FORMULA 1 MIAMI GRAND PRIX 2022

THE OFFICIALS NEWSLETTER

WELCOME

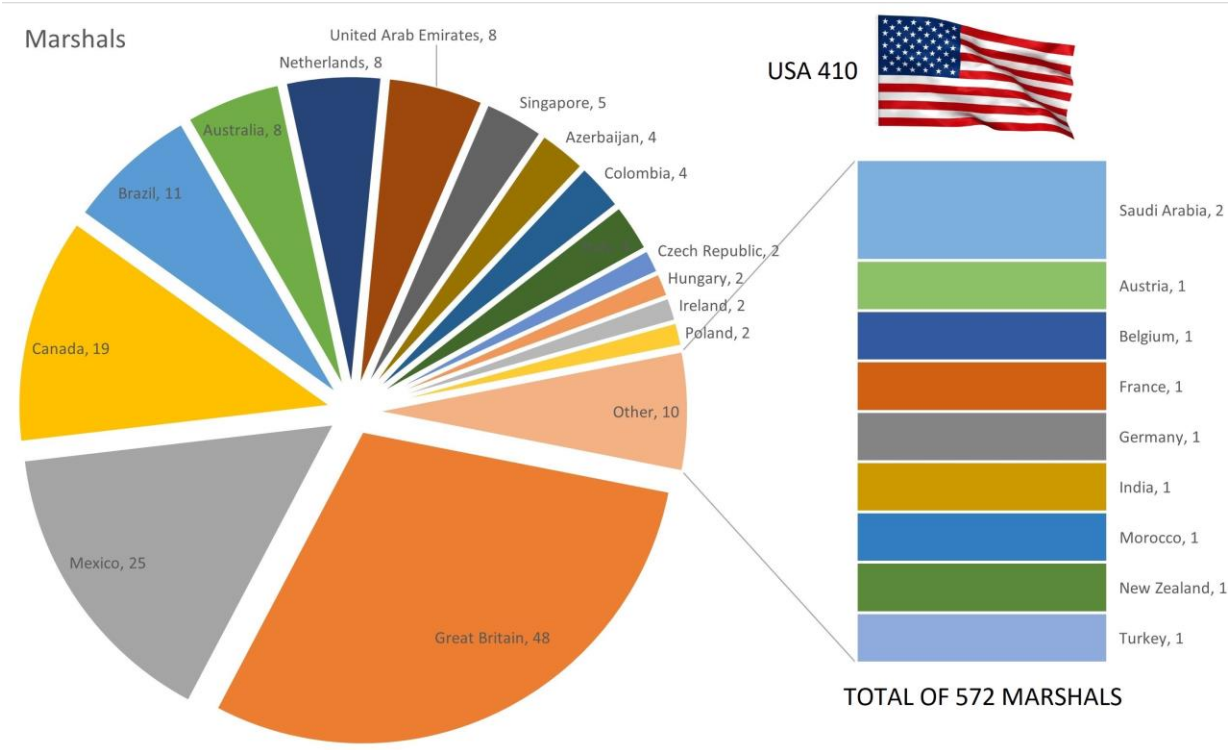
Here we are at a brand new USGP F1 circuit in Miami Gardens, Florida, for the Formula 1 Crypto.com Miami Grand Prix 2022. As always, the volunteer marshals and race officials stats are impressive. This year 1500 applied for the approximate 650 volunteer positions filled. And there are 100 Track Service personnel also, for fire/rescue/safety.

This year's marshals includes Flagging & Communications-189 with Chief Bryan Gregory; Intervention (Track) Marshals-241 with Chief Don Erickson; Marshal Support-49 with Chief Nan Algie; Moto Taxi-13 with Chief Rick Nelson; Pit/Paddock/Grid Marshals-49 with Chief Nadja Pollard; Scrutineers-31 with Chief Adam Gavalla; and Starters-4 with Chief Jamey Osborne. Also are 100 Track Services personnel (fire/safety/rescue.) Adam Gavalla is new as Chief Scrutineer this year, having risen through the ranks under former chief Suzanne Royce, who retired last year after COTA - 35 years as USGP F1 Chief Scrutineer, the only female Scrutineer chief ever in F1.

This year the marshals come in large numbers from the United States. However, 25 other countries are represented. Great Britain sends the most marshals - 48. Mexico is second with 25 and Canada third with 19. We have a chart showing the breakdown and it's quite impressive. The other countries represented include Austria, Australia, Azerbaijan, Belgium, Brazil, Colombia, Czech Republic, France, Germany, Hungary, Ireland, India, Italy, Morocco, Netherlands, New Zealand, Poland, Saudi Arabia, Singapore, Switzerland, Turkey, and the United Arab Emirates.

Some of our marshals will be working in Race Control, on the top floor of the glass tower over the pits. The F1 Race Director will be Neils Wittich, who has recovered from Covid, and also Herbie Blash, well known to many marshals, will be on site in an administrative role.

This year the Officials Newsletter will be digital only, due to Covid protocols. There is a QR code which will provide the link to the F4 website, where again our newsletter will be hosted. Last year's issues are also there. Thank you, Sydney Davis Yagel for again facilitating this. This year's newsletter staff is returning. Photographers Pablo Matamoros and Nico Matamoros will be roaming the circuit taking your photos. Photographer Ron Searle will also be roaming, as well as doing newsletter layout, while Lynne Huntting writes and edits in the Media Center. We always welcome your off-duty/between session photographs or tidbits to share. Send to PressSnoop@aol.com

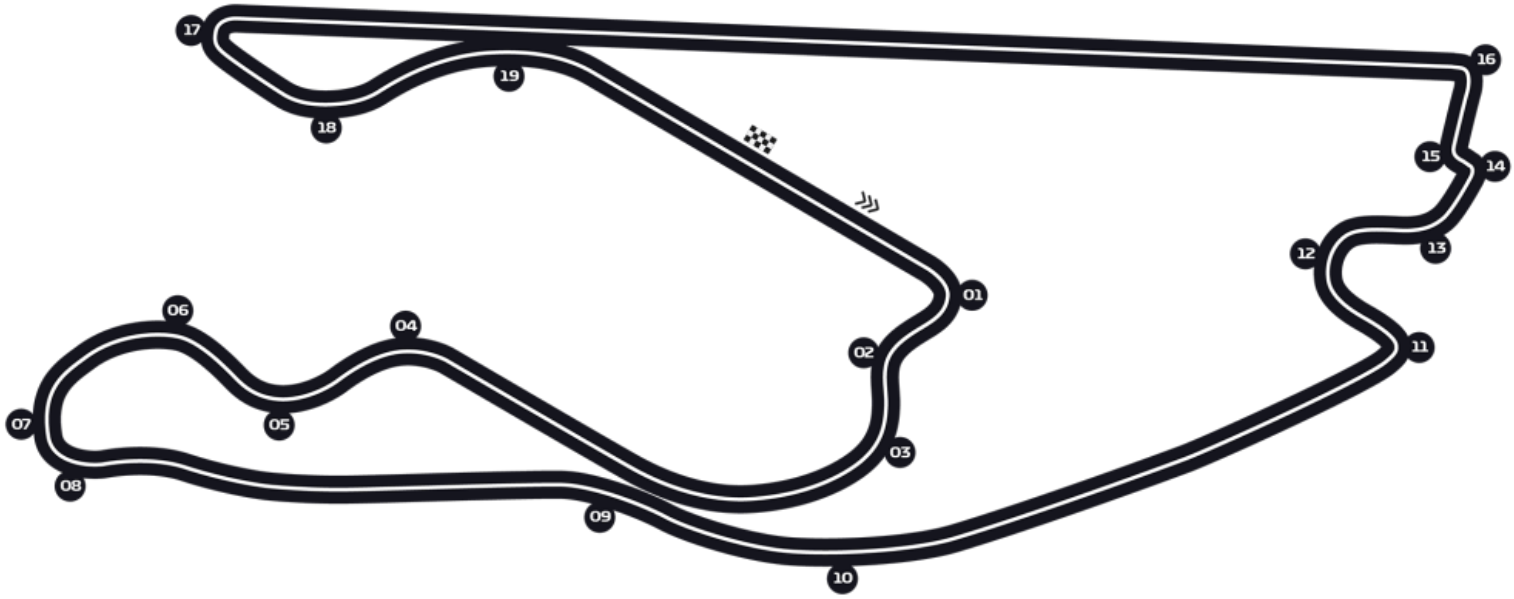


THE RACE

Number of laps: 57 Track length: 5.41 km (3.36 miles) Race length: 308.37 km (191.61 miles)

F1 SCHEDULE

Friday	P1: 14:30 – 15:30	P2: 17:30 – 18:30
Saturday	P3: 13:00 – 14:00	Qualifying: 16:00 – 17:00
Sunday	Race: 15:30 – 17:30	



The 3.36-mile track on the grounds of Miami Gardens' Hard Rock Stadium is the creation of a new Formula 1 track, with the temporary creation of an entirely new F1 world in Miami for the May 6-8 Miami Grand Prix.

The Hard Rock Stadium is the centerpiece of Formula 1 operation, housing the teams, drivers, media and creating a stunning backdrop according to Tyler Epp, COO of the Formula One Crypto.com Miami Grand Prix. The Miami International Autodrome track weaves through the Hard Rock Stadium site, nearing the stadium on three sides.

The track itself features 19 corners with the longest of the three straights at 4,212 feet. The track widens to 50 feet on one straight and narrows to 32.7 feet at other points, with the tightest of the corners a 33-foot radius.

Epp noted that the circuit focused on creating a competitive environment for the drivers and teams, with multiple passing zones, a variety of corners and a particularly challenging set of comers in turns 14, 15 and 16. Construction used 48 million pounds of asphalt—a total of 85,000 yards—and 2.3 million pounds of concrete.

The only structure that is built as a permanent structure is the first story of the Pit & Paddock Building, which provides garage stalls for the FIA, Formula 1 and all of the teams. Everything else is a temporary structure including10 bridges, 10 grandstands, 13 multi-level hospitality structures, 40 single-level hospitality structures, 173 tents and a manmade marina.

MIAMI PREVIEW



Welcome to the very first Miami Formula One Grand Prix.

For some of you, this will be your first F1 race, so we'll start with a quick bit of background of F1 in the US.

The first F1 race in the US was in 1959 at Sebring, which then moved to a couple of different locations, such as Watkins Glen, and from there, a second race was added in 1978 and up until 1991, there were up to 3 races in any given year. In 2000, F1 returned at Indianapolis until 2008 then another gap until the well-known race at the Circuit of the Americas in Austin. And now we arrive in Miami for the southern-most US Grand Prix (we all need more useless facts) and the first time there will be two F1 races in the US since 1984. We told you it would be quick.

Formula One has had some of the biggest changes to the cars since its inception in 1950. They have completely updated the bodywork of the cars, cars getting new designs for the wings and sidepods and re-introducing ground effects (tunnels under the car creating downforce), which was banned in the mid-80s. This has meant all 10 teams have been hard at work for over a year getting the new cars ready, as unlike other series like IndyCar, which uses a control car, each team must create the car themselves. There are a few parts that can be shared but the bodywork and many areas must be unique – and this has led to quite varied designs for each car.

Ferrari have created beautiful sculptures in their sidepods, Haas have a more traditional shape, Red Bull Racing have cut away under radiator inlets, while Mercedes have almost completely removed the sidepods. The other 6 teams have created their own versions somewhere between these extremes.



The power units (don't call them engines as they are so much more than that) have changed very little since the introduction of the hybrid rules in 2014. This means that there is a 1.6L 4-cylinder Internal Combustion Engine, MGU-K (Motor Generator Unit – Kinetic) which gets power from the car's brake and MGU-H (Motor Generator Unit – Heat) which gets power from the car's exhaust.

After all those dry details, let's see where we are this year.

Up to this point, we've had 4 races in Bahrain, Saudi Arabia, Australia and Italy and competition has been very close between Red Bull Racing and Ferrari with 2 wins a piece. Ferrari's Charles Leclerc is leading the title race with a small gap over Red Bull's, and 2021 World Champion, Max Verstappen. Third place is held by Red Bull driver Sergio Perez, closely followed by new Mercedes driver, George Russell, Ferrari's Carlos Sainz, McLaren's Lando Norris, and 7-time World Champion, Lewis Hamilton in a Mercedes.

Ferrari and Red Bull have hit the ground running with the new regulations but Mercedes have been having huge troubles with the car porpoising (basically the car bounces up and down quickly), which is so bad it's giving their drivers difficulty even seeing where they're going. All teams have this problem but Mercedes are by far the worst, which you'll be able to see as they drive down the straights – though as all teams bring new parts to each race, there's a chance they've found a solution.

The cars have been racing closely together with tight battles throughout the field, which means we should see an exciting race at this new Miami street course.

Article by Michael Shaw, Australian Grand Prix Officials Gazette Team






UBS
INEOS
PETRONAS


RENAULT
PETROBRAS
FamilyMart
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SIDE TO SIDE
LIKE A ROLLERCOASTER


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AMG
PETRONAS


McLaren


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