OFFICIALS NEWSLETTER

WELCOME

Here we are again at the circuit in Miami Gardens, Florida, for the Formula 1 Crypto.com Miami Grand Prix 2023. We have more than 550 marshals working in ten specialties, coming from 20 countries and five of seven continents. Quite an international group are we: Abu Dhabi, Australia, Azerbaijan, Brazil, Canada, Czech Republic, Chile, Columbia, Dubai, England, Hungary, India, Italy, Mexico, Scotland, Singapore, Spain, UAE, UK, Uruguay, and USA.

Marshals are working flags & communications, intervention, pit/paddock/grid, scrutineering, start, marshal support, moto-taxi, and lift operators. And working with the Track Service people for fire/rescue/safety this year are the Las Vegas Fire Chief and a crew of fire fighters, here to be trained on how to react if needed during their inaugural race.

Your leaders this year are (mostly) returning to their respective roles: Race Chairman, Bill Armitage; Assistant Race Chairman/Volunteer Coordinator Kimberly Kuzma McFarland; Compound Manager, Mike Murphy; Flagging & Communications, Bryan Gregory; Hi-Lifts, James Morales; Intervention, Don Erickson; Marshal Support, Nan Algie; Moto-Taxi, Mike Whitely; Pit/Paddock/Grid, Nadja Pollard; PPF Coordinator, Tommy Smith; Radio Marshal, Bryan Hayes; Registrar, Alyssa Cox; Scrutineering, Adam Gavalla; and Start, Jamey Osborne. There are 19 turns and two paddocks, so a lot of area to be covered by the marshals.



The entire track has been resurfaced. Track changes include the runoff Drivers Right at Turn 4 was reduced slightly, and the entry to Turn 6 runoff Drivers Right was reconfigured to make it a little smaller. A new pedestrian bridge has been added, and the width of several of the bridge spans have been doubled, to improve foot flow traffic. There are 11 bridges, the most of any F1 circuit.

Friday after the last Porsche session will be the Marshals Pit Lane Walk.

Last year's F1 pole sitter was Ferrari's Charles Leclerc, and the winner was Red Bull's Max Verstappen, with a Margin of Victory of 3.786 seconds. That race had 45 overtakes - more than last weekend's Baku race.

This is an interesting time for F1 in the United States. Miami is the 11th different F1 site for USGP, and one of three to be held this year in the United States. Many of the Miami marshals will be working at one or both of the other USGPs.

This year again the Officials Newsletter will be digital only, due to FIA policy. Our newsletter will again be hosted and posted on the F4 website. This link will have the current issues, as well as archived issues from last year's Miami and COTA races, and eventually all previous issues. Thank you, Sydney Davis Yagel for again facilitating.

https://www.f4uschampionship.com/pages/usofficialsnewsletter

The Marshal's Newsletter staff is again Photographers Pablo Matamoros, Nico Matamoros and Ron Searle, who also does our newsletter layout. Lynne Huntting edits. If you have tidbits or photographs from off-duty sessions to share, please send to searle_ron@yahoo.com

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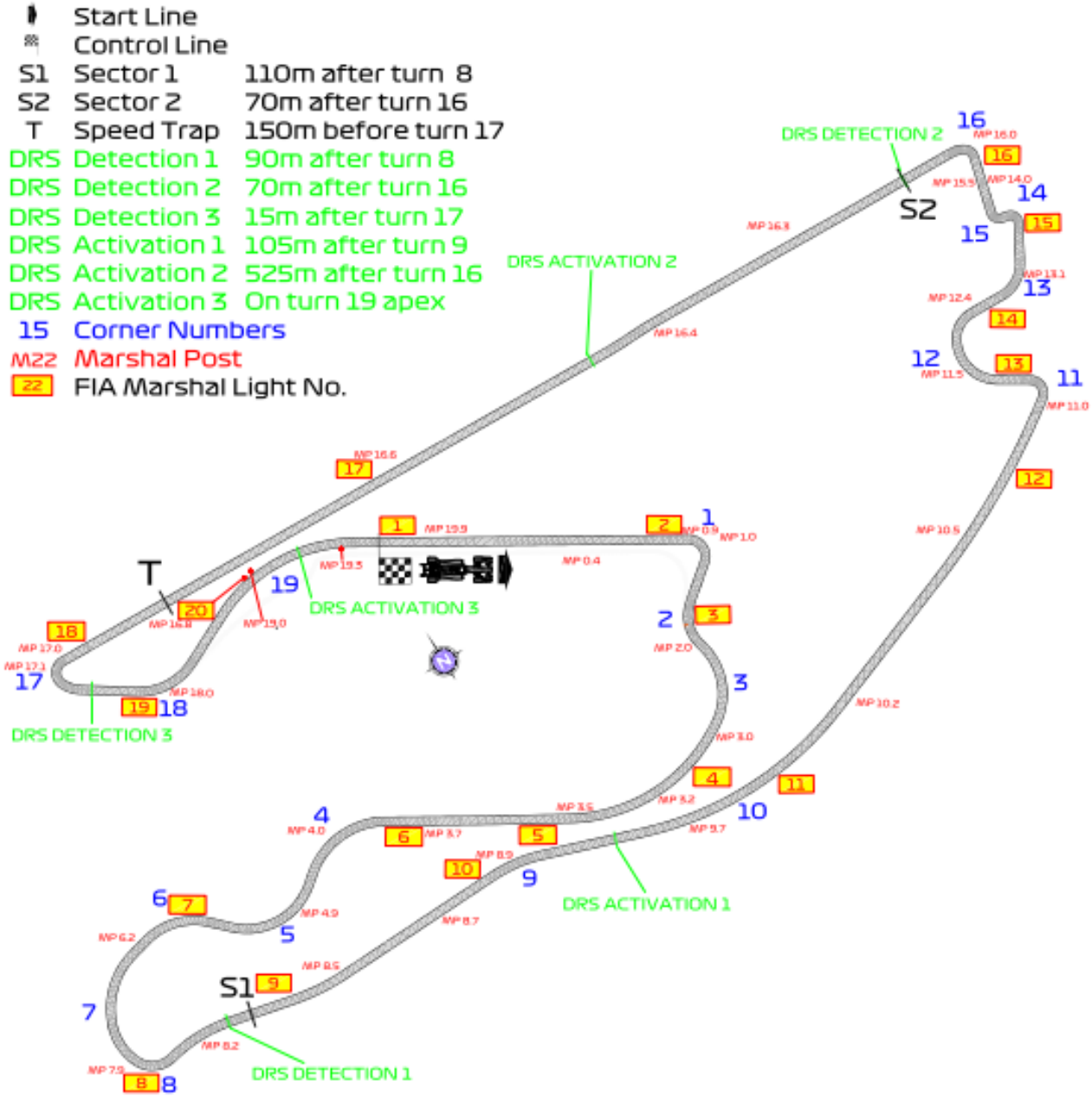
CIRCUIT MAP



THE RACE

Number of laps: 57 Track length: 5.41 km (3.36 miles) Race length: 308.33 km (191.6 miles)
Lap Record: 1:31:361 (Max Verstappen 2022)

F1 SCHEDULE

Friday	**P1:** 14:00 – 15:00	**P2:** 17:30 – 18:30
Saturday	**P3:** 12:30 – 13:30	**Qualifying:** 16:00 – 17:00
Sunday	**Race:** 15:30 – 17:30	

CHANGES



The Miami Grand Prix has some changes for this year's race.

The 2022 F1 season saw the introduction of the Miami Grand Prix which inevitably had some initial glitches. However, the circuit management have now confirmed that significant work has taken place ahead of this year's race on 5th -7th May.

Last year, the team paddock hospitality area was squeezed in just outside of the Miami Dolphins football grounds, but is now moved onto the pitch. On top of this, there will be tickets available to have a view of inside the paddock.

A 190,000 square foot, three-story building has been built as the Paddock Club.

Moving to the actual track, Tilke has resurfaced the track which managing partner of the Miami Grand Prix, Tom Garfinkel thinks will give the driver's more opportunities to overtake. Garfinkel explained:

"We could have just come back with the race track that we had last year. The goal we set out was to have great racing and a lot of overtaking, side-by-side racing.

The track we had last year, there were parts where there was one line where there should have been a possibility to overtake. We weren't happy with that.

So we're going to go through the investment expense to go ahead and repave it, in an effort to try to get it where the racing is better. It raced well enough, according to the teams and drivers, but we want it to be as good as it possibly can be."

The track layout has been confirmed to be staying the same. Garfinkel added that he didn't feel they needed to make any changes at this stage. He continued:

"The chicane area was developed that way really for safety reasons. We talked to all the team principals, all the drivers, we talked to F1 and the FIA. There were differing opinions about the chicane; some of the drivers didn't like it, some of them thought it was fine. And throughout the grid that was the same feedback. It was all over the place.

As we went through it with F1, the FIA and Tilke we decided right now we're not going to make changes. We've thought about maybe flattening it out a bit. We're still looking at that as we finalize things, but, as of right now, it's going to stay the same.

There is some less run-off. Some of the hospitality areas are moving closer to the racetrack, but the layout itself is fundamentally the same."





F1 PREVIEW

Not a lot has actually changed in the technology and design of the cars. After the huge alterations with the new aerodynamics last year, this year has been about reducing the likelihood of the porpoising (bouncing up and down) by changes to the floor of the cars.



The teams have all developed their cars, with Mercedes-AMG keeping their funky sidepod design, and many cars moving to having bare carbon fibre to reduce a little bit of weight. Mercedes, meanwhile, have taken it a step further and made their entire car black. While it's not all bare, they do have the most showing. Both Lewis Hamilton and George Russell have stayed with the team and have continued to be quite even in their pace. Unfortunately that pace has dropped back a little from where they were at the end of last year, when Russell won his first F1 race.

The rule stability has allowed for one big mover – Aston Martin Racing. The team in green have launched out of the blocks, with a car that has moved from mid-field to just behind the Red Bull Racing cars. Some of that has been the hiring of Fernando Alonso, as he appears to have brought in an uplifting attitude to the entire team. Lance Stroll isn't far off Alonso's speed, but hasn't had very good luck, with a pre-season bicycle crash causing broken bones; and then, in Saudi Arabia, having the car break down in the race when he was in with a shot of 4th place.



In the other direction, McLaren have found seemingly found reverse gear. The team have updated their Australians with Oscar Piastri taking over Daniel Ricciardo's seat after two lackluster seasons and his contract being terminated, with a hefty payout. Piastri has had a good run as an Alpine junior driver, winning both the F3 and F2 championships prior to moving up to a race seat – we won't go into detail of the Alpine/McLaren saga here. Lando Norris, with a long-term contract, continues alongside Oscar and hopes of moving the team forward. So far this year, the team have not performed to their, or anyone else's, expectations. Zak Brown announced pre-season that they didn't meet their targets and the first two races have shown this is the case with a slow start and no points. In Bahrain, Piastri broke down early and Norris had to keep pitting for air refills; and in Saudi Arabia, both pitted early for front wing damage – coincidentally, a part of Piastri's damaged wing flew off and hit Norris's wing. In Baku, Piastri managed to keep close to Norris despite being extremely ill.

Alpine, after losing Alonso to Aston Martin and then Piastri to McLaren, took Pierre Gasly from Alpha Tauri to make an all-French driver line up with Esteban Ocon. These two have a history of dislike between them; but the team and the drivers all say that this is water under the bridge, and they're happy to work together to improve the team. Has this worked so far? Probably not. They have remained in the middle of the field, and seemingly going backwards after a disastrous weekend in Baku, with a fire and numerous crashes.

Alfa Romeo is outwardly stable. They have kept most of the same sponsors, the same engine and the same drivers with Valtteri Bottas and Zhou Guanyu; but like a duck's legs under the water, there's been a lot of change behind the scenes. Audi have launched their 2026 F1 bid, which included buying into the Sauber team that run Alfa Romeo F1. The team boss moved to Ferrari, and Andreas

Seidl was hired to take over and build the team in its transition to a factory team again. This has meant that, on track, they're treading water.



Haas have been trying very hard to build on the hype from Drive To Survive and Gunther Steiner's newfound popularity in America by building a faster car. Kevin Magnussen has stayed and veteran seat filler, Nico Hulkenberg, has returned to a full time drive. The car design has progressed from what was the most conservative design in 2022 to being more adventurous and with a lot of potential, if they can develop the car well, which is quite possible with two drivers with a lot of experience between them.

Recent backmarkers, Williams, have been making changes to the staff since the new owners bought out the Williams family. They've taken James Vowles from Mercedes to be their new Team Principal and they're hoping this change will shift the team off the back of the grid. So far, it's working. American Logan Sargeant has been hired as a new driver to join Alex Albon, who has found a welcoming home. Albon settled in quickly last year to show the speed he promised as an up and comer in lower categories. There's a long way to go if they hope to return to their former glory but there is always a ray of hope.



Ferrari, Ferrari, Ferrari. What can we say about Ferrari? New Team Principal, Frédéric Vasseur, has inherited a team that is not where the Tifosi want. This time last year, they were favored to win the championship, as Charles Leclerc left Australia with a lead of over 40 points. Then it all went wrong. Carlos Sainz had numerous horrors, spinning out here, blowing an engine spectacularly in Austria, and more. Reliability and strategic errors plagued the team until the end of the year…and into 2023, with Leclerc already receiving a penalty for using too many Electronics Control Units. Leclerc finally had a decent finish with a podium in Baku, and crazily doubled his season points merely from the Sprint race on the Saturday.

Alpha Tauri have been fighting off rumors more than competitors. Early this year, there were claims that Red Bull were looking to sell the team. While these have since been denied, they recently announced a new team boss for next season. On track, Yuki Tsunoda has continued to yell down the radio and pushing the car to, and sometimes over, its limits; and Nyck de Vries, 2020/21 Formula E champion, has been brought in to replace the departing Gasly. Results started better than McLaren; but they haven't been able to continue at even that level, with too many errors along with the lack of pace. If there aren't improvements soon, the rumors could be facts. Red Bull Racing are firm favorites to win. There's no need to be detailed, as it's possibly going to be everything. Their car, thanks to Adrian Newey (who just signed a new contract with the team,) is the fastest on the grid. Max Verstappen, now a two time World Champion, is odds-on favorite to make it three in a row. Sergio Perez was able to win last time out in Baku, making it a 100% win record for the team this year; and they are clearly intent on taking any win records they can.



Article by Michael Shaw, Australian Grand Prix Officials Gazette Team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