THE OFFICIALS NEWSLETTER

LAS VEGAS























SYDNEY DAVIS YAGEL - RACE CHAIR



This is Sydney's first year in the role of LVGP Race Chair, sitting in the hot seat. She has prior experience as Deputy Race Chair three years at COTA (2015-2018,) as well as Race Chair for WEC and several IndyCar events. *(Ed Note: In her first year as Deputy she wrote the Disaster Relief Plan, which had to be implemented for Hurricane Patricia which hit Texas and COTA in 2015.)*

Sydney has experience working USGPs. Her first F1 event was in 2014 working with the Officials Newsletter team laying out the COTA issues. *(Ed Note: Sydney has been archiving all the USGP F1 issues since then.)* She was the Championship Manager of F4 U.S. and FR Americas when they ran as support events for three COTA events. Sydney also served as the National Steward for the W-Series in Miami 2022 and F1 Academy at COTA 2023. This year at Miami F1 and COTA she was the Deputy Sporting Organizer, assisting Tim Mayer and the USRM team in various capacities, including marshal training.

Sydney grew up going to SCCA regional races where her father and uncle raced. When she was 18 Sydney raced a Mazda Miata. This lasted 10 years, while also adding Houston Region SCCA Race Chair to her resume. After college, she worked at MSR Houston race track as Events & School Manager. These two experiences led to Director of Operations for the Grand Prix of Houston. When IndyCar replaced Houston with NOLA Motorsports Park, Houston Region was asked to be involved. There Sydney met Tim Mayer, who got Sydney involved with COTA for WEC and F1. There she served as Marshal Coordinator for major events until 2018 when she moved to Indianapolis to work for SCCA Pro Racing as Senior Manager of Race Operations. SCCA promoted her to General Manager in 2019. Sydney left the end of 2021 to join Parella Motorsports Holdings as Vice President of Operations. After reaching her limit of race traveling in a year, Sydney returned to SCCA as Volunteer Development Facilitator. In 2023 she was a SCCA Steward at several events, while enjoying the change of pace. Sydney and husband Eric had a daughter that year. Sydney has continued working with SCCA, as well as Race Chair for WEC and LVGP, and also serving as National Steward for Formula E.

What Sydney likes about the LVGP event is that it is a street course, which she loves. "This brings additional challenges one doesn't normally encounter with a permanent road course, so there is a constant adaptation to changing conditions. The LVGP team has done a fantastic job of creating a vibe with this race too. Kim Jackson and Sylvia Bellot of LVGP have been great to work with as we've been trying to make changes to our marshal training. We've collaborated and brought on some additional leadership to bring it all together, and I'm looking forward to watching the start lights out on Saturday night."

Little known fact: Sydney is an avid bag maker and quilter when she has time. She says she hasn't been able to sew as much this year, with a little one, but if you see her, she usually has at least one handmade item on her at all times.





YOUR CHIEFS

In the USGP issues of the Officials Newsletter we profiled that event's chiefs. The chiefs returning for Las Vegas are:

Bryan Gregory – F&C
Don Ericksen – Intervention
Adam Gavallo – Scrutineers
Jamey Osborne - Starters



In the issue we are profiling 3 other Las Vegas Chiefs

MIKE ALONSO – CHIEF- MARSHAL SUPPORT

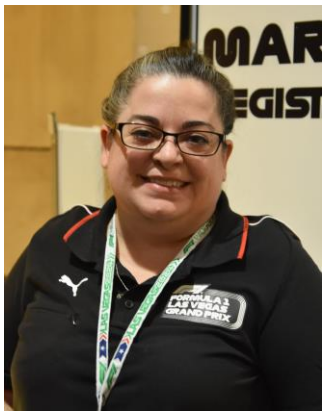


This is Mike's first year as Chief of Marshal Support. For the past two years he was Deputy Chief at Miami F1 and last year at LVGP. Mike, now from Palm Beach, FL has always been a spectator going to the races at local Miami tracks with his dad and brothers. His brother Chris saw a Facebook ad asking for volunteers for the inaugural Miami F1. They gave it a shot and ended up on the Marshal Support team led by Nan Algie. Working with the Marshal Support team allowed Mike to expand that fandom and get a behind-the-scenes look at how everything runs. He found it pretty amazing. Nan gave Mike the opportunity to be one of her Assistant Chiefs in both Miami and Las Vegas, and the rest is history! Chris is Mike's Deputy Chief this year.

Mike loves that Las Vegas is a night race, which brings a unique and exciting energy that's hard to match.

Little known fact: Mike loves hats. At any event he attends he usually leaves with at least one new hat.

JAMIE ROBINSON – CHIEF-REGISTRATION



This is Jamie's second year as LVGP Chief of Registration. She also had that role at this year's Miami F1. Jamie, who's from Battleground, WA, went to the races with her husband. While there, the local club, Cascade Sports Car Club, a member of ICSCC, encouraged her to learn how to do Driver Registration. She did and from there she became Chief for the local events, and then local Pro events. From there Jamie was tapped to be Registrar for the inaugural LVGP.

What Jamie likes about the LVGP is the amazing team with which she gets to work … and the food! Hell's Kitchen, here she comes!

Little known fact: Jamie will scour the Internet to find the best deals on things. This often happens when she's standing inside a store with her husband who thought it best to just 'go there in person' only to find they don't have what he needs, or that she could have saved them a chunk of change.

BOB CRAWFORD - CHIEF-RADIO RANGER

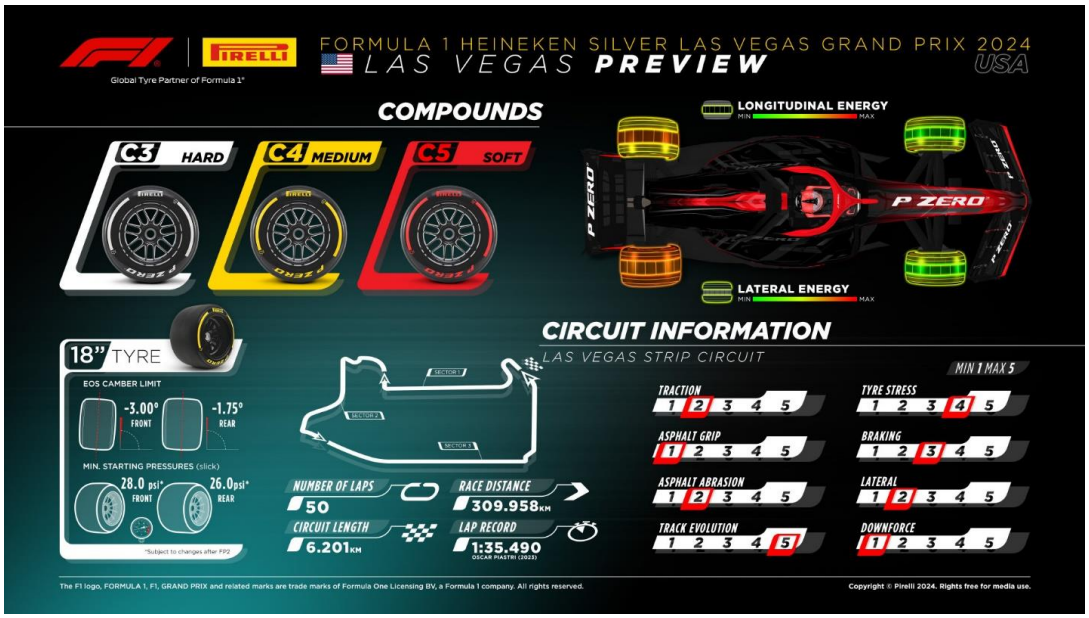


This is Bob's first year as a Chief at Las Vegas, and his first-ever F1 event worked. He has many years of experience in SCCA in Washington DC Region SCCA as Race Chair, Steward, and at this year's SCCA National Runoffs he was Chief of Safety.

What Bob likes the Las Vegas event is that it's a premier pro event, a street circuit, and the scale and complexity of the event logistics.

Little known fact: Bob is a US Navy Veteran, serving in Desert Storm

TIRES *(the following article* is courtesy of Pirelli, *F1 tire supplier)*



This weekend sees Formula 1 racing in Las Vegas for a fourth time. After two events run on a track built up around Caesars Palace in 1981 and 1982, last year Grand Prix racing found a new home in the entertainment capital of the world, with the track using part of the famous Strip from which it takes its name.

As has become the norm for street circuits, Pirelli has selected the three softest compounds in the race, namely the C3 as Hard, the C4 as Medium and the C5 as Soft, as was the case in 2023. The main challenge on the tire front will be warm-up, especially during qualifying and for the front axle in particular. Drivers will have to be careful to bring the tires up to temperature without overworking them, avoiding any lock-ups at the heaviest braking points, particularly at the end of the longest straights, along which the tires will suffer a further reduction in surface temperature. Furthermore, low temperatures lead to a reduction in grip and that can cause increased graining. These factors could lead to a speeding up of the wear process, which suggests a two-stop strategy, which was in fact the most popular choice last year. However, a one-stop can still be quite competitive, especially if the driver gradually brings the tires up to temperature, prolonging its life over a long stint. Because of the difficulty in warm-up, pitting early to try and make up places with an undercut is not very efficient and in fact, on paper, going longer is a better choice.
Experience gained at last year's inaugural event will be useful for the teams and for Pirelli. In fact, a great deal of data was acquired relating to grip and the abrasiveness of the track surface and this was shared with the teams, who also provided their simulation data. The first task on arrival at the track will be to check the initial levels of abrasiveness and grip and them compare them with last year's numbers, making a track inspection and then analyzing the data. Smooth and uninterrupted Thursday sessions will be important to produce further data to help make a more accurate prediction relating to tire degradation and wear.

As always on a street circuit, red flags and Safety Cars are a strong probability with all the unknowns that can bring, including at the restart in terms of tire temperature management.

In 2023, Max Verstappen won, first past the chequered flag ahead of Charles Leclerc and Sergio Perez. Medium and Hard were the compounds used in the race, the yellow-banded tire favored by the majority of drivers on the starting grid.

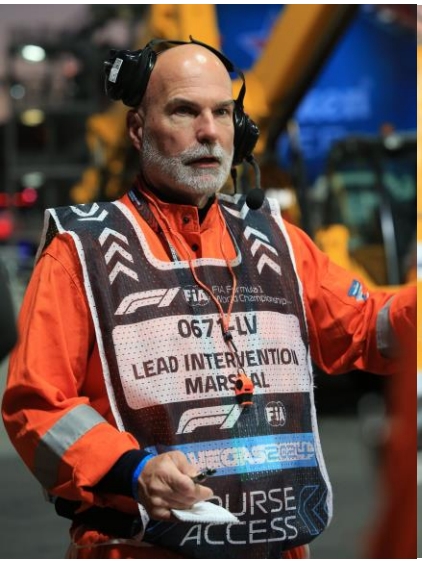
Update after Thursday practice - The first free practice session saw 18 of the 20 drivers use both the Soft and Medium compounds. The only exceptions were the Red Bull pair who chose to focus entirely on the C5, using two sets. In the second session, the Hard again failed to show on track, confirming the teams' plans to keep both available sets for the race. There was just one red flag period, a very different scenario to this time last year, caused by Alex Albon having to park his Williams at the side of the track with a technical issue. Apart from Albon, all drivers

worked through the usual FP2 program, finding the best set-up for both qualifying and over a longer distance, especially evaluating the behavior of the Medium tire. Hamilton and Magnussen were the only ones to do a long run on Softs.

Simone Berra, Pirelli's Chief Engineer added - "It was a very productive day, because the drivers were able to run continuously for all of the available two hours, gathering plenty of information and data on how the cars and tires are behaving on an unusual track and in very different atmospheric conditions to normal.

"Obviously, the track was very dirty and performance improved dramatically the more the cars ran. The same will be true for the rest of the weekend, as is always the case on street circuits, especially those such as Las Vegas and Monaco, where the roads are reopened to normal traffic once the day's track action is over. It's hard to imagine that the level of grip, that was very low today, will stabilize: it will improve constantly, even over the course of the race. We saw a significant improvement in lap times compared to last year: Hamilton's 1'33"825 is almost one and a half seconds quicker than Charles Leclerc's 2023 time of 1'35"265 and only just over a second off the Monegasque's pole time of 1'32"726.

"As for tire behavior, it should be stressed that the Hard looks like being the compound best suited to the race, paradoxically because nobody ran it today. As regards graining, the very low temperatures saw it appear on the Medium and Soft, especially across the front axle, but from what we have seen today, it was only on the surface of the tires, therefore without having much effect on wear. In these conditions, the cars suffer mainly with understeer and one of the key points of the weekend will be to balance the set-up as well as possible. Also to be kept in mind is how much the front tires will cool down on the longest straight: today we saw an average drop of around 35 degrees Centigrade at the braking point for turn 14."





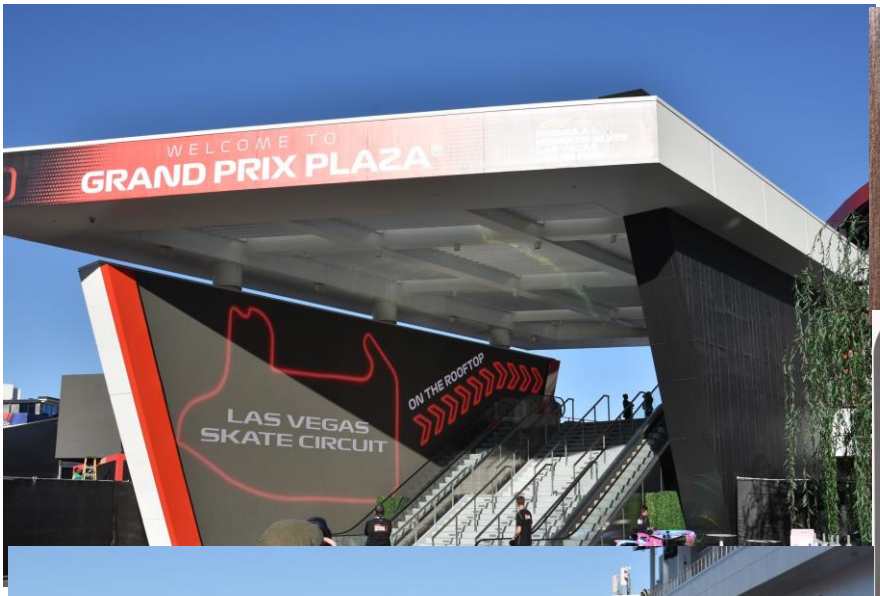




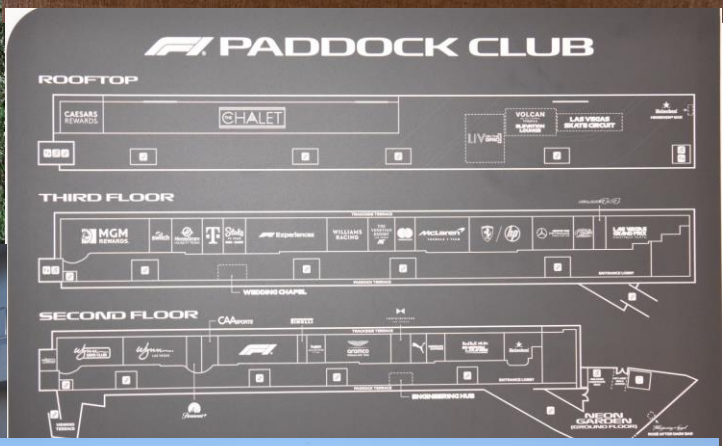




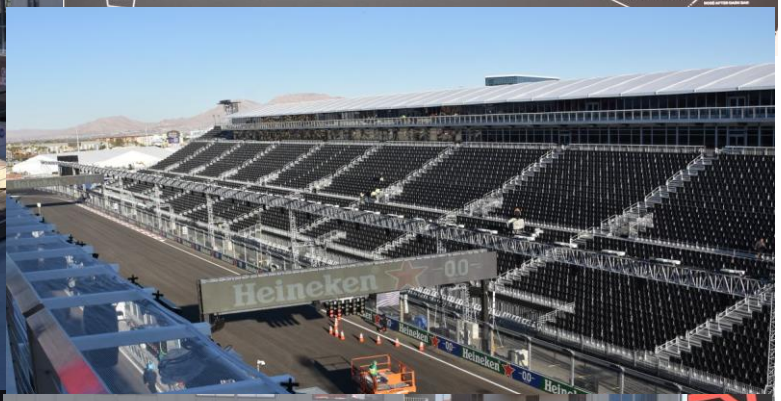
PADDOCK CLUB PREVIEW (How the other half lives)



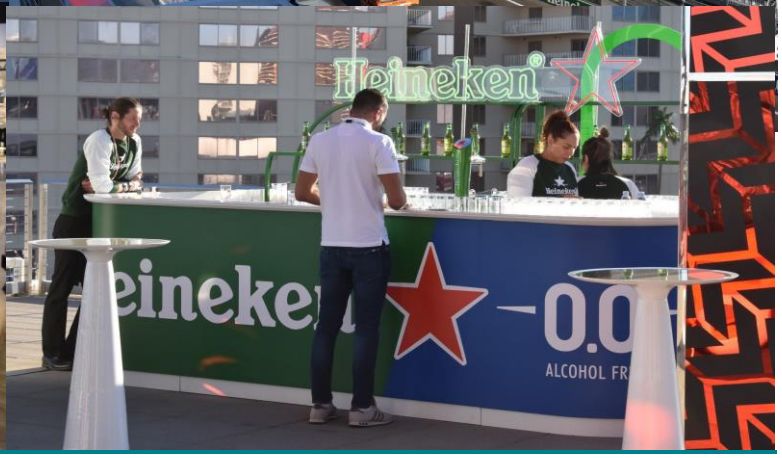










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