THE OFFICIALS
UNITED STATES GRAND PRIX NEWSLETTER

CONTINUING CHATTING WITH CHARLIE

PART TWO IN THE SERIES BY LYNNE HUNTTING

More of my annual Chat with Charlie Whiting, FIA F1 Race Director.

We discussed the growing trend of race marshals traveling to races out of their 'jurisdiction.' Charlie agreed that he thinks there are more traveling marshals for Formula One events, but doesn't know any figures.

"Some ASNs tell me it's not unusual to get applications from marshals from ten foreign countries.



"Monaco, for example, gets many, many requests because everyone wants to go and be a marshal at Monaco. They've got marshals of their own, of course; and it's a very small circuit, so there's a limit of how many they can actually squeeze in there.

"They have to be selective. On the other hand, China may not get too many requests as it's expensive to get to and from, and other considerations. But I think there's a lot of exchange going on in Europe.

"I know there are quite a few marshals that go to a lot of races on different continents. Australia is quite a big favorite. It would be an interesting exercise to carry out, actually, to ask each organizer how many requests it gets for marshal participation and how many countries. Singapore gets a lot. It's quite a long circuit and there's a lot of marshals out there. It's a very cosmopolitan place there and there's a lot of ex-pats there."

Editor's Note: There are nine foreign countries represented on this year's F&C crew, and two countries on the Scrutineers' Team.

Charlie was very impressed with Russia in its first race.

"It was quite remarkable, actually, how well organized they were, considering it was their first race. It was predominantly Russians doing all the key posts they have.

"There were some Australians there; but they (the Aussies) were definitely shadowing there, they weren't doing the work. For example, the Chief Pit Marshal was a Russian guy who had been to a couple of races.

"A lot of delegations are going to races over the past couple of years, but you never got the feeling when they were there that they were actually doing something. They were obviously doing a lot of note taking.

"Using the Chief Pit Marshal as an example, he was so 'on it' - he knew exactly what was going on; and that was the same with the Race Control crew, and the Scrutineers.

"Jo Bauer (FIA Technical Delegate) said they were just amazingly good. It was their first race and none of them had any actual experience, other than attending and observing.

"CAMS (Confederation of Australian Motorsports), the Australian ASN, did the Russian training. It was quite an eye-opener in Russia. It did go well."

Charlie said "All the F1 marshals do a good job under varying circumstances. And it's very hard to single out one lot, if I had to. And it would be unfair. They all have their jobs to do."

Regarding Mexico next year (having a Formula One race after a long hiatus-1992), Charlie said "FIA hasn't gotten that far into it yet. But I think Mexico has its resources..."

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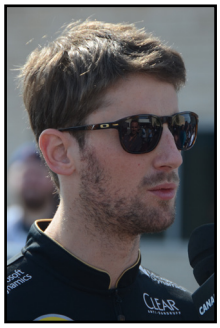
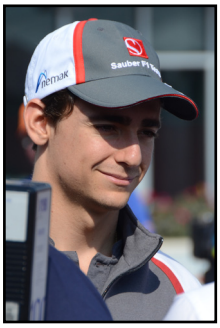

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CONTINUING CHATTING WITH CHARLIE

CONTINUED FROM PAGE 1

"They have a lot of experience, and they've run a lot of top-level races - Champ Car, NASCAR, etc. They know what they're doing. I wouldn't have any concerns."

As an official FIA track inspector for the United States, Charlie has visited nearly every major race track and circuit in the country.

I put him on the spot as to his favorite circuit which has run a Formula One race. Other than this weekend's host track, Circuit of the Americas, Charlie said Watkins Glen.

He also said he'd like to see a Formula One race at Road America.

"That would be fantastic. I like that track. Laguna (Mazda Raceway Laguna Seca) would be nice, but there is only one remote possibility for overtaking there, in the fast downhill going down from Turn One into Turn Two. Laguna is a nice track, I agree, but obviously I think Road America would be fabulous."













FAST FACT

A new Virtual Safety Car procedures was tested Friday after F1 FP1 and FP2, to learn if it's possible to slow cars down for quickly-resolved situations. This would avoid deploying an actual Safety Car which would bunch up the cars (and maybe affect racing?) It's somewhat similar to something called Code 60 in Europe, during which a pink flag is displayed for drivers to slow to a uniform 60 km speed.

During the VSC situation, a VSC flashing light board is operated, advising the drivers to slow to a certain uniform speed. The drivers are wired with an ear piece which alerts the driver if he is exceeding the speed limit.

The test was of a process new to the drivers as well as Race Control, and all feedback so far is that it seemed to work quite well, certainly from the perspective of Race Control.











TRACKSIDE TRIVIA



FIA F1 Deputy Race Director, Herbie Blash, has a favorite trivia question - passed on to the USGP Marshals via Jim Swintal.

Name Eleven circuits in the United States where Formula One Cars have run since the establishment of the Modern GP World Championship era in 1950.

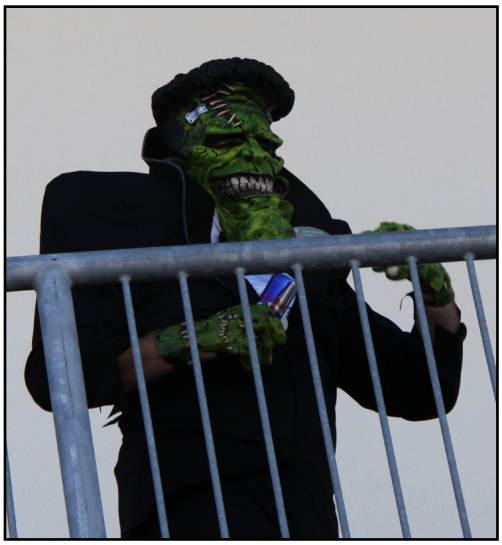
ANSWER ON PAGE 8







HAPPY HALLOWEEN!







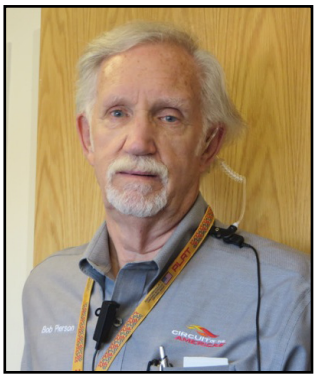


GETTING TO KNOW YOU: A LOOK AT YOUR FELLOW MARSHALS









BY LYNNE HUNTTING

USGP COTA Flagging & Communications Chief, Bill Armitage of Cincinnati Region, is the only newbie to his position, but he's worked all three COTA F1 races and six prior Grands Prix. Bill has held similar lead positions at other events and has been a race marshal for more than 15 years. He's also a proud member of Lake Erie Communicators. Bill has 215 marshals, with representation from thirty states and nine foreign countries.

Ben Coleman has been USGP COTA Chief of Pit & Grid for all three races. He has also worked the Indianapolis F1 races. Ben's crew consists of 25 marshals who work both in the F1 Pit Lane as well as assuming total Pit & Grid responsibilities in the Support Paddock for the Ferrari Challenge and Mobil 1 Porsche SuperCup Series. Ben has one father-son duo, Al and Joe Bourdet of San Francisco Region.

Scrutineers Chief Suzanne Royce probably has the most years of experience in her position. She started as Chief for the first Detroit Grand Prix in 1982, and has done nearly all USGPs since, plus the Curacao F3 race and this year's WEC race at COTA. Her crew numbers 30, many repeaters with years of experience. This isn't her first rodeo. Suzanne also has a father-son duo, Diego and Carlos Merino of Spain, who have worked Scrutineering in numerous Grands Prixes around the world, including Australia.

For most volunteer marshals, the first face they see is Chief Registrar, Mary Shiloff of Detroit Region. This is an important job at any event, but especially so at a Formula One race, which has such stringent requirements and credential processes. The team works hard for the days leading up to the race, preparing all the Registration packets, handles the pre-registering of the early bird marshals, and the mass Registration on Thursday night. By 6:30am on Friday, Registration is closed and her staff moves off to its other team. Mary works in Race Control; Marilyn Andreaini of Detroit Region, who then works Pit/Grid and Paula Taylor.

Although Mary worked as Registrar and several other positions over the past thirty years, this is the first time as USGP Chief of Registration.

Mary was selected to be the 2013 Credentialist for Global Rallycross events around the world, including Barcelona, Brazil, and Munich as well as the US events.

In 2012 she received the SCCA Member of Excellence Award at the Las Vegas National Convention. Included in the award as a trip to any motorsports event in the world. She and husband Jerry chose the Goodwood Revival in England.

Race Control has a variety of officials doing many tasks. Among the race marshals are Jim Swintal - Marshal's Communicator on the Primary Corner Station network; Rhea Dods of San Francisco as Marshal's Communicator on the backup radio network.

Jim characterizes their jobs as his being on AM Radio with the news, and Rhea on the FM network doing NPR.

Jo Ann Jensen, now of Chicago Region, is the Emergency Dispatcher; and Mary Shiloff of Detroit Region, who is also the Chief Registrar, is the Incident Recorder. She records ever incident call on a computer with monitor, and the logs go immediately to a large TV monitor located in the huge bank of TV monitors on the front wall available to Race Control.

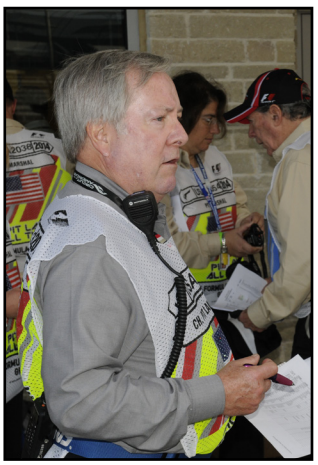
Gordon Ensing of Western Michigan Region is the F1 Starter, and this weekend he marks his 24th Formula One Race. He has three starters on his team, all from the United States.

Bob Pearson hails from Detroit Region and has been involved with many USGP's since his many years with the Detroit Grand Prix, as Race Chairman/Worker Coordinator. Here at COTA he again is the Worker Coordinator and this weekend is also Secretary of the Meeting.

Paula Taylor of Lone Star Region is Secretary to the Stewards. She also fills in - literally as well as figuratively, with Registration.

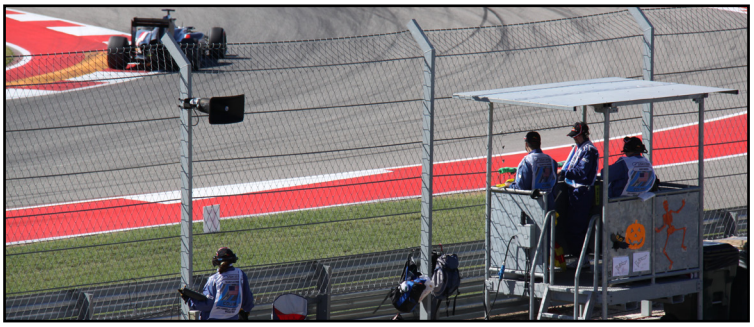












TRACKSIDE TRIVIA ANSWER

Sebring, Riverside, Long Beach, Watkins Glen, Las Vegas, Detroit, Dallas, Phoenix, Indianapolis, Austin, and last and for many the hardest to remember - Ontario (Quester).





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