THE OFFICIALS NEWSLETTER
MIAMI

WELCOME

Here we are again, for the fifth annual Formula 1 – crypto.com Miami F1 Grand Prix 2026 at Hard Rock Stadium. The weather promises to be hot, with Florida's humidity, so hydrate early and often. Sunday's weather could be interesting. Hopefully there will be breezes.

This year we have about 500 marshals, the number being fluid with the late addition of marshals and the usual last-minute schedule changes. Eighty-eight International marshals join us from 16 countries, this year literally from far and wide. Not as many as last year but certainly from interesting places. Welcome Internationals, after your long flights. The furthest distance this year might go to Indonesia covering 11,000 miles, and up to 28 hours flight time- according to AI.

The crews, in orange overalls and crew-specific tabards, range from the smallest crew being Starters with four, and Intervention being 200. The chiefs for all the trackside marshals are returning veterans, who hold these positions at all the US Grands Prix.

Heading up all the folks, policies and procedures and making sure things are on target are Marshal Chief Kim Kuzma McFarland. Her Deputy is Mike Murphy.

Don Erickson, with his Deputy Chief Ben Olson, leads the Intervention Crew. There are 51 Intervention Points, with two to seven marshals. They all have helmets and gloves. All the newer marshals went through local intervention training and/or worked the earlier Miami Formula E race. For that race the track was somewhat different than the F1 configuration, which can only be used by F1.

Jim Robertson heads up F&C, with Kelly Messler as his Deputy, and seven Sector Chiefs. Forty-two corner stations have three to five marshals handling Comms, Blue Flag, Yellow Flag, Auxiliary Flags, and the TSP Operator. The flag crew has about 20 or so marshals with multiple F1s on their resumes.

The PPG Crew, otherwise known as Pit/Paddock/Grid is led by Nadja Pollard, with Toni Burke as Deputy Chief handling F2 this weekend. The addition of F2 to the schedule didn't allow for time to assemble additional staff, so Nadja re-assembled the positions putting staff permanently in F2 paddock. The long distance and very challenging logistical conditions don't lend to moving staff back and forth. There also will be a four-person PPG Recovery team lead by John Santos. With the F2 paddock on the other side of an active eight-lane highway, Toni will be charged with coordinating with local police who will be shutting down the highway when F2 cars and their entourages transit across the highway. They will be coming from a track cutout between Turns 10 and 11 onto the track and back. Toni will have additional assistance at the track cutout from experienced Intervention Marshals and Marshal Support. The challenge will be to do it safely and quickly. Many people will be involved. Nadja's crew has 34 Americans including 14 from Texas and five from Florida. The thirteen Internationals include four from England, three from Canada, two from Scotland and one each from Australia, Mexico, Russia, and UAE. Six are new to the crew.

Scrutineers are headed up by Adam Gavalla, with Ross Smith handling F2 Garage. Adam had to scramble to add 10 Scrutineers to handle the late addition of F2. He now has 37 people, his largest ever F1 crew. The F2 Scrutineers are permanently in that area, while Adam's crew handles F1 and support series.

Marshal Support Crew is headed up by Mike Alonso. He has a crew of 17 and they are based in two trackside compounds, including the main one by Turn 6 Drivers Right. He has no Internationals, but says he has two from California. Most are returning marshals with a few newbies.

Starter Jamey Osborne is the Chief and Eric Osborne is Deputy. He has four veteran marshals and all are home-grown.

Registration chief is Jamie Anderson.

PPE Chief is Jeff Moore.

There are a lot of updates this time, not just to the F1 cars, but also to the schedule. With the late addition of F2 there was some heavy lifting necessary. Additional volunteer marshal staffing, schedule changes to add additional sessions, and finding suitable garage and paddock space all hand to be handled. But it all came together.



TRACK FACTS

Length:	3.36 miles
Laps:	57 GP, 19 Sprint
Top Speed:	220.6 mph
Fastest Race Lap:	1:29:708 (Verstappen, 2023)
Fastest Qualifying Lap:	1:26:204 (Verstappen, 2025)

PREVOIUS RACE RESULTS

2022 1. MAX VERSTAPPEN Red Bull • 1:34:24.258
2. Charles Leclerc Ferrari • + 3.786
3. Carlos Sainz Ferrari • +8.229
Fastest Lap: Verstappen

2023 1. MAX VERSTAPPEN Red Bull • 1:27:38.241
2. Sergio Perez Red Bull • +5.384
3. Fernando Alonso Aston Martin • +26.305
Fastest Lap: Verstappen

2024 1. LANDO NORRIS McLaren • 1:30:49.876
2. Max Verstappen Red Bull • +7.612
3. Charles Leclerc Ferrari • +9.920
Fastest Lap: Piastri

2025 1. OSCAR PIASTRI McLaren • 1:28.51.587
2. Lando Norris McLaren • +4.630
3. George Russell Mercedes • +37.644
Fastest Lap: Norris

SPRINT RACES

2024 1. MAX VERSTAPPEN • Red Bull
2. Charles Leclerc • Ferrari
3. Sergio Perez • Red Bull
Pole: Max Verstappen

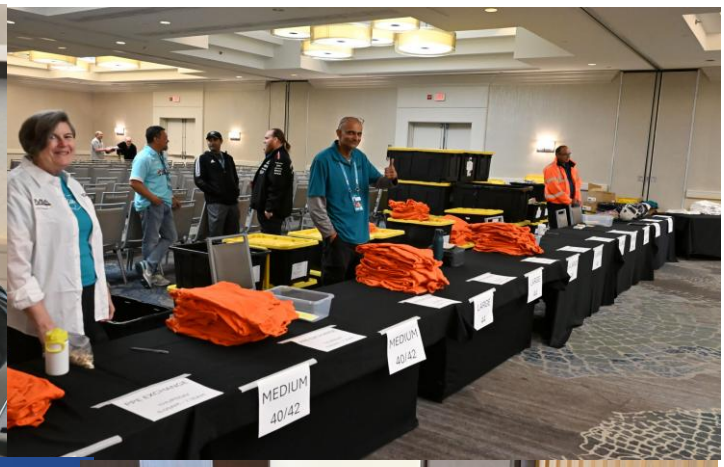
2025 1. LANDO NORRIS • McLaren
2. Oscar Piastri • McLaren
3. Lewis Hamilton • Ferrari
Pole: Kimi Antonelli

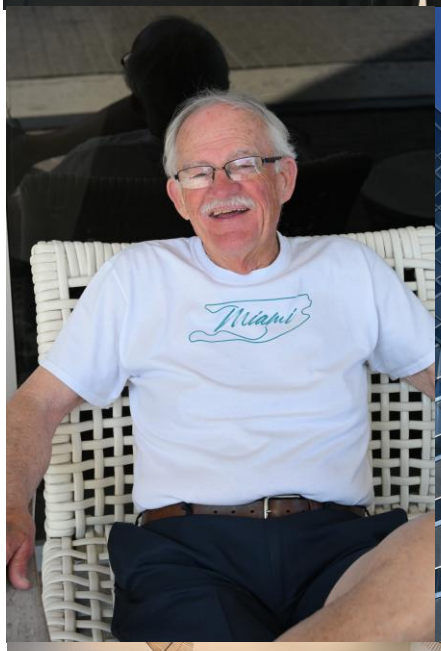


SCHEDULE

	FRIDAY		SATURDAY		SUNDAY	
F1	Practice 1	11;00 – 12;30pm	Sprint	11:00 – 12:00pm	Race	3:00 – 5:00pm
	Sprint Qual	3:30 – 4:14pm	Qualifying	3:00 – 4:00pm\		
F2	Practice 1	9:30 – 10:15	Sprint	10:00 – 10:50 am	Race	12:30 – 13:35pm
	Qualifying	2:30 – 3:00pm				




MEDIUM
40/42
MEDIUM
40/42




WESTIN






RESCUE

F2

Miami will welcome the FIA Formula 2 championship to America for the first time. As a replacement for the cancelled Middle Eastern racing in April, there has been a change in the calendar which sees Miami hosting F2 racing.

Formula 2 is a feeder series just one step below Formula 1. Former champions, including Oscar Piastri, Charles Leclerc and George Russell, and most of the F1 grid has raced in F2 at some point.

The F2 car and engine package are the same for all 11 teams, and each team runs two cars. The engine is a turbocharged V6 built by Mecachrome sitting in a Dallara chassis.

There are two races over the weekend, a Sprint and Feature race. The Sprint is a shorter race with no pit stops, where the Feature race includes a pit stop for tires.

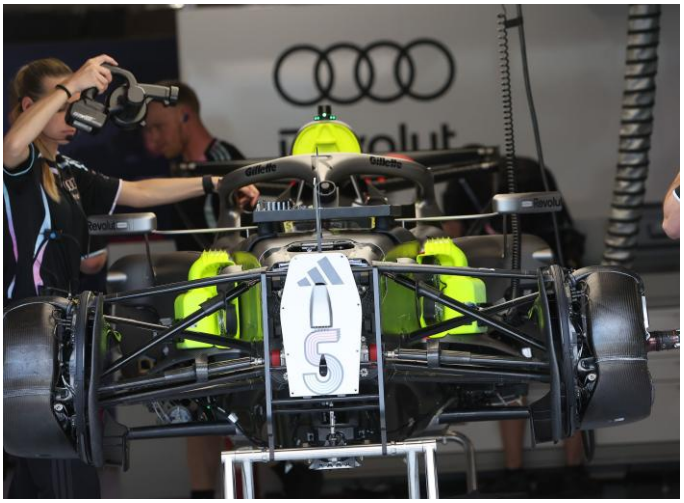
The top eight score points in the Sprint race. The reason is partly because of the shorter race, and also that the grid is set by inverting the qualifying results of the top 10.

Feature race gives points to the top 10 in the same format as Formula 1. The grid is set by the qualifying session. Each driver must also use one set of each type of tire given to the teams – usually a soft and a super-soft tire.

American Colton Herta has joined the F2 grid for 2026 with the intent of gaining a Superlicense to allow him to race for Cadillac next year in F1. Colton's team is Hitech racing, and his teammate is Japanese driver Ritomo Miyata.

The current championship leader is Nikola Tsolov from Bulgaria. He won the feature race in the only round so far, in Melbourne. Paraguayan driver, Joshua Durksen won the Sprint race in Melbourne. With a 10th in the Feature race, he's currently seventh in the title race.
The racing is often hard and fast in F2, especially in the Sprint where drivers are out of position. The Feature race will usually see some strategy at play with the different tires creating a speed difference depending on when each driver pits.

With young drivers, different skill levels and experience, make sure your yellow flag operator is at the ready, just in case.







TIRES *(article courtesy of Pirelli tires)*

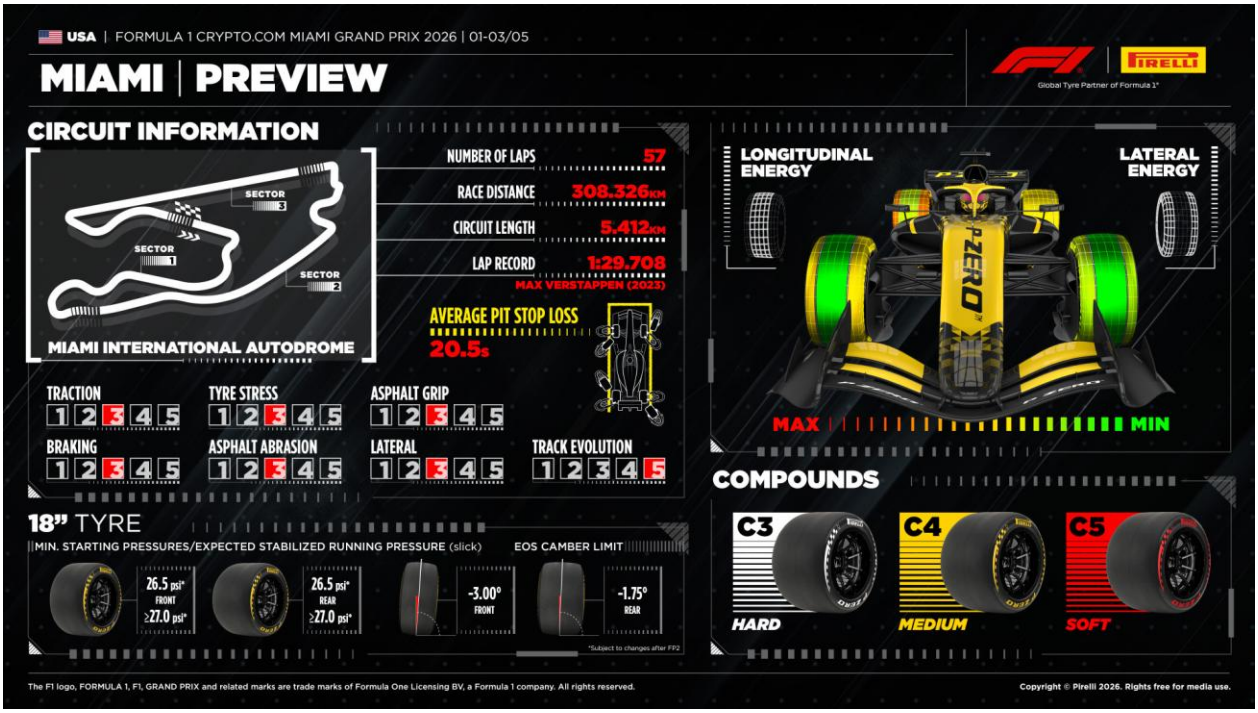
The first stars-and-stripes race of the season will take place next weekend in Miami. Formula 1 has observed a lengthy break following the cancellation of the Bahrain and Saudi Arabian Grands Prix and resumes its championship campaign on a street circuit in Florida. The Miami Grand Prix is held on a track built specifically for the event around the Hard Rock Stadium, home of the Miami Dolphins. The layout, which runs through sections of public roads and the stadium's parking areas, measures 5.412 kilometres and is raced over 57 laps.

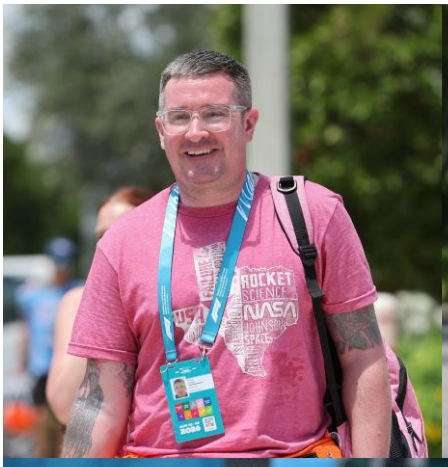
To tackle the 19 corners and three long straights of the Miami International Autodrome, as it was named for its inaugural race in 2022, teams will have access to the three softest compounds in the Pirelli range: C3, C4 and C5. The asphalt, resurfaced in 2023, has a low level of roughness and gains grip over the course of the weekend as the track evolves.

One interesting characteristic that emerged last year was how quickly the circuit dried. This was clearly demonstrated during the Sprint, the short race that will also feature this season, when drivers switched from intermediate tires to slicks during the 19 laps, despite the heavy rain that had fallen before the lights went out. Variable weather conditions could once again spring surprises over the course of the weekend.

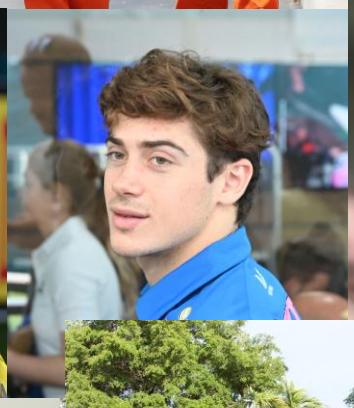
There should be fewer uncertainties when it comes to race strategy. Tire degradation in Miami has always been limited, thanks to the characteristics of the circuit, allowing drivers to extend their stints and make just a single pit stop during the race. Another factor to consider on Sunday is the possibility of neutralizations, which are common on any street circuit, where precision is crucial to avoid contact with the barriers.

Last year's Grand Prix, won by Oscar Piastri, was very straightforward from a strategic point of view. At the start, drivers split between those who opted for the Mediums and those who chose the Hards, keeping their options open in case of a neutralization or a sudden change in weather conditions. The pit stop window was essentially around mid-distance, with fairly long stints encouraged by the very low degradation of all the selected compounds.









PETRONAS

