THE OFFICIALS NEWSLETTER
UNITED STATES GRAND PRIX



JIM SWINTAL

"Still Plays With Cars"

Jim Swintal's job title this weekend is "Race Control Communicator-Primary Flag." He communicates with all the corner marshals on the landline - Communicators and Corner Post Marshals, and holds this position for all on-track sessions. Everything they say to each other is logged electronically. This is a role he's played since the the first USGP F1 at COTA in 2012. This is similar to his previous roles as Marshal Communicator with Champ Car 2003-2007. Since 2010. Jim has been the IndyCar Race Control Communicator, interfacing with the race teams, Safety Car, and Pit Lane Officials. He also works as the IMSA Race Control Communicator liaising with TV production. This helps "tell the story", which is very valuable.

Jim has always been an indycar/F1 fan. He got his start - literally - as a Starter in SCCA in 1980. As soon as he was able, Jim joined Chicago Region, when architecture was his day job. His SCCA license enabled him to become a CART race course observer and his first race was at MIS in 1982. Jim graduated to Starter for Indy Lights in 1990, working his first race at Phoenix, which was won by Paul Tracy. Over the next ten years he started 177 Indy Lights races. But who's counting? Jim was hoping to make 200+ so he could beat the record set by Starter Nick Fiorno, but CART grabbed him first.

As a traveling race official, Jim has been to several foreign countries, including Australia, Belgium, Brazil, Canada, England, Germany, Holland, Japan and Mexico. One thing Jim has always done away from the US, and which I've observed first-hand in Mexico, is start his first talk with the Marshals in their local language. This goes over very well with the troops. He writes it out in English and has the local Chief Steward translate it for him to say.
Jim has been painting since he was a child, and became a serious (professional) motorsports artist concurrently with traveling for races. Check it out at http://www.jimswintal.com.







JAMES FOYLE

James Foyle of Texas is the FIA Clerk of the Course. In America, the title would be Operating Steward. In FIA-speak, as per the Sporting Regulations, he is "responsible for conducting the event in accordance with the applicable regulations." James manages various aspects circuit operations. This includes interfacing with marshals. He will "ensure that all officials are at their posts;" and "collect the reports of the timekeepers, scrutineers, track or road marshals, together with such other official information as may be necessary for the determination of the results." There are several other specific duties which relate to drivers, teams, and other stewards governing the conduct of the event. It's quite an encompassing job description and covers a lot of territory.

James is positioned next to FIA Race Director, Charlie Whiting during the F1 sessions. Working with James is Paul Walter, Deputy Clerk of the Course for F1. Another steward working with James is John Maesky, Assistant Clerk of the course. Bill van de Sandt and Reid Atherton are Assistant Clerks of the Course/Support Series. Paul shares F1 with James, and handles the response coordination and dispatching. John handles F4, and Bill works with the Masters Historic F1 Series. There are a lot of logistics involved with the support series, especially in getting them to and from the Pit Lane, as they are garaged some distance away in Lot K near Turn 12.

James has been a F1 Steward since the 2000 Indianapolis USGP, and has done 14 F1 races, as well as FE, WEC and Australian V8's. He's been an SCCA Steward since 1970 and just finished a week-long assignment at the 2017 SCCA Runoffs at Indianapolis Motor Speedway, which had nearly 1,000 cars. James' resume also includes 15 years as an IMSA Steward. With this background, he knows and is known by many of the marshals here this weekend.








F3 AMERICAS CHAMPIONS
44
AMG
EQ POWER+
PETRONAS
PRIMAX
Red Bull
Santander
EPSON
BOSE
Allianz
HAAS
RICHARD MILLE
Haas Automation Inc.
Windshear



SYDNEY DAVIS YAGEL

Assistant Race Chairman, Sydney Davis Yagel, is one race official with whom most, if not all, marshals interface. Sydney is a Facilitator, Communicator and Logistician. Her job description could go on for pages listing all the many tasks for which she is responsible.

All marshals register through Sydney. She organizes all the set-ups for the marshals, handles all the logistics, creates the plans such as for Transportation and then executes. Sydney is the one who created and implemented the infamous Tornado Evacuation Plan two years ago.

Sydney is detail-oriented, and above all a communicator. She liaises with all the marshals, race officials, and promotors, and keeps them all informed in a timely fashion. Her emails and communiques start weeks before the event. She's held this position at USGP for three years, and also does so for other professional events at COTA including WEC, MotoGP and PWC. She has one more COTA race this year - the 24H Series Race in November.

Sydney, from Katy TX, has been the Houston SCCA Race Chair for the past ten years, and for two years was its Regional Executive. As if this isn't enough motor racing, her day job is the Events & Driving School Manager at MSR Houston, a local race track. And when she has spare time she races an SCCA EP Miata. To further round out her day, she writes and photographs for SportsCar and RACER.





MOTO TAXI

Rick Johnson is the current Chief for the Moto Taxi team, comprised of seven total motorcycle Rescue Riders with “Boundary Rider” tabards on provided Yamaha TW 200 motorcycles. The 3.425-mile/5.513km elevated road course is divided into six sectors, which they continually patrol. Rick covers the entire circuit.

The Riders pick up stranded race car drivers and return them to the pits. They all have special radio-equipped helmets and are connected to Mike Dillon in Race Control, who is their dispatcher. When they learn of an incident, the appropriately-designated rider replies and responds to the area, as does Rick who will take over for the dispatched Rescue Rider.

Rick has been a Rescue Rider since the days of the Indianapolis MotoGP and USGP. He is acting Chief this year for the assigned Chief, who has health issues. Two of the six riders are Rookies this year, with the others having three and four years of experience.





















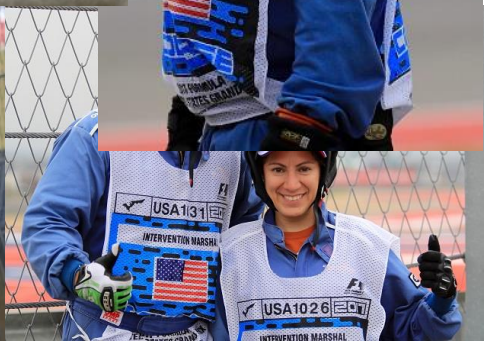






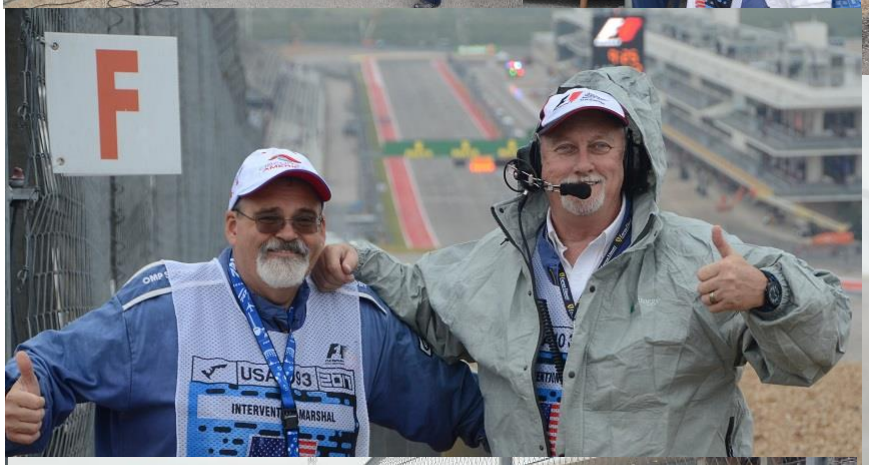
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