THE OFFICIALS NEWSLETTER

MIAMI

WELCOME

Welcome to the third annual Formula 1 crypto.com Miami Grand Prix 2024. The weather promises to be hot, humid and breezy. This year's acceptance for applications numbers more than 550, with final numbers still being audited after last minute changes. It's a nice mixture of veterans, foreign marshals and some new folks getting their first pro race experience. At least 17 foreign countries are represented on the corners, with the furthest coming from Uzbekistan, Azerbaijan, UAE and Saudi Arabia.

The largest crews are the corner workers: All the Chiefs are veterans and will hold those positions at the other two USGP races. Flagging and Communications is led by Bryan Gregory with 165 marshals; Intervention Chief is Don Erickson leading 240 marshals. Inside the track are the 26 Scrutineers with Adam Gavalla; Nadia Petrossi leads the 43 marshals in Pit/Paddock/Grid and Recovery. Other crews include Start with four led by Jamey Osborn; Marshal Support has eight with Nan Algie; Registration has Jamie Anderson and 10 crew; and 13 Boundary Riders aka Moto-Taxi are led by Mike Whitely. Tom Phillips has eight on the PPE Crew, and James Morales has 29 on High Lift. There are many foreign marshals also on the 'inside' crews, the tally which will come later.

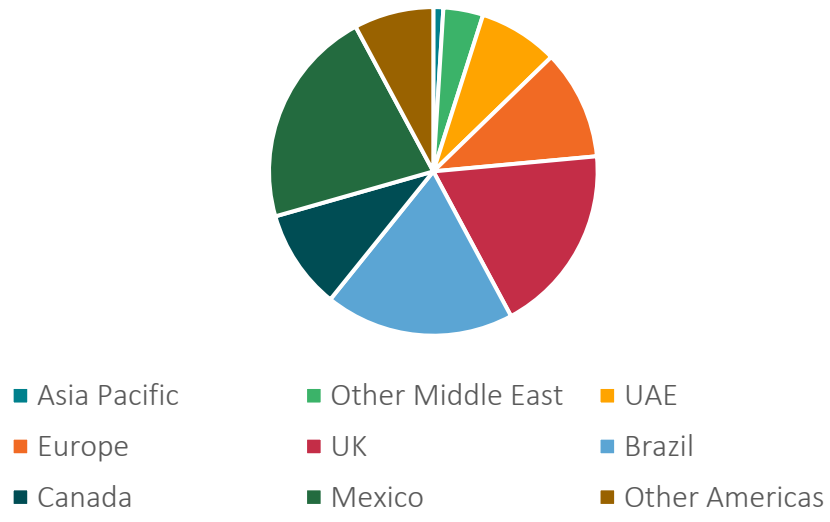
There are no changes to the track this year. There are some new layouts for some of the interior infrastructure, such as the new access to the F1 Media Center. Marshal Support is behind Turn 6 Grandstand. Fourteen busses left at one time or another Thursday from the Westin Hotel, where many Marshals are staying. They had a police escort and streets were shut down so their motorcade could progress in a timely fashion.

Dr. Ian Roberts, FIA Medical Delegate took to the track for some hot laps Thursday afternoon, accompanied by Miami CMO Dr. Valerie Hart. The driver is Bruno Carrera. Dr. Roberts said the track was fast and a "bit slippy" and in need of some rubber being laid down.

This year there will be Formula 1 Sprint race in addition to the main race. The support categories are Porsche Carrera Cup North America and the F1 Academy. For this year, the Academy will have a Wild Card entry, which allows certain events to add a local driver. For Miami it will be the defending/reigning championship team, PREMA Racing, who will have Courtney Crone from California, with support by QVC. Two other American drivers in the series are Lisa Block, daughter of the late driver Ken Block, who races for HAAS Racing; and Chloe Chambers, a Chinese-born American who races for Williams F1.

And speaking of Haas, Pietro Fittipaldi, Team Ambassador, handed out bandanas to representative Marshals at Turn 6 - Lift, Intervention and Marshal Support.

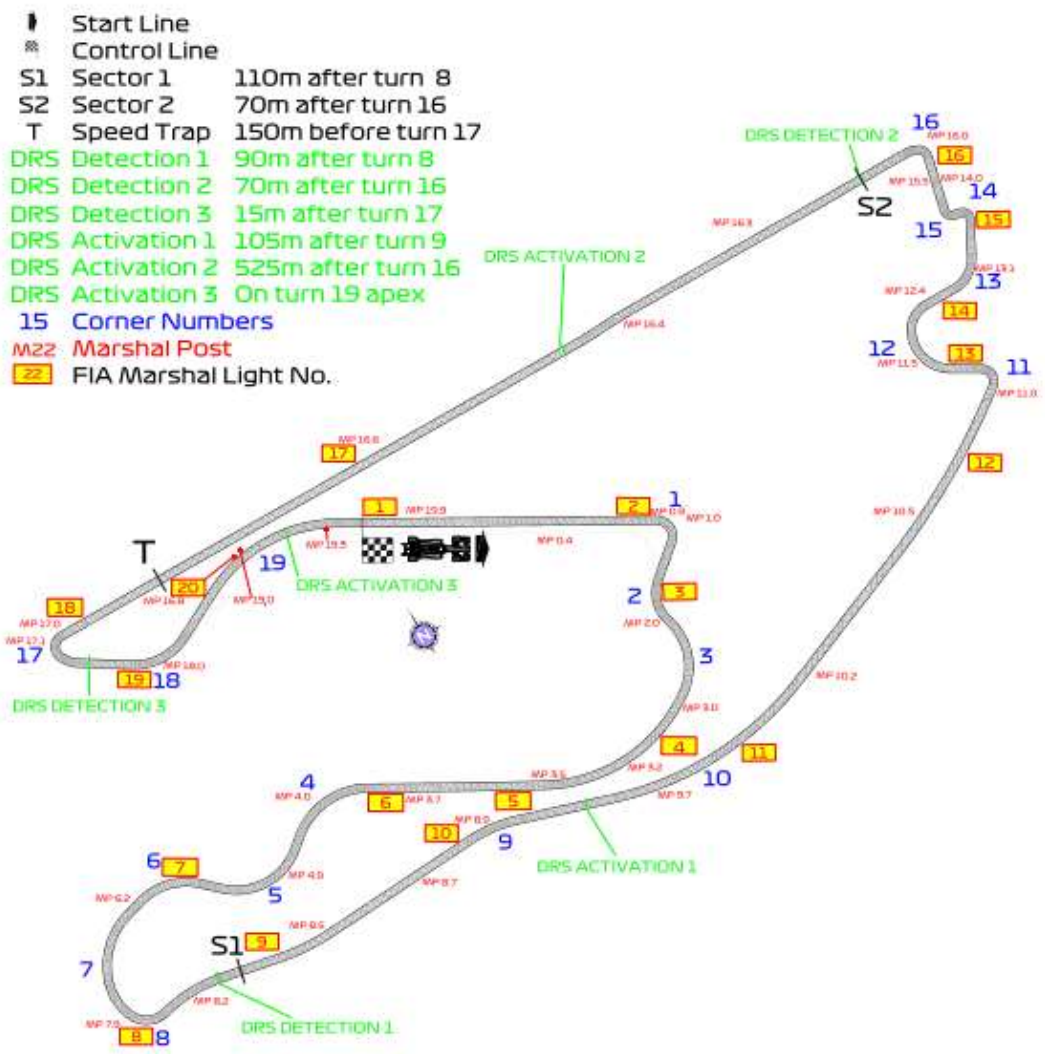
This year something new has been added for the Marshals, and only for the Marshals - the Sportity app. The QR code is found at Registration. It is a mine of information including track maps, and of course the archives of all the USGP F1 Marshals Newsletters, dating back to 2012. This is the first year for Sportity app at Miami. Australia GP has been using it for the past two years and China added it this year.



The newsletter is again digital, per FIA policy. It is found on the Sportity app and also on the F4 US Championships website, where it has been for some time, thanks to Sydney Davis Yagel. The newsletter staff are returning veterans: Photographers Pablo Matamoros, Nico Matamoros, and Ron Searle, who also handles layout; and Lynne Huntting, journalist and editor. Our photographers will again be providing photographs to the FIA Volunteers and Race Officials Commission website for posting.

Have fun and be safe! (Don't forget the sunscreen and to hydrate, hydrate, hydrate.)

CIRCUIT MAP



F1 SCHEDULE

Friday	**P1:**	12:30 – 13:30	**Sprint Qualifying:**	15:30 – 16:14
Saturday	**Sprint:**	11:00 – 12:00	**Qualifying:**	15:00 – 16:00
Sunday	**Race:**	15:30 – 17:00		

THE RACE

Number of laps: 57 Track length: 5.41 km (3.36 miles) Race length: 308.33 km (191.6 miles)
Lap Record: 1:29:708 (Max Verstappen 2023)

F1 2024 YEAR-TO-DATE

Welcome back to Miami
It's been a year since Formula 1 was last down in Florida and a lot has happened.



We'll start with the off track shenanigans.

There have been two major announcements regarding the future of Formula 1. Firstly, Lewis Hamilton has announced he's leaving Mercedes to head to Ferrari. Lewis is replacing Carlos Sainz, and sitting alongside Charles Leclerc, which will make a formidable pair. The move surprised many, as it was expected that Lewis would remain at Mercedes until the end of his career.

The most recent revelation is that Adrian Newey will be leaving Red Bull Racing after 19 years with the team. For those that don't know, Newey is the designer behind the extremely successful Red Bulls, especially the current all-conquering RB20 and last year's record-breaking RB19. Newey was also behind the championship winning McLaren of the late 90s, and the Williams of the early to mid-90s. For the moment, Adrian is on gardening leave from F1 design to finish off his hypercar, the RB17, until early 2025. From that point, he is a free agent and is expected to sign up with Ferrari.

The departure of Newey will take a few years to make a significant difference, though there have been many other distractions at Red Bull, with Christian Horner being brought into disrepute with allegations of impropriety, Max Verstappen rumored to be looking to other teams, Max's father Jos making rumblings in the press about the situation, and Red Bull stalwart Helmut Marko niggling all of their drivers.

Now let's get back to the track…

After Red Bull Racing, and Max Verstappen mostly, finished last year winning all but one race, they started off 2024 in a similar fashion in Bahrain. The team romped home to a dominant 1-2 finish with Max and Sergio Perez. Behind them, the Ferrari pair of Sainz and Leclerc followed ahead of Mercedes and McLaren mixed up. Aston Martin's expected promise after last year was missing as they finished ninth and 10th.

The next race in Saudi Arabia produced another Red Bull 1-2 and a Ferrari third, but this time it was Leclerc. Sainz, meanwhile, didn't get to race as he was having his body lightened with the removal of his appendix. Oliver Bearman subbed in with an impressive last second debut and a seventh-placed finish. Oscar Piastri continued McLaren's promising start to the season in fourth, while Fernando Alonso improved Aston Martin's fortunes in fifth. Haas gained its first points of the season with a 10th for Nico Hulkenberg with help from his teammate, Kevin Magnussen, who held back others who were on fresher tires for long enough for Nico to escape.



The Australian Grand Prix brought yet another 1-2 finish but to be extremely different, it was for Ferrari instead of Red Bull. Sainz won on his return and remains the only non-Red Bull driver to win a race in the last couple of years. Verstappen dropped out early on after a brake failure. Lando Norris disappointed the home crowd by overtaking Piastri for a McLaren 3-4. Alonso and George Russell were racing for sixth position when, on the last lap, Alonso made some erratic moves by slowing and speeding up, confusing Russell who spun off into a wall and rolled his car. Alonso was penalized for his driving.

Verstappen bounced back with an emphatic victory in Japan, with Perez again in second place. Ferrari continued its chase as Sainz and Leclerc followed the Red Bulls home. McLaren's Norris stayed near the Ferraris, but couldn't quite catch them. Alonso led Russell again, but this time they had Piastri between them in the closing laps until an error let Russell through.

F1 returned to China for the first time since 2019 and it was also the first Sprint race of the year. Qualifying for the Sprint was a wet affair, leading to a very mixed up grid and Lando Norris on pole. Unfortunately for him, Hamilton, who started second, got a slightly better start and was able to sneak ahead on the long first corner. Verstappen started in fourth, but was able to drive through into the lead and pull away from the Mercedes. There was a good fight between Perez and the Ferraris, with Sergio coming out on top. In the Grand Prix, it was much more normal with Verstappen leading away at the start and clearing off out front. Norris broke up the Red Bull party to sneak between them. Valtteri Bottas broke down, leading to a Safety Car, where at the restart Lance Stroll rammed into the back of Daniel Ricciardo, who was pushed into the back of Piastri. Ricciardo was out straight away and Piastri limped on for eighth. Ferrari was again best of the rest.



And here we are in Florida. Special liveries abound, with RB Visa Cash App having a colorful new scheme and Ferrari are celebrating 1964, when the Ferraris ran in the US races under the North American Racing Team banner and their blue and white cars instead of Ferrari's traditional red, with a splash of blue on this year's car.

It'll be hard to go past Max Verstappen for the win, but with this being another Sprint round, anything could happen.







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McLaren








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