



FIA FORMULA 1 WORLD CHAMPIONSHIP



2026 SPANISH GRAND PRIX

11 - 13 September 2026

From	The FIA Formula 1 Media Delegate	Document	11
To	All Teams, All Officials	Date	11 September 2026
		Time	11:00

Title Car Presentation Submissions

Description Car Presentation Submissions

Enclosed 2026 Spanish Grand Prix - Car Presentation Submissions.pdf

Roman De Lauw

The FIA Formula 1 Media Delegate



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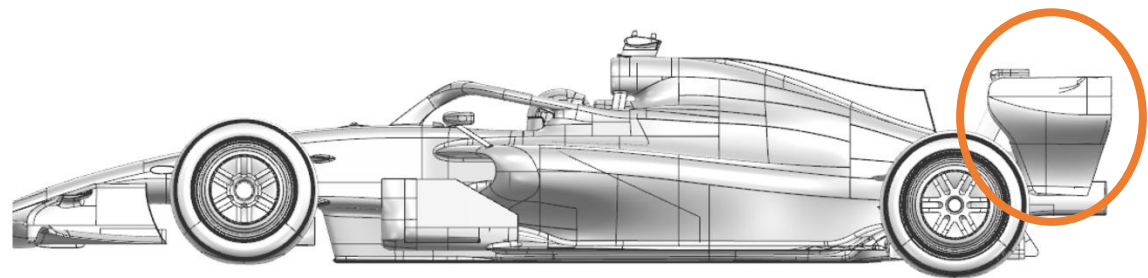
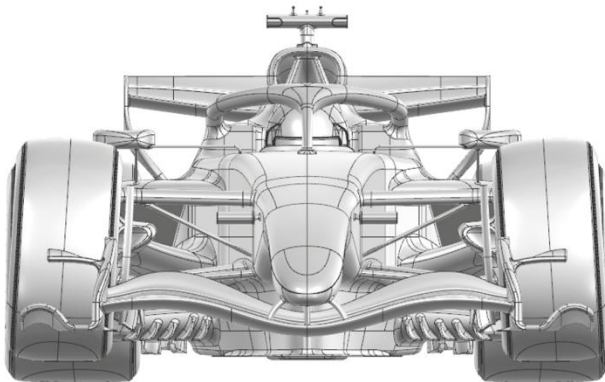
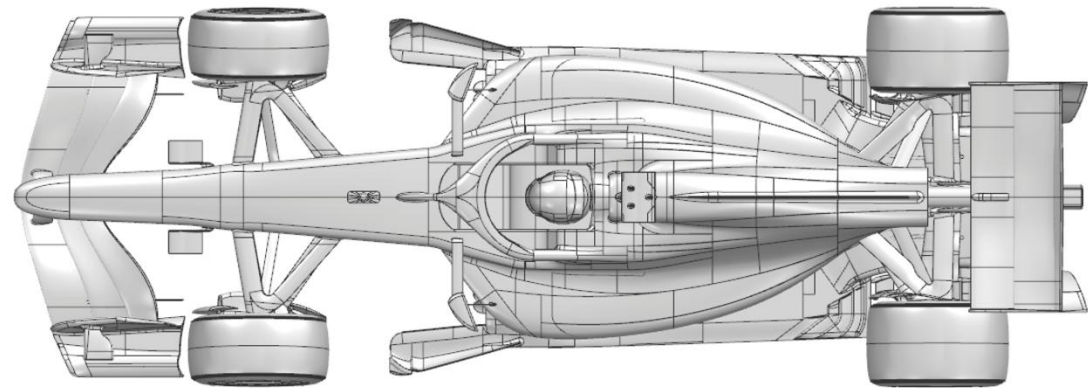
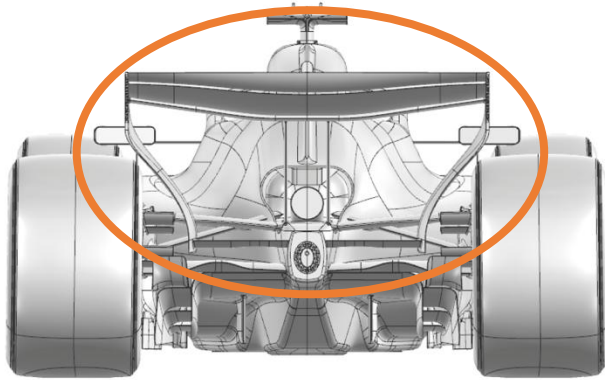
Car Presentation – Spanish Grand Prix

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	Additional Rear Wing Furniture	Additional elements have been added to the rear wing, improving flow conditioning onto the rear wing mainplane and flap elements.



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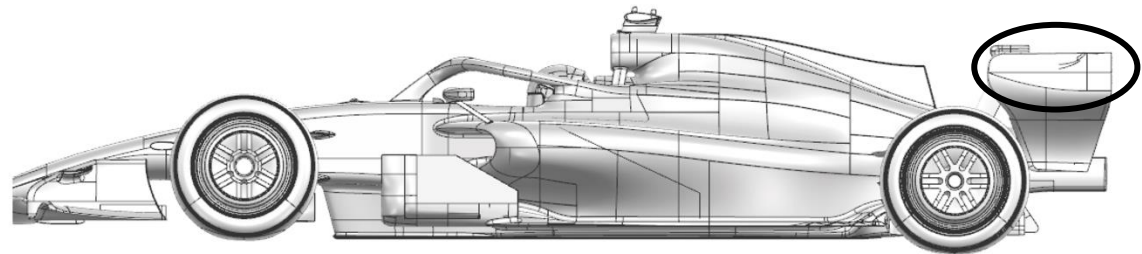
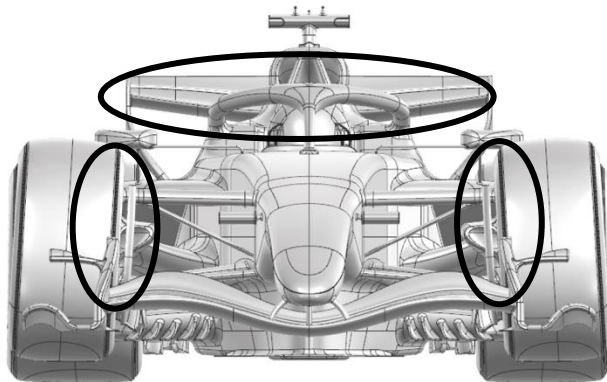
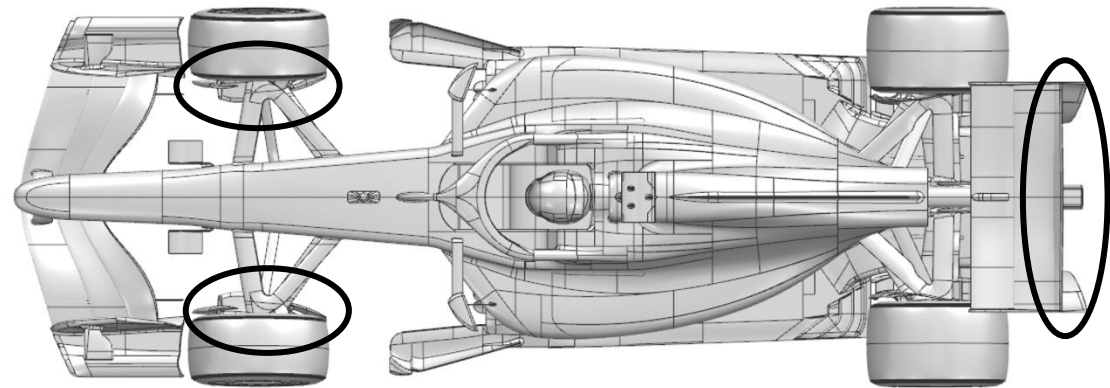
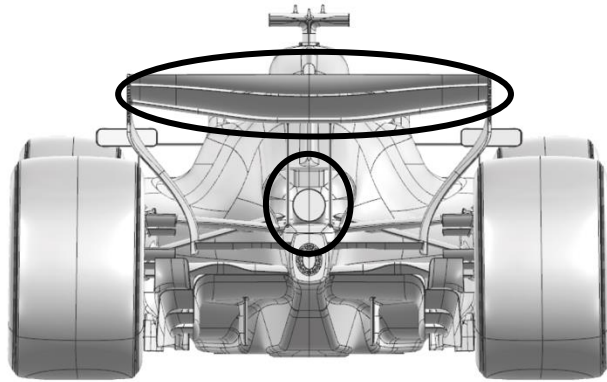


Car Presentation – 2026 Spanish Grand Prix Mercedes-AMG PETRONAS F1 Team

	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	Rear wing central winglet span reduced	Reducing the span of the central winglet mounted above the rear wing flap sheds local downforce and drag at a ratio appropriate for Madrid L/D.
2	Exhaust Tailpipe	Circuit specific - Drag Range	Additional winglet added behind exhaust	Additional winglet added to increase exhaust flow turning to generate load and drag at a ratio appropriate for Madrid L/D.
3	Front Drum	Performance - Flow Conditioning	Front lip reprofiled	Front lip reprofiled to improve flow attachment through all steer conditions, resulting in improved flow to the rear of the car.



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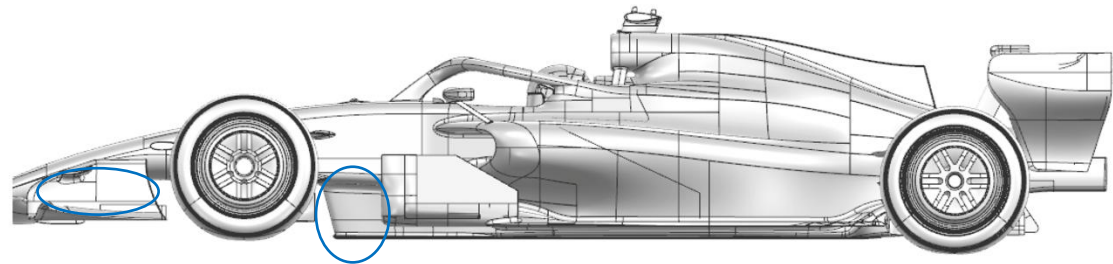
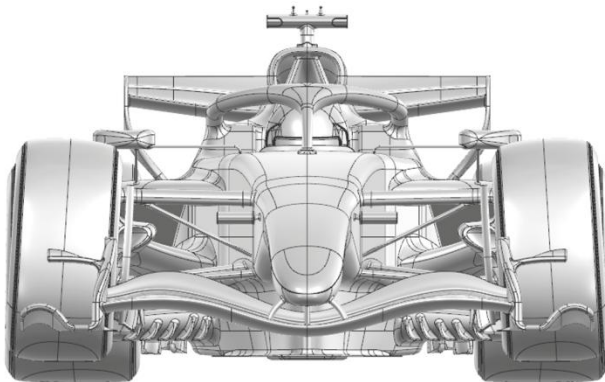
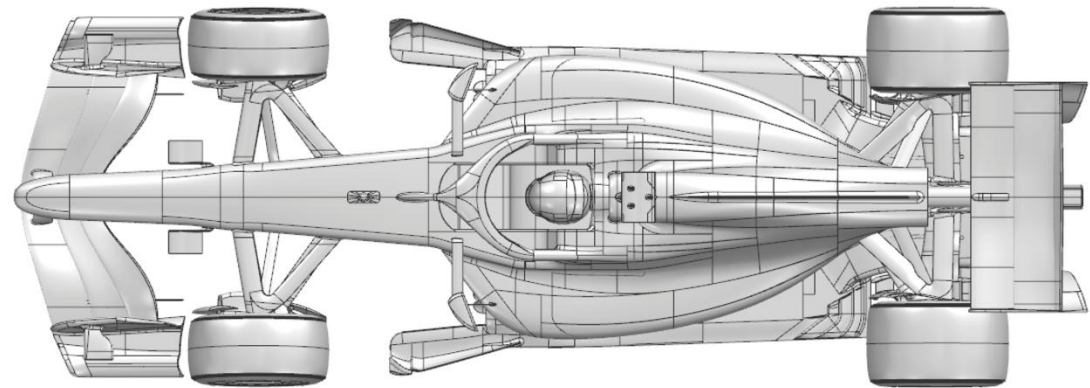
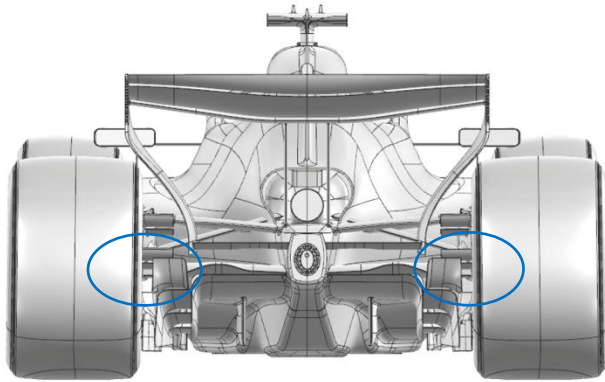


Car Presentation – Spanish Grand Prix Oracle Red Bull Racing.

	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 Corner	Reliability	Rear wheel bodywork assembly	Continuing the work from Monza, the new and more robust gaitor gains winglets downstream of the suspension fairings seeking to restore the load of earlier races whilst maintaining a sealed wheel bodywork.
2	Floor Bib	Reliability	A geometric change between floor and chassis	When deflected, the laminate and shape have been altered to ideally eliminate deterioration of the structure and aerodynamic surfaces by reducing the local strain.



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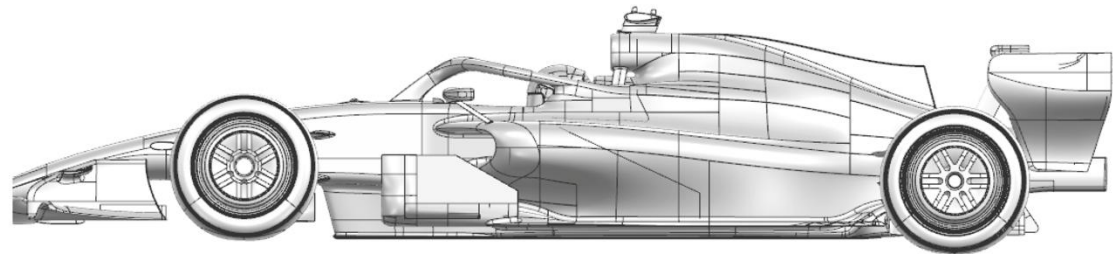
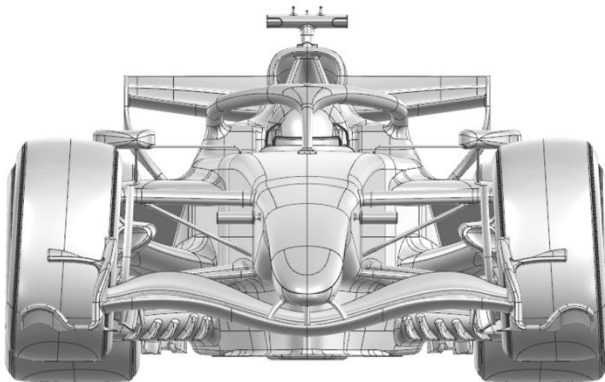
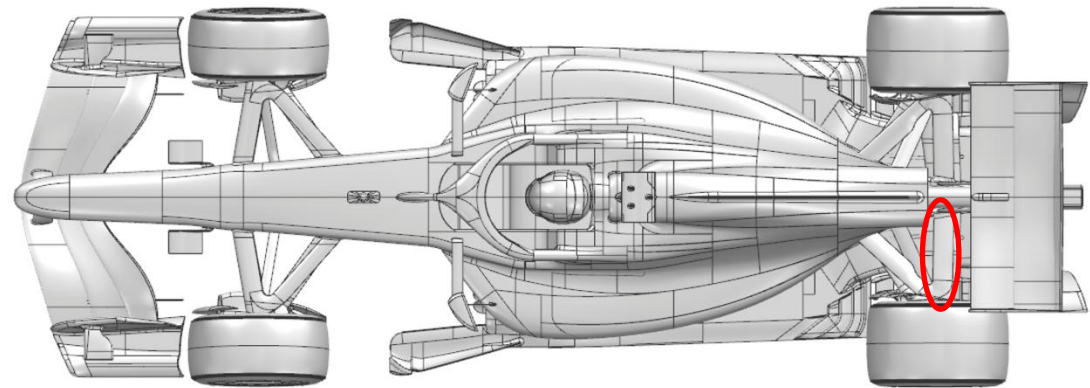
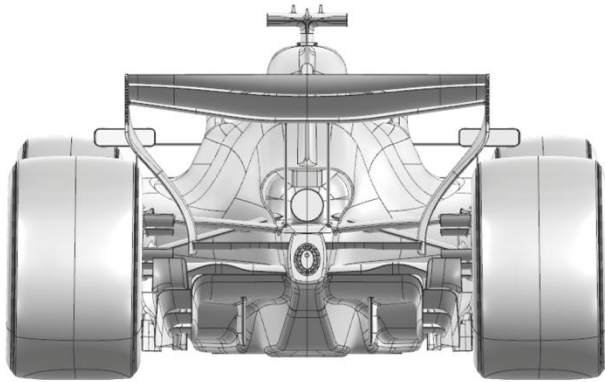


Car Presentation – Spanish Grand Prix Scuderia Ferrari HP

	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	Rear Suspension	Performance - Local Load	Rear top wishbone rearward leg fairing reprofiling	Small update on rear suspension fairing profile, adapting the overall incidence and spanwise loading distribution, simply returning a local load benefit



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**Car Presentation – Spanish Grand Prix
Williams**

No Updates



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Car Presentation – Spanish Grand Prix
Visa Cash App Racing Bulls

No updates submitted for this event.



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

No updates submitted for this event.



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**Car Presentation – Madrid Grand Prix
TGR HAAS F1 TEAM**

No update for this event



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Car Presentation – Spanish Grand Prix
Audi Revolut F1 Team

No updates submitted for this event.



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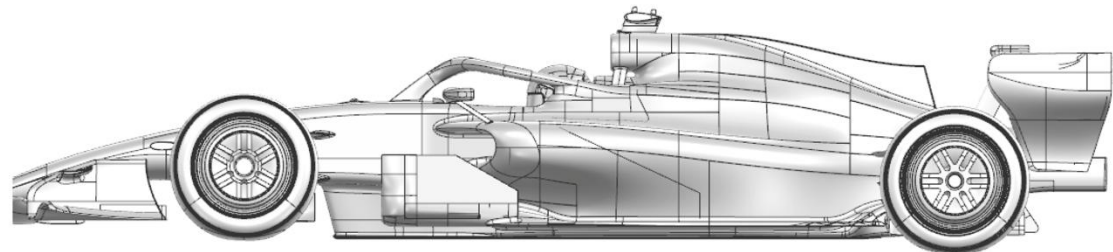
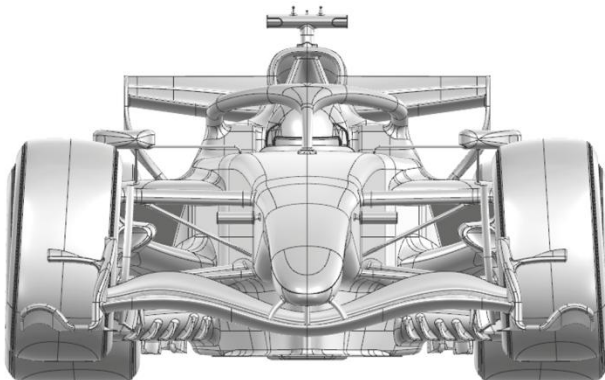
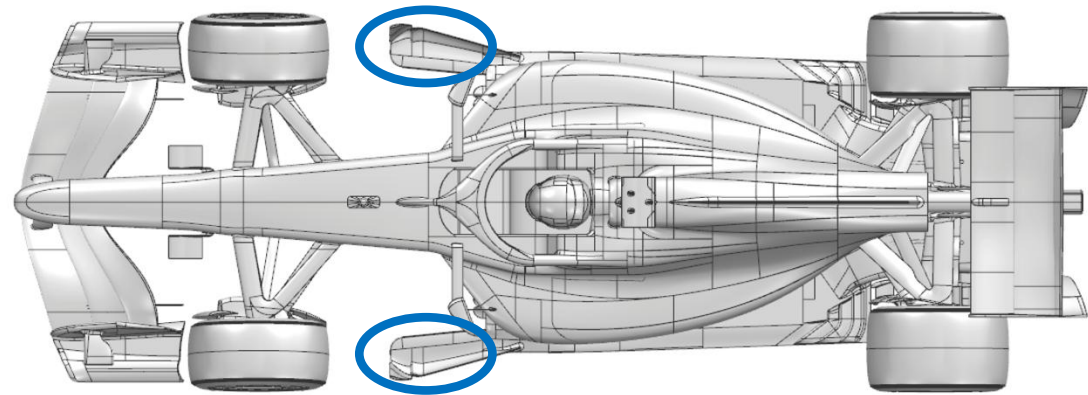
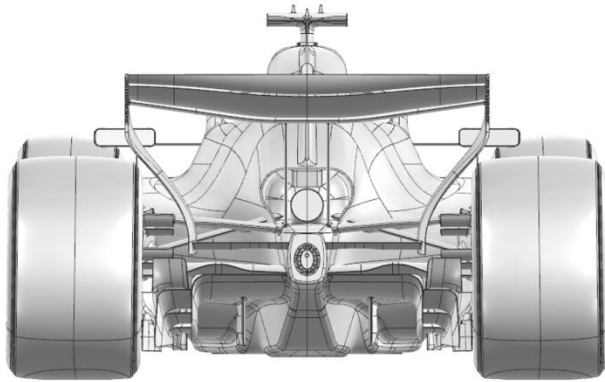
Car Presentation – Spain Grand Prix

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	Floor board	Performance - Local Load	Addition of an element to the forward floor board	The forward floor board has been optimised to improve the local pressure distribution and flow management, generating efficient local downforce.



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Car Presentation – Spanish 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 Flap	Performance - Local Load	Updated Rear Wing Flap Trailing Edge Winglet	The reintroduction of a revised Rear Wing Flap central trailing edge winglet serves to generate more rear aerodynamic load, whilst improving overall aerodynamic stability throughout a range of operating conditions
2	Diffuser Vane	Performance – Local Load	Addition of vane to inner trailing edge of outboard diffuser sidewall	A small vertical turning vane has been added to the inner trailing edge of the outboard diffuser sidewall, which improves aerodynamic performance in the outer floor channels and increases the load at the rear of the car



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