

THE OFFICIALS NEWSLETTER

2019 FORMULA 1 EMIRATES UNITED STATES GRAND PRIX

Valtteri BOTTAS (77)



Lewis HAMILTON (44) finished second and thus became a six-time F1 World Driver Champion.

F4

Race 2 Provisional

1. Christian BROOKS (4)
2. Christian BOGLE (7)
3. Joshua CAR (9)





MASTERS ENDURANCE

Race 2

1. Mike CANTILLON (7)
2. Jamie CONSTABLE (99)
3. Jonathan HOLTZMAN (87)



MASTERS HISTORIC

Race 2

1. Jamie CONSTABLE (99)
2. Claude MALETTE (13)
3. Travis ENGEN (2)



F1 QUALIFYING

1. Valtteri **BOTTAS** (77) Mercedes
2. Sebastian **VETTEL** (5) Ferrari
3. Max **VERSTAPPEN** (33) Red Bull
4. Charles **LECLERC** (16) Ferrari
5. Lewis **HAMILTON** (44) Mercedes
6. Alexander **ALBON** (23) Red Bull
7. Carlos **SAINZ** (55) McLaren
8. Lando **NORRIS** (4) McLaren
9. Daniel **RICCIARDO** (3) Renault
10. Pierre **GASLY** (10) Toro Rosso















MORE MICHAEL MASI

To continue with the Newsletter Interview with F1 Race Director, Michael Masi:

One of the roles handled by the Race Director is Safety Delegate. When asked what he does at the track, he said “Hopefully I'll have nothing to do. The Safety Delegate role is very much over-arching from the point of view of the driver more so all of the trackside infrastructure is in a safe manner and if there are minor amendments that need to be made , that’s sort of where the Safety Delegate role does kick in. At certain events the Safety Delegate, within the regulations, has the ability, for example, to lower the Pit Lane speed limit. For example, in the Formula One regulations, it is mandated 80 mph unless changed by the Safety Delegate. So I wear two hats. Monaco’s Pit Lane speed is 60 mph, Albert Park is 60, Singapore is 60, and so is Russia, which have been for a number of years. That’s probably one practical example. With the recent incident in Mexico at the end of qualifying, my Safety Delegate role kicks in to ensure that all the barriers and everything are reinstated and absolutely established in the manner that they were originally, and as per homologation. That role kept my predecessor well and truly busy and it keeps me busy.

This year there was a change in how the F1 cars handle Scrutineering. Teams no longer go through Thursday Scrutineering, but rather certify the car. It’s actually working quite well. There have been a number of factors, as we probably all know. Around the world the availability of people to give up more and more time from the Scrutineering perspective is becoming more challenging the world over. Now it is putting more of the onus upon the teams to actually say ‘well, yes, we actually checked everything with processes and procedures, and everything has been verified.' We still do all the safety side of things - they still get checked. It’s more from a legality perspective the honor system/targeted scrutineering/the self-scrutineering, and has been put in to help everyone. And from our end, it has worked extremely well. We absolutely check a whole roster of things throughout the weekend, including all the safety stuff which still gets checked off. And from a legality perspective, the FIA Team with the assistance of the amazing Scrutineering team, check things as the weekend goes on. So it’s more of just removing that initial pre-event Scrutineering on Thursday to make it easier for everyone and hopefully helps more as we’re moving towards 2021 and a more condensed race format. That's where Scrutineering will effectively be on Friday morning. So it’s one of those steps in the process. I’m used to it with the Supercars in Australia, and the lower categories - we had a targeted scrutineering system for a number of years. So, for me, it’s not foreign at all.

Biometric gloves are mandatory in F1 and FE starting this year. The information provided from the gloves goes to the doctor in the Medical Car, so he’s apprised of the driver’s condition by the time he responds. The information gets used constantly whenever there’s an incident, when a car hits the barrier. The usage is not just for a major major, but a constant flow through and just another tool for the medical team. It’s been working well and it’s a valuable addition to our safety protocol.

You may have wondered about the colorful metal markers on the Media Wall in Pit Lane, with team names and logos, somewhat resembling a shut-down marker. Every team has one. It helps to monitor safe-unsafe releases from a pit stop. The markers are used basically from when cars are released from a pit stop and another car is coming down pit lane. It effectively establishes their Go-No Go point when releasing from a pit stop. It’s not as critical at COTA, as it would be, say, in Melbourne which has a tighter pit lane. It becomes extremely critical safety wise at some circuits, because of the narrowness.







This year our team has been:

***Jon Cronk**, Morgan Hill CA*
***Lynne Huntting**, Oakland CA*
***Pablo Matamoros**, St. Pau, MN*
***Ron Searle**, Houston TX*

The Newsletter is very much a team effort and we wanted to thank ACCUS, FIA, and COTA for their support with a special mention to Tim Mayer