



## The Australasian Society for Motorsports Medicine and Rescue

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### Race control

So another year of motor sporting draws to a close. The major categories have completed their seasons with some of the closest racing seen in the final events. Perhaps the persistent fiddling with the rules and rewards systems is paying off. The F1 had everyone madly working out the various permutations by which their favoured driver could finish on the top step, right up until the last lap in Bahrain. Loeb took his seventh World Rally championship title in his home town of Hagenot, in France, with two events left on the calendar. However, the WRC still ended on a nail-biter with the rising Sebastian Ogier challenging a much more consistent Jari-Matti Latvalla and an impressively resurgent Petter Solberg for second place. With a very satisfying end to the season, we also bid farewell to the current class of WRC cars, which will be replaced with shorter wheel base, 1600cc turbo engined car in 2011. Citroen will run a DS3, BP Ford a Fiesta RS and Mini will provide a third manufacturer in selected events with its Countryman model.

The V8s finished their season in Sydney at the Homebush Bay circuit and was again replete with carnage and position changes, right up until the final lap, where Shane Van Gisbergen ran out of fuel while running in first place, yet managed to coast across the finish line in in third. He then suffered the indignity of cramps after the race, as his cool suit failed during the race. (Didn't he read the September 2009 issue of the newsletter?)

2010 saw Jorge Lorenzo emerge from the shadow of his colleague to claim the championship title. However, despite missing several races after breaking his leg, Valentino Rossi rejoined earlier than anticipated and still managed to take the third step of the podium from Casey Stoner (Sebastian Loeb 2009 anyone?).

All in all, there was something for everyone and thankfully, this year, there was much less of a predictable procession, with some genuinely exciting racing happening. And that was just the top

end categories.

2010 also saw Australian involvement in several major international events, assisting at F1 events in Singapore and the inaugural Korean GP. There was also expertise provided to Indonesian rally organisers. International officials were also brought over to Australian events to gain further experience. Next year should see further international collaboration at more new and some established events.

Finally, 2010 saw the recent passing of Tom Walkinshaw. Born in Scotland, he started his racing career in MG Midgets and Formula Ford before moving on to British and European Touring Cars. He competed in a Jaguar with Win Percy at the 1985 Bathurst 1000 and came third. In 1975 he formed Tom Walkinshaw Racing (TWR), a team that introduced Ross Braun as an engineer. He was recruited by the F1 Benetton team in 1991 and was subsequently involved in recruiting Michael Schumacher to the team. After failing in a bid to buy out the Benetton team, he later bought the Arrows team and (in)famously contracted Damon Hill, who had been negotiating with Ferrari, McLaren and Jordan.

In 2005, he once again got involved with V8 Supercars, teaming up with the Holden Racing Team and was part of Rick Kelly's 2006 and Garth Tander's 2007 championship wins.

He died on the 12<sup>th</sup> of December at 64yo during treatment for lung cancer.

In this issue, as it is the final one for the year, I'll go gently and summarise the year's results, the calendars for next season and some of the recent and planned developments.

Good luck.

Matthew Mac Partlin



## **Motorsports review**

Most of the major categories have been summarised in the section above, but there were some outstanding moments during the year. Everyone will have their own favourites, but for me some of the bigger moments seemed to involve people named Sebastian. Vettel shone this year (Sorry. I know it's not PC to support the opposition, but there you go). In the end the win was thoroughly deserved. Ogier proved that he can step up and was a real challenger for the WRC this year. Some inspired driving saw well earned stage and event wins, though pressure made him crumble a couple of times. He will feel encouraged and no doubt will be a challenger to the throne again next year. Latvalla too showed improvement with much greater consistency, which again paid off; while his team mate Hirvonen seemed apathetic by contrast. Hopefully the Ford team can lift their game next year and not find themselves embarrassed by the new Mini Prodrive team.

But for me the man of the year has to be Sebastian Loeb. A seventh consecutive world championship, making him Rally's most successful driver to date. He rarely showed cracks, except in New Zealand, where a string of errors nearly saw the whole thing unravel. But the man demonstrated why he is the best with an awesome comeback drive when he lost over a minute and a

half on the first day and then charged back up the rankings over the next two days to finally place third, behind Latvalla and Ogier. By contrast, Hirvonen also lost a minute or so on the first day, yet floundered and never really got back on pace, which pretty much sums up the year he has had. Here's hoping he is back on form for next year.

- The FIA have released their Global Report for 2010. It summarises the origins of the FIA Institute for Safety and Sustainability and its key programmes. It makes for interesting reading, with overviews of various projects, from ear accelerometers and impact barrier developments to fire suppression systems, roll over protection and side impact systems, race seats and head and neck restraint devices. There is a heavy focus on standardisation and economics and constant referencing to ecological sustainability
- An FIA Institute Academy has been created to support young drivers from five world regions (North, Central and South America; Western and Northern Europe; Central and Eastern Europe; Middle East and Africa; Asia and Oceania) who have demonstrated potential. The objective is to provide these drivers with a network of experience and resources and targets areas such as driver development and race safety. Currently based in Europe, the plan is to extend it to worldwide events.
- The FIA have been busy standardising the level of training that race officials get. They have written a framework that regional motor sport organisations (National Sporting Authorities; eg CAMS) employ in order to develop or update their training programmes. It is intended that the framework be based upon evidence-based best practice. They also hope to create training providers to assist and accredit official training. To become a training provide and National Authority must gain Gold status with the FIA. By May 2010, only the UK and Australia have achieved this. Ireland and Turkey have been given silver status and China has bronze. Another 100 or so countries are awaiting FIA accreditation. The structure of the programmes used by training providers to train other national bodies is yet to be developed.
- The FIA are also developing a Medical Faculty. Initially this is to comprise of a core group whose purpose is to determine the levels of competencies required for the provision of medical services at event, promote anti-doping practices and engage in research, including collaboration with other branches of the FIA. Some of you are probably already aware of the publication of the Medicine in Motor Sport book, though purchasing a copy is not yet possible. They subsequently aim to create a membership for medical officials with training programmes and workshops. It is not clear exactly who the target audience is, although one would imagine that rescue operatives beyond doctors alone would be sensible.
- Anti-doping rhetoric is emerging in motor sport as it has in other sports and is being backed up by planned action on the parts of the FIA and CAMS. Currently, any competitor can be randomly selected for screening and once selected, must stay within sight of an Australian Sports Anti-Doping Agency (ASADA) chaperone until a sample has been obtained. Refusal to provide a sample, or actions taken to avoid providing a sample, is taken as a violation of the rules and can lead to barring from the sport for up to 2 years.
- There is some work going on regarding a recent FIA standard for the FIA 8862-2009 Advanced Racing Seat that applies to closed cockpit cars. The concern centres around the mounting brackets, which must be packaged and tested with the seat, and their compatibility and difficulty with installation with current vehicles. CAMS is seeking to find a way to assist competitors to comply with the FIA standard without incurring large costs by using existing mounting brackets that comply with the FIA 8862-2009 Advanced Racing Seat standard. Hopefully this will not lead to bracket disruption in a high speed collision.
- Not everyone may be aware, but for a while there were some tensions between CAMS and the Australian Grand Prix Corporation during the latter half of the year, with CAMS requests for costs to be met for the provision of services at F1 events, leading to some counter-

bargaining. This has all been sorted out and CAMS remains the primary motor sports organiser in Australia.

- Korea was awarded the Race Promoter's Trophy at the 2010 FIA Prize Giving Gala "in recognition of the state of the art" circuit. I wonder did that include the A4 hand drawn sign indicating the presence of the pit lane medical centre and the MIV mobile explosive devices. The trophy was accepted by the Korean Automobile Racing Association (Kara). Stipend anyone?



## Recent race results

### Formula 1

Season complete. 2010 Formula 1 World Champion = Sebastian Vettel, Red Bull Racing

<b>1. Sebastian Vettel - Red Bull 256</b>	6. Felipe Massa - Scuderia Ferrari Marlboro 144	11. Adrian Sutil - Force India F1 Team 47
2. Fernando Alonso - Scuderia Ferrari Marlboro 252	7. Nico Rosberg - Mercedes GP Petronas 142	12. Kamui Kobayashi – BMW Sauber-Ferrari 32
3. Mark Webber - Red Bull 242	8. Robert Kubica - Renault F1 Team 136	13. Vitaly Petrov - Renault F1 27
4. Lewis Hamilton - Vodafone McLaren Mercedes 240	9. Michael Schumacher - Mercedes GP Petronas 72	14. Nico Hulkenberg – Williams-Cosworth 22
5. Jenson Button - Vodafone McLaren Mercedes 214	10. Rubens Barrichello - AT&T Williams 47	15. Vitantonio Liuzzi - Force India F1 Team 21

### 2011 Formula 1 season calendar

Gulf Air Bahrain Grand Prix (Sakhir)	11 - 13 Mar
Qantas Australian Grand Prix (Melbourne)	25 - 27 Mar
Petronas Malaysia Grand Prix (Kuala Lumpur)	08 - 10 Apr
UBS Chinese Grand Prix (Shanghai) [subject to approval]	15 - 17 Apr
Turkish Grand Prix (Istanbul)	06 - 08 May
Spain (Catalunya)	20 - 22 May
Grand Prix de Monaco (Monte carlo)	26 - 29 May
Grand Prix du Canada (Montreal)	10 - 12 Jun
Grand Prix of Europe (Valencia)	24 - 26 Jun
Santander British Grand Prix (Silverstone)	08 - 10 Jul
German Grand Prix (Nürburgring)	22 - 24 Jul
Turkish Grand Prix (Budapest)	29 - 31 Jul
Belgian Grand Prix (Spa-Francorchamps)	26 - 28 Aug
Italian Grand Prix (Monza)	09 - 11 Sep

Singapore Grand Prix (Singapore)	23 - 25 Sep
Japanese Grand Prix (Suzuka)	07 - 09 Oct
Korean Grand Prix (Yeongam)	14 - 16 Oct
India (New Delhi) [subject to approval]	28 - 30 Oct
Etihad Airways Abu Dhabi Grand Prix (Yas Marina circuit)	11 - 13 Nov
Brasil (Sao Paulo)	25 - 27 Nov

## World Rally Championship

Season complete. 2010 WRC World Champion = Sebastian Loeb, Citroen World Rally Team

<b>1. Sebastien Loeb 276</b> 2. Jari-Matti Latvala 171 3. Petter Solberg 169 4. Sebastien Ogier 167	5. Dani Sordo 150 6. Mikko Hirvonen 126 7. Matthew Wilson 74 8. Henning Solberg 45	9. Federico Villagra 36 10. Kimi Raikonen 25 11. Mads Ostberg 18 12. Khalid Al-Qassimi 12
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2011 World Rally Championship season calendar.

Dated for the Sunday of the event. Local organisers may choose to run a 2 or 3 day event between the Friday and the Sunday of that weekend.

13 <sup>th</sup> February:	Sweden
6 <sup>th</sup> March:	Mexico
27 <sup>th</sup> March:	Portugal
17 <sup>th</sup> April:	Jordan
8 <sup>th</sup> May:	Italy
29 <sup>th</sup> May:	Argentina
19 <sup>th</sup> June:	Greece
31 <sup>st</sup> July:	Finland
21 <sup>st</sup> August:	Germany
11 <sup>th</sup> September:	Australia
2 <sup>nd</sup> October:	France
23 <sup>rd</sup> October:	Spain
13 <sup>th</sup> November:	Great Britain

## V8 Supercars

Season complete. 2010 V8SC World Champion = James Courtney, Dick Johnson Racing

<b>1. James Courtney 3055</b> 2. Jamie Whincup 2990 3. Mark Winterbottom 2729 4. Craig Lowndes 2669 5. Garth Tander 2466	6. Shane van Gisbergen 2391 7. Lee Holdsworth 2387 8. Rick Kelly 2347 9. Paul Dumbrell 2232 10. Steven Johnson 2006 11. Michael Caruso 2004	12. Russell Ingall 1967 13. Jonathon Webb 1852 14. Jason Bright 1642 15. Stephen Richards 1630 16. Tim Slade 1595 17. Jason Richards 1547
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## 2011 V8 Supercar season calendar

Yas V8 400, Yas Marina Circuit, Abu Dhabi UAE	Feb 11 - 12
Clipsal 500, Adelaide Parklands, Adelaide SA	Mar 17 - 20
Australian Grand Prix, Albert Park, Melbourne VIC	Mar 24 - 27
ITM 400 Hamilton, Hamilton NZ	April 15 - 17
Barbagallo Raceway, Perth WA	May 6 - 8
Winton Motor Raceway, Winton VIC	May 20 - 22
SkyCity Triple Crown, Hidden Valley, Darwin NT	June 17 - 19
Sucrogen Townsville 400, Reid Park, Townsville QLD	July 8 - 10
Queensland Raceway, Ipswich QLD	Aug 19 - 21
L&H 500, Phillip Island VIC	Sep 16 - 18
Supercheap Auto Bathurst 1000, Mount Panorama NSW	Oct 6 - 9
Armor All Gold Coast 600, Surfers Paradise QLD	Oct 21 - 23
Falken Tasmania Challenge, Symmons Plains TAS	Nov 11 - 13
Norton 360 Sandown Challenge, Sandown Raceway VIC	Nov 18 - 20
Sydney Telstra 500, Olympic Park, Sydney NSW	Dec 2 - 4

## MotoGP

Season complete. 2010 MotoGP World Champion = Jorge Lorenzo - Fiat Yamaha Team

<b>1. Jorge Lorenzo - Fiat Yamaha Team 383</b> 2. Dani Pedrosa - Repsol Honda Team 245 3. Valentino Rossi - Fiat Yamaha Team 233 4. Casey Stoner - Ducati Marlboro Team 225 5. Andrea Dovizioso - Repsol Honda Team 206	6. Ben Spies - Monster Yamaha Tech 3 176 7. Nicky Hayden - Ducati Marlboro Team 163 8. Marco Simoncelli - San Carlo Honda Gresini 125 9. Randy de Puniet - LCR Honda 116 10. Marco Melandri - San Carlo Honda Gresini 103	11. Colin Edwards - Monster Yamaha Tech 3 103 12. Hector Barbera - Aspar Racing Team 90 13. Alvaro Bautista - Suzuki 85 14. Alex Espargaro, Pramac Racing Team 65 15. Hiroshi Aoyama - Interwetten Honda MotoGP 53
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## 2011 MotoGP Season Calendar

20 <sup>th</sup> March	Qatar Losail	17 <sup>th</sup> July	Germany Sachsenring
3 <sup>rd</sup> April	Spain Jerez	24 <sup>th</sup> July	United States Laguna Seca
24 <sup>th</sup> April	Japan Motegi	14 <sup>th</sup> August	Czech Republic Brno
1 <sup>st</sup> May	Portugal Estoril	28 <sup>th</sup> August	Indianapolis Indianapolis
15 <sup>th</sup> May	France Le Mans	4 <sup>th</sup> September	San Marino Misano
5 <sup>th</sup> June	Catalunya Catalunya	18 <sup>th</sup> September	Aragón Motorland
12 <sup>th</sup> June	Great Britain Silverstone	16 <sup>th</sup> October	Australia Phillip Island
25 <sup>th</sup> June	Netherlands Assen	23 <sup>rd</sup> October	Malaysia Sepang
3 <sup>rd</sup> July	Italy Mugello	6 <sup>th</sup> November	Valencia Valencia

## Intercontinental Rally Challenge

After 11 rounds, with only one to go.

<b>1. Juho Hanninen 80</b> 2. Jan Kopecky 50 3. Kris Meeke 39 4. Freddy Loix 36 5. Bruno Magalhaes 30	6. Guy Wilks 27 7. Andreas Mikkelsen 21 8. Paolo Andreucci 18 9. Thierry Neuville 12 10. Nasser Al-Attiyah 10	11. Mikko Hirvonen 10 12. Roger Feghali 8 13. Martin Prokop 6 14. Pavel Valousek 6 15. Nicolas Vouilloz 6 16. Jaromir Tarabus 6
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Kris Meeke will drive for the Mini Prodrive team in the 2011 WRC

### 2011 Intercontinental Rally Challenge season calendar

January 19-22	Monte Carlo
March 4-6	Alerces, Argentina
April 14-16	Canarias, Spain
May 6-8	Corsica, France
June 23-25	Ypres, Belgium
July 14-16	Açores, Portugal
August 4-6	Madeira, Portugal
August 26-28	Zlín, Czech Republic
September 9-11	Mecsek, Hungary
September 22-24	Sanremo, Italy
October 14-16	Scotland, UK
November 3-5	Cyprus



## Caught by the cameras



Is this why Kimi Raikkonen was known as the Iceman?  
(Picture from [www.thesuitcaseofcourage.com](http://www.thesuitcaseofcourage.com) January 2007)

