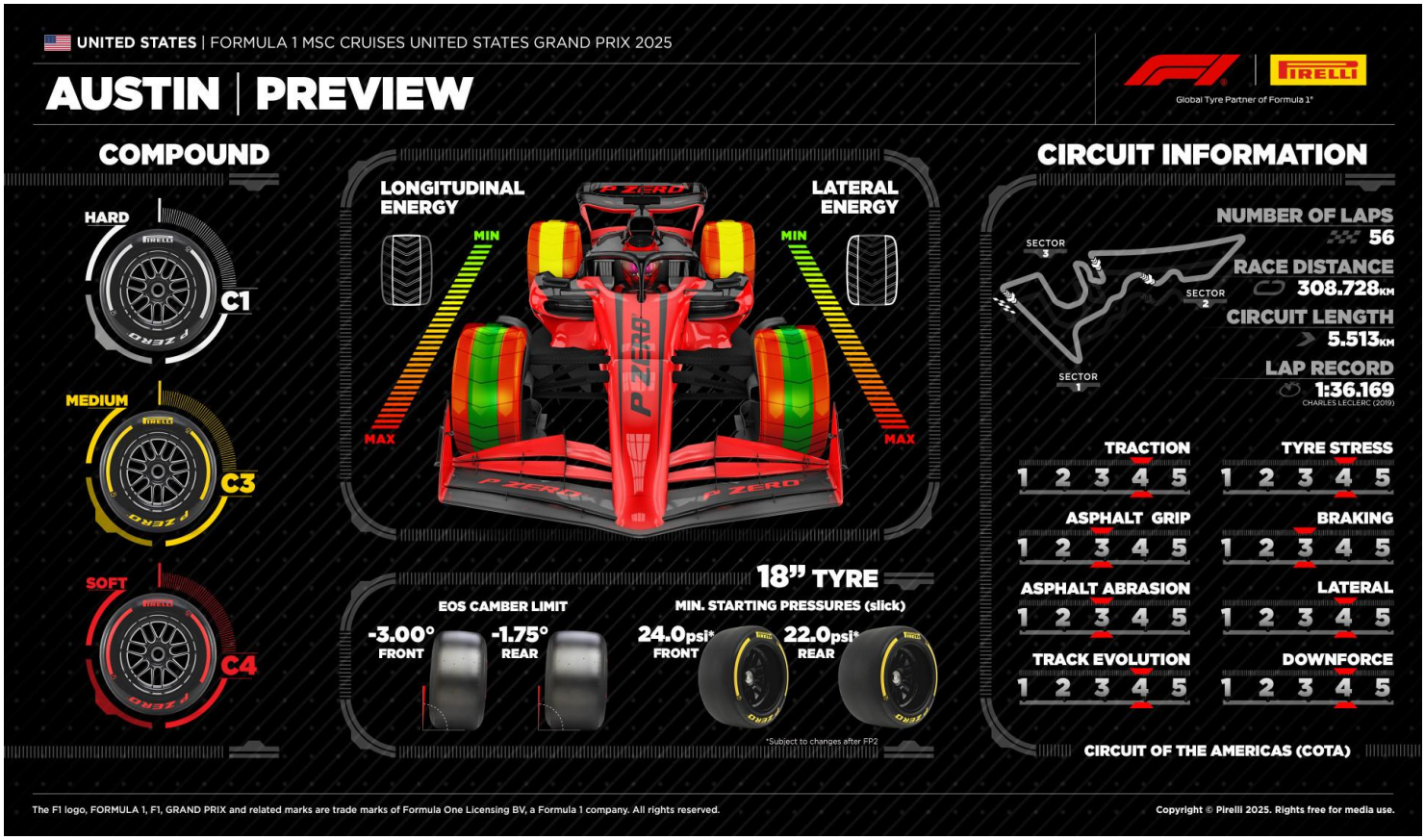
THE OFFICIALS NEWSLETTER
UNITED STATES

F1 FAITHFUL
THE TRUSTY TWENTY

AVERY-WHITON, Barb	Scrutineer
AYERS, Elaine	Flagger
BASTIAN, Thomas	Flagger
BLANTON, Richard	Flagger
DAVIS, Jake	Flagger
DROSTE, David	Flagger/Pit/Grid
DUNCAN, Robert	Flagger
ERICKSON, Donald	Flagger/Intervention
FLEMING, Kirk	Scrutineer
MANNING, Brian	Pit/Grid
MARKEY, Karl	Flagger
MUDDIMAN, Mark	Scrutineer
NIX, Claudia	Scrutineer
NIX, Richard	Scrutineer
PEREZ Jr, Wilfredo	Flagger
POLLARD, Nadja	Pit/Grid
SCHUBERT, James	Flagger/Intervention
SEMRAD, George	Scrutineer
STEEB, Steve	Scrutineer
SUNDSTEDT, Pekka	Scrutineer

TIRES (courtesy of Pirelli)



The United States Grand Prix will be the second race of the season for which Pirelli is bringing three non-consecutive compounds, the last time being Spa-Francorchamps and the available tires will once again be the C1 as Hard, the C3 as Medium and the C4 as Soft. In Belgium, bad weather meant it was not possible to find out how this choice might have affected strategy and so the event in COTA could be the first real test of this choice, which sees the use of a harder Hard than last year at the American track, while the Medium and Soft are the same.

The increased performance difference between the hardest compound and the middle one should, theoretically, give rise to two scenarios. If drivers prefer the C1, the slowest but also the most consistent of the three, then they could run a one-stop race combining it with the C3. On the other hand, using the latter along with the C4, with its improved resistance to degradation, would produce quicker lap times but would almost certainly require two stops. Another similarity with the Belgian round is that Austin is also running to the Sprint format, which means teams only have one hour to try the various options over long and short runs, which could add to the uncertainty as to how the weekend might pan out.

15 drivers started last year's race in Austin on the Medium tire, including the trio that made it to the podium, while the remaining five went with the Hard C2. The Soft was never really an option on race day, with only Alpine's Esteban Ocon fitting it on the last lap to pick up a precious extra point in its battle with Williams, for setting the fastest time

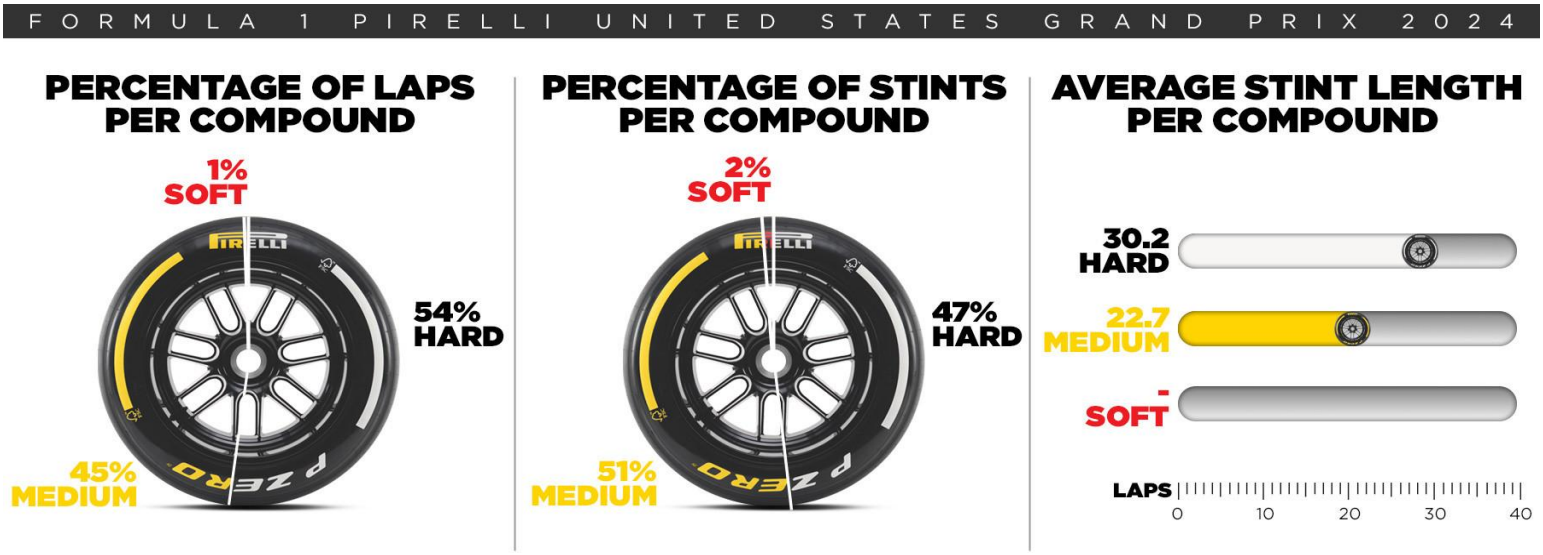
The most popular strategy was a one-stop, with only a handful of drivers on a planned two-stop, as well as Albon who had to pit after just three laps. Although the Medium showed significant signs of wear in the Sprint, in the main event drivers managed to

TIRES (cont)

extend the stint with careful management, helped by a Safety Car period, despite the weight from being on full tanks. Less graining than on the previous day also made the one-stop more effective.

The Grand Prix at the Circuit of the Americas is run over 56 laps in an anticlockwise direction. The 5.513 kilometre-long track boasts 20 corners, incorporating sections reminiscent of legendary Formula 1 circuits, with corners taking inspiration from Silverstone's Maggots-Becketts sequence, Suzuka, Hockenheim, and even Istanbul Park's famous layout. One of its most distinctive features is a 41metre elevation change, most noticeable with the steep climb immediately after the start line. The variety of corners requires a versatile set-up that can provide top-end speed while still ensuring stability through the more technical sections.

Tire loading is evenly balanced across the front and rear axles, but lateral forces are greater than longitudinal ones due to the many high-speed corners and rapid direction changes. Tire degradation is typically thermal in nature and is also influenced by ambient temperature, which can still be quite high in Texas in October. Last year, during the race, the mercury rose above the 30°C mark and next weekend looks set to be similar. The track was partially resurfaced last year, making it smoother and less bumpy than in the past



During last year's Austin race weekend, track evolution played an important role. This phenomenon refers to the progressive increase in grip that the track surface provides the more laps the cars run, not only within each session but also throughout the entire weekend. This is due to the rubber left by the tires on the track surface, which makes the circuit faster, leading to a constant reduction in lap times. Track evolution also affects tire behavior, making them less prone to sliding and degradation. This was one of the reasons why last year at COTA, drivers were able to extend their stints on the Medium compound further than suggested by data from the Sprint race, completing Sunday's race with just one pit stop.



TRUSTY TWENTY PROFILES
DON ERICKSON



Don Erickson, from Nipomo, CA (that's near San Luis Obispo), Deputy Chief Intervention Marshal

WHAT DREW YOU TO WORK THE FIRST COTA:
I worked all the Indy F1 races and had worked Montreal F1 every year from 2002. Of course, I was going to work COTA F1!

WHAT BRINGS YOU BACK
I was a big F1 fan growing up. I jumped at the chance to work Indy F1. That led to my working Montreal F1 -- an event I really enjoy. Now, I'm happy to be part of F1's growth in the U.S.

WHAT DO YOU REMEMBER ABOUT YOUR FIRST COTA RACE?
I was the CPM at T16, responsible for both F&C and intervention. Most of my crew was new to F1. That first year, the Marshal Compound was off the COTA property. After the race, that meant I was away from the track and back in my hotel before most spectators!

HOW HAS THE EVENT CHANGED OVER THE YEARS?
Well, the Marshal Compound is now at Lot L. But the biggest change is how we operate the race track. Splitting the marshals into F&C and Intervention was just the start. There's also Thursday's Hands-On Training and our use of a separate intervention radio net -- among a lot of other things

BRIAN MANNING



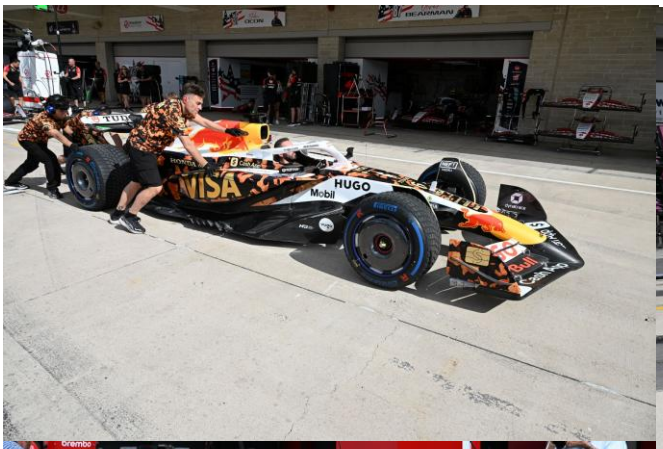
Brian Manning. Califon NJ (by way of Dublin, Ireland) Deputy Chief Pit/Grid/Paddock F1 Green Flag

WHAT ATTRACTED YOU TO WORK FIRST COTA RACE
I worked the Indianapolis F1 races as Pit/Grid up to 2007 and was a Corner Chief in Montreal and was very excited that F1 was coming back to the USA at COTA.

WHY DO YOU KEEP COMING BACK
COTA is a great track! But it's the people that make me want to come back every year. They're like my extended family.

WHAT DO YOU REMEMBER ABOUT YOUR FIRST COTA RACE
The first race was held on November 18th so one month later than the current date. It was dark and very cold in the mornings and we had a very early start to get buses at 4AM at the remote parking lot on FM 812 as the track parking lots hadn't been finished. When we got to the marshals tent there was no power so we used car lights to get the tent lit. It was mostly the same crew that ran Indianapolis F1 so a lot of familiar faces, sadly many have now passed away.

HOW HAS THE EVENT CHANGED OVER THE YEARS?
Even in the first year it was easy to see that a lot of time, effort, care and dollars had been spent to make COTA a first class facility. Every year it gets better with continued improvement and investment. The access roads are also hugely improved. The biggest change are the crowds on Friday and Saturday. In the early years Friday was deserted. Craziest race was definitely 2015 when it poured rain for three days straight and we were very lucky to get a tight window to have the F1 race after no practice or qualifying. I spent an hour in the Williams garage chatting with Valtteri Bottas and Felipe Massa waiting for qualifying to start but it never did. The drivers wanted to stay in the garage so the fans could see them and they kepts king me for updates as I had a radio. Bottas said that this was the type of weather they had to take the driving test in Finland and he wanted to get out there.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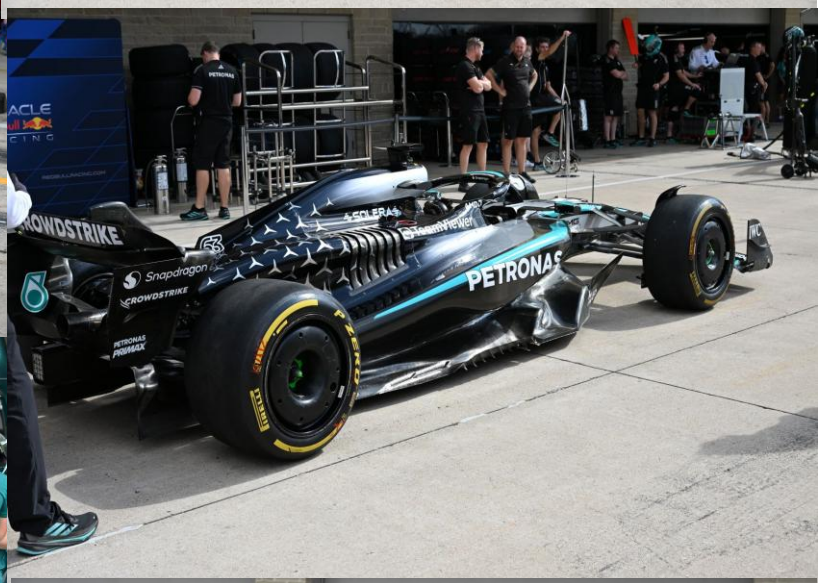
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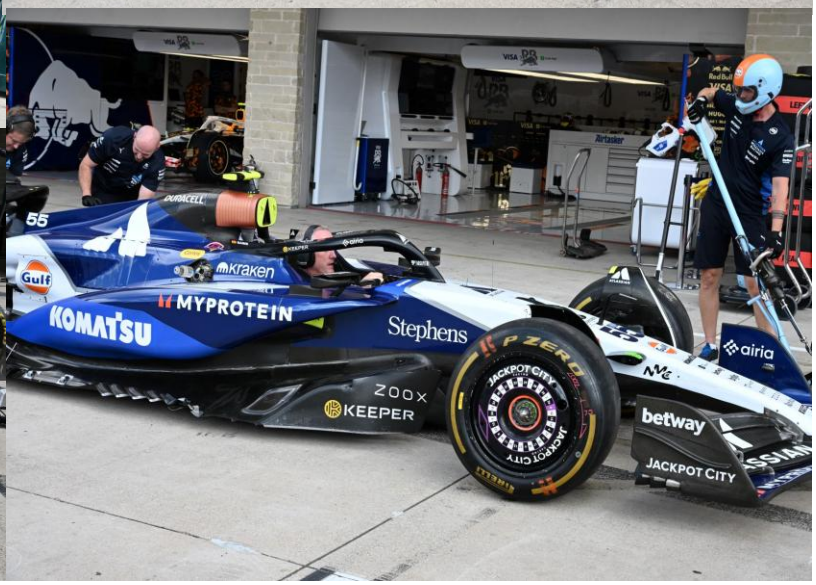
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airia

NADJA POLLARD



Nadja Pollard from Wimberley, Texas Chief of Pit, Paddock, and Grid

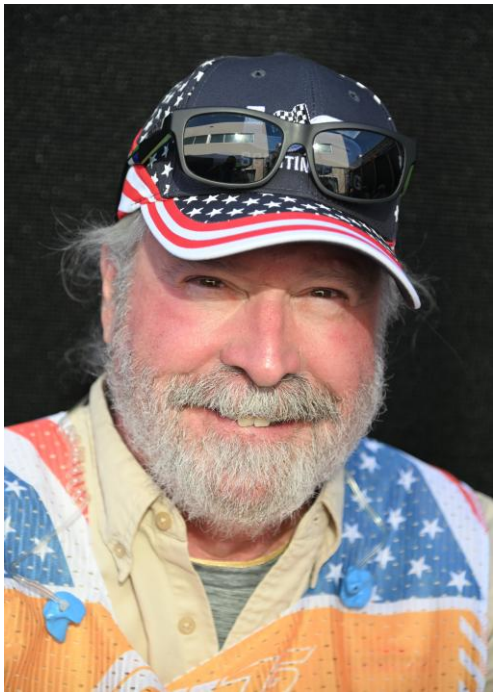
WHAT DREW YOU TO WORK THE FIRST COTA RACE?
I was excited F1 was finally near by and I wanted to help get the inaugural event off the ground.

WHY DO YOU KEEP COMING BACK
COTA now runs like a well-oiled machine and everyone gets along so well.

WHAT DO YOU REMEMBER ABOUT YOUR FIRST COTA RACE?
You know how in The Wizard of Oz, it suddenly goes from black and white to Technicolor? That's what it was like at a brand new track!

HOW HAS THE EVENT CHANGED OVER THE YEARS?
The event has changed so much! We have so much experience now that we can add new responsibilities to our team and give loads of newer marshals an opportunity to work an FIA World Championship event.

STEVE STEEB



Steve Steeb, from just outside of Ann Arbor, Michigan. Scrutineer in Ferrari #16 Garage.

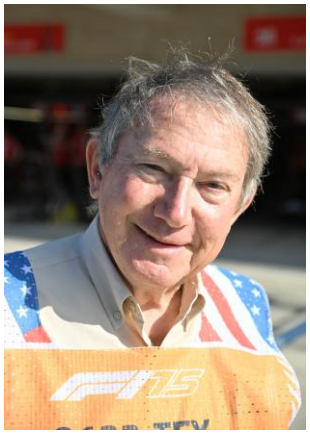
WHAT DREW YOU TO WORK THE FIRST COTA RACE?
If I remember correctly, Suzanne Royce asked me if I would join her team as I had proven to be able to steer F1 cars on and off the weigh-bridge at the later Indy F1 races AND I was able to listen and follow instructions. We had also both been Chiefs way back in the Detroit days.

WHY DO YOU KEEP COMING BACK?
Honestly it is the closest I have to a Family Reunion. Many of us on this team have worked together for all the COTA Events (some I knew from Indy and a few from Detroit!) and it is nice getting together and chatting with people that have actually become old friends! And I DO realize and appreciate that THIS is a ticket you cannot buy. As a retired auto repair shop owner, I actually find it interesting watching the mechanics working on the cars and the way they work together.

WHAT DO YOU REMEMBER ABOUT YOUR FIRST COTA RACE
The cars were not on SKATES back then so we had to maneuver them around a bit before we pushed them on. Friendly chats with a few of the FIA people about our lives in general. I'm pretty sure it was HOT!

HOW HAS THE EVENT CHANGED O`VER THE YEARS?
All of the COTA Support have pretty much mastered their games - seems like when we need / request something it is much more likely to happen. It has been FUN to watch this crew GROW and just get better and better!

RICHARD NIX



My name is Richard Nix. I'm from England but I live now in Bend, Oregon. I'm Scrutineer in the Williams F1 Garage

WHAT DREW YOU TO WORK THE FIRST COTA
I went to my first F1 race in 1962 at Silverstone. Graham Hill won in a BRM. I moved to Detroit in 1979 and worked as a Scrutineer at the 1982 Detroit GP. I worked all the Detroit races and all the F1 races at Indy. I worked the 1984 Canadian GP and the Australian GP in 2005, 2007 and 2015, all as a Scrutineer. So it is only natural I chose to work the first COTA race.

WHY DO YOU KEEP COMING BACK
I have worked as a Scrutineer with Williams since 2001. I keep coming back because every year the cars are different and it is interesting to see the changes.

WHAT DO YOU REMEMBER ABOUT YOUR FIRST COTA?
At the first race I remember the luxury coaches that Bob Pierson arranged to take us and the marshals to and from our work stations. The driver bounced the coach over all the curbs from Turn 1 to 11.

HOW HAS THE EVENT CHANGED OVER THE YEARS
Over the years our break room has got smaller and smaller and we feel less appreciated but that's ok. The fans are more knowledgeable and are more likely to have favorite drivers. The fans have changed more than the racing. Yes, we have sprint races now and 2-second pit stops, but it is still uniquely F1.











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