



GTR2 - Champz

THE UNOFFICIALIEST RULEBOOK OF ALL.

Provas :

As provas serão disputadas todas as quintas-feiras as 21:00hs.

No formato WTCC : Sprint e Feature Races.

A bateria Sprint terá 10 minutos de duração, não sendo obrigatório pitstop.

A bateria Feature terá 20 minutos de duração, sendo obrigatório um drive through, que deverá ser feito antes da marca dos 15 minutos de prova.

Caso não passe pelos boxes, o piloto será desclassificado.

Pontuação :

Sprint Race :

1º - 6

2º - 4

3º - 3

4º - 2

5º - 1

6º - diante – 0

Feature Race :

1º - 10

2º - 6

3º - 4

4º - 3

5º - 2

6º - 1

7º - diante – 0.

1 Ponto de bonificação será dado a quem fizer a volta mais rápida de cada bateria.

O piloto que marcar menos pontos em 1 etapa, terá o direito de escolher de escolher a próxima pista. Esta informação deverá ser passada na sexta-feira que segue o grid. E não é permitido repetir pista num intervalo menor que 6 etapas.. Caso a pista seja add-on, favor informar o link para baixar a mesma.

O mesmo acontece para os carros a serem usados, serão escolhidos pelo piloto que fizer menos pontos na etapa. E deve seguir a cars rule.

A última etapa será disputada em uma única prova, com duração de 45 minutos e a seguinte pontuação:

1º - 16

2º - 10

3º - 7

4º - 5

5º - 3

6º - 1

7º - diante – 0.

Pole Position: 2 pontos (após Classificação de 10 minutos)

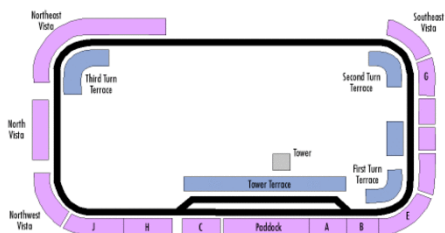
Melhor volta da prova: 2 pontos

Calendário :

- 30/04/09 – Indianápolis 500 – Indiana USA – Corvette C5R
- 07/05/09 – Donington National – UK – Nissan 350Z
- 14/05/09 – Surfer's Paradise – Austrália – BMW M3
- 21/05/09 – A1 Ring – Áustria – Ferrari F360
- 28/05/09 – Enna Pergusa – Italy – Porsche 996 GT3 RSR
- 04/06/09 – Interlagos – Brasil – Morgan Aero
- 18/06/09 – Adelaide Short – Austrália – Chrysler Viper GT
- 25/06/09 – Mônaco 1988 – Monte Carlo – Seat Toledo

- Rounds 1 & 2 – Indianápolis - Circuit Length 4.023 km (2.500 mi)
- Car n46/91 – SuperFlo Racing – Tib
- Car n46/90 – SuperFlo Racing - Shaka

Indianapolis Motor Speedway
Indianapolis, Indiana



© 2001 maps.com

- Rounds 3 & 4 – Donington Park (National) - Circuit Length 3.149 km (1.957 mi)
- Car n5 – Looney Tunes – Shaka
- Car n29 – Scuderia Libra - Tib



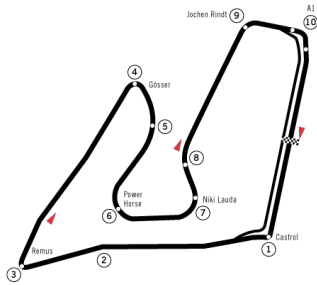
- Rounds 5 & 6 – Surfer's Paradise- Circuit Length 4.47 km (2.79 mi)
- Car n290 – Capcom Racing – Tib
- Car n12 – ShakaXD Racing Team – Shaka



- Rounds 7 & 8 – A1 Ring - Circuit Length 4.326 km (2.684 mi)

Car n12 – Gibson-Sega Racing Team – Shaka

Car n27 – Scuderia Ferrari GV - Tib



- Rounds 9 & 10 – Enna Pergusa – Circuit Length : 4.950 km (3.076 mi)

Car n002 – Sega Racing - Shaka

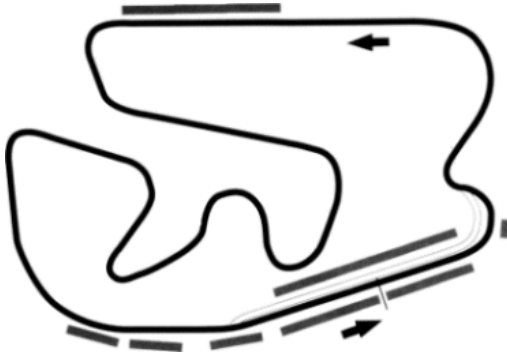
Car n199 – Priceless MotorSport - Tib



- Rounds 11 & 12 – Interlagos – Circuit Length : 4,309 km (2,677 mi)

Car n12 – Aero Racing - Shaka

Car n50 – Hot Rod - Tib



- Rounds 13 & 14 – Adelaide Short – Circuit Length : 3.770 km (2.347 mi)

Car n633 – Sao Paulo Futebol Clube – Shaka

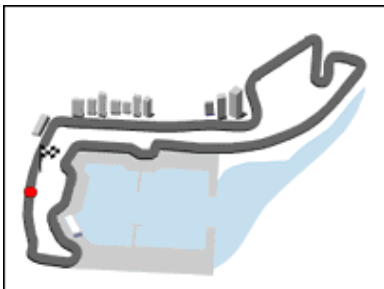
Car n11 – Bitten Heroes Racing - Tib



- Rounds 15 – Monaco – Circuit Length : 3.34 km (2.075 mi)

TBA – Shaka

TBA – Tib



Point Standings :

RDs	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Shaka	DNF	6	11	4	11	7	6	7	11	7	7	7	7	5	14	110
Tib	DNF	5	6	7	6	4	11	4	DNF	4	10	4	10	6	16	93

Best Laps :

RDs	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Shaka	N/A		X		X	X		X	X	X	X	X	X	X	X	11
Tib	N/A	X		X			X									3

Vídeos :

Vídeos das corridas serão postados no Youtube, no canal da Formula Duude :

<http://www.youtube.com/profile?user=formuladuude&view=videos>

Driver Etiquette :

No caso de algum piloto ganhar vantagem cortando qualquer parte da pista “the race director has given you a warning, keep it between the White lines”, o piloto deverá ceder a posição em no máximo 1 volta. E para ser considerado ceder a posição, é necessário colocar o carro atrás do carro do oponente, para evitar Miltãozices em Spa.

Cars Rule :

Ambos os pilotos deverão correr com o mesmo carro, mesmo modelo, somente mudando o paint_notBLOW_job.

Car N.22 Rule :

Se estiver dirigindo o carro N.22, não se surpreenda se for severamente punido pela FIA (Ferram Integridade Alheia).

Red Car Rule :

Se estiver dirigindo um carro vermelho, fabricado em Maranello, pode ser que você não seja punido, mesmo que faça alguma merda. Desde que não valha o título, e você não seja o Felipe Massa.

Felipe Massa Rule :

Aliás, é expressamente proibido ser o Felipe Massa.

MASSSSSSSSSSSTER Rule :

Tente ser o MASSSSSSSTER, todos sabemos que você não vai conseguir, e vai ficar a décadas-luz de distância de conseguir, mas pelo menos você se inspirou no melhor.

Marshalls Rule :

Marshalls são mais legais que Mesa/dacozinha/Boogie, mas evite eles na pista.

Wet Race Rule:

Pode acontecer de chover durante as provas, se acontecer, te vira, magrão (ou Shaka).

Schumacher Rule :

Favor evitar Schumacadas, Dick Vigaristagens e outras deslealdades desnecessárias.

KERS :

É expressamente proibido usar o KERS (Kick Em Regiões Sensíveis). Não tente.

Felipe Massa Rule 2:

É expressamente proibido ser o Felipe Massa, MESMO.

Drive Through:

A passagem pelos boxes deve ser feita dentro da velocidade limite sob pena de acréscimo de 25s no tempo final

Lastros :

O lastro de 300kg de barriga, será aplicado ao Shaka, porém não será levado em consideração.

Driving AIDS :

Don't drive, unless its for a hospital. AIDS is a serious disease. Don't joke with it. Just.. don't.

Sorry Guys Rules :

- If you spin, you must say "sorry, guys" on the radio.
- Always blame it on the car, or the other drivers, it's never your fault.
- Não seja o Sorry Guys.

Radio Rule :

- Será usado ~~skype~~ TeamSpeak para fazer o team radio.
- Rádio ligado o tempo todo.
- Nada de cantar teletubos para distrair o outro.

PRESS CONFERENCES :

ROUND 1 – Indianapolis : (30/04/2009)

Interview with driver tib :

(John Kent - Sports Illustrated) Tib, looking forward to the season starter tonight?

tib: the chassis

i mean.. err..

yeah, the team worked really hard on the pre-season, and we hope to be competitive on this early stage

we know this first few races may be crucial if we want to fight for the title.

ps. can you get me a couple of copies of your SwimSuit edition ?

you know, the one with the hot chicks in bikinis ?

(John Kent - Sports Illustrated) Sure, we can! What about your fellow drivers, which one do you think will be your main competitor this year?

tib: Well, pretty much all of them, we expect a lot of fierce competition this season, and everyone is a main contender for the title, at least until second notice. Everybody is working really hard to bring their A-game for this championship.

(Livio Oricchio - O Estado de S. Paulo) Do you believe you can win this first round even driving as drunk as you are now?

tib: Yeah, sure i believe.. i mean, it's not legal to drink and drive, but it's also not legal to drive sober over 300km/h, so why not doing both, since it's allowed by rules ?

(Livio Oricchio - O Estado de S. Paulo) Your car looks a bit gay..

tib: So does your momma, but i'm not saying THAT in a world-viewed press conference.. ha! gotcha!

Interview with driver Shaka :

(Kent Komeu - Formula1.com) - Shaka, with a tough pre-season, what are your expectations for the first race today?

Shaka : First of all, no one ate me. Well, pre-season proved that Superflo team is way ahead of competition, sometimes looks like we are on a 2 car league, me against my teammate Tib, even with him writing-off chassis 001 on his first day.

I believe we're going to see some action, different pit-stop strategies and race lines. Yeah, that's it.

(T. Omas Turbando - Racing Magazine) : So do you think that the title is going to be between you and tib ? Aren't that a bit arrogant to say ? Or should we expect another 1988 season all over again?

Shaka: The chassis

I mean... our chassis is pretty good and we both push like hell, so you'll probably forget the other drivers. I don't even see them when we race, they just disappear.

(Ivan Zol - L'Equipe) - Aren't this some kinda of sight deficiencie ? Have you got your checked with a doctor ?

Shaka : Yeah, your mom

(die hard with a vengeance - aka die hard 3)

(Announcer) - We are running out of time, any closing thoughts to our viewers ? Thanks and good luck tonight!

Shaka : \m/

SimBin Thursday Press Conference.pdf

- Post Race Quotes

Tib : Yeah, we had the misfortune of a malfunction during both races, so i am glad to leave Indianapolis only 1 point behind Shaka. The team worked really hard during the weekend, and we were very competitive, as i leading both races before the car freezing on the straightway, and i was able to mark the fastest lap on the sprint race.

During the mandatory pitstop, the team evaluated the damages, and it was safer for us to finish the race there.

So, yeah, we have a lot of work to do before next race, but the team is very confident.

Shaka: Yeah, a great win for the team, yet a 1-2 finish. To finish first first you have to finish, and that was the case. First race was red flagged after my teammate ran over our crew mechanics and killed 15 of them after he mistook the pedals and hit the gas on them. RIP, guys. Second race was a bit tough, I was running second until Tib saw some *Hawaiian Hula Dancers* and lost about 20 seconds there. To make things more nailbiting, I ran out of fuel while entering turn 4 and crossed the line a few seconds ahead of him. A remarkable performance for the team.

- Post Race Quotes – **Round 2 – Donington Park**

Tib : A good race today. The team worked hard on the car during the entire weekend, and it was clearly obvious from the beginning the we were competitive. Unfortunately, our strategy for the feature race didn't proved to be best, and after the pit, we came out in second, however I was able to put down the laps, even if my best lap wasn't the fastest of the race, so the second place was a bit disappointing. The team didn't informed me about the changes in Shaka's strategy, so I was left out in the dark. But we hope to make it up for it next week.

The sprint race was much better. With no pit stop and a fantastic car, I was able to lead the entire race, and put down the laps, including the fastest lap. The team did a great job, and this victory was very important for us, after the struggle with technical problems on the first race. Now it's to try to ride the momentum for the next round.

Shaka: Another double 1-2 win for our team, but mixed feelings once again. At feature race my car was near perfect, lapping much faster than Tib's times and managed to win the race despite some problems with my radio. Everytime I opened a considerable gap to him, she was calling me for some reason and I lost concentration some 4-5 times, going wide on corners or just hitting the grass in the middle of straights.

Sprint race was a messy and was over in the first lap already. My car had a longer ratio first gear, which meant Tib got well ahead as soon as the flag dropped. Whilst behind I ran wide and got stuck on gravel trap for like 20 seconds due to longer 1st gear as well. To get outta there I overheated my tires and they never performed near as good as in feature, even running a much lighter fuel load. The best I could was around 2-3 seconds slower and I finished the race almost a lap down. We are still looking at data to find what went wrong, but no clues yet. I'm looking forward for the next race and, at least, I extended my lead by 2 points.

PRESS CONFERENCE, F-DUUDE WORLD CHAMPIONSHIP, ROUNDS 5-6, SURFER'S PARADISE, AUSTRALIA

Driver Tib:

(Twa Main - The Daily Mirror) Tib, do you think your team is favouring your teammate over you?

Tib: Not that i want to start a conspiracy, but the change in strategy in the last race, was a bit.. over the edge
but, it's not really a problem on this next race, because the streets of Surfers allows no mistakes, so, i'm pretty confident for the race

(Bigbad Wolf - Disney News) Your car seems much more balanced and stable than your teammate's. Is it your setup, driving style, both?

Tib: Since i haven't driven his cars, i have to say a bit of both, i am a lot more cautious than he is, so that is obviously reflected in my setup, in the end of the day, he usually has the faster lap times, while i have a fast total time, because he like to drive on the edge, so it's normal to step over it, sometimes.

(Tutanka Mon Nosaku - Egyptian Times) What is the capital of Syria?

Tib: According to WikiAnswers : Damascus, which left me hungry, thank you very much.
Fernando: Thank you, Tib!

Driver Shaka :

(Dee Snider - Twisted Sister) - Shaka, coming from 2 features wins in a row, are you confident that will can score another one this time ? Considering the track and the difficulties of this track type ?

Shaka: I believe I can win this race. In the past I've been pretty fast down under, and despite never driven this M3 on that track I'll go for it. My race strategy will be decided by Ross after Tib decides his, so I'll have an edge.

(A. Lot Trouble - The Sun) - So, the rumours are true ? Ross is favouring you over Tib ? Don't you think that is a little sketchy ?

Shaka : It's no favouring, he asks me to hammer down all the time and that's what I do. I'm pushing like hell for the whole race, even when that leads me to lose time going off.

(Spencu Lator - The Moon) - But he is calling the shots for you, after Tib's decision ?

Shaka : Tib's strategy was better, but he needed to go faster to work, which he didn't, so lost it. Sorry for Tib, but another 1-2 with me leading the duude's championship
[© JB comments over RB]

(Mario Mario - LA Ter Times) - Last, but not least ? What is the weight of a ostrich in-flight ?

Shaka : It's OK, Mario according to Farlex, the ostrich cannot fly but it is the fastest animal on two legs. It can run at speeds of up to 70 kph/44 mph. The ostrich lays the largest eggs of any bird, each egg being up to 20 cm/8 in long, weighing 1.3 kg/3 lb, and having the

volume of 40 chicken eggs. And about their non-flight weight, around 135kg is a good number for a non-diet ostrich

(Fia Duude) - Thanks so much your time.

Post Race Quotes :

Tib : Bad, bad race. I leave Surfer's trailing Shaka by 11 points, a really tough margin to shake it off. The feature race was a complete disasters, after i spun on the first lap on cold tyres, i had to pit, because i had a puncture and damage to the back of the car, which cost me a lap, also, my fastest lap was 5 secs slower, so i was really struggling through the track. In the sprint race, i did a very strong start, but it was pretty much impossible to hold the position AND keep the car on the track, so i had to give in, and hope for the best, unfortunately it didn't happen, and i leave australia with a very sour taste. We have a lot of work to do before we go to Austria.

Shaka: A perfect weekend in every way! Two race wins, two fastest laps, increasing our advantage to 11 points is much more than I expected! I have to say it may looked easier than it really was, as my car was oversteering a lot after 3-4 laps and I touched the walls several times on both races. Feature was effectively over as Tib hit the wall pretty bad and had a puncture, but nonetheless I crashed heavy towards the end and had to cool down a bit. Sprint race was much more fun, I trailed him for a lap and a half until I finally got past on the outside and started to pull a bit every lap. Last lap was intense as I had a nasty spin and lost 8 seconds, finishing the race with him all over me. Perfect races, now I'm focusing on the next double round.

THURSDAY PRESS CONFERENCE – A1 Ring – Austria.

Driver Shaka :

(Alan Connection – Speed Magazine) – Coming from two very impressive and dominating victories, what are your expectations for this round, specially having such a big points advantage just now that we are hitting half-season ?

Shaka: 11 points may seem a huge advantage, but surely is not. I never saw Tib racing A1 so I don't know what to expect, also my driving style doesn't match the 360 so it will be a close call, absolutely!

(Waldaberto fRRRRRRReira – Folha de Seu Paulo) – With all the political business taking such a big part of this season, and with the sheer possibility of your team leaving the category next-season, how are you able to keep focused on the race ahead of you ? And what are your thoughts and options for the next season, IF the rumours about Gibbo-Sega-Shaka-Whatelse Racing turns out to be true ?

Shaka: First of all, I'm just the driver and I'm paid to race, not to think. If my team leaves the sport, I'll go with them wherever they want me to race for them. But in case you don't believe me, call my agent and we can negotiate a buy-out clause

(Interes Ted – PitPassou.net) – Being such a competitive duude, can you say what then son the you ?

Shaka: Ahn?!

Driver Tib:

(Alan Connection – Speed Maganize) – Half-way there, livin’ on a prayer or going flatout?

Tib : I guess a little bit of both, you know ? Because Tommy used to work on the docks, but the union went on strike, down on his luck, it’s tough, which is basically how this championship is being to me. Tough luck last round on Surfer’s, but going flatout to make up ground here at Austria.

(Waldaberto fRRRRRRReira – Folha de Seu Paulo) – I’ve heard you’ll be Racing a tribute livery this week. Can you tell us a bit more about that?

Tib : It’s not a secret, that i am a big racing fan, with MASTER being my favorite driver ever, and the ever great Gilles being the second best ever, in my opinion. Also, it’s no secret, that I think that the Ferraris are sacred cars, and I wouldn’t profane one of them using a livery that wasn’t approved by the Commendador himself. So I decided to honor the memory of the great Gilles and his superb demonstrations of car control and skill. Who knows, maybe it will inspire me to do a great race. All in all, racing a Ferrari, at Austria, with a Gilles tribute livery is a honor and a privilege.

(Interes Ted – PitPassou.net) – A1-Ring is a short but twisty circuit. Any comments on its layout?

Tib : I love this track. It does have everything we need for a good race. With a technical layout, hard brakes, and climbing straightways, this track is very fun yet challenging to race at. Traction plays a major role here, has there is more than one spot where your car have to gain speed quickly while going up hill. So the setup of the car will play a major role. Strategy-wise I think there won’t be any major issues. Any small mistake on this great track leaves you stuck in a gravel trap, and with more than one blind apex corner, I think that is something that we might see during this weekend.

And on top of all that, we’re at Austria, a great country, with such a beautiful and passionate crowd filled with the beautiful European models.

(FOCA – Fia Pet) – Thanks so much for your time.

Shaka: You welcome! ☺

Tib : Thank you, and stop balancing that ball on your nose.

Post-Race Quotes : A1-Ring – Austria.

Tib : What a weekend. The feature race was great. With a lot of leader changes, and a very competitive car, we were able to put down the laps, and stay ahead. The team was great, the car was fantastic, and we scored the hat-trick of the Feature race. This is a track that always provide some great racing.

Unfortunately things weren’t so good at the sprint race. It is VERY frustatring to end yet another race before the end of the first lap. The car spun on T1, which is something that I still don’t understand. We’re going to sit down with the engineers to analyze the data and see if it was my mistake or something with the car, perhaps some brake problems, I’m not sure yet. After that, with a big gap and damaged car, I just did my best to try and bring it home, which given the circumstances I have to say, second place was a bless. However we are still trailing by 9 points in the drivers championship, so we have to work hard to try to make it up next week at Italy, if we still want to fight for the title.

Shaka: Wow! It was a fantastic weekend for everyone. Tib managed to get a rightly deserved win on Feature Race, then he made my life easier on Sprint spinning himself out

of action on the first corner. All in all I lost 2 championship points this weekend, which is not that bad, but I wanted to win both rounds. I hope you all enjoyed these back-to-back races, with plenty of action going on and 5 thrilling laps on Feature race. Check out the videos at our official channel!

THURSDAY PRESS CONFERENCE at Enna Pergusa (Italy) – 28/05/2009

Driver Tib

(Henrique Romeu Pinto - 20comer.com) Tib, what are your expectations for this race following a fantastic battle on the last 2 rounds, where you recovered 2 points on the championship table?

Tib: My expectations are for another tough race, with a lot of overtaking and fights for position, and of course, i expect to win, the team is very motivated, and we need the points for the championship.

(John Abruzzi - The New Prison Times) Enna-Pergusa staged a lot of races between you two guys in lower Formulae, you being the winner in most of those races. Do you believe you can score a double win this time?_

Tib :Well, this is a entire different context, this is the "one", the big deal, you know? And this time, i absolutely have to win, in order to keep the fight for the championship. But of course, i have to believe that i can do it, it's a track that i like to race, and i have won here in the past, so, of course i believe i can win again. But it's not going to be easy

(Eek - Cat's) There's a threat of a breakaway series for next season. Will you or your team join the rival league or stick with Formula Duude?

Tib :We believe in this sport, so there's a good chance we're sticking to it, literally. But in the end, the most certain, is that perhaps, maybe, we think so.

(Announcer) Thank you, Tib

Tib: phank you, duuude!

(Richard Adam - Alien Nation) - Shaka, you come to Italy as the points leader, and it's very hard to leave in second, such big points advantage allows you to drive more carelessly ?

Shaka :I am careless, I always drive to the limit, so yes, there's a big risk of a DNF or even double-DNF, but I'll try to adapt my driving style to be a bit cautious. I'm not Miltão, I'm not going to screw this championship on the last moment

(Paul Ada - GpDowngrade.net) - So, you're racing for points and with the championship in mind this weekend, any different strategies or setups will be in place ?

Shaka :It's up to Ross. If he asks me to go non-stop, I'll do it, I believe in our simulators. But to be honest, I'll try to keep my mind on the race track, not on points table. Those who race for points should be accountants, not race drivers.

(Steve A. Qui - Alcatraz Post) - The weather forecasts points out a 40% chances of overcast for the race. Do you think a wet race can play in your favor or do wish to race on dry tarmac?

the press conference is taking a 5 minute break, for the change of batteries on the Steve A.Qui recorder

Shaka : wet races are always a big threat for me, no matter how much it rains: a light shower is enough to screw my race. My car doesn't like wet track, my TC doesn't work well over water and there's a high chance I end up on any gravel trap or wall within minutes. I hope to have a clear sky there!

(Steve A. Qui - Alcatraz Post) - Coming back, so, no chances of a hydraulics problem this weekend ?

Shaka : if it rains, no hydraulic problem :)

(FOTO, err, FOTA) - Thanks so much for your time.

- Post Race Quotes :

Tib : A complete disastrous weekend. The championship is lost. The math says it's still possible, but we know it isn't. Another stupid mistake on the feature, resulted in a DNF, and slow pace during the sprint race ended up with any chance at all. A very disappoint result overall.

Shaka: A perfect weekend, scoring maximum points and having my opponent failing to score on Feature race. The championship is not over, but a 23 point advantage gives me enough lead to focus on just bringing the car home and still winning the title. Of course, we've seen in the past that a 27 points in 3 races is not enough to grant a cup, but I'll try not to make those mistakes. My next cars are already on track for testing, so I hope that gives me a bit of advantage. The pressure is on me, for sure.

PRESS CONFERENCE – Interlagos. THURSDAY PRESS CONFERENCE

DRIVER : Tib (Hot Rod)

(Clark Kent - The Daily Planet) - Tib, what are your expectations for next race in your home country?

Tib: Not the highest ones, i don't think i can go "up and onwards", so i plan to do a clean, fair, hopefully competitive race.

If the FIA/FOTA war goes on, will you race in FormulaDuude for another season or will you set your own category?

Tib: I plan on sticking with this category, it has been fun so far, and despite some problems we've had, we've been able to almost keep a competitive pace, throughout the season. ut yeah, i do hope that the war ends, and that middle term ground can be set, so that everyone can enjoy the races, which is by far, the most important thing here.

(Leo - TNMT) Hey duude, we heard that Hot Wheels will announce a sponsorship deal with your team in a few hours, before the start of today's races. Any comments on that?

Tib : Cowabunga, duude. Well i don't have any comments on that. The political part of the team, is handled by the team manager and sponsorship deals are handled by the redundancy department of redundancy of the team racing motorsport.

(Raphael - TNMT) Anyway, is Interlagos a bit more circuit of yours, like A1, or something like Surfer's ?

Tib: Well, i really like to race at Interlagos, and i was able to put up a fierce competition in the past. But, interlagos isn't as much a home-race for me, as is it for Shaka, he was born and raised a few miles from the track, literally.

But the team is pushing like hell, and we are bringing a lot of updates to the car, so the prognostic is good.

ANNOUNCER: Thank you, duuuude!

Tib: No problem, duuuude!

DRIVER SHAKA :

(Brandon Walsh - CU Times) - Shaka, being at home, being the leader of the championship, how are your expectations to this race, can we expect another dominating 1-2 from you?

Shaka: Surely not. Interlagos is a tricky circuit and I'm sure Tib has the upper hand as of now there. His lap times since lower formulae, like SMGP, were always better than mine, so we can expect a double win, but his one this time. Also the my Aero8 is not as hot as his and I spun a lot of times on the testing session last week...

(Alex Luthor - Speed Channel) - So, you think the new parts on Tib's Aero, are giving him the upper hand on this track ? Does your team plan on filing a complaint about his double-black&decker diffusing/confusing diffuser?

Shaka: Ross is studying the case along with some FIA lawyers so I can't comment on that. Surely the diffuser generates some gain for him, around half second a lap, but if it's legal then we'll try to develop our own Arno model

(Max Power - Formula1.com) - The thrill of winning a home, is a long term goal for any driver, how do you feel about it ? Are you gonna push like hell, or "let's try hard to win" ?

Shaka: Sure! Being 23 points ahead I can try to push a bit more. Yeah, there's a risk of DNF, but Tib is faster than me there so I'll take my chances and put it all at stake to score a win @ home, maybe two.

Larry : good luck, and let the caRRRRnage, begins!

Announcer : thanks for your time, duuuude.

Shaka: Thank you all, folks!

- POST RACE QUOTES – (INTERLAGOS)

Tib : Some good racing today. The victory in feature was a victory for regularity over speed. I was able to put down the laps as needed, too bad we lost the fastest laps points. Championshipwise it all remains the same, with Shaka being closer and closer to the title. However, we were able to burn some rubber today, did some improvements to the car, and overall the race was good. The pace was strong and I hope the crowd had some fun today. Some minor contact, but it was all in fair play. Rubbin IS racin'.

Shaka : This weekend was a bizarre one. I was the fastest driver on track but could not convert that advantage into a double-win. Feature race was wrecked when I made a silly mistake and crashed into the pit entrance. Fortunately the car was still repairable, albeit one lap down, and I could grab some valuable points for second place and fastest lap. Sprint race was much better, hat trick scored there meant I kept my 23 points lead over Tib and the title can be decided by next round, Adelaide in a fortnight.

PRESS CONFERENCE!!!!

RACE DAY PRESS CONFERENCE - ROUNDS 13-14, ADELAIDE, AUSTRALIA

Driver tib

(Ken Tyrrell - OldSchoolRacing) Tib, looking forward to this race? Working hard to score a double win?

Tib : Looking forward, yes, working hard yes, but i don't think a double-win is possible, we are still struggling on this track, which is a very technical and dangerous layout. We hope to score some points and to achieve a good result. But we're still trying to get to our best performance here.

(Nintendo - WiiWillRockYou) Two street races in a row, what kind of setup you expect to use and will those tracks suit your driving style?

Tib: Well, they better suit my driving, if i intend to try and keep the fight for the championship going on. But my retrospect on street races this season is far from good. I usually like faster tracks with longer braking points and sweeper corners. This next 2 tracks are the exact opposite, which will present quite a challenge. The setup is very different from any other track. I am using a shorter gear ratio, also changed the stiffness of the suspension to achieve a better traction at the exit of the harpins, and also, you need a ride that is far from the ground, to deal with all the bumps. Overall,i expect to be competitive.

(MaxMosley - FIA) Will you at FormulaDuude join FIA or will you keep the series away from my whip? *whips the air*

tib: put away the whip, your belmont-wannabe. The F-Duude is being run by 2 Cruude Duudes, and are safe from all the politics and drama of your "little series". Basically we are going to buy FIA very soon, and fire your sorry ass.

One last word for our public, Mr. Bone?

tib: Kids, remember : rubbin' IS racing.
Thank you, Mr. Duude

Driver Shaka

(Didi Mastershitz - RedBullDog) - Shaka, welcome to Australia, what are your expectations to this race ? Do you like this track ?

Shaka : As in every other race, I'm aiming for a double, of course. The track is nicely bumpy and has a few overtaking spots, so getting ahead at the start is a very important matter.

(L. Passou - 6,02x10²³ Rodas) - So, what are your plans to get ahead at the start ? less fuel ? different setup ? any ace up your sleeve ?

Shaka : I'll use shorter 1st and 2nd gears to get the most of the start and slow corners.

(N. Stepneywolf - Ferrari Spy Zine) - Can't you share more of your setup with the rest of us ? Maybe your drive-through strategy or something like that ?

Shaka : It's not entirely decided, I guess I'll pay my drive through based on track position. If I get stuck behind Tib I'll try to get the position there, otherwise I'll serve it around half race. Brake ducts will be set around 3, same goes for radiator opening. Wings will be a bit higher to get the most out of corners, while the last 3 gears will be a bit longer to be able to overtake on the main straight

(Bernie Ecclestone - FOM) - Hey, down here.... Can a couple of extra bucks make you leave F-Duude and be a driver at a small F-1 Team ? Like Manor or Campos ?

Shaka : No, thanks. I'll stick with F-Duude 'til the end. I am paid to drive for them, I'll follow them everywhere. Including HELL.
I'm on a raceway to hell! \m/

(Announcer) - Thanks so much for your time, and good luck tonight!

POST RACE QUOTES:

Tib: A unexpected double-win. The team worked really hard during the week, and the results appeared. I can't say how glad we are with the results. And even though the championship is a long way, we are still in the game. The feature race was hard, i made a contact with the wall in the Holden Hell and had to make a pit. Fortunately Shaka had it's share of problems and after the pits, i was able to make a clean and strong enough race. The sprint was exciting. Shaka was clearly faster, but my regularity paid off, being able to keep a constant pace, he was able to cut down 6s to 1.2 in less than 2 laps. But fortunately he was pushing too hard and went overboard a couple of times, enough so i could score a double-win.

It was a great race, and a great work from the team.

And now, onto to the capital of glamour racing of the world, Monaco, for the exciting season finale.

Shaka : A disaster. There's no other word to describe what happened over here. I had the fastest car overall, had both races under control and lost both for myself. Feature race was even harder, as I had a enormous advantage before puncturing both front tires in a crash and having the worst luck ever getting stuck in the pit entrance. Sprint race was also cut short following a spin on the initial laps that put me some 8 seconds behind Tib, I managed to cut the difference to almost nothing until I ran wide on the last corner before the start of the last lap, preventing me from attempting a last moment overtaking manœuvre that could have granted me the championship. All in all a weekend to forget and now I have to put all my hopes on securing the title at the most glamorous race track: Monaco. I'll race a special livery there which hopefully will raise the team morale and help me beating Tib."

PRESS CONFERENCE

Monaco - Monday's Press Conference

Driver tib.

(FIA DUUDE - MI-6) Gentleman, what is your approach to next race? Being 19 points behind is not an easy task, you need to score every point and hope your opponent DNFs. What's your strategy?

tib : Not much of a strategy

i will try to be faster to win the race, and make the best lap

it's all i can do, the rest is up to luck.

(Austin Powers - Paramount) A 45 minutes race on the most demanding circuit, with guard-rails inches away from the ideal race line. Crashes are not that rare in Monaco, will you take the risk of going flat for the whole race?

tib: I have to to. Second place means nothing.

Even if i lose the pole, it's already over. So, it can be over before it even starts. The only way is to flat out and make the best lap, every lap

So, it's a very long shot, either

(Gaiden - Ninja) - Last thursday you beat SPFC team on track twice, Cruzeiro beat them too and their Team Principal was sacked. Is that the turning point on this last minute attempt to become the first Formula Duude champion ever? way.

tib : Well, i don't think so, like i said, the title is a VERY long shot, and i've been focusing on just winning races and having fun, ever since the crash at Enna Pergusa.

So, this week, once again, my main goals are having fun, and try to win the race.

It's all i can do, really.

Driver Shaka

(Barry Fastu - Speed.co.jp) - Shakeru, coming to Monaco with such a pointeru advantageru, do you think there's any chanceru of losing the titleru ?

Shaka: Yes, the pressure is on me: if I win, then that was my obligation. If Tib wins, then that was my fault. We've seen in the past that it's not over until it's officially over, even with a 19 points lead I can still lose. I'll try my best to secure the title scoring a pole position. 10 minutes for qualifying should be good for a 5-lap run with spare time for use the T-Car if I crash.

(Race Banner - J.Quest Times) So, you going flat out on the qualify ? Any different setups or engines being used for that? And do you think the track layout allows for such a risk to be taken ?

Shaka: I have everything to lose, so I'll try to minimize the risk going flat on the qualifying. If that's not enough, I'll play it safe at the race to not repeat what I did in Interlagos and Adelaide.

I was lucky to finish those two races after such hard crashes

I don't want to depend on luck this time.

(Steeve Gonzales - Mexican Racing News) - So, we may see a more reclusive and points bearing Shaka this weekend ? Instead of the usual hot shot, who tries to win at any cost ? Do you think you can hold back the urge to press on?

Shaka: I can... I can... YES I CAN.... no we can't... shut up, prrrreciouss.... I'll hold it back no you won't YES I WILL! LEAVE NOW AND NEVER COME BACK back back back back...ehh... I hope I can hold it back until friday at least.

(FIA Duude) Thanks for your time, and good luck!

— POST RACE QUOTES (Monaco) —

tib : It was a good race, a good championship, and a good season. We did the best we could, but we were outperformed in 11 races out of 15, but in the end, I think we were able to put up a good fight, and we were able to be competitive on most of the tracks. A couple of mistakes and regrets and a couple of great moments and laps. Overall, I'm very proud of this season, and looking forward to the next one.

The race was actually tougher than I thought it would be. The track is VERY challenging and the time was giving a lot of sun right in the eyes, which made the negotiation of some corners a bitch. But fortunately I was able to keep a steady pace and clinch the victory at the most important venue of them all.

Shaka : Being the first Formula Duude World Champion is something I'll never forget! It's quite an amazing achievement, finishing just 7 points ahead of my main competitor, Tib, who drove a faultless race to score another win, this time at the most spectacular venue we visited, Monaco. Thankfully I managed to set the pole position and the fastest race lap by a secure margin, therefore grabbing some much needed points that, if Tib had got, he would have been champion.

My race was pretty much over when I got a stop/go penalty for cutting a chicane, which I had no fault at: my car simply could not stop when I braked, I lost a lot of time negotiating the chicane and still got the penalty. Being so much time behind put me on a dangerous position, having to tackle those corners at the fastest speed I could. The result couldn't be other: while I was 2s faster than my pole time, I crashed hard twice and had a DNF following suspension damage at tunnel's entrance.

I'm looking forward to defend my title at FD.02!