THE OFFICIALS
MIAMI NEWSLETTER

WELCOME

Welcome to the Fourth annual Formula 1 crypto.com Miami Grand Prix 2025l. The weather forecast is for hot, humid and breezy. Just like last year. We have 600 Marshals signed up, with 127 coming from foreign countries, a mixture of veterans and F1 rookies coming with newly-gained pro experience in other venues.

This year's Marshal's are working on ten crews. By a long way, the largest contingent of marshals are those wearing the orange overalls - corner workers of several sub-specialties. The smallest crew is Starters with three. The chiefs for all the outdoor/track related crews are all returning veterans who hold these positions at all the US Grands Prix.

Don Erickson, with his Deputy Chief David Thompson leads the Intervention Crew. They oversee 51 stations, The marshals include Lead Intervention, one to seven Intervention Marshals per station and a Recovery Marshal. All the newbies went through specialized Intervention training and/or worked the recent Miami Formula E race. There are a number of foreign workers, mainly from Mexico, Brazil and Australia.

Jim Robertson heads up F&C, with Deputy Chief Bryan Gregory and eight Sector Chiefs. Their purview includes 35 stations. This crew includes Chief Post Marshals, Radio Marshal, Blue Flagger, Yellow Flagger, Flaggers, and TSP Operators. Overall the numbers are around 185, always in flux as people's plans change. His crew has 27 marshals from foreign countries, mostly from Mexico, Brazil and the UK. The experience on the crew runs deep. One marshal - will be working his 63rd F1 race this weekend - Tom Bastian of Southern California. He's Chief Post Marshal on Station 15.5. There are 18 marshals with more than 20 F1 races on their resumes. On the other end of the spectrum, about 41 of the marshals are first timers.

Nadja Pollard, with MIA Club Deputy Toni Burke and Support Deputy Chuck Ratliffe heads up the Pit/Grid Crew of 43, which handles the marshals in the F1 Pit Lane and the Support Paddock. Her crew includes its own recovery team led by John Santos, which manages loading/unloading cars from all series. The crew includes 29 Americans mostly from Texas, seven marshals from abroad, and two newbies.

Adam Gavalla is Chief Scrutineer, and his crew works in the F1 garages as well as in the Support Paddock. He has 30 Scrutineers, of which three are assigned to the F1 Academy. All are Americans. There is a fourth rotating Scrutineer assigned to the women's series. This year, with the FIA's blessing, embedded with the Scrutineers is a British-based Scrutineer from IRTA, the technical group for MotoGP. It's US round is at COTA, where Charlie King met Adam last year, and the plan to cross-pollinate originated.

Christian Alonso is this year's Chief of the Boundary Riders.

With a marshal group this large, there are logistical challenges, and there's a group of Chiefs who handle that. Jamie Anderson is a veteran handling Registration. Katherine Altmeyer handles PPE. Brian Hayes is Radio Ranger. Mike Alonso is the new Chief of On-Track Marshal Support.

Overseeing the On Track activities in Race Control are the various Clerks and Stewards. Paul Walter is Clerk of the Course for F1. John Maesky is Deputy Clerk of the Course for F1. Steve Pence is National Steward for F1. Handling the reins for the support categories are Morgan Healey as Deputy Clerk of the Course for Porsche and Lindsay Fox as Deputy Clerk of the Course for F1 Academy. The National Stewards for F1 Academy are David Hsu and Joel Harleman.

Lindsay Fox also manages the MxM (Minute by Minute schedule) for Race Control Operations.

This year there will be four American drivers in the F1 Academy lineup, with the addition of wild card driver, Ava Dobson from Milwaukee. She joins series regulars Lia Block/Williams; Chloe Chambers,/Red Bull Ford - who is currently third in the standings; and Courtney Crone/Haas.

Also on the schedule, new this year, are the MIA Club Laps, for those who can afford the premium experience. These lapping sessions will be handled by our PPG crew working with designated corner stations.

Overseeing overall details, logistics and minutia are Race Chair Sydney Davis Yagel; Deputy Race Chair Kim Kuzma McFarland; and Assistant Race Chair Cierra Da Corte.

This year it will take 15 busses to move marshals to and from the track, all with police escort. At the track, marshals start at Marshal Muster for breakfast and meetings, and then are bussed to their posts. The two Marshal Support teams circulate the track, on the Inside and the Outside.

Again this year all marshals will have exclusive access to the Sportity App. It has Schedules, Entry Lists, Track Maps and all kinds of information pertinent to the various crews. It also will have all the current and archived issues of this digital daily Officials Newsletter.

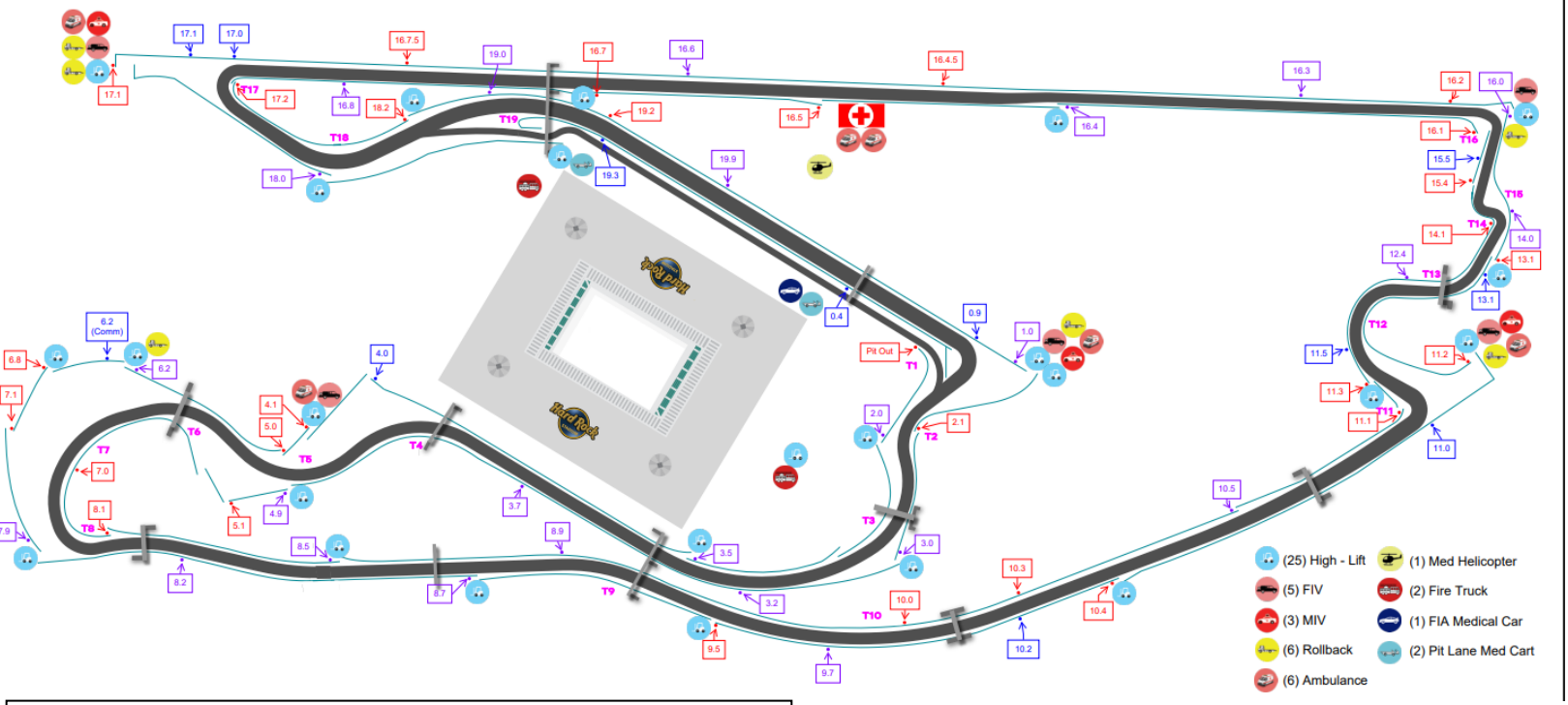
The Newsletter staff consists of Editor Lynne Huntting from Oakland CA; Photographer and Graphic/Layout Artist Ron Searle from Houston TX and Melbourne Australia; Pablo Matamoros, Photographer from St.Paul MN, and Kelsey McGee of San Jose CA, Photographer and Journalist, filling in for regular Photographer Nico Matamoros.

The daily issues will be posted on Sportity, as well as on this website for those readers who don't have access to Sportity.
https://www.f4uschampionship.com/pages/usofficialsnewsletter

The weather promises to be hot everyday, so your hydration efforts began yesterday. Think Drink!



F1 MIAMI GP 2025 CIRCUIT SAFETY MAP- ALL VEHICLES, MARSHAL & INTERVENTION



TRACK FACTS

First GP	2022
Number of Laps	57
Circuit Length	5.412km
Race Distance	308.326km
Lap Record	1:29:708
	Max Verstappen 2023

SCHEDULE

FP 1	Friday May 2	12:30pm-1:30pm
Sprint Qual	Friday May 2	4:30pm-5:14pm
Sprint	Saturday May 3	12:00pm-1:00pm
Qualifying	Saturday May 3	4:00pm-5:00pm
Race	Sunday May 4	4:00pm-6:00pm

PAST MIAMI GP WINNERS

2022	Max Verstappen	Red Bull
2023	Max Verstappen	Red Bull
2024	Lando Norris	McLaren

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COURSE
Miami






LIFE IS GOOD

F1 UPDATE REVIEW (by Michael Shaw)

Once more Formula 1 has returned to Miami for the first of three American races in 2025. Last time we were here was a pivotal moment in the season where the first cracks appeared in Max Verstappen's title defense. Max was ultimately successful, but Lando Norris announced his intentions by winning this race.

Since then, a lot has changed. Red Bull has lost its lead designer, McLaren has essentially become the fastest team, and every team is looking towards the new rules for next season.

So far this year, there's been a bit of a pecking order established over the first five races. Let's have a look at that…

Sauber is morphing into Audi next year and appears to be putting all of its efforts into that. As such, they're running at the back with occasional flashes of speed. Nico Hulkenberg has joined from Haas, and with some help from the weather, scored a few points in Australia. Rookie Gabriel Bortoleto has displayed competitiveness, which is promising for the future of both he and the team. At least one will probably be last.

Alpine is yet again having driver issues. Pierre Gasly has remained with the team, but the second seat has been tentatively taken by Australian Jack Doohan. Doohan has been under pressure, with the team having a few reserve drivers waiting to push him out and, while there was a big crash in Australia on the first lap, since then Doohan has been running only a little slower than Gasly. The car has not been too competitive in races, but Gasly has pushed it into the top 10 in qualifying occasionally. A good run in qualifying is likely, but expect them to fall back on Sunday.

Racing Bulls has had a little driver turnover. Yuki Tsunoda started the year there, but switched with Liam Lawson at Red Bull. Lawson had a troubling start at the other team, and is trying to get his confidence back. So far it's been working, but his new teammate, in Isack Hadjar, has been a revelation. Hadjar had the worst start in Australia, sliding off before the race even started on a slippery Melbourne track, but since then has been storming his way forward. Hadjar will run well. Lawson could go either way.

Aston Martin has lucked into some results, mostly off the back of Lance Stroll's performance on a damp Melbourne race day, and otherwise been struggling heavily. Both Stroll and Fernando Alonso have mostly been treading water in an underdeveloped car, while the team waits for next year's Adrian Newey designed model. The green machine is lacking both pace and consistency, with the team seemingly unable to find a way forward so far. Don't expect a lot unless it's wet.

Haas was the most improved team last season after a management reshuffle, and were expected to take another step forward in 2025. Its new drivers, Esteban Ocon and Rookie Oliver Bearman, have been doing their best in a car that continues to have a tiny operating window. If the team and drivers can open that window, they reach the top 10, but sometimes it's locked shut. Haas could do well or could be racing Sauber at the back.

Williams is continuing to rebuild. Picking up Carlos Sainz from Ferrari to partner Alex Albon has strengthened the driver lineup. The car is light development of a decent package from last year. Sainz has settled in well with the team, including helping Albon's strategy calls in Melbourne to score a well-deserved fifth position. Albon is being pushed by a teammate for the first time in years, and is therefore showing a lot more fire on the radio. They'll be knocking on the door of a good result.

Ferrari has its new 7-time World Champion in Lewis Hamilton showing very mixed results. A win in the sprint in China was the high point; but Hamilton has struggled to stay with his teammate, Charles Leclerc, at most other races. Leclerc finally made the podium in Saudi Arabia, after holding off a fast-charging Norris. The mighty red team might nab a result or might not.

Red Bull has fallen. Not very far, though. Max Verstappen has again showed his skills, stealing a win in Japan and scoring podiums elsewhere. His qualifying performances have been astonishing, but the car itself has been difficult to tame. His first teammate,

F1 UPDATE REVIEW (continued)

Lawson, struggled a lot and was summarily dropped after a couple of races. Tsunoda came in and raced faster, but still hasn't quite got a strong hold on how to get the best out of the car. It appears to have a finicky operating window, but when it works, it flies. Verstappen will challenge for pole, Tsunoda shouldn't be far behind.

Mercedes is consistent. George Russell has three podiums and is ensuring Red Bull and McLaren can't slow down. Andrea Kimi Antonelli has debuted for the team with astonishing pace. The rookie has demonstrated that he has the potential to be quicker than his teammate in the not-too-distant future. Expect both to be challenging for the podium, but a win would take some luck.

McLaren is the fastest. It's easily leading the Constructor's Championship and both drivers have led the Driver's Championship. Oscar Piastri has taken the lead from his teammate, Lando Norris. Norris started the year better, winning the opening race; but since then has been making little errors, until a big error in Jeddah qualifying which left him tenth, recovering to fourth in the race. Piastri has been the coolest of the cool, coming back from an unfortunate spin in his home race to win three of the next four races. McLaren is most likely to win the race; though its advantage is not huge, so Red Bull and Mercedes will be nipping at their tires all race long.









