

THE OFFICIALS

UNITED STATES GRAND PRIX

NEWSLETTER

MEET THE CHIEF: SCRUTINEERS

BY LYNNE HUNTING

Suzanne Royce has been Scrutineer Chief for all USGP F1 races at COTA. She started in the SCCA many moons ago, and her USGP F1 experience dates back to the first Detroit Grand Prix in 1982.

Suzanne has an impressive resume, which includes Moto GP; all WEC at COTA; Formula E; Australian V8 Supercars; FIA GT; F3000; Formula C at Curacao, Rolex 24 Hours of Daytona, IMSA; Pro Rally; Formula SAE in the US, Italy and Australasia; Formula Student UK; and Formula Hybrid. Suzanne is fortunate in that she always has more requests to work than positions available, and the bar just keeps rising.

During the COTA WEC race weekend, Suzanne mentored the F1 Chief and Deputy Chief from Mexico, in preparation for the upcoming Mexican Formula One Grand Prix. She was very impressed with the two young men, who were skillful, knowledgeable and eager to learn. Suzanne has great confidence in the job they will do next week.

Suzanne has a crew of 28 F1 Scrutineers, with two assigned to each Formula One car, five working the F1 Scales, and two Rovers. Their task/emphasis is on enforcing safety, not rules.

The Scrutineers assigned to each of the specific teams are designated as Tire Scrutineer with the scanner, and Garage Scrutineer, who is on a radio. They're cross-trained, and support each other when needed.

There are several new tools of the trade this year for the Scrutineers as well as new emphasis on certain safety procedures.

The Tire Bar Code Scanners are new and improved - and weigh less. They now have the capability to automatically scan



the tire bar codes, rather than having a two-three step process for entering data and waiting. Once the scan is completed the Scrutineer knows immediately if the tire is OK or not. The designated Pirelli tires for the weekend are assigned by FIA Scrutineer Kris de Groot - 44 - 6 tires. He inputs three sets of numbers per tire into the Master Software List.

Once a tire is used, i.e. has passed the Pit Out Light, it is considered 'used.' When the car returns to the garage, each tire is scanned. If it isn't OK, a red button on the scanner alerts FIA. The tire scrutineers hold the tire until checked by FIA.

FIA Technical Delegate, Jo Bauer, led an intense but informative session Thursday for all the Scrutineers. He very much emphasized that there will be strict scrutiny on all the wheel tethers. The tethers haven't changed, but the standards of scrutiny have been toughened. There is to be absolutely no cord breakage of any kind, or the tether will be replaced. Four teams had to replace tethers at Sochi.

On Wednesday there were six scrutineers, three teams of two, who were doing mandatory pre-race safety checks on each Formula One car. They also inspected all the drivers gear including driving suit. Three templates check/confirm the correct openings were in place: cockpit opening, the internal cockpit aka foot box, and the frontal head restraint board fit behind the driver. All drivers must wear FIA certified Frontal Head Restraints.

The F1 drivers have new helmet visors this year, which must meet FIA standards, after which they receive what is equivalent to a Tech Sticker.





MISTAKEN IDENTITY

In the first edition I mixed up names of Father and Son. Alex Van de Sandt, pictured in the orange hat, is the young lad who is working Station 18 as an Intervention Marshal.

He is on fall break from high school, where he is a Senior. in Zionsville IN.

His father is Bill Van de Sandt, and is a Steward in Race Control. This is how the family spends its vacation.







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