FIA FORMULA 1 WORLD CHAMPIONSHIP

2026 MIAMI GRAND PRIX

01 - 03 May 2026

From	The FIA Formula 1 Media Delegate	**Document**	8
To	All Teams, All Officials	**Date**	01 May 2026
		Time	09:31

Title Car Presentation Submissions

Description Car Presentation Submissions

Enclosed 2026 Miami Grand Prix - Car Presentation Submissions.pdf

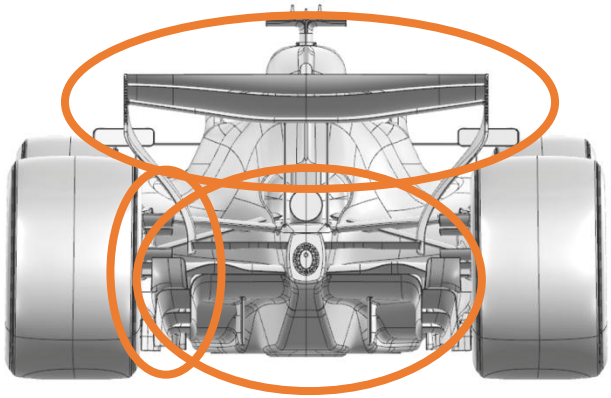
Roman De Lauw

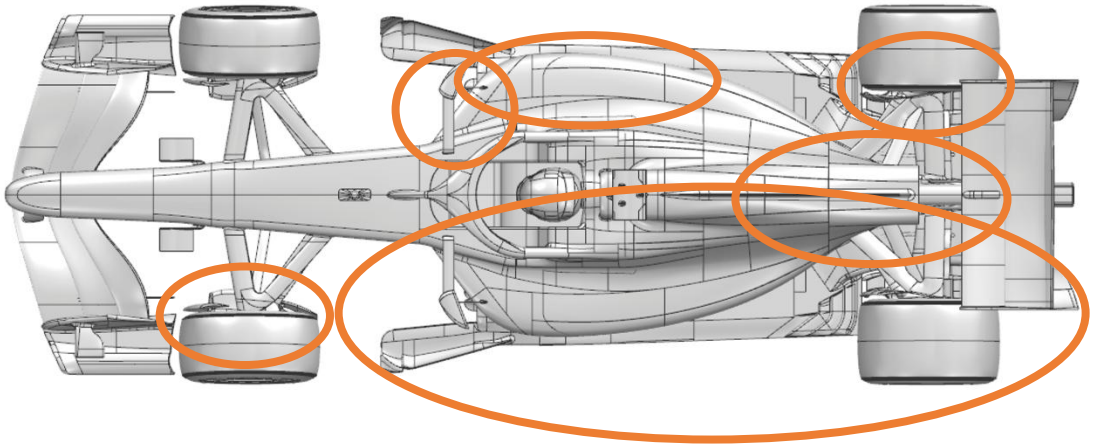
The FIA Formula 1 Media Delegate

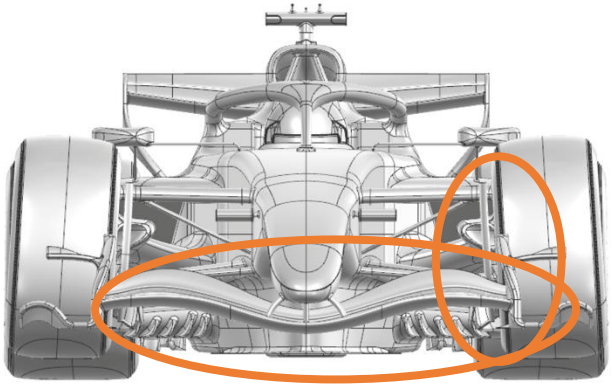
FIA FORMULA 1 WORLD CHAMPIONSHIP

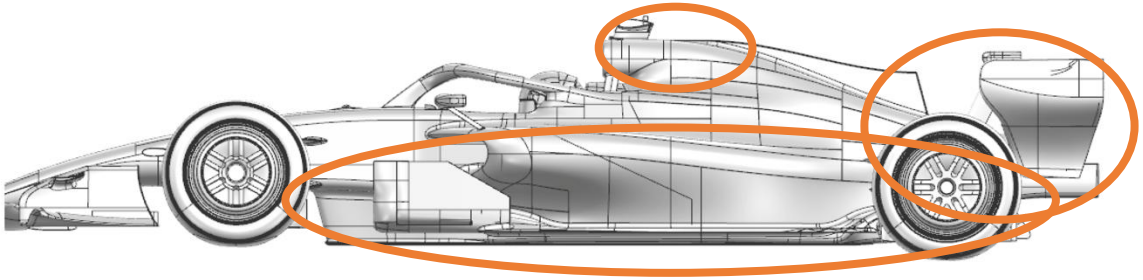
Car Presentation – Miami Grand Prix
McLaren Mastercard F1 Team

	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	Front Corner	Performance - Flow Conditioning	Revised Front Corner Furniture	The Front Corner Furniture has been revised to improve interaction with the Front Wing resulting in better flow conditioning overall.
2	Coke/Engine Cover	Performance - Flow Conditioning	Modified Bodywork Furniture	Furniture around the Central Bodywork has been added resulting both in an improvement in flow conditioning as well as local load gain, increasing overall aerodynamic efficiency.
3	Sidepod Inlet	Performance - Flow Conditioning	Revised Sidepod Inlet	The Sidepod Inlet along with the Mirror has been revised for an improvement in flow conditioning in interaction with the new floor geometry.
4	Cooling Louvres	Circuit specific - Cooling Range	Sidepod Louvre	To cope with the high cooling demands of this event, a sidepod louvre option is available, increasing overall cooling capacity if required.
5	Floor Body	Performance - Local Load	New Floor and Board geometry	A completely new floor and Board geometry, working in conjunction with the aforementioned geometrical changes, resulting in an increase in aerodynamic load and efficiency across all conditions.
6	Rear Corner	Performance - Flow Conditioning	Revised Rear Corner Furniture	The Rear Corner furniture has been revised for improved interaction with the new floor geometry, resulting in better flow conditioning.
7	Rear Wing	Performance - Local Load	New Rear Wing	A new Rear Wing geometry featuring new elements as well as a revised Endplate geometry, resulting in an overall gain in aerodynamic load and efficiency.







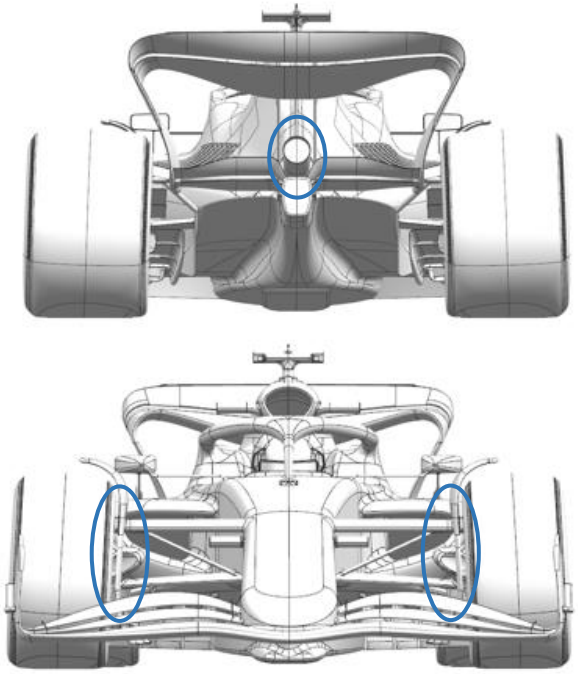


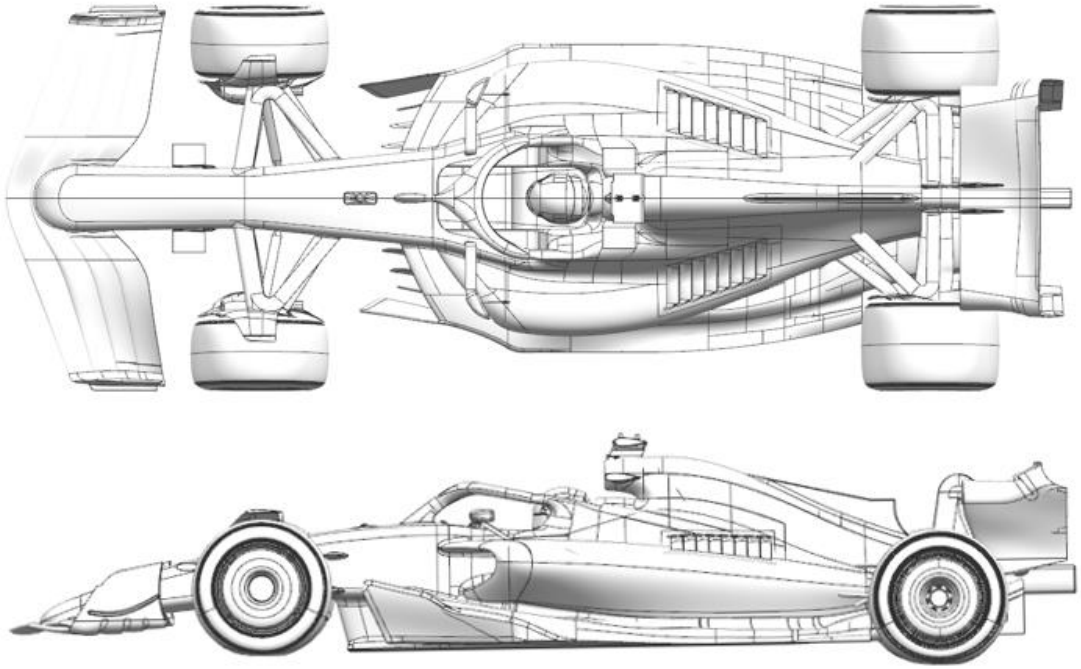
FIA FORMULA 1 WORLD CHAMPIONSHIP

Car Presentation – 2026 Miami 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	Tailpipe	Performance - Drag reduction	Tailpipe reposition with new slotted bracket	The tailpipe has been rotated tail down (away from the upper wing) and slotted bracket added, to improve the local drag and downforce response.
2	Front Corner	Performance – Flow Conditioning	Increased front drum lip chord	Increased front drum lip chord, reduces local losses and improves flow to the rear of the car increasing rear downforce.





FIA FORMULA 1 WORLD CHAMPIONSHIP

Car Presentation – USA Miami Grand Prix

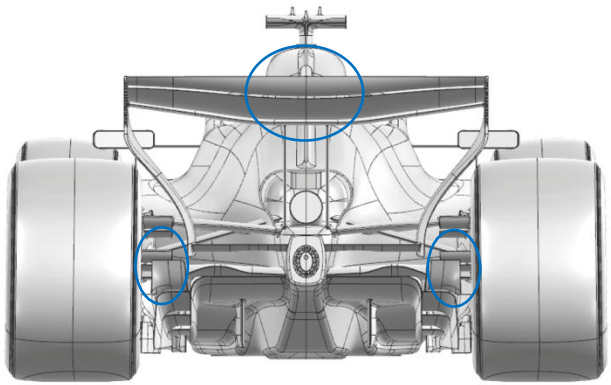
Oracle Red Bull Racing.

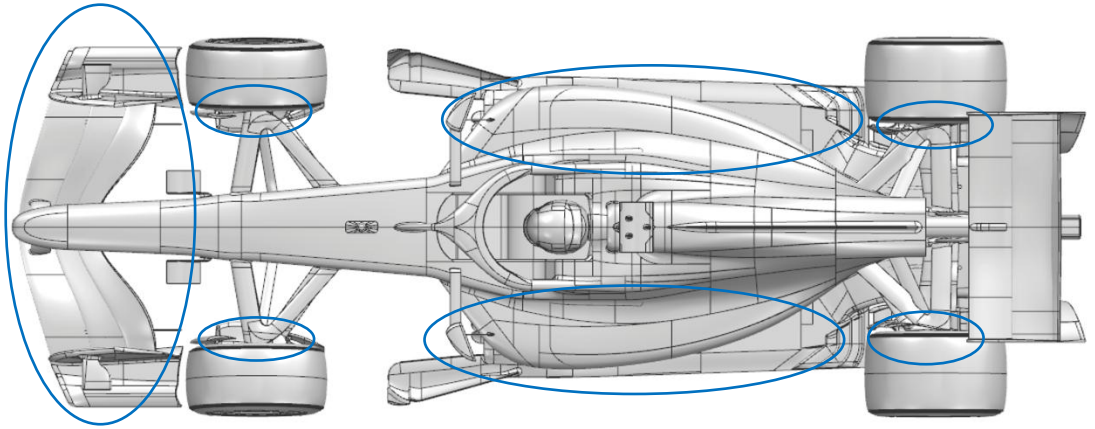
	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works (min 20, max 100 words)
1	Front Wing	Performance - Local Load	Revised element and endplate geometries.	A further step of optimisation to all three elements and the endplate now including the permitted diveplane. Offering more load with the same or improved flow stability.
2	Front Corner	Reliability	Revised front wheel bodywork inboard surfaces.	To gain further efficiency the intake and exit ducts have been revised to draw inlet air from the highest pressure source available and exit with minimal blockage.
3	Sidepod Inlet	Performance - Flow Conditioning	To encompass the revied floor bib, the sidepod inlet and mirror support geometries have been revised	Keeping the sidepod inlet ingesting the highest pressure air, the intake and surrounding surfaces have changed to accommodate the new Floor and Engine Cover, extracting more load whilst maintaining flow stability downstream
4	Coke/Engine Cover	Performance - Flow Conditioning	Surfaces adapted to meet the new sidepod inlet geometry	In combination with floor, including the coke split line, a new topbody has been derived offering revised cooling exits and flow stability downstream.
5	Floor	Performance - Flow Conditioning	Revised bib surfaces to the sidepod and coke line change	The revised bib geometry accommodates changes to the forward floor structure, then blends with the sidepod to then meet the engine cover. Extracting more load whilst maintaining the downstream flow stability.
6	Rear Corner	Performance - Local Load	Revised wheel bodywork inboard geometry and suspension farings	The inboard rear suspension shrouds have been blended to the new engine cover and quarter panels to maintain efficiency. Rear wheel bodywork has subtle geometric revisions to incorporate

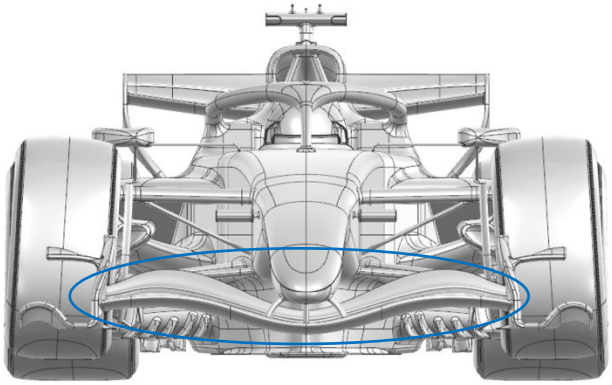
				further optimisation of both brake cooling and local flow for more load.

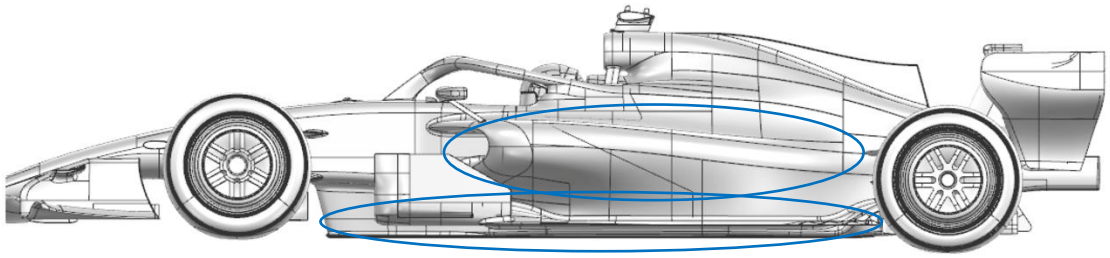
7	Rear wing	Performance - Local Load	Revised wing attachments for the mechanism to deploy rear wing Straight mode mechanism	To allow more travel, the mechanism and attachments to the elements has been revised necessitating a subtle altering of the third profile near centreline.

FIA FORMULA 1 WORLD CHAMPIONSHIP









FIA FORMULA 1 WORLD CHAMPIONSHIP

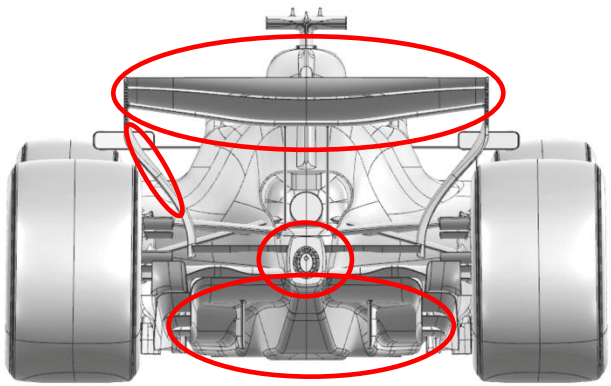
Car Presentation – Miami Grand Prix

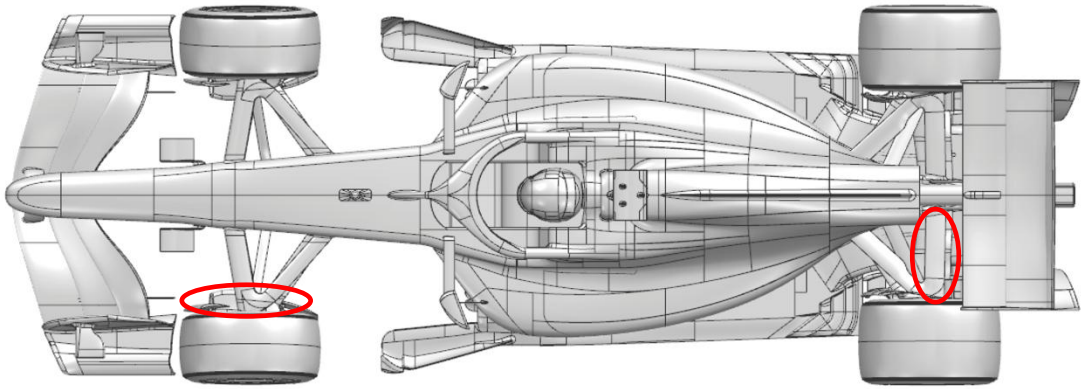
Scuderia Ferrari HP

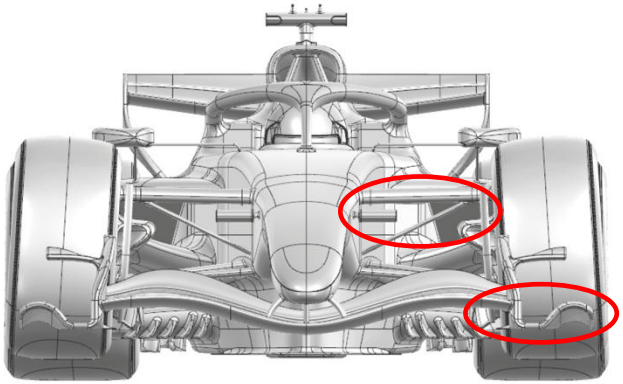
	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works (min 20, max 100 words)
1	Front Wing Endplate	Performance - Local Load	Revised footplate outboard channel, addition of top forward vane	Front wing endplate and front corner updates are working hand-in-hand, focusing on flow feature stability and front wheel wake management throughout the entire car operating envelope
2	Front Corner	Performance - Flow Conditioning	Detailed development of front deflector upper and lower edges, addition of rear deflector lip	
3	Front Suspension	Performance - Flow Conditioning	Reprofiling of front suspension leg fairings	Various steps have been done on load distribution across legs and span of the different front suspension elements, leading to load gains whilst still managing properly downstream impacts
4	Floor Body	Performance - Local Load	Front central keel volume optimisation, additional front floor board vertical elements and revised board stays. Reprofiled front floor leading edge and leading edge devices	Benefiting from enhanced upstream flow conditions, the front floor geometry and devices have been reoptimized, returning a net load advantage
5	Floor Edge	Performance - Local Load	Main floor outboard trailing edge scoops extended further inboard	Working together with the front floor update, the rear part of the floor and diffuser have been developed focusing on load increase across the full operating window. In addition, the rear trackrod fairing update together with the rear tail devices provides a favourable pressure gradient for the diffuser, in an efficient manner
6	Diffuser	Performance - Local Load	Central boat and diffuser expansion reprofiling, diffuser fence shedding edge detailing, trailing edge vertical flap addition and inboard lip detail	
7	Rear Suspension	Performance - Local Load	Rear trackrod fairing reprofiling	

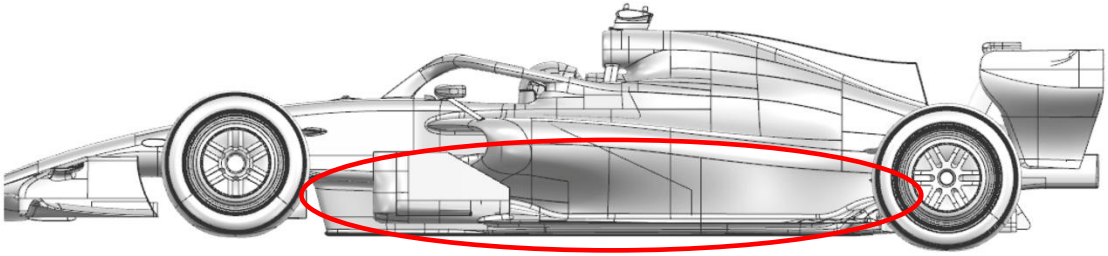
8	Beam Wing	Performance - Flow Conditioning	Updated inboard connection	*See above*
9	Rear tail	Performance - Local Load	Revised tail devices and profiles	
10	Rear Wing	Performance - Drag reduction	Mainplane and flap detail reprofiling, addition of central bracket flap, reworked pylon/mainplane junction	This iteration of rear wing development has been focused on increasing load in cornering mode in a robust way, whilst maximizing aerodynamic drag shedding in straight mode
11	Rear Wing Endplate	Performance - Flow Conditioning	Addition of upwashing volumes, upper endplate detailing	

FIA FORMULA 1 WORLD CHAMPIONSHIP



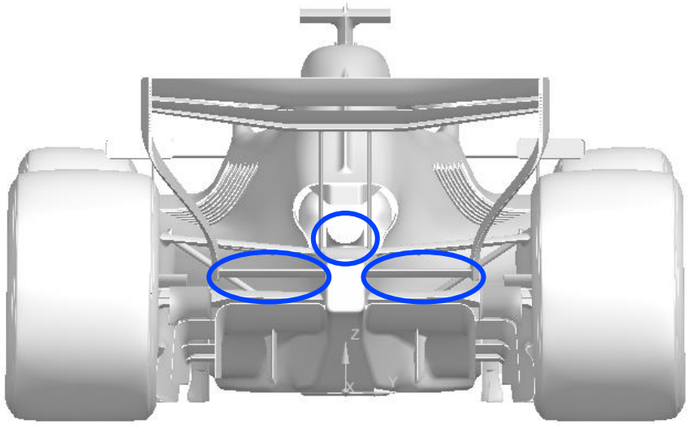


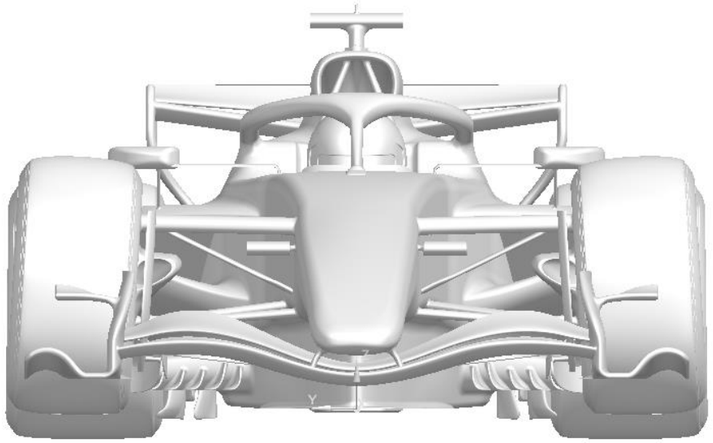


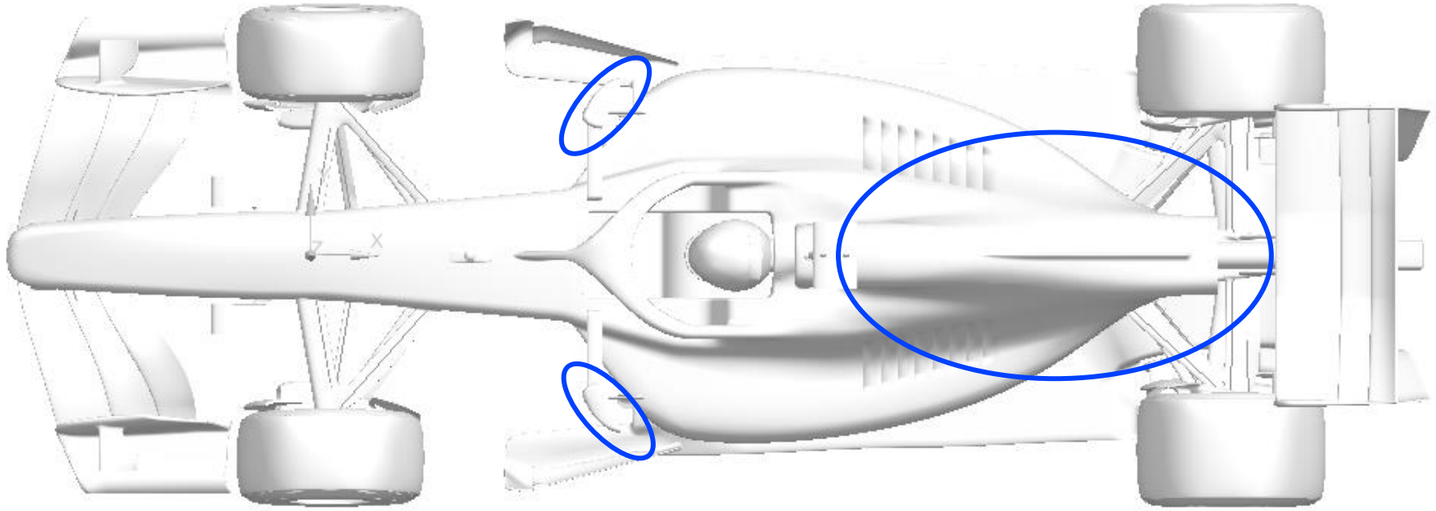


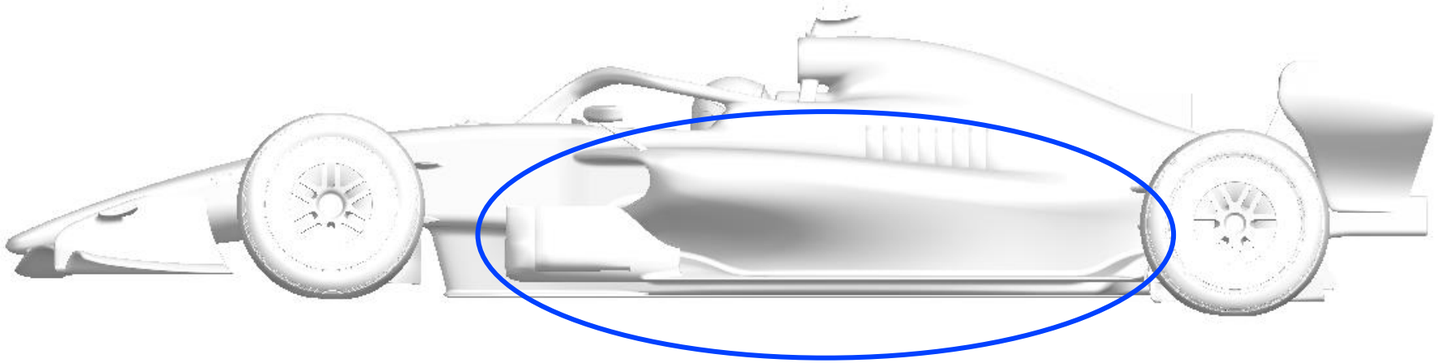
Car Presentation – Miami Grand Prix
ATLASSIAN WILLIAMS F1

	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	Floor	Performance – General floor aerodynamic performance	The floor has refined contours, local thickness changes, and updated edge and interface details in the forward, mid and edge regions to suit the new layout.	Improves floor airflow across conditions. Refined surfaces reduce sensitivity to setup, providing more repeatable aerodynamic load over a wider operating window.
2	Sidepod	Performance – Cooling capability & mid-body flow	The inlet lips, internal transitions and outer surfaces are reshaped with revised radii and fillets to match the new packaging.	Extends usable cooling range while cleaning mid-body flow. Reshaped inlet lips, internal transitions and outer surfaces improve local flow quality and maintain cooling margin across ambient and track conditions.
3	Bodywork – engine cover / coke / cooling exits	Performance – Rear flow delivery & cooling integration	The engine cover, coke region and rear/upper cooling exits have revised surfaces, local fairings and openings to suit updated internal routing.	Improves rear flow delivery while satisfying heat-rejection needs. Updated cover, coke and exit geometry improves extraction and reduces disruption, giving more consistent rear flow versus cooling demand.
4	Mirror assembly	Performance – Local flow conditioning	The mirror bodies, fillets and cut-backs are reshaped and repositioned to match the new hardpoints.	Provides local flow conditioning around the cockpit. Mirror reshape and reposition guide flow down the cockpit side, improving conditions for downstream bodywork.
5	Tailpipe bracket	Performance – Rear flow	A new profiled bracket is added behind the tailpipe within the allowed volume, shaped to the new layout.	Improves tail-region integration. Profiled bracket manages wake behind the tailpipe, reducing local separation and supporting more stable rear-end flow behaviour across conditions.
6	RIS fairings	Performance – Rear flow & integration	Fairings around the rear impact structure are revised with new local profiles, junctions and trailing-edge positions to suit surrounding hardware.	Cleans flow around the rear impact structure. Revised fairings, junctions and trailing edges improve integration with local hardware, reducing losses and stabilising the rear flow field.
7	Rear brace wing	Performance – Rear flow & integration	Local profiles and junction details around the brace interfaces are updated, with new cut-lines and trailing-edge positions aligned to the new packaging.	Updated rear wing brace fairings and cut-lines improve flow interaction with nearby elements, providing cleaner handover and more consistent rear airflow behaviour across conditions.









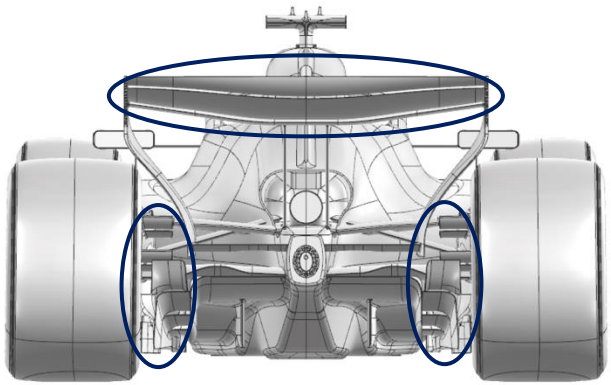
FIA FORMULA 1 WORLD CHAMPIONSHIP

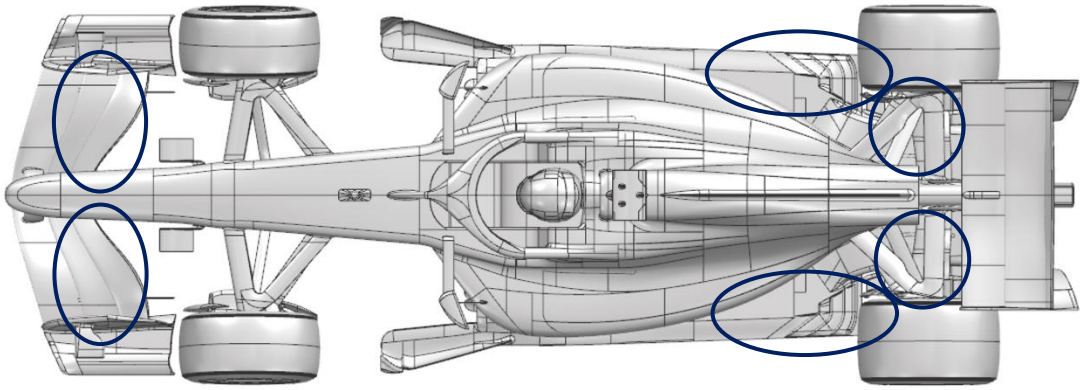
Car Presentation – Miami Grand Prix

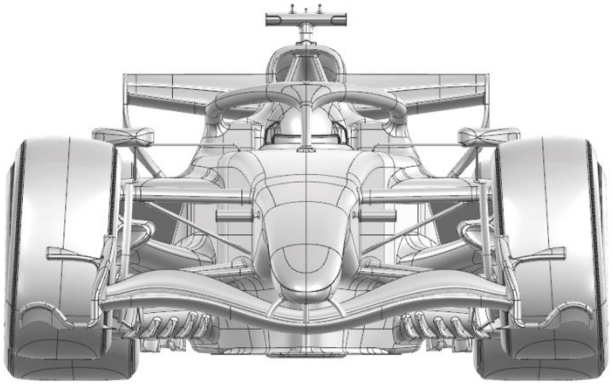
Visa Cash App Racing Bulls

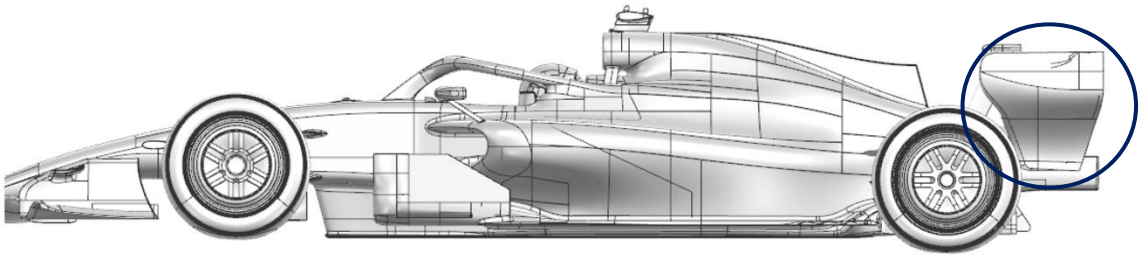
	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works (min 20, max 100 words)
1	Rear Corner	Performance – Flow Conditioning	Profile modification to brake duct furniture.	The winglet geometry changes help improve the flow management at the back of the car and around the rear tyre.
2	Rear Suspension	Performance – Flow Conditioning	Aero profile geometry changes to suit the rear corner update.	The profile changes on the suspension legs work together with the changes made to the brake duct winglets, to manage flow around the tyre.
3	Floor Edge	Performance – Flow Conditioning	Revised slot geometry around the rearward floor edge.	The updated floor geometry helps provide cleaner flow around the tyre contact patch, which leads to an overall increase in floor performance.
4	Rear Wing	Performance – Local Load	New mainplane & flap aerofoil profiles	Downforce generated by the rear wing is increased through camber & incidence changes, at an efficient level for the circuit.
5	Rear Wing Endplate	Performance – Flow Conditioning	Camber distribution changes across endplate.	This endplate works in conjunction with the changes to the rear wing to enhance the airflow between them, allowing the rear wing work effectively.
6	Front Wing	Circuit specific - Balance Range	Additional option of flap profile available.	To effectively cover the balance requirements for Miami, a shorter chord flap allows a lower aero balance range to be run.

FIA FORMULA 1 WORLD CHAMPIONSHIP









FIA FORMULA 1 WORLD CHAMPIONSHIP

Car Presentation – Miami Grand Prix

Aston Martin Aramco F1 Team

No updates submitted for this event.

FIA FORMULA 1 WORLD CHAMPIONSHIP

Car Presentation – Miami 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	Diffuser	Performance - Local Load	Device added on Floor Winglet	The additional device on the Floor Winglet results in an increase in local aerodynamic downforce by modifying the pressure distribution and flow behaviour around the element.

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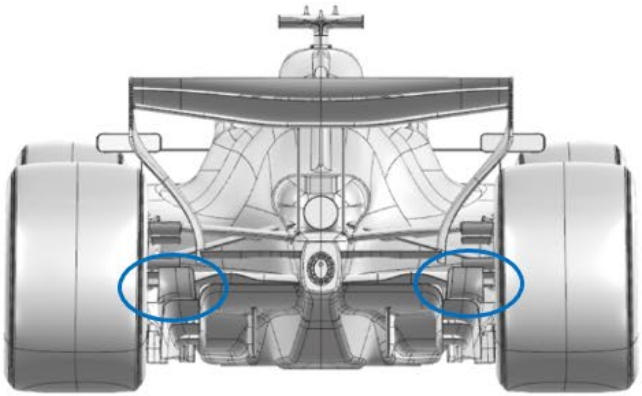

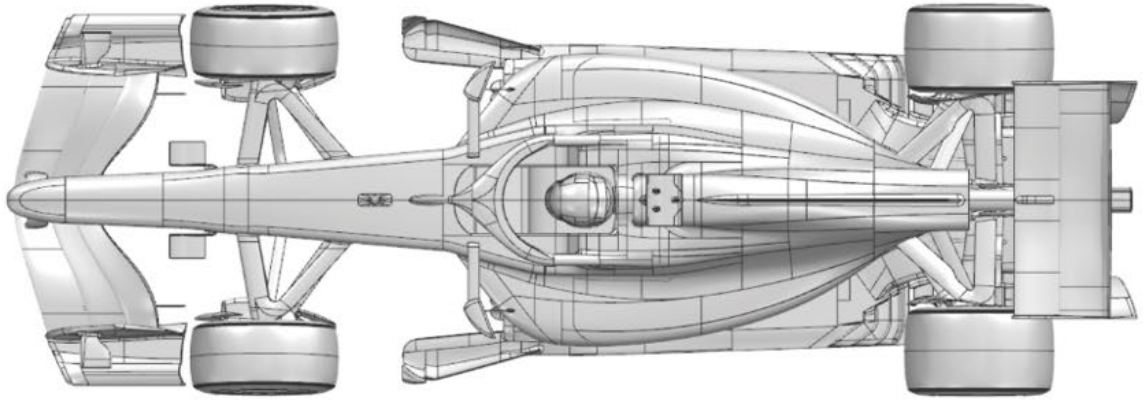

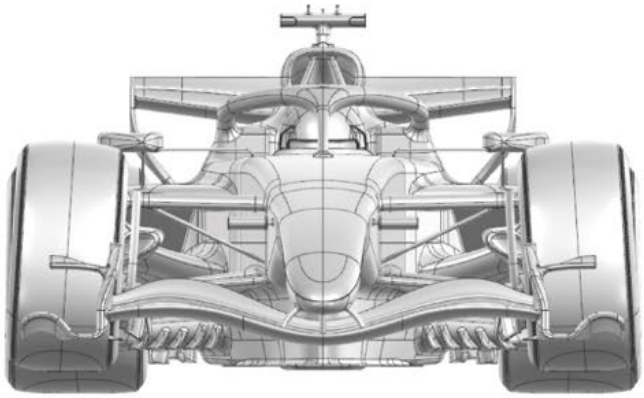

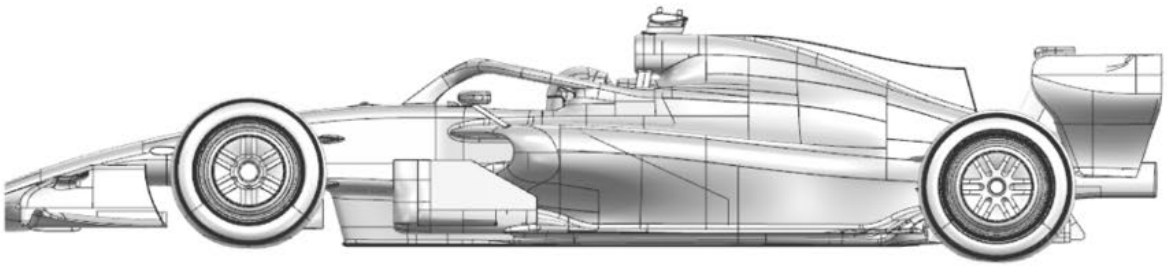

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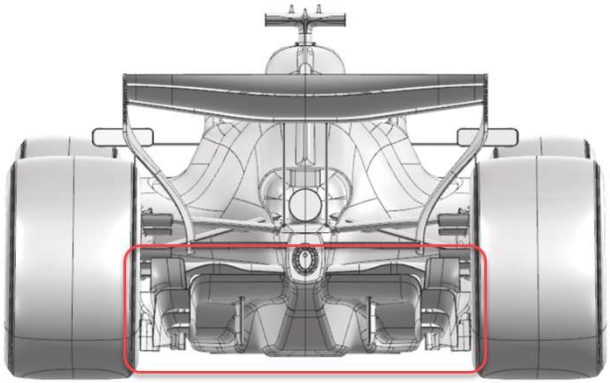
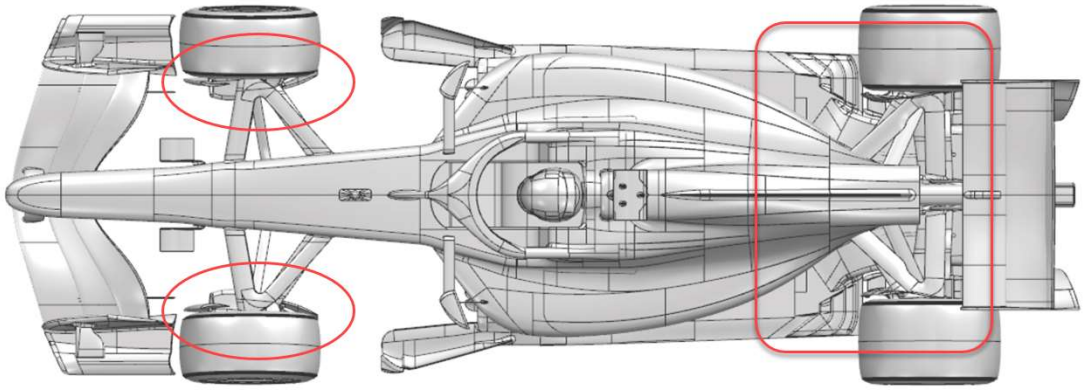
Car Presentation – Miami Grand Prix

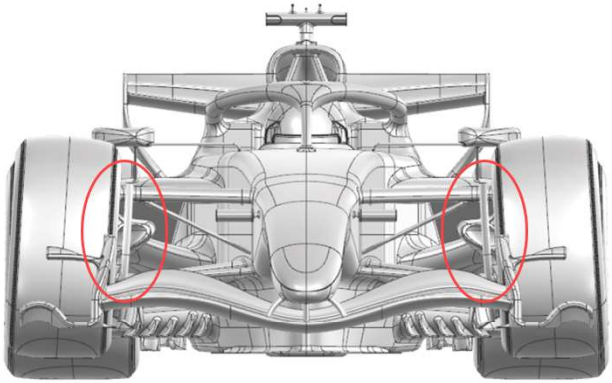
Audi Revolut F1 Team

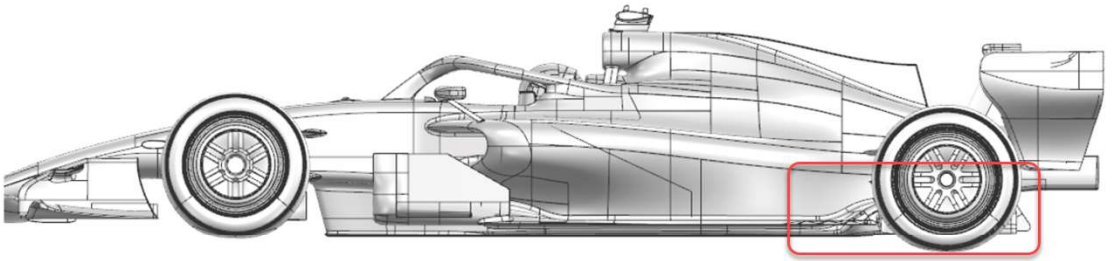
	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works (min 20, max 100 words)
1	Front Suspension	Performance – Flow Conditions	New front brake duct and suspension legs covers	A revised brake duct and suspension at the front of the car to improve flow conditions and subsequent overall performance.
2	Floor Edge and Diffuser	Performance – Local Load	New floor edge and diffuser shape including the diffuser winglet	The rear floor edge and diffuser were developed to provide an increase of efficient aero load at the rear car.

FIA FORMULA 1 WORLD CHAMPIONSHIP









FIA FORMULA 1 WORLD CHAMPIONSHIP

Car Presentation – Miami 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 Corner	Performance - Flow Conditioning	Revised front drum exit	The front drum exit duct has been redesigned to improve the flow quality around the front corner and further downstream.
2	Nose camera	Performance - Flow Conditioning	Adjustments to the camera mounts	The nose camera mount has been reprofiled with the objective of improving local flow management and delivering higher quality flow downstream.
3	Rear suspension	Performance - Flow Conditioning	Suspension legs reprofiled	The suspension legs have been refined to better control the flowfield around the rear suspension and improve global flow quality.
4	Rear impact structure	Performance - Local Load	Addition of an element	The new developed geometry is aimed at increasing aerodynamic load locally and efficiently throughout the operating range of the car.
5	Rear wing	Performance - Local Load	Compete new rear wing assembly	As part of our in-season development, a complete new rear wing is introduced in Miami to improve overall aerodynamic performance.
6	Rear Wing Endplate	Performance - Local Load	Reprofiled endplate	The rear wing endplate was redesigned to integrate effectively with the rear wing changes, improving aerodynamic interaction and overall performance.

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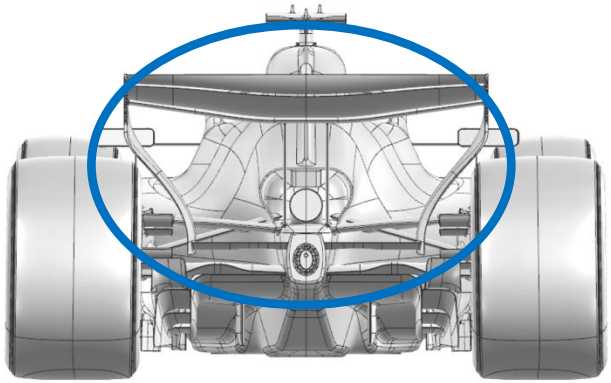

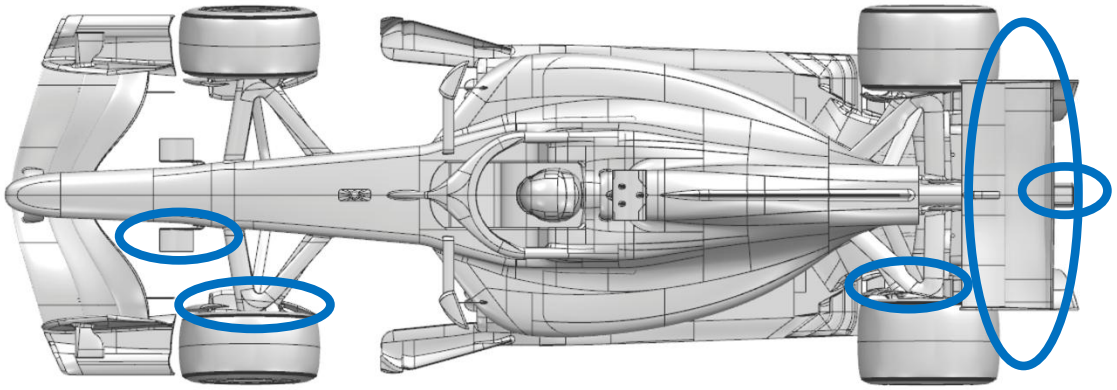

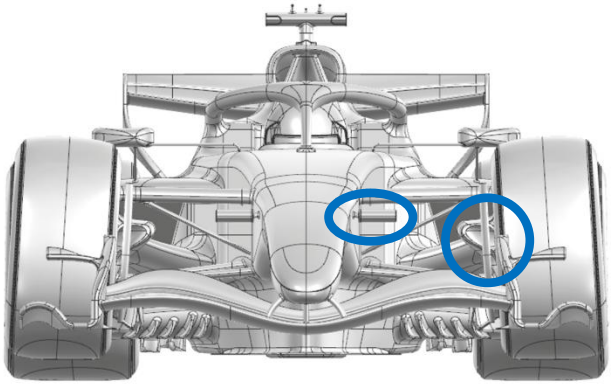

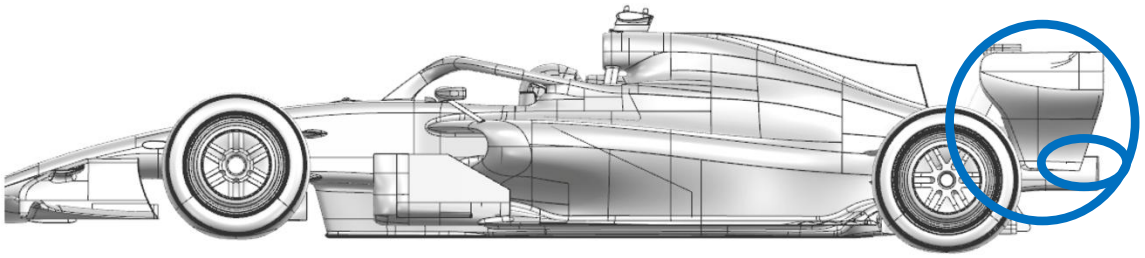

FIA FORMULA 1 WORLD CHAMPIONSHIP

Car Presentation – Miami 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	Updated End Plate Body and reprofiled Footplate geometry	Enhanced flow conditioning to the rear of the car to reduce overall sensitivity to ride height changes and improve rear load
2	Front Wing Flap	Performance – Flow Conditioning	Updated Front Wing Flap profiles	Revised Front Wing Flap profiles to reduce aerodynamic losses while also enhancing the consistency and quality of airflow directed toward the rear of the car
3	Mirror Stay	Performance – Flow Conditioning	Movement and profile change of stay	Improves the onset flow and therefore aerodynamic load at the rear of the car, whilst the reprofiled leading edge also increases structural integrity
4	Forward Floorboard	Performance – Local Load	Reprofiled forward board with updated top edge and winglet details	Forward floor changes increase aerodynamic load at the rear of the floor and diffuser with improved ride height characteristics and sensitivities
5	Floor Body	Performance – Local Load	Local changes to floor rear corner and addition of top surface strake	Local surface and feature changes in the rear floor region ahead of the rear tyre to increase local floor loading and therefore overall aerodynamic load at the rear of the car
6	Diffuser	Performance – Local Load	Cascade winglet trailing edge detail changes, reprofiled fences and updated Diffuser shoulder geometry	Updated Diffuser geometry to increase rear floor load and consequently overall aerodynamic load at the rear of the car, whilst improving sensitivity to ride heights
7	Rear Suspension	Performance – Flow Conditioning	Reprofiled Rear Suspension fairings	Updated rear suspension to improve local flow quality, increase aerodynamic stability and consequently increase potential for further rear car development

8	Rear Corner	Performance – Local Load	Updated Deflector and Stay, reprofiled Lip and Rear Vanes	Local surface changes including updated PDC geometry to increase local load whilst also improving flow quality for increased aerodynamic stability
9	Exhaust Tailpipe Bracket	Performance – Local Load	Updated and repositioned Exhaust Tailpipe Bracket	Revised Exhaust Tailpipe Bracket geometry to generate local aerodynamic load and consequently improve the characteristics of load at the rear of the car

FIA FORMULA 1 WORLD CHAMPIONSHIP