THE OFFICIALS NEWSLETTER

LAS VEGAS

THURSDAY MUSTER














LAS VEGAS GRAND PRIX 2026
LAS VEGAS STRIP CIRCUIT
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0303-LV
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0303-LV
DEPUTY CHIEF
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HORSESHOE
Marshal Bus



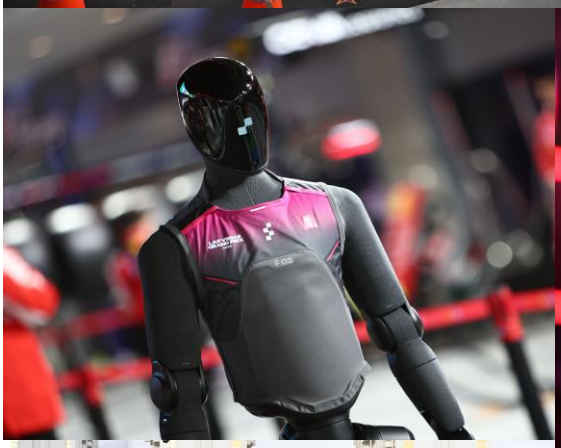

0077-LV
PIT MARSHAL
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PIT MARSHAL
LAS VEGAS
CAUTION


CAUTION
LAS VEGAS


ROUND 21
Las Vegas
19-21.11.2026
LAS VEGAS GRAND PRIX
2026








SPORT
TAG HEUER
ORACLE
Mobil 1
CARLYLE
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Ford
RACING
indeed

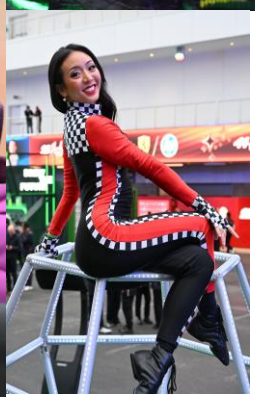

STOP
ZOOX


THE PERFORMANCE ZONE
Still We Rise
44
HAMILTON CREW
LEWIS HAMILTON
PADDOCK CLUB

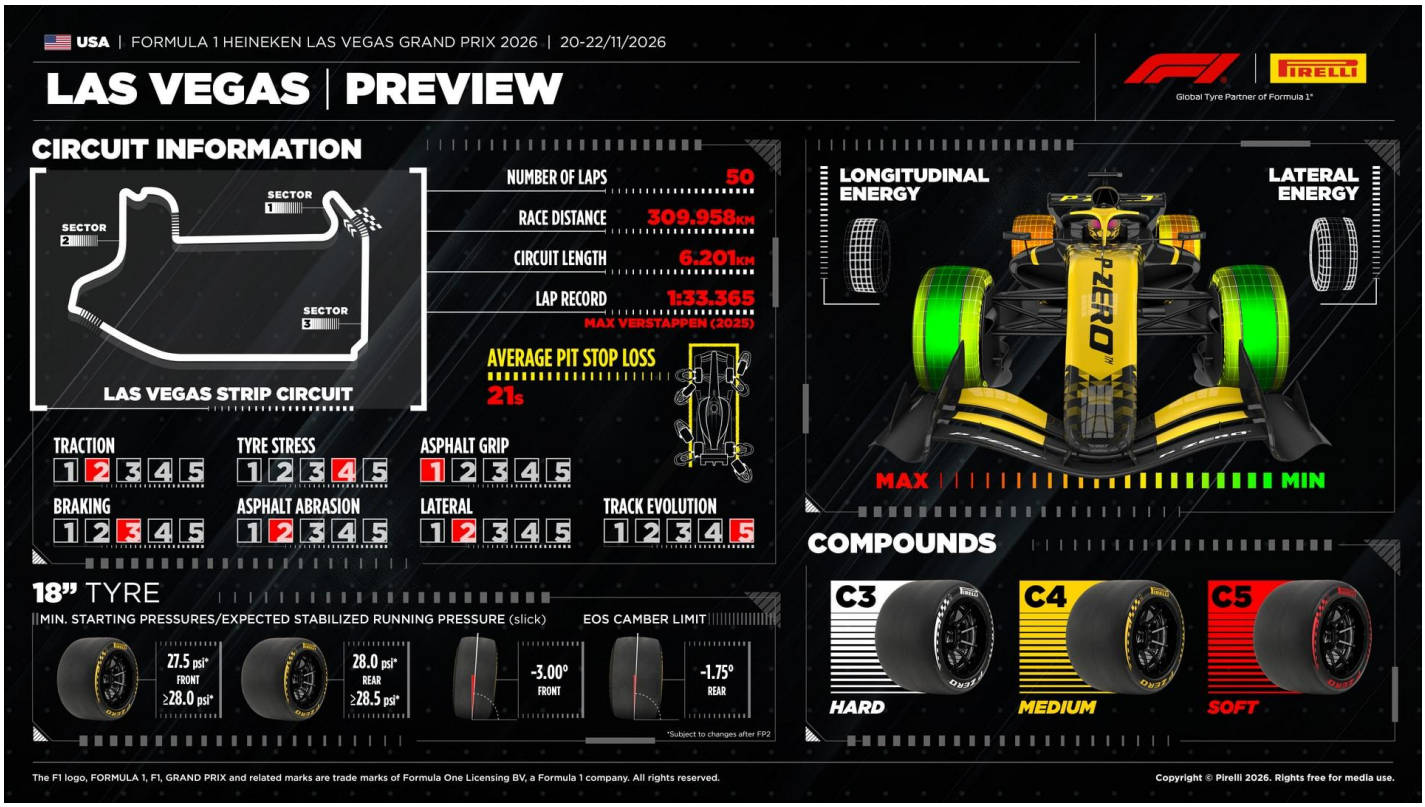

ORACLE
Red Bull RACING
ATLASSIAN
Williams
F1 TEAM
VISA







TIRES (courtesy of Pirelli)



Formula 1 heads to one of the most unusual events on the calendar with the Las Vegas Grand Prix, the third-to-last round of the 2026 season. The 6.201-kilometre street circuit in Nevada features three long straights and 17 corners. As in previous editions of the event, the first two free practice sessions will take place on Thursday, followed by FP3 and qualifying on Friday, while the race is scheduled to start at 20:00 on Saturday evening.

The main technical challenge will be tire management in environmental conditions that are highly unusual for Formula 1, with air temperatures expected to range between 10 and 15°C due to the wide temperature swings between day and night in the gambling capital of the world. As is typical of street circuits, grip levels in Las Vegas will initially be limited.

The track is reopened to public traffic every day and is therefore subject to a constant reset of its surface conditions, with dust and sand accumulating on the asphalt and making grip evolution particularly difficult to predict throughout the weekend. This year, only minor resurfacing work has been carried out, consisting of repairs to sections of asphalt on the entry to Turn 13 and on the right-hand side of the stretch leading to Turn 14.

The long full-throttle sections are a defining characteristic of the Las Vegas Strip Circuit. The high speeds reduce the energy transferred to the tires, making it more difficult to keep them within the correct operating window. For this reason, tire warm-up will be one of the key factors throughout the weekend, particularly in qualifying.

Preparing for the flying lap could therefore become even more important than at other circuits, especially given the low level of grip. It is not impossible that some teams may opt for consecutive preparation laps and timed runs, limiting cooling laps in order to preserve tire temperatures.

TIRES (courtesy of Pirelli)

Tire loads are not particularly high, with the exception of the middle sector, which features several high-speed corners. Graining could once again make an appearance due to the low grip levels and cool temperatures, as seen in previous editions of the race. In this case, degradation would be primarily mechanical in nature.

Another factor to monitor will be brake lock-ups. The long straights end in demanding braking zones, where the risk of flat spots can become significant in both qualifying and the race. Drivers will therefore need to avoid locking the front tires at the most critical points of the circuit in order not to compromise a set of tires.

On paper, the fastest strategy is likely to be a one-stop race, with all three compounds potentially playing a role. Even the C5, which in its current specification has demonstrated good versatility, could represent a valid option for a race stint.

The characteristics of this circuit also reduce the effectiveness of the traditional undercut strategy. Following a pit stop, tires tend to lose temperature quickly along the long section between the pit-exit and the more demanding parts of the lap, reducing the advantage normally associated with fresh tires.

Last year's edition was affected by rain during qualifying, resulting in extensive use of wet-weather tires. Should similar conditions arise again, the Full Wet could prove particularly effective. The low temperatures and circuit layout favor a tire with a deeper tread pattern, capable of generating and retaining temperature more easily than the Intermediate.

Last year's Las Vegas Grand Prix was characterized by one-stop strategies, with the Medium and Hard compounds sharing the entire race distance between them. The three drivers who finished on the podium all started on the yellow-marked tires before switching to the C3 for the remainder of the race. The only driver to start on the Soft was Kimi Antonelli, who replaced them with a set of Hard tires on lap two.

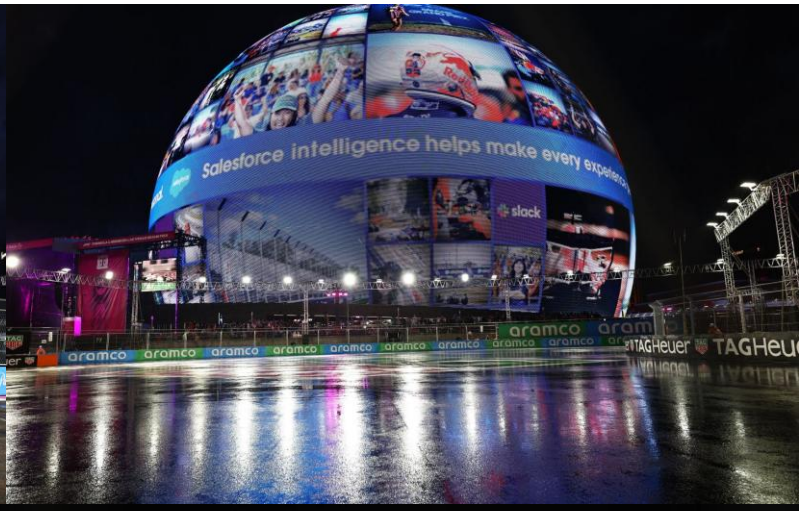
The Las Vegas Grand Prix reaches its fourth edition this year. Across the three races held so far on the street circuit in the entertainment capital of Nevada, Max Verstappen has taken two victories, in 2023 and 2025, while George Russell claimed the top step of the podium in the 2024 edition. Red Bull also leads the constructors' tally with two wins, one more than Mercedes.

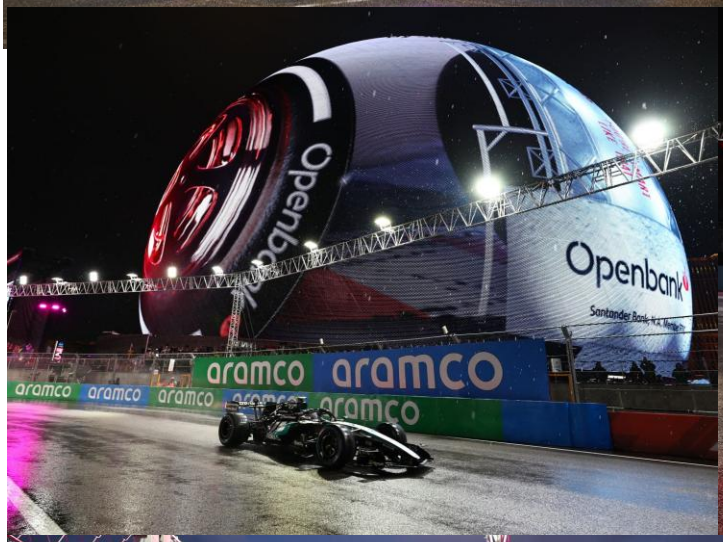







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