THE OFFICIALS NEWSLETTER

LAS VEGAS GRAND PRIX

WELCOME

Welcome to the Formula 1 Heineken Silver Las Vegas Grand Prix 2023. This will be a race of firsts: first on The Strip, first Saturday night race, and the first F1 race weekend with only F1 and no support races. While the Drivers and Constructors Championships have been decided, there still is competition for positions among The Best of the Rest. Las Vegas's the penultimate F1 race and there still is a lot of good racing to be had. Remember the photo finish in Brazil!

The circuit streets have been repaved, the nighttime temperatures will be cooler than normal, and the course will be new to everyone. The threat of rain comes and goes, and for now is gone. The days will be warm and the desert nights will be cool.

The volunteers staffing this event number about 570, mostly from the US, with a few from Brazil, Canada, Mexico and the UK. The Chiefs and Race Officials are all returning veterans - making this the third USGP this season for them.

Jamey Osborn is Chief Starter, and his all-American crew consists of four Starters, all who had lots of experience in SCCA as well as pro series.

Chief Scrutineer Adam Gavalla has a crew of 25.

Nadja Pollard heads up the Pit and Grid, which has 43 marshals, mostly from the US including 13 from Texas. She also has four from Canada, and two each from England and Scotland.

Bryan Gregory is the Flag Chief, responsible for staffing 37 Flag Marshal posts, with a crew of 170. Most of them hail from the US, but there are a few from Brazil, Canada, Mexico and the UK.

Don Erickson has a crew of well over 200 marshals on the Intervention Crew staffing 40 posts. As with the other crews, most are from the US, with some from Canada, Mexico and the UK.

There are no Moto Taxi riders at Las Vegas, and there will be no golf carts.

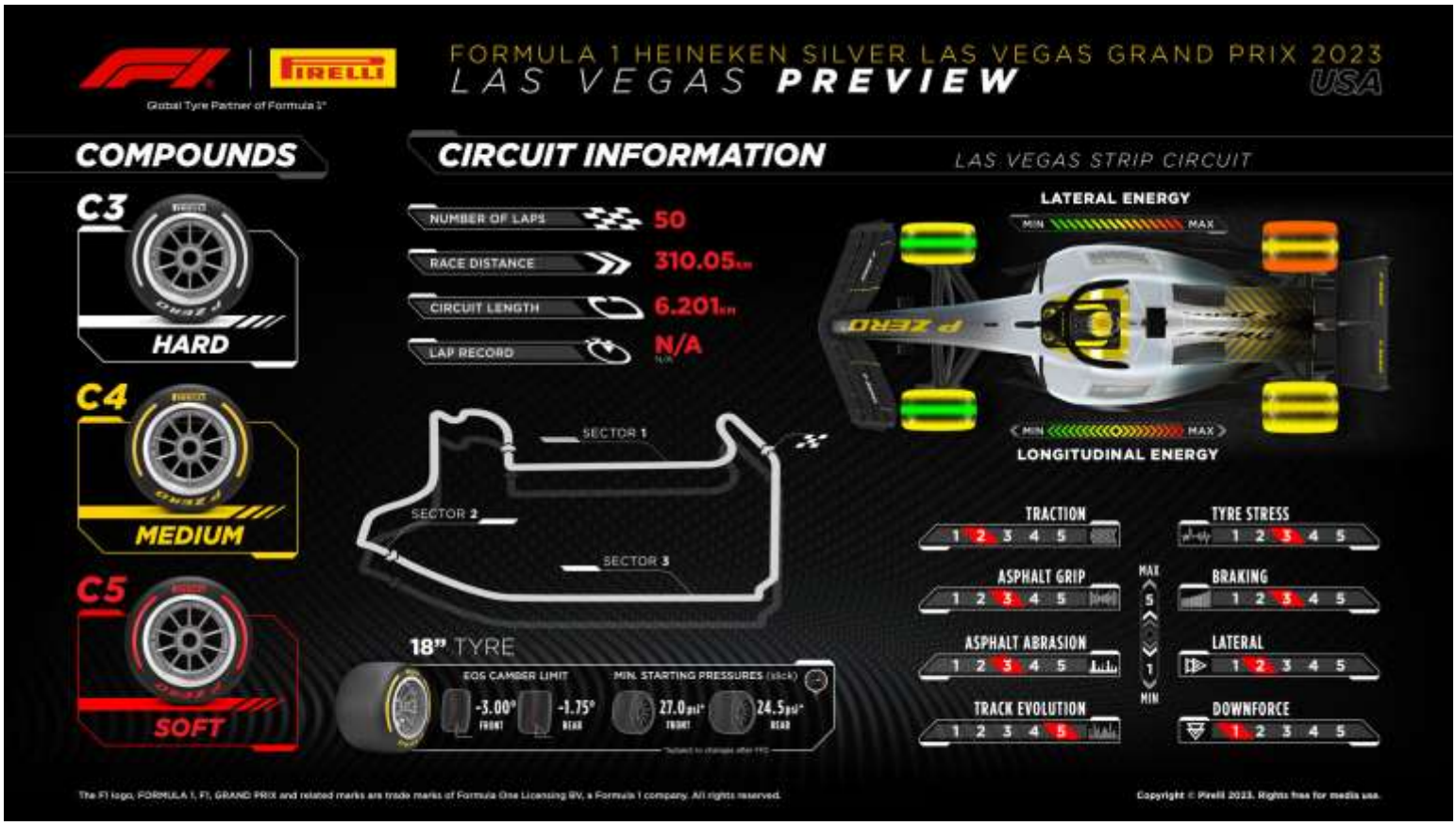
In keeping with eco concerns, this Officials Newsletter is digital and will be electronically distributed daily, by accessing our dedicated link, which was set up by Sydney Davis Yagel and hosted by the f4 United States Championship. There you'll find all the USGP Newsletters from COTA, Miami and now Las Vegas.
https://www.f4uschampionship.com/pages/usofficialsnewsletter.

Be on the lookout for our Newsletter photographers Ron Searle, Pablo Matamoros, and Randy Jones. Lynne Huntting will be out and about and in the Media Center writing and editing and Ron does the curating of photographs and layout.





TIRES (Mario Isola – Pirelli Head of Motorsport)



"Formula 1 returns to the United States for the third time this year, following Miami and Austin. And it's with one of the most-eagerly grands prix of the year, in Las Vegas, where the pinnacle of motorsport hasn't been seen since 1982. This will be an incredible race, as every day is showtime in Las Vegas, and all of us working in Formula 1 want to put on the sort of spectacle that is worthy of this amazing city.

It will also be a major technical challenge for both the teams and us, as we head into this race with no real references apart from simulation. Nobody has ever actually driven the 6.12-kilometre Las Vegas Strip circuit before, which is second only to Spa in terms of overall length this year, characterized by three straights and 17 corners. The surface will be a mix of the usual street asphalt, especially on the actual Strip, as well as other parts that have been completely re-asphalted for the occasion; adding another unknown element. There won't be any support races and the track will be opened again to normal traffic for long chunks of the day, which means that the surface won't rubber in as usual and deliver improved grip.

We're expecting the cars to run quite low levels of downforce, similar to Baku or indeed Monza: hitting a high top speed will be key to being competitive. All the sessions will take place at night, with unusual ambient and track temperatures for a race weekend; more similar to those found back when pre-season testing used to take place in Europe. Those long straights also make it harder to warm up tires in qualifying, as well as keep them in the right window: the same challenge as seen in Baku, which will probably be more pronounced in Las Vegas.

Bearing all this in mind, we've selected the trio of softest compounds for this weekend: C3, C4, and C5, which should guarantee good grip. Minimum tire pressures should be 27 psi at the front and 24.5 psi at the back, due to the expected low temperatures as well as the track layout. In cold conditions, the gap between cold tire pressures and normal running pressures is greatly reduced – so when the car is moving, tire pressure will increase a lot less than on other circuits due to the low asphalt temperatures. As a result, we think that running pressures will still be lower than on other circuits that are tough on tires, such as Baku for example. So all the elements are in place for an extraordinary race, packed with surprises and unpredictability. As the title of Elvis Presley's famous racing film goes…Viva Las Vegas! "

TRACK TRIVIA (courtesy of Pirelli)



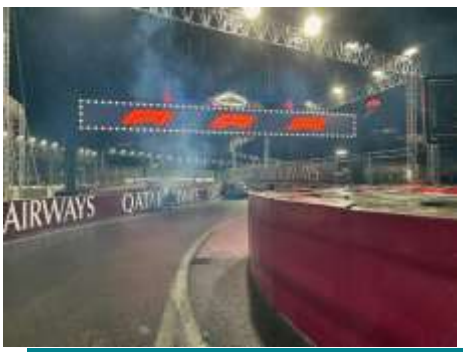


- For the first time in F1 history the sessions will overlap more than one day, with a different schedule for the night race weekend. The first free practice session will take place on Thursday at 20:30 while FP2 runs from 12 midnight to 01:00 on Friday. FP3 is on Friday at 20:30, with qualifying then taking place from midnight to 01:00 on Saturday. The race starts on Saturday at 22:00.
- The new Las Vegas street circuit consists of 17 corners and three straights, with two DRS zones. The lap is 6.12 kilometers long, with an estimated top speed of 342kph. The finish line is on the corner of Harmon Avenue and Koval Lane, with the layout stretching from Las Vegas Boulevard to Sands Avenue and a race distance of 50 laps.
- An opening ceremony is planned to celebrate Formula 1's return to Las Vegas, starting at 19:30 on Wednesday. The artists scheduled to take part include Steve Aoki, Thirty Seconds to Mars, will.i.am, and the Cirque du Soleil troupe.
- More than 30 different variants of the street track were designed before the final layout was selected. The main infrastructure, including the pit building in the shape of the F1 logo, as well as the pit lane and paddock was built in just over a year.
- Formula 1 previously raced at Las Vegas as the last round of the 1981 and 1982 seasons, with both events called the Caesars Palace Grand Prix. On each occasion the race decided the championship: Alan Jones won the Grand Prix for Williams in 1981 but the title went to Brabham driver Nelson Piquet, while the following year's race was won by Tyrrell's Michele Alboreto with Williams driver Keke Rosberg taking the championship (and Ferrari winning the constructors' classification).



- The Las Vegas Strip circuit passes close to The Sphere: a spherical structure 110 meters high that is completely covered by 1.2 million LED panels. The building – the biggest in the world of its type – houses a 15,000-metre square 16K resolution screen. Costing 2.3 billion dollars, The Sphere was inaugurated at the start of November with a U2 concert: during the Grand Prix weekend, it will light up the circuit with a reproduction Pirelli P Zero Elect tire, alternating with a Pirelli logo. A customized Pirelli animation will also be seen on the roof of the new building that hosts the pits and Paddock Club.
- The podium finishers will wear a special edition Pirelli podium cap with gold braiding. The Stars and Stripes flag as well as "Las Vegas 2023" script will also appear on the cap – which is also on sale to the public from all authorized retailers.



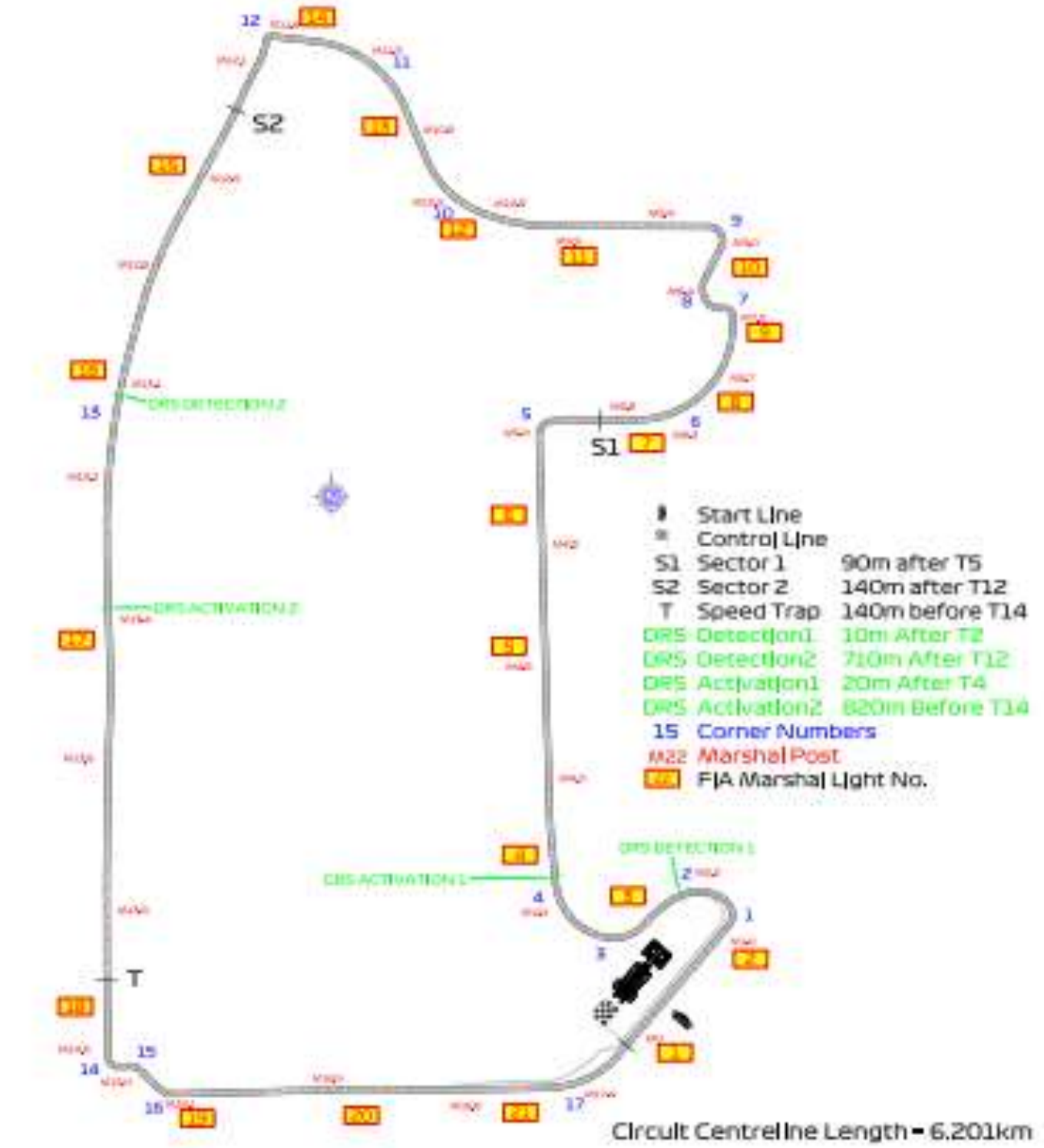


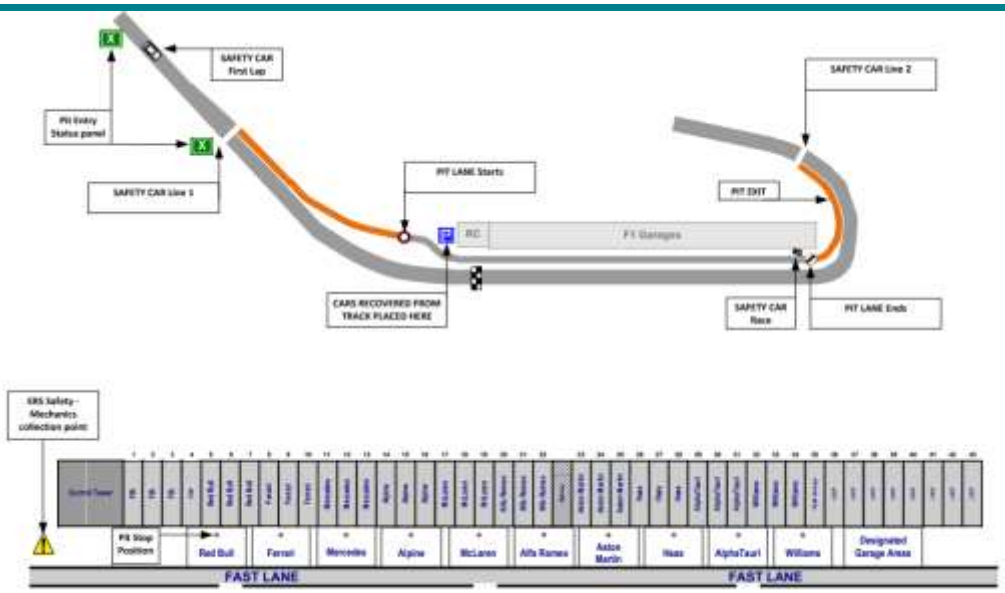




FORMULA 1 HEINEKEN SILVER LAS VEGAS GRAND PRIX 2023 • Las Vegas

Circuit Map





YOUR F1 SCHEDULE

P1	Thursday Nov 16	8:30pm - 9:30pm
P2	Friday Nov 17	12:00am – 1:00am
P3	Friday Nov 17	8:30pm – 9:30pm
Q	Saturday Nov 18	00:00am – 1:00am
Race	Saturday Nov 18	10:00pm -

LYNNE'S WANDERINGS

Ah - finally - at last, arriving and settling in Las Vegas for the first ever street race on the Strip. It's a healthy five+ minute walk from hotel to Tuscany Casino wherein lies the Media Center. It is a spacious well-laid out room accommodating about 450, according to the catering manager. Yes - the Media are fed.

At the back of the room is the porch and entrance leading to the circuitous route over to the paddock - another healthy walk of about five-ten minutes, depending how many reroutes one is given. As it was Opening Ceremonies we observed what we could from porch. Lots of lights and flashy spectacles. We saw the drone show. It was fascinating to see all the little tiny drones land in their drone hive in one of the parking lots. And after the light show (which is all we could see) we were treated to a good old Las Vegas Firework spectacle from the roofs of nearby casinos which loomed all above the paddock.

The F1 paddock - which houses F1 hospitality and the garages - is huge. Biggest in the series. What's big to me is the space between the back of the F1 garages and the F1 hospitality suites. Huge. Spacious. Lots of glitz. All the suites and garages have neon signs and graphics. After all, this is Las Vegas, baby. And there's even a Wedding Chapel! I kid you not. Race to the Altar. And a mini casino. But overall, the garage length appears to be the same as always. Maybe there is a F1 spec as to how many there are and how big. But these do appear to the naked eye to be somewhat larger than I've seen. And all the garages were open with mechanics working. All well-lit, not hidden behind barriers, no secrecy here.

It had sprinkled off and on during the afternoon and evening, and about 8:30 p.m. it became "light rain." It wasn't as cold as I thought. I could have carried my warm jacket, but it did a good job of keeping me somewhat dry. The bonus was the smell of petrichor - one of my all-time favorite smells!

I didn't see a single marshal. I knew they were there. Earlier they had suited up and were transported to the circuit. They have bright orange suits - look to be new. And I hear they get to keep the jackets. Maybe tomorrow. At least they're wearing the more universally-accepted orange outfits instead of the Blue Smurf suits from COTA. And the marshals will have beanies donated by Haas Team Principal Guenther Steiner. Steiner said "don't want the marshals to get cold heads."

I've had enough fun as I can stand for one day