



FIA FORMULA 1 WORLD CHAMPIONSHIP



2026 AZERBAIJAN GRAND PRIX

24 - 26 September 2026

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Title Car Presentation Submissions

Description Car Presentation Submissions

Enclosed 2026 Azerbaijan Grand Prix - Car Presentation Submissions.pdf

Cameron Kelleher

The FIA Formula 1 Media Delegate



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Car Presentation – Azerbaijan 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	Sidepod Inlet	Performance - Flow Conditioning	Revised Sidepod Inlet Shape	The sidepod inlet has been revised aiming at improved flow conditioning towards the rear of the car for improved aerodynamic performance.
2	Coke/Engine Cover	Performance - Flow Conditioning	Revised Engine Cover and Coke Line	The engine cover and coke line have been revised in conjunction with the new sidepod inlet enhancing the flow conditioning downstream.
3	Coke/Engine Cover	Performance - Flow Conditioning	Alternative Sidepod Shape	An alternative sidepod shape is available as an option for the aforementioned bodywork, resulting in a change of resultant aerodynamic properties.
4	Cooling Louvres	Circuit specific - Cooling Range	New Louvre Layout	As part of the new bodywork package, cooling louvre layout and position have been altered for maximum aerodynamic performance at various cooling levels.
5	Floor Edge	Performance – Local Load	Revised Floor Edge Shape	The flow conditioning changes from the bodywork are utilised by a revised floor edge design, resulting in improved aerodynamic performance.
6	Diffuser	Performance – Local Load	Revised Diffuser Layout	In conjunction with the floor edge, the diffuser has been revised, aiming at extracting more aerodynamic performance from the new flow topology.
7	Rear Suspension	Performance - Flow Conditioning	Revised Rear Suspension Fairings	The changes in upstream aerodynamic flow conditions incentivise a modification to the rear suspension fairings to maximise aerodynamic performance.



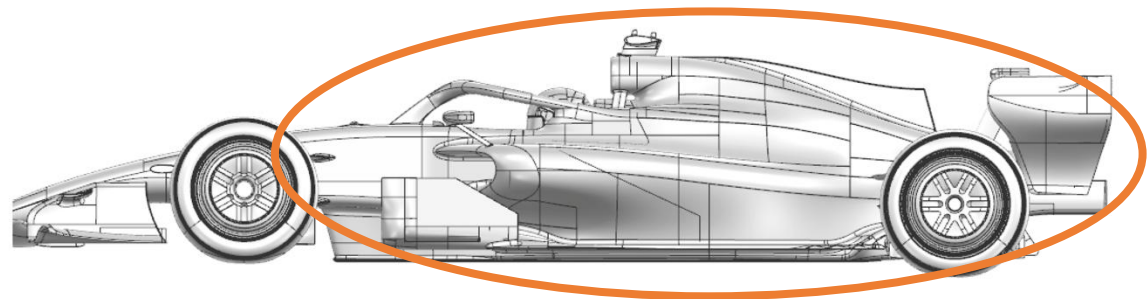
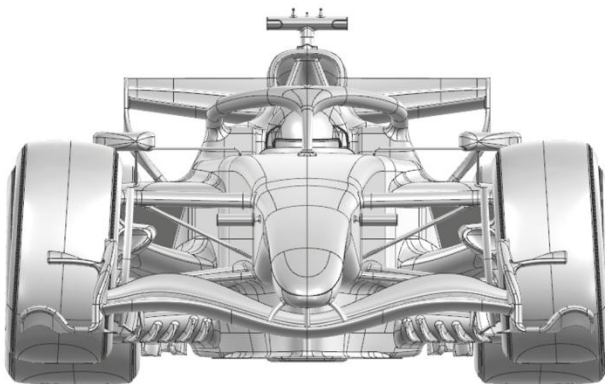
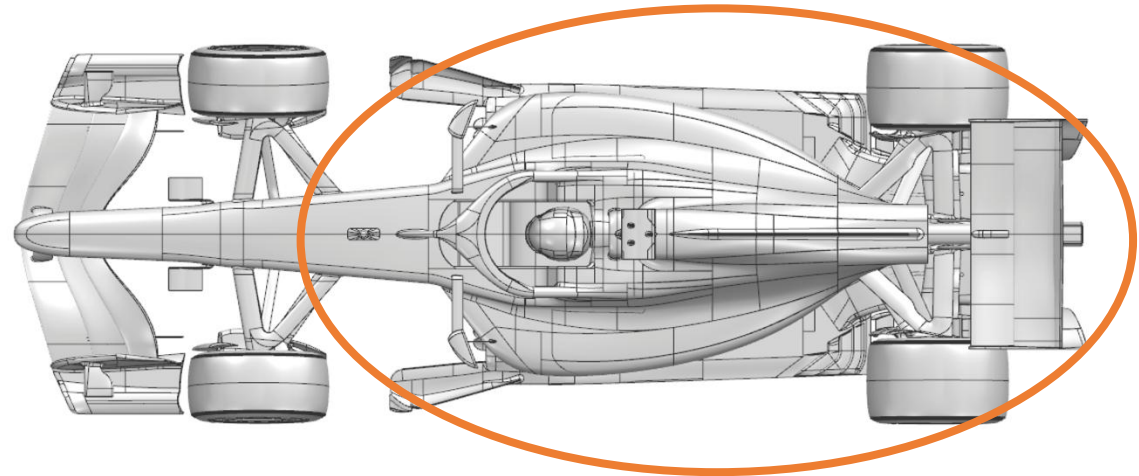
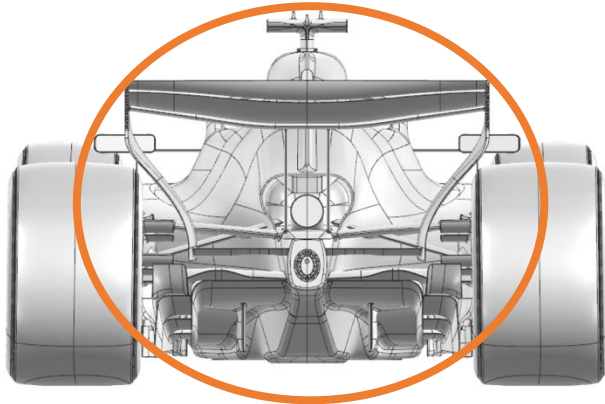
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8	Rear Wing	Performance - Drag reduction	Alternative Straight Line Mode Flap Position	The medium isochronal rear wing has been modified to deploy the flap to an alternative position in straight line mode, resulting in a larger reduction in drag.
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**Car Presentation – 2026 Azerbaijan Grand Prix
Mercedes-AMG PETRONAS F1 Team**

No updates submitted for this event.



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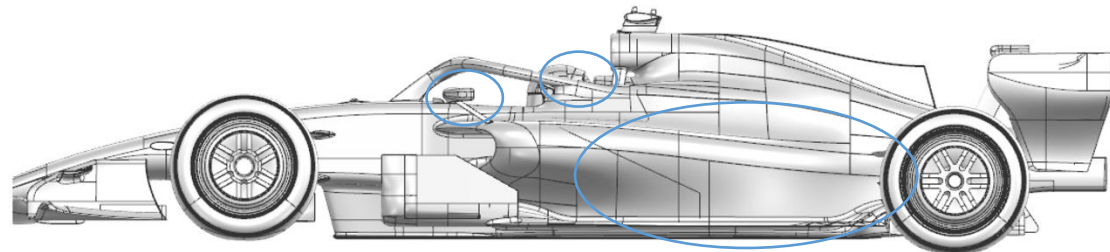
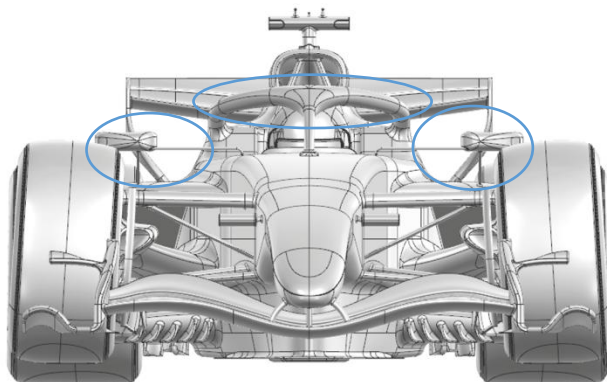
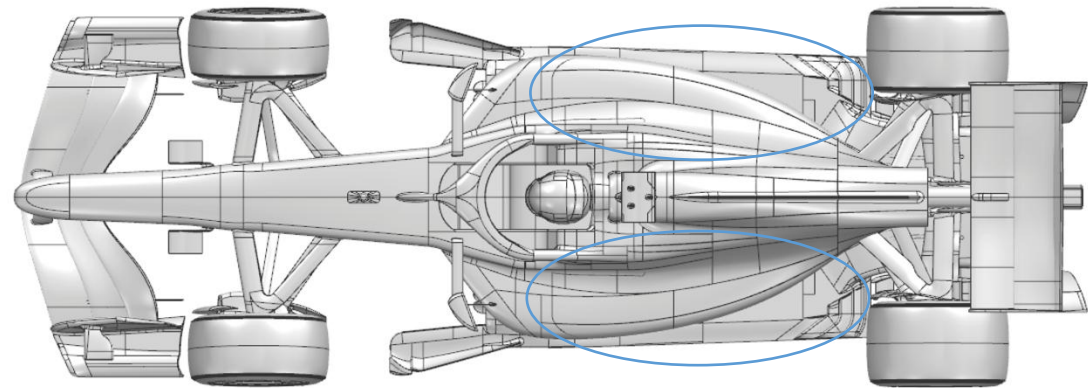
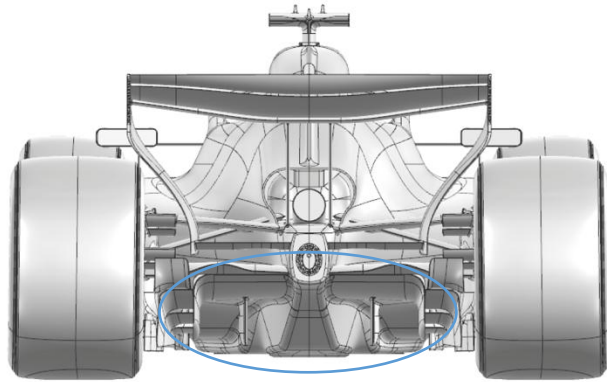
Car Presentation – Azerbaijan Grand Prix

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	Floor Body & Diffuser	Performance - Local Load	Revised floor and diffuser geometries.	The realisation of development iterations sees a new floor geometry with subtle changes within the permitted geometry to extract more local load whilst maintaining flow stability.
2	Sidepod	Performance - Local Load	Revised split line to the floor	Accompanying the new floor, the sidepod has been revised with a new junction or split line to the floor, to supplement the floor changes yielding more local load.
3	Cooling louvres	Reliability	Revised to suit the sidepod	To blend the new sidepod to existing surrounding geometry, the cooling louvres have been revised whilst maintaining the range of cooling levels offered previously.
4	Mirrors	Flow Conditioning	Revised mirror geometry	Also accompanying the floor and sidepod, the mirror assembly geometry has been revised to aid the downstream conditioning and supplement the local load increase.
5	Halo	Flow Conditioning	Revised halo fairing geometry	A small change to revise a turning vane on the fairing to better serve downstream components, the flow stability and therefore load generation.



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Car Presentation – Azerbaijan Grand Prix
SCUDERIA FERRARI HP

No updates submitted for this event.



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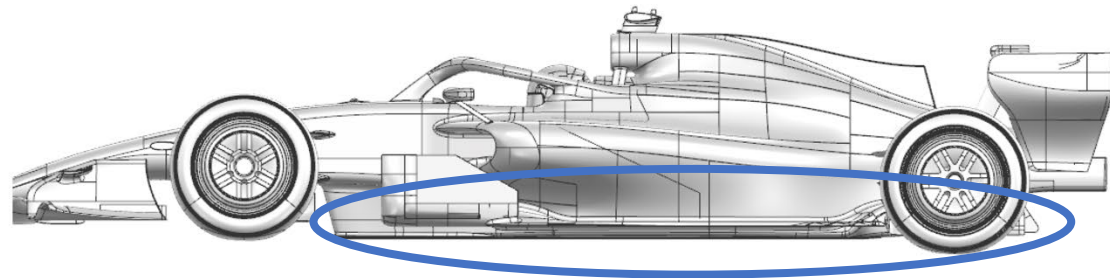
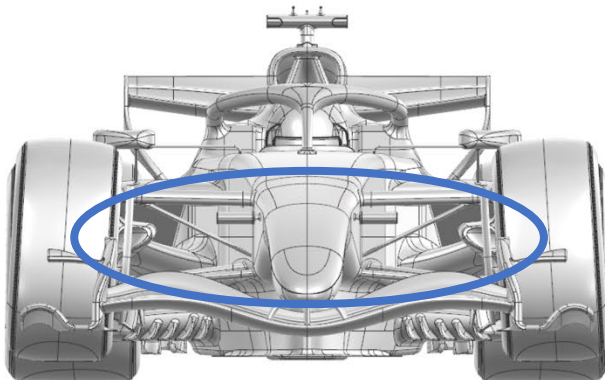
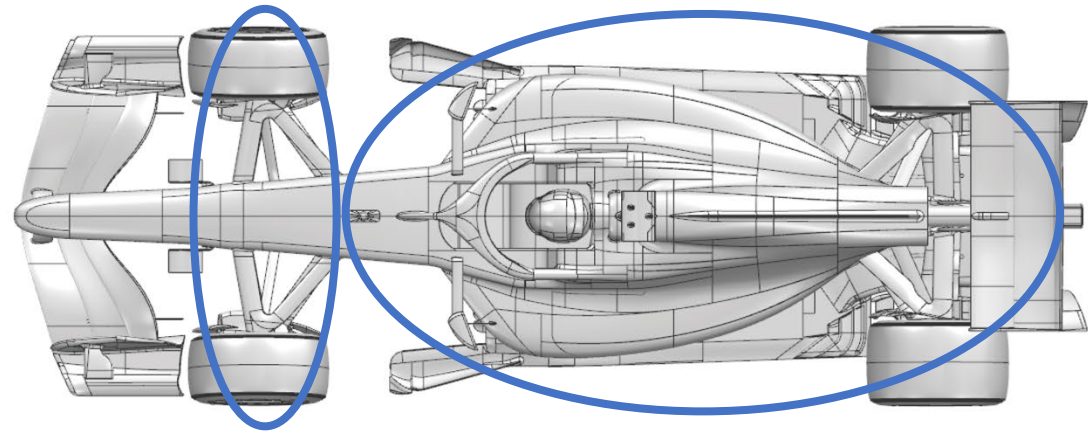
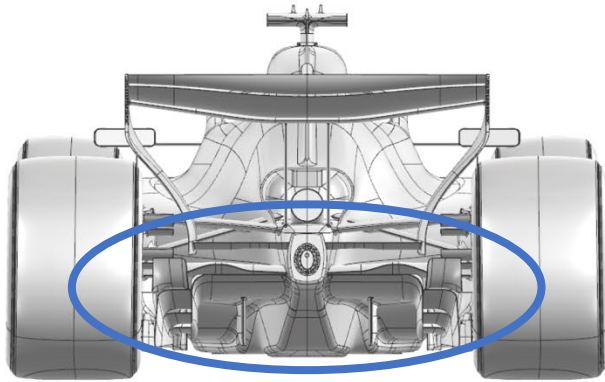


Car Presentation – Azerbaijan Grand Prix Williams

	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	Floor	Performance - Local Load	An updated Floor Bodywork Assembly has been introduced, including new Floor Leading Edge devices, Floor Body and Floor Corner geometry.	We have modified the forward and outboard regions of the floor to extract more performance both locally and across the main underfloor surfaces.
2	Tail	Performance - Local Load	A revised Tail geometry has been introduced to suit the new Floor update.	The new surfaces work together with the new floor to generate increased performance locally around the RIS.
3	Front Corner	Performance - Flow Conditioning	Reprofiled surfaces have been applied to the Front Brake Duct flow conditioning devices.	The forward and rearward regions of the Front Wheel Bodywork have been updated to offer both improved interaction with the Front Wing and an improved downstream flow field with the rest of the car.
4	Rear Suspension	Performance - Local Load	A change in suspension cladding orientation.	To suit the new onset flow, the surfaces on the rear suspension have been realigned to offer additional performance in the rear corner.
5	Rear Corner	Performance - Local Load	The Rear Brake Duct furniture has been modified with new leading edge features.	The previously described geometry changes have unlocked a new flow field opportunity in the rear corner and we have been able to extract additional performance in this region by retuning these devices.



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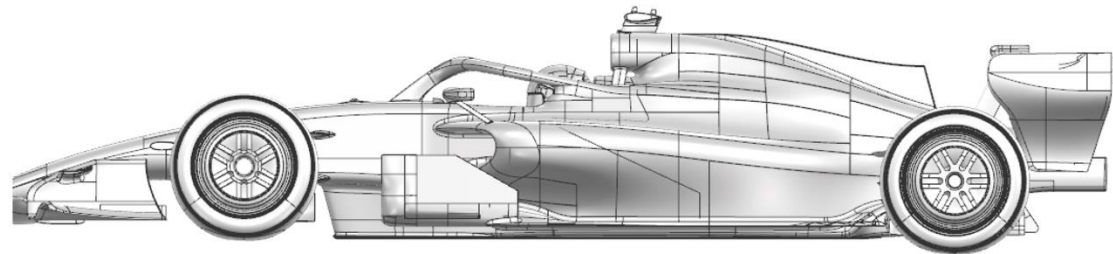
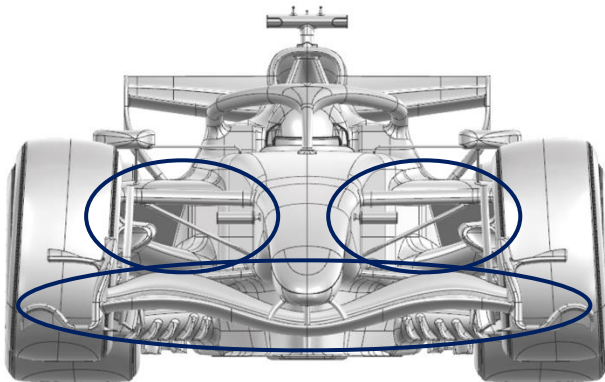
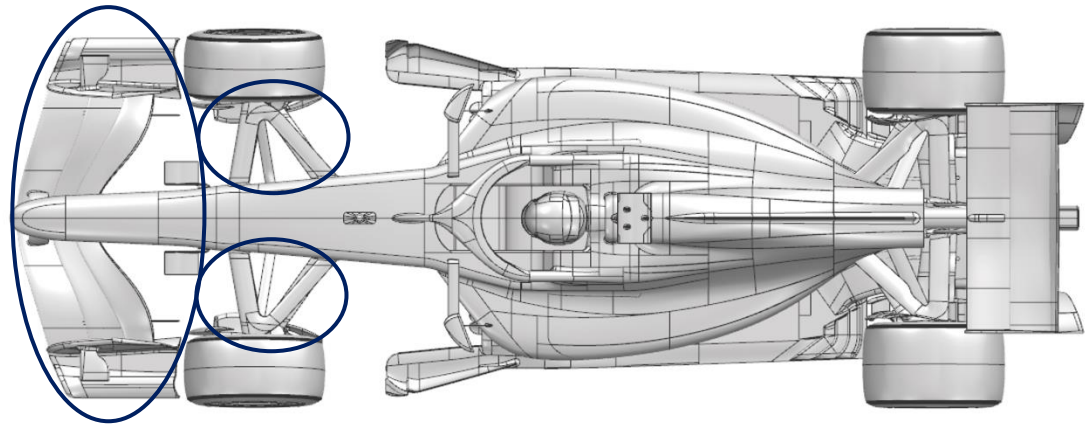
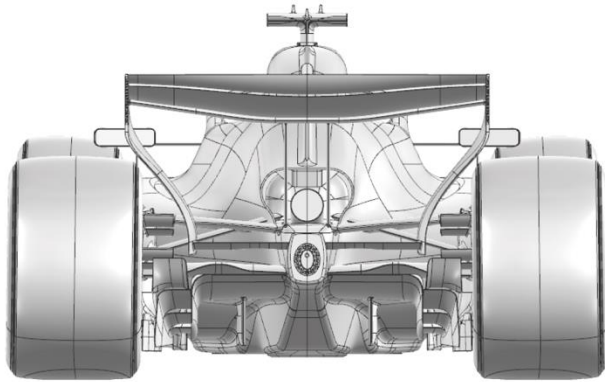
Car Presentation – Azerbaijan Grand Prix

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 Wing	Performance – Flow Conditioning	New front wing assembly	The new front wing geometry helps establish a clean flow field, which leads to improved performance from the components downstream of it.
2	Front Corner	Performance – Flow Conditioning	New brake duct and front lip	Working in conjunction with the new front wing, the front corner & suspension updates help manage the flow downstream and around the car, allowing the floor to perform effectively.
3	Front Suspension	Performance – Flow Conditioning	Profile changes to suspension legs	



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

No updates submitted for this event.



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Car Presentation – Baku Grand Prix
TGR HAAS F1 TEAM

No update for this event



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Car Presentation – Azerbaijan 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	Performance – Flow conditioning	Full FW + Nose Fairing	A full new front wing is introduced alongside an update nose fairing to deliver a better flow to the rest of the car while covering the balance levels of the new package.
2	Front Wing Endplate			
3	Nose			
4	Front Suspension	Performance – Flow conditioning	New front suspensions covers	The front suspension fairings were revised to complement the revised front wing and nose and support the aerodynamic intent of the new package.
5	Floor Body	Performance – Local load	New floor	A new floor is introduced for this event. All surfaces are new and designed to deliver a consistent load increase.
6	Floor leading edge devices			
7	Diffuser			



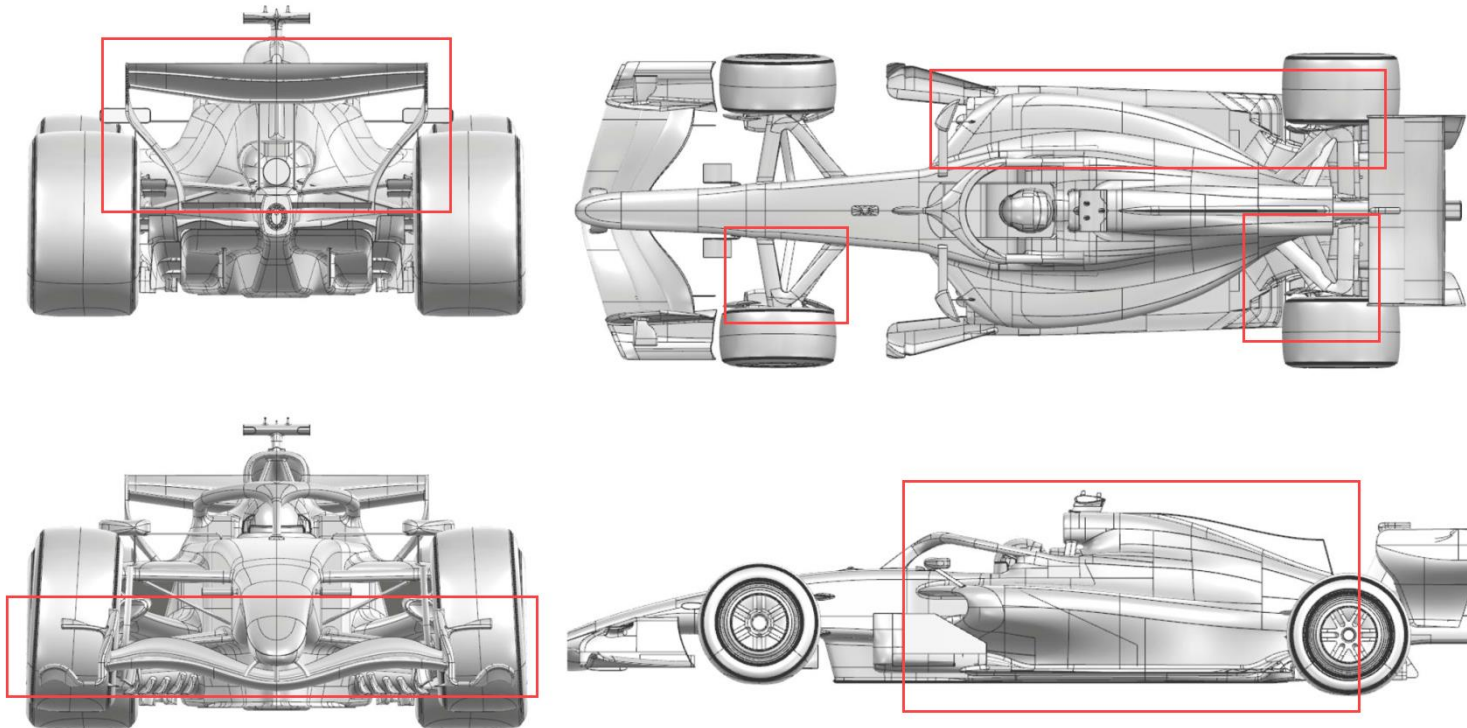
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8	Halo	Performance – Flow conditioning	New bodywork and halo fairing	Revised bodywork and associated cooling options are introduced to work with the updated package and improve management of the downstream flow structures.
9	Coke/Engine Cover			
10	Rear Suspension	Performance – Local load	New Rear suspension covers and rear brake duct furniture	The rear suspension covers and brake duct elements have been revised to complement the updated rear end flow field and improve aerodynamic performance.
11	Rear Corner			
12	Beam Wing	Performance – Local load	New rear wing assembly	A revised rear wing assembly is introduced featuring updated elements designed to operate as part of the overall aerodynamic package.
13	Rear Wing			
14	Rear Wing Endplate			



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Car Presentation – Azerbaijan Grand Prix
BWT Alpine F1 Team

No updates submitted for this event.



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Car Presentation – Azerbaijan 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 Corner	Performance – Brake Cooling	Updated brake cooling inlet and exit duct profiles	The front corner geometry has been revised to increase the available brake cooling capacity, whilst maintaining flow quality to the rear of the car
2	Front Suspension	Performance – Flow Conditioning	Revised suspension fairing surfaces	The front suspension fairing surfaces have been updated to retain compatibility with the updated front corner and brake duct geometry
3	Diffuser	Performance – Local Load	Revised winglet lower edge geometry	The profile of the lower shedding edge of the rear diffuser winglet has been updated to increase local aerodynamic load across the operating envelope of the car



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