THE OFFICIALS
MIAMI NEWSLETTER

RACE RESULT

Winner:

LANDO NORRIS (4)

Second:

MAX VERSTAPPEN (1)

Third:

CHARLES LECLERC (16)














MIA
MIAMI INTERNATIONAL AUTODROME


#MiamiGP


ROLEX


crypto.com
VISA


ORACLE


BYBIT
ORACLE


hp
PERONI
Ray-Ban

LYNNE'S WANDERINGS

The two days of the weekend were cooler by degrees than Friday. There was an on/off cloud cover and by Sunday's race time it was only 84 degrees F, and the humidity seemed to be lower.

Saturday was a long busy day, with sizable gaps between sessions, to ensure the track was clean and to move things from place to place. F1 tracks have greater requirements for safety and readiness which necessitate certain remedial activities such as sweeping and inspections.

The grandstands had a few more folks, but nothing overwhelming, especially for the Sunday main feature F1 race..



F1 had its Sprint Race of 19 laps and F1 Qualifying for Sundays headliner race. It was hot but somewhat cloudy. Max Verstappen/Red Bull won, All but two drivers were on Medium tires, with softs being the choice for Yuki Tsunoda/V-Carb and Logan Sargeant/Williams. It helped a little as they finished eighth and tenth, respectively. Which is very respectable for Sargeant, and good for Tsunoda who got one point for his efforts.

Finishing behind Max were Charles Leclerc/Ferrari; Sergio Perez/Red Bull; Daniel Ricciardo/V-Carb; Carlos Sainz/Ferrari; Oscar Piastri/McLaren; Nico Hulkenberg/Haas; and Yuki Tsunoda/V-Carb, who inherited eighth and last place for points from Lewis Hamilton/Mercedes, who was penalized ten seconds for pit lane speeding. Hamilton ended sixteenth. In the last laps of the race, Ricciardo raced the good race, fending off Sainz, who was giving it his all to gain that position. Lando Norris/McLaren had an incident on first lap and Safety Car came out briefly. He DNF'd. That isn't all. According to the Stewards in the hearing held after the race, Norris abandoned his car and crossed a hot track without marshals permission. He was fined £50,000 with half of it suspended as it was his first offense this year and providing he has no further offenses this year. He was also reprimanded for his dangerous move and reminded that reprimands can lead to a severe driver penalty.

In the late afternoon F1 qualifying, Verstappen again was fastest and is on pole, for the 38th time. His lap was 1:27.241, not a record breaker. In fact, slower than last year. Verstappen went faster in each of the three sessions. Second through tenth in Q3 were Leclerc; Sainz; Perez; Norris; Piastri; George Russell/Mercedes; Lewis Hamilton/Mercedes; Hulkenberg; and Tsunoda. It was sunny and hot. The temperatures were such that before the race, the Race director mandated that "Pink padding must be used." What this meant that pink foam padding in the headrest must be used, due to the temperatures. Pink must be used when the ambient temperatures are between 15-30 degrees C. The official F1 temperature before the race was 29.3 C. Americans know that as 85 F. The track temperature was 49.1 C. When the temperatures go above 30 degrees C, the blue foam padding is used. as it's the firmest. When the thermometer drops below 15 C, the padding used is white. If you want to know more, Haas Racing has a TikTok video explaining it.

The F1 Academy had its first race Saturday afternoon, after its morning qualifying session which was first up on the schedule. By then it was already 27.9 degrees C. Above 80 degrees F. And the pit lane where they started was in full out sun with no shade or breeze. Abbi Pulling in No.9 supported by Alpine and operated by Rodin Motorsport ended up on pole, but not for the lack of trying by runner-up Doriane Pin in No.28 supported by Mercedes and operated by PREMA. American drivers Chloe Chambers, in No.14 supported by Haas and operated by Campos Racing was seventh. In twelfth was Lia Block in No. 57 supported by Williams and operated by ART Grand Prix. Finishing 16th was Courtney Crone supported by QVC and operated by PREMA.

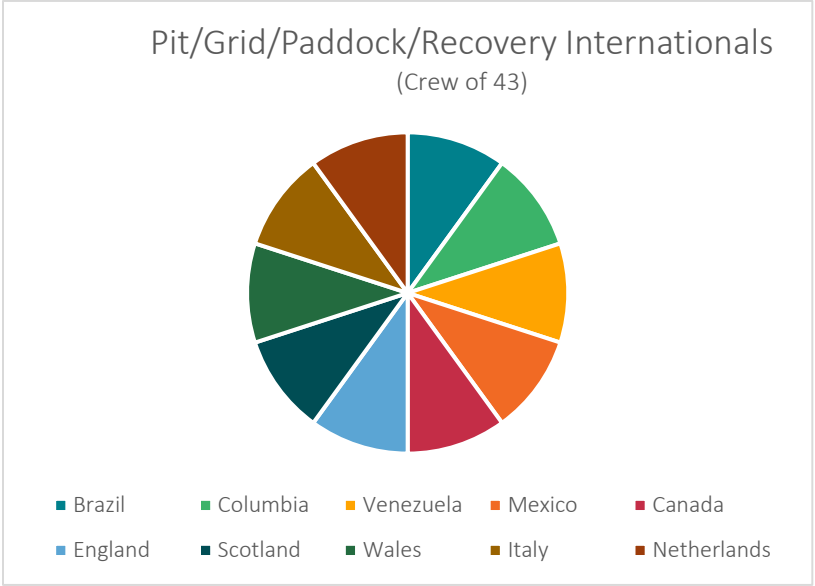
Pulling won the race from the pole, but not for lack of trying by Pin, who ended up runner-up. Third was Chambers. Crone was 14th and Lia Block was 15th, in her No.57 supported by Williams and operated by ART Grand Prix. She was not involved in an incident, so it must have been mechanical.

The women's series run on Pirelli tires. Another thing they have in common with F1, along with having similar post-race procedures, include Parc Ferme, Driver interviews and podium ceremonies a la F1, and all. And team leader, Susie Wolff announced Saturday that the series will have its own documentary series on Netflix starting in 2025.

Overall, it was a fairly uneventful day with no big incidents. Safe and sane, so to speak, which is a good thing. The Porsche Carrera Cup North America had some fender bending but no one was hurt.

Remember - Sunday is Cinque de Mayo, which is celebrated in varying degrees in many parts of the world. Ole!

Speaking of the world, I now have the geographic breakdown of the two biggest 'inside' crews. The 26 Scrutineers this year are all from the United States. However, the 43 person crew of Pit Lane/Grid/Paddock and Recovery has ten different countries represented, in addition to the US: Brazil, Canada, Colombia, Italy, Mexico, England, Netherlands, Scotland, Venezuela, and Wales. The cross-pollination of the marshal just seems to increase each year, and what a wonderful way to meet new people and learn new ways of marshaling, not to mention opening doors for our marshals to work abroad.



Those inside crews look very professional and spiffy. They're wearing crisp white dress shirts and black trousers. They're issued to them and have to be returned. I was told that they got to keep them after Las Vegas. The starters got teal polo shirts.

The corner worker marshals, F&C and Intervention, wear issued orange overalls which must be returned. For the USGPs, orange is the color of overalls at Miami and Las Vegas, whereas COTA has blue overalls. In researching this, I learned it is the promotor/track who determine the overalls color. While orange is more universally utilized world-wide, they cost twice as much and aren't always available. And a promotor might want to be different, as is the case with COTA (and Indianapolis.) These overalls must be fire-proof.

Sunday's schedule was lighter and shorter. The marshals had to catch early buses, which entails them going through security at the hotel first, so their buses can sail right through the gates when they arrive at the track. This means the marshals bags and equipment gets sniffed by dogs. At the track they go to their posts, delivered by buses and shuttles.

Whereas we media on the Newsletter team go over the bridge from the Media parking lot, go thru a cursory bag check before we can cross the cross-over bridge, but no swipe gates until we reach the F1 paddock. During our wanders, Media have to go through several different swipe gates: to get into the paddock, to get to the golf cart shuttle queue, or in and out through various entrances. Such is life these days with security concerns. All the personnel stations at every entrance and gate have been to charm school, with good greetings and best wishes, etc.



First thing up Sunday was the Porsche Carrera Cup Race 2 - 40 minutes + one lap. Remember, the marshals had to be at the buses at 6:35 am for security check and 7 am drive to the track. After the Porsches, the marshals have nearly an hour down time while there is yet another Pit Lane Walk for those who can afford to pay for the privilege walk through and watch the teams perform Pit Stop Practice. Not for the hard of hearing. Bring ear protection. The extra time gave the marshals the opportunity, after checking their course for readiness, to check out Sportity.

This marshal-related app is new to the USGPs but has been used in Australia for two years and in China this year. It also has been used by the F1 Academy and is being developed to include all the US FIA races such as FE in Portland this year. It will be used at COTA and maybe at Las Vegas. It contains Track Maps, Spotters Guides, Schedules, Regulations, and all the USGP Officials Newsletters current and archived.

The F1 Academy ladies ran their second race of the weekend - 13 laps. Then another hour downtime while another Pit Lane walk happens. The race was handily won … again … by Abi Pulling. Bianca Bustamante was runner-up, in No.16 supported by McLaren and operated by ART GP. Third was Pin. Chambers was fourth, Block was 11th and Crone was 12th. This race in Miami is the only US stop for the series. Did I already mention the series will have its own Netflix series starting in 2025?

The Driver's Parade was next, and I'm personally disappointed to see the trend of having the drivers all in the back of a flat bed truck, so they can mingle with each other and be interviewed by broadcasters. This is just my opinion, but I prefer the individual cars which travel slowly so the drivers can wave to the crowds and receive their adulation. I don't know how it was done at the two previous races, but Australia also had the flat bed trucks - two of them. The Parade is a crowd pleaser and a favorite for the kids in the crowd, and for the marshals who line the track with their camera phones. This was followed by Red Bull Parachute Jump leading to the Pre-Race Ceremonies. It's possible there will be something of interest to the Marshals during this time, so stay tuned.

All that's left is the race, and by the time you read this, we'll have photos of the winners.

.













YOUR OFFICIALS NEWSLETTER TEAM



The 2024 Miami F1 Officials Newsletter team consists of Ron Searle, photographer and design layout, photograher Pablo Matamoros and editor Lynne Huntting. Ron, a retired Exxon chemical engineer, hails from Houston, via Australia and has worked on the Las Vegas issues, most COTA issues, both prior Miami issues, and is also a long-time member of the Australian Officials Gazette team. Pablo, an educator, comes from St, Paul via Chile and has been with the COTA team for eight years and all Las Vegas and Miami issues. Lynne, a retired Child Welfare Supervisor and now free-lance journo, comes from San Francisco and started the COTA Newsletter in 2012. She started the Miami Newsletter in 2022, the Las Vegas Newsletter in 2023, and the Australian Gazette in 1997.

AWARD



On behalf of Formula One and the drivers to recognize the contributions of the Marshals to our sport, Nan Algie, Marshal Support Chief, was presented an award by Williams F1 driver, Logan Sargeant of Ft. Lauderdale. The selection was jointly made between Miami GP and ACCUS/USRM.





