THE OFFICIALS NEWSLETTER
USGP

GARAGE SCRUTINEERING



Adam Gavalla has been an F1 Scrutineer since 2014 and Chief Scrutineer since 2022. For the past two seasons, he's also been working on a project that could make modernize and simplify one of the more paperwork-heavy -centric jobs in Formula 1.

It's called **Garage Scrutineering**, an application designed to replace much of the paperwork involved in keeping track of what's happening in the garages during an F1 race weekend.

And it all started with Adam wanting to see what he could do with software development.

Adam is an IT Manager in his professional life, and he began experimenting with AI-assisted software development to see what it could—and couldn't—do. He wasn't setting out to create some elaborate new system. He Adam just thought it might be interesting to develop a simple tool to take care of some of the repetitive work Scrutineers deal with every race weekend.

As sometimes happens with a good idea, the project grew.

From an Idea to the Garage

Once Adam had a working prototype, he started talking with the FIA Technical team and experienced in the United States and United Kingdom. They had plenty of suggestions, and those suggestions helped turn his original experiment into something that could actually be useful in an F1 garage.

Before the United States Grand Prix at Circuit of The Americas (COTA), Adam asked the FIA if he could try it out during the race weekend. He would supply the equipment and take care of the technical details.

The FIA agreed.

Adam arrived with several iPads, their cameras disabled to satisfy the security and confidentiality concerns of the FIA and the teams. The first trial involved only four or five Scrutineers, a mix of longtime veterans and newer volunteers. Some had already contributed ideas during development.

As expected, actually using the application in the garages brought up more ideas and a few things that needed changing.

Adam made adjustments, and the same small group tried it again at the Las Vegas Grand Prix. By the Miami Grand Prix, more Scrutineers had joined the trial.

Less Paperwork, Faster Information

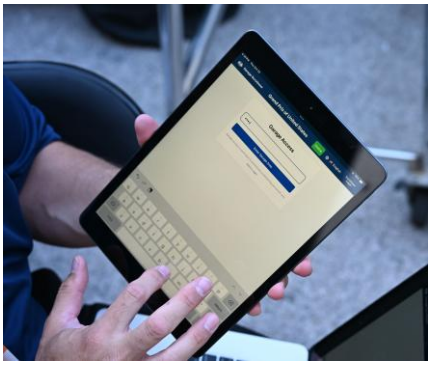
Anyone who has worked in scrutineering knows there's a lot of paperwork involved.traditionally, Scrutineers record their observations and activities by hand. Those reports then have to be collected, reviewed, and sometimes translated into English, the FIA's official language.With Scrutineers coming from different countries, there can be differences in language, terminology, and, of course, handwriting. Getting all that information into a consistent format takes time.

Garage Scrutineering changes how that information is collected.

Instead of stopping to write something down, a Scrutineer can tap a button on an iPad. The activity is recorded in a standard format, with very little time spent looking at the screen. The Scrutineer can concentrate on the car and what's happening in the garage.

And the FIA can see the information as it's entered, rather than waiting for the paperwork to be collected and processed.

The application does considerably more than record observations.



One example is the sealing of cars. Scrutineers use numbered security stickers to seal certain body panels or components. Each seal number and its location must be recorded so the FIA knows exactly what has been sealed and where.

That information previously had to be written down. Now it can be entered electronically, and FIA officials can look up individual seals and their locations through the application's administrative interface.

Another example involves repairs made under *Parc Fermé* conditions.

When a car is under Parc Fermé restrictions, a team can't simply make certain repairs or changes without FIA approval. Permission must be obtained, and the work must be monitored.

That has traditionally meant more paperwork and communication among the FIA, the team, and the Scrutineer assigned to that garage.

With the application, FIA officials can send information about approved work directly to the Scrutineer. As the repairs proceed, the scrutineer can update the status with a tap on the iPad, and the FIA can follow the progress without waiting for another handwritten report.

At the end of the weekend, the information can be exported and archived, and the application reset for the next event.

Having that information available immediately has been one of the features particularly appreciated by FIA personnel involved in the trials.

Scrutineering Has Been Changing

Adam has seen quite a few changes in scrutineering since he started working in Formula 1.

There was a time when tire scanning after pit stops was done manually. Today, much of that work is handled by automated sensors.

Checking a car's weight and dimensions once involved teams of Scrutineers doing physical measurements and inspections. Increasingly, those jobs are handled by sophisticated laser measuring equipment and scanners.

And, of course, much of that work also involved paperwork. Results weren't necessarily available until the inspections were finished and the reports completed.

Garage Scrutineering is another part of that progression. It doesn't replace the Scrutineer in the garage. It changes how the Scrutineer records and passes along information.

There's also a practical feature that's especially useful at a racetrack: the application doesn't stop working if the Wi-Fi goes down.

Scrutineers can continue entering information on their iPads even without a network connection. Once the connection is restored, the information automatically synchronizes with the system.

And regardless of a Scrutineer's native language, the records are kept in a consistent English-language format.

For Adam, the FIA's willingness to give the project a try and offer suggestions has been an important part of its development. Formula 1 is understandably careful about security and procedures, so having the opportunity to test the application in actual race conditions has been particularly valuable.

And Now, Beyond Formula 1

What started in the F1 garages is finding uses elsewhere in motorsport.

Adam has been working with Formula 4 (F4) and Formula Regional (FR) to adapt the application to their technical inspection procedures.

The work is somewhat different from F1 garage scrutineering. Instead of concentrating primarily on what's happening to a car in its garage, the F4/FR version deals with the broader technical inspection process.

Inspectors can work through checklists, enter their findings on the application, and keep track of where each car stands in the inspection process.

It means less paperwork, more consistent records, and information that technical officials can access without having to wait for completed paper forms.

F4/FR technical staff are already using the application, and their feedback has been positive. As with the F1 version, the people actually doing the work are helping Adam decide what needs improving or adding.

And there's another possibility on the horizon.

More recently, Adam has begun working with the International Road Racing Teams Association (IRTA) on the possibility of developing a similar application for MotoGP.

It's still in the early stages, and motorcycle racing has its own technical inspection procedures and requirements. But it's another opportunity to see whether the same basic approach could be useful in a different form of motorsport.

Not bad for something that began as an experiment to see what AI electronic technology could do.

Still an F1 Scrutineer

Garage Scrutineering has come a long way from Adam's original idea.

It's been tested at Formula 1 events, is being used in F4/FR technical inspections, and may eventually find a place in MotoGP.

Adam is pleased with the progress and with the response from fellow scrutineers and FIA personnel. Where the application goes from here remains to be seen.

What hasn't changed is the reason he started working on it: to make the job a little easier for the people in the garages and help the FIA get the information it needs without so much paperwork.

And despite all the development work, the trials, and the interest from other racing series, Adam's own preference is still pretty simple.

Adam just wants to be an F1 Scrutineer.



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Here's where to find the 2026 issues of The Officials Newsletter:

- **GoRacing**
- **F4 Championship website, which has archives of every US F1 GP Newsletters**
  https://www.f4uschampionship.com/pages/usofficialsnewsletter







TIRES (courtesy of Pirelli)



Austin opens the triple-header on the American continent, which also includes races in Mexico City and São Paulo. The Grand Prix at the Circuit of the Americas is also the second of the three events held in the United States this season, with the final American round of the year set to take place in Las Vegas.

For this edition of the United States Grand Prix, Pirelli has selected the C2 as Hard, C3 as Medium and C4 as Soft, returning to a compound combination used in the past following the 2025 experiment, when a compound step was introduced between Hard and Medium.

Last year, in fact, the C1 was nominated as the hardest tire but was not used in the race. Teams favored one-stop strategies, relying on the softer C3 and C4 compounds.

Compared to 2025, the weekend returns to the traditional format without a Sprint. The most recent Sprint race took place in Singapore. Teams will therefore have three free practice sessions available to work on car balance and optimize set-ups on a circuit that does not require particularly extreme compromises.

The Austin circuit, which is 5.513 kilometers long, features a mix of high-speed corners, rapid direction changes and slower sections that demand strong traction. To be competitive, teams must combine good straight-line speed with efficient aerodynamic load through the more technical sections, an aspect that becomes even more important with the current generation of Formula 1 cars.

From a tire perspective, COTA places demands on both axles. In the first sector, characterized by fast corners and direction changes inspired by some of Europe’s great circuits, the front tires will be placed under particular stress. In the third sector, meanwhile, the numerous acceleration zones out of slow corners will tend to generate thermal degradation primarily on the rear tires.

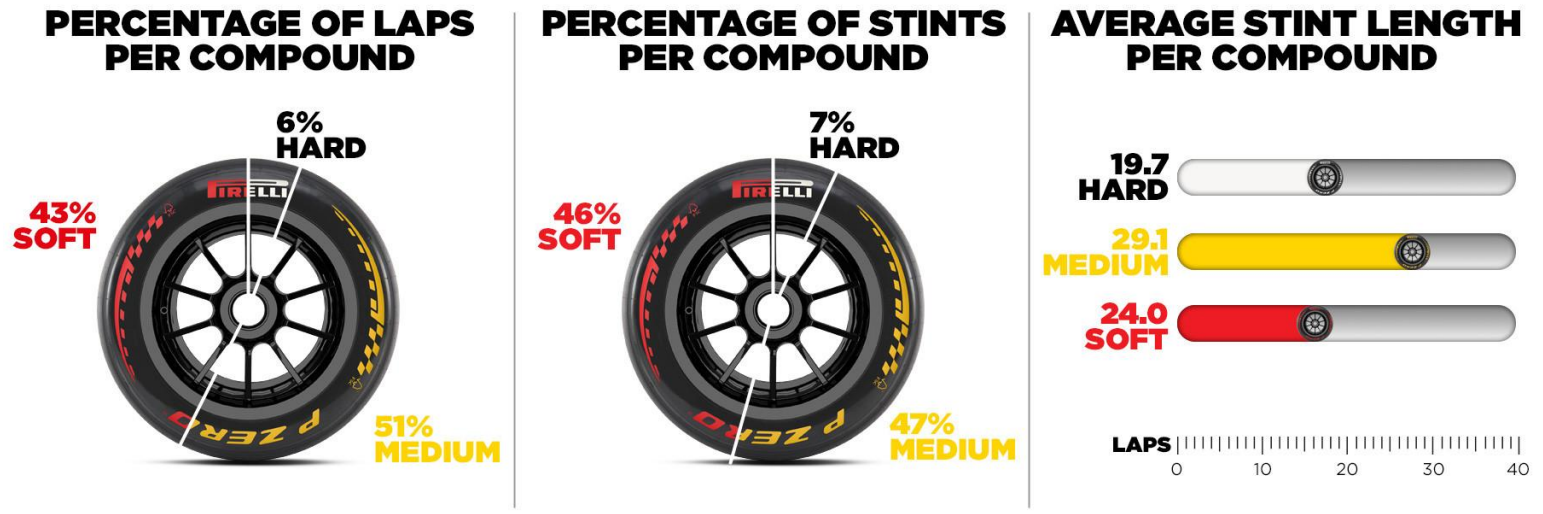
The asphalt surface is not particularly abrasive. A section of the circuit between Turns 9 and 11 was resurfaced earlier this year. However, the ageing effect on the remainder of the track continues to be significant and contributes to high wear levels. Tire wear, rather than graining, could therefore prove to be one of the key factors over the weekend. During last year's event, several tires reached very high wear values.

Track grip is generally good, aided by the support categories, including the Porsche Carrera Cup North America, which has been supplied by Pirelli since the start of this year. Track evolution, on the other hand, has traditionally not been among the most pronounced on the calendar.

From a strategic standpoint, the presence of the C2 as the Hard compound could favor long stints, offering teams a solid option for what is likely to be a one-stop race. However, the high temperatures that typically characterize the Texan weekend must also be taken into account, as they could increase degradation and open the door to alternative strategies.

In 2025 the most popular strategy at last year's United States Grand Prix was Medium-Soft, adopted by 13 drivers. Among the podium finishers, Charles Leclerc was the exception, claiming third place after choosing to start on the Soft tire to gain an early grip advantage. Only three drivers further down the order started on the Hard compound.

FORMULA 1 MSC CRUISES UNITED STATES GRAND PRIX 2025







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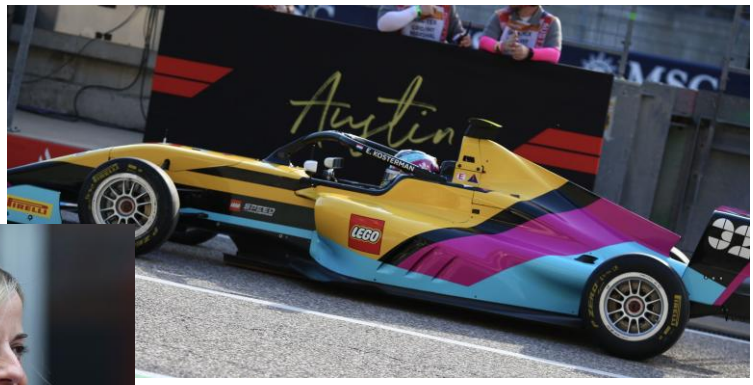
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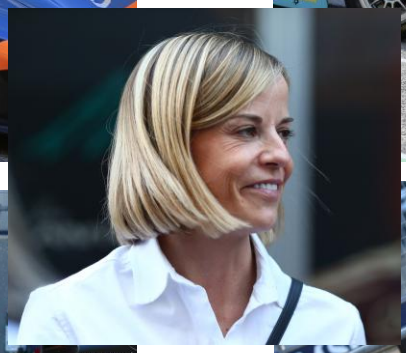


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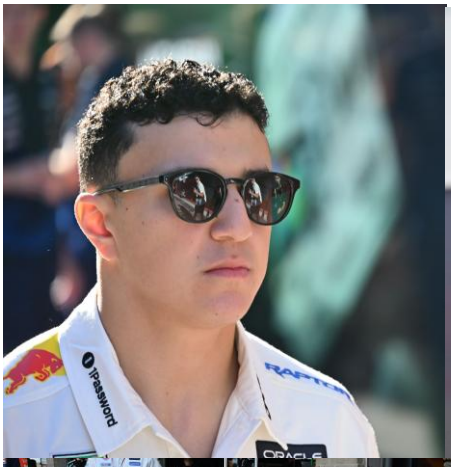

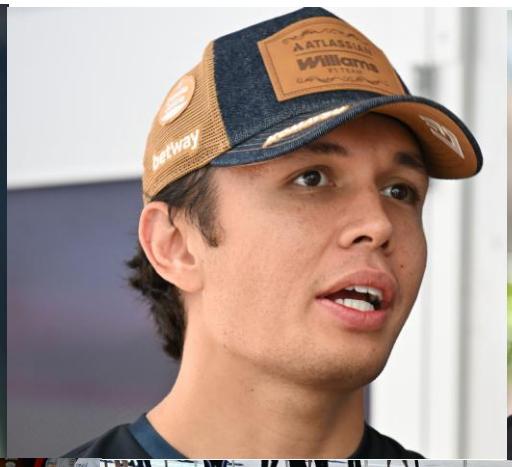
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