THE OFFICIALS NEWSLETTER
UNITED STATES GRAND PRIX



THE CHARLIE WHITING INTERVIEW

Each year Charlie Whiting has shared insight into many facets of F1 and marshaling. This year we were thinking that since most of us were drawn to the sport by the excitement but stayed for the people, our discussion with him this year could become more focused on Charlie, the person with some additional comments about the sport and his thoughts on COTA. Working with Charlie over the years in F1, one learns that he is a very talented, patient, thoughtful man that is intensely dedicated to F1 and after this weekend's discussion, we learned that F1 was indeed his passion and his younger self's life goal. He is further in the sport than he envisioned his "initial" goals and determination would take him.

As a youth in Kent, England not far from the Brands Hatch circuit, Charlie and his brother Nick were drawn to motorsport and in particular the spectacular nature of Formula One. They knew the "overland" route through the trees that would take them sneaking into the circuit to watch F1 from great vantage points. It was then he knew what he wanted to do – his goal was to be an F1 mechanic for a top team! His first "job" was with his brother Nick prepping Saloon cars for customers and as that prep business continued to grow, in 1976 they campaigned a British Surtees F1 Car with English female driver Davina Galica. Following two years with Davina, Charlie secured a position with Hesketh Racing. The car was not the "best" car as Charlie explains but they ran out of money and he went looking for a new job.

His next job in F1 was with Bernie Ecclestone's Team Braham where he stayed for more than a decade. Hired by then Team Manager Herbie Blash as a mechanic, he was initially tasked with the job of transporting a trailer to Austria to a test event overland from England– as Whiting indicated, "it was a very long drive"! After that run to Austria, Herbie made Charlie a mechanic on test team and he was on his way. He would them become Chief Mechanic for the World Championship winning team. It was Charlie who with his team took Nelson Piquet to his World Championship wins in 1981 and 1983. Charlie says, "Winning a World Championship with a team was my goal, my dream and I reached it! Nelson was a dream to work with and it was great." At the young age of 30, he had reached his childhood dream and goal and then set a new goal of doing more in F1. After his 10-year stint with Brabham finishing in the role of Chief Engineer (Ecclestone had sold the team and went on to "run" F1), Bernie tapped Whiting to be the F1 Technical Director (a position now held by Joe Bauer). Charlie served as the F1 Technical Director until 1995 and then in 1996 took over as Race Director/Starter at the inaugural Grand Prix in Melbourne. As we all know his role is as Race Director is very broad and all-consuming but Charlie indicates "starting the race is still my favorite part, it does not get much more exciting than the start of the race". After 12 years as Race Director Whiting has no plans to retire or slow down. He "loves this" despite being on the road and away from his young family for around 200 days a year.

Couple of quick notes: Charlie's Favorite F1 Era is the Mid-2000's with the 1000 HP V-10s; his most difficult race was one in Brazil that saw horrible weather; COTA is one of his most favorite tracks, calling it an excellent facility, "Sepang in Malaysia is a wonderful track" and for street circuits "Baku is a well put together circuit". It is important to note he is a strong supporter of all marshals and all of the volunteer race officials worldwide that make F1 possible. Growing the marshal group with some younger faces is an imperative and there are a lot of countries discovering new ways to attract the younger generations.

Charlie has two young children, son Justin, 11 and daughter Charlotte, 8. They split their time between their home country of England and Monaco when Whiting is not on the road. When at home, Whiting says he does not have a bunch of other hobbies, his family and this sport are his great loves and passion and when he is not on the road, he does a lot of activities with his children and deals with his work with F1 and the FIA.





The Haas F1 Team is the only American team competing in Formula One. Having debuted in 2016, the Kannapolis, North Carolina-based outfit has steadily improved each season, scoring 29 points in its inaugural 2016 campaign and 47 points last year. With four races still remaining on this year's 21-race calendar, Haas F1 Team has tallied 84 points and is fifth in the constructors' standings with an eye set on overtaking fourth-place Renault. In the past two races leading into the United States Grand Prix, Haas F1 Team has scored eight points to Renault's one, making the battle for the top of the midfield the truest championship fight.

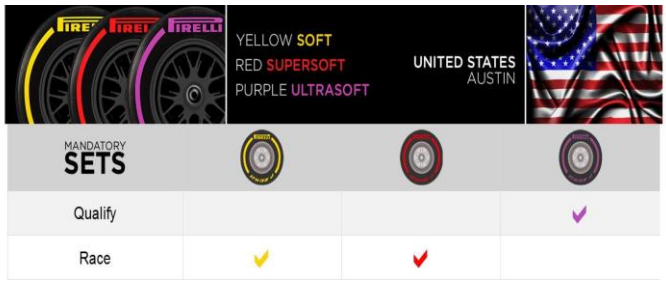
Despite its underdog status, Haas F1 Team believes it can be best of the rest, and getting there means continued point production from drivers Romain Grosjean and Kevin Magnussen. Both wheelmen have earned points-paying drives at COTA. In the second Formula One race at COTA, Grosjean finished a career-best second to the dominant Red Bull of Sebastian Vettel. It's one of three point-paying results Grosjean has achieved in his six career Formula One starts at COTA. Teammate Magnussen finished in the points in his first Formula One start at COTA in 2014 when he came home eighth. And in his second Formula One start at COTA in 2016, Magnussen finished a respectable 12th.

TIRES

Drivers are permitted 13 sets of dry tires for the USGP event. These are split between the yellow-marked **soft** compound, the red-marked **supersoft** and the purple-marked **ultrasoft.**

Three tire sets are mandated as shown in the table below with the rules for their use being that each driver must save one set of the softest of the three nominated compounds for Q3. This set will then be returned for those who qualify in the top 10, but the remaining drivers will keep it for the race. Each driver must have both of these sets available for the race.

Teams are free to choose the remaining 10 sets. The table at right shows the selected sets.

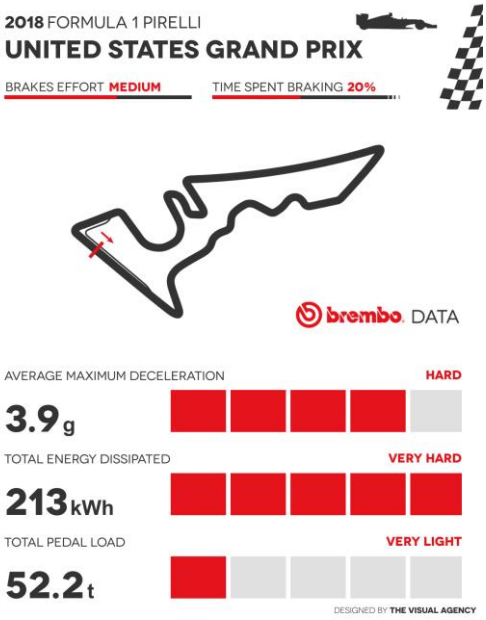


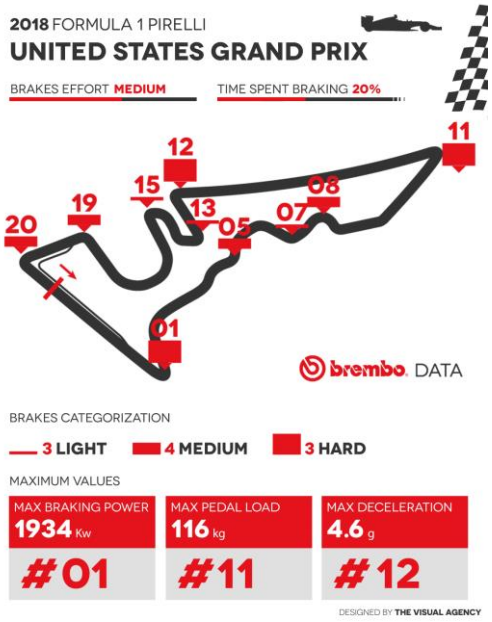


BRAKES (courtsey of Brembo)

According to Brembo technicians, Circuit of the Americas presents a mid-level difficulty on the brakes. The Formula 1 drivers use their brakes on only 10 of the 20 corners. The grip guaranteed by the four tires means the cars don't need to brake on turns 3, 4, 6 and 16. But precisely because they accelerate through turns 3 and 4, they have to apply the brakes minimally on turn 5. To complete one lap on the Austin track, the brakes on each Formula 1 car are applied for 18 seconds and half. On average during the United States GP, the Formula 1 cars apply their brakes for 17 minutes, which is 20% of the overall duration of the race. The average peak deceleration per lap is 3.9 G, but there are six corners where this gets up to at least 4 G. The energy dissipated in braking throughout the GP by one single-seater however, is high: 140 kWh, which is the same of the Mexican GP. Nor is the load applied to the brake pedal by each driver from the starting line to the checkered flag among the heaviest in the World Championship: 52 tons, which is less than half that of the Singapore GP. In other words, each driver is required to apply a force of about 550 kg for every minute of driving.

Of the 10 braking sections on Circuit of the Americas, Brembo technicians have classified three as demanding on the brakes, four of medium difficulty and three light. The cars approach turn 12 after having traveled the long straightaway and taken advantage of the DRS system. The single seater speed loose almost 240 km/h in order to set the braking-point up right. They go from 330 km/h to 92 km/h in just 2.84 seconds and 142 meters. To perform like this, the drivers are subject to 4.6 G in deceleration and apply a load of 114 kg on the brake pedal. The speed lost in braking on the first corner is just below this, but since this stretch is uphill, it requires more time to complete the operation: 2.99 seconds are needed to go from 320 km/h to 87 km/h in 140 meters. The load on the brake pedal is 114 kg and the deceleration is 4.6 G. A little shorter but just as significant is the braking on turn 11: 297 km/h to 87 km/h in 2,48 seconds and 126 meters with an average deceleration of 4,6 G. Braking on the last corner requires 90 meters. On the contrary, only 19 meters are needed for the small braking sections at turns 5 and 7.









TERRY "Doc" DeYOUNG – Chief of the Start/Finish team



This year there is a new Chief in the start stand and he comes all the way from Green Bay, Wisconsin to Texas to pull together a great team of 4 for this year's F1 event. Doc's journey from Wisconsin to Chief of Start/Finish at this F1 started when he was pulled into racing by his insurance agent, E Production driver Mike Froh, from the area near Road America. Mike needed a guy to go with him to a National Event at Brainerd Raceway in Minnesota and Terry agreed – and the hook was set!

DeYoung worked with National Championship level competitors for the next decades, working with Jeff Miller's Kohler C-Sports Racer for at the SCCA Runoffs in Atlanta and at Mid-Ohio where Jeff secured two championships in six years. In his next decade of involvement Doc worked flagging and communications at Porsche Club and SCCA Club events and became a member of his local region board and then moved over to be a starter.

During his 10 years as a starter at various events at Road America, he also was drafted to help out the EV team operating the Gehls at the track and, when asked, helping with tow trucks and wreckers. One of his most proud moments was when he was able to retrieve two vehicles from the RA turn 12 gravel-trap almost immediately after they went in and before the field came back around the track - - - two pulls in under two minutes. He points out that his ground team helped worked well together and that was the way it was possible. Roy Spielmann from COTA worked with Doc at Road America and drafted him to help teach the 2016 F1 at COTA Gehl teams how to properly lift F1 cars (instead of pallets!)

Doc tells us his favorite track will always be Road America but his favorite world circuit is Monaco and his favorite series is Formula One, go figure!

Terry says that working the Start/Finish at F1 was at the top of his bucket list and as he takes this role for 2018, he can scratch off another item from his list! With his team that includes Kim Kuzma, Terry Walsh and Jamey Osborne, DeYoung will deliver great service to our F1, F3 and F4 customers at this event and he plans to ensure that his entire team has the chance to do every job on the two stations. That is teamwork!





ASN – RACE CHAIRMAN, BILL ARMITAGE



We all know Bill…. You know he is that guy that helps organize and staff big races around the eastern US. If it seems like he is at every major event, you can bet he likely is!

Bill Armitage is again serving at the Race Chairman for this 7th running of Formula One at COTA. Starting in racing as a flagger in 2000 after having been a teenage fan in the stands with his dad at the Indianapolis 500 and numerous Toronto Indy Grands Prix where the hook was nearly set. Then, while watching the Toronto Indy, he found himself paying more attention to the marshals on the corners than the cars. Bill said "I was trying to interpret their hand signals and the stuff they were doing and I knew I wanted to be where they were." You can call it an addiction to motorsports for him or simply a passion that was instilled by his dad as a teen, either way, he was in it for the long haul and Bill has jumped into many areas of officiating with all his heart and soul.

Armitage serves as "Race Chairman" or Volunteer Marshal coordinator for many events and has a solid reputation as a go-to-guy at Indianapolis for all road course events. Indy Car is Bill's favorite series, mostly because he cut his teeth as a fan at Indy Car or CART events before diving in to help as a flagger and as a pit lane monitor and tire prepper. He says he loves F1 too and honestly just prefers open wheel road course racing to sports cars but any road course racing motivates him to participate! You might guess that Indianapolis Motor Speedway is his favorite track but not because he spends a lot of his weekends there each year, rather it was the place he fell in love with the sport in 1983 with his dad. He does however immediately point out that the team at the Speedway is the fabulous to work with and always very precise in their work and that keeps IMS as his top track.

For Bill, working, even as a part-time professional in motorsports is a dream come true. His day job as Independent Sales Rep for construction and building maintenance products affords him the time and flexibility to take on many racing projects. His family including wife Amy and daughter Gianna are often working at the track with him and are only absent this week because of Gianna's school commitments. Gianna was a great support admin and FIA Stewards runner for the Formula E in Brooklyn for the last two years and everyone raved at what a great kid he has- - she has that same determination to do great work as her dad! When not playing with cars, Bill enjoys brewing his own beer at home in Louisville, KY.

Your Race Chairman would like to thank each of you for volunteering this year to make this event a success. Sometimes, Bill says, "We may not say it often enough, but it is critical everyone knows how much we appreciate all of you, the time you take and the money you spend to support this international event. We cannot make an event of this magnitude happen without everyone pulling together as a team to be supportive of one another and enthusiastic for each day's events – so to be sure you hear it now – THANK YOU!"







Know your ASN Chief Flag Marshal – BRYAN GREGORY

In speaking with Bryan about his start in racing, we learned that his father loved Porsches and passed that passion onto Bryan. Our flag chief started working races 22 years ago as a flagger and continues to be as passionate about marshaling as he was then. For the inaugural Austin F1, Bryan served as an Asst. Flag chief and helped make that first event a success for the entire flag team despite the challenges an inaugural event at a new circuit can present. He has been the SOW Division "Divisional Administrator" of flagging for 5 years in the past, Houston Region flag chief, and a member of his local SCCA Region board. Bryan is proud to be able to serve as the Flag & Intervention team chief for this impressive group of marshals from around the globe. Alongside of him in this role are the extremely experienced and talented Assistant flag chiefs, Willy Perez from Michigan, Jake Davis from Texas and Don Erickson from California.

Bryan loves to tinker with his cars and races when he is not flagging, winning the SCCA SOW Division T4 and FP classes in his "stock" Dodge Neon three times in 2015, 2016, and 2017. His tinkering is not limited to his race car though as he has restored (with intent to race) a 1970 Porsche 914 GT4R and plays with a 912 and a 930S as well. Porsche club also uses Bryan expertise as a flag chief for many of their events. Bryan loves sports cars and names Le Mans as his favorite and IMSA basically a tie with his love for Le Mans.

Outside of racing, Bryan works in Pharmacy Sales for Pfizer Oncology as the primary rep to MD Anderson. He and his wife of 33 years Colleen have four extraordinary adult daughters. Daughter Suzanne is a successful Opera singer, twins Caroline and Laura were both recently married forcing the father of the brides to take a hiatus from spending too much money racing, and their youngest daughter Julia is 24.

Like all of the chiefs, Bryan wants you all to know how much he appreciates everyone's willingness to work together and give their time and energy and money to be part of this event. He went on to say that he is also appreciative of how working as a race marshal allows us to connect with so many diverse individuals.

