least maintain flow stability.
7	Exhaust Tailpipe	Performance - Local Load	Revised overlap between the tailpipe exit profile and the supporting tailpipe bracket	A subtle re-positioning of the tailpipe has enabled the last portion, which is regulated to circulated and within a limited angle range to have greater overlap with the one permitted supporting bracket to extract more local load.

FIA FORMULA 1 WORLD CHAMPIONSHIP









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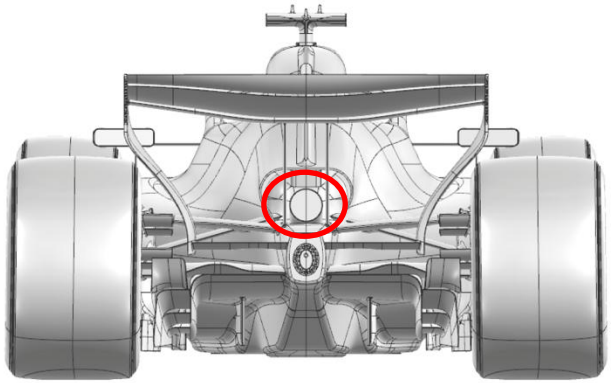
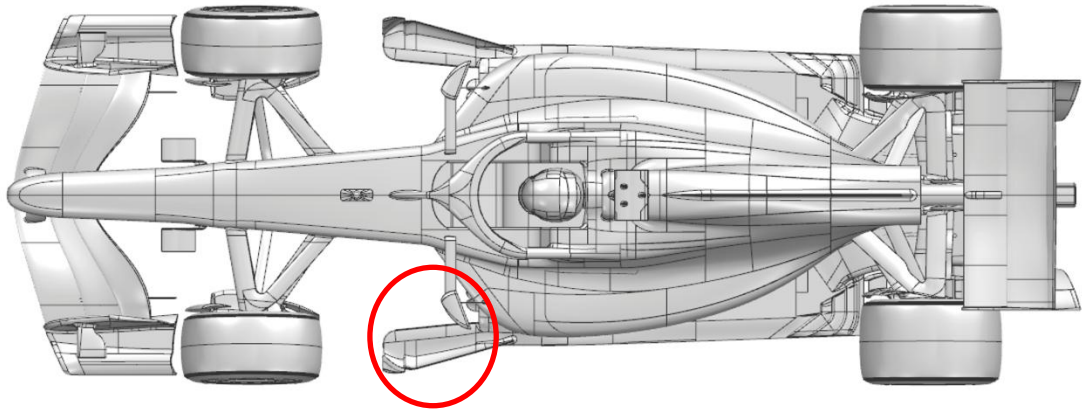
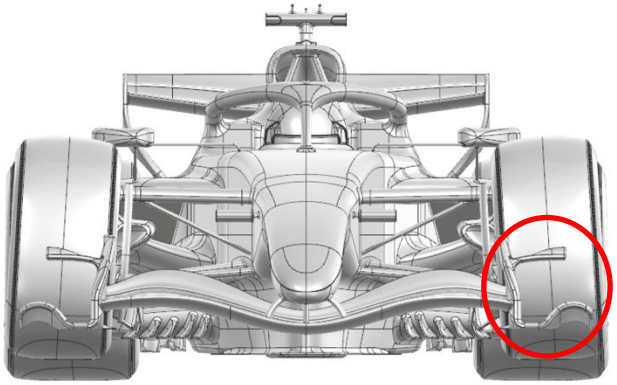
Car Presentation – Austrian Grand Prix

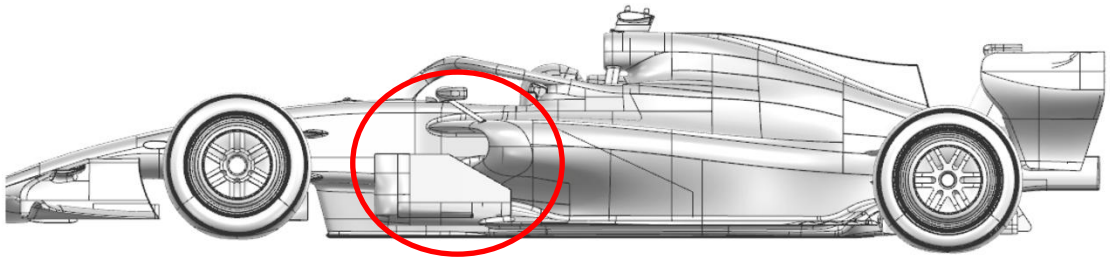
Scuderia Ferrari HP

	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	Front Wing Endplate	Performance - Local Load	Revised front wing endplate with new diveplane and new footplate vane arrangement	Further step applied to the new geometry introduced in the previous race in Spain, consolidating the original flow features and performance objectives of this front wing
2	RV Tail	Performance - Local Load	Removal of the central RV Tail element	Free Practice test Item, not track specific and focused on data gathering and correlation exercise
3	Floor Board	Performance – Correlation	Front floor board elements optimisation, single vertical element	Free practice test items, focused on aerodynamic correlation. Aim is to understand on-track behaviour and gather data in normal running conditions
4	Mirror stay		Shorter mirror vertical stay and connection to sidepod	









FIA FORMULA 1 WORLD CHAMPIONSHIP

Car Presentation – Austrian Grand Prix
Williams

No Updates

FIA FORMULA 1 WORLD CHAMPIONSHIP

Car Presentation – Austrian 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	Exhaust Tailpipe	Performance – Flow Conditioning	Lowered tailpipe with new bracket	The tailpipe position helps with the flow management around the rear of the car, allowing the rear wing to perform efficiently.
2	Diffuser	Performance – Flow Conditioning	Revised diffuser trailing edge devices	Further refinement of the diffuser trailing edge devices, providing improved aerodynamic flow conditioning at the back of the car.

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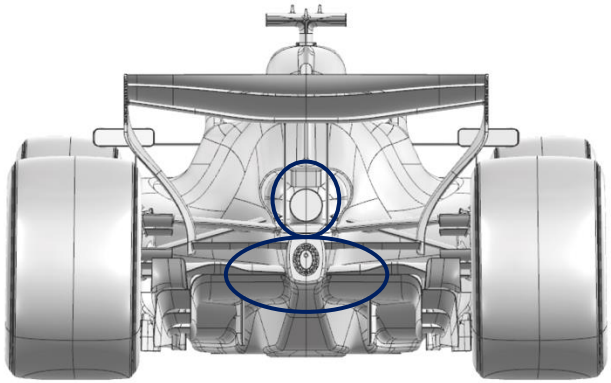

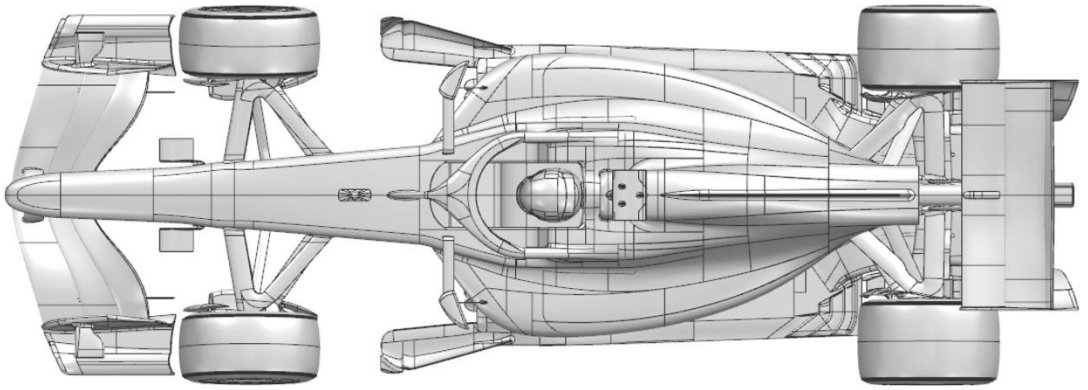

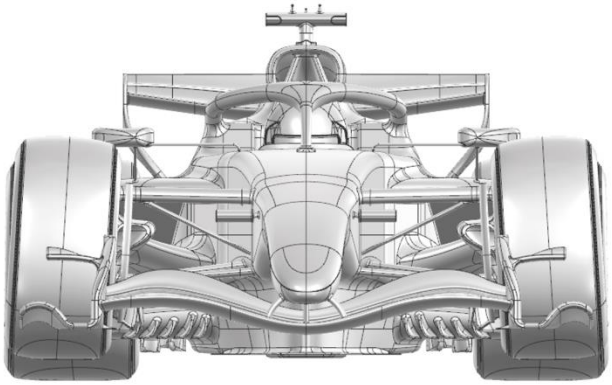

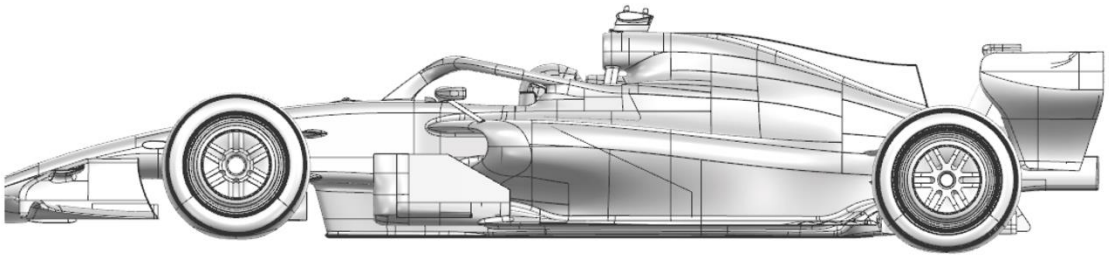

FIA FORMULA 1 WORLD CHAMPIONSHIP

Car Presentation – Austrian Grand Prix

Aston Martin Aramco F1 Team

No updates submitted for this event.

FIA FORMULA 1 WORLD CHAMPIONSHIP

Car Presentation – Austrian Grand Prix

TGR 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	Front Corner	Performance - Flow Conditioning	Revised Front Brake Duct design	The FBD geometry was refined to provide a smoother flow path, reducing local losses and improving downstream flow quality towards the rear of the car. The revised scoop configuration required a concurrent optimisation of the suspension leg fairings to preserve aerodynamic efficiency.
2	Cooling Louvres	Circuit specific - Cooling Range	Additional Gill option	The circuit-specific operating conditions required an additional increase in cooling capacity, achieved through the introduction of two additional apertures on the upper surface of the sidepod.

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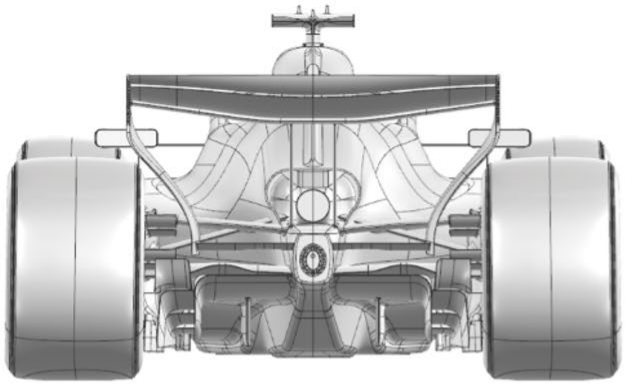

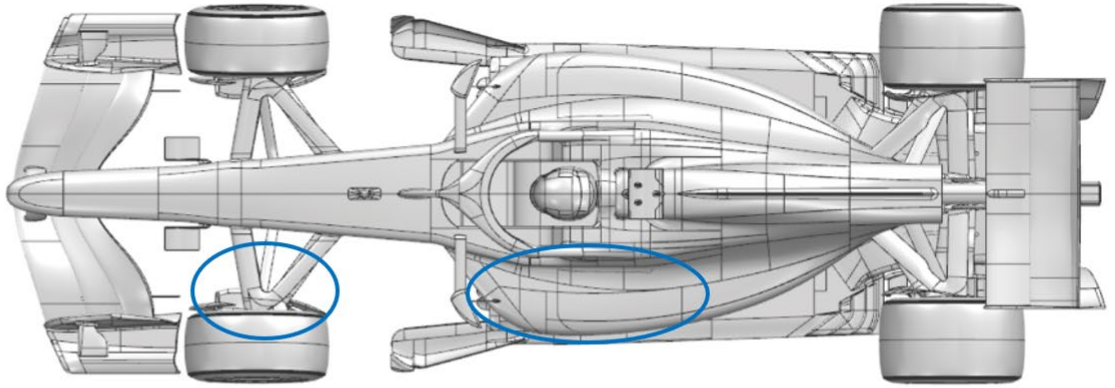

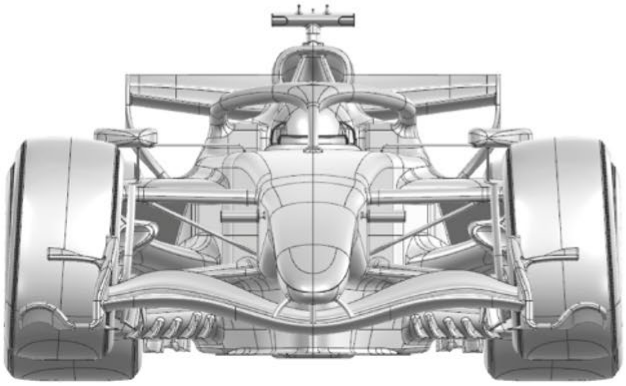

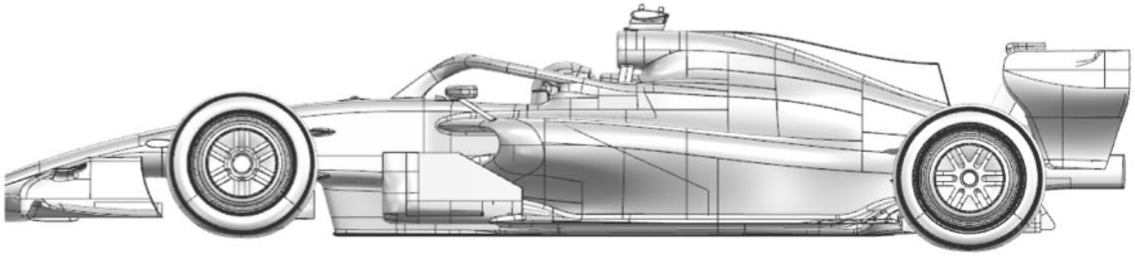

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Car Presentation – Austrian Grand Prix

Audi Revolut 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	Front Wing Endplate	Performance – Local Load	Updated front wing endplate design	The updated FWEP design leads to local load gain and improves flow structures and characteristics of the car.
2	Front Corner	Performance – Flow Conditioning	Updated lower deflector stay layout	For this event a rearrangement of the lower deflector's stays is introduced to improve local flow conditions on the front corner.
3	Floor	Performance – Local Load	Updated rear floor design	New rear floor design resulting in a load improvement at the rear of the car, also altering rear axle load characteristic.
4	Rear Corner	Performance – Flow Conditioning	Updated lower deflector design	In combination with the rear floor update the rear deflector geometries were adapted to manage the new flow conditions in this area.
5	Rear Suspension	Performance – Local Load	Updated rear suspension design	In combination with the rear floor update the rear suspension geometry was updated for the different flow conditions in this area.
6	Beam Wing	Performance – Local Load	Updated lower beam wing design	The rear beam wing is part of the overall rear end update. This change compliments the new flow conditions around the new rear wing.
7	Rear Wing	Performance – Local Load	Updated rear wing design	The new rear wing design results in improved local load at the rear axle together with complimenting the updated flow conditions from floor development.

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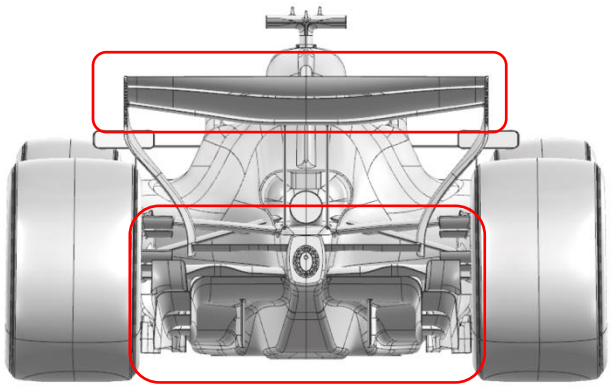
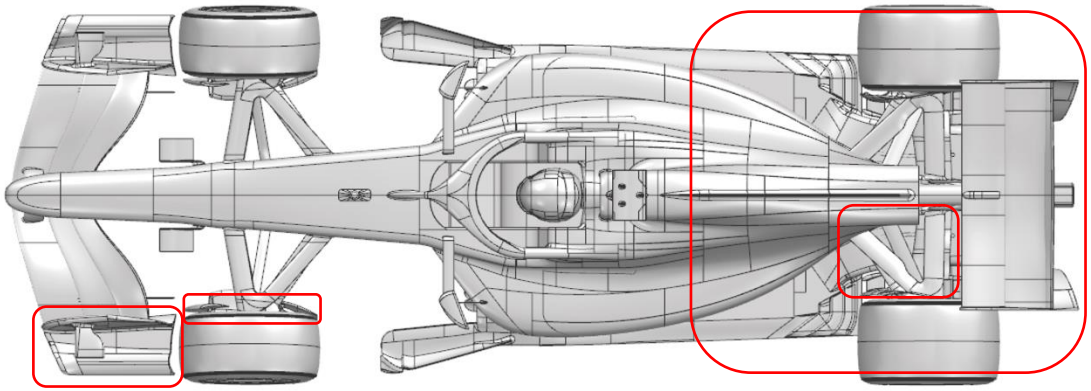
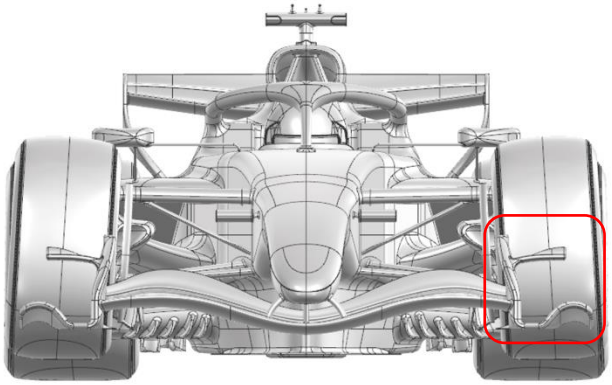
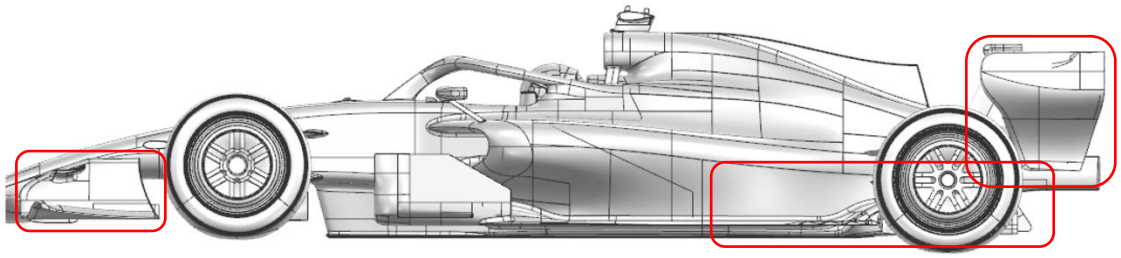






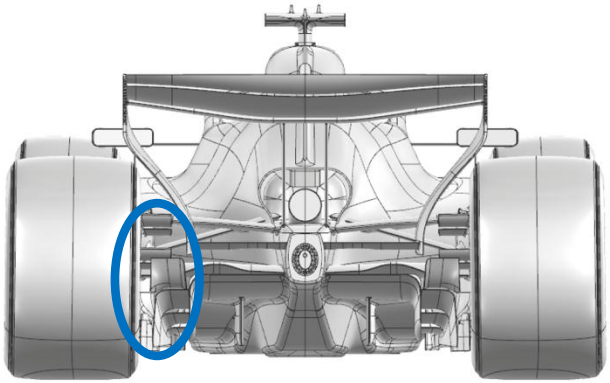


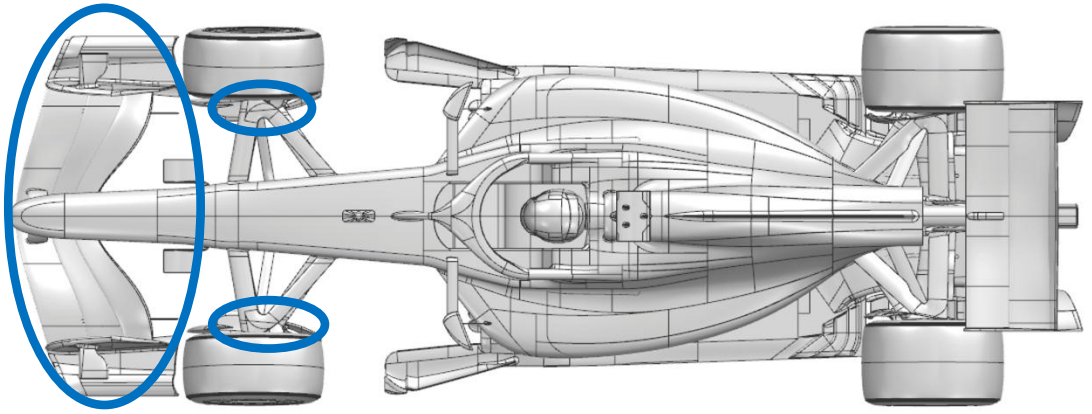
FIA FORMULA 1 WORLD CHAMPIONSHIP

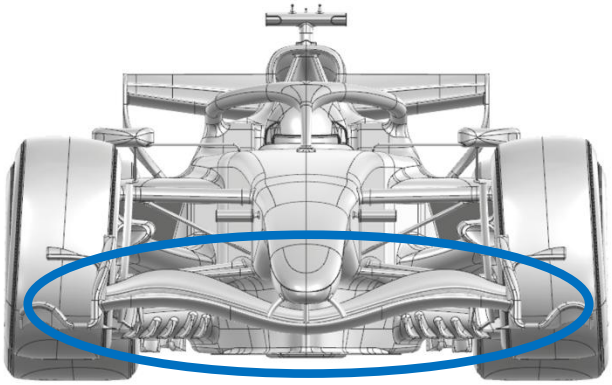
Car Presentation – Austria Grand Prix

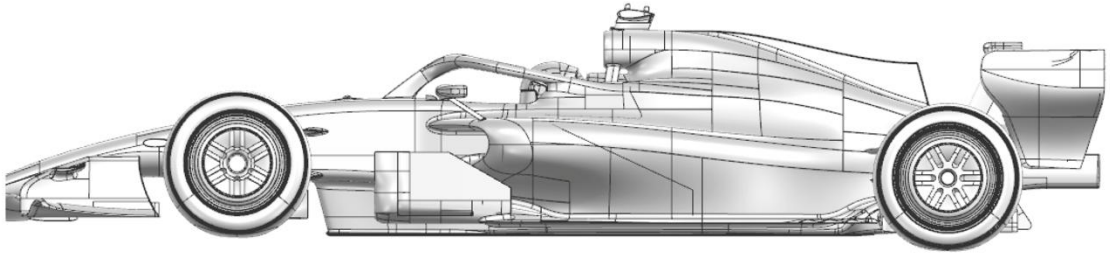
BWT Alpine F1 Team

	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	Front Wing	Performance – Local Load	New front wing design	Evolution of the front wing design as part of our in-season development, delivering incremental aerodynamic gains and improving flow management.
2	Front Wing Endplate	Performance – Local Load	New front wing design	The front wing endplate has been part of the redesign to improve downstream flow control and enhance overall aerodynamic efficiency.
3	Nose	Performance – Local Load	New front wing design	The nose has been updated to better integrate the new front wing design and deliver better aerodynamic performance across the front end.
4	Front Corner	Performance - Flow Conditioning	Revised front corner geometry	The front corner has been redesigned to work alongside the updated front wing, improving the flow management and aerodynamic efficiency.
5	Diffuser	Performance - Flow Conditioning	Addition of a winglet	An aero winglet has been added to improve local flow management and deliver efficient aerodynamic load towards the rear end.









FIA FORMULA 1 WORLD CHAMPIONSHIP

Car Presentation – Austrian Grand Prix

Cadillac

	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	Sidepod Inlet	Performance – Cooling Range	Larger and reprofiled sidepod inlet area	The sidepod inlet has been reprofiled and enlarged as part of a broader bodywork update, increasing the intake area to efficiently increase power unit cooling capacity
2	Engine Cover	Performance – Cooling Range	Resurfaced engine cover and updated fin profile	The engine cover has been updated as part of wider bodywork update to facilitate increase in power unit cooling capacity whilst also improving flow quality to the rear of the car
3	Sidepod / Coke	Performance – Flow Conditioning	Resurfaced top deck and increased undercut with redefined coke profile	The sidepod top deck has been resurfaced to facilitate increased power unit cooling capacity, with updated coke profile to improve flow quality to rear corners and suspension
4	Cooling Louvres	Performance – Cooling Range	Updated sidepod top deck and engine cover louvres	The sidepod top deck and engine cover louvres have been updated and refined to integrate with updates to the underlying geometry, allowing the ability to tune the cooling capacity to specific circuit requirements
5	Mirror Stay	Performance – Flow Conditioning	Change of incidence and updated mirror stay profiles	The mirror stays have been updated to improve flow conditioning to the rear of the car, minimising losses and improving rear aerodynamic load across the range of operating conditions and attitudes
6	Roll Hoop Leg Fairings	Performance – Flow Conditioning	Reprofiled roll hoop leg fairing surfaces	The roll hoop stays have been reprofiled to improve aerodynamic stability and therefore improve the flow conditioning to the rear of the car across a wider range of yaw angles

7	Floor Bib	Performance – Local Load	Updated bib and keel geometry	The bib and keel geometry has been updated to increase local load and improve flow conditioning to the rear of the car and diffuser
8	Floor Leading Edge	Performance – Local Load	Reprofiled floor surfaces with updated leading-edge devices	The floor leading edge surfaces and devices have been resurfaced and updated to generate more local load and improve the flow quality to the rear of the car and diffuser
9	Diffuser	Performance – Local Load	Updated diffuser surface geometry	The rear floor and diffuser surfaces have been updated to generate more aerodynamic load at the rear of the car whilst retaining favourable characteristics throughout the car's operating envelope
10	Beam Wing	Performance – Local Load	Reprofiled beam wing surfaces	The beam wing has been updated as part of the wider floor update, to increase load aerodynamic load at the rear of the car

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