



FIA FORMULA 1 WORLD CHAMPIONSHIP



# 2026 MONACO GRAND PRIX

07 - 09 June 2026

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<b>From</b>	The FIA Formula 1 Media Delegate	<b>Document</b>	15
<b>To</b>	All Teams, All Officials	<b>Date</b>	05 June 2026
		<b>Time</b>	10:55

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**Title** Car Presentation Submissions

**Description** Car Presentation Submissions

**Enclosed** 2026 Monaco Grand Prix - Car Presentation Submissions.pdf

**Cameron Kelleher**

**The FIA Formula 1 Media Delegate**



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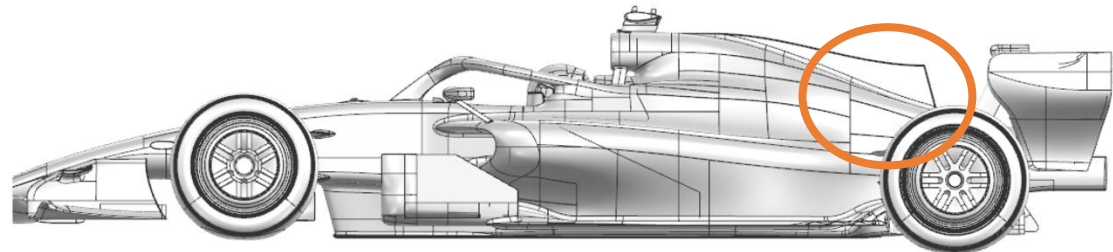
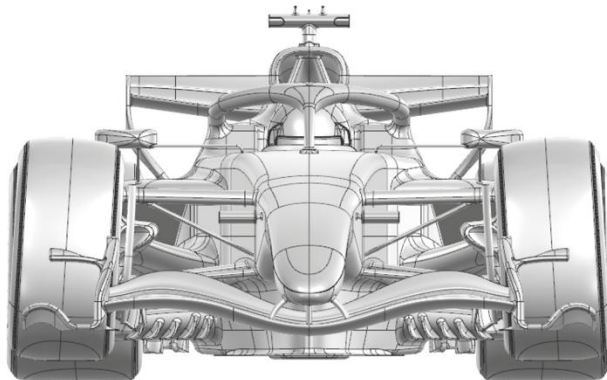
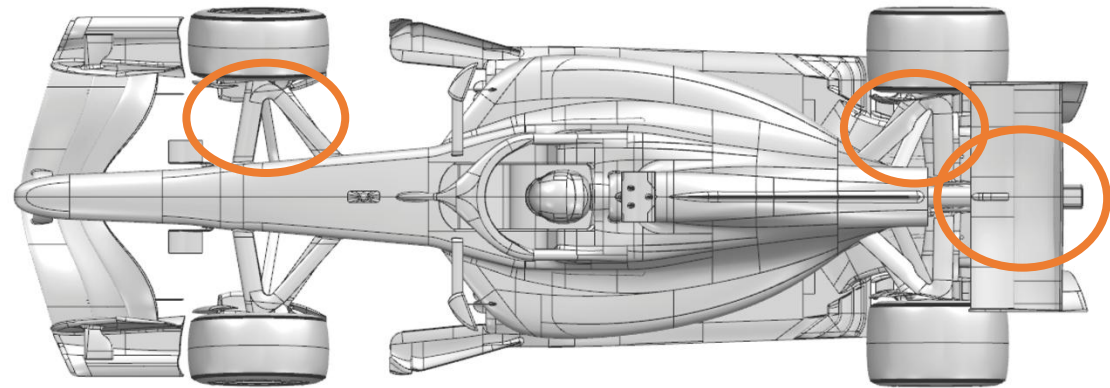
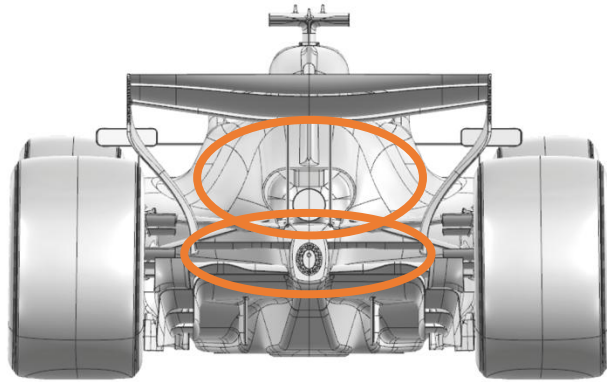


## Car Presentation – Monaco Grand Prix McLaren Mastercard F1 Team

	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	Coke/Engine Cover	Circuit specific - Cooling Range	Larger Engine Cover	Given the specific cooling requirements of this track, a larger engine cover has been brought to the event to increase overall cooling capacity while maintaining high aerodynamic efficiency.
2	Front Suspension	Reliability	Monaco Front Suspension	To deal with the unique corner radii encountered at his track, revised front suspension fairings allowing for increased clearance to the wheel at high steer angles have been brought to this event.
3	Beam Wing	Performance - Flow Conditioning	Revised Beam Wing	A small revision to the beam wing, improving overall flow conditioning and increasing aerodynamic efficiency in conjunction with the rear wing.
4	Rear Wing	Circuit specific - Drag Range	Rear Wing Winglet Cascade	The removal of the straight mode actuator and circuit characteristic incentivises the addition of local devices to generate additional aerodynamic load.
5	Rear Corner	Performance - Flow Conditioning	Revised Corner	Modification to the rear suspension fairings as well as rear corner furniture aimed at improved aerodynamic flow conditioning around the rear corner and diffuser.
6	Diffuser	Reliability	Floor Stay	Addition of a floor stay attached to the diffuser to improve robustness and deflection to maintain aerodynamic performance throughout the speed range.



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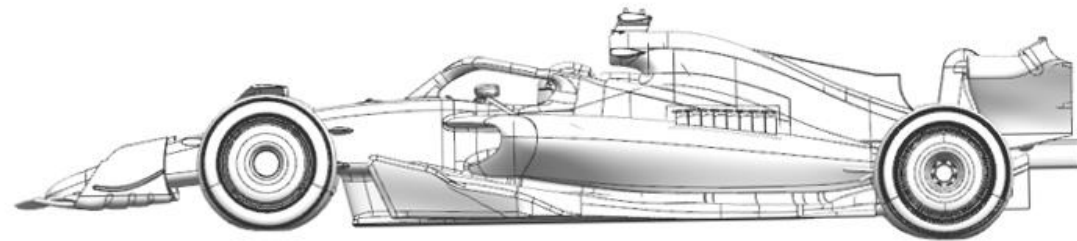
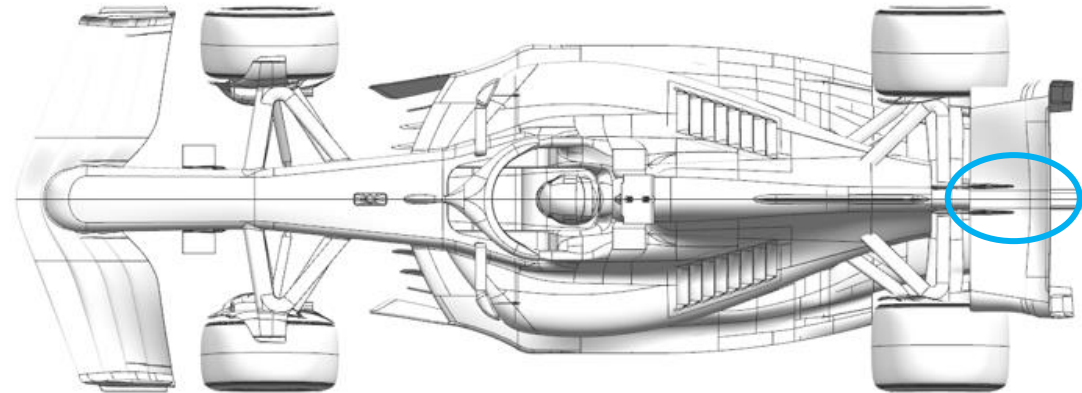
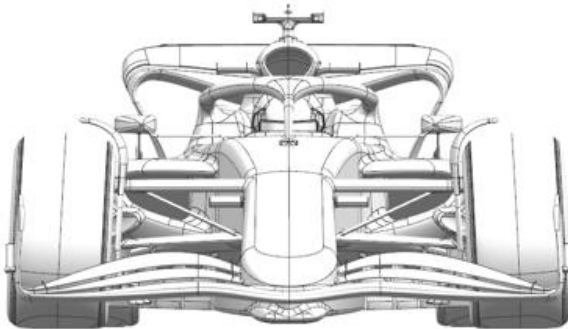
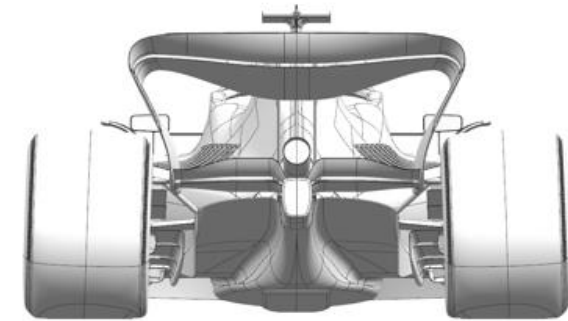
## Car Presentation – 2026 Monaco Grand Prix

### \*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	Performance - Local Load	Small winglets added within rear wing SM fairing volume	These winglets generate local downforce and drag. The lack of SM mechanism, and the low drag sensitivity of Monaco. make these elements attractive.



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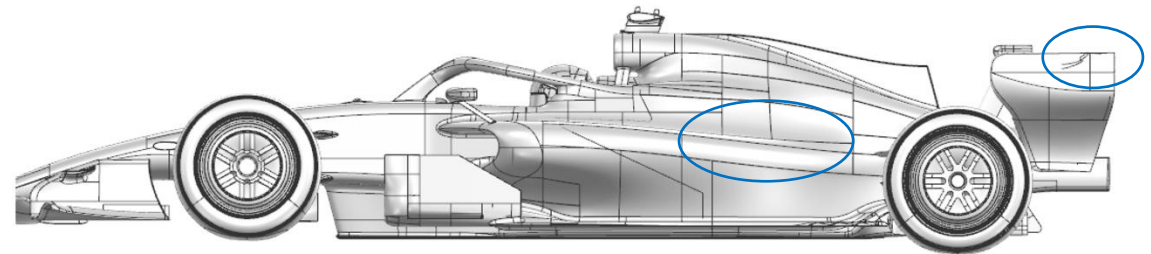
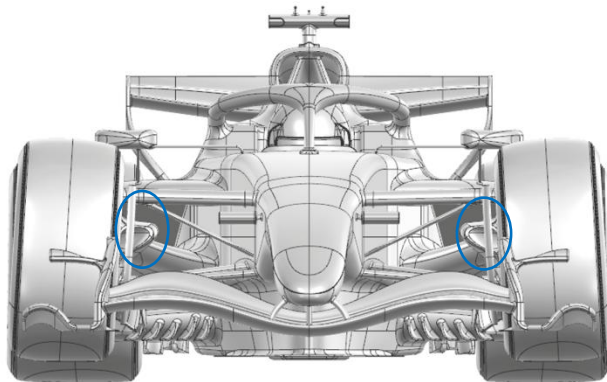
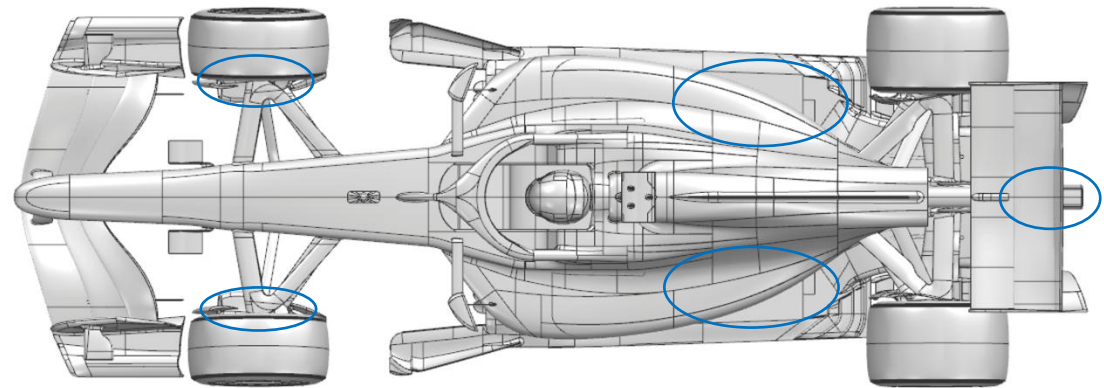
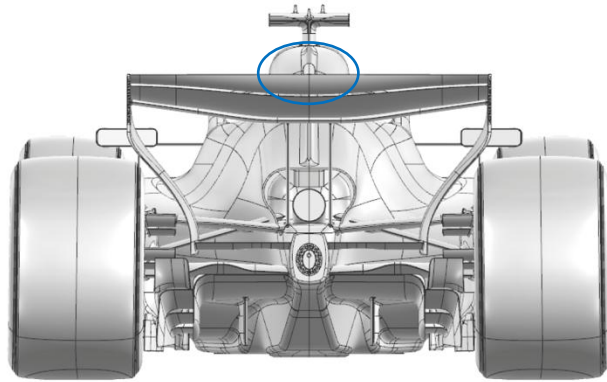


## Car Presentation – Monaco Grand Prix Oracle Red Bull Racing.

	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 Corner	Reliability	Enlarged front wheel bodywork brake cooling exit duct	The low air speed nature of the Monaco circuit demands a larger exit duct for the front brake material and caliper cooling.
2	Front corner	Reliability	Suspension member fairing and the front wheel bodywork trims for steering lock	The suspension fairings and the inner face of the front wheel bodywork have been trimmed to allow greater angles than the minimum requirement of the regulations for the unique nature of the Monaco circuit.
3	Engine Cover	Reliability	Engine cover and sidepod exits for cooling	As is needed for the brakes, the speed profile of the Monaco track implies engine cover and sidepod cooling exits need to be opened for Power Unit and Gearbox.
4	Rear wing	Performance – Local load	Third element extension and SM fairing extension	The rear wing has a central extension and the SM mechanism fairing also has an extension both adding beneficial local load to the rear wing, in the absence of Straight Mode operation.



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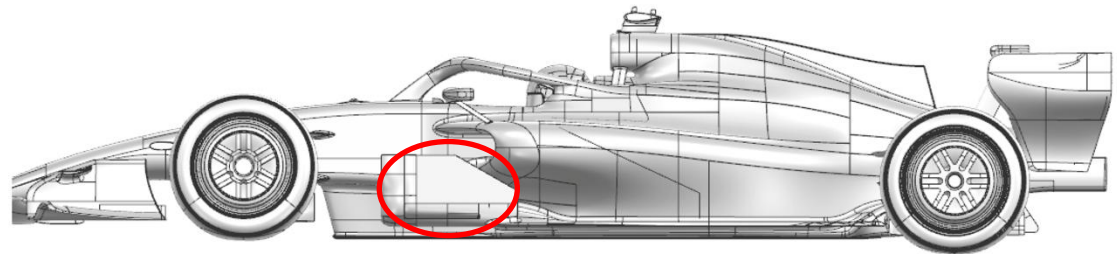
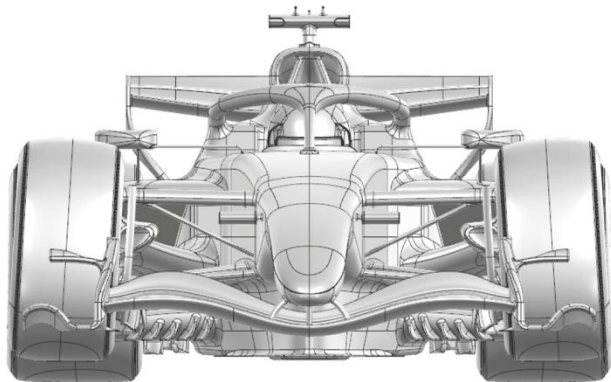
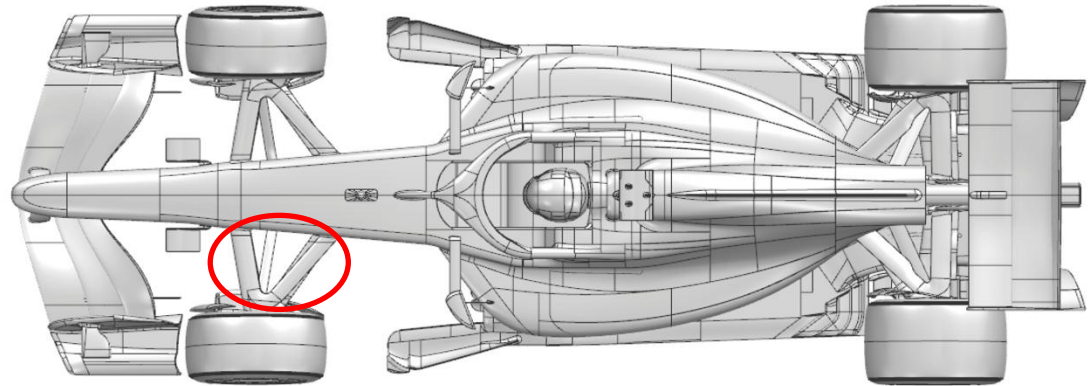
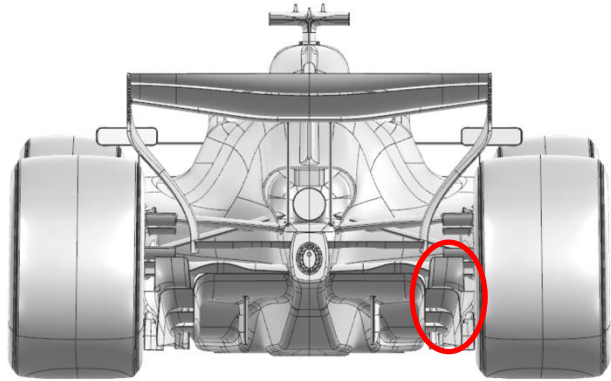


## Car Presentation – Monaco Grand Prix SCUDERIA FERRARI HP

	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 Suspension	Circuit specific	Modification to front trackrod / suspension legs and fairings	Monaco specific front suspension modifications to allow for greater single wheel angle that are necessary on this peculiar circuit layout
2	Floor Body	Circuit specific – Drag range	Additional gurney on front floor board second element trailing edge	Taking the opportunity of the extreme characteristics of Monaco in terms of aerodynamic efficiency requirements and add minor aero load generating devices on the floor board and diffuser winglet
3	Diffuser	Circuit specific – Drag range	Additional stay on last element of the diffuser winglet	



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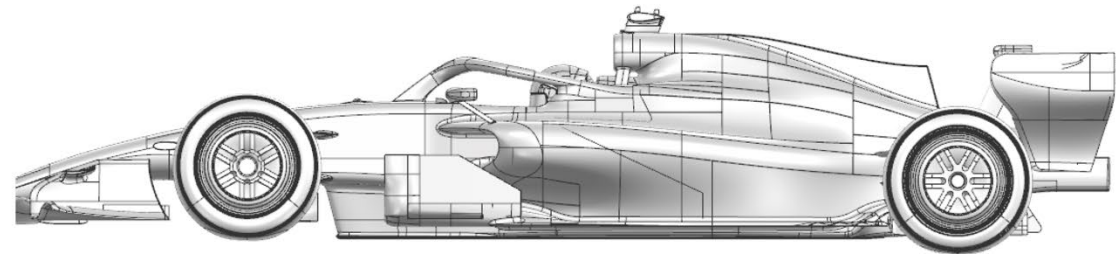
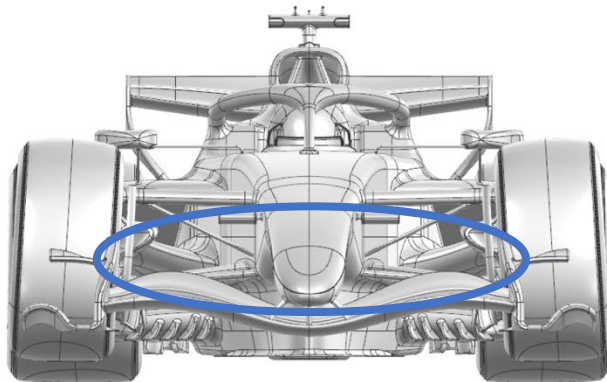
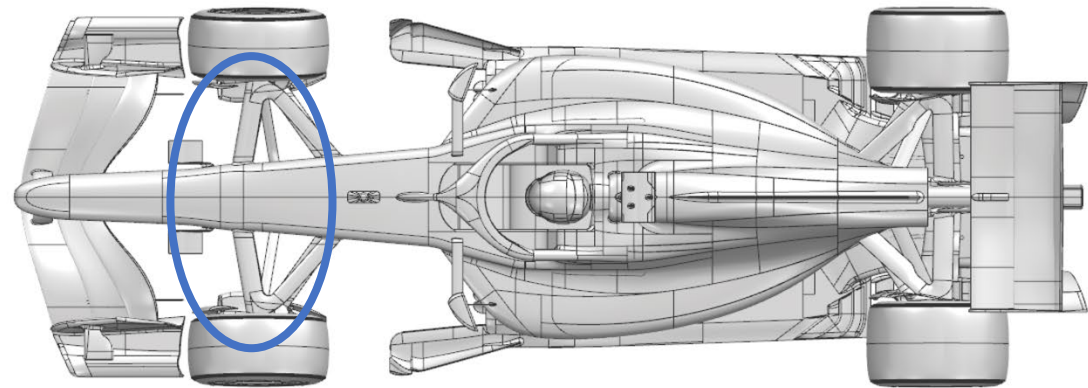
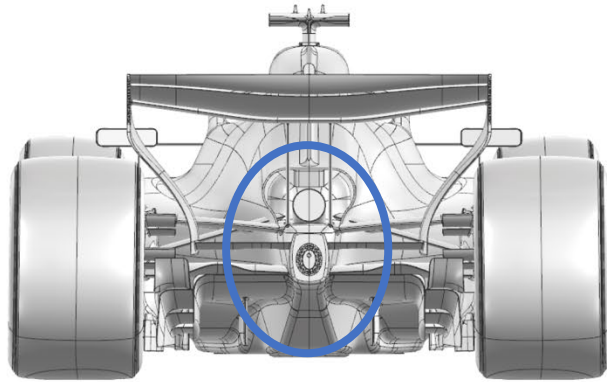
## Car Presentation – Monaco Grand Prix

### 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	Front Suspension	Performance - Mechanical Setup	A revised front suspension geometry with updated cladding surfaces to suit	To suit the demands of the unique Monaco circuit a new front suspension geometry is available.
2	Exhaust Tailpipe	Performance – Local Load	An updated exhaust tailpipe installation	Continuing the positive development path from the previous two GPs a further step on the exhaust system is available this weekend, which offers an additional loading opportunity at the rear of the car.



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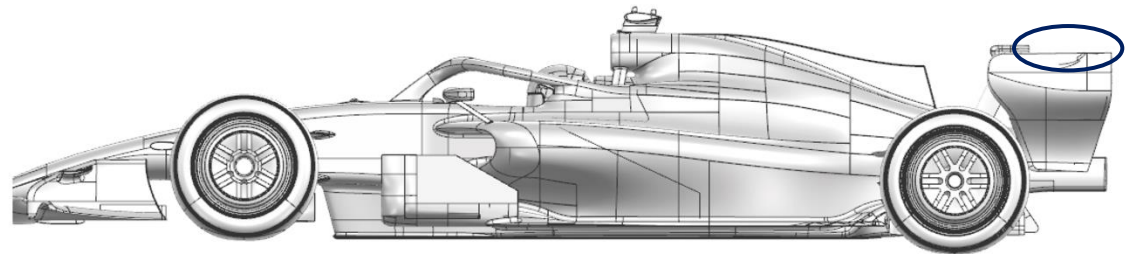
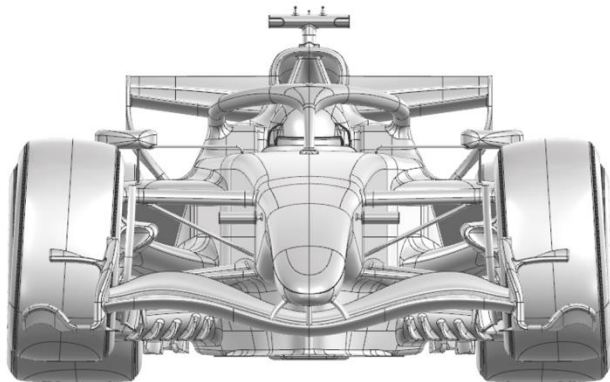
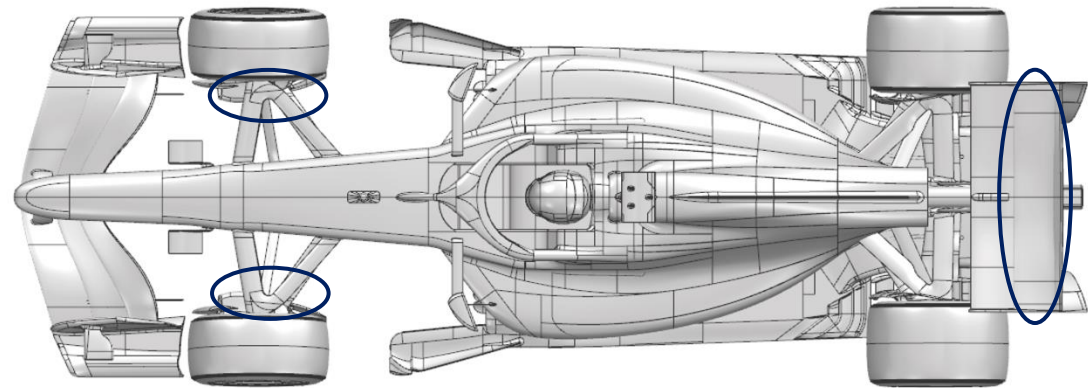
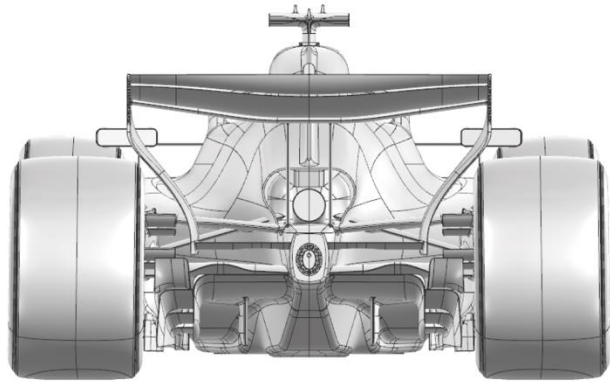


## Car Presentation – Monaco Grand Prix Visa Cash App Racing Bulls

	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	Front Suspension	Circuit Specific - Mechanical Setup	Clearance modifications on suspension legs	The tight corners of Monaco require increased steering range compared to other circuits. These modifications to the suspension allow for additional steer travel whilst minimising any detrimental effect on the aerodynamics.
2	Rear Wing	Performance - Local Load	New flap, and new winglet on SM Pod	Both the new flap & the central winglet generate additional downforce compared to the previous specification, particularly suited for the high-downforce nature of Monaco.



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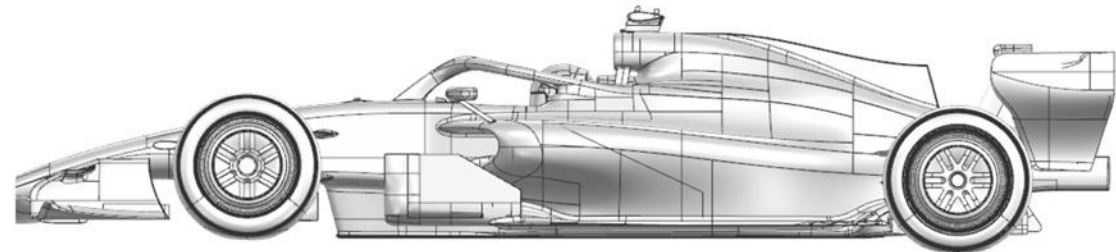
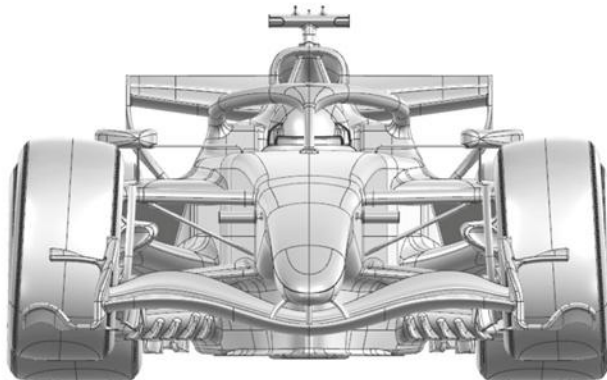
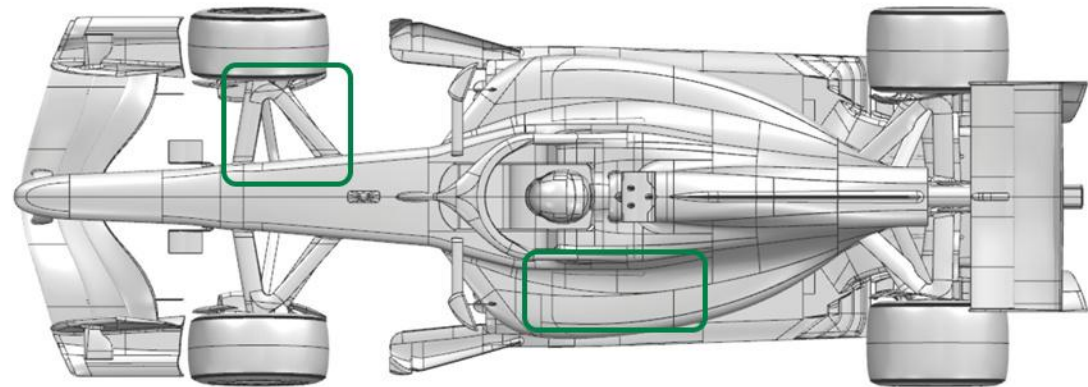
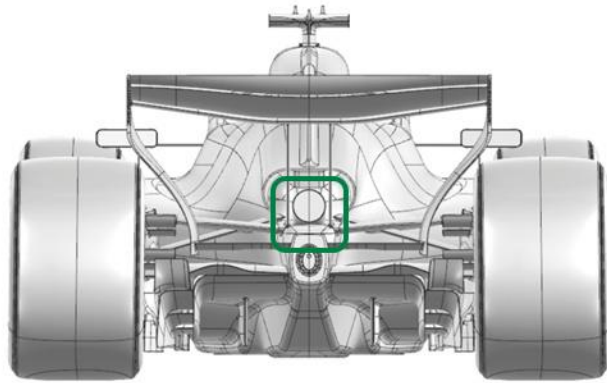


## Car Presentation – Monaco Grand Prix Aston Martin Aramco F1 Team

	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 - Mechanical Setup	Revised trackrod OB position.	This is the typical front suspension adjustment for this circuit to achieve the required steering range for the prevalent corner characteristics.
2	Cooling Louvres	Circuit specific - Cooling Range	Additional bodywork louvres.	Additional bodywork louvres may be added to increase the exit area of the bodywork to provide the cooling level required at this event.
3	Exhaust Tailpipe Bracket	Performance - Local Load	Updated and repositioned exhaust tailpipe bracket.	The updated exhaust tailpipe bracket is used to generate additional local load on the surfaces at the rear of the car.



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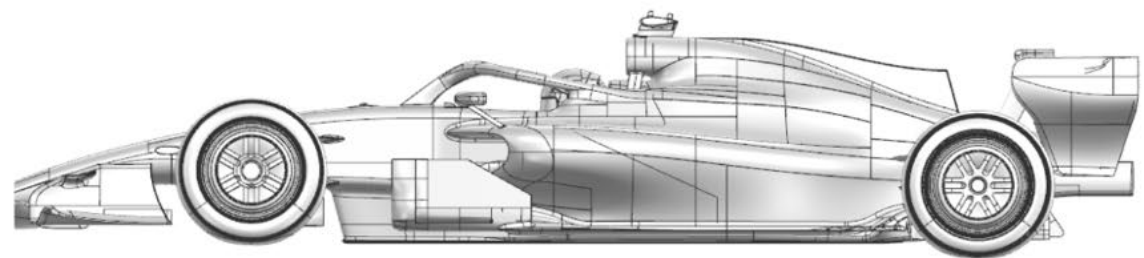
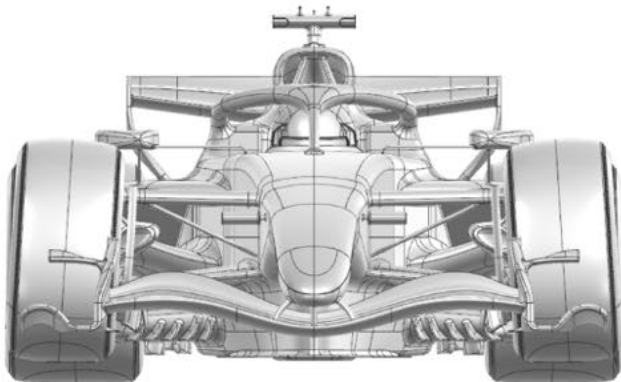
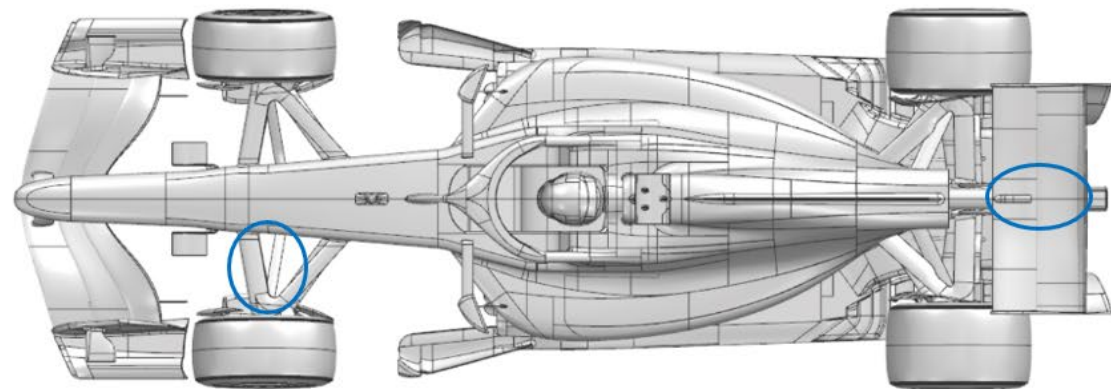
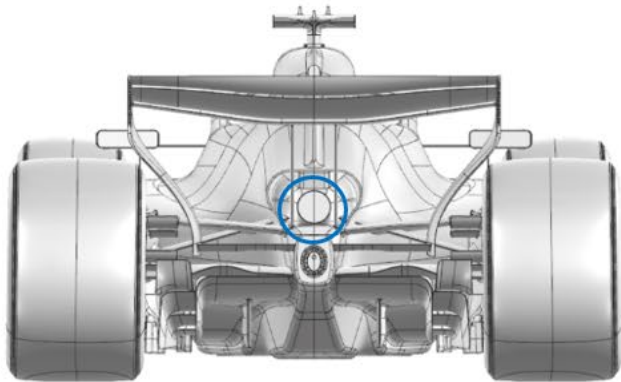
## Car Presentation – Monaco Grand Prix

### HAAS

	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 - Mechanical Setup	Front Trackrod position	A slight modification to the front trackrod geometry was required in order to comply with the specific steering angle demands imposed by the characteristics of this circuit.
2	Rear Wing	Performance - Local Load	SM Fairing geometry change	A minor revision to the RW SM fairing aimed at inducing localized upwash, providing a small but beneficial contribution to meeting the circuit's high downforce demands.
3	Rear Impact Structure	Performance – Local Load	Additional device on RIS top surface	An additional aerodynamic device was installed downstream of the exhaust tailpipe, with the primary objective of encouraging local upwash and consequently enhancing the generation of localized downforce in that region.



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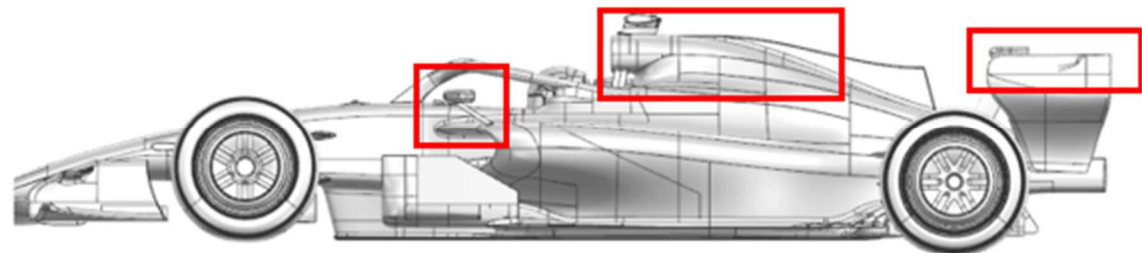
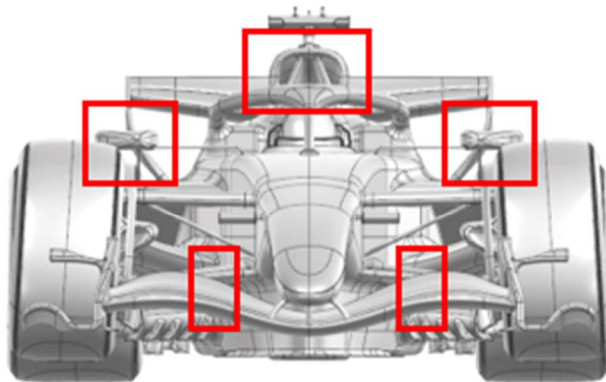
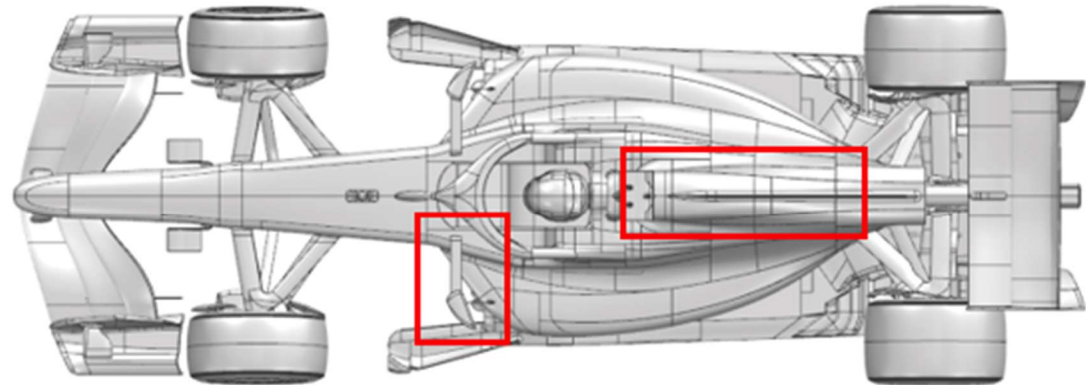
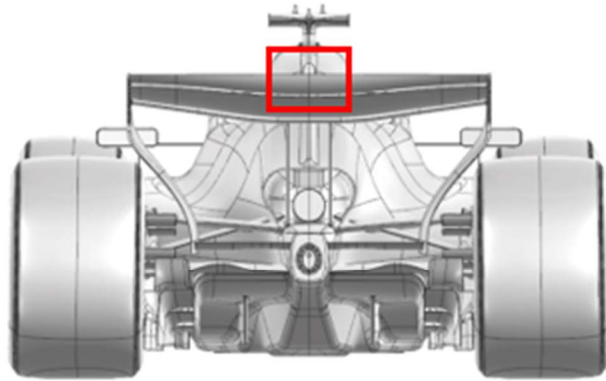
## Car Presentation – Monaco Grand Prix

### 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	Circuit specific - Local Load	SM actuators removed	This design change aims to reduce any unnecessary blockage on the front wing.
2	Mirror	Performance - Local Load	Updated mirror design	Rear view mirror design adapts air flow local to the front of the sidepod and cooling inlets, giving a minor efficiency improvement.
3	Engine Cover	Performance - Cooling Range	Redesigned roll hoop and engine cover	For this event a new roll hoop and engine cover design are introduced to efficiently increase our cooling options.
4	Rear Wing	Circuit specific - Local Load	SM actuator removed	This design change aims to reduce any unnecessary blockage on the rear wing.



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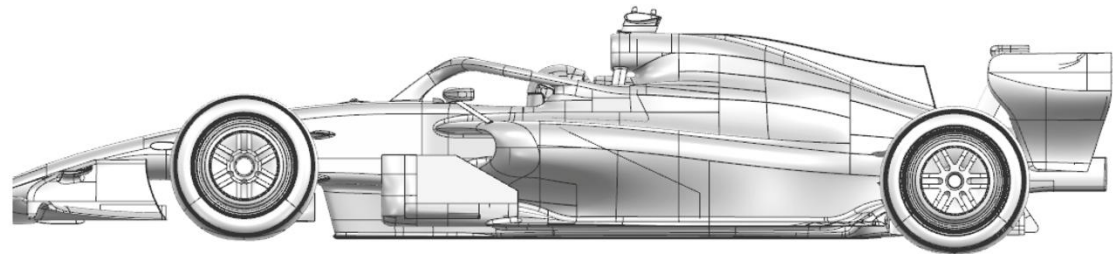
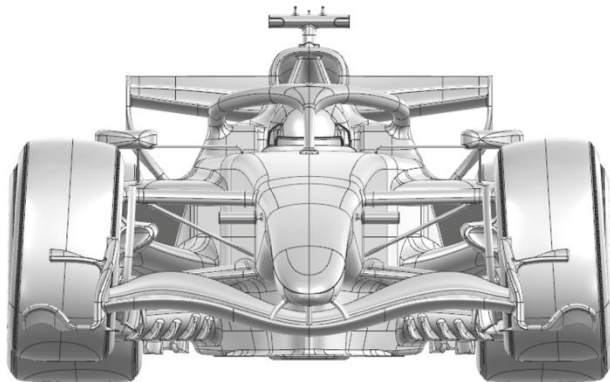
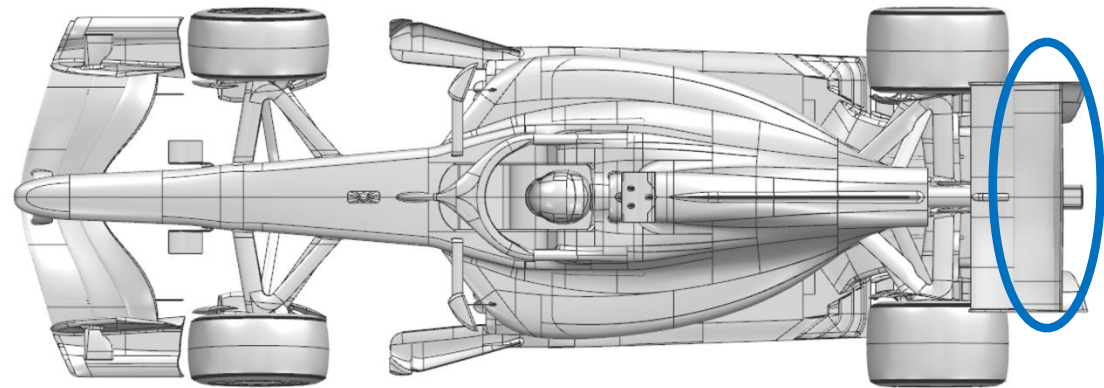
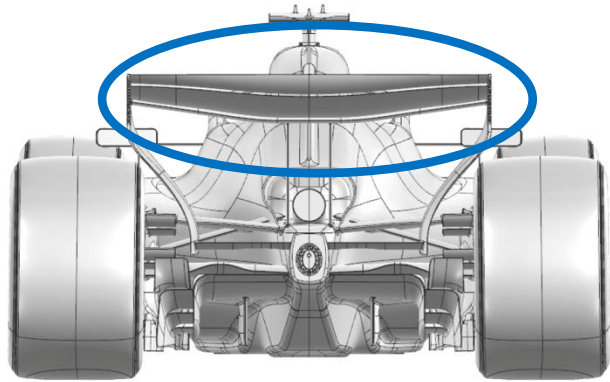


## Car Presentation – Monaco Grand Prix BWT Alpine F1 Team

	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	Rear Wing	Performance - Local Load	Addition of winglets	As part of our ongoing in-season rear wing development programme, flap winglets are introduced at this event to further enhance aerodynamic performance.



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## Car Presentation – Monaco 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	Rear Wing	Performance – Local Load	Updated wing section profiles and end plate geometry	Updated Rear Wing and End Plate surfaces to generate more aerodynamic load at the rear of the car whilst also improving sensitivity to changes in car attitude
2	Exhaust Tailpipe	Performance – Local Load	Revised exhaust tailpipe and bracket geometry	Changes to the exhaust tailpipe and bracket geometry to increase local aerodynamic load and consequently improve the load characteristics at the rear of the car



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