FORMULA 1 MIAMI GRAND PRIX 2022

THE OFFICIALS NEWSLETTER

BITS AND BOBS BY LYNNE

Dr. Ian Roberts, the medical doctor who rides in the FI Medical Car said he really likes the new Mercedes Medical Car. He rode in it Wednesday afternoon around the track during an hour-long test session, and said it had lots of power and performance! He also marveled at parts of track which narrowed considerably. Roberts rides with F1 Medical Car Driver, Bruno Correira. This new red Mercedes AMG GT 63S is quicker by eight seconds than the previous model, which had 520 hp. The new car has 639 hp.

The Miami track project began five years ago, and the first shovel was turned nine months ago. There are no standard kerbs in Turns 6 & 7, just flat kerbs. Turn 13 is a slow uphill. Turns 14-15 are chicanes. Speeds on the back stretch are estimated to reach 3133-320 kph = 194-198 mph.

There are only 17 man-hole covers around the circuit, and only two have to be secured. Covers are cast iron, and welds cracks when hit, so they are secured with a new polymer formula which has the ability to keep growing webs after application. Clive Bowen, track designer, said that the new special resurfacing material, which is geographically specific, is such that there probably will be no need to do any resurfacing on the track before next year's race. After this race, the entire track setup will be dismantled, and the track itself will have a variety of uses including public streets, car park, and storage.

The lone exception to the dismantling is the new purpose-built F1 garages. "It is my legacy" said Jason Jenkins, Senior Vice President of Communications and Community Affairs of the Miami GP, Miami Dolphins and the Hard Rock Stadium. They remain, but the Paddock Club and Race Control, which are above the garages, will come down.

In a conversation with one of the top team mechanics, it seems the teams love the new garages. This mechanic said for him, it rates in the top two. It has air conditioning, which is so welcome in the hot muggy Texas heat. Only one other F1 garage, Abu Dhabi, has air con. The Texas garages are larger than most F1 garages, have a better layout and don't have pillars, which are an impediment in other garages. He's always bumping into them. He's also very pleased with the team/crew hospitality area which has an amazing coffee bar.







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TIRES

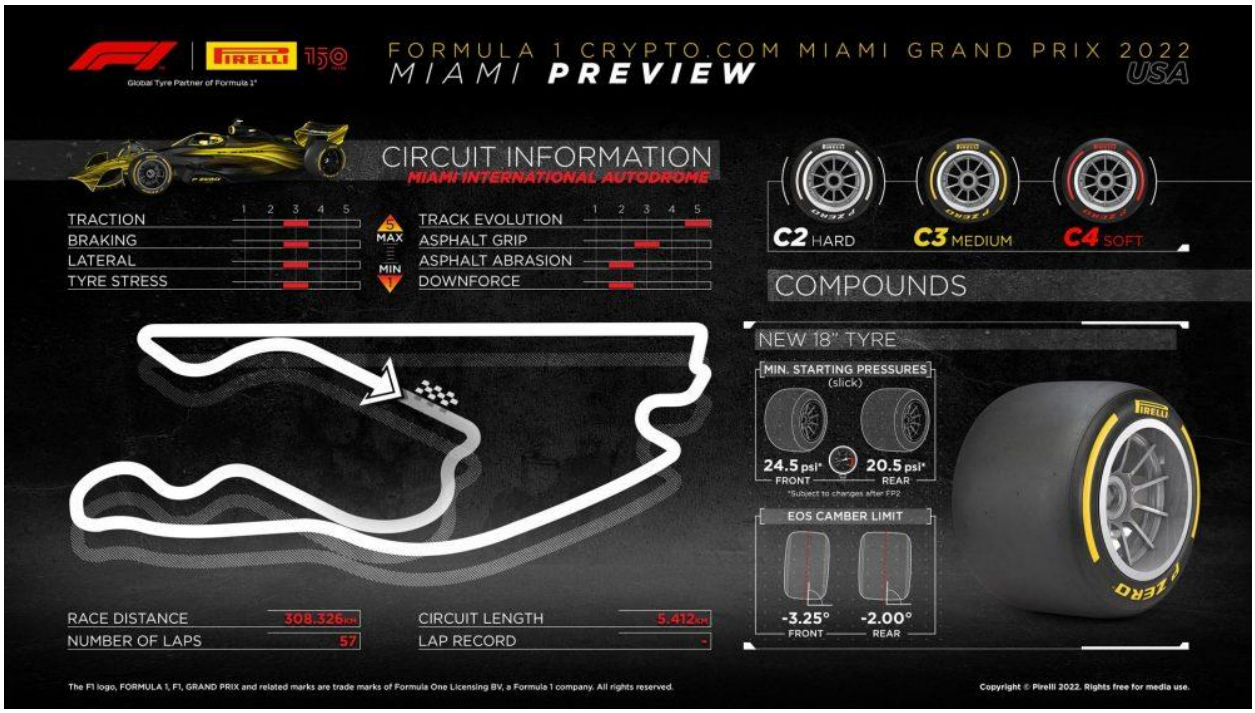
Pirelli has chosen the middle three tires in their range: white-banded C2 hard compounds (x2 sets), yellow-banded C3 medium compounds (x3 sets), and red-banded C4 soft compounds (x8 sets).

With expected top speeds in the region of 320km/h, 19 corners, three straights and three DRS zones, Pirelli have opted to bring the most commonly-used combination of compounds to the brand-new Miami International Autodrome.

“There’s been a huge buzz of excitement around the first Miami Grand Prix, where the track has some similarities to Jeddah, although there are some parts that are slower and more technical than Saudi Arabia: especially the section from Turns 11 to 16," said Pirelli Motorsport Director Mario Isola. The rest is a very quick layout, running anti-clockwise, which puts the emphasis on the tires on the right-hand side of the car. We’re expecting the usual rapid track evolution and a smooth surface with the new asphalt, but the track has been jet-washed at high pressure, which means that it should offer quite good grip from the beginning.

"Because it’s a fast track, the cars are likely to run a low to medium downforce set-up, which could lead to a bit of sliding in the high-speed corners on the hard compounds in particular. For any new track, our choice tends to be on the conservative side, so it will be interesting to confront the simulations with real data."

Pirelli's in-season testing program got under way at Imola with Alfa Romeo, AlphaTauri, Alpine and Ferrari testing next year's slick prototype tires in warm weather.



Article courtesy of Pirelli



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BRAKES

Formula 1 returns to Florida after a 63-year absence. In 1959, two years before Brembo was established, racing was at Sebring on a track at an old military aerodrome which featured several hairpin bends. This year, racing will take place at the Miami International Autodrome which is located at the Hard Rock Stadium in Miami Gardens.

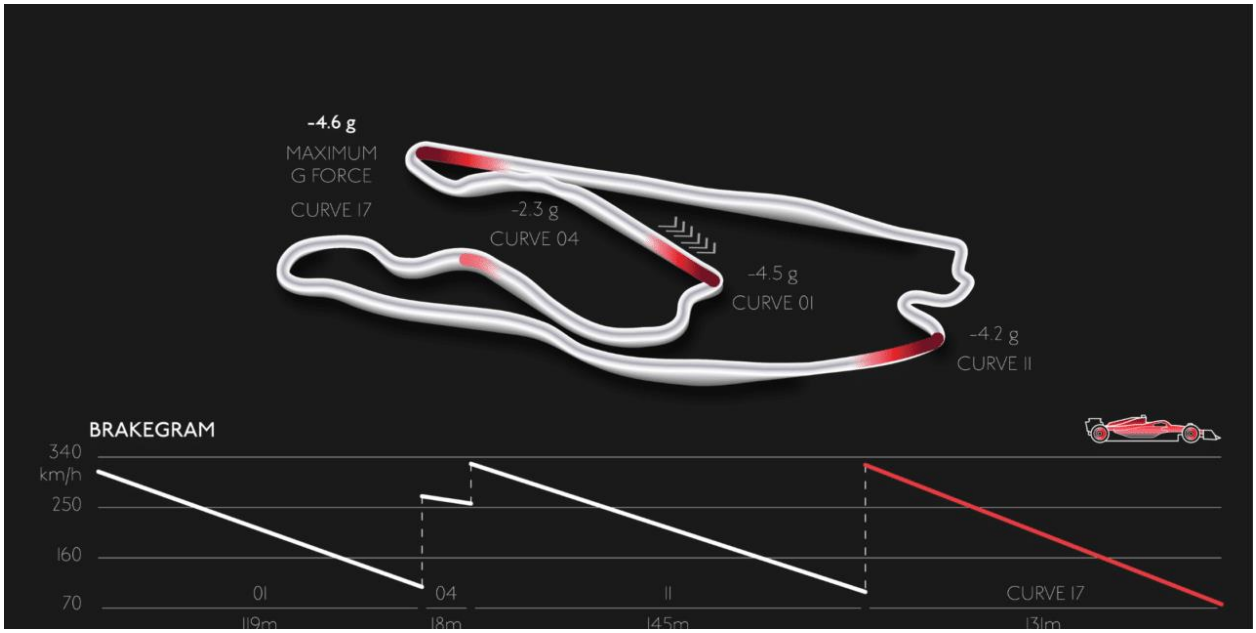
It is a 5.41 km (3.36-mile) long street circuit with three straight sections and 19 turns but with various differences in height especially between turns 13 and 16. According to Brembo technicians, the Miami International Autodrome falls into the category of circuits with a medium level of difficulty for brakes. On a scale of 1 to 5, it is rated three on the difficulty index, the same as the other U.S. track, the Circuit of the Americas.

Carbon discs were first used in Formula 1 in the 1980s, before spreading to other motorsport competitions. No other element offers the same special combination of light weight, high thermal conductivity and absence of dilation, even at 1,000°C (1,832°F), which is the temperature that the Brembo F1 discs reach.

The density of carbon is 1.7 grams (0.06 oz) per cubic centimeter, compared with 7.8 grams (0.28 oz) for steel and 7.3 grams (0.25 oz) for gray cast iron. Its coefficient of thermal expansion is one-fifteenth of steel and one-eleventh of cast iron. The melting point of carbon is higher than 3,000°C (5,430°F), compared with the 1,200°C (2,190°F) of cast iron and 1,800°C (3,270°F) of steel.

Carbon discs aren't suitable for road use, mainly because the braking system doesn't reach the minimum operating temperatures that this material needs, but also due to high consumption which is not compatible with day-to-day use. Some of their benefits, however, can be found in the carbon-ceramic discs of which Brembo, with Brembo SGL Carbon Ceramic Brakes – a joint venture with SGL Group – is the main worldwide manufacturer.

On average, carbon-ceramic discs allow a saving of 5-6 kg (11-13 lbs.) in weight compared to traditional cast iron discs. What's more, their lifespan may even match that of the vehicle they're mounted on. It depends on how it's driven. But, above all, carbon-ceramic guarantees a reduction of about 3 meters (3.3 yards) in the braking distance from 100 km/h to 0 km/h (62 mph – 0 mph) compared with a traditional disc.



Article courtesy of Brembo

