



FIA FORMULA 1 WORLD CHAMPIONSHIP



# 2026 HUNGARIAN GRAND PRIX

23 - 25 July 2026

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|-------------|----------------------------------|-----------------|--------------|
| <b>From</b> | The FIA Formula 1 Media Delegate | <b>Document</b> | 9            |
| <b>To</b>   | All Teams, All Officials         | <b>Date</b>     | 24 July 2026 |
|             |                                  | <b>Time</b>     | 10:54        |

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**Title** Car Presentation Submissions

**Description** Car Presentation Submissions

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

**Roman De Lauw**

**The FIA Formula 1 Media Delegate**



# FIA FORMULA 1 WORLD CHAMPIONSHIP

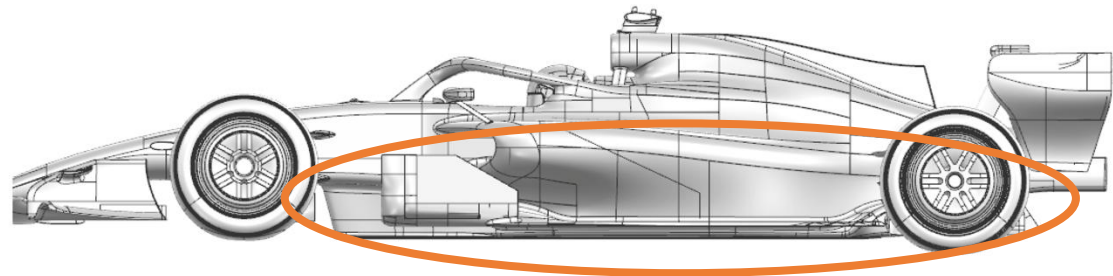
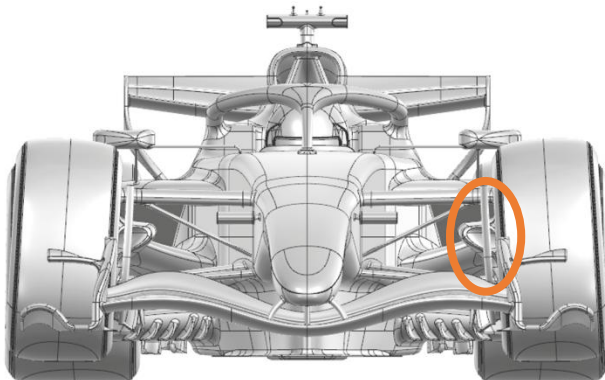
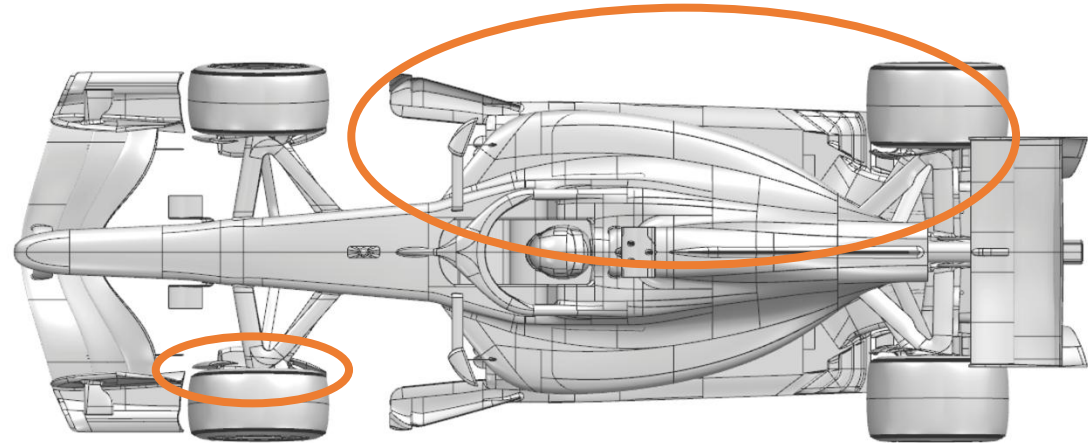
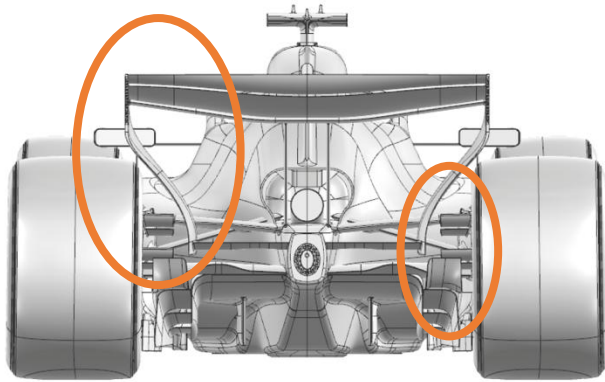


## Car Presentation – Hungarian Grand Prix McLaren Mastercard F1 Team

|   | 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 | Floor Body        | Performance – Local Load         | New floor and board                                | A new floor and board featuring a modified base shape and furniture, resulting in an improvement in flow conditioning and local load generated across all conditions.                    |
| 3 | Front Corner      | Performance - Flow Conditioning  | Revised Front Corner Furniture                     | A small modification to the front corner furniture resulting in an improvement in flow conditioning around the front tyre and resultant aerodynamic performance.                         |
| 4 | Front Corner      | Circuit specific - Cooling Range | Increased Brake Cooling Exit                       | To meet the increased brake cooling demands of this circuit, a larger front brake cooling exit has been designed aiming at minimising the detrimental impact on aerodynamic performance. |
| 5 | Rear Corner       | Performance – Local Load         | Revised Rear Corner Furniture                      | An update to the rear corner furniture, featuring a revised winglet arrangement aiming at an efficient increase of aerodynamic load.                                                     |



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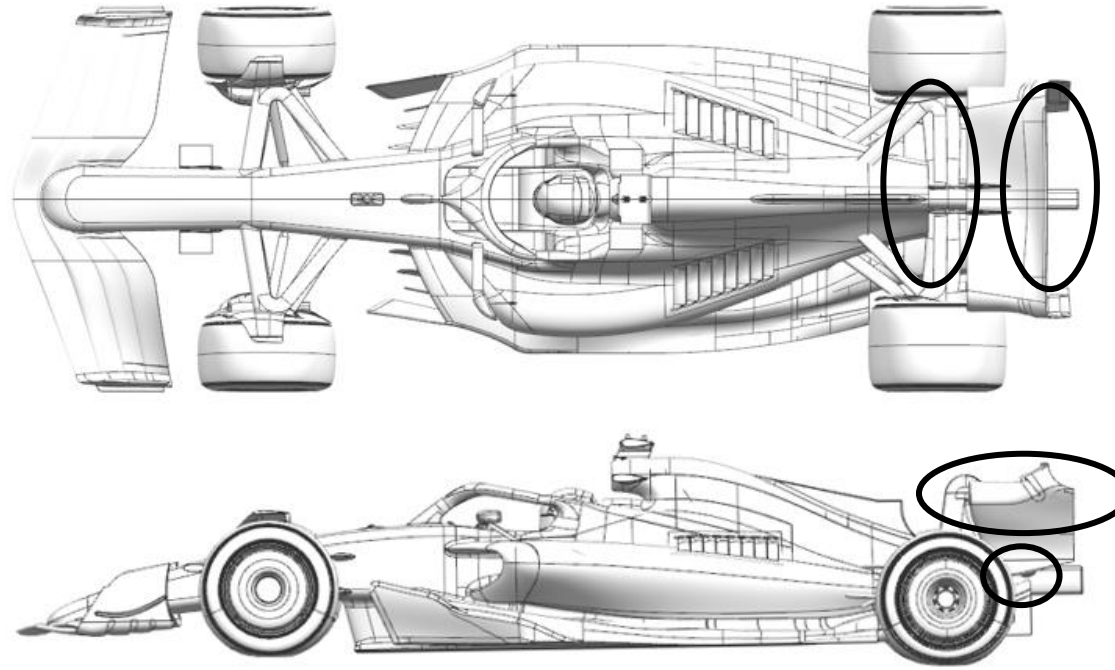
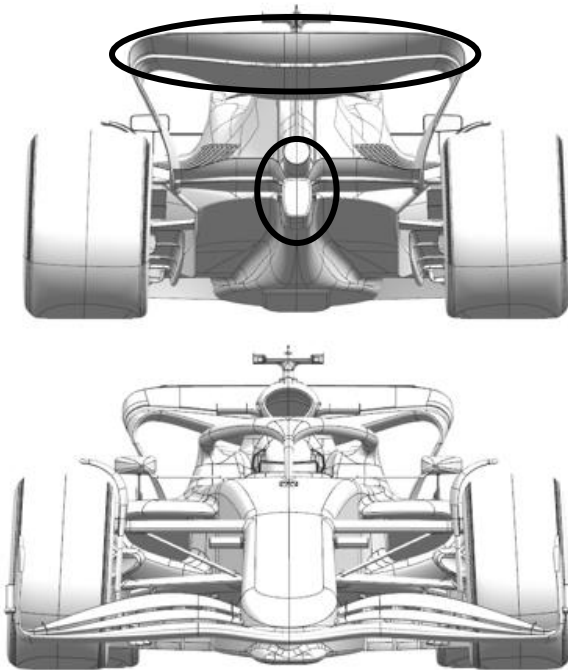
## Car Presentation – 2026 Hungarian Grand Prix

### \*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 | Additional rear wing winglet added on centreline   | The new winglet increases local wing chord and camber increasing local downforce and drag at a ratio appropriate for Budapest L/D. |
| 2 | Coke/Engine Cover | Cooling Range                 | Wider bodywork rear exit                           | Increased exit size to achieve adequate mass flow through the sidepods to ensure we have adequate cooling for this track.          |
| 3 | Tail              | Performance - Local Load      | Tail winglet merged into rear wing brace.          | Running the tail winglet into the rear wing brace increases local downforce and drag at a ratio appropriate for Budapest L/D.      |



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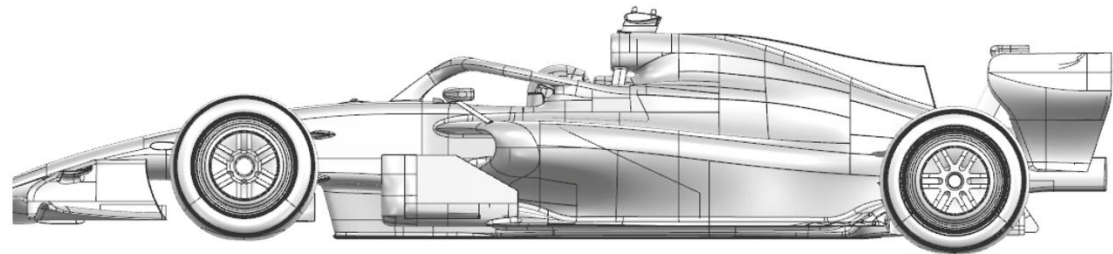
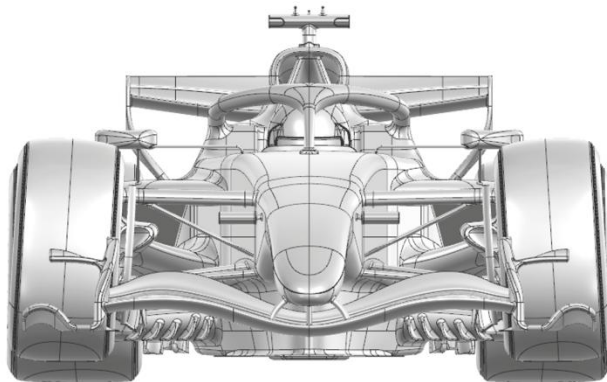
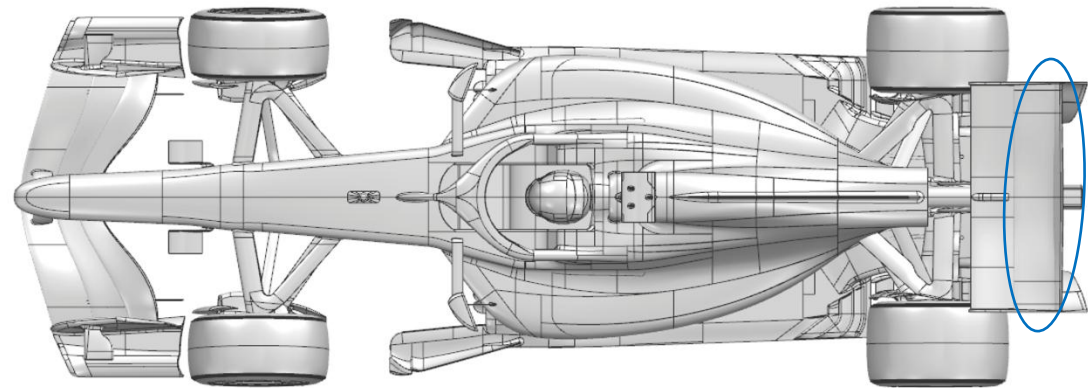
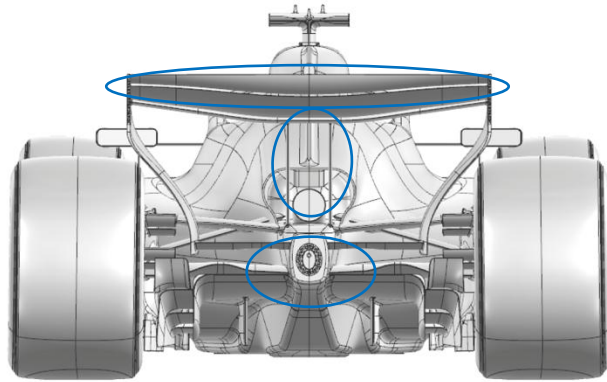


## Car Presentation – Hungarian Grand Prix Oracle Red Bull Racing.

|   | 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                             | By exploiting the permitted rear wing pylon geometry, the camber of the pylons has been increased to extract a little more load and maintain, even enhance the flow stability.                                                                                                          |
| 2 | Floor             | Performance - Local Load  | Revised diffuser geometry                          | Having observed some competitor designs, the floor diffuser geometry has gained surface area adjacent to the rear impact structure offering a local gain in load.                                                                                                                       |
| 3 | Rear Wing         | Performance - Local Load  | Revised flap element geometry                      | Following iterations of the rear wing design, a revised flap pairing has become available for the Hungarian GP offering more load from revised camber and chord geometries. This change is accompanied by a minor revised to the lower brace (wing) geometry as part of the new design. |



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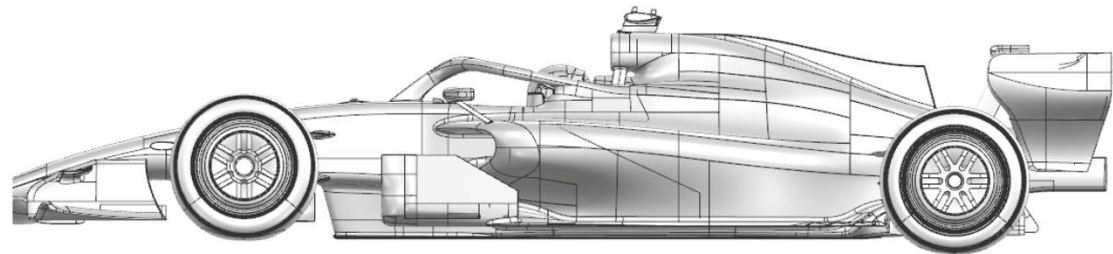
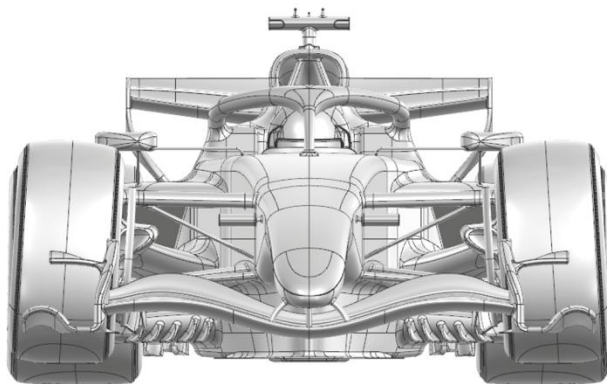
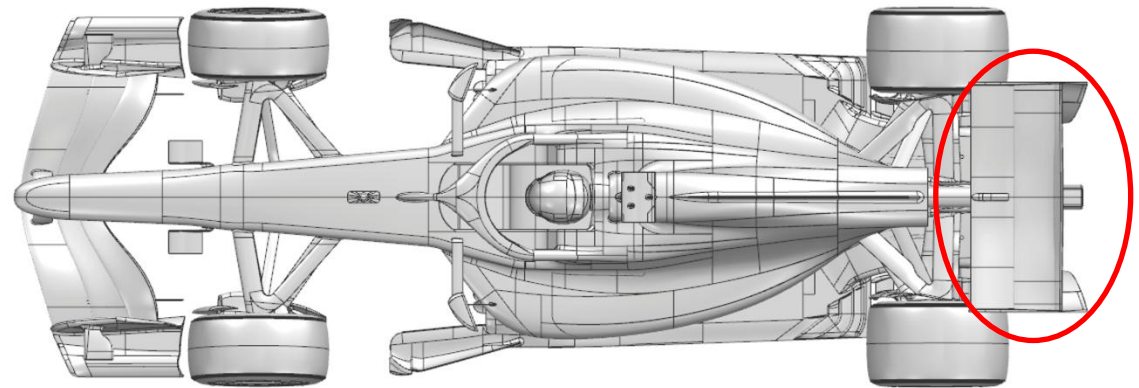
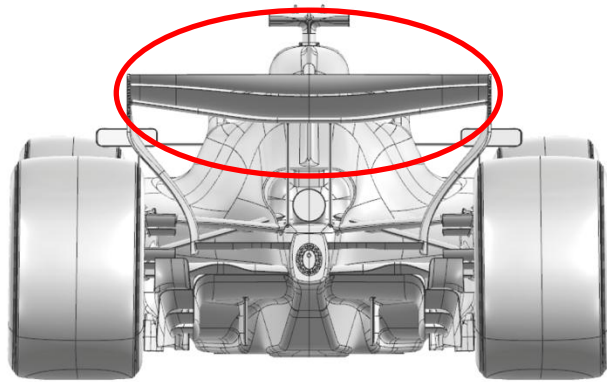
## Car Presentation – Hungarian Grand Prix

### 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 Wing          | Performance - Local Load  | New flaps design with additional trailing edge devices, re-shaped endplate top inboard volume, new pillars. Also, an optional winglet cascade in the SM fairing volume will be available | Part of the standard development cycle, this further iteration of rear wing has been focused on increasing load in a robust way. The additional winglet cascade is meant to increase rear downforce at the expense of aerodynamic efficiency, and is optional. |
| 2 | Rear Wing Endplate |                           |                                                                                                                                                                                          |                                                                                                                                                                                                                                                                |



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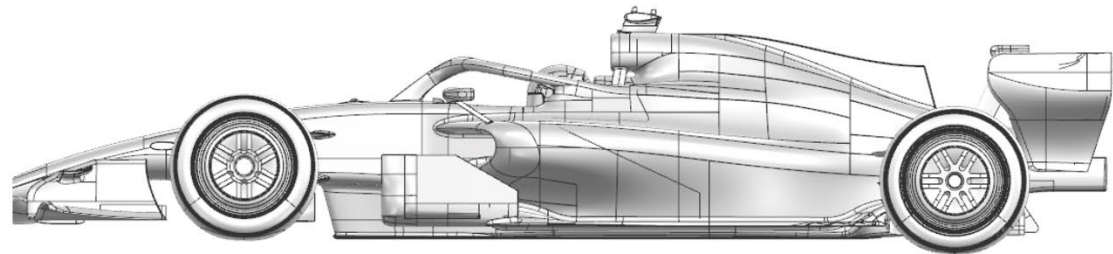
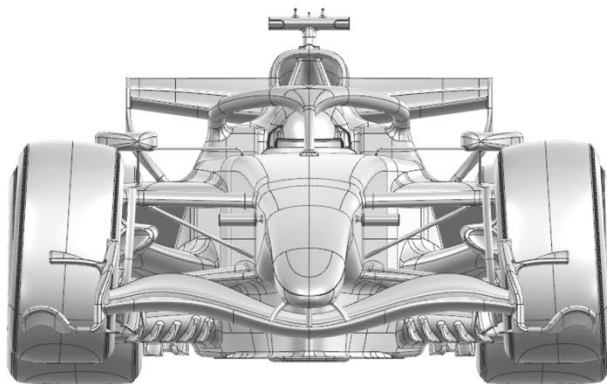
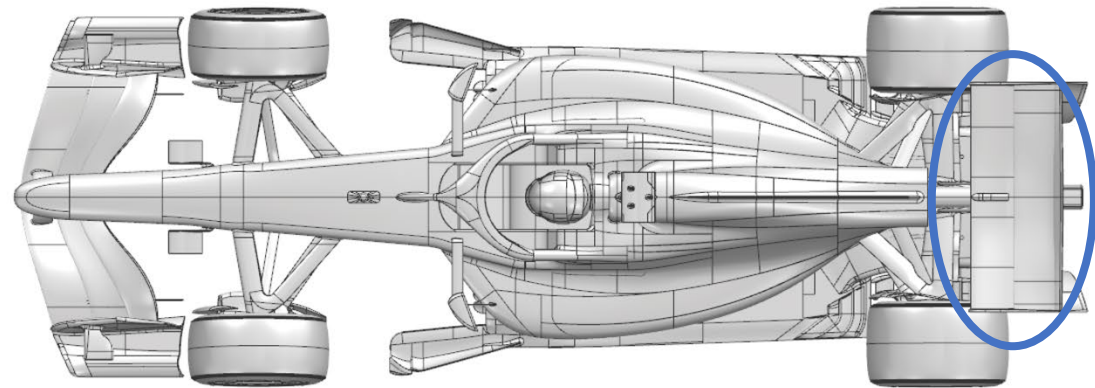
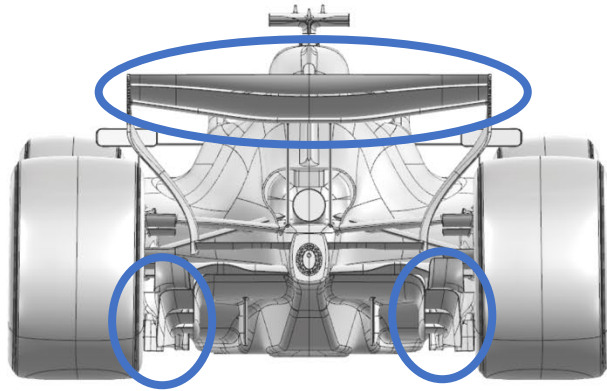


## Car Presentation – Hungarian Grand Prix Williams

|   | 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 Wing         | Circuit specific - Drag Range | A new RW assembly configuration, with a change to the rear wing flap components.                        | To suit the demands of the Hungaroring circuit, we have introduced an optional rear wing flap geometry which offers an increase in downforce across the rear of the car. |
| 2 | Floor Body        | Circuit specific - Drag Range | A new Floor Bodywork configuration with the introduction of new geometry on the outboard Floor Winglet. | A further circuit specific change, which modifies the aerodynamic loading on the outboard floor body and surrounding components at the rear corner of the car.           |



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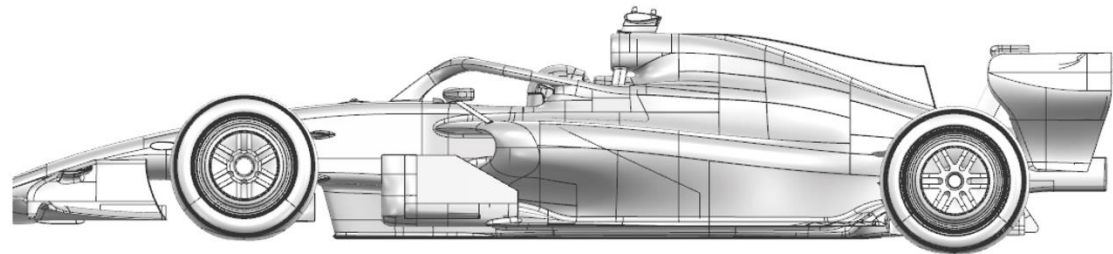
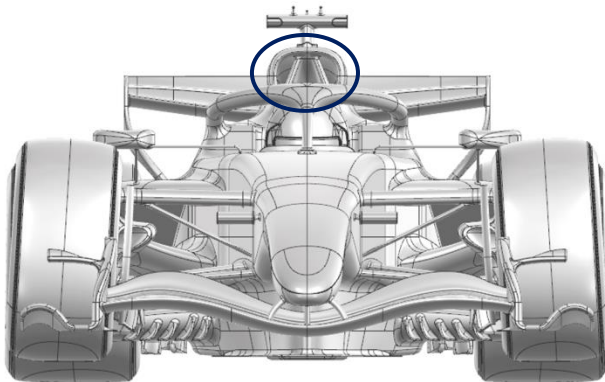
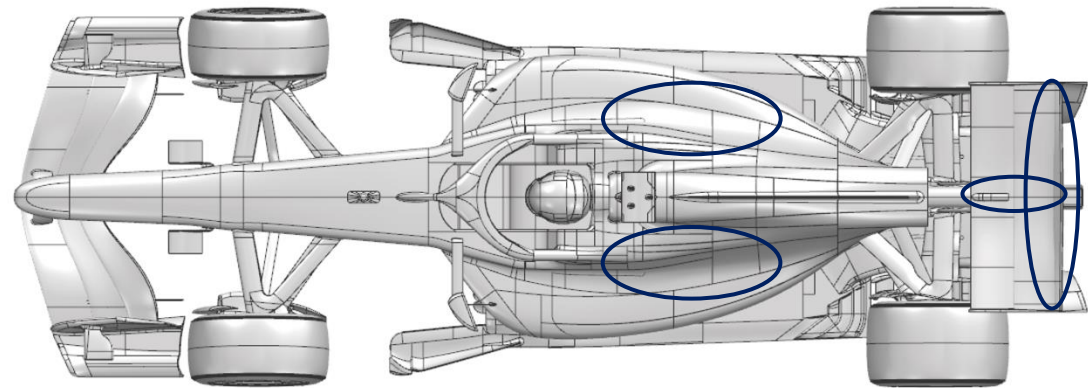
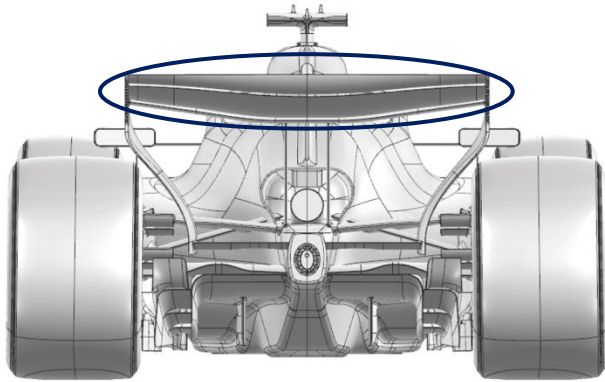
## Car Presentation – Hungarian Grand Prix

### 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 | Roll Hoop         | Performance – Flow Conditioning  | Addition of Roll Hoop Winglets                        | The roll hoop introduced at the previous event creates additional freedom in that area. These winglets improve the quality of the airflow reaching the rear of the car.                      |
| 2 | Rear Wing         | Performance – Local Load         | Updated SM pod geometry and wing auxiliary components | A combination of changes to the SM pod and to the flaps & auxiliary components allows additional load to be generated by the rear wing, which is well suited to the circuit characteristics. |
| 3 | Cooling Louvres   | Circuit specific - Cooling Range | Additional options of bodywork cooling louvres        | Opening the louvres on the bodywork allows more airflow through the radiators, increasing engine cooling and thus increasing the range of operating conditions.                              |



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## Car Presentation – Hungarian 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 Wing          | Performance - Local Load  | Revised front view and planview with chord redistribution.                | The front wing, endplate and nose are a package to improve the performance of the front end of the car in combination with the other car updates. |
| 2 | Front Wing Endplate | Performance - Local Load  | Updated body, diveplane and foot.                                         |                                                                                                                                                   |
| 3 | Nose                | Performance - Local Load  | Longer, thinner nose.                                                     |                                                                                                                                                   |
| 4 | Front Corner        | Performance - Local Load  | Revised lip and longer rear deflector.                                    | The new front brake duct external elements work alongside the new front wing to manage flow around the front wheels.                              |
| 5 | Floor Body          | Performance - Local Load  | Changes to all of the permitted surfaces of the floor.                    | All floor changes are developed as a package to increase the load on the floor and therefore improve the car performance.                         |
| 6 | Floor Fences        | Performance - Local Load  | Updated floor leading edge vanes.                                         |                                                                                                                                                   |
| 7 | Floor Edge          | Performance - Local Load  | The foot/board and the area in front of the rear tyre have been modified. |                                                                                                                                                   |
| 8 | Diffuser            | Performance - Local Load  | Changes to the main diffuser, fences and winglet.                         |                                                                                                                                                   |



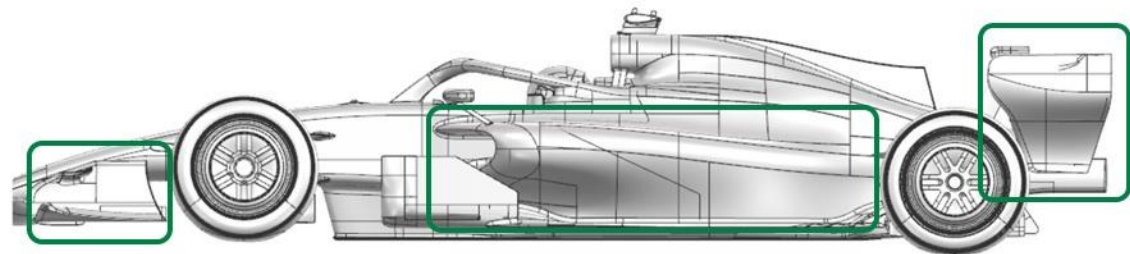
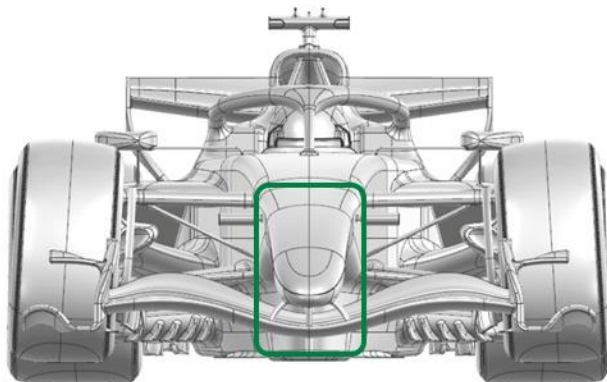
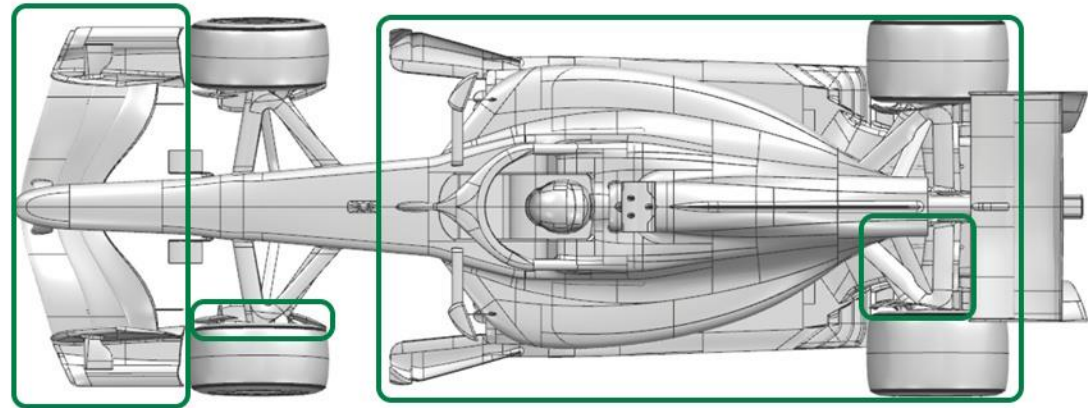
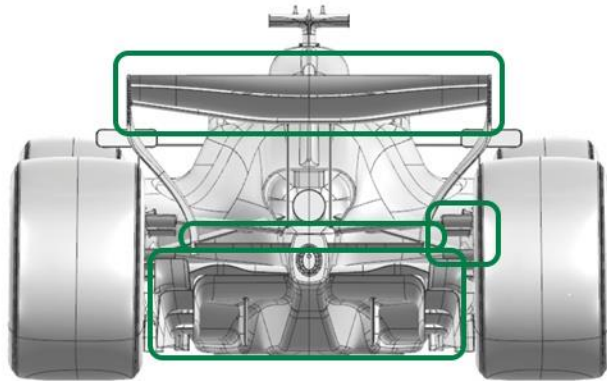
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|    |                    |                             |                                                                                          |                                                                                                                                           |
|----|--------------------|-----------------------------|------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|
| 9  | Sidepod Inlet      | Performance -<br>Local Load | Inlet shape revised in line with the bodywork package.                                   | The bodywork package has evolved to improve the feed to the rear of the car and complement the changes to the floor geometry.             |
| 10 | Coke/Engine Cover  | Performance -<br>Local Load | Relative subtle changes to the shape of the bodywork                                     |                                                                                                                                           |
| 11 | Cooling Louvres    | Performance -<br>Local Load | Conceptually similar cooling panels.                                                     | The louvres provide the usual range of options to allow the setup of the cooling system for optimum performance depending on conditions.  |
| 12 | Rear Suspension    | Performance -<br>Local Load | Small changes to the leg positions and external fairings.                                | The rear suspension and rear brake ducts modifications were developed with each other and the changes to the rear of the floor.           |
| 13 | Rear Corner        | Performance -<br>Local Load | Subtle changes to the inlet, exit and vanes.                                             |                                                                                                                                           |
| 14 | Rear Wing          | Performance -<br>Local Load | Chord is redistributed between the three elements, winglets added to the TE of the flap. | The three components of the rear wing increase CM load while reducing SM drag, and are aligned with other changes to the rear of the car. |
| 15 | Beam Wing          | Performance -<br>Local Load | Change in twist distribution of the rear wing brace.                                     |                                                                                                                                           |
| 16 | Rear Wing Endplate | Performance -<br>Local Load | All the surfaces have been revised.                                                      |                                                                                                                                           |



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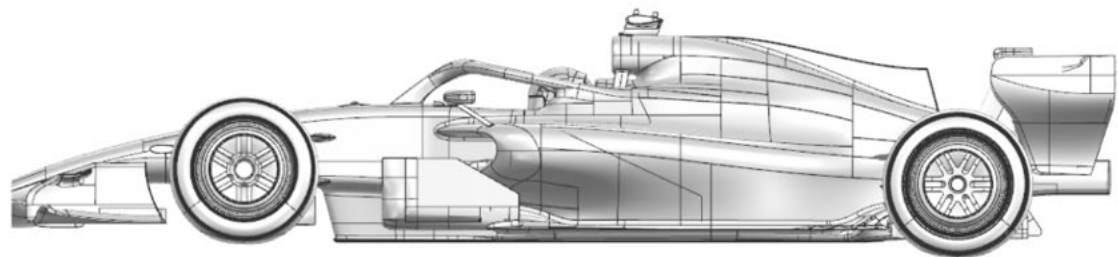
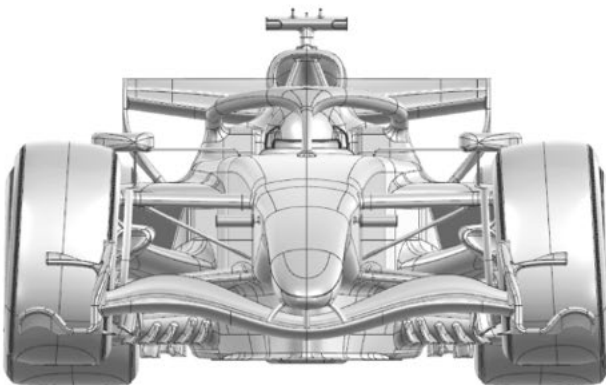
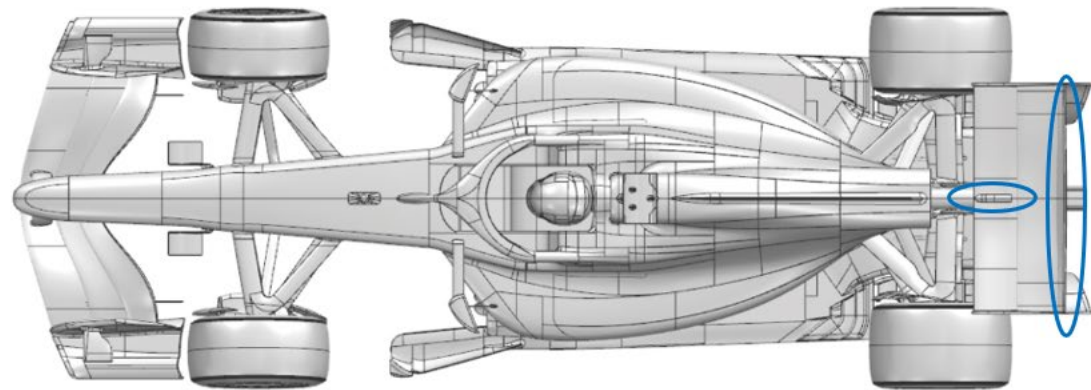
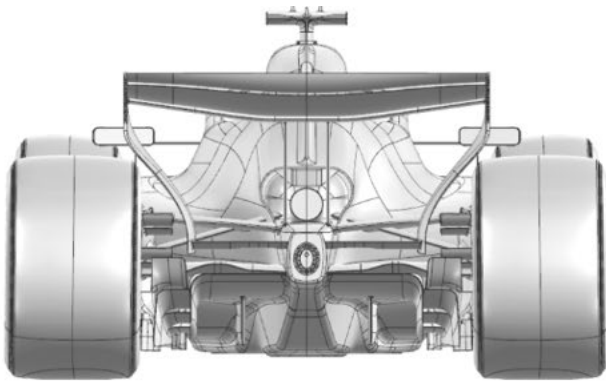
## Car Presentation – Hungarian Grand Prix

### \*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 | Rear Wing         | Performance - Local Load  | Rear Wing SM Fairing optimization and new Rear Wing gurney-flap | The revised SM Fairing increases local aerodynamic loading and, in combination with a more aggressive Gurney flap configuration, contributes to increased rear wing downforce. |



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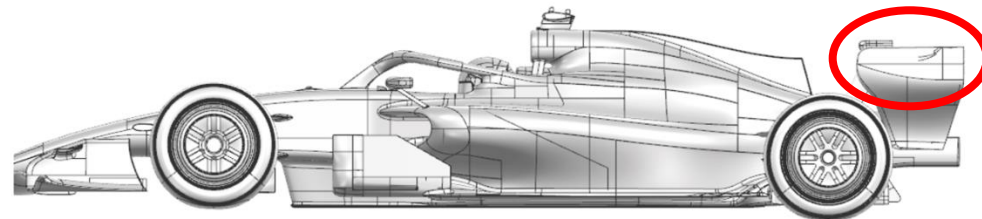
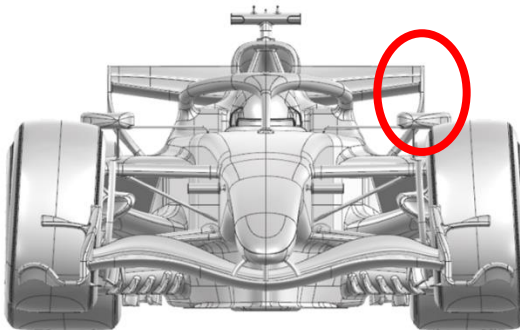
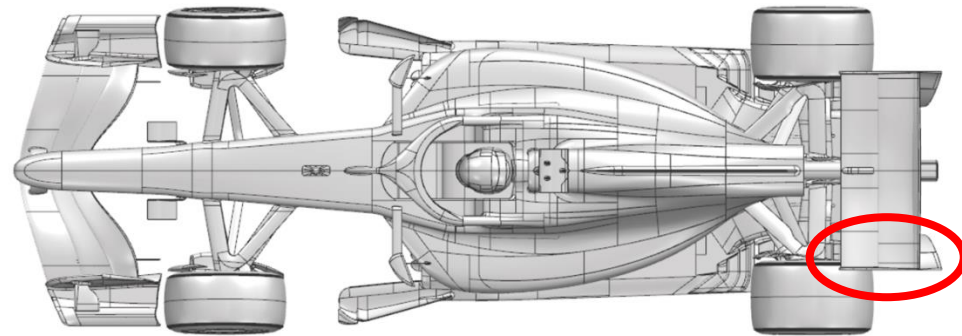
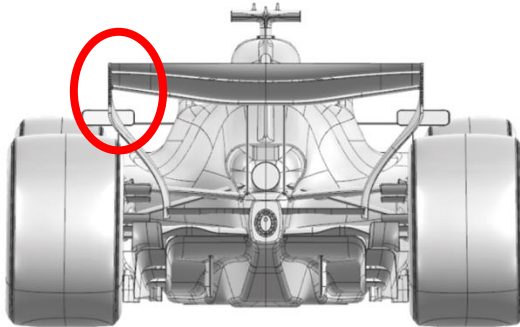
## Car Presentation – Hungarian Grand Prix

### 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         | Performance – Flow conditioning | Endplate modification.                             | A revised rear wing endplate profile is introduced. The update is intended to deliver a local aerodynamic load increase while contributing to the overall aerodynamic efficiency of the race car. |



# FIA FORMULA 1 WORLD CHAMPIONSHIP





FIA FORMULA 1 WORLD CHAMPIONSHIP



**Car Presentation – Hungarian Grand Prix**  
**BWT Alpine F1 Team**

No updates submitted for this event.



# FIA FORMULA 1 WORLD CHAMPIONSHIP



## Car Presentation – Hungarian 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 inlet scoop and exit aperture surfaces     | The front brake duct surfaces have been updated to increase both the inlet and exit flow areas, improving airflow through the ducts and providing additional brake cooling capacity |



# FIA FORMULA 1 WORLD CHAMPIONSHIP

