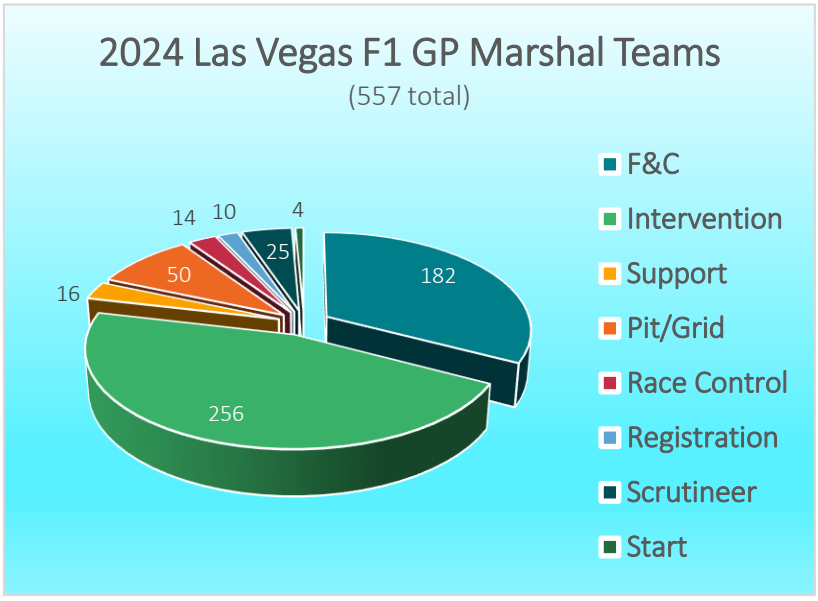
THE OFFICIALS NEWSLETTER
LAS VEGAS

# WELCOME

Welcome to glittery Las Vegas! Here we are again for our second year at the Formula 1 Heineken Silver Las Vegas Grand Prix under the lights on the streets of downtown Las Vegas.

The marshals have gone through a day of overall training, and also sessions geared to the specific crews. There are 21 main posts on the 3.85-miles/6.2 km circuit. But, to really wow you with stats, there are about 55 Intervention posts and 35 F&C posts. Again, as always, Intervention Marshals is the largest crew with 256 Marshals, under the leadership, again, of Don Erickson. What we think of as corner workers, Flagging & Communications, number 182 and this includes Blue Flaggers, Yellow Flaggers, Radio Operators (no landline here, for obvious reasons,) and TSP Operators, as well as Post Marshals and Sector Marshals. Pit and Grid Marshals have a new Chief this weekend, Toni Buhrke. She was Deputy Chief at COTA under Nadja Pollard, and this weekend Nadja is the Deputy. Toni will be the Las Vegas Chief going forward, while Nadja will continue as Chief for the other US F1s and other events. Toni has a crew of 50, to handle the F1 Grid and Pit Lane and new this year, also the Support Paddock for the Ferrari Challenge paddock. Adam Gavalla again heads up the Scrutineers, which number 25. Marshal Supports number of 16, are under the leadership of Mike Alonso, who is new to the role here at Las Vegas. Race Control has 14 people in The Room with umpteen monitors and a back row of F1 officials. Registration at Las Vegas is headed up by Jamie Anderson, with a crew of 10 folks. Radio Ranger is Don Crawford, handling about 650 sets of radios. This weekend there are no Moto Riders aka Boundary Riders, as the outside track isn't as easily accessible on this street course as it would be on a permanent circuit.




Sydney Davis Yagel is the Race Chair, and will be found in many different places when she's not in Race Control or in her office.

While the F1 Driver's Championship won't be as hotly contested as last year, it still should be exciting as there could be an outside chance Max Verstappen/Red Bull won't clinch it this weekend. And those odds are legally contested here in Las Vegas. But the real 'race' is still the Constructor's Championship, so look for some interesting races among those contenders. And, this year we have a Support Race - Ferrari Challenge. So look for some hot racing there!

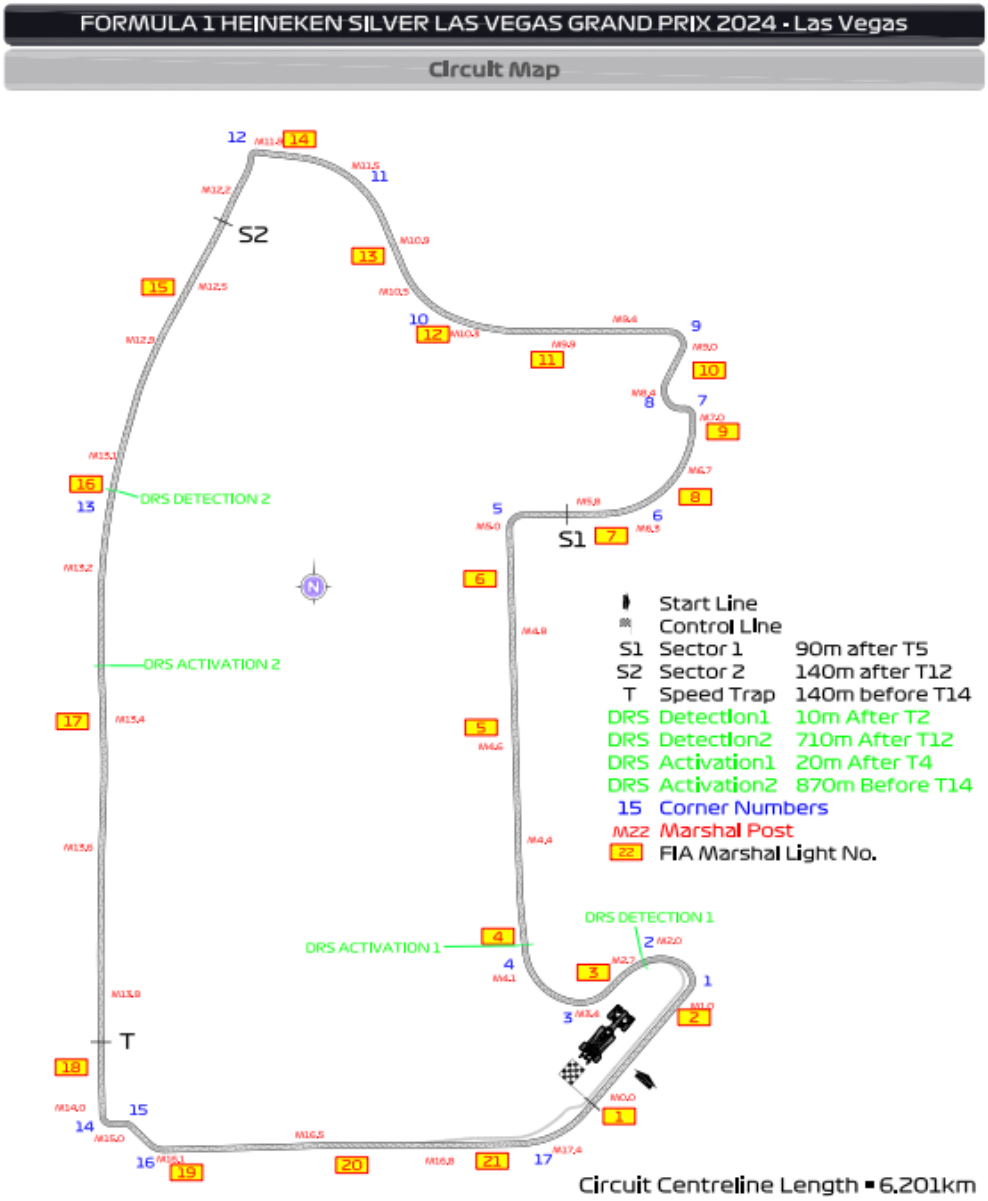



This is the desert area and we are racing at night, so it will be cold, so layer up and be prepared. And don't forget to hydrate.

As part of FIA's ongoing mission to reduce our carbon footprint, the Newsletter is digital and daily. It will ultimately be included in The Portal, and also, along with the complete archives of all the back issues of the US Officials Newsletter will be found on:

**https://www.f4uschampionship.com/pages/usofficialnewsletter.**

## CIRCUIT MAP




## F1 SCHEDULE

| | | | | |
|---|---|---|---|---|
| Thursday | P1: | 18:30 – 19:30 | P2: | 22:00 – 23:00 |
| Friday | P3: | 18:30 – 19:30 | Qualifying: | 22:00 – 23:00 |
| Saturday | Race: | 22:00 – | | |

## THE RACE

Number of laps: 50 Track length: 6.2 km (3.85 miles) Race length: 309.9 km (192.6 miles)
Lap Record: 1:35.490 (Oscar Piastri 2023)

## TRACK CHANGES FOR 2024

There have been no changes to the layout which is one of the longest and fastest on the calendar

## F1 2024 REVIEW

*Thanks to Michael Shaw of the Australian Newsletter team for this review*

And now, the end is near, and so we face the third final curtain. With apologies to Frank Sinatra and Paul Anka for messing up the scan. Welcome to the second Las Vegas Formula 1 Grand Prix. A rocky start led to an amazing race last year, and hopefully there's more amazing racing this year.




Max Verstappen is poised just a handful of points away from his fourth consecutive Drivers' Championship. He will be following in the footsteps of other greats - Juan Manuel Fangio, Michael Schumacher and Lewis Hamilton; and continuing an odd statistic that every driver that has won three titles in a row went onto a fourth.

But how did we get here? Let's find out team by team.

Sauber have been having a very rough year as the only team not to have scored any points yet. Their new owners at Audi are busily planning for the future with a number of new hires, but this year's car has clearly been left behind in the continuous development race. Zhou Guanyu almost made a point with 11th at the opening round; but most of the time, both he and Valterri Bottas have been suffering from their slow car.

Meanwhile Williams have had a large improvement in speed, but their luck has gone against them. Alex Albon has been pushing hard, often reaching Q3, and a trio of ninth placed finishes has been welcome. But a very expensive weekend for the team last time out in Brazil led to the Thai driver not being able to start the race. Logan Sargeant had originally been in the second car, but was only competitive with the Saubers and mostly unable to keep up with his teammate. Logan was replaced from the Italian Grand Prix with Argentinian Franco Colapinto, who has already scored an eighth and 10th but had a similarly poor Brazilian race to Alex with a crash in qualifying and then a red flag-causing crash on the main straight during the very wet race.

Visa CashApp RB, or Racing Bulls as it will be known next year, have been having an odd season. Yuki Tsunoda has shown flashes of speed followed by a poor qualifying, then a good race or some other combination thereof. The team appear to be quite perplexed by this variation, though Yuki has often been able to scrape together a decent result from the mess. His initial teammate, Daniel Ricciardo, wasn't able to get a grip on this car. Occasionally, he'd bring in a strong result but the next race, he'd return to the back of the field. This meant that management decided to bring back Kiwi Liam Lawson. Liam had a good debut last year, subbing for Ricciardo after he broke his wrist, and for the handful of races from Austin he's shown to be about equal to Yuki on pace, though not results.




Haas are competing for the Most Improved Award. From last year's awful season, this year they've been competitive at most races with the mid-field. The highlight of the year has been Nico Hulkenberg's pair of sixth-placed finishes in Austria and Great Britain. On the other side, Kevin Magnussen was the first driver to earn enough penalty points to be banned from a race, sitting out Azerbaijan and replaced by Haas' 2025 signing, Oliver Bearman.

Alpine have had more ups and downs than the Alps. The team started the year competing with Sauber for the back of the grid, moved up to run right in the middle, and finally ended up with a double podium finish in Brazil a few weeks ago (though that was helped by a red flag allowing them to change tires without a pit stop.) Drivers Pierre Gasly and Esteban Ocon have been almost glued together as they've often been within a few positions of each other, if not alongside. Ocon will head over to Haas next year, while Gasly will be joined by Australian Jack Doohan.

Aston Martin promised much but have not delivered a lot on track. Last year's amazing start of the year was not repeated and they been permanently mired behind the top four teams. There haven't been any podium finishes so far and too often one or both cars have dropped out in the first part of qualifying, meaning they've had to strategize a way into the points. Fernando Alonso has shown he's still got it after surpassing 400 race starts with displays of brilliance shining through. Meanwhile Lance Stroll has continued his usual run of good driving mixed with unfortunate incidents, culminating in the unfortunate beaching in Brazil. Off the track, there's been a lot of change – the most

important part was the signing of design guru, Adrian Newey. He probably won't make any real difference to 2025 but he's been brought in to turn their 2026 car into a contender.



Mercedes have nibbled at the heels all season. Most of their issues can be laid at their car design, which appears to be fickle. This means that some races, they're chasing wins, but other races they're struggling for points and occasionally one driver is chasing a win while the other struggles. Lewis Hamilton has won two races, in Britain and Belgium yet is still only seventh in the Driver's Championship. Hamilton broke a long winless streak, and is now also the first driver to win after their 300th race start. George Russell won in Austria thanks to fortuitous circumstances of Verstappen and Lando Norris colliding, leaving him to pick up the pieces of carbon fiber. Russell should have had another win in Belgium, with a Mercedes 1-2, but was slightly underweight by the end of the race, removing him from the results of one of the best drives of the season.



Red Bull Racing started the year where they left off, with Max Verstappen leaping to an early and large lead in the Driver's Championship. Sergio Perez wasn't far behind initially but soon faded, leaving Verstappen alone to fight with the closing McLarens and Ferraris. An early setback with a brake failure in Australia was the first sign that it wasn't 2023 all over again; but Max was still winning races until just before mid-season when the leading cars equalized in performance. In the second half of the season, Verstappen has been fighting hard to hold his championship lead, ending with a stunning win in the wet in Brazil. Perez, meanwhile, has been struggling against anything and everything, including numerous rumors he won't keep his seat next year – we'll have to wait and see how true those rumors might be.



Ferrari have had a successful season of almosts. They started with a couple of races just behind Red Bull, moved into a slightly surprising 1-2 finish in Australia with Carlos Sainz taking the win, and then were the next to strike when Red Bull was getting caught with Charles Leclerc winning his home race in Monaco. This success was followed by a double DNF in Canada and a mixed bag of results for the next half a dozen races. Leclerc stunned everyone by driving metronomically at Monza to strategize a win over the faster McLarens. Sainz also won again in Mexico. Overall they've deserved their position but some more consistency could have made a big difference.



McLaren started the year in the middle of the top four teams, which was significantly better than they started last year, and if they were able to improve their car similarly then they could have been title contenders. And they have. Generally, barring wet weather, McLaren are now the fastest car on the grid. There have been five wins, including the first Grand Prix wins for both Lando Norris, in Miami, and Oscar Piastri, in Hungary, and 19 podiums. Norris has fought hard to keep in his title hopes alive in the second half of the season. But time, and Verstappen's skill, has made that virtually impossible, as Red Bull was too far in front in the Driver's Championship but not the Constructor's, as McLaren is now leading that and should be able to take that for the first time since 1998.

And now it's time to light the lights on the F1 show tonight!

## TRAINING AT THE LUXOR ON WEDNESDAY

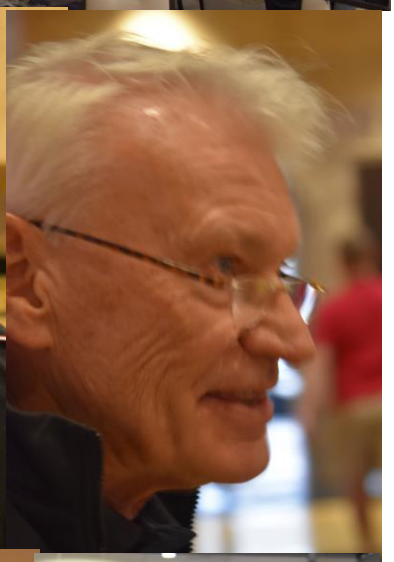

















LUXOR
LAS VEGAS
HOTEL•CASINO


WELCOME!
MARSHAL
MUSTER


LUXOR

