

THE OFFICIALS NEWSLETTER

WELCOME

Welcome back to the 11th running of the United States Grand Prix Formula One Race at Circuit of the Americas outside Austin, Texas - the Formula 1 Lenovo United States Grand Prix. Again the Championships have already been decided, for World Champion Driver and Constructor. We'll see one of Texas' biggest fans return to the grid when AlphaTauri driver Daniel Ricciardo returns after rehabbing his broken wrist. We'll also see the women in the F1 Academy as one of the support series. Next year this series will see each of the Formula 1 teams have one driver and their livery on one of the F1 Academy cars. Already McLaren has announced its driver as Bianca Bustamante, currently racing this weekend in the F1 Academy**.** The other support series this weekend are the Porsche Carrera Cup North America and the return of the Masters Historic Formula 1 Series.

The track was repaved early last year and has aged. Will there be new bumps to find in FP1? How will the mid-range Pirelli tires react? This weekend will be the penultimate Sprint Race weekend. Weather will also a factor. This predicts to be a warm weekend. FP1, Sprint Shootout and the race will run in the hottest conditions, whereas Qualifying and the Sprint Race will run in early evening. We all saw how temperatures factored into the Qatar race.

The volunteer numbers staffing this event are even more than last year - 580, and from a few more countries - 18 this year. Welcome one and all! And know this weekend your protocols are much the same with no new changes.

The Marshals Newsletter will again be electronically distributed daily, and will be found on a special link.https://www.f4uschampionship.com/pages/usofficialsnewsletter. Thanks to Sydney Davis Yagel for organizing and setting this up with the f4 United States Championship which is hosting us. Sydney has archived all the USGP Newsletters from COTA and Miami.

The Newsletter photographers are again Ron Searle and Pablo Matamoros, and joining them this year will be Randy Jones. Lynne Huntting will be out and about and in the Media Center writing and editing. Ron does the curating of photographs and layout. We welcome your input, off-duty photographs, and your smiles when we visit your stations.

WHERE CAN YOU FIND COPIES OF PAST AND CURRENT US OFFICIALS NEWSLETTERS ?

https://www.f4uschampionship.com/pages/usofficialsnewsletter

Thanks to Sydney Yagel for organizing this, and the F4 folks for hosting it

WHERE IS F1 THIS YEAR?

Max Verstappen.

Oh right, you'd like to have some more detail. Max Verstappen and Red Bull have absolutely dominated F1 this year. So instead of race by race, we'll go team by team.

Red Bull
This is sounding a little repetitive, but Red Bull have simply been the best team on the grid. The Adrian Newey designed car has been so much better than anything else at every track, apart from Singapore, and has been able to win both the Drivers and Constructors championships well before arriving in Austin. Max Verstappen has been the class of the field, winning races at ease. Sergio Perez, meanwhile, has been one of the most inconsistent drivers in the field, having won races, but also made some unforced errors (and occasionally being taken out by others.) They'll be almost unbackable favorites in Austin.

Mercedes
Lewis Hamilton and George Russell have made great strides in their hugely improved Mercedes-AMG. Both drivers have been hard to separate in terms of results, and in Qatar on track too. A mid-season upgrade package on the car has brought them from the front of the mid-field to regular podium holders and within sight of the Red Bulls at times.

Ferrari
The Italian marque has had the highest of highs, as in Singapore with Carlos Sainz's stunning, calculated win; and the lowest of lows, with 12th and a retirement in Australia, and everything in between. Charles Leclerc has been pushing the team hard for improvements; and they have been slowly coming up with a better car, but there's still a long way to go. Four poles, shared equally between Leclerc and Sainz has shown there is speed in the Ferrari, but the results haven't always matched their qualifying.

Aston Martin
Fernando Alonso started the year with a bang, getting three podiums in a row behind the Red Bulls, but Aston Martin have not been able to keep up with the F1 development race throughout the year. A slide towards the midfield has been the way the team has headed, though it could be a consequence of their move into a new factory. Lance Stroll has had moments of brilliance, but all too often he's been out-shone by his Spanish teammate. Stroll had a low point in Singapore where overdriving put him into a wall in qualifying and had to miss out on the race for his health.

McLaren
The Most Improved Award must go to McLaren. They have gone from the back to the front, including a win in the Qatar sprint for rookie Australian, Oscar Piastri. In the opening rounds, Lando Norris and Piastri were both languishing at the rear of the field, going out early in Q1, or just sneaking into Q2; and most recently, both have been qualifying on the front row in a few races. Races have been just as successful, with podiums for both drivers in the last few races and competitive pace at a variety of tracks. There is a good chance they can overtake Aston Martin in the Constructors title by the end of the year.

Alpine
Not a lot has separated the two Alpine drivers, Esteban Ocon and Pierre Gasly. Both have had a podium; but they have also been one or two places apart at the end of many races this season. Unfortunately for the French team, the speed has just not been there in the car; so no matter how hard their drivers have pushed, the results have not been to the level the team want. They're safe in sixth in the Constructors standings, but they're also a very long way behind McLaren.

Williams
Williams have been a bit of a surprise with Alex Albon making big moves at times and getting some good results. Consistency hasn't been their strong suit, so almost anything could happen. The only American driver in the field, Logan Sargeant, has had a solid, if unremarkable season. He has tried hard to keep up with Albon, but with only occasional success and no points.

Alfa Romeo
Occasional flashes of the old Valterri Bottas have given Alfa Romeo some much-needed points, but overall the car has not been fast enough.

Zhou Guanyu has shown enough pace to keep his seat for next year as the team starts its transition to Audi, with three ninth places and similar speed to Bottas in many races.

Haas
The American team has had some exceptional qualifying results followed by reverse gear. A perennial issue for Haas has been an inability for the car to keep the tires working optimally; and therefore, no matter how well Nico Hulkenberg or Kevin Magnussen drive, they just get overtaken by others. The best results have come when tires were less of a deciding issue, such as the Austrian Sprint race. If there's rain in the air, then there could be a good result; otherwise it will likely be more of the same.

AlphaTauri
The team with the most drivers is the team at the back. Yuki Tsunoda has driven well enough to keep his seat for next year, but he has not had the car to truly show his ability. In the other car, there was originally a previous Formula E champion in Nyck de Vries; but he was costing the team with poor results and a number of crashes. He was replaced with Daniel Ricciardo, making his comeback after being unceremoniously dumped by McLaren last year. Unfortunately, Ricciardo only lasted for two and a bit weekends when he crashed and broke his wrist avoiding fellow Aussie, Piastri, at the Dutch GP. The final replacement was New Zealander Liam Lawson, who showed he is a capable young driver with a promising future in the Red Bull stable one day. This week, Ricciardo is back in the car with a point to prove.

The chances of Max Verstappen not winning are pretty low; but the race for the podium will be exciting this year. Mercedes, McLaren, Perez and Alonso will all be fighting hard to celebrate and hope they can knock off the Red Bull.

Article by Michael Shaw, Australian Grand Prix Officials Gazette Team

CHIEFS

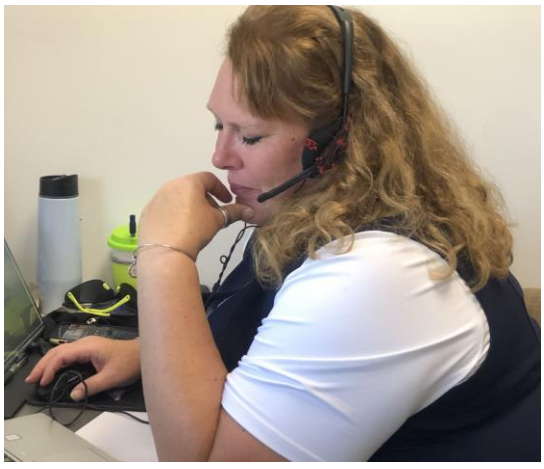
It takes a lot effort by any people to organize and run a large corps of Marshals to put on a Formula 1 event.

This year there are 580 Marshals from 18 foreign countries as well as the United States, working in six volunteer specialties. There is an administrative team which oversees the operation.

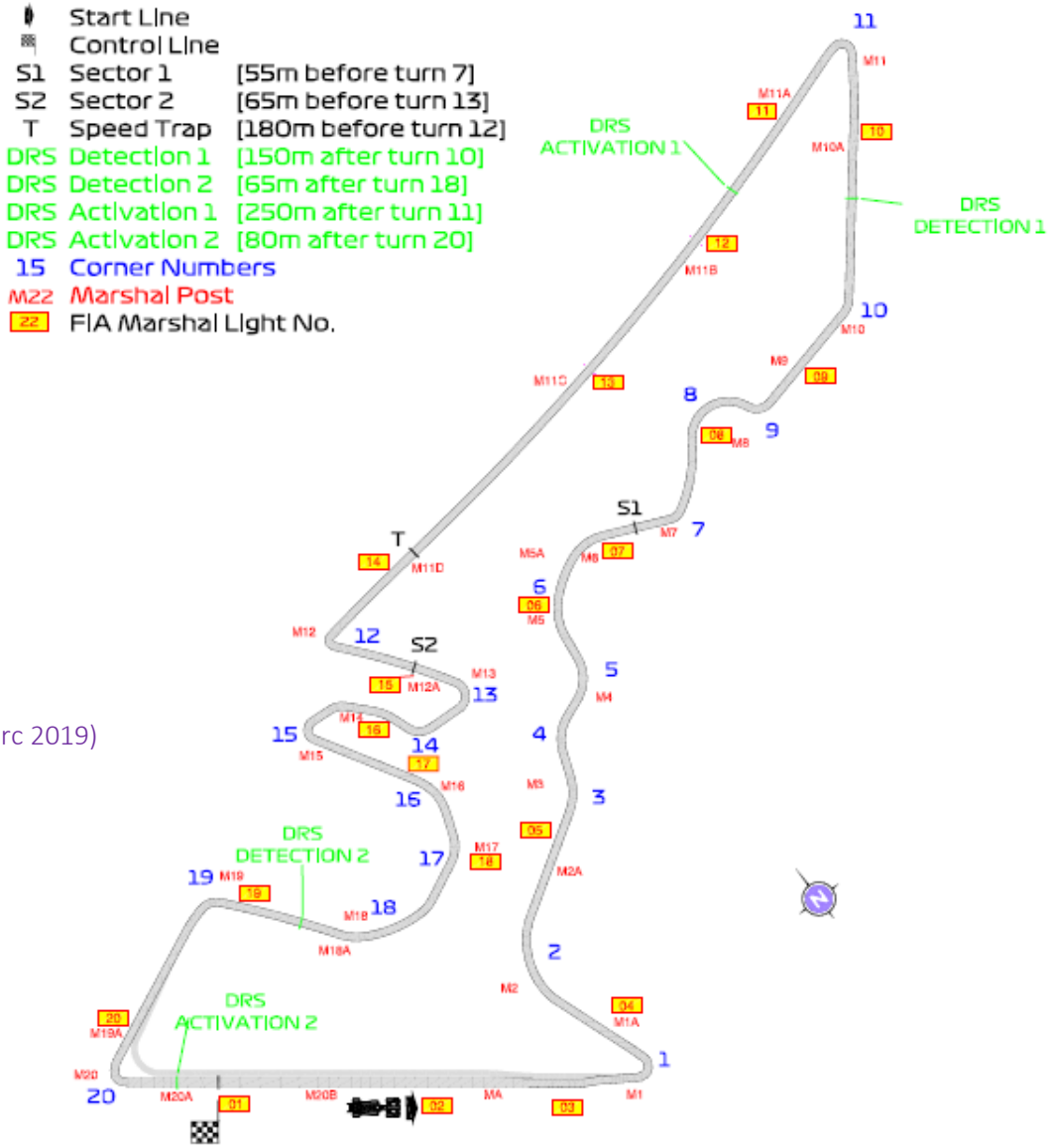
The troops on the ground are: 246 Intervention Marshals with Chief Don Erickson; 213 Flagging & Communications Marshals with Chief Bryan Gregory; 44 Pit/Paddock/Grid Marshals with Chief Nadja Pollard; 28 Scrutineers with Chief Adam Gavalla; 9 Moto Taxi (Boundary Riders) with Chief Mike Whiteley; and 4 Starters with Chief Jamey Osborne. Their care and feeding is handled by the 33 Hospitality Marshals with new Chief Katherine Altmeyer.

Handling of logistics falls to the behind-the-scene folks: COTA Motorsports Operations Alyssa Cox and Lauren Oliver; Camping Coordinator Crystal Morales; Equipment Coordinator Gabi Cozzolino; and Assistant Race Chairman Kimberly McFarland Kuzma and Race Chairman Bill Armitage.









COTA USGP FACTS

First Grand Prix	2012
Number of Laps	56
Circuit Length	5.513km
Race Distance	308.405km
Lap Record	1:36.169 (Charles Leclerc 2019)

Circuit Centreline Length = 5.513km

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
2019	Valtteri Bottas	Mercedes
2021	Max Verstappen	Red Bull
2022	Max Verstappen	Red Bull



YOUR F1 SCHEDULE

Friday	Practice 1	12:30 – 13:30	Qualifying	16:00 – 17:00
Saturday	Sprint Shootout	12:30 – 13:14	Sprint	17:00 – 18:00
Sunday	Race	14:00 – 16:00		

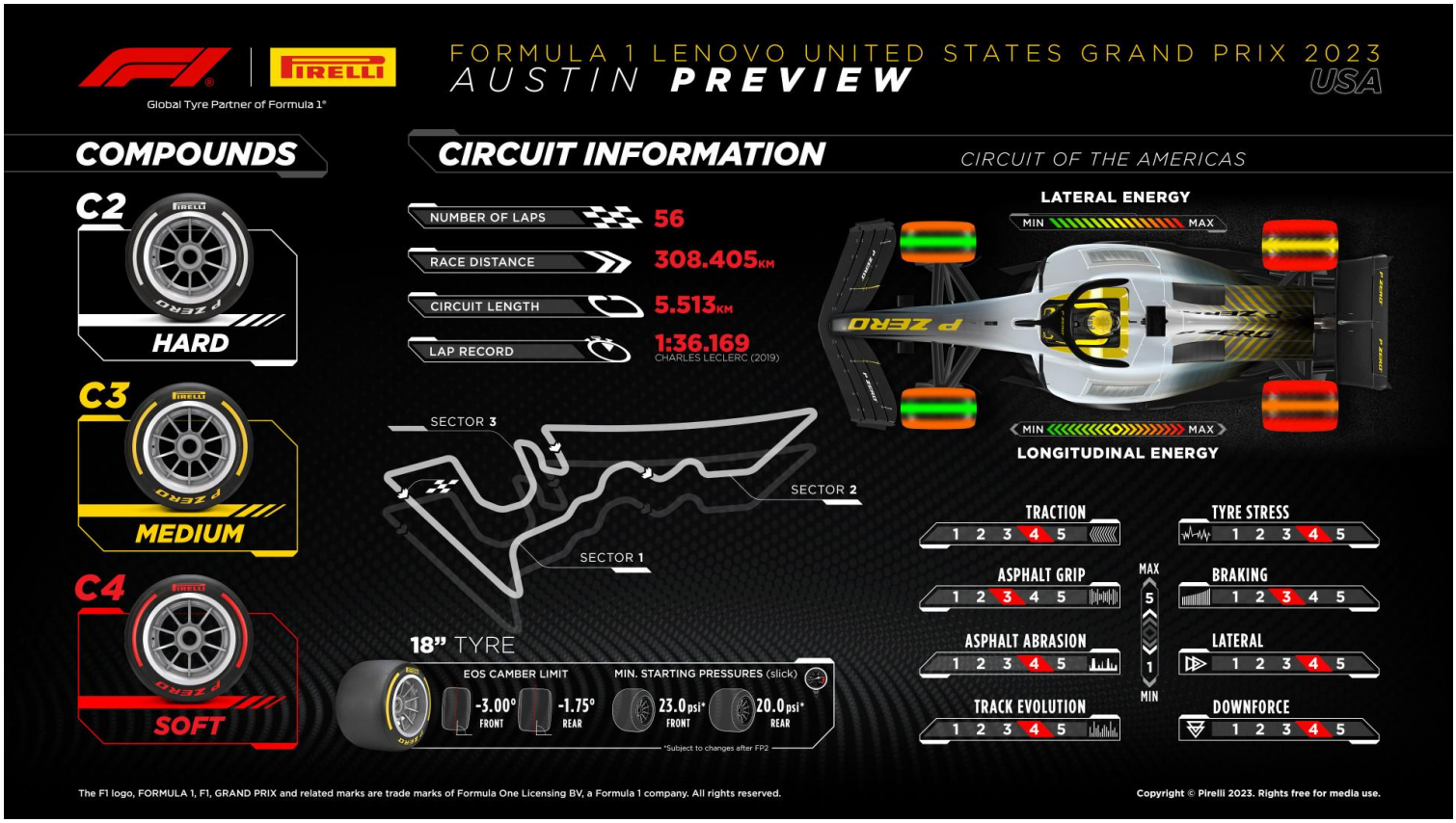
TIRES (Mario Isola - Pirelli Motorsport Director)

The Circuit of the Americas has hosted the United States Grand Prix every year since 2012, with the exception of 2020 when it was cancelled due to the COVID-19 pandemic. I would describe COTA as a complete track, with medium to high levels of downforce. Turn 1, a left-hander, is particularly distinctive at the end of a 22-metre climb, covered within just 200 meters of track distance. It makes the start particularly interesting, with drivers heading in a number of different directions to find the best line. That corner leads into a flowing first sector, characterized by a series of medium to fast corners all the way to the hairpin that is Turn 11. That's then followed by a long straight leading into the final part of the track, which is instead typified by a series of slower and 90-degree corners.

The forces at work on the tires are mainly lateral, and they are quite well balanced between front and rear, without a specific corner of the car being subjected to particular stress. It's also important to have good traction in the slow corners. The asphalt is still quite bumpy, despite the partial resurfacing that took place last year. This can lead to the tire sliding very slightly, which is a potential cause of overheating. The degradation seen at Austin is mostly thermal, while graining is quite a rare occurrence, The race has always been held in autumn: a time of year when the weather can be very changeable, even within a very short time span. It's not uncommon to see alternately sunny and rain days, with a wide range of temperatures.
The Sprint format comes to Austin for the first time this year; another opportunity for a fanbase that is becoming more and more enthusiastic about modern F1 to soak up some spectacular action."



The F1 Academy will make an appearance alongside Formula 1 for the first time at Austin, to mark its final race of the season. The Pirelli-equipped series for young female drivers will host three races at the Texan track and crown its inaugural champion. Prema Racing's Marta Garcia currently leads the championship with 235 points, followed by ART Grand Prix driver Lena Buhler on 187 points and MP Motorsport's Hamda Al Qubaisi on 179 points.




BUTTERFIELD
OVERLAND STAGE
0017-TEX
PIT MARSHAL
UNITED STATES
PIT LANE

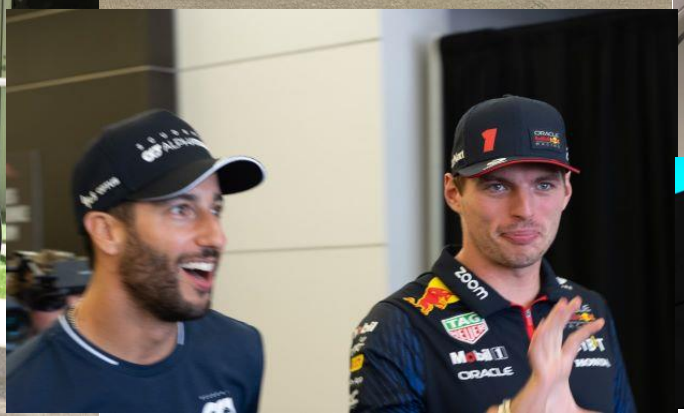

0017-TEX
SCRUTINEER F1
TYRE
UNITED STATES
PIT LANE

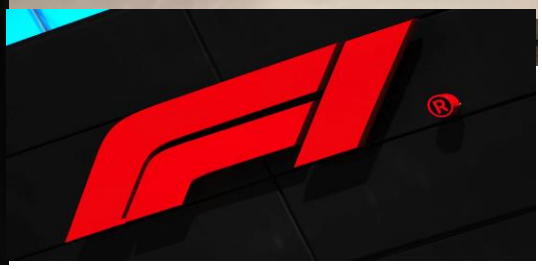

CASTORE
android
McLaren
OKX


LANDO NORRIS
81
OSCAR PIASTRI
Chrome
VELO
LANDO
100TH GP
#FOREVER
FORWARD
McLaren
FORMULA 1 TEAM






ORACLE




0025-TEX
PIT MARSHAL
0018-TEX
PIT MARSHAL
UNITED STATES
PIT LANE


0081-TEX
SCRUTINEER F1 TYRE
0071-TEX
SCRUTINEER
PIT LANE


0037-TEX
PIT MARSHAL
0004-TEX
CHIEF PIT LANE MARSHAL
0012-TEX
PIT MARSHAL
UNITED STATES
PIT LANE


DHL


0133-TEX
STARTER
FIA
UNITED STATES 23
PIT


0134-TEX
STARTER
FIA
UNITED STATES
PIT LANE
UNITED STATES 23


PETROLBOX
MoneyGram
HAAS
MoneyGram
HAAS F1 TEAM
AUSTIN
HERKKA


AUSTIN
ORLEN
ALPHATAURI
HONDA