

THE OFFICIALS NEWSLETTER

2019 FORMULA 1 EMIRATES UNITED STATES GRAND PRIX

Welcome, Marshals and Race Officials, to the 8th running of the USGP F1 race in the great state of Texas at Circuit of the Americas! We have the largest ever number of volunteers, 477, surpassing even the inaugural in 2012. You come from all over the world, many traveling great distances from 16 countries and 15 states, Race Chairman Bill Armitage and Marshal Coordinator, Sydney Davis Yagel have been crunching the numbers and details. Ticket sales are said to be high, possibly the second best USGP since the inaugural.

The largest team is the corner workers - 333. They include Communicators, Flaggers, Intervention Marshals and Chief Post Marshals, all under the direction of Chief Flag Marshal, Bryan Gregory, who is back again. On the other hand, the smallest crew is Starters, numbering four, led by returning Chief Starter - Gary Beschle. The Grid/Pit/Paddock team is again run by Nadja Pollard, and her numbers were increased to 39 this year. They will be working with the Scrutineers for a more efficient Push-Pull crew for any stranded vehicles in pit lane. This crew staffs both the F1 Pit Lane as well as the Support Paddock way up on the backside hill.

Suzanne Royce, a ASN/FIA National Scrutineer, is returning for her eighth year as Chief of the Scrutineer Team, which consists of 30 marshals every year. Suzanne has worked every USGP since the first Detroit GP. There are two Scrutineers per F1 garage - one for the garage and one for tires, for 20 total, plus five for the F1 scales, two Rovers, two deputies-Michael Royce and Adam Gavalla, and one chief. They cover both F1 and the Support Paddock.

Another crew is Moto Taxi headed up by George Majewski, who will have seven motorcycle riders to ferry stranded drivers.

The care and feeding of the volunteers and marshals is overseen by Alyssa Vasquez, whose title is Hospitality Chief & Motorsports Operations for COTA. She has 43 on her team.

This year Kimberly Kuzma McFarland heads up Registration & Race Admin, shadowing Sydney Davis Yagel. Kimberly had been an F1 Starter.

The USGP volunteer workforce is quite diverse, coming from nearly every continent: Abu Dhabi, Australia, Azerbaijan, Brazil, Canada, Colombia, Dubai, England, France, India, Ireland, Mexico, Poland, Saudi Arabia, Scotland, Singapore and USA.

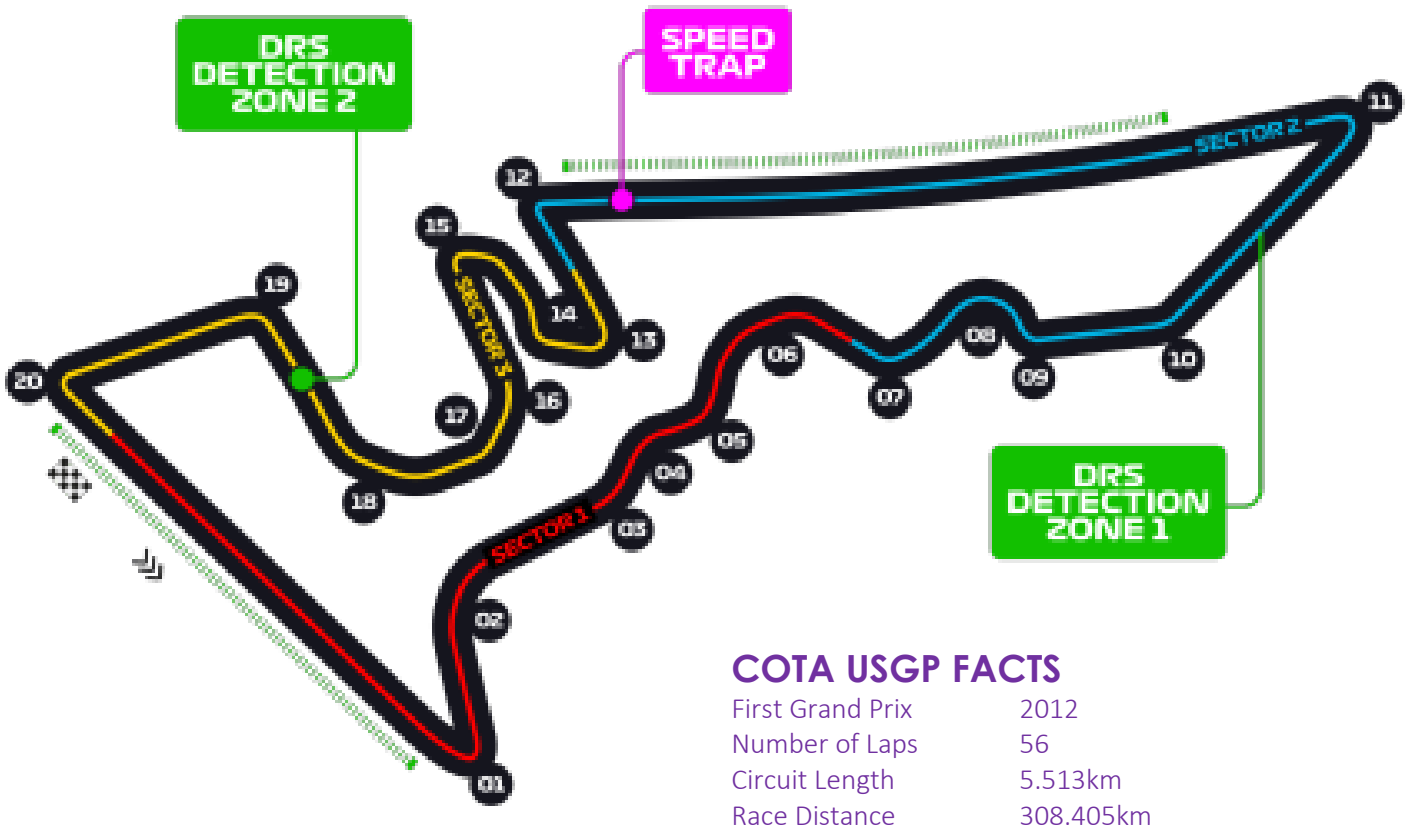
Another positive set of numbers - the number of dedicated volunteers who have worked all eight USGPs at COTA - 34. They are F&C (17), Scrutineers (12), two each for Pit/Paddock and Race Admin, and one for Starters. This is an amazing corps of marshals and race officials. You should all be proud! Welcome, and enjoy!

Sit back, enjoy your days and know that you all have the best seat in the house for one of the largest sporting events in America! Thank you for your dedication!



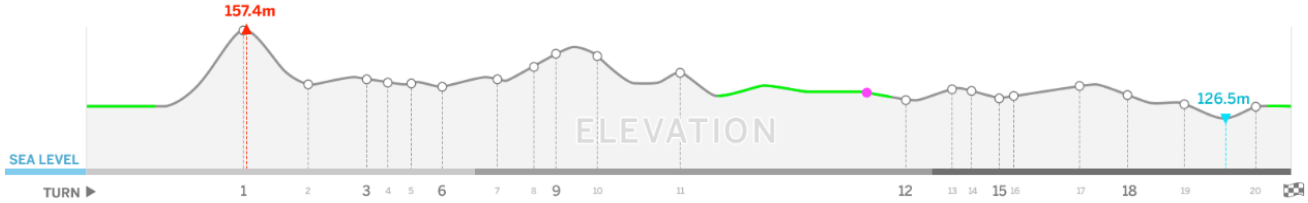






COTA USGP FACTS

First Grand Prix	2012
Number of Laps	56
Circuit Length	5.513km
Race Distance	308.405km
Lap Record	1:37.392 (Lewis Hamilton 2018)



YOUR F1 SCHEDULE

Practice 1	Friday	11:00 – 12:30
Practice 2	Friday	15:00 – 16:30
Practice 3	Saturday	13:00 – 14:00
Qualifying	Saturday	16:00 – 17:00
Race	Sunday	13:10 – 15:10

PAST F1 USGP @ COTA WINNERS

2012	Lewis Hamilton	McLaren - Mercedes
2013	Sebastian Vettel	Red Bull - Renault
2014	Lewis Hamilton	Mercedes
2015	Lewis Hamilton	Mercedes
2016	Lewis Hamilton	Mercedes
2017	Lewis Hamilton	Mercedes
2018	Kimi Raikkonen	Ferrari



F1 2019 REVIEW … SO FAR

2019 has been a season of change, in spite of few rule changes during the off-season. While the points tables don't reflect it, Mercedes-AMG's domination of Formula 1 is waning. Most of the challenge is coming from Ferrari, with Red Bull nipping at their heels.

Coming into the season, there were a few changes to teams and drivers. Charles Leclerc switched seats with Kimi Raikkonen, giving the youngster a pressure-heavy opportunity to display his skills in a top team. Kimi's new home of Sauber changed names to Alfa Romeo Racing, while Racing Point had the chance to settle down after a tumultuous second half of 2018 when they transitioned from Force India and Lance Stroll pushed out Esteban Ocon. Pierre Gasly was another inter-team graduate, moving from Toro Rosso to Red Bull Racing. Finally, in the most surprising change, Daniel Ricciardo jumped out of the Red Bull Racing frying pan into the Renault fire.

Coming into F1 were three returning drivers – Antonio Giovinazzi joined Alfa Romeo, though with only a couple of previous race starts; Robert Kubica made his long-awaited return after injuries in a rally in 2011, joining Williams; and Daniil Kvyat made a shock appearance at Toro Rosso. Three rookies entered the series, all were in the top 3 of the 2018 Formula 2 championship – George Russell at Williams, Lando Norris at McLaren, and Alex Albon at Toro Rosso.

Ferrari easily topped pre-season testing, but that pace disappeared by the time the teams reached Melbourne, Australia. Meanwhile, Mercedes picked up some speed and both qualified and finished 1-2, with Lewis Hamilton on pole but Valterri Bottas stealing the lead off the start and winning the race – and Bottas also took the first bonus point for fastest lap since Maurice Trintignant in 1959.

Leclerc then went on to dominate the next race in Bahrain, taking pole and leading the race until the 46th lap when he had a problem with his car, allowing Hamilton and Bottas to overtake for another Mercedes 1-2. Renault, though, had the unfortunate circumstance of having both cars fail within a lap of each other, just a handful of laps from the finish.

The Chinese Grand Prix continued the run of Mercedes-AMG 1-2s, with Hamilton again leading Bottas, and Lewis taking over the championship lead. Ferrari and Red Bull finished behind as the only other cars on the lead lap. Ricciardo led home a good mix of teams (Renault, Racing Point, Alfa Romeo, Toro Rosso, then Haas) and Gasly took the fastest lap, though his pace otherwise wasn't impressive compared to teammate Max Verstappen.

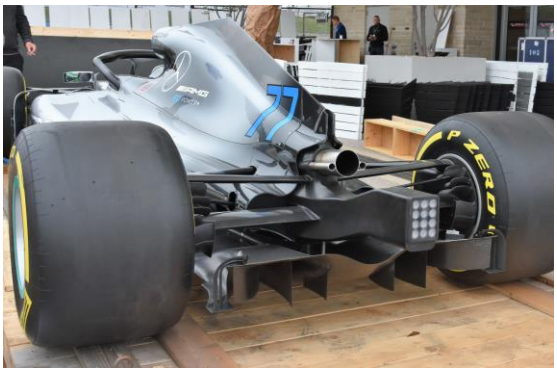
Azerbaijan produced yet another crazy race, though not its craziest. It started with Leclerc crashing in qualifying and was then followed by an attempted charge through the field by Charles, though it only resulted in fifth place. In another copy/paste finish, Mercedes-AMG were 1-2, this time Bottas ahead because the team are good at sharing. The lowlight of the race was Ricciardo attempting to overtake his ex-teammate Kvyat; but taking them both off the track. Then Daniel forgot to check his mirrors and reversed into Daniil when trying to rejoin.

Anyone want to guess the top two places for the Spanish Grand Prix? That's correct, Mercedes-AMG again. Stroll and Norris collided around two-thirds of the way through the race, bringing out the Safety Car, but it was a typical Spanish GP. Ferrari hoped they could find their pre-season pace, but it was still eluding them.

The jewel in the Formula 1 crown was a disaster for one Ferrari, while the other finally ended Mercedes' run of 1-2 finishes. Leclerc's qualifying was ruined when he was bumped out of the first part of qualifying, and he didn't recover, crashing on the 15th lap of the race. Vettel was able to finish second, behind Hamilton, with Bottas completing the podium. Williams managed to finish at the back of the field yet again, continuing a slow season with no sign of points without an amazing pile of bad luck for others.

Canada finally brought about the battle everyone wanted – Hamilton vs Vettel. In a race-long chase, Hamilton followed Vettel until a mistake by Seb had him take a trip across the grass and rejoin across Hamilton's nose. Race Control were quick to issue a five second penalty to Vettel for an unsafe return to the track – and saying Vettel wasn't happy would be an understatement. Sebastian complained often on the radio and petulantly stopped towards the entry to pit lane in the Parc Fermé area instead of the top 3 space. Vettel then moved the #1 board from in front of Hamilton's car to the empty space where his car should have been, just in case anyone didn't know Vettel's opinion of the penalty. Overshadowed by all of this was a double-points finish by Renault and a pair of fading Haas cars, a pattern that would appear a few times as the team could not get on top of tire performance.





F1 2019 REVIEW … SO FAR (Continued)

The French Grand Prix returned the F1 community to normal service with another Mercedes 1-2, with Hamilton taking his Fourth win in a row. Carlos Sainz Jr's McLaren finished in sixth position, with another great performance for a team on a resurgence.

The Austrian Grand Prix finally brought about a non-Mercedes winner. Verstappen almost stalled off the start, but managed to pull of a stunning victory, overtaking Leclerc after fighting hard for a couple of laps, by storming up the inside, then forcing Charles off the track. Norris was fifth, a lap down, but ahead of the second Red Bull of Gasly as rumors started that Pierre wouldn't last the year in his current seat.

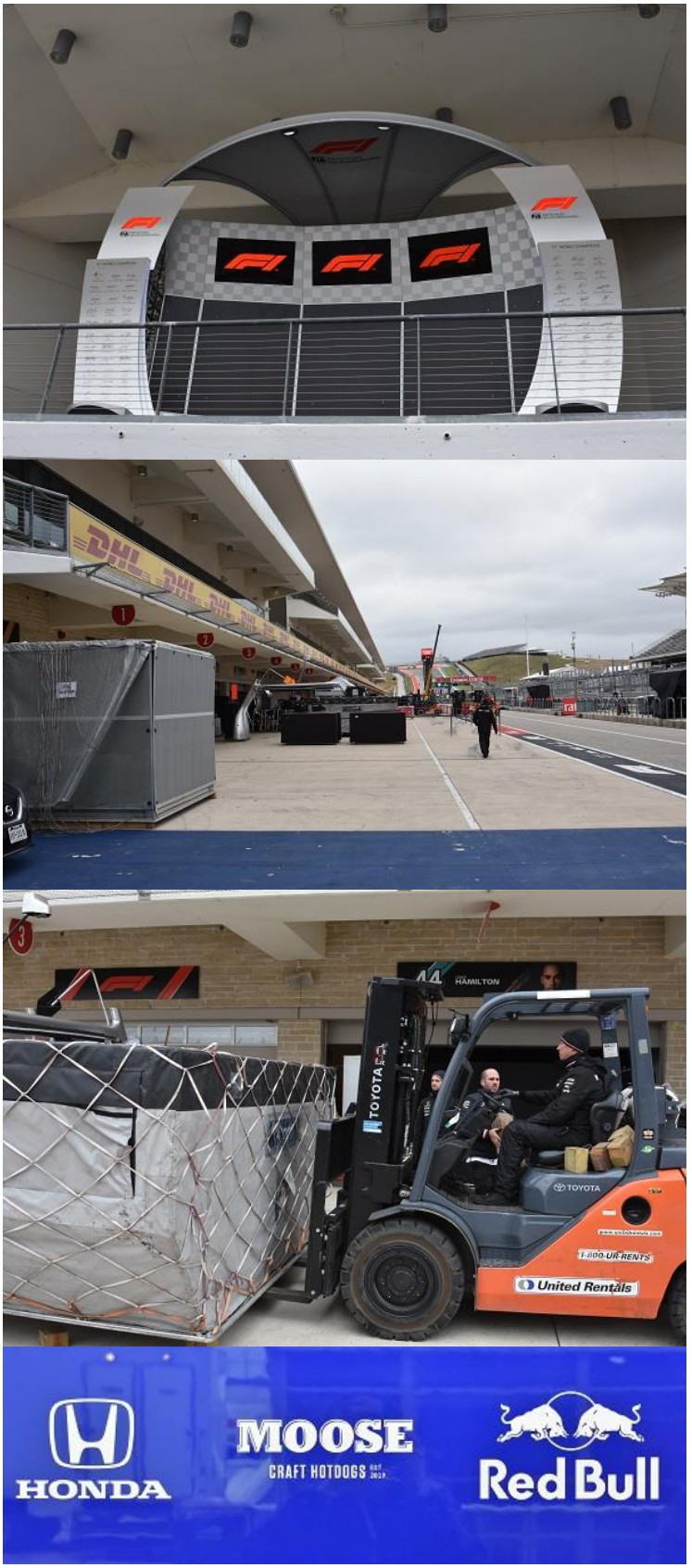
Hamilton yet again won his home race, the British Grand Prix. It was a reasonably comfortable victory for him, but an extremely uncomfortable race for Haas. Their driver collided on the opening lap, leading them both to retire. The race was punctuated by a brain-fade by Vettel, who rammed Verstappen when trying to retake third position.

Rain! Rain dominated the German Grand Prix. Hometown hero, Vettel, failed to qualify, but was able to wade through the field to get to second place by the finish. It was a difficult race to be - in a wonderful race to watch. After a wet start, drivers started moving to slick tires from lap 22, Hamilton entered the pits incorrectly, numerous cars spun off at the last couple of corners – there isn't enough space to go through everything that happened, so we recommend re-watching this race. The surprise of the race was that Kubica was able to hold on for 10th place and Williams' only points of the season so far.

The Hungarian Grand Prix marked the unofficial end to the first half of the season. Verstappen earned his first pole position, becoming the 100th driver to do so in Formula 1. Max led early, holding off Hamilton for most of the race, including a couple of times when Lewis almost snuck past. Verstappen was looking good for the win until his tires went away and Hamilton clawed back an over 10-second gap, to overtake into the lead just a few laps from the end. Verstappen held on for second ahead of both Ferraris.

The majestic Belgian Grand Prix started a Ferrari resurgence, while Red Bull and Toro Rosso had a driver swap, with Gasly going down and Albon coming up. Ferrari locked out the front row of the grid and Leclerc went on to dominate the race to win his first F1 Grand Prix. Unfortunately, the race was overshadowed by a Formula 2 crash where we lost promising young French driver Antoine Hubert and Juan Manuel Correa was badly injured.

The Italian Grand Prix will long be remembered for the farcical qualification session, where most of the drivers were too busy trying to ensure they could get a slipstream that they forgot they should be trying to reach the line before time ran out. This crazy situation left Leclerc with another pole and Renault locking out the third row. Leclerc deftly defended throughout the race, holding off both Mercedes to win his second race. Renault snagged fourth and fifth when Vettel spun off, then took out Lance Stroll when attempting to rejoin the circuit. Then Stroll tried to get going again, forcing Gasly in his Toro Rosso to take avoiding action as well.



F1 2019 REVIEW … SO FAR (Continued)

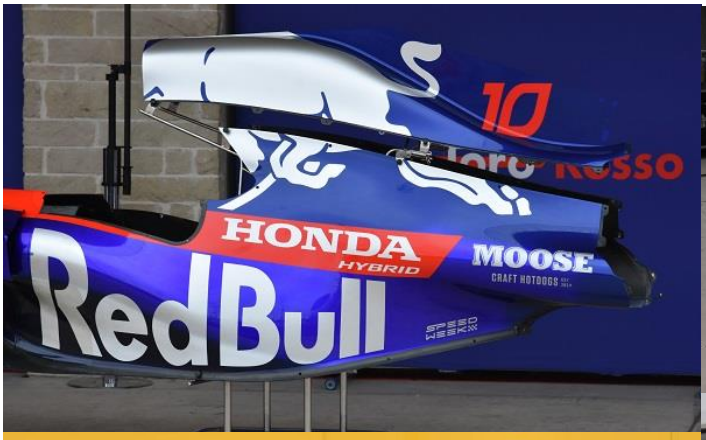
Singapore started the swing towards the end of the season. Ferrari continued its run of good form, with Leclerc once more on pole and Vettel second. Leclerc led early but a better strategy for his teammate, allowed Vettel to overtake during pitstops. George Russell collided with Grosjean, which was, surprisingly, the first retirement of the year for either Williams.

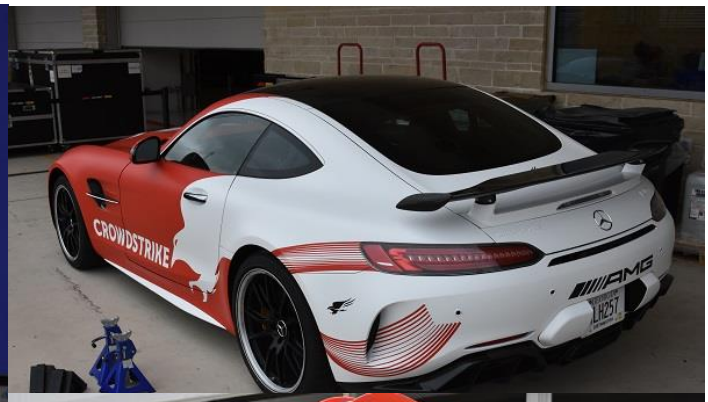
The Russian Grand Prix started with a familiar story of Leclerc on pole, though Hamilton put in a stunning lap to take second and Vettel lining up in third. The extra-long distance to the first corner meant that the Ferrari drivers had a pre-race pact to get both drivers ahead of Hamilton, where Vettel would hand back the lead if he overtook. Seb, though, found many excuses as to why he shouldn't switch places while Ferrari decided they'd strategize the swap. When Vettel returned to the track after his pitstop, he was behind Charles but it turned out not to matter when Vettel's car broke down. The Virtual Safety Car was deployed, allowing both Mercedes to pit and remain ahead of Leclerc.
The Japanese Grand Prix resembled Noah's Ark on the grid, with both Ferraris on the front row followed by both Mercedes, both Red Bulls then both McLarens. At the start of the race, Vettel almost jumped the start, Bottas leapt to the lead and Leclerc understeered into Verstappen. From there, Leclerc stormed through from the back of the field to 6th position, and Albon finished a career-high 4th. After the race, Leclerc was penalized a total of 15 seconds, bumping him back to eighth, for hitting Max and also for dragging around his broken front wing for a few laps, especially because pieces broke off and hit Hamilton's car, breaking a mirror. Additionally, Racing Point put in a protest against the Renaults for having an automated brake bias adjustment; and Renault were found by the FIA to have broken the rules and were disqualified.

Finally, we come to last week's Mexican Grand Prix. It was a race with so much promise. Verstappen took pole, but was then penalized three places for not slowing under yellows. Then from the start, there was action aplenty. Hamilton pushed off the track by Vettel, then fought with Verstappen. Verstappen getting a puncture, McLaren charging early but fading badly, and Renault soldiering on to a reasonable finish in spite of Kvyat nerfing Hulkenberg on the last corner of the last lap. Plus the expectation of the top 4 closing together at the end after differing strategies but it didn't pan out. A slow pit stop by Leclerc seems to have taken the fizz out of pushing the leaders together.

And so, here in Austin, Lewis Hamilton could take his sixth World Championship in a season that wasn't expected to be decided quite so soon.

Article by Michael Shaw, Australian Grand Prix Officials Gazette Team










MONSTER
HAAS
14
MUSTANG
MOOG


Grosjean
Smoke
Magnussen
Ford


HAAS
Haas F1 Team
JACK&JONES


HAPPY HALLOWEEN
FROM YOUR FRIENDS AT THE BAT TRACK




FORMULA 1
UNITED STATES
GRAND PRIX
2019


PIT LANE
ALL TIMES
PIT MARSHAL


AUSTIN, TEXAS
CIRCUIT OF THE AMERICAS