



THE OFFICIALS NEWSLETTER

**2021 FORMULA 1 ARAMCO
UNITED STATES GRAND PRIX**

SUZANNE RETIRES

Suzanne Royce of Detroit is retiring as USGP F1 Chief Scrutineer after a long and illustrious career. She started as Co-Chief with husband Michael Royce, in 1985 at the first Detroit Grand Prix. Prior to that, she had been Assistant Chief Scrutineer at the 1983 and 1984 Long Beach Grands Prix, and the 1984 Dallas Grand Prix. She also has worked as a F1 Scrutineer at the Montreal races in the early 80's, and has been Chief Scrutineer for other FIA Series: Formula E; WEC; WRC; and FIM MotoGP.

Suzanne came to Scrutineering after crewing for her husband in the UK. When they emigrated to the US in 1970, with young daughter in tow, they couldn't continue racing and sought a position which was not always hot. They found the technical side of racing more interesting than working Paddock, and started Scrutineering. In 1982 Michael was Chief Scrutineer for Detroit Region SCCA and F1 came to town on recon. Michael was chosen to be the F1 Chief Scrutineer and Suzanne as F1 Assistant Chief Scrutineer. Then, in 1984, Michael became Regional Executive of Detroit, so the couple were named Co-Chiefs for the inaugural Detroit F1 race in 1985. Unbeknownst to Suzanne, the race organizers asked FIA Steward, Jon Corsmit, to observe her during that 1985 event to see whether she should be recommended for a FIA Chief Scrutineer license. Drum roll ... the recommendation was that Suzanne be awarded her International License.

After 1985, Suzanne became Chief and has been since for every USGP. She said she's been fortunate in having people with authority believe in her and affirming she was the correct person for the position. As said by Tim Mayer, of United States Race Management, "Suzanne was definitely a pioneer - by a long way." No one in FIA or elsewhere has knowledge of another female F1 Chief Scrutineer.

Over her long career, Suzanne said the biggest challenge has been Covid - the protocols and all of the restrictions it brings to the event. One big change is that the Scrutineers aren't allowed in the team garages. All 'business' has to be conducted in front of the garage. But the organizers have always been very supportive, and for the most part so have the foreign Technical Delegates.

Suzanne currently works with Jo Bauer, the F1 Technical Delegate, a working relationship spanning 21 years starting in 2000 at Indianapolis, when he replaced Charlie Whiting. The first TD she worked with was Gabriele Cadringer, and then Patrice Catalano.

The USGP Scrutineer team is a well-organized crew. Suzanne has them complete a form with their qualifications, interviews them, and some cases requests personal references. F1 is an oversubscribed team so new additions mostly come from those who had worked other events with Suzanne. For the team, she provides them all with all the information they might possibly need during an event.

The memories Suzanne will retain will mostly be about her team members - her people who have been wonderful and supportive throughout her tenure as Chief. There certainly are memories about certain tracks, but overall, Suzanne said each track and/or race has had its own personality, with pros and cons, and she couldn't make any a favourite.





SUZANNE RETIRES (continues)

Suzanne's retirement has been a well thought out part of an organized succession plan, which USRM requested from all F1 Chiefs. She had planned on retiring after COTA 2020, but that didn't happen. This has been a three-year process, with Suzanne making a recommendation which was accepted. The successor is being groomed for the position and will be announced at a later date.

With a retirement originally planned for 2020, the FIA honored Suzanne as Best Chief Scrutineer of the Year at its annual Volunteers Weekend recognition.

For now, after COTA, Suzanne plans to relax and then decide what she and Michael would like to do with their spare time. Well done, Suzanne! Congratulations and best of luck.

THE NASCAR DEMO





MICHAEL MASI INTERVIEW

It was a treat to meet with F1 Race Director, Michael Masi, outdoors in the bull pen interviewing area.

How do you see that Covid has affected the race marshals and officials, based on your experiences at the races so far?

If you look back starting with Austria, which was the first F1 race in 2020 that we had under Covid pandemic environment, it has been a huge change how we all operated, be it trackside marshals, firemen, medics, all of us in race control, wherever, it affected the entire race officiating family dramatically. Thankfully, as it got later and later into 2021, some of those restrictions have slowly started to ease. It's been super tough on everyone involved. Amazingly, in the case of the marshals, globally, the response has been fantastic in an ever-changing environment. Yes, so it has made their jobs, everyone's jobs, a lot more difficult than the way they had in their normal manner, but they just picked up and ran with it, effectively taking it in their stride.

Are marshals and race officials required to be vaccinated?

No. Vaccinations are very much a country or venue requirement, so depending on which country we go to, or some venues, vaccinations and so forth are something for each of those. We obviously have the Appendix S for Covid 19. It has the protocols we developed specifically for the Pandemic and that was very much structured around testing procedure, and creating various zones and bubbles for the protection of the Championship as a whole. So it had some business continuity for everyone and that was a huge amount of work for everyone to have it in place for Austria 2020, and it slowly has been relaxed from where we started to where we are now. So testing for anyone in the paddock is very much a requirement. PCR testing pre-event as well as at the event. Outside of that, vaccinations are very much something for individual protection

Since Covid, have the numbers or types of Marshal teams been reduced or eliminated?

So, not so much the types. All the types of teams have absolutely been retained, with safety being the number one priority from an FIA perspective. What we have done, in working with the venues since the early part of last year, is probably fortunate at a Grand Prix in nearly all countries where every single marshal wants to be involved in a Formula One Grand Prix. And in a lot of places we actually try to accommodate the local ASN or the local organizer tries to accommodate everyone. What we did last year was basically go back to some basic core numbers to what it would be to run that event, rather than having the pleasure of being able to involve absolutely anyone and everyone because of Social Distancing, the spacing, the list goes on. There were some reductions, but it was absolutely done from a perspective of this is how the FIA works together with each of the ASNs and the local organizers, and say OK, let's go through and see what do we actually need as the base to run this event safely and have a little bit of contingency on top, obviously. So yes, there was an impact, but certainly that's sort of tapered off as 2021 has gone on.

And yes, it will go back to where it was. I think it helped a number of countries because due to people being furloughed from their jobs, or not being able to work, and all of the other elements in that domain, a number of marshals that traditionally would be available, weren't because of their own personal circumstances have impacted that. It will be interesting to see the global impact it does have going forward.



MICHAEL MASI INTERVIEW (Continued)

Did you experience any unexpected Covid challenges?

There were no major unexpected challenges due to Covid, just along the way that we proactively (FIA, F1 and the teams) have worked together to sort of fine tune those elements. I am extremely proud of the way that the entire F1 family worked together to develop with success the Covid protocols and the way we went racing and continue to do so in a global pandemic environment. We're effectively, if not the only, global sport essentially traveling a major chunk of the world since 2020 navigating and dealing with that on a case by case basis. Yes, it's had challenges, but it is something which we should very proud of as a motorsports community.

Any changes that you might keep after Covid?

Not so much protocols, but some of the processes and procedures that sit around things and some of things we, collectively, learned in the way we go about business sport and I mean as a F1 community. There are some little things that we'll save moving forward because it's probably allowed us to realize that the way it's been happening for 10 or 20 years, sort of is effectively a forced reset of people's mindset. And it would certainly be little elements that changed access, the technology, Zoom, etc. etc. in whatever role it may be. I don't think anything revolutionary but evolutionary. Which is a good thing.

After your Thursday track walk, have there been any changes to the track since F1 last visited.

In 2020 there were big changes in the track where there was resurfacing that took place in a number of areas. There were a number of areas that had humps and bumps in 2019, and those were all resolved in the early part of 2020 with the track resurfacing. In addition to that, during the (recent) MotoGP event, there was a lot of talk about the bumps in certain areas, so following the event, we contacted our colleagues in FIM. Tony Cotman, who is based over here in the USA, is one of our FIA Platinum Circuit Inspectors. I talked to Tony on Sunday after the event He actually came over on the Wednesday following the event and had a look; and there was some grinding and so forth that took place, which certainly alleviated a number of the challenges that we saw during the MotoGP. But during the circuit walk itself, there was nothing major. It was all just little tidying up bits and pieces. But nothing major after that.

Do the drivers notice the new grandstands and the crowds when they're driving.

There are a lot of people out there. The drivers haven't mentioned the new grandstands or crowds have changed their driving the circuit. No mention in the Driver's Meetings, which are done by Zoom - they have been done this way since July 2020. The drivers have commented on the large number of fans.

I think the drivers have said on a number of occasions that we slowly see fans coming back to the races, being staggered formation, depending on what each country allows, from everything I've heard the drivers say to the media. And the fans are an important part of the sport, just like the event can't happen without the marshals, certainly the fans and the atmosphere they bring to an event is amazing and to see the sellout crowd here at Circuit of The Americas for the United States Grand Prix is brilliant. I think I heard figures of 130 odd thousand people per day have been quoted, so it's just amazing to have a crowd that big In this venue. It's my understanding that it's the largest crowd over a period of three days, which is brilliant return for Formula One to the United States.

