THE OFFICIALS NEWSLETTER

2021 FORMULA 1 ARAMCO
UNITED STATES GRAND PRIX

Max VERSTAPPEN (33)



COVID CHAT

I met with Cyrielle Bordas, FIA Covid Team Response Coordinator and Tom Wood, FIA Head of Communication to discuss the Covid protocols.

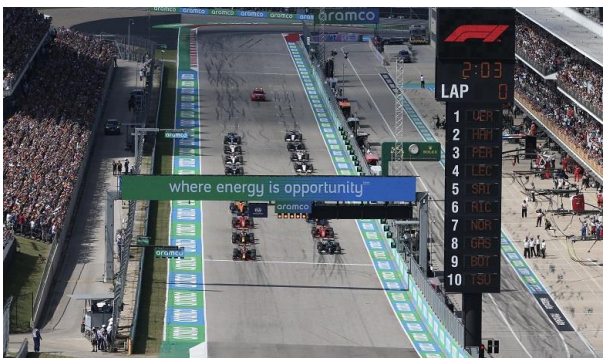
Vaccinations are not required to work the Grand Prix. FIA requires everyone to have a negative PCR test 96 hours prior to being onsite, take another PCR test within 24 hours of arrival and another every five days. These must be PCR tests, not antigen tests. Also required is Social Distancing and masks at all times. The FIA protocols do not apply to fans or spectators. That is up to the local organization.

For marshals and race officials, if they have a positive pre-test, they are not allowed to enter the site. If they have a positive test on arrival, FIA and the person are automatically informed by the test provider. And the person's access is deactivated so the person can no longer enter the F1 paddock. Marshals are in two category - P1for those in the F1 paddock and who must comply with FIA protocols regarding testing. The P2 marshals work outside the paddock, and do not have to follow FIA protocol. It's up to the local organization - which is COTA in this case, which can recommend testing. FIA highly recommends it. (COTA has the same testing requirements regarding pre tests and arrival tests for P2 marshals.) If a marshal has a positive test, or tests positive, he/she is contacted by the testing Manager and can no longer come into the paddock. P2 Marshals have to follow the local regulations, and the FIA Trace and Contact Team tries to learn if they had any contacts, and obviously quarantine. The marshal's access will be deactivated. A marshal testing positive has happened at previous F1 races, FIA and local protocols were followed, and the affected marshals were replaced. It hasn't happened many times.

With two levels of marshals at COTA, FIA's responsibility is to ensure that the P1 marshals comply with FIA regulations. The P2 marshals are responsibility of the local organization for protocol compliance.

Cyrielle said its protocol is always in movement. FIA works closely with FOM to adapt the rules. Depending on the country and the rules abroad, it is very important that the local rules comply with FIA protocols. Sometimes the local rules are more strict. Not here in the US, but in some countries they require more testing than FIA requests. So if it's a local regulation, FIA complies.

Tom explained the (big) updates to the media protocol for this race, allowing more return to normal access for photographers, especially allowed back into the paddock. Normally up until now, the trackside photographers have not been allowed in the paddock or pit lane. So F1 moved another step back towards normality. There still are restrictions where they can go in the team areas and things like that, but the media group has shown over the past two years that it is a quite well-contained group, and the Covid protocols have been well followed. We decided that now's a good time to take the next step and allow more access back for the media and that was obviously done with the Communication Team and the Covid Team with Bruno and Gary Owen and everyone on that side making sure they were happy with the rules. There still are restrictions. The journalists can still go and meet the teams. Now it's for a limited number of people, they still have the social distancing and all that stuff is still in place. Nothing else's changed.








Michael Royce
FIA

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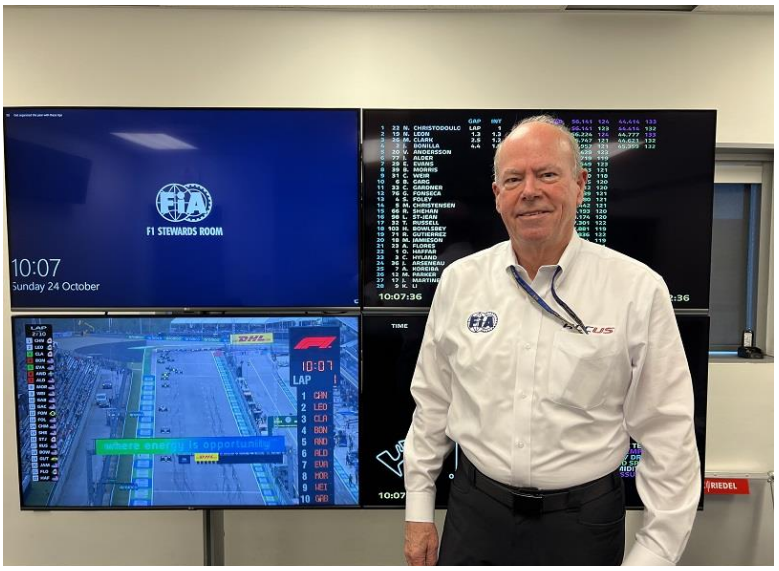
PETRONAS
AMG
PETRONAS
SYNTIUM


USA2033
PIT MARSH
PIT LANE ALL TIMES

SO YOU WANT TO BE AN FIA STEWARD (DENNIS DEAN)



Have you ever wondered how a SCCA or other grassroots volunteer marshal can become a FIA Steward? I asked Dennis Dean, the F1 National Steward this weekend, that very question.

Dennis started out as an enthusiastic, eager young Scrutineer in the San Francisco Region of Sports Car Club of America (SFR SCCA.)

Dennis said it took decades of hard work at events all over the USA with exposure to the best people our sport has to offer and the opportunity to learn from them. All of that was coupled with more than a little good fortune and just a touch of serendipity along the way.

What steps he took and what career path he followed:

Dennis started out as a Scrutineer in 1979, got his SCCA National License in 1980 and between then and the mid-1990's he served as a Chief Scrutineer for events all over the country, including the SCCA National Championship Runoffs. He was also the SCCA National Administrator of Scrutineers in the 1980's.
After retiring from the Navy in 1996 (as a captain) Dennis went to work in the SCCA National Office for five years. After he left the National Office, he took a bit of a break until he was talked into becoming a Steward in Washington DC Region by his old friend, Jerry Wannarka.

During that same period, Dennis' old boss at SCCA, Nick Craw - who was then the President of ACCUS (Automobile Competition Committee for the United States) and heavily involved with the FIA, recommended him for a position on the Land Speed Records Commission, which started exposing him to FIA officials all over the world.

Some years after that Dennis was asked to become an FIA Steward.

Over the years Dennis has held a variety of motorsports positions. In SCCA as an official, he was a Scrutineer and Steward. Additionally he spent five years as the Vice-President of Club Racing and Rally/Solo in the National Office in the late '90's; a number of years of the SCCA Hall of Fame Steering Committee; and was also on the Board of the SCCA Foundation. And he spent many years as a senior official for the SCCA National Championship Runoffs, including three years as Chief Steward (Race Director) for that event.

In the FIA, Dennis is the former President of the Land Speed Records Commission, which overseas automotive world records for the FIA. He's now a member of the FIA's World Motor Sport Council, representing the USA. The WMSC oversees the governance and regulation of motorsport world-wide. He also sits as a member of the International Sporting Code Review Commission, which oversees changes to the Code, which is the principal document regulating international motorsport. He's been an International Steward for F1, F2, F3, FE, WEC and GT. Dennis is currently one of the four permanent Chairmen of the Stewards for both the F2 and F3 series.

Dennis absolutely did not grow up aspiring to be a F1 Steward. It never even crossed his mind, until he was first asked to be a trainee as the 'National' Steward for Austin in 2014. ACCUS asked Dennis to train under Tim Mayer, who is currently one of the permanent F1 Chairmen of the Stewards and has been the National Steward for F1 in the US for awhile. In 2014 Tim was assuming other duties and his workload would not allow him to do both. In 2015, Dennis assumed the role as National Steward on his own.

DENNIS DEAN (continued)

Any advice for current SCCA Stewards who might want to aspire to FIA?

First, as a basic, keep in mind that when the FIA talks about Stewards, they are talking exclusively about what the SCCA would call Stewards of the Meeting - that is, the judicial arm of SCCA's steward specialty. The operational side of the SCCA steward specialty - termed Clerks of the Course and Race Directors in the FIA realm - are licensed separately and managed separately from stewards. While there are those in the FIA official ranks that do both, they are relatively unusual. Therefore, you need to focus on where your interests lie and then see how that lines up with FIA race staffing.

After that, it's back to basics. Work as many events as you can - there is no substitute for experience. Seek out the best officials, LISTEN, and then learn from them. Always look to improve your skills. And then express your interest to SCCA. There are ways to access FIA steward and race director training and the Club Office can help put you on the right track if you have demonstrated the consistent high level of performance necessary to succeed at the international level.

What challenges has he faced as a F1 Steward during Covid?

Generally speaking, the challenges have all focused on the continually changing regulations that vary county to country, and week to week regarding travel in the Covid era. There are continually changing standards and compliance time frames. Staying with them, which is certainly helped immeasurably by the FIA, still requires continuing daily personal research.

There isn't a single Covid practice or protocol that Dennis would like to see continued post-Covid. While he's grateful for those practices and protocols which have existed, and that caring, knowledgable and professional people have developed them, he'll be more than happy to see them in the rear-view mirror. They have kept us safe, but they have taken away much of the personal interaction that makes our sport so enjoyable. Dennis will be happy to say good-bye and good riddance.

Favorite tracks?

In his years of travel for motorsports and living on both sides of the country, Dennis does have soft spots in his heart for his 'home' tracks when he started working as an SCCA worker - Sears Point (nee Sonoma) and Laguna Seca (in its original 1.9 configuration,) Summit Point, his current 'home' track also on the list. Internationally, Dennis would have to say Spa, Suzuka, and Baku, which he thinks is the best street circuit in the world.



RESULTS

1	Max **VERSTAPPEN**	33	Red Bull
2	Lewis **HAMILTON**	44	Mercedes
3	Sergio **PEREZ**	11	Red Bull
4	Charles **LECLERC**	16	Ferrari
5	Daniel **RICCIARDO**	3	McLaren
6	Valtteri **BOTTAS**	77	Mercedes
7	Carlos **SAINZ**	55	Ferrari
8	Lando **NORRIS**	4	McLaren
9	Yuki **TSUNDODA**	22	AlphaTauri
10	Sebastian **VETTEL**	5	Aston Martin
11	Antonio **GIOVINAZZI**	99	Alfa Romeo
12	Lance **STROLL**	18	Aston Martin
13	Kimi **RAIKKONEN**	7	Alfa Romeo
14	George **RUSSELL**	63	Williams
15	Nicholas **LATIFI**	6	Williams
16	Mick **SCHUMACHER**	47	Haas
17	Nikita **MAZEPIN**	9	Haas
NC	Fernando ALONSO	14	Alpine
NC	Esteban OCON	31	Alpine
NC	Pierre GASLY	19	AlphaTauri









This year our team has been:

***Lynne Huntting**, Oakland CA*
***Pablo Matamoros**, St. Paul, MN*
***Ron Searle**, Houston TX*

The Newsletter is very much a team effort and we wanted to thank ACCUS, FIA, and COTA for their support with a special mention to Tim Mayer (USRM).

