THE OFFICIALS NEWSLETTER
UNITED STATES

WELCOME

Welcome everyone to the Formula 1 MSC Cruises United States Grand Prix 2025. This will mark the 13th F1 GP race at Circuit of the Americas. That puts COTA second only to Watkins Glen for the number of United States Grand Prix events, as it held 20, ending in 1980. Considering the number of other F1 venues held in the United States, COTA has a lot for which to be proud.

And twenty of you marshals can share in that pride, having worked every COTA event. Congratulations to you! The twenty worked F&C, Intervention, Pit/Grid, and Scrutineering, and you'll be hearing more about them this week.

This year there are 568 marshals, a few more than last year. Of those, 103 come from another country. The largest representation hails from the United Kingdom with 37. Twenty-one foreign countries make up the ranks, possibly the largest numbers yet. And they come from near and far. The distances traveled and the time spent including layovers from these countries is astounding. It's a tossup who traveled the longest or furthest, so ask the marshals from Australia, Azerbaijan, South Africa, or the United Arab Emirates about their trips. The US is represented with 465 marshals from 41 states, with the most from Texas. Impressive numbers for an impressive group.

This year there are eight volunteer Marshal crews. All the Chiefs and Deputy Chiefs are veterans. Again Intervention is the largest with 283 with Chief Dave Thompson and Deputy Chief Don Erickson. The other large crew is F&C with Brian Gregory as Chief and Jim Robertson as Deputy Chief with 185. Nadja Pollard is Chief of Pit/Grid with 46. Katherine Altmeyer is Hospitality Chief with 29. Scrutineers are led by Adam Gavalla with 26. The Recovery Chief is James Morales with 11. Jeff Brooks is the Chief Boundary Rider with eight motorcycle riders. Jamey Osborne again has the title as Chief of the smallest crew - four Starters. Putting it all together for the marshals are Kim Kuzma McFarland as Race Chair; Sydney Yagel and Cierra da Cort as Deputy Race Chair; and Alyssa Cox as Motorsports Operation Manager. Quite a formidable lineup.

This year the F1 Manufacturer's Championship was determined at the last race - McLaren. It's two drivers, Oscar Piastri and Lando Norris are the leading contenders for the Driver's Championship, with Red Bull's Max Verstappen not yet out of the picture. This weekend should be very exciting.

This weekend there will be an F1 Sprint Race on Saturday. Also racing this weekend are the Porsche Carrera Cup North America. The marshals are invited to the Marshals Pit Lane Walk Friday at day's end as well as the KYGO Concert on Friday night and the Garth Brooks Concert Saturday night.

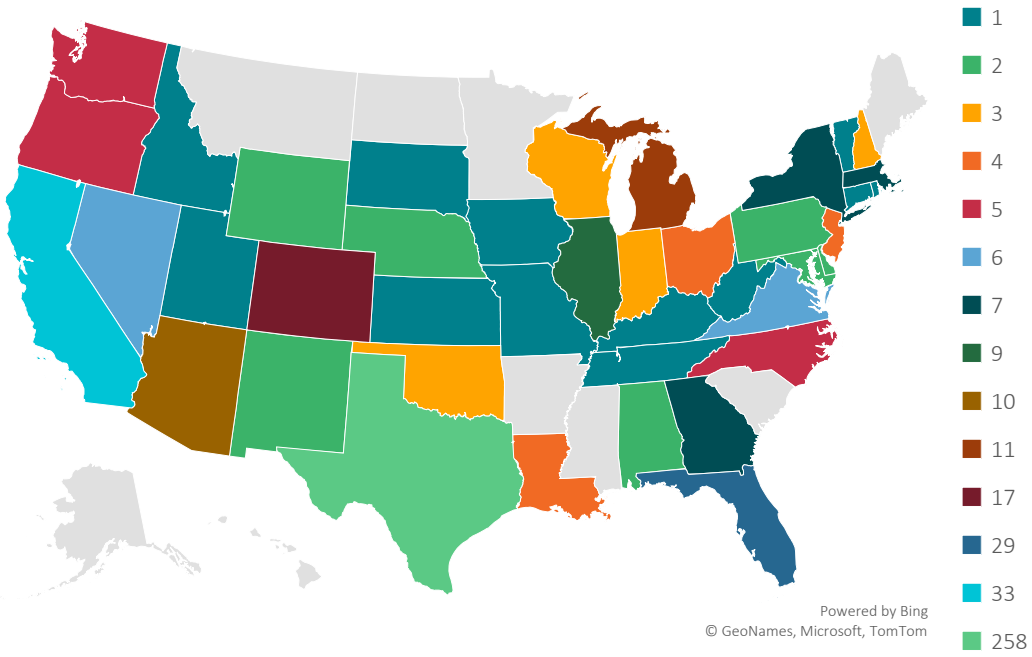
It will be hot this weekend, so much so that FIA could declare the race another extreme heat warning. Drivers aren't the only ones affected by the heat. It behooves all marshals to start hydrating now and keep it up during the entire weekend.

FIA policy dictates that this Newsletter be digital. It is found on your Sportity app, and also on the F4 US Championships website, where it has been for many years, thanks to Sydney Davis Yagel (www.f4uschampionship.com/pages/usofficialsnewsletter)

The Newsletter staff consists of veteran photographers Pablo Matamoros and Ron Searle, who also does our layout; Lynne Huntting, journalist and editor, and newbie photographer and Roving Reporter Kelsey McGee.

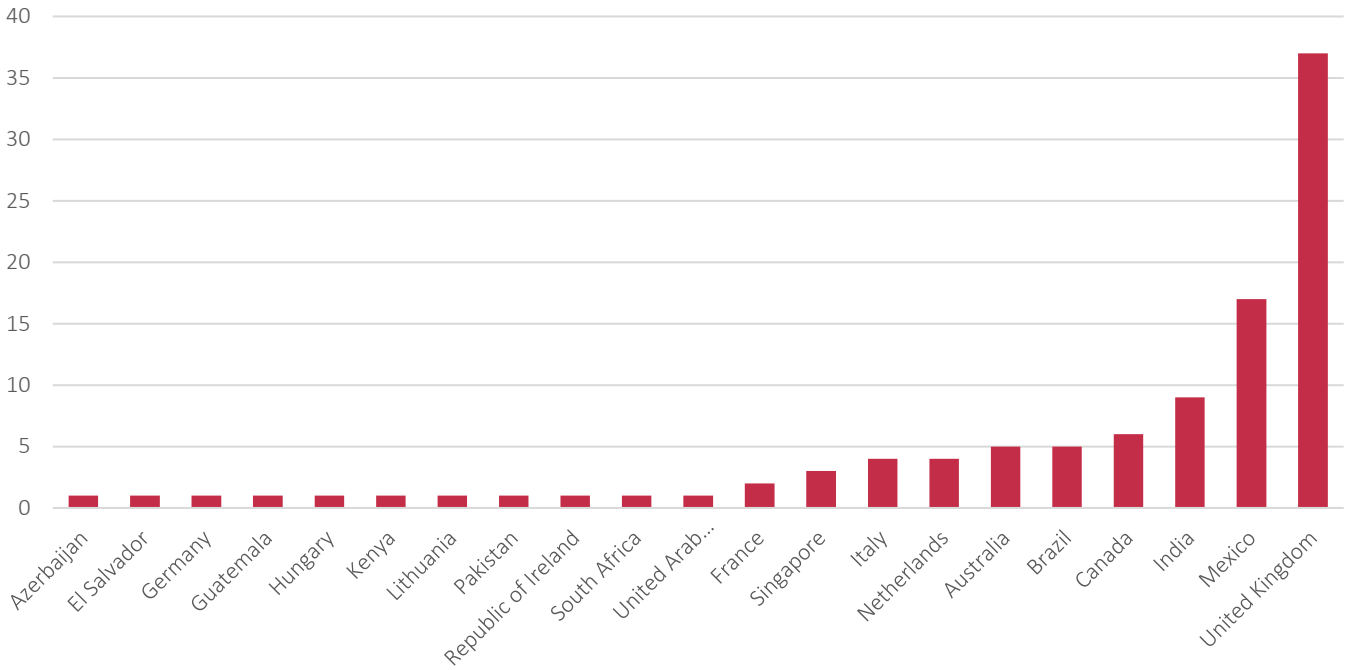
US Marshals

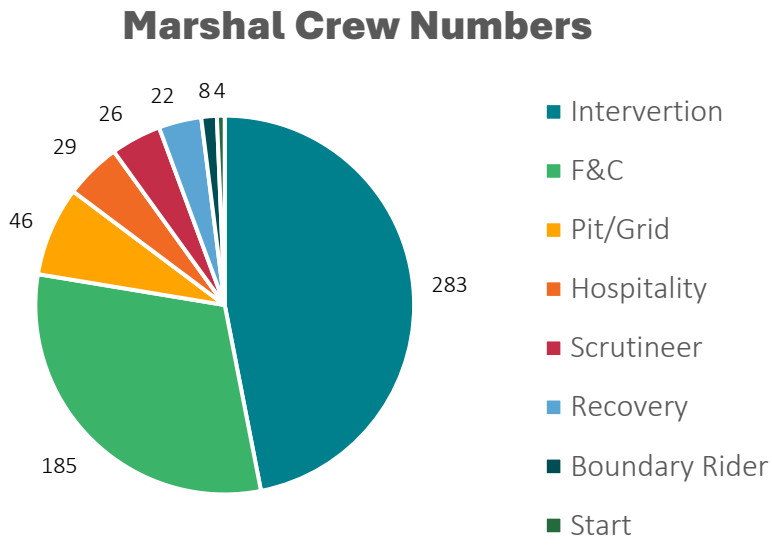
465 marshals



Foreign Marshals

103 marshals, 21 countries




Marshal Crew Numbers
283
185
46
29
26
22
8
4
Intervertion
F&C
Pit/Grid
Hospitality
Scrutineer
Recovery
Boundary Rider
Start


MSC CRUISES
FORMULA 1 • MSC CRUISES
UNITED STATES GRAND PRIX
2025


AUSTIN
MoneyGram
HAAS F1 TEAM


ESPN
CIRCUIT OF THE AMERICAS



Chiefs

Dave Thompson	Intervertion
Bryan Gregory	F&C
Nadja Pollard	Pit/Grid
Katherine Altmeyer	Hospitality
Adam Gavalla	Scrutineer
James Morales	Recovery
Jeff Brooks	Boundary Rider
James Osborne	Start

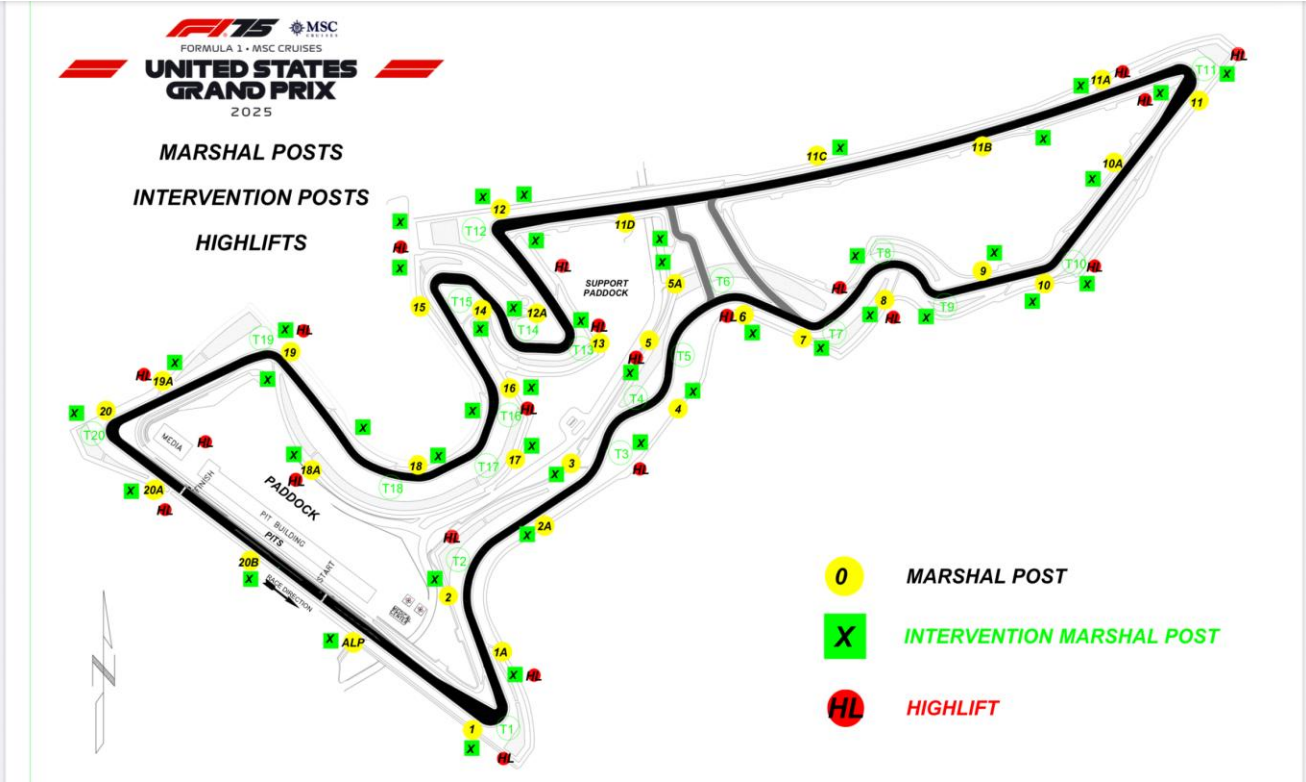
Kim Kuzma McFarland	Race Chair
Sydney Yagel	Deputy Race Chair
Alyssa Cox	Motorsports Ops











TRACK FACTS

First GP	2012
Number of Laps	56
Circuit Length	5.513km
Race Distance	308.728km
Lap Record	1:36.169
	Charles Leclerc 2019



SCHEDULE

FP 1	Friday Oct 17	12:30pm-1:30pm
Sprint Qual	Friday Oct 17	4:30pm-5:14pm
Sprint	Saturday Oct 18	12:00pm-1:00pm
Qualifying	Saturday Oct 18	4:00pm-5:00pm
Race	Sunday Oct 19	4:00pm-6:00pm

PAST COTA USGP WINNERS

Lewis Hamilton	'12, '14, '15, '16, '17	Sebastian Vettel	'13
Max Verstappen	'21, '22. '23	Kimi Raikkonen	'18
Charles Leclerc	'24	Valterri Bottas	'19

F1 UPDATE REVIEW (by Michael Shaw)

Welcome to the 2025 United States Grand Prix.
Going into this season, it was expected that McLaren would continue the run they had in the second half of last year as we're in a holding pattern, rules-wise, with new regulations starting in 2026. But it hasn't been smooth sailing by any stretch for the team from Woking. So here's a team-by-team rundown of this season so far.

Alpine
The French team hasn't had a good season. It began in Melbourne with local Jack Doohan crashing out early, and didn't improve much after that. Doohan was replaced by Franco Colapinto after six races; but neither driver has scored any points. Colapinto has seen some slight improvement over the last handful of races, but it's been Pierre Gasly who has been able to get some sort of result. Unfortunately a best result of sixth place isn't enough, and 2025 can't end soon enough for them. A reasonable finish isn't out of the question, but don't expect it.



Haas
Haas has seen some improvements, but not consistency. The second season of Ayo Komatsu in charge has shown that the team is heading forward; but there is still a long way to go to challenge the rest of the mid-field. Esteban Ocon has moved in and settled in with the team as though he'd been there for years. Both Ocon and rookie Oliver Bearman have shown flashes of speed and have tended to finish near each other most races. A fifth by Ocon in China, aided by both Ferraris being disqualified, is the best result. Both drivers could surprise with points.

Sauber
Sauber's new owners, Audi, would be pleased with the team's progress and performance, considering the last few years of poor performance. A first podium finish for Nico Hulkenberg was the most celebrated result of any driver in any team, especially as it was through pace and not attrition. Gabriel Bortoleto joined the team after winning the 2024 Formula 2 title and has been able to develop into a competitive driver. Until Singapore, Bortoleto had been steadily improving results, including a few finishes in the points. The improvement in Sauber's car is something the team hasn't been able to do for many years, thanks to Audi's input. You won't miss their neon green, but you may need to look further back.

Aston Martin
Aston Martin are still reeling from reversing down the field in 2024 and apart from a couple of good results in the first two races, appeared to have returned to their old ways. But since mid-season, they've been able to develop their way out of the hole and been able to score some good results. Lance Stroll had been the leading points scorer within the team until the last race in Singapore, to the surprise of everyone. Fernando Alonso appeared to be a little lost early in the season; but has worked with the team to get the car more to his liking, and improved results have followed. Adrian Newey joined the team in March; but has walled himself away from this year's car to concentrate on the new rules. They could surprise with a good result.



F1 UPDATE REVIEW (continued)

Racing Bulls

The second Bull team had the worst start to the year with rookie Isack Hadjar spinning off on the warm-up lap in Melbourne. The career defining moment has spurred Hadjar on, and he has been able to use this lesson to build into consistent results, and even a podium in Zandvoort. Yuki Tsunoda had the first two races in the team before being switched with Kiwi Liam Lawson. Lawson has settled back into the team he finished last season with and, after a rough start, has shown speed without much luck during the races, as he tends to suffer most from strategy decisions. Expect both drivers to run easily inside the top 10, just not at the front of it.



Williams

The winner of the Most Improved Award must go to Williams. They have scored more points this year than the previous seven seasons combined. Alex Albon has continued show his skills with a run of points finishes to start the year. Carlos Sainz Jr has moved over from Ferrari, and wasn't able to get into the Williams rhythm for a while. There were points scored, but he wasn't keeping up with Albon. Finally something clicked in Azerbaijan and he was able to score Williams' first podium since Spa 2021 (the race that never really happened) and Azerbaijan 2017 for a full race. Another good result is not out of the question.



Red Bull Racing

Red Bull Racing has been a tale of two halves. Normally this would be divided by races, but for this team it's divided across the garage. Max Verstappen has shown his usual brilliance, taking four wins so far this season; while in the other car, first Lawson and then Tsunoda have struggled to do anything. Tsunoda's best result has been sixth, but mostly he's been out of the points. Some improvement has come through internal process changes since their team principle, Christian Horner, was unceremoniously removed from his role and replaced with Laurent Mekies from Racing Bulls. Verstappen will challenge the McLarens, but Tsunoda could be anywhere.

Ferrari

Ferrari made huge news signing Lewis Hamilton, but haven't been able to supply him, nor Charles Leclerc, with a car they deserve. The last few seasons they've had a fair season followed by a foul one; and this is clearly the latter. despite being able to rescue third in the Constructor's Championship so far. Hamilton has not been able to get comfortable with the car, though was able to sneak a win in the Sprint race in China – unfortunately that was then followed by both Ferraris being disqualified the next day in the Grand Prix. Leclerc, being more used to the Ferrari quirks, has been able to score a few podiums finishes, but is reporting the same issues as Hamilton. The bumpy nature of COTA will probably work against them, so don't expect too much.



F1 UPDATE REVIEW (continued)

Mercedes

Mercedes, at the time of writing, don't have any drivers signed for 2026. George Russell has shown, with two race wins, that he should be re-signed. Kimi Antonelli hasn't had the same level of results and instead looked like the rookie that he is – from the high of a Sprint Pole position to the low of taking out others on the first lap in Austria. Mercedes have been consistently best of the rest with both drivers, accumulating points, but haven't been hugely fast most of the time. Singapore was essentially an easy win for Russell, but don't expect it to be repeated here.

(Ed Note: Russell has signed for 2026now)



McLaren

2025 Constructors Champions, their second in a row, have shown how dominant McLaren have been this year. It hasn't all been smooth sailing, though. Lando Norris was able to snag a win in Melbourne, fighting the weather more than other drivers, and made it to five race wins so far. Drivers Championship leader, Oscar Piastri, has managed seven race wins and, until everything that could go wrong did in Azerbaijan, had a 100% finishing record. In-fighting between teammates hasn't materialized as many in the media expected; though there has been some controversy with Norris hitting Piastri in Canada, and team orders altering the result in Monza in the name of fairness. That fairness has been the watch word for the team, and it could be their undoing if they don't watch their backs. It should be a McLaren 1-2 but as Murray Walker once said, "F1 is IF spelled backwards."

