THE OFFICIALS
UNITED STATES GRAND PRIX NEWSLETTER

HERBIE

BY LYNNE HUNTTING



Herbie Blash, FIA F1 Deputy Race Director, is retiring at the end of this F1 racing season. He's held this position since December 1995. Since 1997 Herbie and Race Director Charlie Whiting have worked together in Race Control. "Charlie and I have been in Race Control for 20-21 years. We have to think about the next generation."

Herbie is going to miss F1, but is looking forward to enjoying other forms of motorsports, such as WRC. "Stepping down will give me the opportunity to see some of the other world championship events. I've never seen a rallye in my life. Now that's the sort of thing I'll have the chance to go and see - WEC or Formula E or rallye, and see how the volunteers are working in those particular fields. I want to be a little bit nosy."

Herbie's background is team oriented, having started in 1965 with Lotus, then Brabham and Yamaha. " I have been working with Yamaha for the past 26 years, and will continue as they have some automotive projects I'm overseeing. I think I'm going to be involved in one of their motorcycle racing programs. And I have a very good working relationship with Porsche, and I'm hoping I can continue with that relationship as well. So, am I 'retiring'. Retiring? No. Am I slowing down? Not sure. But with Formula One, it's time for a new generation."

"Charlie and I have always been involved with race teams. I've been involved in some training but I've never had the opportunity to be a marshal. Maybe in my future I'll have the wonderful opportunity of working on a corner and seeing.

Although he's never been a volunteer marshal, Herbie has long been an ardent supporter of the marshals and race officials. He is the Ambassador to the FIA Volunteers and Officials Commission, which was formed in 2011. One thing done by this Commission was, effective this year, the adding of Appendix V to the FIA International Sporting Code, dealing only with Volunteers and Officials.

The long-awaited website for the Volunteers and Officials is well on its way. This next year you're really going to see something coming out. One difficulty has been in reconciling all the different ways countries have of doing things.



TECH TALK

BY LYNNE HUNTTING



FIA Technical Delegate, Jo Bauer, met with the USGP Scrutineers to go over the latest and greatest technical details. Chief Suzanne Royce, and along with FIA Scrutineers Olivier and Richard outlined the 2016 procedures for the weighing platforms and tire checking.

Jo emphasized the importance of inspecting all wheel tethers.

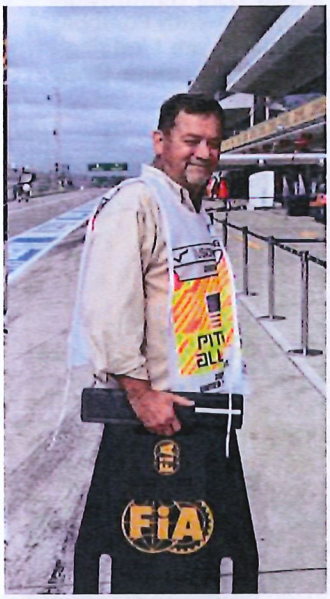
This year there are three templates used as part of the technical inspection process.

The Horizontal template verifies the correct dimensions for the main section.

The Vertical Pass Through template confirms the proper amount of leg area.

The third template checks for placement of the head support in case of a driver seat extraction.





Top Lt: Richard, Suzanne, Olivier, Jo
Top Rt: Scrutineers Meeting
Lower Lt: Templates/Laser Scanner
Lower Rt: Cinturato Tires



For checking tires, there is a new, upgraded tire checker device/laser scanner which also now includes a high-resolution camera.

One device is allocated per F1 team. It scans and stores data.

For USGP Pirelli has brought three dry tire (tyre) compounds, one intermediate and one wet (Cinturato).



During Qualifying session, there will be a second set of scales outside Garage One/Scrutineering Bay for random weight checks of care during qualifying.

COTA COMMUNICATION







BY LYNNE HUNTTING

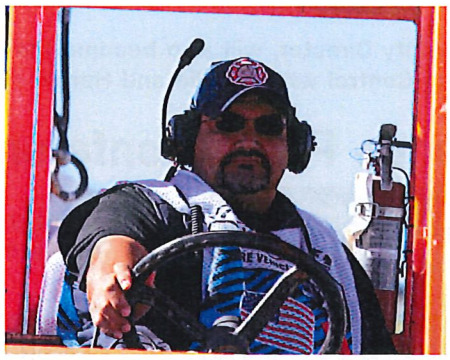
This year for the first time all the marshal posts will have land-line communication, rather than hand-held radios, for primary corner communication. Among the many plusses for such a system is that people can talk over each other/break in.

While this may sound like a negative, consider that an emergency could not be communicated via radio, while someone else is making a routine call. This could be critical. In last year's race there were eight interventions.

FIA F1 Race Director Charlie Whiting is pleased about the new landline, as he's been advocating for one all along.

The new system was just installed and had its first trial Thursday during the Track Inspection/Systems Checks session.





There are 34 stations, plus the Starter and Finish Line. There were some hiccups, with a couple of stations not being heard in Race Control and a reverse situation on another couple of posts. But the hand-dandy IT Tech, Danny Wiggins and his trusty screw-driver fixed that. And at the end of the day, with some more sophisticated diagnostic repairs, the only spot with a problem was the Finish Line; and it will stay on the radio for the weekend.

With the new landline, this means an added level of corner communication. The Designated Land Line Communicators will be talking with Jim Swintal in Race Control. The CPM's - Corner Post Marshals or Station Captains and TSP (Light Board) Operators - will have radios and be in communication with Rhea Dods in Race Control on the back-up net.

For the first time, the Track Intervention marshals will have radios and be in communication with Mark Muenze in Race Control.







HERBIE.....CONTINUED

For example, here in America you seem to have different flag rules for different series, while in FIA everything is being generated by Formula One, where it's now waved flags rather than stationery flags. And that's universally accepted around the world, apart possibly from America. You have your different sanctioning bodies that don't actually all gel together. And that's not right."

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One of the fond memories Herbie thinks back to the days when there weren't so many restrictions. "Those of us with teams used to meet with the marshals. They would come down to the garages where we were working, and we got to know the marshals over the years. That was my introduction to it all. And then as things tightened up, there were more and more restrictions, we didn't meet so many. But Charlie and myself, we go round and round on our inspections. We see all the marshals year after year, so kind of know them well. But the teams don't know the marshals. So hopefully the Pit Lane walk will start to open things up. A lot of the marshals now aren't alking to the teams, and of course they remember them from the year before. So I'm hoping that will really start to gel the marshals and teams together.

And other fond memories? When we've requested the marshals do different things and they've always responded. And sometimes marshals on their own initiative do things excellently. Obviously, our biggest concern is their safety. Sometimes they don't really understand. We can't always have them being too brave. Like a parent - It's for your own good."

I've always said, "Without the marshals, none of us would be here. And that to me was fairly obvious very early on. Without our volunteers there wouldn't be any form of motor racing."

Laurent Meckies, currently the FIA F1 Safety Director, will also become the FIA Deputy Race Director. He has been in Race Control with Charlie and Herbie all year.

Thursday FIA Conference Press Conference - Lewis Hamilton



Q - Have you considered when you will retire, or take a sabbatical?

A - Thank you for the question. I don't plan on taking any sabbaticals.

If I stop, I stop. That will be the plan.

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