THE OFFICIALS NEWSLETTER
UNITED STATES

YOUR CHIEFS

DON ERICKSON - CHIEF-INTERVENTION



Don, who hails from Nipomo CA, has been COTA Intervention Chief since the post was created in 2021. Before that he was a Sector Chief. He also holds that same position at the Miami F1 event and the Las Vegas F1 event. He's been a F&C member of SCCA since 1991 and currently is the Assistant Flag Chief for San Francisco Region SCCA. His first F1 race was the first Indy race. He's worked all of the COTA F1 races and all but one Montreal F1 races since 200l.

Don says that COTA, being a permanent facility, is the easiest F1 race or organize. Because of that, a lot of the training and operations protocols are developed here.

Little known fact: Don is a beer geek. He used to write for a beer magazine and he's always scouting local breweries.

JAMEY OSBORNE - CHIEF-STARTER



Jamey resides in Austin Texas so he can sleep at home each night. He's been COTA Chief since 2020 - the year the race was canceled, not the debut he had planned. He's also the Chief for the Miami and Las Vegas F1s.

Jamey has been involved in racing for the past ten years, starting with the 2014 MotoGP. He joined Lone Star Region SCCA as a corner worker and became Starter. In this role, this year Jamey was honored as SCCA Worker of the Year - Starter at the National Runoffs, and he won a trip to a race of his choice. He's considering Laguna Seca. When he moved to Austin he joined COTA as a track marshal and eventually became Chief Starter, working 12-15 big races yearly. Now he mainly works in Race Control at these races, and he's added working as Safety Dispatch. Jamey really likes this role and it also means he helps staff and train the Start team.

What Jamey likes about the COTA F1 is how the marshals seem to be more integrated into the overall experience. They get to talk to fans more and interact with them. That's awesome!

Little known fact: Jamey has 24 hours of flight and has soloed in a sailplane (no engine).

NADJA POLLARD - CHIEF-GRID/PADDOCK/PIT



Nadja comes from Wimberly, Texas, and has been the COTA Chief since 2018. She also has been Chief for all three Miami F1s, and the first Las Vegas GP. For this year's Vegas F1, Nadja's Deputy, Toni Buhrke, will be Chief, and Nadja will be the Deputy. This is in order to cross-train and have more than one person able to lead the team. Toni's background is MotoGP for four years, and she'll continue with it as well as Vegas F1 and WEC. Nadja will continue with COTA, Miami and Formula e.

Nadja got her start in racing by going with her father, who was a big fan of Formula 1. In college she started autocrossing and in 2009 moved up to open wheel racing. She has a Spec Miata which she has raced at COTA - a big thrill racing on a F1 track! Nadja started flagging at Texas World Speedway which led her to COTA. She's a Steward and Regional Executive in Lone Star Region SCCA and spends all her weekends at a track one way or another.

The COTA event is in her backyard and she loves to show off Texas and all the great people supporting the event.

Little known fact: Nadja enjoys quilting in her spare time.

ADAM GAVALLA - CHIEF-SCRUTINEERING



Adam , who lives in Salinas California, been the COTA Scrutineer Chief since 2022 after taking over for (the late) Suzanne Royce. He is the Chief for all three Formula One races in the US, as well as for WEC, Formula-E and MotoGP. Adam started as a MotoGP Scrutineer at COTA in 2013 and joined the COTA F1 team in 2014. With few exceptions, he has worked every F1, Formula-E, WEC, and MotoGP since he started. He has also scrutineered for F4/FR under SCCA Pro.

COTA is one of Adam's favorite tracks to work. The facilities are great, and it's one of the easiest tracks when it comes to commuting. What makes COTA stand out for him is the relationships with the COTA staff. They are amazing to work with and have the perfect blend of professionalism and fun. If they didn't have a sense of humor, then they'd go crazy dealing with all of us.

Little known fact: Adam has dual Japanese citizenship. At the end of the weekend, the scrutineers assist the FIA with tearing down their garage. I always ask which countries tear down the fastest, and the Japanese are always one of the top; so naturally, I want to try and beat them.

KATHERINE ALTMEYER - CHIEF-HOSPITALITY



Katherine, from Texas, has been the COTA Hospitality Chief since 2020, the only F1 venue where she fills this role. She has been attending motorcycle races since she was a few months old. Her father runs the Teas Mini Grand Prix Series and Katherine has assisted him for nearly every weekend for the past 10 years. She worked for The Central Motorcycle Roadracing Association from 2012-2019, and she started volunteering for COTA MotoGP in 2016.

Katherine completed an internship here at COTA in 2020 in the Motorsports Operation Department under Alyssa Cox, and then went to North Carolina for two years to earn a Bachelor of Arts in Motorsports Management. Katherine also holds a FIM Clerk of the Course/Sporting Steward license and owns Nine One Industries, LLC, which is an Athlete and Events Management company that is geared towards helping racers and working race events.

What she likes about COTA events is that it feels like a family reunion every time she comes out here. It has always felt like home.

JEFF BROOKS - CHIEF-MOTO TAXI



This is Jeff's first year as Chief of the motorcycle riders, and he has been a member of the COTA MotoRecovery team since George Majewski was Chief. I loved working for him. COTA is the only USGP that Jeff works.

Jeff, who hails from Canyon Lake TX, loves to have the opportunity to help at COTA and want Texas to look good on the world stage.

Little known fact: Jeff is a multi-generational Texas, has a mini-farm and his family have been Texas farmers since the 1880's in Lovelady TX.

I love that I have the opportunity to help at COTA since I am very proud of being a multi generation Texan and want Texas to look good on the world stage.

BRYAN GREGORY - CHIEF-FLAGGING & COMMUNICATIONS



Bryan, who hails from Houston Texas, has been COTA F1 Chief since 2018. He also Chiefs the Miami and Las Vegas races.

Bryan has been marshaling since 1995. He has a SCCA full competition license and won three Southwest Division championships in the T4 and F Production classes. He was Flag Chief three times for the Grand Prix of Houston Indycar races, and is the Chief Spotter for the Risi Competizione GTD PRO Ferrari #62. They won the 24 Hours of Daytona this year. And Bryan is the only spotter for the AF Corse WEC Series Ferrari team.

Bryan likes that COTA is a state of the art facility. The staff is excellent and very experienced at what they do. This event is well organized, operated and executed in a manner that makes our entire team very proud.

Little known fact: His first cousin has won two Academy Awards (Oscars) and is a voting member of the Academy.







MEET OUR NEWSLETTER STAFF

Lynne Huntting, Editor & Journalist. Founder. Worked all COTA USGPs since inaugural 2012, save one. Also worked two of the three Miami GPs and Las Vegas. Founded the Australian officials newsletter in 1997 and worked all save two.

Nico Matamoros. Photographer. Worked COTA USGPs since 2018, save one. Also worked two Miami races.

Pablo Matamoros. Photographer. Worked COTA since 2016, all Miami races and Las Vegas.

Ron Searle. Photographer. Worked COTA USGPs since inaugural 2012, save two. Done all Miami races and Las Vegas. Also member of Australian newsletter crew since 2009.

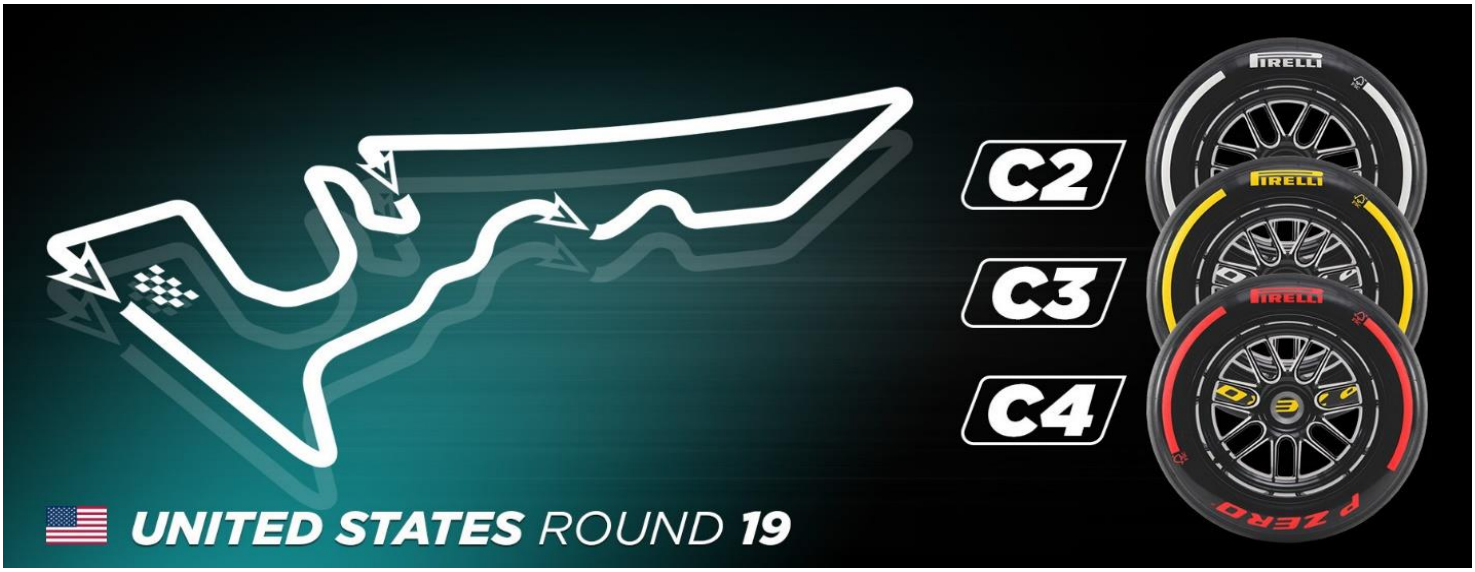


TRAINING


FORMULA AMERICAS
CIRCUIT OF THE AMERICAS
0034-TEX
PIT MARSHAL
PITLANE ALL TIMES
0066-TEX
SCRUTINEER F1
GARAGE

TIRES

The following is courtesy of Pirelli



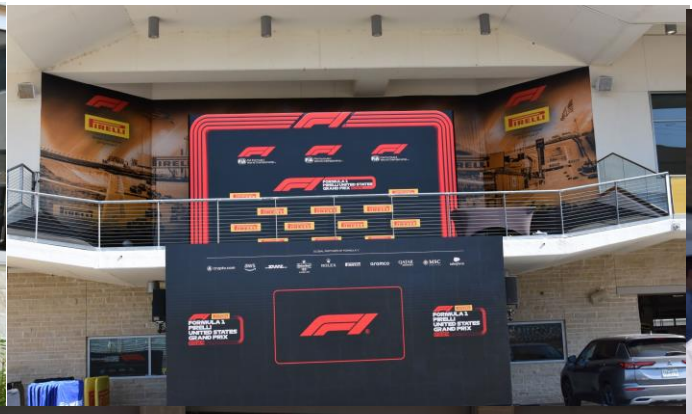
This year's United States Grand Prix, the first leg of an all-American triple-header also sees changes to the track at COTA (the Circuit of the Americas) as much of it has been resurfaced, completing the work begun two years ago. This includes the sections between turns 9 and 12 and 16 and 3, which thus includes the two longest straights where DRS can be used. The abrasiveness of the track could therefore have changed since last year, given that a new layer of bitumen is usually smoother than an old track surface. This adds to the importance of acquiring as much data as possible during the one and only hour of free practice, early on Friday afternoon as the Sprint format returns for the Austin weekend. Other changes include the use of fake gravel for the run-off areas at some corners, as already seen at other tracks, Zandvoort for example. This has been done to alleviate the controversy that can arise over exceeding track limits, without the problem of real gravel being thrown onto the track. The new surface should also have dealt with the problem of the small bumps that have developed on the racing line at some points over the years, which made life hard for the drivers and upset the car's handling.

The dry weather compounds chosen are the same as those used for the past two editions of the Austin round, namely the C2 as Hard, the C3 as Medium and the C4 as Soft. COTA really does have a bit of everything, partly because the track designed by Hermann Tilke takes its inspiration from some of the most demanding and much loved tracks such as Silverstone and Suzuka (turns 3 to 6), Hockenheim (a sort of Motodrom from 12 to 15) and the section from 16 to 18, which owes something to the never-ending turn 8 at Istanbul's Otopark. However, Austin's stand-out feature is the steep climb off the line to the first corner, which is very wide and therefore sees drivers taking a variety of lines through it, which always makes for spectacular viewing.

In terms of the forces exerted on the tires, the loads at COTA are fairly evenly distributed between the front and rear axles and are more lateral than vertical. Usually, degradation is thermal and is therefore linked to the ambient temperature which in Texas in October can fluctuate considerably from one day to the next. In terms of strategy, one will need to wait and see how this might be affected by the new surface, keeping in mind that Saturday's Sprint should provide plenty of useful data. In last year's short race, the Medium was chosen by the majority of drivers, although some risked using the Soft, which was then only used in the final stages of the following day's Grand Prix in an attempt to secure the additional point for setting the fastest race lap. Normally, a two-stop has always been the quickest here, especially as a one-stop involves a lot of careful degradation management, to the obvious detriment of performance. In 2023, the most used compound was the C3, which was more effective than the C2 and now it will be interesting to see if the new asphalt could bring the Hard back into play.

Austin is the second of three races this season in the USA, following on from Miami and preceding Las Vegas. It seems that Formula 1 has finally found its way into the psyche of the star-spangled fans, even if there were three races back in 1983, in Long Beach, Detroit and Las Vegas. In fact, the USA sits fourth on the list of countries that have hosted the most races with 77, although that includes 11 Indianapolis 500 races that counted towards the Drivers' World Championship from 1950 to 1960. Heading this list are Great Britain and Germany on 79 apiece and Italy on 107. There have been eleven venues for the USA GP: Austin (11), Dallas (1), Detroit (7), Indianapolis (19), Las Vegas (3), Long Beach (8), Miami (3), Phoenix (3), Riverside (1), Sebring (1) and Watkins Glen (20).








Santander
Ray-Ban
GLOBAL POWER




Santander


cognizant
BOSS






HUGO
QuikTrip
Cash App
VISA
HONDA
ORLEN




0473-TEX
INTERVENTION MARSHAL
0517-TEX
INTERVENTION MARSHAL
COURSE ACCESS




0290-TEX
DEPUTY CHIEF POST MARSHAL
COURSE ACCESS


13
COURSE ACCESS




12A
F


0406-TEX
MARSHAL
COURSE ACCESS


12A
F


11A LC-07 / TURN-8-9