



FIA FORMULA 1 WORLD CHAMPIONSHIP



2026 BELGIAN GRAND PRIX

17 - 19 July 2026

From	The FIA Formula 1 Media Delegate	Document	12
To	All Teams, All Officials	Date	17 July 2026
		Time	12:08

Title Car Presentation Submissions

Description Car Presentation Submissions

Enclosed 2026 Belgian Grand Prix - Car Presentation Submissions.pdf

Roman De Lauw

The FIA Formula 1 Media Delegate



FIA FORMULA 1 WORLD CHAMPIONSHIP

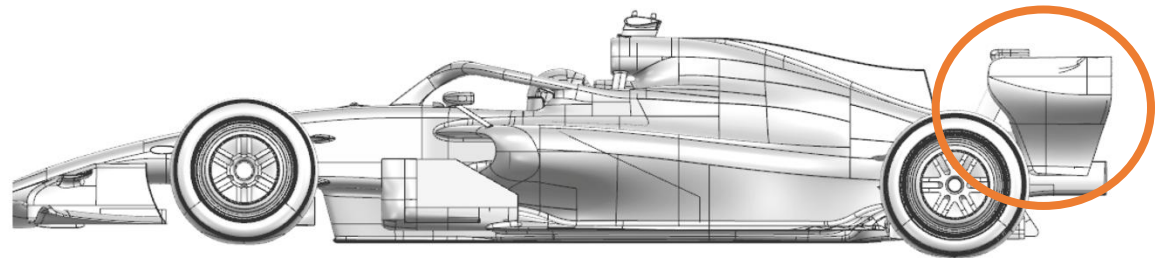
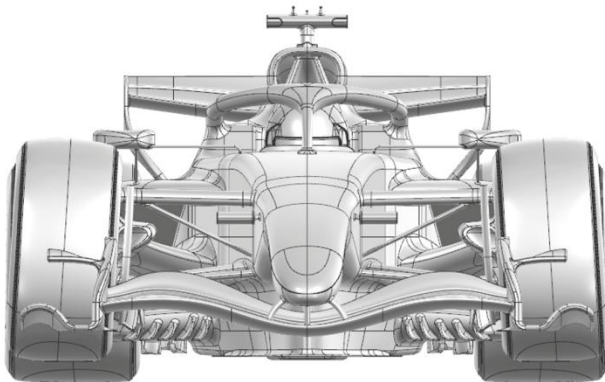
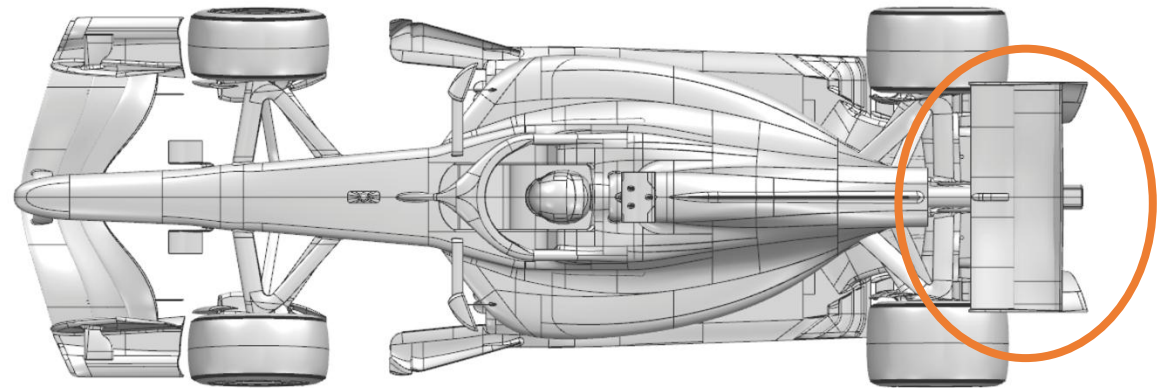
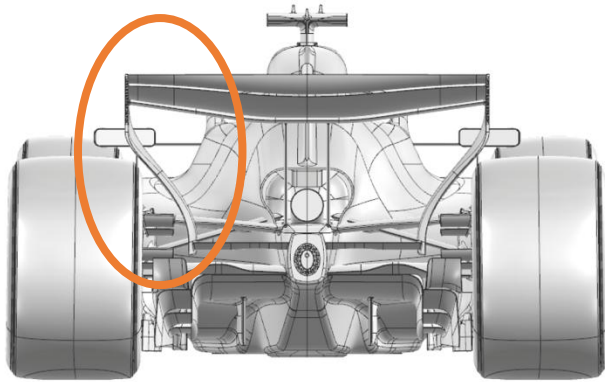


Car Presentation – Belgian Grand Prix McLaren Mastercard F1 Team

	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 Wing	Performance - Flow Conditioning	Endplate modification	A small revision to the rear wing endplate resulting in improved flow conditioning and aerodynamic characteristics across the full operating range.
2	Rear Wing	Circuit Specific – Drag Reduction	New Rear Wing assembly	A new rear wing assembly specifically designed for the increased isochronal of this circuit, resulting in an efficient reduction of drag in straight line and cornering mode.



FIA FORMULA 1 WORLD CHAMPIONSHIP





FIA FORMULA 1 WORLD CHAMPIONSHIP



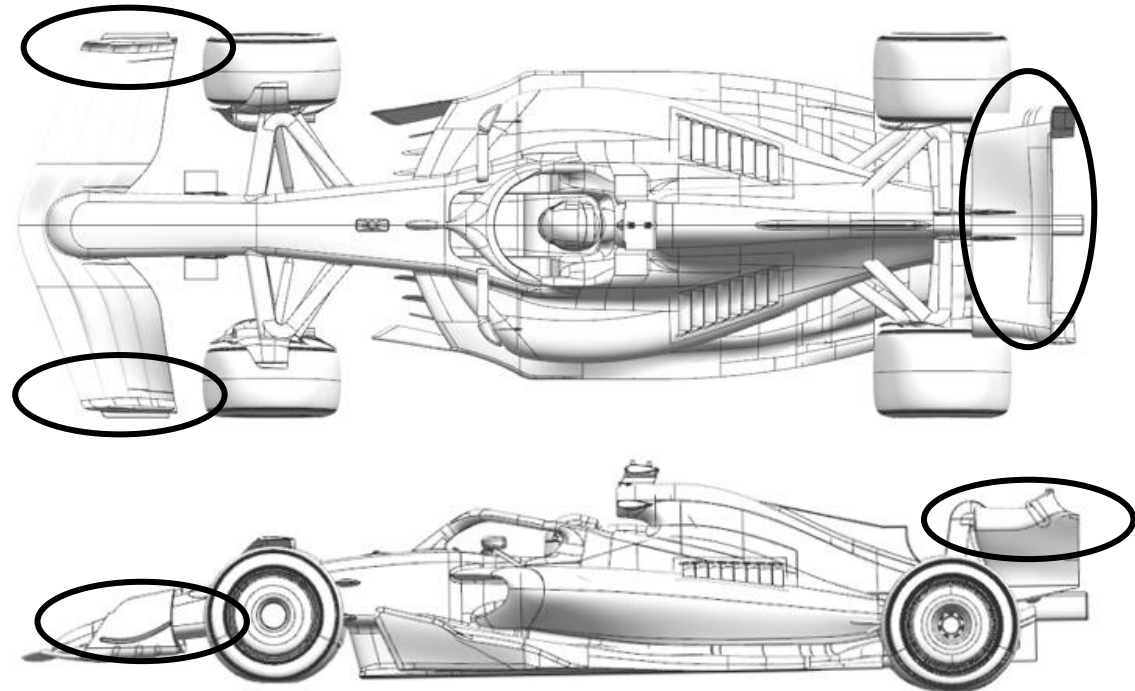
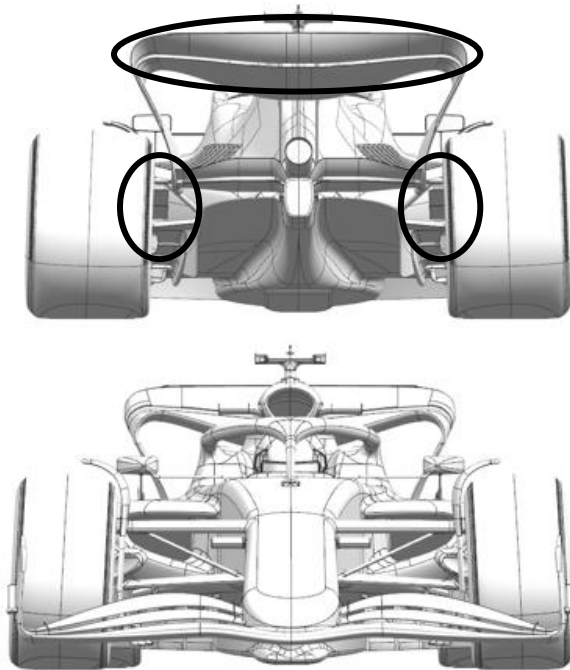
Car Presentation – 2026 Belgian Grand Prix

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	Rear Wing	Circuit specific - Drag Range	Reduce camber upper wing elements	The upper wing element camber has been reduced to drop local downforce and drag at a level appropriate for Spa L/D.
2	Rear Corner	Performance - Local Load	Rear drum winglets position and span	Rear drum winglets position and span optimised around evolving onset flow and local load requirements – improved robustness through operating envelope.
3	Front Wing Endplate	Performance - Flow Conditioning	Endplate top edge camber increased	Endplate top edge camber increased to improve front wing performance throughout the operating envelope, improving onset flow to the rear of the car.



FIA FORMULA 1 WORLD CHAMPIONSHIP





FIA FORMULA 1 WORLD CHAMPIONSHIP

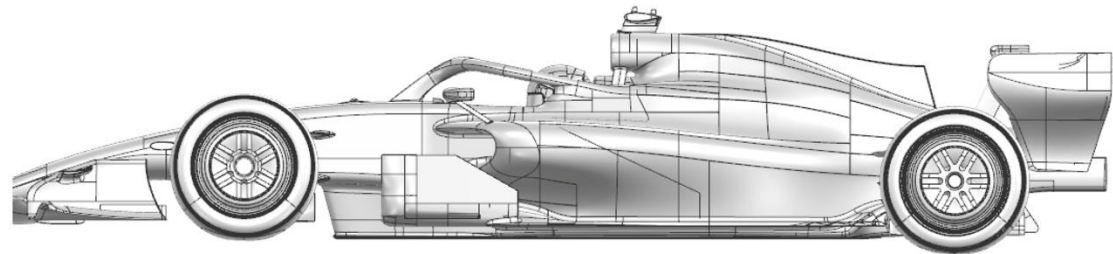
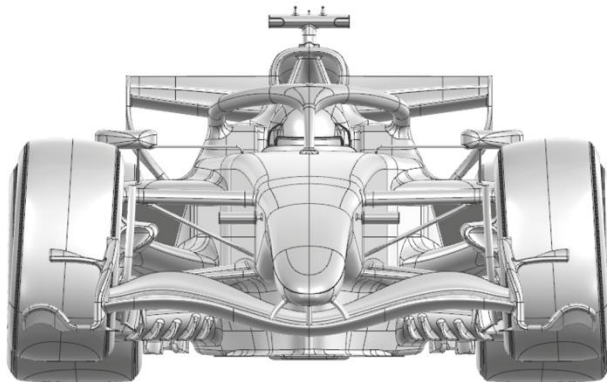
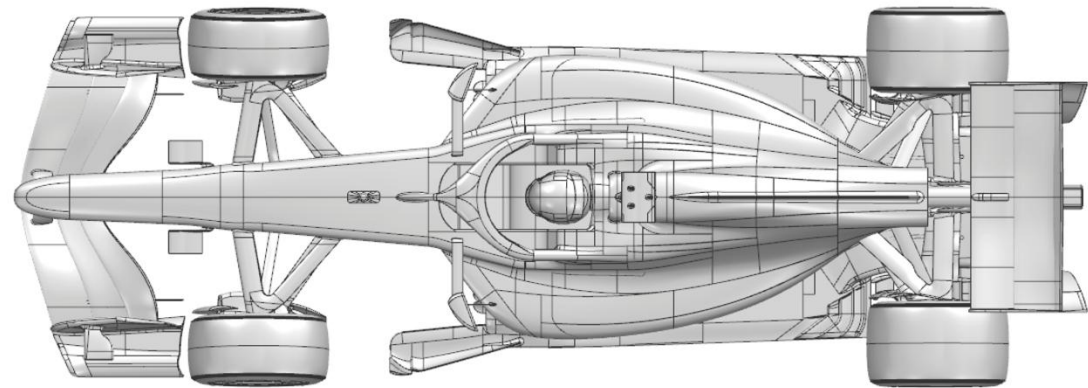
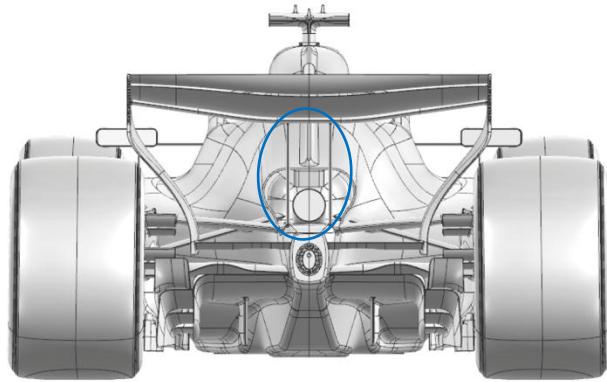


Car Presentation – Belgian Grand Prix Oracle Red Bull Racing.

	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works (min 20, max 100 words)
1	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 existing element profiles seeking to extract more load and at least maintain flow stability.



FIA FORMULA 1 WORLD CHAMPIONSHIP





FIA FORMULA 1 WORLD CHAMPIONSHIP



Car Presentation – Belgian Grand Prix
SCUDERIA FERRARI HP

No updates submitted for this event.



FIA FORMULA 1 WORLD CHAMPIONSHIP

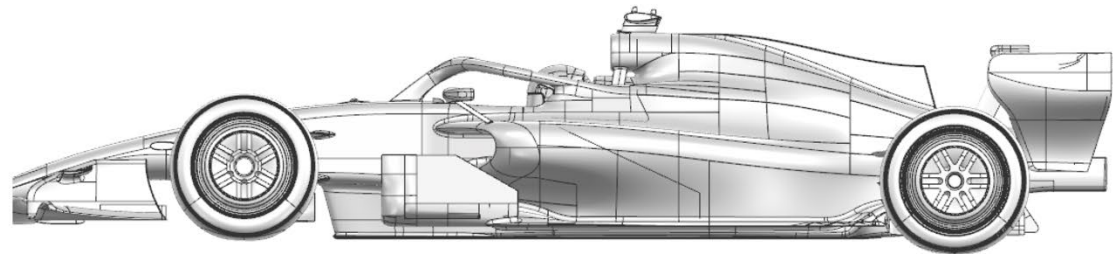
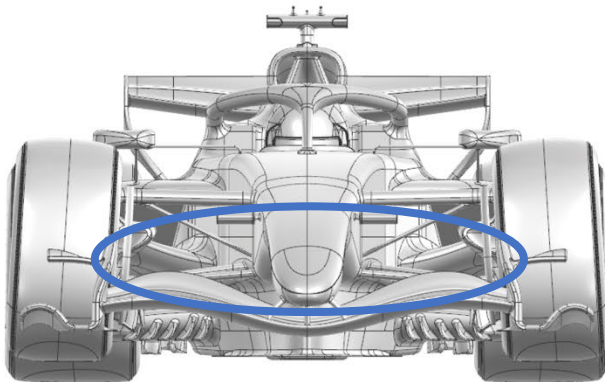
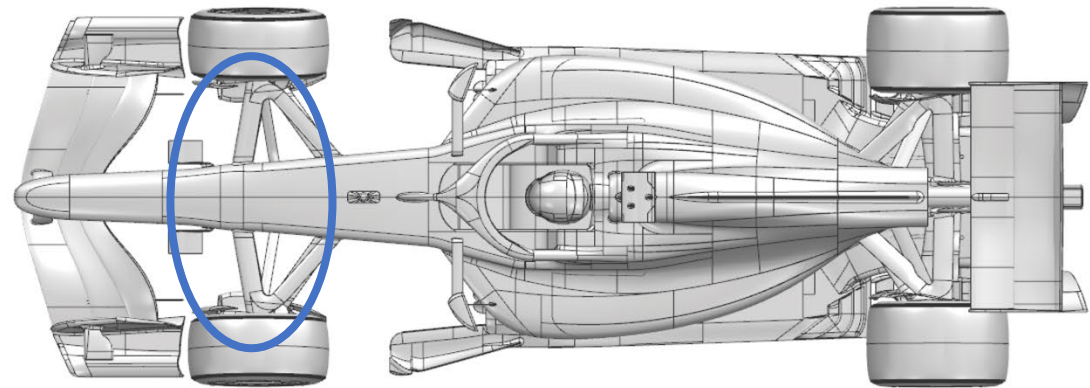
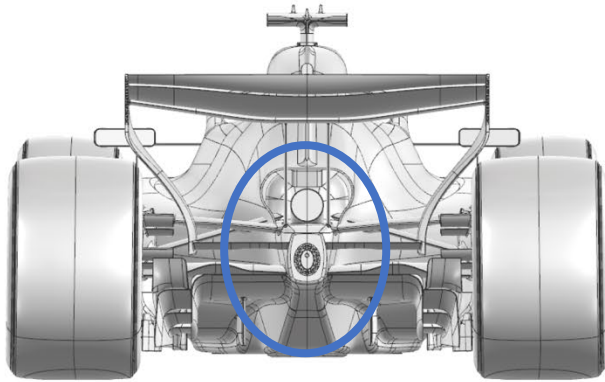


Car Presentation – Belgian Grand Prix Williams

	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	Circuit specific - Drag Range	A revised rear brake duct winglet array	To suit the demands of the Spa-Francorchamps circuit, we have reduced the loading on the rear corner which offers a local efficiency improvement.
2	Floor Body	Circuit specific - Drag Range	A local trim has been applied to the main Floor Body	A further circuit specific change, altering the balance between downforce and drag at the rear of the main floor.
3	Floor Body	Performance - Flow Conditioning	An updated main floor profile which adds volume to the central part of the diffuser.	To change the distribution of diffuser expansion volume across the car operating envelope, a new floor body surface has been introduced.



FIA FORMULA 1 WORLD CHAMPIONSHIP





FIA FORMULA 1 WORLD CHAMPIONSHIP



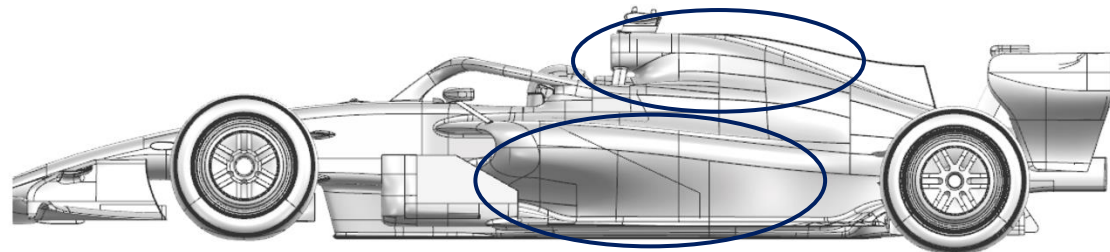
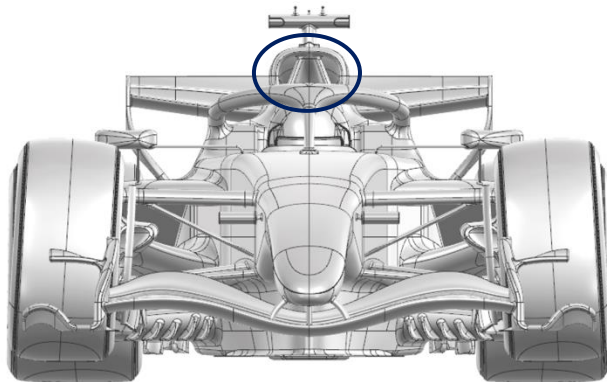
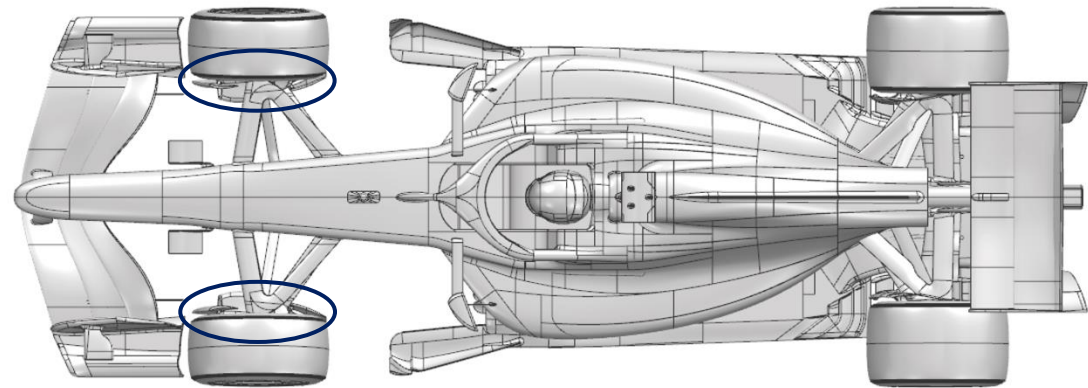
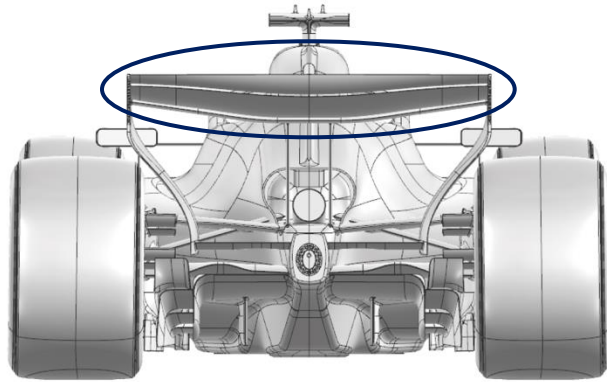
Car Presentation – Belgian Grand Prix

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	Coke/Engine Cover	Performance – Flow Conditioning	Updated sidepod & upper bodywork	The profile of the sidepods has been modified to provide better control of the airflow passing around the side of the car.
2	Roll Hoop	Performance – Flow Conditioning	Revised roll hoop inlet shape	A narrower roll hoop has been introduced, which improves the flow quality reaching the back of the car and on to the rear wing.
3	Front Corner	Performance – Flow Conditioning	Updated brake drum assembly	Detail changes on the front brake drum components bring improvements in air flow management at the front of the car.
4	Rear Wing	Performance – Local Load	New upper rear wing assembly	A number of changes to the mainplane and flap profiles allow the rear wing to generate downforce more efficiently, bringing performance improvement at Spa and other circuits.



FIA FORMULA 1 WORLD CHAMPIONSHIP





FIA FORMULA 1 WORLD CHAMPIONSHIP



**Car Presentation – Belgian Grand Prix
Aston Martin Aramco F1 Team**

No updates submitted for this event.



FIA FORMULA 1 WORLD CHAMPIONSHIP



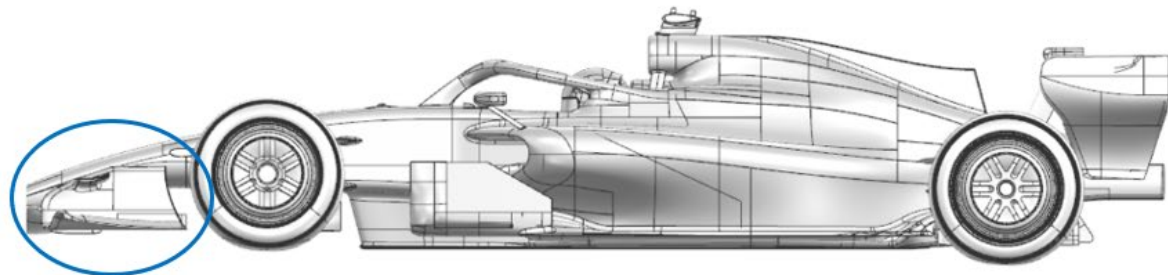
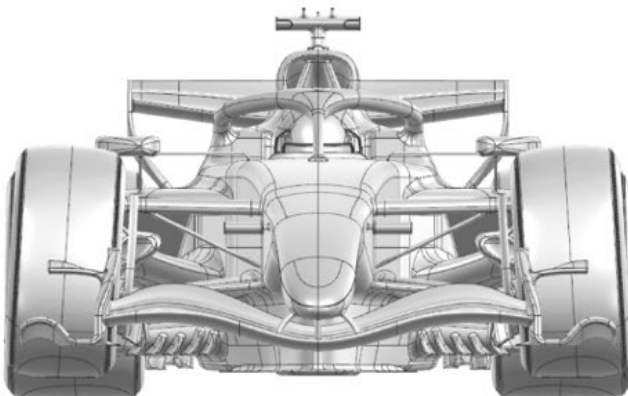
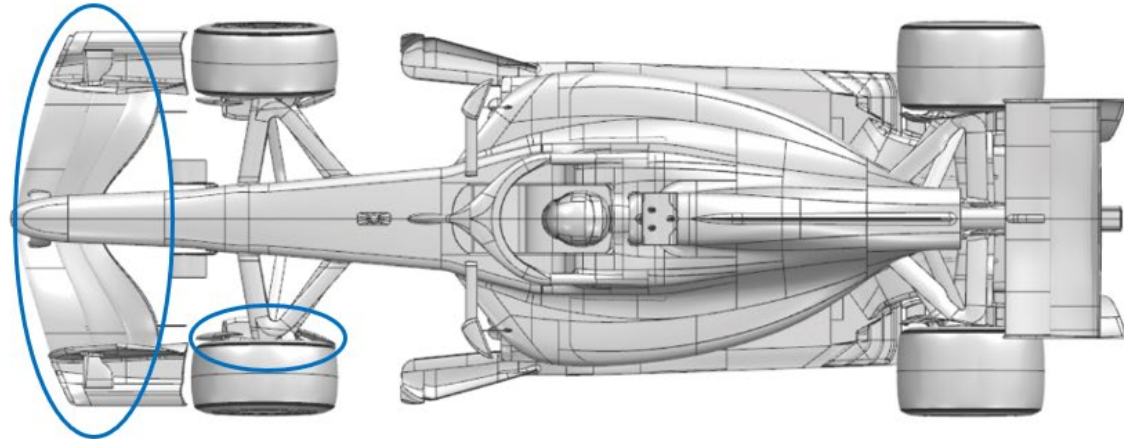
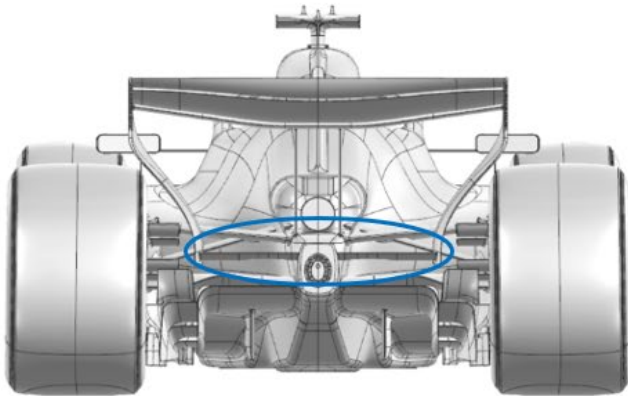
Car Presentation – Belgian Grand Prix

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 Wing	Performance - Local Load	Revised Profiles and Pylon geometry	A revised Front Wing geometry has been introduced to increase local aerodynamic load while maintaining aerodynamic efficiency, improving airflow management and overall front-end performance across a range of operating conditions.
2	Front Wing Endplate	Performance - Flow Conditioning	Revised Endplate geometry	A revised Front Wing endplate geometry has been introduced to complement the updated Front Wing profiles, optimising local airflow control and maintaining aerodynamic efficiency across the front wing assembly.
3	Front Corner	Performance - Local Load	Marginal geometry changes to deflector	A circuit-specific Front Corner configuration has been made available, providing additional flexibility to better match the aerodynamic load requirements of this circuit.
4	Beam Wing	Performance - Drag reduction	Revised lower Rear Wing geometry	A new Lower Rear Wing configuration has been introduced as a circuit-specific option, providing additional flexibility to align the car's aerodynamic characteristics with the demands of this venue and optimise overall performance.



FIA FORMULA 1 WORLD CHAMPIONSHIP





FIA FORMULA 1 WORLD CHAMPIONSHIP



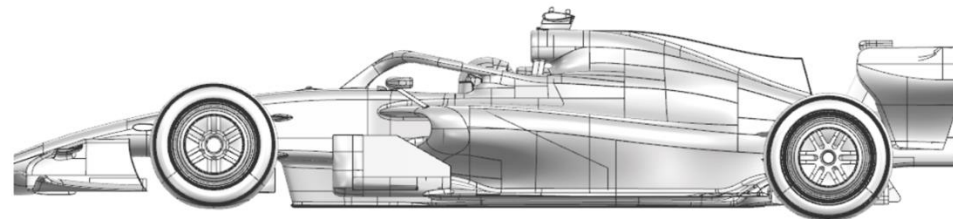
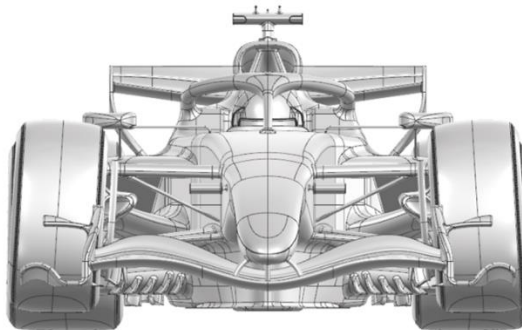
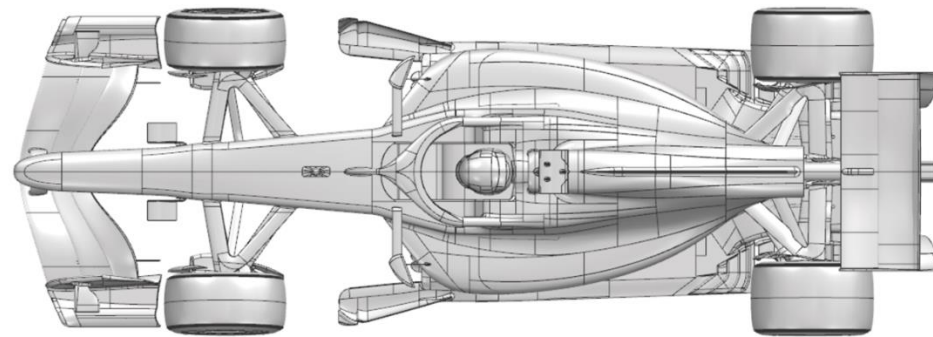
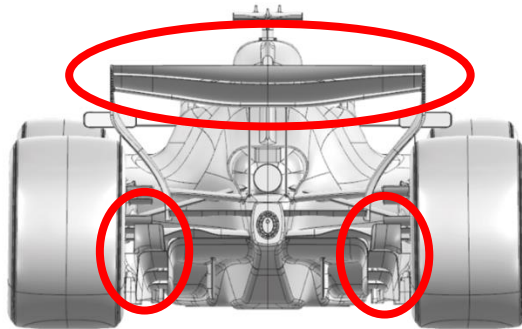
Car Presentation – Belgian Grand Prix

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	Rear Wing	Circuit specific – Drag Range	Rear wing upper cluster	A circuit-specific rear wing assembly has been introduced to align the aerodynamic configuration with the requirements of the upcoming event.
2	Diffuser	Performance – Local load	Diffuser sidewall winglet	A minor refinement has been made to the diffuser as part of the ongoing aerodynamic development programme. The update is intended to enhance the aerodynamic behaviour of the surrounding flow field.



FIA FORMULA 1 WORLD CHAMPIONSHIP





FIA FORMULA 1 WORLD CHAMPIONSHIP



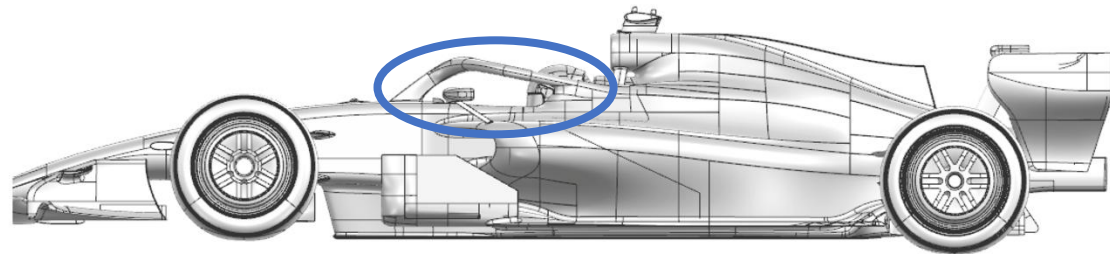
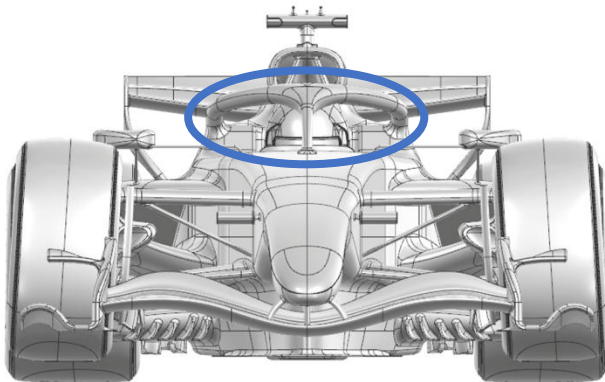
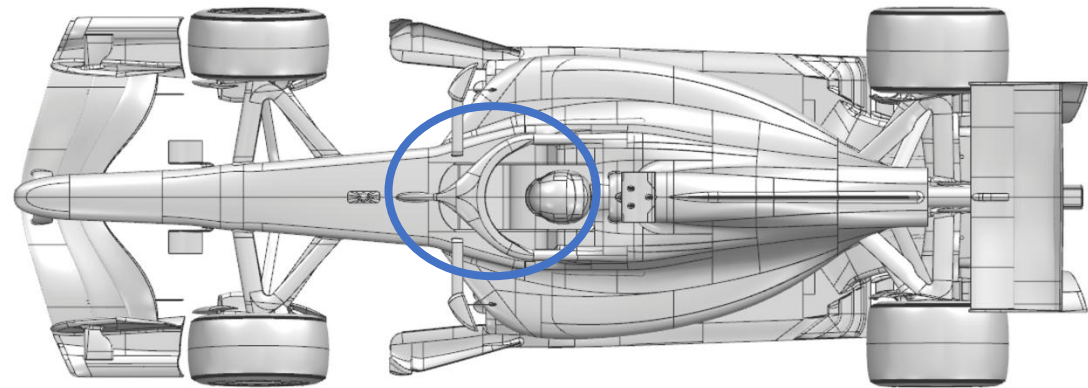
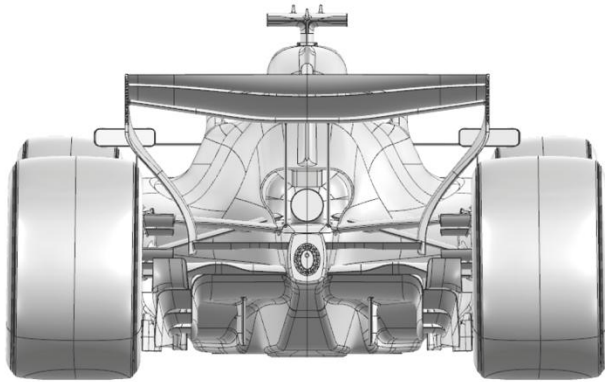
Car Presentation – Belgian Grand Prix

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	Halo	Performance – Flow Conditioning	Reprofiled halo fairing with an additional winglet	The halo has been redesigned to improve downstream flow management and provide aerodynamic load towards the rear end of the car.



FIA FORMULA 1 WORLD CHAMPIONSHIP





FIA FORMULA 1 WORLD CHAMPIONSHIP



Car Presentation – Belgian 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	Front Wing Endplate	Performance – Flow Conditioning	Revised Front Wing Endplate footplate surfaces and turning vanes, and addition of horizontal vane to Endplate body	Updated Front Wing Endplate geometry improves flow quality to the forward floor, increasing the aerodynamic load generated in this area throughout the operating ride height range



FIA FORMULA 1 WORLD CHAMPIONSHIP

