THE OFFICIALS NEWSLETTER
UNITED STATES GRAND PRIX

HAMILTON









MEET THE PRESS

This year our team has been (counter-clockwise from top right):
Lynne Huntting of Oakland CA,the originator of this publication - journalist
Jon Cronk of Morgan Hill CA - photographer
Pablo Matamoros of Minneapolis, MN - photographer
Ron Searle of Melbourne, AUS – layout, photographer
The Officials Newsletter is very much a team effort and we want to thank ACCUS, FIA, and COTA for their support.






TURN 1










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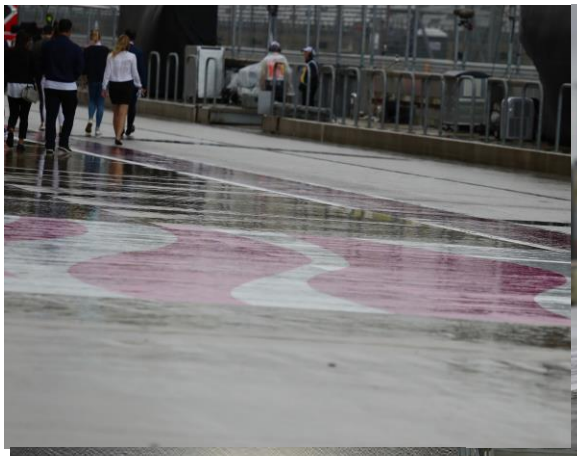
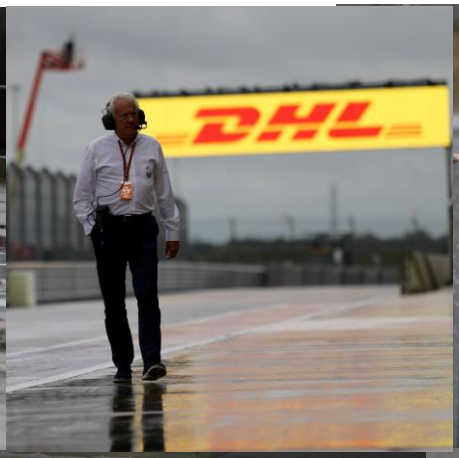
USA1035
INTERVENTION MARSHAL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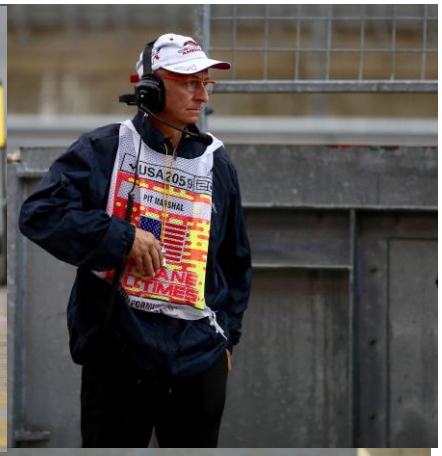
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PIT MARSHAL



V-Power
Santander

USA1366
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CRANE PERSONNEL


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COURSE

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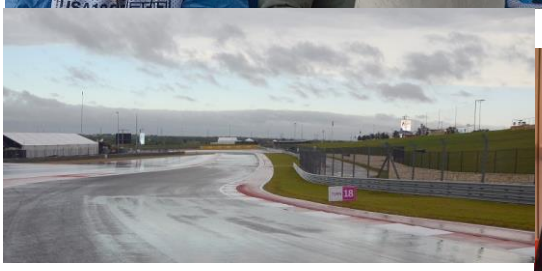







LAURENT MECKIES

Laurent Meckies is the F1 Assistant Race Director and FIA F1 Safety Director. He is involved with all aspects of safety. We had a chance to sit down with him Sunday morning for a chat on several safety and marshal-related topics.

In Formula One, Laurent is responsible for all-inclusive safety - the circuit, pits, safety car, and officials and marshals. "We try to make sure everybody is working in the best conditions". This weekend is the second time he and FIA F1 has run into the lightning problems experienced Sunday morning at the COTA track. The first time was the 2015 Tornado F1 race weekend. "I think that you guys have a lot more experience and already have in place the proper procedures. There was a delay Sunday morning, but we were able to keep on schedule. It all ran very very smoothly, so it's a pleasure working with the officials."

Halo - frontal cockpit protection is adopted for 2018 for F1, F2 and FE, and will be built of titanium to withstand 15x the car weight. It will be a separate part for the car, homologated and built by a third-party vendor and approved by FIA - just like a driver's helmet. The teams will be free to buy from their preferred approved vendor.

Without the Halo, drivers are required to get out of the car within five seconds. With the Halo they are given an additional two seconds. With the rigid structure of the Halo, the drivers will be able to grab onto it and help themselves get out of the car.

Visibility - the center support post is thin enough - 22mm wide - that the drivers naturally look around it and don't find it a distraction. It's as thin as possible and still support the weight. FIA is hoping in the future we can make it even thinner.

Biometric gloves. "They were tried out in FP1 by Lewis Hamilton, Max Verstappen, Esteban Ocon, and one of the Sauber drivers. We are trying to have most of the drivers try them to give us feedback before next year when they will be required. FIA will interact with each supplier to make sure they can integrate the technology with their gloves. The idea came from the desire to utilize biometric data, which has been around for a long time now. Two years ago, F1 introduced accelerometers in the driver's ears. At first we tried biometrics this way, as the drivers were already wearing them. But we were not so happy with the quality or the results we were given, so we tried gloves and so far it's working well. So far we're only using them in F1. If everything goes well in 2018, we will be used in other series, FIA Series as well as non-FIA Series. It's possible IndyCar could be one of those series. We have a very good relationship with IndyCar and they are aware of what we are doing".

Other new F1 safety regulations for next year include small step increases in the F1 chassis strength requirement for the crash test. There will be a new helmet in 2019, a more evolved helmet, which will integrate the Zylon strip into the helmet visor. This is a quite significant, but not so visible evolution.

Regarding marshal safety, there are a lot of FIA Track Inspectors from around the world and obviously they have a lot of input about the marshals and their working conditions. And they want to specify more guidelines for the minimum requirements for the marshal condition of work and for the marshals' equipment.

Volunteers and Officials Commission - one goal of the Commission is to make available more training content, modules, and material. First step of commission, which meets once a year, was to set up FIA Officials Licencing. All the FIA Officials at USGP linked to the F1 championship have these new licences. The main objective is to bring it to the National level, with the description of the Marshal's function. There is an online data base and the Officials Licences is in Appendix V of the International Sporting Code. "Rules and procedures concerning Volunteers and Officials - 2017. Published 21.12.16.

First annual Volunteers Day - May 12. Held at the Spanish GP and worldwide celebrating those who dedicate their time to make motor sport possible around the world. It will be done on the same day in 2018, and it will be even bigger. "That was one of our big moments of the year".