THE OFFICIALS NEWSLETTER
LAS VEGAS

WELCOME

Welcome to the Formula 1. Heineken Las Vegas Grand Prix One race in Las Vegas. This is the fourth year for this spectacle under the lights, one of only a few night races this season. Again we have newbies and those who have worked all four Las Vegas events. And among our crews are marshals and race officials who have impressive racing resumes dating back to the days of the original US F1 GP street race - Long Beach. Well done you!

The starting time remains at 8 pm PST with 50 laps around the 3.8-mile lap course over the streets of Las Vegas including The Strip.

The sole support race is again the F1 Academy Series, which will be ending its season this weekend. Alisha Palmowski of Great Britain was crowned at the last US GP F1 race at COTA. She was a Campos Racing driver with Red Bull backing, and she did it with three races left to go. All F1 teams are to support one driver, with further support coming from series sponsors. Three of this weekend's 18 drivers are American: Kaylee Countryman for ART Grand Prix, supported by Haas; Ava Dobson for Hitech supported by American Express; and Rachel Robertson for Hitech supported by Puma.



Wednesday was busy with marshal registration and various training sessions for the different crews. The Egyptian Room at The Luxor is home base for all activities. This year the overall numbers hover around 575 give or take.

Again the Intervention Crew is the largest, with 257 marshals. Flagging & Communications have 194 marshals. The smallest crew is again the Starters, who have a new Chief this weekend, Marcia Ulise.

The Management team includes Cierra daCorte as Race Chair, with two deputy Race Chairs - Jessica Althof and Mike Murphy.

Not much change in the track this year. The Turn 5 painted kerbs are gone and there has been minor pavement repair on Las Vegas Boulevard and Harmon.

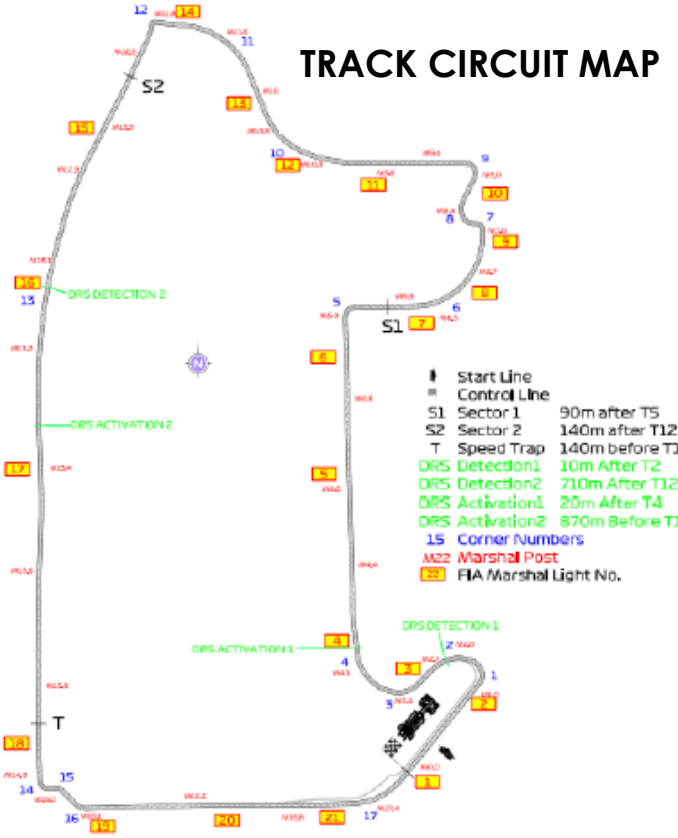
This year it might be even colder than in the past, even with earlier starting times, so the issued bomber jackets and rain gear will be most welcome. Use those hand warmers and don't forget to hydrate!

Will Max Verstappen repeat last year's victory, will Lando Norris try for two in a row, or will this year's already crowned World Champion Kimi Antonelli, be on the top step? We'll know Saturday Night Under The Lights! Viva Las Vegas!





TRACK CIRCUIT MAP



TRACK FACTS

First GP	2023
Number of Laps	50
Circuit Length	6.201 km
Race Distance	309.958 km
Lap Record	1:33.365
	Max Verstappen (2025)

F1 SCHEDULE

FP 1	Thursday Nov 19	4:30pm – 5:30pm
FP 2	Thursday Nov 19	8:00pm – 9:00pm
FP 3	Friday Nov 20	4:30pm – 5:30pm
Qualifying	Friday Nov 20	8:00pm – 9:00pm
Race	Saturday Nov 21	8:00pm – 10:00pm

PAST LAS VEGAS WINNERS

2023	Max Verstappen	Red Bull
2024	George Russell	Mercedes
2025	Max Verstappen	Red Bull



F1 ACADEMY SCHEDULE

FP	Thursday Nov 19	6:00pm – 6:40pm
Qualifying	Thursday Nov 19	9:30pm – 10:00pm
Rev Grid Race	Friday Nov 20	6:15pm – 6:50pm
Feature Race	Saturday Nov 21	4:20pm – 4:55pm

F1 2026 RECAP (by Michael Shaw, Australian Officials Newsletter)

And now, the end is near, and so we face the third last race of the Formula 1 World Championship of 2026.

Kimi Antonelli and Mercedes-AMG have already secured the Drivers and Constructors World Championships; but don't think for a moment that this means no one will be trying. Everyone wants to win, whether at the tables or on the track.

It has been an up and down season for almost everyone, though some drivers have had more of one than the other.



Valtteri Bottas and Sergio Perez have had quite a rough season in Cadillac's debut year. There was a little bit of false hope as they weren't always last; but as other teams have developed their cars, Caddy hasn't been able to keep up. Brake issues and suspension failures, most spectacularly in Mexico for Bottas, have plagued the team. Unfortunately street tracks aren't the best place to see if there have been any improvements.

Lance Stroll and Fernando Alonso started the year by seeing double due to the awful vibrations that ran throughout their Aston Martins. To add insult to literal injury, Honda's new powertrain was a long way behind everyone else in this new regulation era. Adrian Newey, after likely many sleepless nights, has been able to improve the aerodynamics of the car a crazy amount, where Alonso was able to qualify inside the top 10 in Brazil, thanks to wet weather. Honda has been improving things on its side; but still have a long way to go, and the long drive down The Strip will not show this.





Williams started work on their 2026 car early; but it looks like that didn't work. Carlos Sainz and Alex Albon have struggled all season with a car that won't do what they want. It sometimes shows glimpses of pace; but all too often they're left at the back trying to escape the Q1 session.



Audi drivers Nico Hulkenberg and Gabriel Bortoleto have enjoyed surprising competitiveness. The new Audi powertrain has hit the ground running, impressing with its drivability and reliability and keeping the old Sauber team near the front of the mid-field.

F1 2026 RECAP (continued)



Haas has had a revolving door policy towards the end of the season. Oliver Bearman and Esteban Ocon started the year for the team, and they've shown occasional flashes of speed. The development of the car hasn't quite kept pace with the rest of the mid-field; and it seems there was some frustration from Ocon after it was announced he wasn't being retained for next year. This then came to a head when he had a fight with the team boss in Mexico and was replaced by Ryo Hirakawa for a race (and scored a point on debut.) The 2027-signing, F2 championship leader, Rafael Camara stepped up in Brazil.



Pierre Gasly and Franco Colapinto have enjoyed Alpine's move away from Renault power to Mercedes. This culminated in a pole position for Gasly in Monza, though he couldn't keep the lead during the race. Colapinto has impressed with consistency and speed for most of the season.



Liam Lawson and Arvid Lindblad have likely been the most consistent drivers outside of Antonelli, racking up a plethora of seventh placed finishes between them. Racing Bulls have put forward a car that is simple to use compared to most, allowing the drivers to show their potential. This meant that Lawson was given the opportunity to move up to Red Bull Racing for a few races to replace the injured Isack Hadjar, with veteran Yuki Tsunoda stepping in.



Defending champion, Lando Norris, has not had a great title defense. McLaren started the season with Oscar Piastri spinning out before the first race even started and both cars failing to see the five red lights at the second race in China. Since then, McLaren have shown their determination by improving the car, allowing Norris to win three races in the back half of the season, including a magnificent display in the wet of Sao Paolo.



Max Verstappen just doing Max Verstappen things is the best description of his year. He has taken his Red Bull car to places it shouldn't be, and won races and been on the podium coming from strange grid positions. Isack Hadjar is the first driver in years who's been able to be near Verstappen, and has even been able to grab a couple of podium finishes. Don't be surprised if the Red Bull cars are chasing victory.

F1 2026 RECAP (continued)



Charles Leclerc and Lewis Hamilton have been able to go three rounds with each other instead of boxing on with everyone else in the field. There has been more infighting than usual at Ferrari as they didn't quite have the best car on the grid. The nearly-men have taken a win a piece, while also tripping over each other and losing valuable points. A frustrating season for the Tifosi could culminate in a win or bust result on the streets on Vegas.

Kimi Antonelli and George Russell dominated the early part of 2026. Russell came out of the blocks fast; but it was Antonelli that shone bright by winning the next five Grands Prix. A small blip mis-season saw a car failure end Antonelli's streak; and some other teams started to steal wins as they caught up to the dominant Mercedes-AMGs. The cars are no longer the clear fastest on the grid, sharing that with Red Bull, Ferrari and McLaren depending on the circuit layout.



It should be a good race, where up to eight drivers could be in with a real chance of the win. Please don't ask us for betting recommendations because the real winner will be Formula 1.





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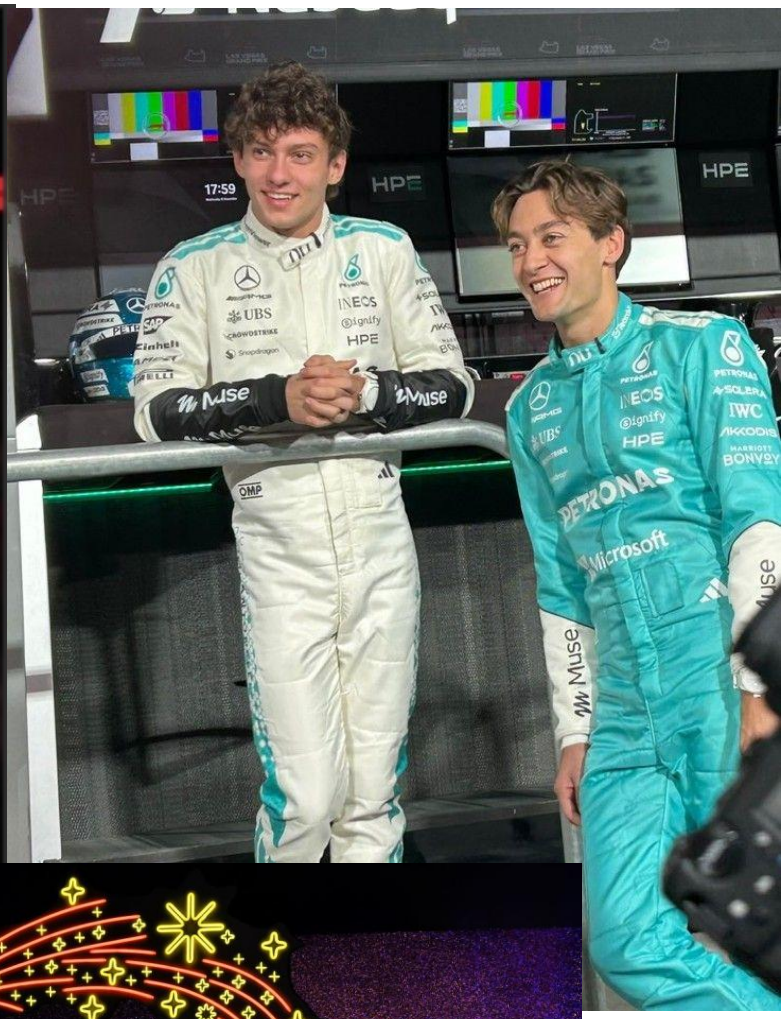
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