THE OFFICIALS NEWSLETTER



WELCOME

It's F1 Time, Y'all.

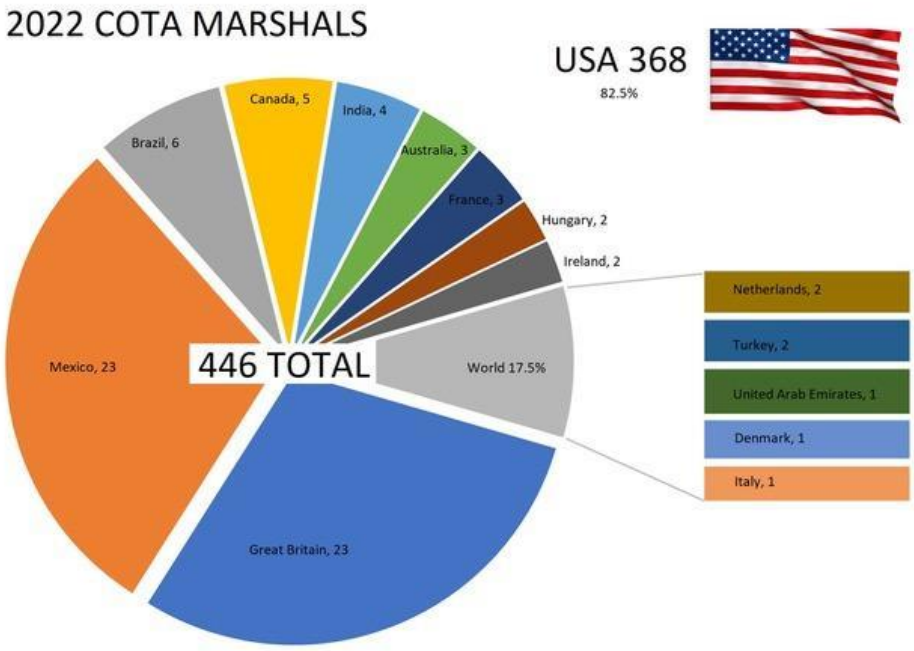
Yes, it's that time again for the USGP in Texas. We're back at Circuit of The Americas in Austin Texas, the second Formula 1 in the United States this year. The Formula 1 ARAMCO United States Grand Prix is Round 19 of the 2022 season. This is the tenth running of the F1 circus at this purpose-built, elevated road course.

The F1 Driver's Championship race has already been determined - Max Verstappen of Red Bull Racing. But the Constructor's Championship is yet to be determined. What is special this weekend is the running of Rookie drivers in F1 Practice 1 Friday afternoon, 2 pm Central Daylight Time. Announced so far are Alex Palou (McLaren), Theo Pourchaire (Alfa Romeo) and Logan Stewart (Williams).

As is the case with most F1 races these days, the volunteer marshals and race officials come from all over the world, not just the host country. This year, the corner workers - those working as Flaggers, Communicators and Intervention Marshals - come from 15 countries including the USA. The graphic below, drawn by my counterpart from the Australian Officials Gazette-Richard McLean, shows from whence we came. The number was valid at time of Registration closing awhile back. We have two large contingents - 23 each from Mexico and the UK, with varying numbers from Europe, Asia and Down Under. The total was 446.

Our overall marshal numbers are somewhat approximate and subject to change. At last count, it was 569. We have mostly returning Chiefs. When last tallied for me, the numbers were: Start-Finish Chief Jamey Osborne—4; Moto Taxi Chief-Rick Nelson-8, Scrutineers New Chief Adam Gavalla—27; Hospitality Chief Alyssa Cox-39; Pit/Paddock/Grid Chief Nadja Pollard—45; F&C Marshals Chief Bryan Gregory—215; and Intervention Marshals Chief Don Erickson-231.

The Officials Newsletter is back, to provide a daily issue, which will again have electronic distribution. Daily issues will be posted to a special page on the F4 website (https://www.f4uschampionship.com/pages/2021officialsnewsletter) as well as to a variety Facebook marshaling pages. There also is a QR code, which will take you to the link. Thanks again go to Sydney Davis Yagel for setting up our links. Photographers Nico Matamoros, Pablo Matamoros and Ron Searle will be out taking photographs while Lynne Huntting writes and edits in the Media Center. This is your newsletter. If you have off-duty/between session photographs or tidbits to share, send on to PressSnoop@aol.com.



Graphics by Richard McLean, Australian Grand Prix Officials Gazette Team

USA COTA PREVIEW

In the lead up to the 10th United States Grand Prix at COTA, here is a quick overview of the season so far.

In 2022, F1 moved to a new set of rules in one of the biggest shake ups to car design regulations. The changes reduced the external aerodynamics of the cars and increased the downforce created by tunnels in the bodywork. Some areas, like the end plates of the front wing, are quite fixed while other areas, most notably the sidepods, are open to interpretation.
The season started in Bahrain where Ferrari and Charles Leclerc were able to show what was expected to be a new and re-invigorated Ferrari team, with a pole and win. Mercedes, on the other hand, were a long way off where they'd been in recent years and while they managed 3rd and 4th for Lewis Hamilton and new signing George Russell, it was mainly due to car failures for both Red Bulls.

Saudi Arabia hosted the second race of the season and the battle we had hoped for occurred between Leclerc and Max Verstappen. They battled hard for much of the race, with Verstappen finally getting the upper hand. Mercedes continued to struggle and a season-long fight between Alpine and McLaren was well underway, when Esteban Ocon and Lando Norris crossed the finish line almost together.

Australia then returned to record crowds for the race in Melbourne. Leclerc cruised to a relatively easy win, made easier with another car failure for Verstappen. Mercedes were again best of the rest, with McLaren 5th and 6th, Norris ahead of home-town hero Daniel Ricciardo. Alex Albon, returning to F1 with Williams, scored his first points of the season.

Next was the mouthful of a race - Formula 1 Rolex Gran Premio del Made in Italy e dell'Emilia-Romagna at the Autodromo Internazionale Enzo e Dino Ferrari Imola, or Imola for short. Verstappen won the first Sprint race of the year and then went on to win the main race the next day. Leclerc, though, defined the way Ferrari's year would play out, taking second in the Sprint but then had a bad start, fought back and then spun, dropping to a finishing position of 6th. Aston Martin are having a very varied season, but managed to scored 8th, Sebastian Vettel, and 10th, Lance Stroll, to at least grab a few points.

Miami then hosted their first F1 race. Ferrari once more qualified well, taking the front row with Leclerc ahead of Carlos Sainz, yet Verstappen was on a roll and was not to be beaten. He reached the lead on lap 9 and wasn't headed again. Alfa Romeo's Valtteri Bottas was able to finish 7th, providing some hope for the Swiss team.

The Spanish Grand Prix should have been an easy win for Leclerc as he led from pole and was pulling away but a turbo failure curtailed a Ferrari revival, handing victory to Verstappen. Sergio Perez completed a Red Bull 1-2. Russell continued a string of top 5 finishes with a podium finish.

Rain dominated the Monaco Grand Prix, delaying the start when Race Control saw a large shower approaching. The race started under Safety Car and a strategic masterstroke provided a win for Perez and another Ferrari disaster for Leclerc, who went from the lead to 4th when pitting too many times to switch to intermediate and then dry tires. Mick Schumacher caused a red flag in the middle of the race, when he hit a wet patch of track in his Haas.

Azerbaijan's crazy street circuit was yet another Red Bull 1-2. Ferrari had a double car failure for Leclerc and Sainz, allowing Verstappen to start building a big lead in the title race. Ricciardo finished ahead of Norris in a rare display of speed in comparison to his teammate.
Canada allowed Fernando Alonso to start from the front row of the grid after a wet qualifying session. Verstappen won the race but he didn't have everything his way as he had to work his way back to the front a couple of times and Sainz pushed hard towards the end to finish 2nd by a second. Leclerc took an engine penalty and finished 5th. Mercedes again picked up the "best of the rest" award, with Hamilton 3rd and Russell 4th.

The British Grand Prix will be remembered for the crash off the start. Zhou Guanyou, Pierre Gasly and Russell squished together, tipping Zhou into a roll and a long ride upside down before ending up behind a barrier. Once the race restarted, Sainz was able to win, breaking Red Bull's streak, with Verstappen having a puncture and finishing 7th. Ferrari strategy once again cruelled Leclerc's race, going from the lead to 4th late in the race.

USA COTA PREVIEW (continued)

Austria held the second Sprint race of the year. Verstappen held off Leclerc in a race-long battle, with the order reversed after a similar battle the next day in the Grand Prix. Sainz had a spectacular engine failure, with an explosion showing how much of a failure it was. Alonso salvaged a point after starting at the back of the grid.

The French Grand Prix will be one Leclerc will want to forget. After leading early, he made a small error and spun into the barriers, allowing Verstappen to win easily. Mercedes continued to improve, taking both other podium places, Hamilton ahead of Russell, with Perez in 4th.

The Hungarian Grand Prix saw a surprise pole position for George Russell. Unfortunately for him, he wasn't able to convert it to a win. Verstappen, who started in a lowly 10th, was able to move up through the field to break through for yet another win. Ferrari continued to struggle strategically, dropping both their cars to 4th and 6th for Sainz and Leclerc, respectively.

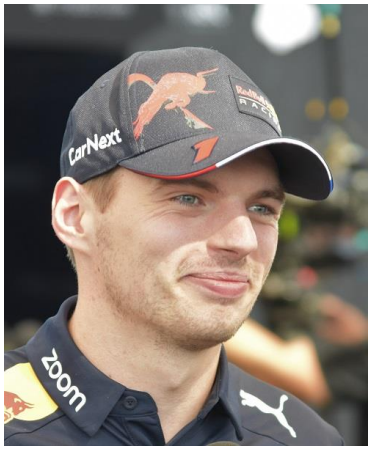
Max Verstappen dominated the first of his home Grand Prix at Spa (he was born in Belgium). Easily scoring the fastest in qualifying, he started 14th after power unit penalties but stormed through to the lead quickly and motored away from the field. Perez finished a distant second, with pole-sitting Sainz in 3rd. Alonso survived a first lap collision with Hamilton to finish 5th.

Verstappen's second home race at Zandvoort, Netherlands, was another pole and win. While not as easy as Spa, Max wasn't too troubled on his way to victory. Good strategy from Mercedes allowed Russell to leap his teammate to take 2nd, while bad strategy also from Mercedes saw Hamilton drop from the lead to 4th. Ricciardo essentially sealed his fate at McLaren with a 17th place, and a very forgettable race.

Italy saw a strategy battle between Ferrari and Red Bull. Leclerc started on pole, with Verstappen 7th after penalties. Ferrari opportunistically pitted under a Virtual Safety Car, in the hope that it would allow them to hold off the faster Verstappen. Unfortunately, it wouldn't be enough and it didn't work, letting Verstappen take yet another win. Mercedes continued their improvements with 3rd and 5th for Russell and Hamilton, but unlike earlier in the season, this was on pace rather than through bad luck of their competitors.
Slippery Singapore saw Sergio succeed. Perez led away a rain-delayed race from 2nd on the grid, leading the race through two Safety Car periods. Sergio failed to keep the appropriate distance from the Safety Car but led by enough that the 5 second penalty wasn't able to drop him behind Leclerc in 2nd. McLaren had their best race of the season with Norris and Ricciardo finishing 4th and 5th. Verstappen had a rare slow race, finishing 7th.

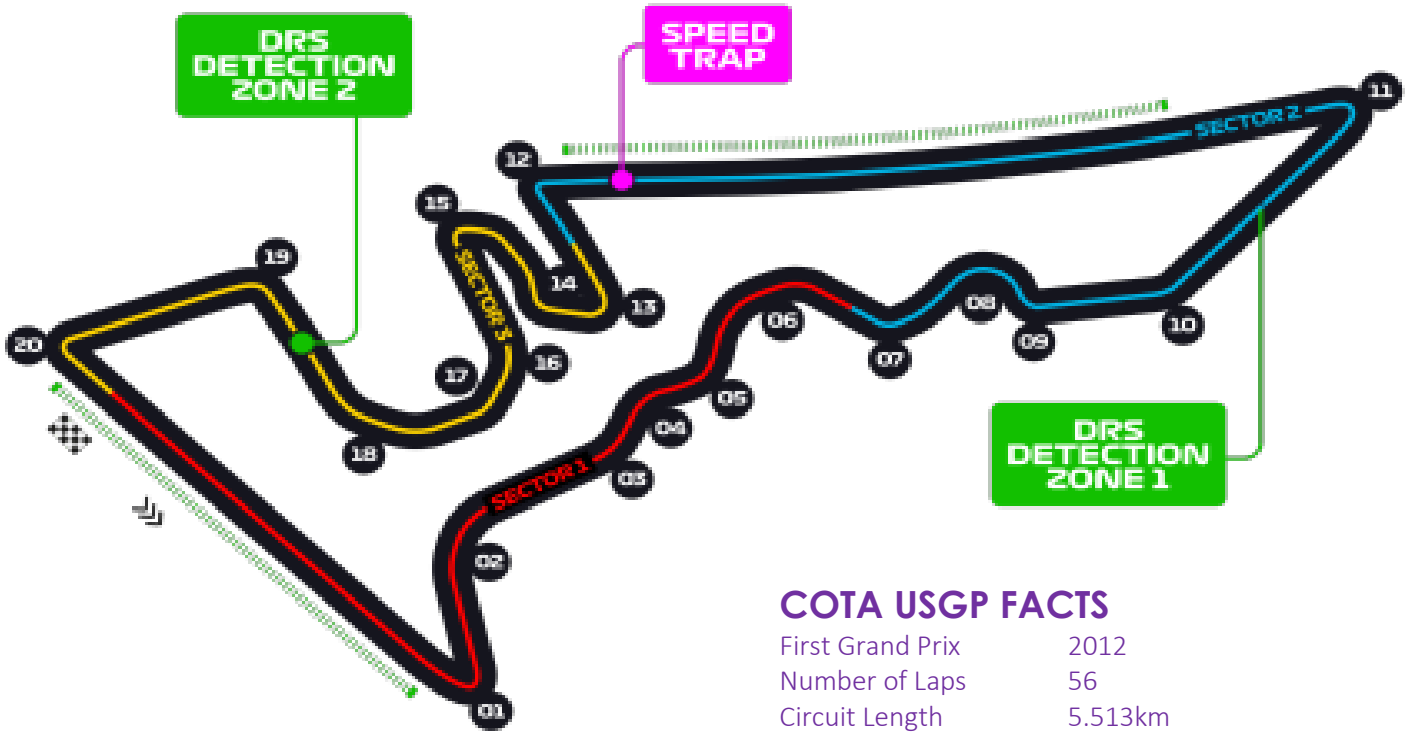
And finally, the most recent race held at Suzuka in Japan. Rain caused chaos at the first attempt at a start, with Sainz aquaplaning into a wall, which led to a red flag. Over 2 hours later, the race resumed, with Verstappen leading away a wall of spray, allowing him to drive away to a win of a time-shortened race. Perez waded through to 2nd place after Leclerc received a penalty for shortcutting the chicane on the final lap, which handed the 2022 World Championship to Max Verstappen. Vettel fought with Alonso to hold onto 6th and Nicholas Latifi finally scored points this year for Williams.

So now we see who will come out on top in America.



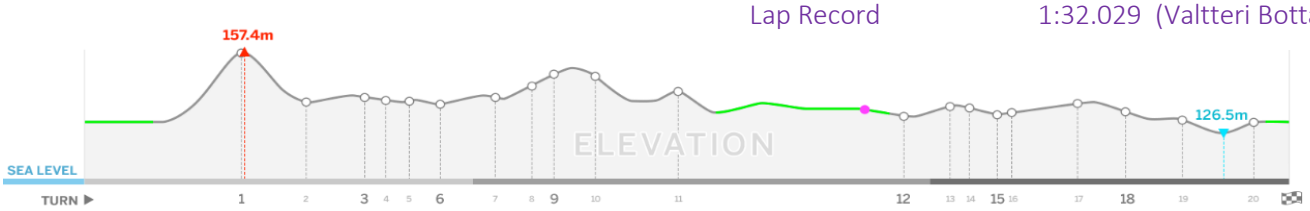
Article by Michael Shaw,
Australian Grand Prix
Officials Gazette Team





COTA USGP FACTS

First Grand Prix	2012
Number of Laps	56
Circuit Length	5.513km
Race Distance	308.405km
Lap Record	1:32.029 (Valtteri Bottas 2019)



YOUR F1 SCHEDULE

Practice 1	Friday	14:00 – 15:00
Practice 2	Friday	17:00 – 18:30
Practice 3	Saturday	14:00 – 15:00
Qualifying	Saturday	17:00 – 18:00
Race	Sunday	14:00 – 16:00

PAST F1 USGP @ COTA WINNERS

2012	Lewis Hamilton	McLaren - Mercedes
2013	Sebastian Vettel	Red Bull - Renault
2014	Lewis Hamilton	Mercedes
2015	Lewis Hamilton	Mercedes
2016	Lewis Hamilton	Mercedes
2017	Lewis Hamilton	Mercedes
2018	Kimi Raikkonen	Ferrari
2019	Valtteri Bottas	Mercedes
2021	Max Verstappen	Red Bull

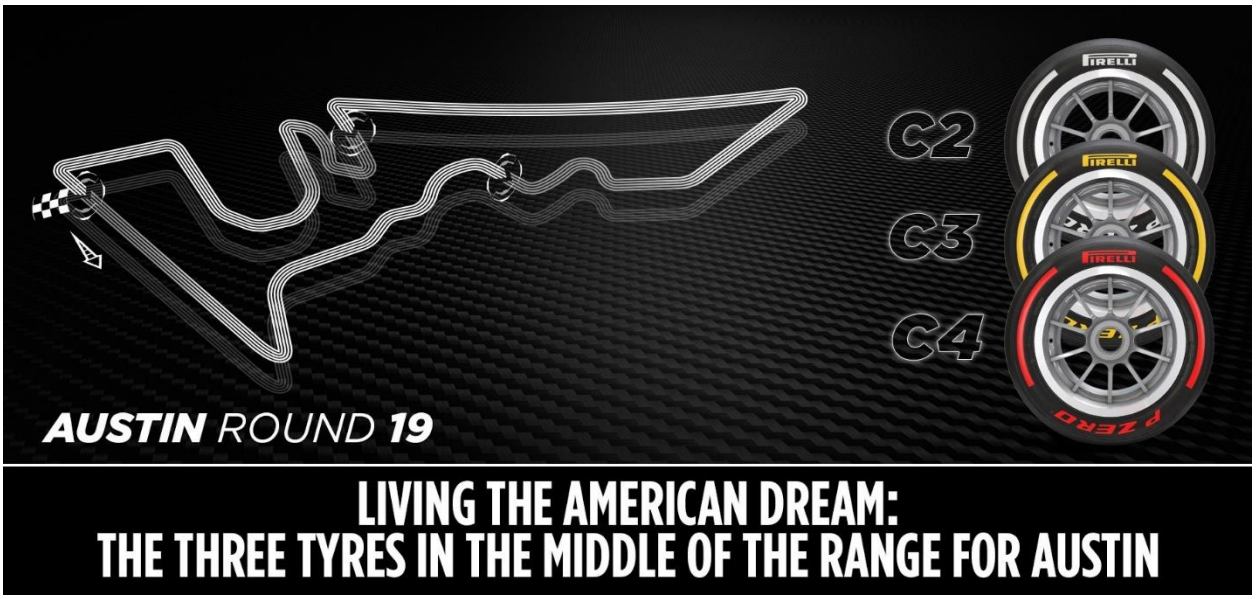


TIRES



"We'll be testing some 2023 prototype slick tires at the Circuit of the Americas"

"The Circuit of The Americas is a balanced layout when it comes to the demands placed on cars and tires in terms of traction, braking and lateral loads, but it's mainly a flowing track that the drivers love, which nonetheless presents some challenging sections that shouldn't be underestimated. The track was partially re-asphalted in 2020, with a 'milling' process also taking place last year to shave off the worst of the bumps that oblige teams to raise the ride height, which affects aerodynamics. In the first free practice session, there could be a high degree of track evolution so it's going to be vital for the teams to maximize the data collected during FP3 to define the best strategy. The second free practice session will be dedicated to slick tire testing for 2023, weather permitting. Weather conditions in Austin have been extremely variable in the past, so it's a circuit where you have to be ready for anything!" *Mario Isola - Motorsport Director*



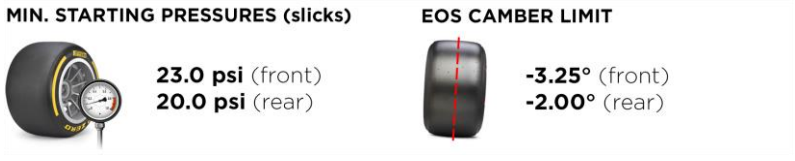
The middle three compounds have been nominated for Austin: C2 as the P Zero White hard, C3 as the P Zero Yellow medium, and C4 as the P Zero Red soft

The uneven track surface could make it necessary to run a higher ride height, influencing aerodynamic performance. The teams will need to study the data carefully to find the best set up.

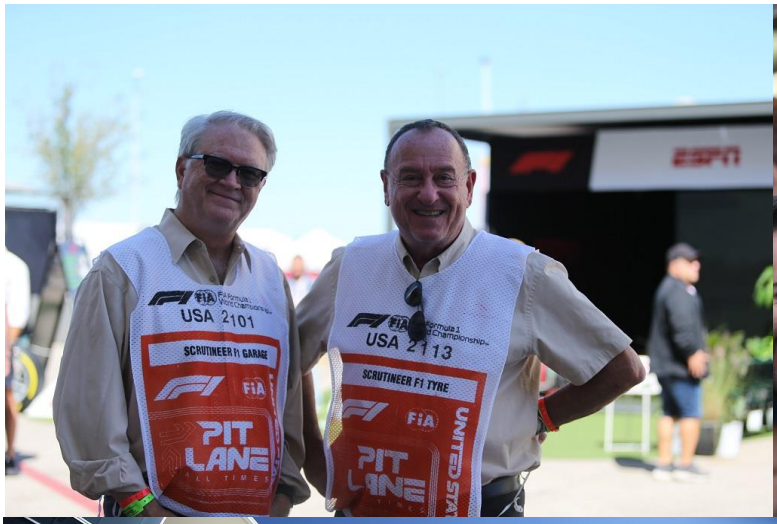
The United States Grand Prix was a two-stopper last year, but with a completely new range of tires, it might be a different story this time round – thanks to new regulations, different weather conditions and other variables on track.

As was the case in Japan, the second free practice session has been extended to 90 minutes to test the 2023 slick tire prototypes, helping to fine-tune the compounds for next year before the teams get to try the definitive versions after the Abu Dhabi Grand Prix. The entire FP2 session will be devoted to the tire test, with Pirelli setting the run plan. If a team uses a young driver for FP1, it is allowed to run its own program for some of FP2, before concentrating on the tire test for the remainder of the session. The prototype tires can easily be recognized as they won't carry colored markings on the sidewalls.

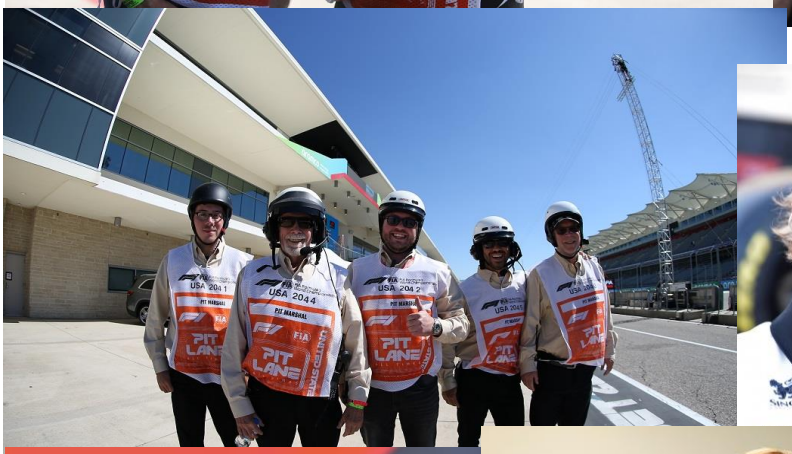




Article courtesy of Pirelli.com


USA 2101
SCRUTINEER F1 GARAGE
PIT LANE
USA 2113
SCRUTINEER F1 TYRE
PIT LANE


adidas


PIT LANE

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