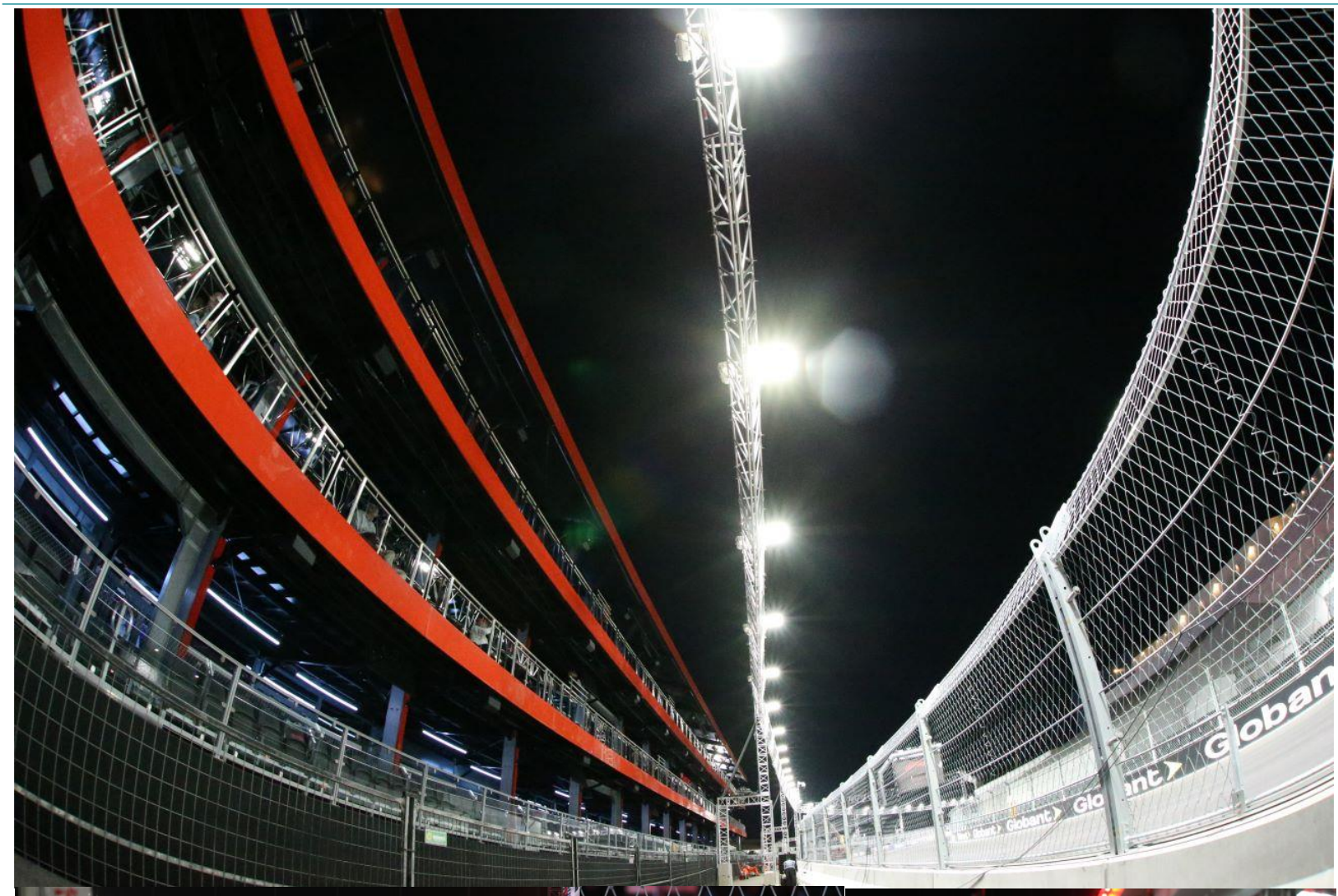
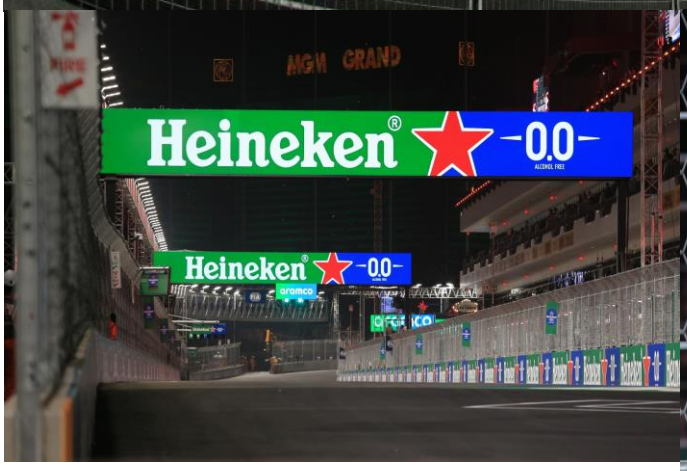
THE OFFICIALS NEWSLETTER

LAS VEGAS









TONI BUHRKE - CHIEF-PIT/PADDOCK/GRID



This is Toni's first year as Chief at Las Vegas F1 for what is called PPG - Pit/Paddock/Grid. She's been promoted to this role for Las Vegas F1 going forward, after serving as Deputy Chief for the other two US Formula One races at Miami and Austin. Toni has also served as Chief Pit Lane Marshal for WEC at COTA, as well as PPG Chief for the COTA rounds of MotoGP the past four years.

As a motorcyclist, Toni, from Chicago, began her racing career supporting MotoGP. In 2011 she was a corner worker at Indy and the next year she joined the Indy PPG team. When COTA open in 2012 Toni worked both MotoGPs at Indy and Austin. She then later transitioned to the F1 PPG team at COTA, and then Miami and Las Vegas as they were added to the calendar.

Toni credits her success in being fortunate to have exceptional female mentors like Lisa Kay Foyle, Nadja Pollard, Sydney Davis Yagel, Suzanne Royce, Kim Kuzma, and many others who blazed the trail for women in Motorsports. Their guidance and support profoundly shaped her journey as a Chief, for that she will always be grateful.

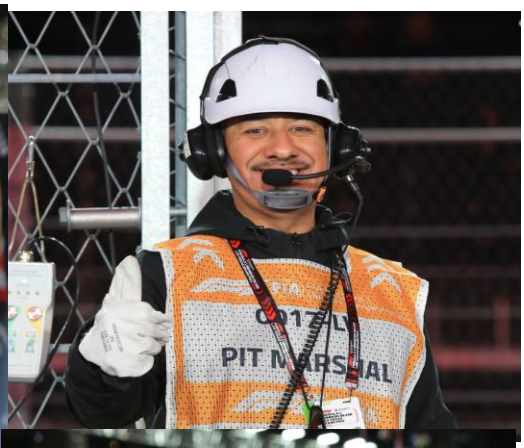
Las Vegas is special to Toni as the event stands out as a break taking night race on a street course in a city that truly comes alive after dark. "Watching F1 cars race down the iconic Las Vegas Strip and circle the Sphere is a sight unlike any other. The atmosphere in Vegas is also unique compared to other F1 host cities - electric, vibrant, and endlessly exciting. It's always a thrill to be part of the action here".

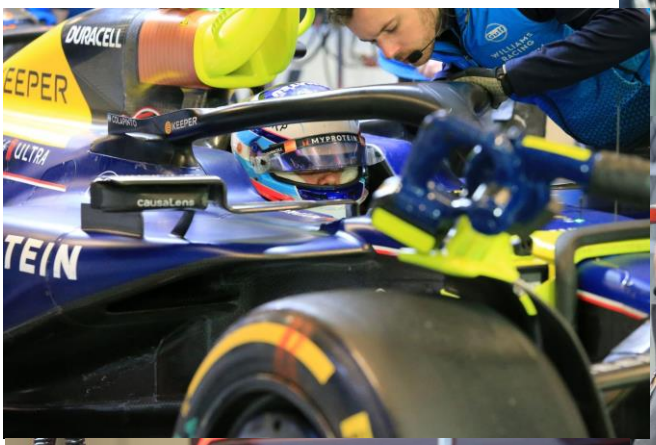
Little known fact: Toni plays the viola and was once a member of a symphony orchestra in the Chicago area..






0064-LV
DEPUTY CHIEF
SCRUTINEER
PITLANE
ALL TIMES

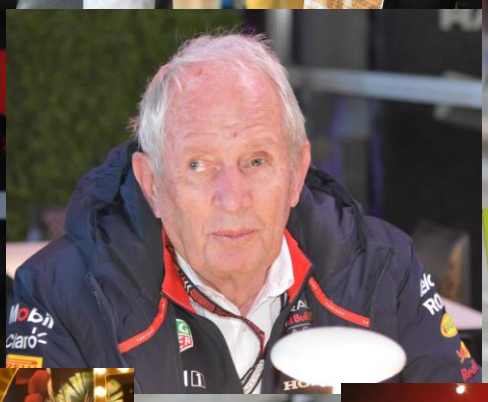

PIT MARSHAL


DURACELL


0063-LV


0085-LV
SCRUTINEER
GARAGE


ORACLE
RedBull











QUALIFYING RESULTS

FORMULA 1 HEINEKEN SILVER LAS VEGAS GRAND PRIX 2024 - Las Vegas

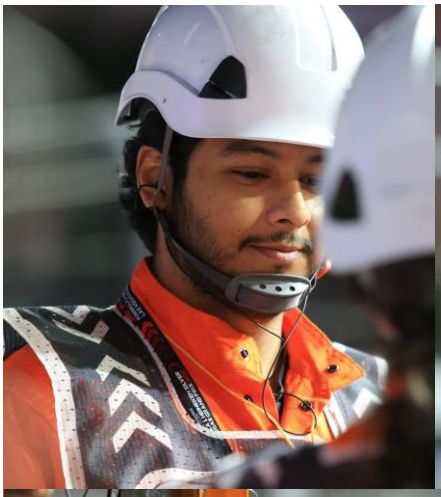
Qualifying Session Final Classification

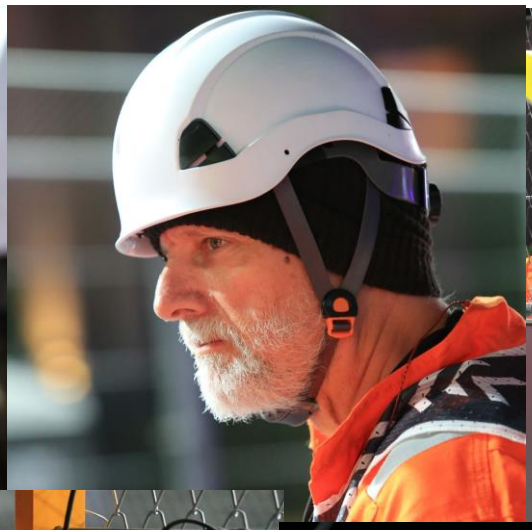
	NO	DRIVER	NAT	ENTRANT	Q1	LAPS	TIME	Q2	LAPS	TIME	Q3	LAPS	TIME
1	63	George RUSSELL		Mercedes-AMG PETRONAS F1 Team	1:33.186	10	22:18:08	1:32.779	9	22:40:09	**1:32.312**	6	23:22:07
2	55	Carlos SAINZ		Scuderia Ferrari	1:33.484	8	22:11:47	1:32.711	9	22:40:32	**1:32.410**	7	23:21:41
3	10	Pierre GASLY		BWT Alpine F1 Team	1:33.691	10	22:18:14	1:32.879	8	22:40:58	**1:32.664**	7	23:21:45
4	16	Charles LECLERC		Scuderia Ferrari	1:33.446	8	22:13:25	1:33.016	8	22:35:04	**1:32.783**	7	23:21:25
5	1	Max VERSTAPPEN		Oracle Red Bull Racing	1:33.299	8	22:15:34	1:33.085	6	22:33:23	**1:32.797**	7	23:21:59
6	4	Lando NORRIS		McLaren Formula 1 Team	1:33.592	7	22:10:23	1:33.099	6	22:37:36	**1:33.008**	7	23:21:19
7	22	Yuki TSUNODA		Visa Cash App RB F1 Team	1:33.789	10	22:18:39	1:33.089	8	22:40:50	**1:33.029**	7	23:21:50
8	81	Oscar PIASTRI		McLaren Formula 1 Team	1:33.450	8	22:10:16	1:33.024	6	22:39:25	**1:33.033**	7	23:21:09
9	27	Nico HULKENBERG		MoneyGram Haas F1 Team	1:33.920	5	22:15:05	1:33.114	6	22:40:27	**1:33.062**	6	23:21:31
10	44	Lewis HAMILTON		Mercedes-AMG PETRONAS F1 Team	1:33.225	9	22:18:00	1:32.567	9	22:40:15	**1:48.106**	6	23:13:17
11	31	Esteban OCON		BWT Alpine F1 Team	1:33.968	10	22:18:26	**1:33.221**	8	22:40:53			
12	20	Kevin MAGNUSSEN		MoneyGram Haas F1 Team	1:33.991	5	22:14:56	**1:33.297**	7	22:40:21			
13	24	ZHOU Guanyu		Stake F1 Team Kick Sauber	1:34.079	10	22:15:13	**1:33.566**	7	22:40:38			
14	43	Franco COLAPINTO		Williams Racing	1:33.746	10	22:18:22	**1:33.749**	6	22:28:48			
15	30	Liam LAWSON		Visa Cash App RB F1 Team	1:34.087	10	22:18:31	**1:34.257**	7	22:30:31			
16	11	Sergio PEREZ		Oracle Red Bull Racing	**1:34.155**	10	22:17:13						
17	14	Fernando ALONSO		Aston Martin Aramco F1 Team	**1:34.258**	9	22:09:25						
18	23	Alexander ALBON		Williams Racing	**1:34.425**	10	22:09:01						
19	77	Valtteri BOTTAS		Stake F1 Team Kick Sauber	**1:34.430**	10	22:15:09						
20	18	Lance STROLL		Aston Martin Aramco F1 Team	**1:34.484**	3	22:19:13						

This is qualifying order, not necessarily starting order

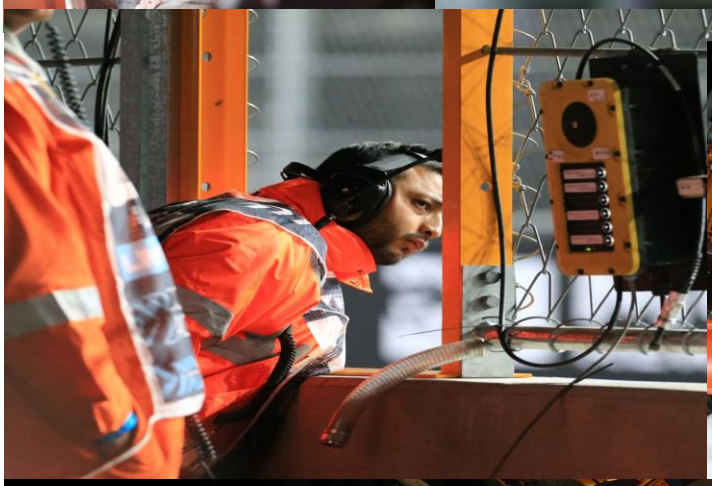









13.2
SC
REV




LAS VEGAS BLVD
COURSE ACCESS


COURSE ACCESS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RACE CONTROL



One important place at every F1 event is Race Control, which could be considered the black box of F1. It's a room with tiered rows of people, computers and a wall of TV monitors showing every aspect of the race course. The procedures call for rows of Race Control staff. It's been found that tiers work better than everyone sitting on the same level, for better visibility of the TV monitors. The back/top row is all the FIA folks, who sit in somewhat of an order.

The Race Director, who is Rui Marques this weekend, is at the far end - top left if one is at the door looking in. Next to him is the Clerk of the Course, who is always a local official with local knowledge of the circuit. At this event it's Paul Walter, who has been in that role for all three of the US F1events. He has an extensive history in IMSA Race Operations. Next to Rui is the Race Control Operator, for lack of a better title. She has direct contact with the Medical and Safety Cars as well as the FIA's Technical teams. Then is the Sporting Manager, who is the gatekeeper, the link between the teams and the Race Director. Next to him is the Systems Operator who manages all the yellow scripts on timing page 3, to the teams and media center. On the far end from the Race Director is the Video Operator who ensures all the videos are working and preserved. He can also find replays and different angles of incidents for the Race Director.

The System Operator is a FIA employee who travels from Europe to every F1 race - the position which sparked my original interest. He or she operates/is in-charge of the live up-to-date yellow notes seen in the Media Center on one of the TV monitors. This yellow script, which covers all the track activity during a session, also goes to the F1 teams. I was curious about who wrote it and where did the information originate? How did someone in Race Control know that Sector 18 threw six local yellow flags in the first 27 minutes of FP2?

The Systems Operator manages all the yellow notes, which come from several sources. The Race Director determines when there is a Red Flag and pushes a button, which automatically writes the yellow script indicating Red Flag with a time stamp - it was at 10:37 pm in FP2. All those local yellows, in Sector 18 ... and 14 and 6, were generated automatically when the TSP Operators used their light boards to indicate flag conditions. The Sector designation is where the TSP Operator is located. It turns out that Sector 18 is at the end of The Strip, where it turns toward the grandstands. There is a runoff area which was visited a lot by drivers doing a quick turnaround.

Somewhere in the room is Jim Swintal, who is the pleasant voice who listens to and talks to the Communicators/Radio Operators on the posts. The Communicators know him as 'Control' for the F1 sessions. Mary De Young is 'Control' for the Ferrari sessions. Jim has extensive experience in the role, as this is what he does at all the IndyCar and IMSA races and other pro events. Mary has also has a lot of experience in working with IMSA. The Communications system is a pseudo land line system. There also is a backup radio network which also reaches the Post Marshals.



Ensuring that all this electronic equipment and data stays working and is preserved is a robust generator backup system.






IP13.3








LasVegasGP







LYNNE'S WANDERINGS

Wandering is more challenging at Las Vegas, because of the logistical distances and barriers - physical and otherwise - to getting around from place to place. The marshals get delivered by bus to or close to their locations. Our newsletter crew ride shares from the Luxor to the Tuscany Hotel, which houses the Media Center, our base of operations. If we want to get anywhere it's a long hike to the F1 paddock and pit lane, or occasionally a Photo Shuttle to various Photo locations around the circuit. It is easy to reach the goal of 10K steps.



As last year, the F1 Paddock, behind the F1 garages, is a large spacious area lined across the expanse by the glitzy neon-infested hospitality suites. They aren't as large or luxurious appearing as those at COTA or Miami, but boy are they bright and visible! Missing this year is the Wedding Chapel, which could explain the addition of a Press Conference Room, wherein the Drivers and Team Principals held their Press Conferences, a more convenient location than last year. At nighttime, this paddock area is relatively dark, compared to the overly bright in-your face glare in Pit Lane. The white concrete in front of the garages adds to the visual.



The Sphere has been quite lively during the F1 sessions with many race-related depictions, and sometimes with a sense of humor.

One of the items in every session of the yellow Timing page notes is which head padding must be used in the session - pink or blue. This is based on ambient temperature. In the warmer climes, such as COTA F1, the choice was pink. Here in chillier Las Vegas night air, the choice is blue. The decision rests with the F1 Technical Delegate, Jo Bauer. He takes the ambient temperature an hour prior to each F1 session and determines which padding must be used. It's usually the same padding color all weekend. The material in the padding reacts to temperatures and to impacts and that's the concern - that it holds up.

Ferrari Challenge has 38 entries, most of whom are actually on track. The cars are colorful and feisty on track. All the marshal training will come in handy. American driver Dylan Midler won the first race. The series has three female drivers, but one took ill and isn't racing.



Earlier I may have mentioned, and misspoke, about the communications system on the posts. It is a landline of sorts, but the sort that doesn't allow people to talk over each other. This can be a good thing at times, but doesn't allow for someone to break in if there's a 'situation.' The people who communicate are called Radio Operators on their tabards. They talk with Control, who is Jim Swintal for F1 and Mary De Young for Ferrari Challenge. There is a separate radio backup system, which is a fall-back if the landline goes out, and it is also used by the CPMs - Chief Post Marshals. That network has its own Control voice in Race Control, and she is Carla.