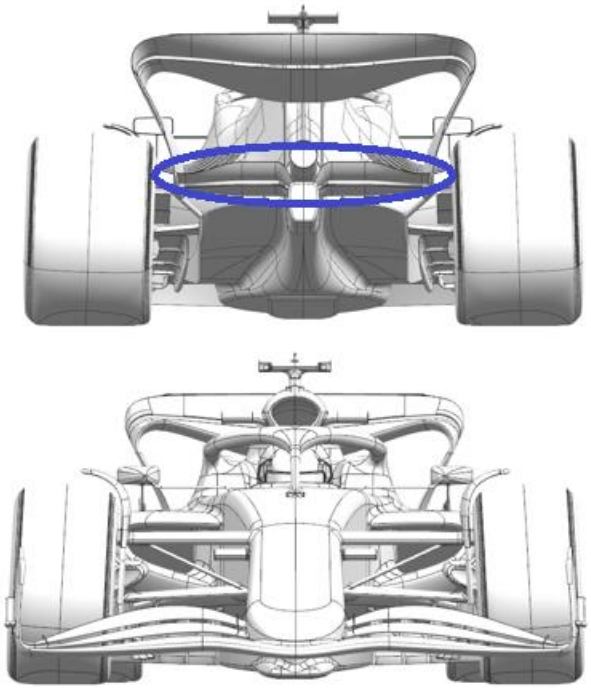
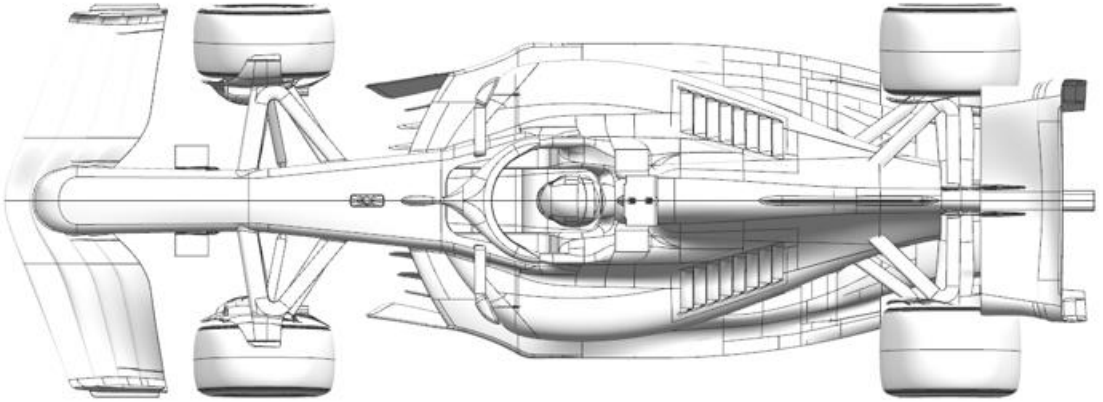
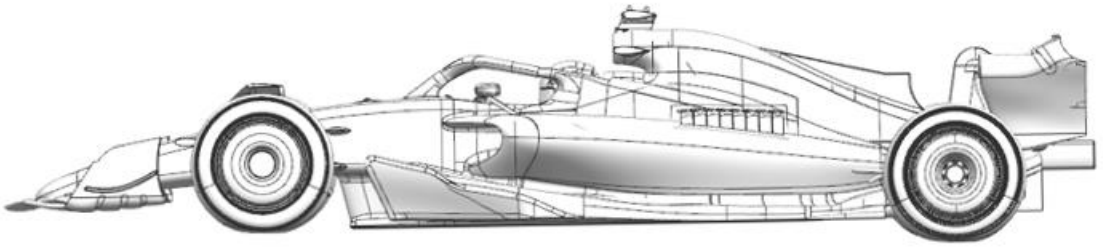
Pre-Event Automobile Display – Dutch Grand Prix

ORACLE RED BULL RACING

	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works
1	Beam Wing	Performance - Local Load	Revised cambers and angles of incidence across the elements.	To better optimise the local geometry both the camber and angle of incidence have been subtly changed to improve the pressure distribution and improve wing performance.







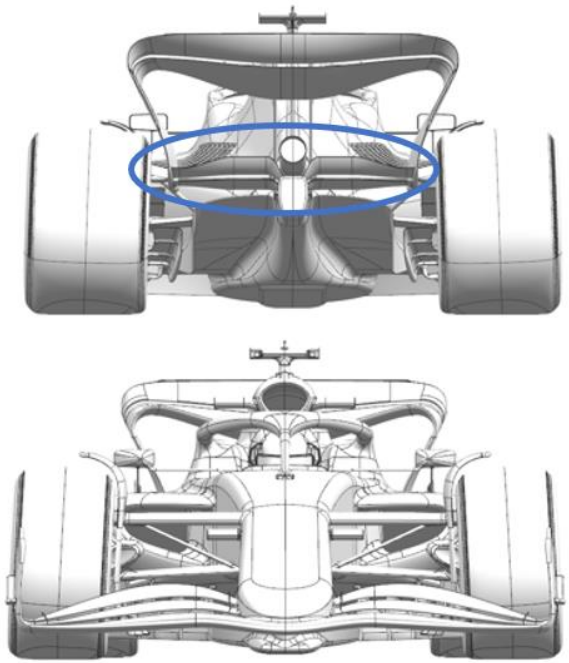
Scuderia Ferrari

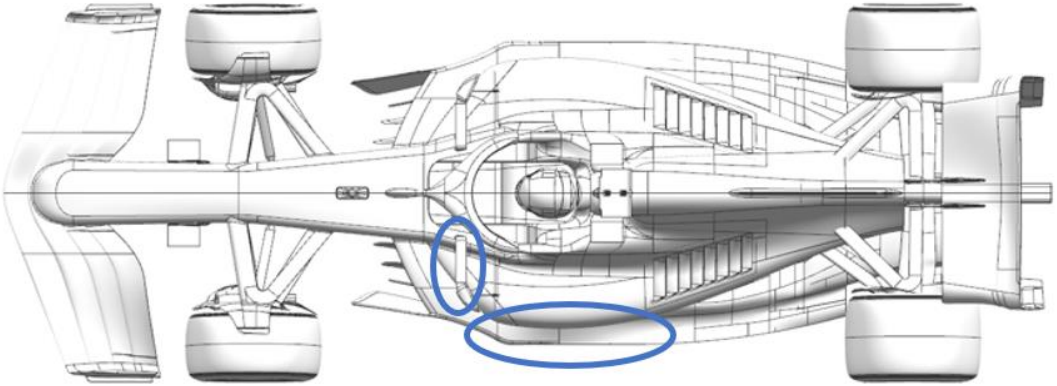
No updates submitted for this event.

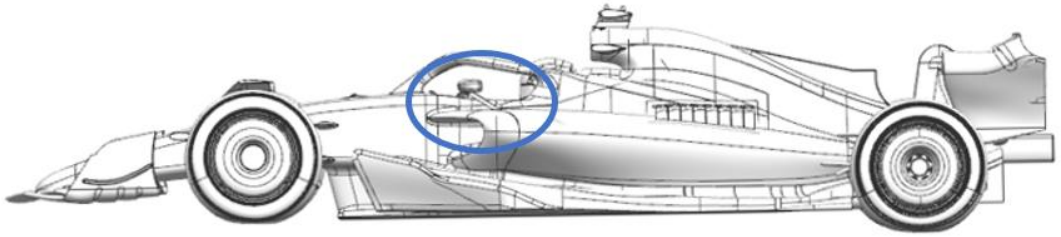
FIA Formula 1 World Championship™

Mercedes-AMG Petronas F1 Team

	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works
1	Floor Edge	Performance - Flow Conditioning	Reduced span forward floor edge wing	Offloads the floor edge wing a little, which in turn reduces losses improving flow to the rear and increasing rear downforce.
2	Sidepod Inlet	Performance - Flow Conditioning	Decambered inboard mirror stay	Improved robustness of mirror stay through all conditions, improving flow quality to the rear of the car and increasing rear wing load.
3	Beam Wing	Performance - Local Load	Increased element camber and chord	Increased element camber and chord increases beam wing local downforce (and drag) which in turn increases the rear floor load.







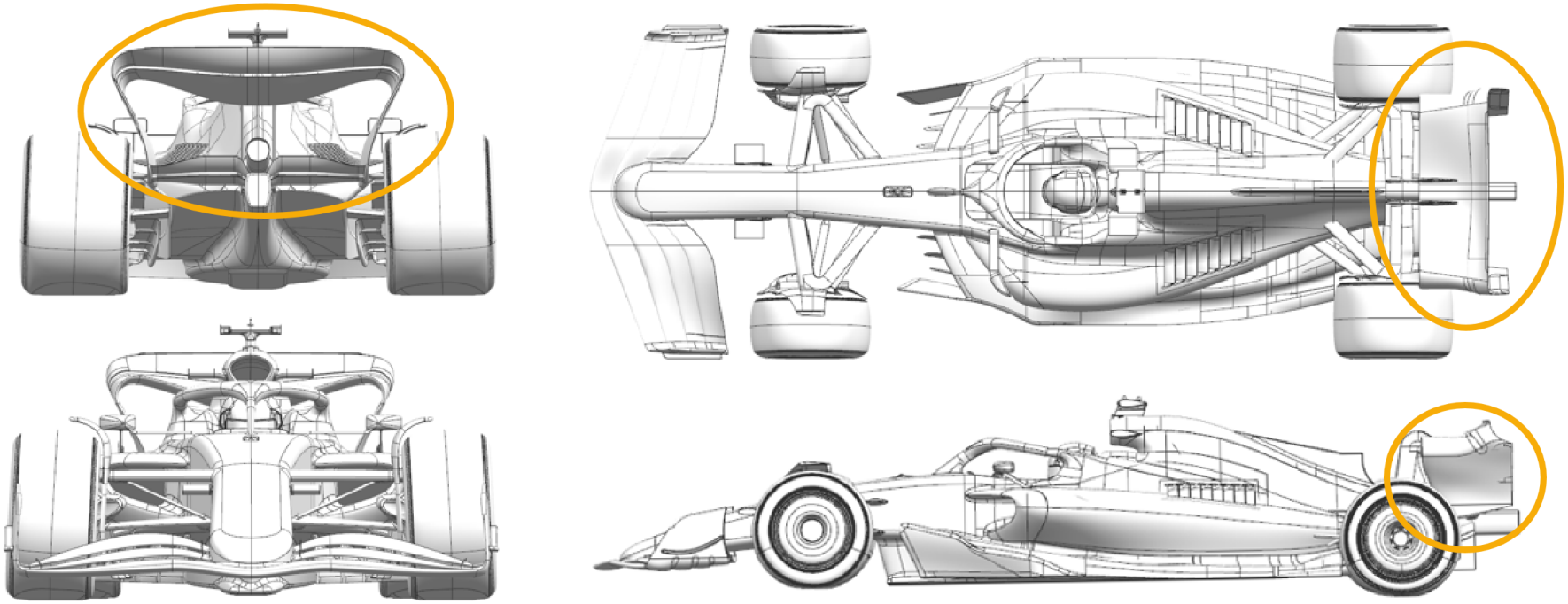
BWT Alpine F1 Team

No updates submitted for this event.

FIA Formula 1 World Championship™

McLaren F1 Team

	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works
1	Rear Wing	Circuit specific - Drag Range	New Rear Wing Assembly	The new Rear Wing assembly features a completely new mainplane, flap and endplate which results in an increase in aerodynamic efficiency compared to the previous assembly covering the drag range suitable for this circuit.
2	Beam Wing	Circuit specific - Drag Range	New Beam Wing Assembly	New Beam Wing geometry which suits the aforementioned Rear Wing assembly to achieve an increase in aerodynamic efficiency at this drag range.



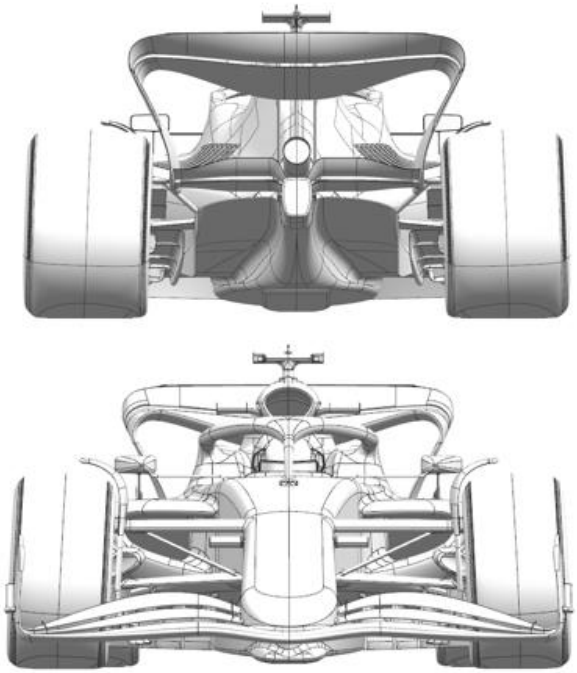
Alfa Romeo F1 Team Stake

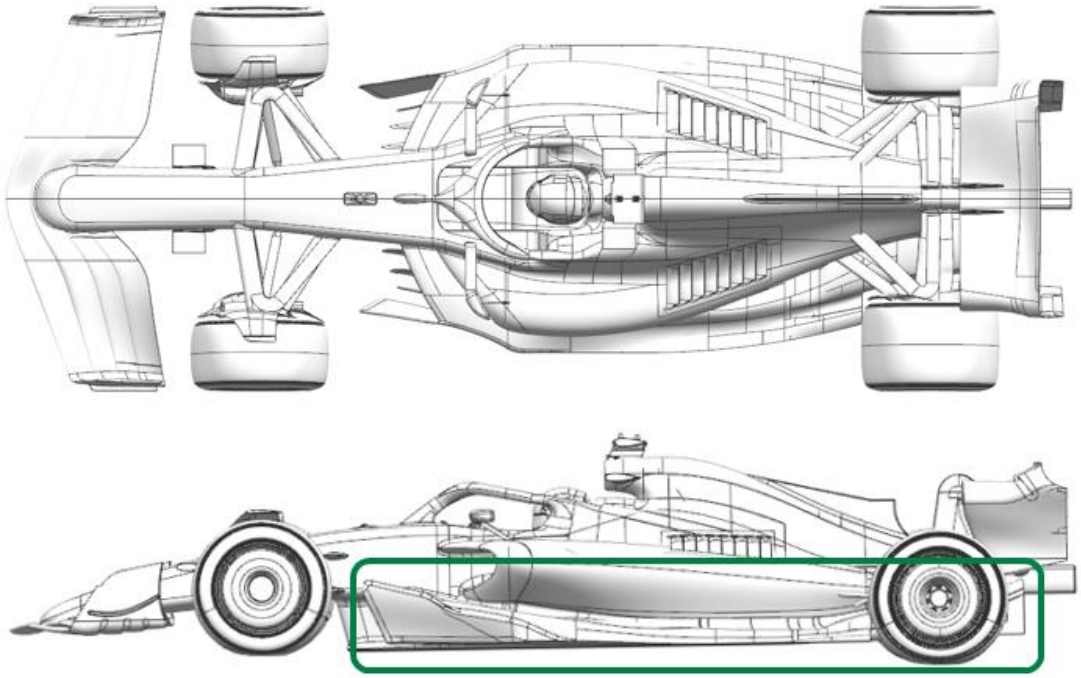
No updates submitted for this event.

FIA Formula 1 World Championship™

Aston Martin Aramco Cognizant Formula One Team

	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works
1	Floor Body	Performance - Local Load	The lower surface of the floor has been modified to change the volume underneath the floor.	The package of floor modifications work in combination to improve local flow details and increase the load generated by the floor.
2	Floor Fences	Performance - Local Load	The fences have been reshaped slightly in conjunction with the main body changes.	The package of floor modifications work in combination to improve local flow details and increase the load generated by the floor.
3	Floor Edge	Performance - Local Load	The floor edge is the same concept but adjusted to suit the floor body modifications.	The package of floor modifications work in combination to improve local flow details and increase the load generated by the floor.
4	Diffuser	Performance - Local Load	The upper corner of the diffuser is modified to change the volume of the lower surface. A small winglet is also added behind the diffuser.	The package of floor modifications work in combination to improve local flow details and increase the load generated by the floor.





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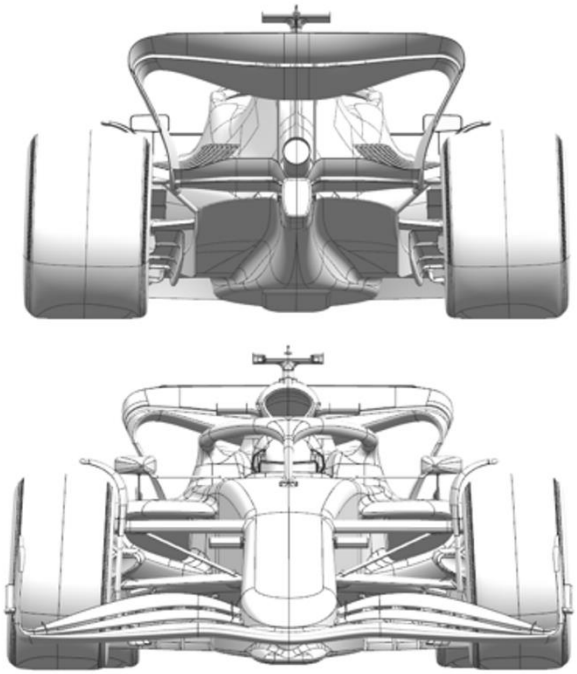
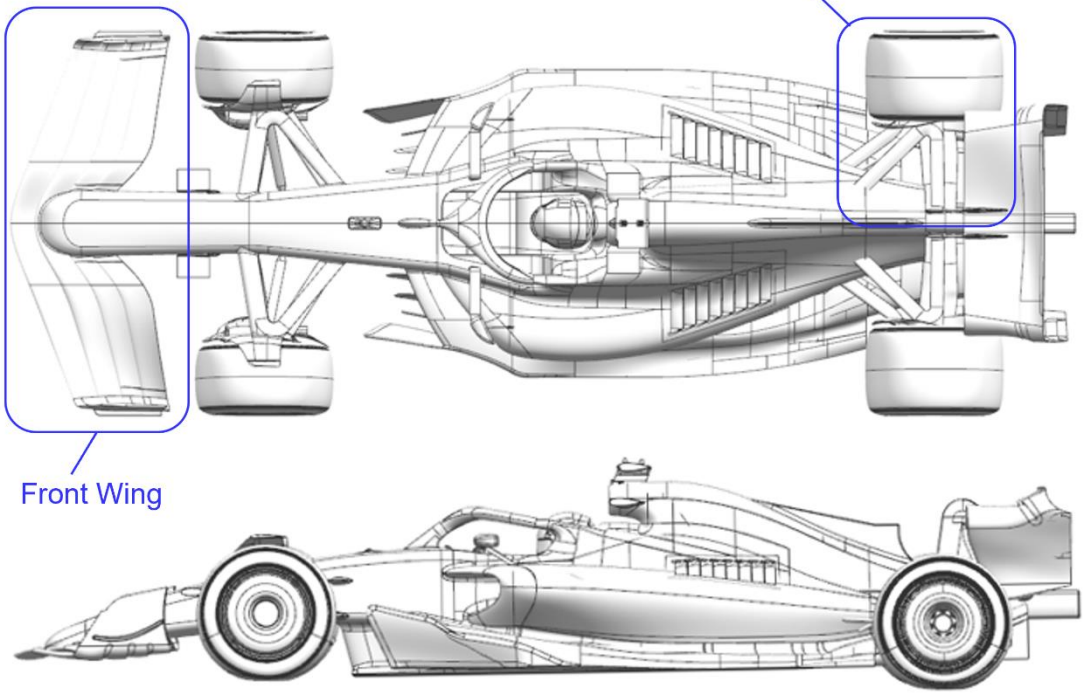
MoneyGram Haas F1 Team

	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works
1	Front Wing	Performance - Flow Conditioning	A new arrangement of mainplane, flaps and the other component of the entire Front Wing is introduced for this race event.	Due to the experience gained with the FW introduced in Monaco, the entire project has been revisited. Significant improvement has been obtained in the flow that is released behind the wing itself.
2	Nose	Performance - Flow Conditioning	The development work has involved the car nose and specially the profile enclosed in the assembly.	The nose tip, that in our car is merging into the second froward wing element, is part of the wing leading edge. The work is focused on the best compromise between the nose geometry and the wing profile itself.
3	Rear Corner	Circuit specific - Cooling Range	Brake cooling has been improved with new internal ducts shape.	Inside the wheel rim the drum that is part of the brake cooling system, contain several ducts that has been optimized providing advantaged in the heat dissipation and aerodynamic efficiency.

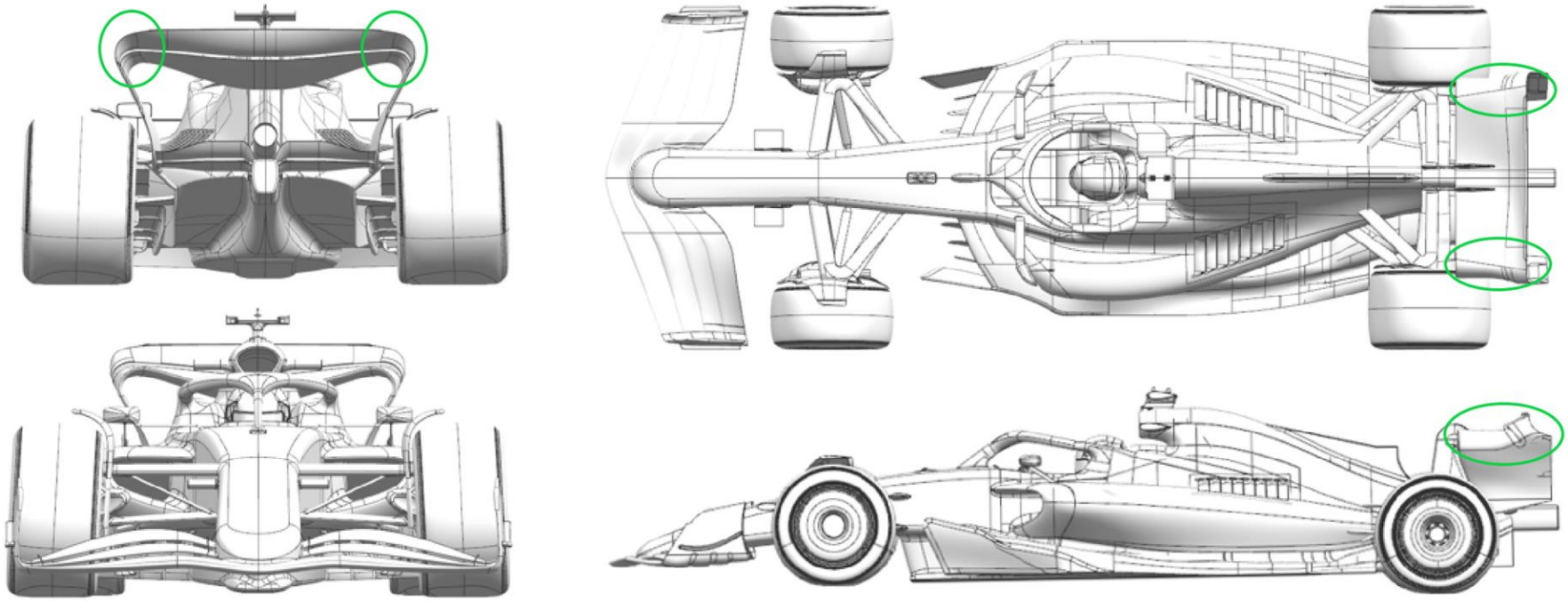



Rear Corner
Front Wing

FIA Formula 1 World Championship™

SCUDERIA ALPHATAURI

	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works
1	Rear Wing Endplate	Performance - Local Load	Relative to the previous geometry, the rear wing endplate junction with the rear wing elements has been updated.	The updated tips increase the efficiency of the assembly of this rear wing drag level, which is anticipated to be the best choice for this circuit based on lap time analysis.



Williams

No updates submitted for this event.