FORMULA 1 MIAMI GRAND PRIX 2022

THE OFFICIALS NEWSLETTER

MAX VERSTAPPEN (1)





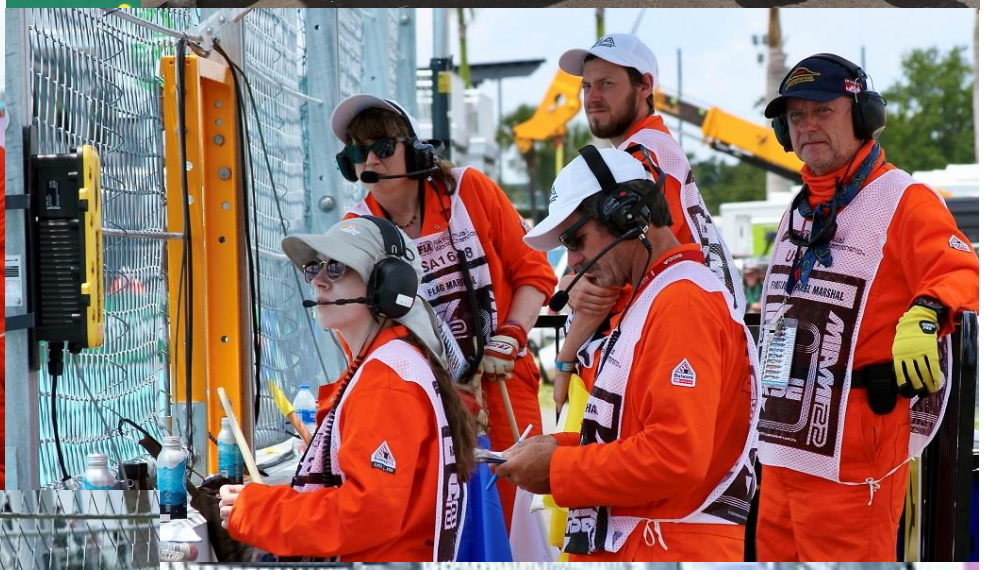


Meet our Officials Newsletter staff. Ron Searle from Houston via Australia, Pablo Matamoros comes from Sr. Paul via Chilel, Nico Matamoros comes from St. Paul, and Lynne Huntting comes from San Francisco. You've seen us all before and no doubt will see us again, as we do a similar newsletter at other USGPs.










USA1276
INTERVENTION MARSHAL
USA1034
INTERVENTION MARSHAL




16
Ceva
Santander


ORACLE
Red Bull




USA1479
CHIEF POST MARSHAL
USA1456
DEP. CHIEF POST MARSHAL




PORSCHE




OFFICIAL


USA1050
USA1077
INTERVENTION MARSHAL

QUALIFYING


aws


Ray-Ban


Santander
#EssereFerrari
RICHARD MILL

CHATTING WITH CLIVE BOWEN, TRACK CONSTRUCTOR



There are 19 man-hole covers on the Miami GP circuit, but only two which are not covered by the track - those belonging to Florida Light & Power. They aren't covered per see, as they have to be accessible. The other 17 are three inches below track surface and secured with concrete for a perfectly flush surface. They are all bolt and lever supported, which means they have a backup or fail-safe mechanism to keep them in-situ as we need to be careful of the vacuum created underneath a racecar.

The racetrack has a polymer binder, all racetracks use a polymer binder. It's the glue you mix the aggregate/rock into. Normal highways use a conventional binder, which is a hydrocarbon mix of some description. A polymer binder has an additive mixed into it which means once you've laid it, the polymer strings grow. Polymers are long molecules. When they start to grow, they are like worms and they will grow a matrix which gives you much greater strength in shear, which means higher tire loads can be tolerated and the polymer will hold onto the aggregate. They grow anywhere they want. They are like a worm farm. When you have a green race track in year one, there's a certain amount of abrasion that will just knock off the loose bits and that's been happening the past two days.

Unfortunately we did not use the FodBoss machines initially, which is one thing the marshals are familiar with. It's a mechanism by which it removes the debris off the track surface. The shape of the track is like peaks and valleys and bits of gravel are sitting in the valleys and if you use the sweeper, it just touches the top. If you use a blower, it blows over the top of them. The FodBoss uses static electricity to mix them all up. So now that we've been using the FodBoss, the off-line lack of grip has been improving. It's still slippery compared to the racing line but that's normal on a race day. The use of the FodBoss has decreased the amount of slipping by drivers. I've instructed the Race Control people that each time there's a quiet session, the FodBoss goes out on track. It's a truck with a mechanical brush system They go around in tandem so they cover the track width. And they just keep going around. FOD=Foreign Object Debris, as used on airport runways.

The aggregate in the track is local. We identified we could find aggregate that was hard enough and tough enough in George, so the 60% granite in our mix is from Georgia, just outside Atlanta. And the lime rock, which is not really lime rock, is a quartz, which is available down here in the local quarry only a few miles away. We're not only looking at avoiding supply chain problems, we are looking to be environmentally sustainable. The traditional way of building a Formula One race track is to say I want to use that quarry, and sorry, it's on the other side of the world. There's not rocket science about what we do, we just look to do something similar that's local.

This whole race track is like a kid's Scalextric set. You set it up and when done, take it down and pack away in boxes. All the kerbs have to be lifted and put in their racks in the right order, all the debris fences come off the concrete barrier and put into their racks and go into storage until next year, all the concrete barriers go onto the truck and storage until next year, and then depending on how much or how little the Dolphins want to keep of the paint as a legacy, we will either paint over it with black or we'll strip it off or we'll leave it. Basically, we're putting the train set back in the box, which will take six to eight weeks. We're talking just about the track, not the big buildings. We're responsible for all the areas the marshals are in. And the marshals can confirm that on a site like this that is so compromised with hard parts we had to wiggle around, it was a job to do it and not feel like it's so tight. Yes, we have a tight section over at Turn 13 to 16, and some drivers like it and some drivers are getting used to it. We made it difficult, not because we wanted people to crash, but we wanted the engineers to have to set up their cars to be as good and stable through that section. This will compromise performance through Turns 4 to 8. So it's a balancing act. Do I go for super high grip or do I go for low speed.



The track is holding up pretty good. We've had track damage and we implemented a system we already had in place to repair a damaged section at Turns 7 and 17.



GEORGE SILBERMAN is the President of ACCUS (Automobile Competition Committee of the United States), the US ASN to FIA. ACCUS is made up of six member organizations: IndyCar; IMSA; NASCAR; NHRA; SCCA; and USAC. ACCUS is among a unique few of the 245 FIA members that are comprised of more than one organization; and as such, any decision has to be discussed and/or approved by all six organizations, before being put forth as coming from ACCUS. An example was nominating Suzanne Royce as FIA Best Chief Scrutineer of the Year in 2020. All six organizations had to discuss and decide, before Royce's name could be put forth to FIA. It was accepted and Royce was nominated and won.

The FIA Awards are presented annually in various categories. If anyone wants to nominate someone in the United States, it is handled through ACCUS and the deadline is usually in September. Presently a nomination is for someone or a team involved in a FIA event. There are some who wish to see this expanded/more inclusive, to include workers in the all ACCUS events, not just FIA-sanctioned events. There are some countries which don't conduct FIA events.

Mike Cobb, President/CEO of SCCA (Sports Car Club of America), is one of the 30 members on the FIA Volunteers and Officials Commission. Janette Tan, Assistant Director Race Operations for Singapore Grand Prix, is also a member and has attended many Singapore and Australian Grands Prix. Silberman has attended previous meetings of VOC, standing in for prior ACCUS members who were unable to attend, so he has an understanding of the processes.

