



# AUTOSIMSPORT

Volume 1 Number 10

**Latest on F1CM  
PLUS Sim-Racing on TV!**

■ How FIRST saved rFactor ... Lo on the Highs of that F3 mod

■ Smokin Bob's GTLegends Review

■ Women in Sim Racing

■ How to build your own H-stick -  
for almost nothing - nada - zip - el-cheapo!

■ PLUS - how to get your render on the coverbox of GTR

■ AND!!! All the news, reviews, race results, stats  
and more good stuff than you can  
shake a home-made H-Stick at!!!!!!!!!!!!!!

**!!World Exclusive!! netKar Pro Preview!**

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Hello fellow racers. My name is Eric, but some of you already know me as RacerAlex. Welcome to Interactive Racing, an exciting new concept for AutoSimSport magazine. Each issue, I'll be spewing opinion on a variety of topical subjects. Afterwards, you, the reader, can chime in by going to the AutoSimSport message board, and joining the continued discussion in the Interactive Racing forum. I hope to see you there after the checkered flag drops!
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# HEADOPED

## The Summer of Love

LiveforSpeed S2, rFactor, and now GTLegends – our summer of love is soon going to turn ugly as these magnificent sims do battle with one another to claim the hearts, minds and dedicated servers of the sim-racing world ... who will win? No-one knows, but Smokin Bob's not writing off GTLegends – read his review in this month's issue ... but the summer ain't over til the fat-Italian guy sings and

## netKar Pro

May just turn out to be the sleeper that rules the roost – featuring many never-before-seen features, and wrapped around a physics engine that is as uncompromising as it is real, Stefano Casillo's soon to be released masterpiece is playing already – in Jon Denton's harddrive – we have the world exclusive preview of this sim and, from what I've seen, all I can say is *voglio netKar Pro Pronto!* So which will it be? I know what it is for me right now ...

## rFactor!

Which is really all that and more; so obsessed have I become with the F3 mods that I decided to hunt down the mod-maker, Lo, and his interview appears in this month's issue – a fascinating guy (and yes, 2.0 is coming!) ...

## Meanwhile, in a place far far away

Mike Crick, who just celebrated his 18<sup>th</sup> birthday, was busy tinkering away at the design and construction of an H-gear-box ... and, while he was doing that, we were paying for our sins – last month we ran a pic of a nekkid-lady and, as penance, this month we look at

## Women in Sim-Racing

Smokin Bob was lucky enough to spend some time with the, ah, fairer sex (well not that fair!) and quickly found out that, behind the wheel, the 'gentler' sex ain't so gentle after-all ... we were also amazingly fortunate to have what passes for Royalty in sim-racing circles, Alison Hine, contribute her thoughts to this article – a big thank you and, speaking of

## Luck

### Our lucky winners of the CRC giveaway are:

Liviu Stan from Romania and D. Jonker from The Netherlands – congratulations guys, you were both first with the correct response to our question, which was ... James Garner and Steve McQueen ...

## And yet another Special Thank You

To JamesF1 at RSC for what he did for us last month – he acted like a real  *arsch*  and all of us here would like to express our gratitude ... and speaking of RSC, here is the post of the month courtesy of  *titochrono* :  *"Yes a good bum mapping is the most important. Specially on breakings aerars"*  ...not sure what an aerars is but I do know what a render ...

## RacingRenders

And F1Racer have been doing renders for the best for a while now – from the cars on the GTR box to renders of Jaguar F1s, F1Racer gives us an insight into how his career has evolved – and where it's headed from here ...

## GP4

Well, GP1 is where he got his start, but Smokin Bob, after so much feedback last month, has decided to delve further into this sim and came up with ... F1s from the 1970s and more ...

## More

Like news on the latest from F1CM (plus new screenies) while Leigh428 mourns the loss of many of his favourite sites and

## RacerAlex

Gets all  *interactive!*  And we also have, new to this month's issue, our Blog.

And finally, a big thank you to all our readers – we wouldn't do it without your support and interest so please keep reading and send us some letters will ya?!

## GranPrixVirtual - Interview with Nelson Vergara on Sim-Racing on TV

Sergio M. Bustamante

*... the first reality show that brings forth the opportunity to all motorsport fans and videogame fans to interactively compete in a racing simulator, against other drivers by representing a virtual race team and broadcasting it on Television.*



Nelson Vergara has been a pioneer in sim racing for the Spanish speaking community. Every effort he's made has not gone unnoticed. Through blood, sweat and tears, **GranPrixVirtual** has become an unprecedented success in Mexico. We had the opportunity to ask for a short interview and he, as always, was kind and friendly enough to grant us the time.



The balance between leadership and keeping a friendly attitude is hard to attain, as we can see in some communities, but it is a well respected facet of Nelson's work.

We'll take a look back in time to 2003, when professional Engineer Nelson Vergara, founder and pioneer for the company that now successfully represents virtual racing, came forward with the concept of the project GRAN PREMIO VIRTUAL (GPV)

This vision that forged in his mind was one that pictured a complete atmosphere where fans of motorsports, and video games, could have the opportunity of tallying their skills with real people in a competitive environment, and where they would also be recognized for their skills behind the wheel while also being awarded by the event's sponsors.

We asked Nelson about GPV's start, and his outlook for Spanish Speaking Countries within Online racing.





Nelson: "After several events in hotels, bars, and night clubs, we devoted ourselves to find something that was missing, a very important ingredient to consolidate this great project. Planning begins for a competition structure that would allow {the} broadcast {of} the images to a TV show in which people would race for a company. A racing {sim} which had the required features was needed - among the features, we would need to edit the track sponsors, liveries in the cars, and we found {that in} LFS "Live For Speed". With the demo version that they offered for download, we made the first TV show, which was submitted to England for evaluation, and the result was amazing, we were granted official distribution for LFS, and therefore getting LFS Mexico and LFS Latin America, today, we are selling licenses through our website, and we became the first Mexican company to offer advertisement within a videogame without the need to pay millions of dollars."

This concept gave birth to the first Speed Reality Show. October to December 2004 saw the production of 5 TV shows which were broadcasted by Síntesis TV, a local TV station in Tijuana, Mexico.

Today, thanks to this effort, VIRTUAL INTERACTIVE PRODUCTIONS grants GranPrixVirtual a new merchandising tool



that is within the reach of all companies that want to expose their products and brands' images in a fresh technological and innovative way.

Nelson also comments: "GranPrixVirtual is born from the concept of bringing together 3 industries which become stronger by the day: VideoGames, MotorSports and Reality Shows, all combined in a positive and high competitiveness focus."

Nelson continues: "We are the first reality show that brings forth the opportunity to all motorsport fans and videogame fans to interactively compete in a racing simulator, against other drivers by representing a virtual race team and broadcasting it on Television."

Success has not been a matter of chance. To this day, the popularity of reality shows as well as the videogame markets grows constantly. Throughout 2 years and 5 broadcast TV shows, Gran Prix Virtual now has an audience that participates through the activities throughout each season.

Besides having an entertainment objective, GranPrixVirtual's focus is to bring this technology closer to society's benefit, to launch a campaign to warn people against racing in the streets. We can quote one of Nelson's slogans which he honestly means: "Show your education by driving safely, don't use the streets as



racetracks ... Better come with us and race in GranPrixVirtual"

I particularly found the following words of Nelson as marked by security and a strong sense of leadership which makes him a role model:

"These past two hard working years have been a time to sow the seeds, and we have not yet managed to attract as many sponsors as we intend to, but what we are absolutely sure of is that we are on the right track. The show is a sensation in Mexico, and we will have a national champion to represent Mexico in Live For Speed's virtual Nation's cup.

"It has been really great to find people along the way {who} are joining efforts and have invited us to participate with them in a revolution that will bring us all closer to our goals. One of the best alliances we have created inside Mexico has been with ITEV-Hispano which has an amazing tradition, and the synergy found in one developing community that will certainly help us all reach new goals that today would sound just like a dream."

We asked Nelson for his last words for this interview.

"My friends, you are all invited to register and participate so we can build a great community, you are welcome, we definitely are waiting for you."

## Planetwide Games Acquires World of Outlaws license

**Smokin Bob**

It looks as if it will soon be time to 'get the dirt back on' as **Planetwide Games** has secured the **World of Outlaws** sprint car license. Once the exclusive domain of the Ratbag Crew, *The World of Outlaws* sprint car division provides for some of the most obscene displays of power to weight ratios this side of Formula One and Ratbag had always delivered on that blistering sense of impending disaster. Only time will tell if Planetwide can remain true to the genre of sim fans, and keep the licensing body happy at the same time. Stay tuned for further developments.

## Spirit of Heat 1950 Released

**Smokin Bob**

Team Players group has recently released the **Spirit of 1950** mod for NASCAR Heat. Reproducing the cars of the Formula One 1950 era, this is yet another in a very long line of mods for this simming platform. Kept alive and fresh for years by dedicated, talented, and hard working community members and mod groups, is there any end in sight?

## Falcon 4: Allied Force Released in Europe:

**Jon Denton**

Your average GPLer will ask, when provoked about his obsession, "What other 7 year old games do you still see around these days?"

Well, the one that generally springs to mind is *Falcon 4*; having been around since 1998, this fantastic military flight sim has been the flight simmers **GPL**, and remains top of the heap even now, more than 7 years down the line, with community made mods constantly keeping it in line with more recent offerings – it remains the "sim of choice" for many (including our very own SmokinBob).

This new release from **Lead Pursuit** is a complete remake of the original sim and features an all new campaign and updated graphics, physics and cockpits. The level of detail is phenomenal and anybody with a keen interest in simming should give this sim a look.



With a dynamic campaign, accurate avionics model and weapons characteristics **Falcon 4: Allied Force** looks set to keep **Falcon 4** at the top of military flight simmers lists for a few more years to come.

Of course, I hear you all shouting and cursing "This is not a racing sim, why must I read this nonsense?" Well, I felt it deserved mention as it is such an accomplished and fantastic sim and anyone who has not heard of it should give it a look if the idea of soaring the skies in an F16 Falcon appeals in even the slightest bit.

Of course, there is an online mode where, if the mood took you, you could get together with some mates and race your F16's from waypoint to waypoint!

## Crew's F1-Seven for F1 Challenge is released!!

**Smokin Bob**

Crew F1-Seven have released a **mod** for F1 Challenge, two years in the making, and featuring 46 drivers and 23 cars from the mid-70's. They are also featuring a Track Pack that contains track specific liveries. In a post on RSC, The European Hawk made the announcement and also posted the extensive Features List: See the link for more details and download information.

## Features:

- 46 Drivers
- 25 Different Racing Cars, in various specifications and liveries
- 4 Different Engine Manufacturers (Cosworth V8, Ferrari 12B, BRM V12 & Matra V12)
- Marlboro Team Texaco McLaren M23-74
- McLaren M23-75
- Elf Team Tyrrell Tyrrell 006-73
- Tyrrell 007A
- Tyrrell 007B
- John Player Team Lotus Lotus 72E
- Motor Racing Development Brabham BT44B
- Beta Team March/ March 741
- Lavazza Team March March 751
- Scuderia Ferrari Ferrari 312T
- Stanley-BRM BRM P201-74
- BRM P201-75
- UOP Team Shadow Shadow DN5
- Shadow DN7-Matra
- Team Surtees Surtees TS16B
- Embassy Hill Racing Lola T370
- Hill GH1
- Hesketh Racing Hesketh 308B
- Harry Stiller Racing Hesketh 308B
- Polar Caravans Hesketh 308B
- Vel's Parnelli Jones Parnelli VPJ4
- Penske Racing Penske PC1
- March 751
- Penske PC3
- Team Corpersucar Fittipaldi FD1
- Fittipaldi FD2
- HB Team Ensign Ensign N175
- Lexington Racing Tyrrell 007A
- Team Gunston Lotus 72D
- Lucky Strike Scribante McLaren M23-74

## PLUS:

an additional "Legends Season" featuring the most famous and loved cars of the early & mid 70's.

## 8 Race Tracks

- Brands Hatch
- Interlagos
- Monte Carlo
- Monza
- Nürburgring
- Österreichring
- Silverstone
- Watkins Glen

## GT Legends Ships

### Smokin Bob

GT Legends shipped in Germany this past October 6<sup>th</sup>, and so far has been met with good reviews, and the community feedback is positive. See my review in this month's issue for further details on this outstanding 'period sim' from the developers who brought us the brilliant GTR.

## More Mayhem Destruction and Chaos as FlatOut 2 is announced for 2006

### October 12th

As sales of FlatOut crash through the 600,000 mark and look to top 1,000,000 units, **Empire** Interactive and **Bugbear** Entertainment have announced that FlatOut 2 will be released for the PlayStation 2, Xbox and PC CD-ROM in the 1st half of 2006.

Destruction racing at its most extreme; the enhanced Crash TrueT game engine increases the interaction between cars and environments to set up the wildest crashes ever seen in a game. The peerless physics create an astonishing driving feel with the sheer fun of causing chaos all around.

And FlatOut 2 gives even more rewards to cause as much damage as possible to compete against rivals.

The reckless Rag Doll stunts will be back with a more advanced scoring system and an improved launch mechanic. Experience hours of bone-breaking fun, this time featuring 12

all new crazy events to punish your driver in the expanded Rag Doll Championship and online Rag Doll play.

As well as challenging your survival driving skills through the new Championship mode to win cups in increasingly tough races, FlatOut 2 features support for up to eight players online with Xbox Live or PC and 6 players with PlayStation 2 Online all with voice communication.

With more destructible objects than any racing game, cash bonuses and nitro will be awarded for all damage done in the game, whether it is to other drivers or to the 2000+ breakable objects present on every track.

And of course FlatOut 2 wouldn't be complete without all new manic Demolition Arenas for anyone looking to live dangerously, earn extra money for upgrades and destroy the careers of wannabe champions.

Looks like 2006 will be the year when drivers get to fully understand what it means to drive FLATOUT!

## TeamNORCA Celebrates 5th Birthday

### Smokey87

The Night Owl Racing League of America, more commonly known as **TeamNORCA**, celebrated it's 5th year of existence this month. The guys who started the TeamNORCA league started their online racing careers with the NASCAR 3 simulator, and continue racing today with the NASCAR Racing 2003 Season sim. Early in the days of TeamNORCA, future real-life NASCAR stars Dale Earnhardt Jr. & Martin Truex Jr. provided much of the excitement in the league, before moving on to other leagues. TeamNORCA's sponsor's daughter even dated Dale Jr. for a brief time. No famous real life NASCAR guys race in TeamNORCA now, but the racing is just as intense. TeamNORCA uses four NR2003 mods; Cup, Busch, CTS, and the Trans Am PWF mod.

## Race For The Cure update:

### Race-On - October 21<sup>st</sup>, 9:00pm EST

### Shane Travassos

WOW. We had over 60 drivers try out for the race, and it was door to door bumper to bumper slam drafting. The racing



Shane Travassos' AutoSimSport 15 car ready to Race for the Cure")

was so intense and so hard that no one was gonna give-in or give space. We did have a few **big ones** in the heat races because of that but hey, that's Super Speedway racing for you. Over the past 6 weeks we were able to raise \$2,300 for this event. I just want to thank all the drivers and teams for there help this year.

Please go over to **SRN**, who will be broadcasting the event, and do your bit – and if you need someone to cheer, how about Shane himself – he'll be driving the AutoSimSport #15 car painted by **Se7en Paintshop** ...

This is for a good cause ... don't be anonymous!

**The Top 35 drivers that made it through to the Final Event** for the Race for the Cure, scheduled for October 21<sup>st</sup>, 9:00pm EST with the pre race starting at 7:30 are:

### Heat Race 1

- #2 Gene Lewis Jr
- #27 Kevin Spencer
- #826 Wayne Quackenbush
- #10 Milt Matice
- #029 RCR Sekin00
- #21 john powell
- #20 Randy Showers
- #6 Joe Jammyfeild
- #25 Stephen\_Klump
- #51 Tom Sullivan



## Heat Race 2

#57 JimScharf  
#012 Rusty Reed  
#095 Kevin\_Schneck  
#07 Rich Jette  
#24 David Brett (NSR)  
#54 KC Thomas  
#027 Eric Needham  
#75 JC Piercey  
#43 Alex Brown  
#28 Tim Hamilton

## Heat Race 3

#52 Rob Lester  
#110 Ken Englert  
#03 Scott Stookey  
#303 Ken Rahn  
#038 Nathan Gregory  
#18 Mike DeHart  
#91 LeeD  
#68 Zach Behrens  
#11 Bruce Walker  
#81 Steven Hathaway

## Heat race 4

#13 Paul cumming  
#72 Tim Strickland  
#17 Mike Costa  
#5 Chuck McClure  
#82 Robert Satterfield

Good luck guys – and you're all winners already ...

## Formula Ford mod shaping up?

### Smokin Bob

Cubits, of RSC fame, has planted the **seed** of a potentially incredible new mod for rFactor—the Formula Ford. At the time of this writing, there is an incredible contribution from many

members of the community, and this reporter has spotted at least one model of the FF tossed into the mix. It looks like this one is making great progress, let's hope for a quick arrival!

## Latin Racing Heat

### Sergio M. Bustamante

*{Ed's Note: Sergio is AutoSimSport's Spanish Editor, and will be highlighting sim-racing from Latin tracks in Europe, Central and South America ...}*

Spanish speaking leagues are becoming a silent and growing force to be acknowledged and welcomed as a more important part of the Sim Racing World than they have been in the past.

As a brief introduction, we have prepared the following articles with some of the key people working towards a stronger community and to give some air time to their efforts. There are many Spanish speaking communities, as well as natural leaders who will be covered soon, so we might be missing a few names.

Future articles will feature interviews with Mexican track maker and project manager of [www.racetrax.net](http://www.racetrax.net), Raúl Valenzuela, Jesús Calderón, F1 photographer and sim racer from Spain, Marcelo Lagos Olguín, Chilean Sim Racing Community leader, and Edgar Reyes, major diecast models distributor in Mexico City ([www.autoescala.com](http://www.autoescala.com))

## ITEV-HISPANO Racing League

### Sergio M. Bustamante



Fernando Cortina: "If there's a road to race in, you'll find us there"



**ITEV** was founded in 2004, in Mexico City, Mexico by Enrique Rodríguez (Enrome) and Fernando Cortina (Cortina Racing) in order to cater for passionate sim-racers.

ITEV had its green flag with 4 different championships: Grand Prix Legends 65 mod, Grand Prix Legends 67, NASCAR 2003, and the fantastic GTP mod by Team Redline. It got such a huge response that since the very launch, ITEV has featured

drivers from Colombia, Venezuela, Argentina, Chile, Uruguay, United States of America, Italy and of course, drivers from ITEV's Birthplace: Mexico.



Fernando Cortina has always been busy trying to give his drivers the best possible environment and tools to fit their needs, rather than making the drivers having to fix things in their computers to participate in this league.

The friendship between ITEV members is by far one of the closest I have seen in any online community.

It might be one of the few leagues where they constantly look for better technology for communication between members, and that extends beyond the typical online chat, to voice communication software such as TeamSpeak and Ventrilo, to Radio-Phones which do not depend on internet.

One of the major features which makes ITEV stand out as a league is the amount of fun-races outside the league's calendar. Even social events away from the computer which see the drivers interact in real life; something that is not easy to achieve with so many countries participating in the league.

Fernando Cortina also shares a philosophy which has made a success out of the community: The concept of sharing and helping others to reach success, not only as drivers but also helping new leagues rather than being ego driven as we have seen in so many organisms in Sim Racing, is a key feature of ITEV.

Better racing simulators surfaced, like Live For Speed S2 and rFactor, and ITEV owners moved forward along with the sim racing community. They decided to start new leagues with these simulators, utilizing all the technological advantages they have over their competitors.

"We are very glad about the progress of the league, and the future looks bright when we are just getting started with championships for Live For Speed S2, Rfactor, and our traditional RC (Radio Control) Grand Prix Legends. More than anything, I am driven by the fact that we are racing among friends."

### **Real Drivers Participation**

The league also has the participation of real life drivers who compete in different classes such as Motorcycle events (Fernando was a successful 750cc Super Bike driver), Karting in Shifter, 2 stroke and Resistance (Enduro) events, Formula Neon (Touring Cups) Formula 3 and also Radio Control professionals particularly in the 1/5 scale class.

Some of the professional and retired drivers include: Fernando himself, Eduardo Rosas, Rafael Rosas, Diego Ortega, Juan Herrero and Sergio Bustamante.



**GPElectronico – Interview with Alfonso Mireles**  
**Sergio M. Bustamante**



The **GPElectronico** concept was first thought of in May 2005. It was created to combine sim racing and e-sports under one community's roof in Mexico, influenced by the experiences Alfonso Mireles had with other e-sports. Alfonso had participated in one of the largest video-sports events in the world, **WCG** in both Counter-Strike and Need For Speed. His community had an impressive growth since the year 2000. We asked Alfonso how he built up the successful community he leads and which continues to grow both in quality and participation from its members.

"I saw the need for a sim racing community in Mexico, as well as other communities of less popular games like flight sims

or tac sims, however sim racing seemed the most feasible since the beginning.

"I started to set elements together for this purpose in June 2005 with people from NFSU and CS/DOD communities, with a great deal of success, I may add, and continued the test seasons on July and now with season 3 that will run from October to December racing F1 Challenge. I still consider these as test seasons for a much larger package to come with different games and types of racing (f1, motorcycles, rallying)."

With GPE's drivers roster growing each season, the signs are good for the league.

"In my vision, the future of the league is in the form of a semi-pro sim league, with sponsorships and prize money - even LAN races for grand finales. But I also have a special focus in a community where a beginner can learn from more experienced people. The appeal is a relaxed, friendly environment with passionate people even though the drivers are on different skill levels. With the growth and promotion of e-sports in the world I think that soon sim racing will enter the flow and then we will see true pro-simracers. GP-E is just one step forward in Mexico."





Alfonso, better known as "Astrand", has also been very open to valuable users' feedback and has kept an overall friendly feel which recognizes the accomplishments of sim racing contributors.

The good Latin humor and nature was evident through our short interview with Alfonso, which also shows the leadership and passion behind every step he takes.

In order to keep his goals growing, he has been open for several alliances and to this day he thanks such talented programmers as the X7Group led by Tim, and fantastic Priit Saarts from Estonia.

## Working the Wheel

By Martin Brundle with Maurice Hamilton

ISBN:009190062X

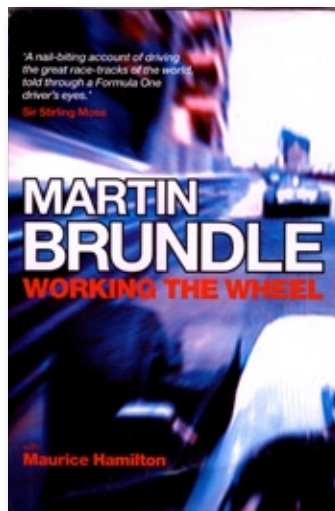
Ebury Press:

An indispensable guide for any Track-Maker, Martin Brundle's *Working the Wheel* is the veteran F1 driver and now F1 TV Punter's description – in very great detail – of 18 of his favourite tracks around the world; from Monaco to Monza, from Paul Ricard to Suzuka, each track is visited and every turn, on every track, is described in minute detail including bumps, entry-points, grip-levels and more ...

An absolutely fascinating look at how driver's 'see' tracks: ... "The correct way to tackle Turn 2 (at Montreal)," explains Brundle, "is to hook the car's right-front wheel over the side of the kerb and use it like a railway line to pull you around the corner".

Included, of course, are the usual F1 bravado stuff with Brundle's easy humour adding a certain – something – to his sangfroid tales of epic disasters in exotic locales (and not all involving Grand Prix Cars either) ...

Here is a typical example of how one corner is described and analysed: the Dunlop Curve at Suzuka is a "strange corner because, initially, you are looking at the sky, especially in a racing car with your backside scraping on the ground. The corner goes left and left and left, and just when you think you have reached the end, it still keeps going left. Dunlop is constantly turning and there is no run-off on the outside. It is like a James Bond film



where they put 007 in a centrifuge test before he becomes a cosmonaut or some such. It is as if you are being slung around this corner and the only thing preventing you from flying off the road is a big metal arm holding the car from the inside. And, just for good measure, the surface is so bumpy, the car keeps hitting the ground. On the other hand, you have a lot of grip because you are going through this never-ending left at high-speed. I don't

know what it is about the Dunlop Curve, but it is so unusual, so difficult. And I'm not saying that simply because I had a very big accident there during the Grand Prix in 1994."

As with the Dunlop Curve, Brundle examines each of his selected tracks with a passionate and sensitive eye for detail and not one turn or turn-in is skipped-over; a fascinating read for racing geeks and a very good guide for sim-track-makers who are looking to understand the 'feel' of these tracks.

## F1 CM Closing in on Beta Ratko Simovic

F1CM (previewed in Issue 6) promises to be the F1 Management simulator; and, for those of us who are anxiously waiting, official word from inside the F1CM camp reveals that the sim has recently entered the next phase of development, which is Alpha 4, and hopefully F1CM will be beta before the end of the year 2005. For more information visit [www.f1cm.co.uk](http://www.f1cm.co.uk), which has recently been restyled. You can also download the full-page screenies there ...





# netKar Pro Preview

*Jon Denton gets to Test the Beta of netKar pro; with visual tyre-wear, unmatched physics and realism, fully-interactive cockpits and real-world research and development, Jon can't help but descend into a luxurious dream that is soon to become every sim-racer's reality ...*

TURN

As the race enters its penultimate lap, I am nestled in the leader's wheel tracks shadowing his every move down the start/finish straight at the venerable netKar Drome.

I drop back with a small lift through the ultra fast right/left sixth gear kinks, giving the necessary gap to allow my front wing to be able to 'work' the air. On the brakes hard now for turn three, a tricky off camber right hander taken in second gear.

I am not close enough to attack but on the brakes our under-pressure leader gets sideways and has to recover with a swift armful of opposite lock; the resulting loss of momentum allows me to close up as he misses the apex and runs wide through the turn, rear tyres scrabbling for grip. As he tries to get the power on through the exit, I gently allow my nose to close up to his gearbox and delicately slide to the right to make sure there is nothing but 'me' in his rear view mirrors.

I once again hang back through the next three corners, allowing my aero to work, preferring to commence my assault on the slower third sector of the lap. His early laps had been at a blistering pace which I can clearly see has taken its toll on his rear tyres; from my vantage point, I can't see his fronts, but from the way he's muscling round in the cockpit, it seems very much that they're in a similar state. Over the final 8 laps of the race I had reeled him in at a second and a half per lap and his pitboard was showing him my pace and it's clear that the pressure is on.

Through the sixth gear blind apex'd turn six, our brave leader understeers heavily on the exit, causing him to lift while I am still hard on the throttle. A crucial advantage on the ensuing straight.

As we both nudge the rev limiters in sixth gear, I draw to within a couple of inches of his gearbox and he drifts to the inside for the

fast approaching third gear right/left chicane. Allowing him his defensive line, I opt for the outside and commit.

He brakes later than me and locks-up his inside front hard as I brake earlier and more gently - we both complete flicking down those three gears and commence our entry phase to the corner almost perfectly side by side, a geometric mirror of commitment.

The whole world seems to go into slow motion as I carry more entry speed and peel around the outside. Mindful of his tyre situation, I give him plenty of room as he understeers gently with his front left edging up inexorably towards my front right leaving enough room for a cigarette paper and little else. With one eye on my right front and another on the entry to the second part of this chicane, I prepare to enter the left hander on a tight line. He drops back on the entry and I see his left rear in my rear view mirror ... "He's still there..." I think to myself, knowing that his track position will inevitably compromise my exit line.

As we exit the turn, he begins to draw alongside again, the wider line affording him more grip on exit. We speed down to turn nine, a right-handed long hairpin with an uphill exit. Set-up on the inside for this turn, he has the line, and there would be no going around the outside here. We both brake and hammer down to second gear for entry.

I let the brakes go early and allow him to take the nose into the corner, opting for a wider line and thus a faster exit. Throughout the long, long hairpin that seems to go on forever, I watch his car as he covers my position by deliberately holding a slow line on the inside, attempting to ensure that I will not be able to duck up the inside.

As the exit approaches, I work the throttle, just a few hundredths of a second before I expect him to, aiming my front wing squarely at



*his right rear quarter; if he does not get his throttle down too, there will be contact. He does, and just at the right time, we both rocket out of the turn with virtually no sign of daylight between us as he moves to the other side of the track for turn ten, a tight second gear left hander. His rear tyres are a wreck, and the wheelspin he endures from turn nine will have only served to pile more heat into their already overheated carcasses, I decide it is now or never and stick*

*my nose up the inside and brake as late as I can. He brakes later, but too late, his rears locked and in the ensuing meleé of brake and throttle input and sawing steering movements he misses the apex and slides wide onto the grass on the exit.*

*I glance in my mirrors as I exit the turn, seeing my valiant opponent bounce back onto the track over the exit kerb; he would carry on, but the race was mine. I flick my trusty racer through the*

*final hairpin and back onto the start/finish straight to start the final lap, the excitement of the previous lap having sent my heart into overdrive. I tell myself to stay calm to prevent any last lap cock ups. I take it easy and so does my opponent - the fight gone out of him, he decides to nurse his oh so tired tyres to the flag in second place.*

The above text is taken from an online race in netKar Pro, the upcoming sim from Stefano Casillo and the netKar team. The race has not happened yet, but having had my hands on a pre-release beta for the last few nights, this was just one of the many scenarios my brain created for me as I struggled for sleep.

The beta version I have been driving for as many hours as I could snatch in fact features only one car and two tracks, and is not feature complete and still graphically not up to scratch (though still in places quite gorgeous). The demo has been presented to me to test the physics engine alone, and, quite frankly, it is magnificent. Those die-hard netKar fans are in not so much for a surprise as a big fat gift of magnificence!

netKar, and it's rapidly approaching successor, has always been a 'no compromise' simulator, focussing on accurate physics and as realistic as possible recreation of motorsport without any quarter given to making life easy for the driver. As such there are no driver aids, no joystick option and no option to turn off damage or tyre wear. Just you, the car and the track (and your multiplayer opponents of course).

This is not to everyone's taste for sure; many simracers will inevitably prefer the greater accessibility of more commercial sims ... but for some, for the underground 'hard core' of simracers that like nothing more than razor accurate physics and thorough attention to detail who count sumptuous eye candy and perfectly recreated engine sounds as secondary concerns, netKar Pro is the most eagerly awaited title of this year.

Where netKar Pro differs to its predecessor is that this eye candy and aural splendour is being recreated through a completely new DirectX9 graphics engine and digital sounds taken straight from the real race car in question.

What is the car, I hear you all shout. Well, in our interview featured in issue 5, Stefano Casillo mentioned that there would only be two cars in netKar Pro. Since then it has become



apparent, through various forum posts, that there will be a third 'mystery car' which will fit somewhere in between the proposed single seaters.

Stefano Casillo: *"The car is a Formula 3 single seater, we are working closely with an Italian F3 team (Target Racing) to make this car the most realistic simulation available to date. One of the drivers of Target Racing, Riccardo Azzoli and his track engineer Andrea Quintarelli, are actually part of our dev team now and they contribute with constant feedback and data on the car."*

This Formula 3 car is the car I have been granted for the physics test, and slipping into the wonderfully modelled cockpit, I feel some excitement. Ever since that interview in May, my appetite for netKar Pro has been on a constant state of wetness and I must confess to some serious excitement (did

I mention I was excited?) at the prospect of finally driving the sim has been the subject of many of my sim-related daydreams in recent months.

Just a shame then that I was in Hong Kong when the email came through from Stefano with the download link, and then I had to endure a week in Mauritius where there was a recurring thought in the back of my mind that netKar Pro was waiting for me when I got home ... of course, I made do! {Jon was on Honeymoon – Ed}

The first thing I noticed when stepping into the simulator was the pit menus. When your car sits in the pits, you can change all of the car setup

options directly, unlike previous versions where you would have to step out of the sim and into the Windows based GUI to make changes. This should result in a more stable multiplayer environment, as players will not need to constantly step in and out of the sim to make setup adjustments.

At the bottom of the screen is a real time read out of ride height and camber, which changes dynamically according to any suspension adjustments or changes in weight by adding fuel; turning the steering wheel allows you to see the changes in camber as the castor angle acts on the wheels - it's a nice touch and particularly useful for optimising ride height through preload settings.

In the final release, all of this will be allied to AIM provided

telemetry software which will take data direct from the car's dashboard mounted system.

*"The car features an EXACT reproduction of the racing display made by AIM, an Italian company leader in racing data acquisition systems."* States Stefano *"We'll feature a telemetry output compatible with their professional analysis software. The display will be clickable by mouse and will react exactly like the original."*

*"Also the buttons, LED's and switches on the car cockpits will be fully interactive via mouse allowing starting and stopping of independent systems or things like brake balance tweaks while in the car."*

A feature that many of the hardcore crowd have been crying out for for years, and a first in racing sims. Whilst most flight simmers have had the joy of fully clickable cockpits for some time, this innovation has remained ignored in the racing sim arena ... until now.

After sufficient marvelling at the pit setup options, I decided it was time to take her out onto the track for some exploratory laps of the revised 'Newbury' circuit.

Being from Newbury in Berkshire as I am (And Stefano once was, hence the name of this fantasy track), I was delighted to once again take to my 'home' circuit and sample its new, revised format:

*"We redesigned the layout so to make the track more challenging and technical, but we did it trying to treat it like a "real" track, in other words, we didn't modify every single corner, but we made the changes in key parts... you can still see the old Newbury track with lighter tarmac when the new parts leave the old ones."*

Indeed I can, and also revised kerbs in certain areas such as turns one and two, where it was always necessary to take a huge chunk of kerb on entry; these two corners have now become a severe test of precision as the driver threads as close to the car-breaking (in a single seater anyway!) kerb on the apex and tries to maintain grip over the large bump on the exit of turn one (yes, it's still there!).

The new section incorporates a fast left/right sweeper out at the back end of the circuit with a compromised entry into the first left allowing the optimal line through the right hander; it's a



nice section which rewards good aero setup and is a welcome change from the tight confines of the old layout.

The kerb on the apex of the final turn has also been made into a huge one, making the final turn another challenge in precision as the driver must avoid too much kerb on the apex for fear of being spat into the unrelenting concrete wall on the exit.

After a few laps of acclimatisation, I started to get a feel for the underlying physics engine in netKar Pro. What first becomes apparent is quite how excellent the tyre model is; never before have I experienced in a sim such a close approximation to the realities of slick racing tyres. Once they hit temperature, they reach an initial peak point where the first couple of laps reel off with the tyres at their grippiest and the feeling offers massive precision allied to an edgy nervous moment at the limit.

Turn ins are an exercise in tempered aggression as the front tyres stick and pull the car into the turn and the weight transfer causes the back end to become lightly unstable; at this point, committed to the corner, you know whether you have got things right or whether things are going to go awry. Stay off the throttle too long and the back end will come around too far and reach the polar moment, sending you backwards off the track. Get your entry speed right and, provided your turn in point was something approaching correct, you kiss the apex and mash the throttle, pushing weight onto the rear tyres and stabilising the chassis' yaw angle - it's a delightful feeling but you don't get long to enjoy it as the next corner will be arriving soon - there's no time for lapses in concentration here.

These early laps, when the tyre is at its quickest, are the most difficult to deal with at the limit. Whilst it may be your best chance of setting a quick laptime, it is also your best chance of finding the 'kitty litter' and, as such, it takes many laps to master the feel on fresh tyres. As the tyres start to 'bed in', they become more forgiving, but not so that you can become complacent - the Formula 3 car is a tricky beast to drive quickly. With high downforce allied to relatively low power output, Formula 3 has always existed as a training medium for aspiring Formula One drivers, teaching them about maintaining momentum in slow corners and precision during high speed cornering; get this out

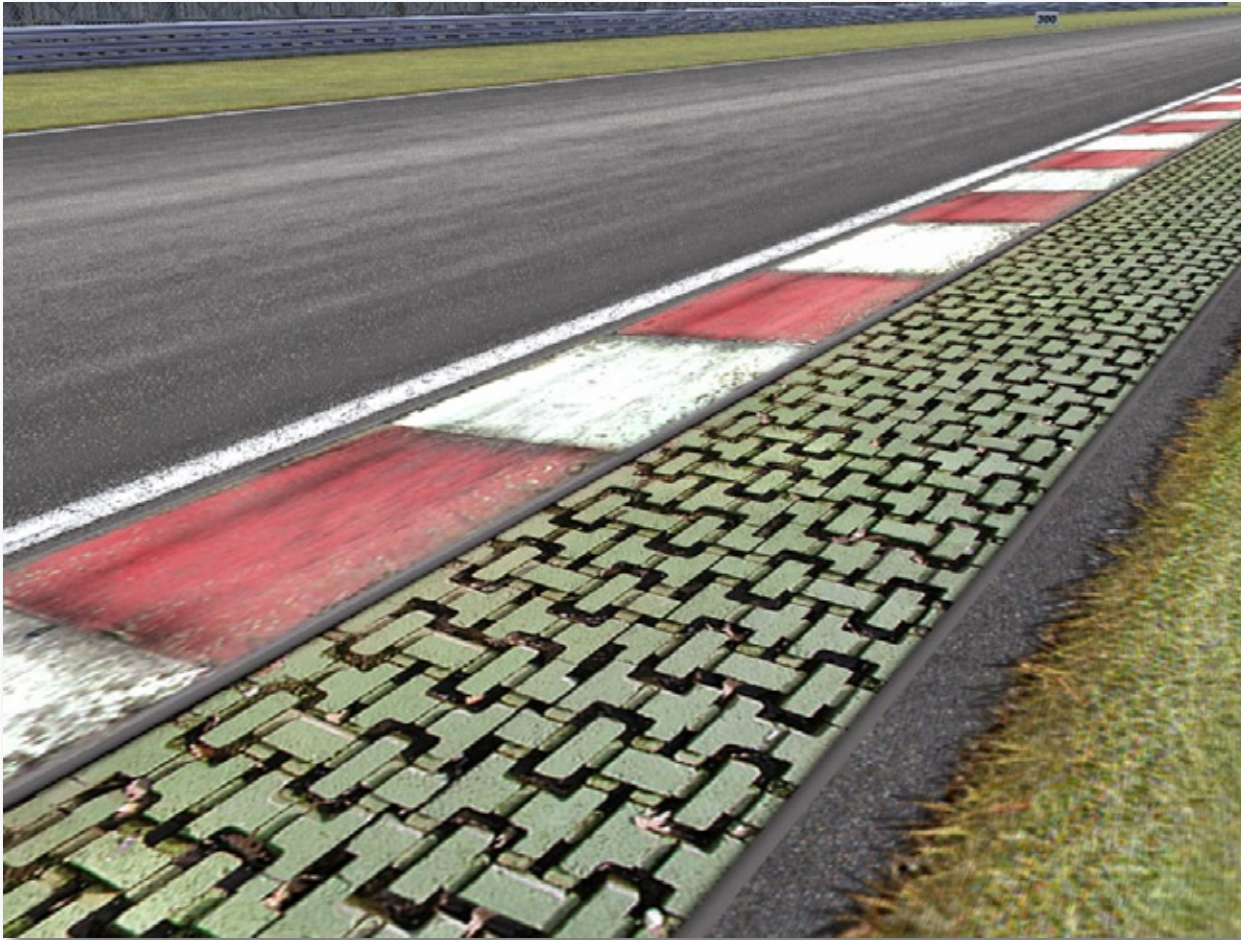


the way, and the step to GP2 cars becomes merely a matter of dealing with more power in preparation for the final step to F1.

As such, the necessary process for driving a Formula 3 car quickly involves extreme smoothness and avoiding tyre scrub where at all possible. All focus for the driver needs to be on forward momentum and maintaining the tyre's slip angle to cornering force ratio within its optimum envelope throughout

the corner. In short, pushing too hard will make you slower, sometimes much slower.

Over the following twenty or so laps, netKar Pro continues to delight as I get quicker and quicker, trying different lines in different corners to find the optimum route, with the exit from the previous corner almost always having a major effect on my the way I set the car up for the next approaching bend. To



keep the car on the limit for a whole lap or succession of laps makes for a constant balancing act where the tyres seem to be constantly chirping away on the limit of adhesion as you move between the entry, apex and exit phases of a corner with a short pause before braking again for the next.

To be truly quick in netKar Pro means to drive 'properly'

— smooth and precise is the order of the day here, and it feels great to put together a quick lap to such an extent that you keep pushing on to the next lap until the fuel tank eventually runs dry (this beta version had no working fuel gauge!).

What this means is that netKar Pro is tricky - not GPL spend the first two months of ownership crashing tricky - but certainly

the first few tentative laps can involve a fair few trips off the road as you miss turn ins and braking points, but the feel of the tyres and the car under you keeps you coming back for more.

This suggests to me that there will be many long hours spent in the single player 'Track Day' aspect of netKar Pro, honing setups and studying telemetry readouts as the level of adjustability in the car and the painfully accurate suspension model will mean that drivers' setups may well differ wildly depending on their style. The car can be driven in many ways, and I am sure that, when the final release comes and we all head to the on line servers for some racing, many varied styles will be apparent.

I tried modifying my style several times to get a feel for the optimum, and while the Fernando Alonso style of ragged, brisk turn-ins and heavy throttle inputs yielded reasonable results, I found roughly the same lap times from the Kimi Raikkonen patented high speed entries and smooth exits, running through Montoya {*trip to the wall - Ed*} and Jenson Button on the way. At no point did I find that adopting a particular driving style offered a huge disadvantage or advantage over the other. Though in some places some were quicker than others, it seems that people may well find that netKar Pro offers such a true representation of single seater craft that many will hone their own style and pair it with their perfect setup which might well feel awful and undrivable to another.

Don't get me wrong here, you can't drive the car like a 1967 Ferrari or a World of Outlaws Sprint Car, but within the scope of accepted single seater driving technique, this car responds well to most possibilities, though my preferred option is more Kimi than Alonso.

After this succession of laps, I started to feel the tyres losing grip and wearing a little, and a quick glance over the cockpit to the wheels revealed something very special. *I could see the tyre wear!*

After a double take (and an email to Stefano to ensure I was not dreaming it up!), I had correctly noted that the outside edges of my front tyres had begun to show signs of wear, losing the grainy look of fresh tyres and beginning to pick up the shiny patina of a worn slick.





Also notable is that trips onto the grass show the tyre covered in filth, and the slippy feel when rejoining the track hangs around for as long as the dirt which all means that, as you see the dirt come off, you start pushing more. Flats spots are also visible and all of this visible tyre wear can also be felt through the tyres grip levels.

What this fantastic innovation presents to the on line racer is in my opinion quite notable. Imagine approaching an opponent from behind and being able to see how worn their rear tyres are, allowing you to know how likely it would be for them to make a mistake. This is truly a remarkable step forward.

Having become comfortable with the car on my home circuit, I decided it was time to check out the other fantasy track bundled with the sim - the netKar Drome.

The netKar Drome is a wonderful track. Largely detailed in my initial brain fart, the circuit offers a testing combination of extremely fast sections and technical slower sections, though none of the corners are of the 'painfully slow' variety. A few of the high speed corners are of the 'not quite flat' persuasion, making entry-line and speed of critical importance if you are not to understeer wide (depending on your aero setup) and lose a lot of speed; this can make some of these corners

exceptionally challenging and the prospect of a circuit like Spa Francorchamps or Suzuka with this physics engine is a prospect that is almost too much to bear!

The netKar Drome feels similar to Mugello as successions of fast corners lead into slower sections; this may not be extremely conducive to overtaking with high downforce cars, but the feel of just driving the thing is exhilarating in the extreme. I found it was easy to lose count of how many laps I had completed at the netKar Drome just because the enjoyment was pushing me on for more and more laps as the clock pushed its way into the small hours.

What this circuit offers much more than the more technical Newbury track is the critical nature of finding a good aero balance. Stefano explains:

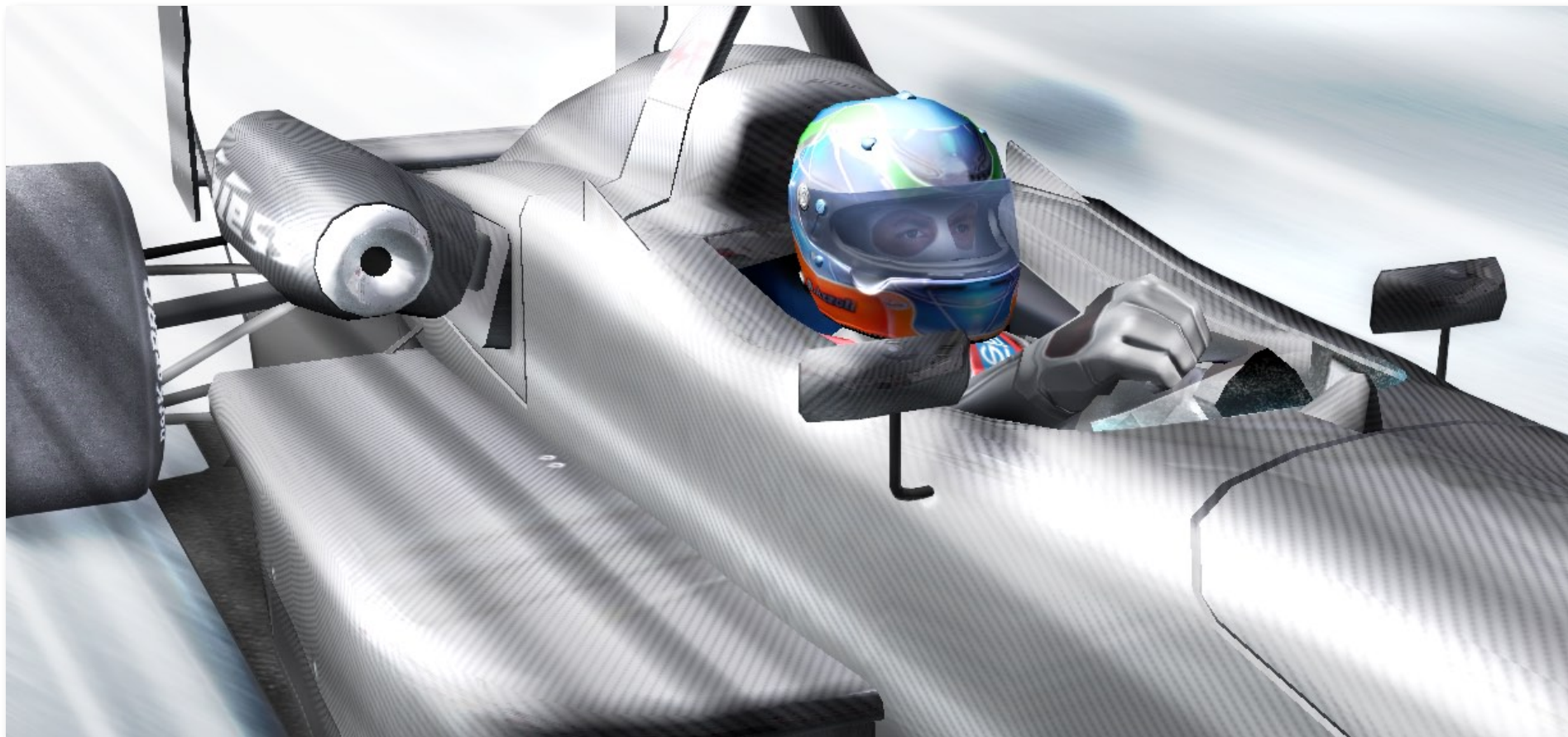
*"The wing's behaviour is highly non proportional ... and it's modelled after the real thing. This means that rear wing at 20 degrees won't give you half the downforce compared to the wing at 40 degrees. Same for the front wing. So it's important to make small changes to the wings in order to avoid bad spinouts caused by an unbalanced car."*

I tested this theory to the extreme with various wing settings, and it revealed that the car is extremely sensitive to wing setup. While a good aero balance in the fastest corners is relatively easy to attain, pushing for a good balance in the medium speed corners that does not hugely upset the high speed balance is a large compromise that a driver must make and, again, this could offer wildly different setups and styles in on line competition.

As it stands, netKar Pro is in its final stages of production and, whilst the beta that I tested was complete from the point of view of physics, there is still some work left to do in adding features and completing the eye candy. Having said this, though, I must say that, from what I have seen, there is certainly a lot to get excited about with netKar Pro.

It may not offer as much of a 'Complete Package' when compared to rFactor or Live for Speed S2, but in terms of hard core physics, it operates on a level that the aforementioned only come close to. The tyre model is the best I have experienced in a





sim and it will be interesting to see how it reacts to community made mods that offer different cars on varied tyre types and brands. At present, if you want soft compound slick racing radials with negligible sidewall give and precise – if unforgiving – performance envelopes, netKar Pro is the way to go.

As mentioned earlier, netKar Pro may not be for everyone, it is a 'no nonsense' motorsport simulator without driver aids or a career mode; the single player option will feature no AI

drivers and, as such, for racing the only option is to go head to head with other drivers online. Whilst this will please the hardcore simmers out there, I would say that it should be *the* sim that *everyone* should try out. There may be hard times in the beginning with some 'gravel time', but in the long run the rewards will be greater. Putting in that elusive 'perfect lap' (which I have yet to do, I must admit!) is a huge challenge in netKar Pro, and brings its own reward in personal satisfaction

that has yet to be replicated by any other sim.

Release is still set for November for netKar Pro, and I for one cannot wait ... this is one cracking sim and the longer term prospects of community made mods suggests it could have an excellent long term future.

The current 'cosy' netKar community have been waiting for this for a long time but their little 'club' might just about to be blown apart at the seams!

# How **FIRST** Saved **rFactor**

*AutoSimSport had a chance to meet up with 'Lo', the man responsible for le mod du jour, F3s for rFactor ...*

2  
TURN

This is how FIRST saved rFactor; Lo (Laurent Evenisse), a 35 year old Digital Arts Teacher at Pau's College of Art and Design, was building a Noddy-mod for his daughter using NASCAR 2003 Season as base when the call from the Man arrived; like all N2003 modders, he was asked to cease his activity immediately ... but in the course of his aborted attempt, he had met others in the N2003 modding cosmos, in particular Jan Kohl from the US Pits who – understanding Lo's frustration and having helped him with the abandoned Noddy mod - introduced Lo to the ISI rFactor beta testing team. And the rest is history; days after the release of rFactor came Lo's **F3** mod which was an immediate success; so successful, in fact, that the majority of servers are running nothing else but this mod ... and leaving many in the community wondering if this was the mod that saved rFactor ...

So how did Lo get his start?

"I started to mod sim games with N2003," Lo explains from his office in Pau, a city famed no less for its yearly F3 race than for having staged the first ever F1 race, (originally named Formula A) on 10 April 1950, with Juan Manuel Fangio (driving a Maserati) taking the first of his many wins. "Modding started as a joke," he continues, "I was painting some Japanese cars for TPTCC and it was so ugly, but that is how I started to learn how to put my own models in the sim ... Then I started to build the Noddy mod for my little girl, and next FIRST told me to stop being silly with their stuff!"

So Noddy was his first mod?

"Yes," Lo confirms, "at the same time I was messing with a JGTC for N2003, but never finished it ... I am really new at modding, the N2003 time was really short since FIRST stopped

the mod as I was just starting to build things, but I learnt 3D modeling thanks to my N2003 mods. At the same time," he explains, "Jan Kohl (US Pits) told me about rFactor's potential, and I made a quick choice."

And how did his relationship with the US Pits and Jan Kohl develop?

"Modding N2003 was hard work," Lo explains, "{and} without official support, the only guys that could help were the Pits guys, and they did it very nicely ..."

So Kohl asked him to join the rFactor beta-test team?

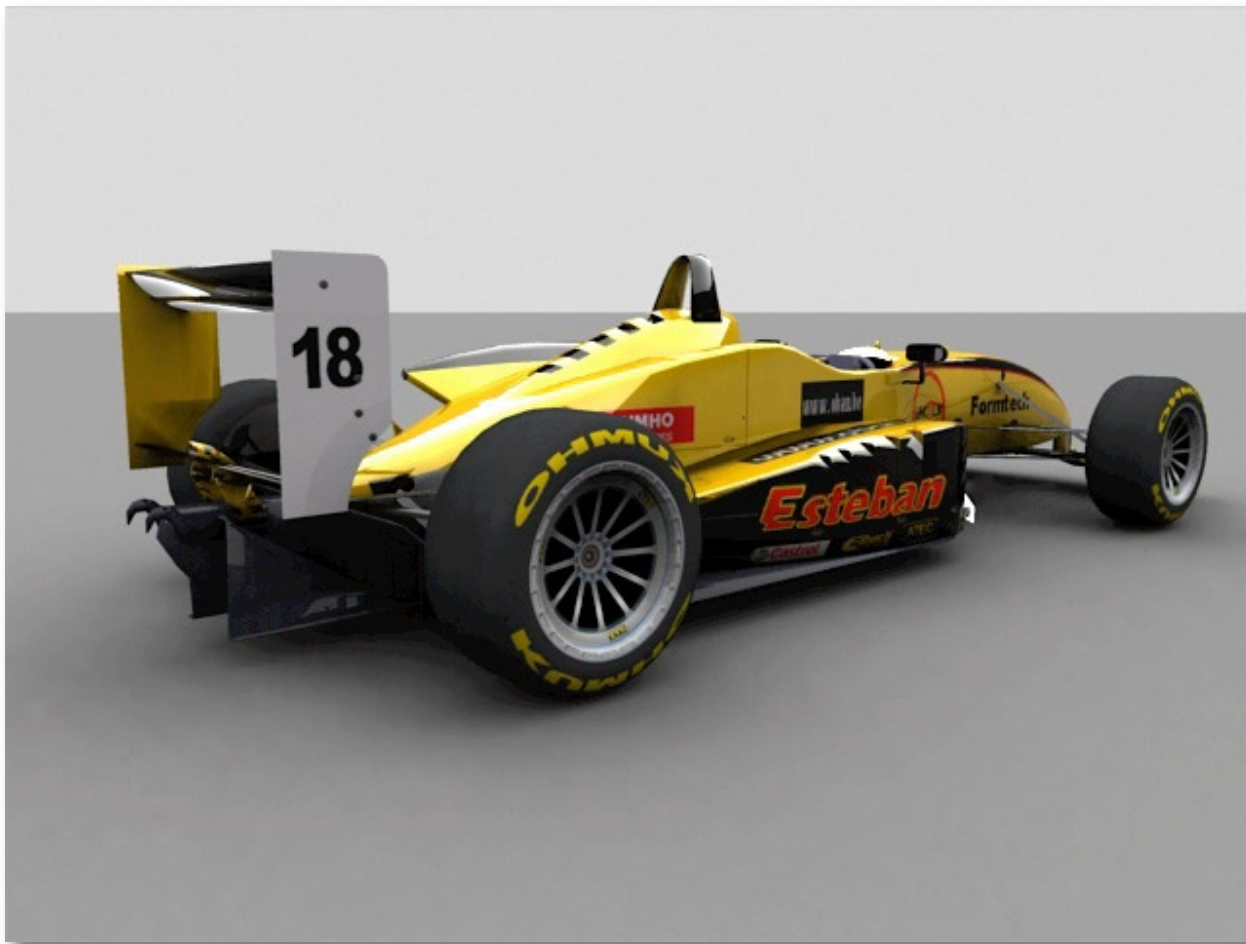
"Exactly," confirms Lo, "my ticket was given by Jan Kohl, and I will be always thankful for this. I was admitted to the beta test and started to learn ISI modding. This time," he adds, "with great official support and help."

This was in March of 2005. Did he begin working on the F3 mod immediately?

"No," says Lo, "in fact, at the beginning (March/April 2005), I wanted to make a JGTC mod for rFactor. But I had to learn tools, modeling and mapping for ISI ... so I decided to use a basic open wheel car, kind of F3, but not at all accurate ... So I started to work with my open wheel car, and at the same time, I was told that someone else was planning a JGTC mod for rFactor! And they were far more advanced than me on this subject so ... after a short time, I decided to cancel this JGTC mod, and focus on learning ISI tools instead."

Using the open-wheeler?

"Yes – I improved my open-wheel car, showed it to others, and people said: 'hey, it looks good!' - Well, not so bad," he adds with what is quickly becoming apparent – that Lo has a very



*Lo's v2.0., coming in 2006 - Lo will be attending winter testing with the F3 teams to create a definitive F3 experience*

welcome self-deprecating humour. "I made a couple of skins and improved the 3D model to match an F3, but without any mod idea ... and again people said: 'waow, it looks *really* good!'" Again he pauses to smile and add, "yes, they were very kind!"

With the decision to build the mod made, I wonder whether it had been planned as being the show-case, the first mod for the modding platform that is rFactor?

"No," says Lo, "I decided to build a little F3 mod, but just for

me, maybe distribute it to others beta testers, nothing more. I used it to learn physics tweaking, and I tried to make something immersive, intense to drive and that could be considered as 'realistic'. Some people tested it and the feedback was better than I thought. This time, I said 'ok'. This is my future mod."

Once he made the decision to go for the F3 mod, how did the process evolve in terms of physics - i.e., how did he go from the experimental physics mod into building something that was 'authentic'? What did he use to understand the physics, etc., for the first version?

"I live in Pau," Lo answers, "so at the F3 Grand Prix in June, I took lots of photos to help on the graphic side, and I gathered technical documents about the physics. But at this time, I didn't have all the real values/parameters, just the basics. Weight, engine specs and so on ... But I had the chance to talk with real drivers, and I based my physics on their feelings - I {also} tried to set the car to match what they told me about the F3. That was for the first version. I have to say," he adds, "that the 1.0 was half-serious for me, I was awaiting public feedback to raise the level or give up."

And how, I wonder, was the feedback?

"Incredible! I had hundreds of emails, pms on boards ... suddenly, I realised that this little mod had great potential."

As with most modders, Lo's inspiration comes from how the community receives his work - and in this case, the response was overwhelming with the F3 mod becoming an instant classic, surpassing all the cars that shipped with rFactor. Why?

Well, in my opinion, the F1-like cars are too quick for the tracks (this will, no doubt, change, as more and more F1-style tracks are built) and the Trainers are, well ... too slow! And tin-tops, at the moment, are well-covered in other sims like GTR and GTL ... which leaves rFactorites with the F3, a perfect combination of open-wheel, feather-light stiff-chassis'd fun, uniquely suited to tracks like Mills and Toban.

But back to Lo ... was he surprised to have created the first mod for rFactor, considering the level of talent busy modding for the platform?





*Luna – anyone who enjoys the F3 mod owes her a big hug!*

"Yes I was very surprised -I was the least experienced modder with this sim," he adds, "and finally the first to build something."

Why does he think this is?

"Well it was just *one* car," he explains, "and it is very different

than a complete mod."

Different because the other mods will feature cars with different specs - i.e., the Rosberg would be faster/slower than the Midland?

"Yes," answers Lo, "I think that there were other rFactor

mods started before mine (the Pits' NAGT for example), but I was quick because I just made one chassis, and one physics file for all the cars. There should be multiple physics (just because there are different engines in the F3 euroseries) but this," he says almost as a by-the-by, "is for the future."

The future meaning ... he is at work on this?

"Yes," Lo confirms. "Now things have become very serious. Since the 1.2 version," he explains, "I have the support of an engineer from an F3 team, I have real open-wheel drivers testing. The v2.0, planned for 2006, will be a huge step. Multiple chassis, very accurate 3D models, multiple physics ..."

He says it as if it's just another statement of fact ... and I have to squeeze the details out:

"I have an invitation to a F3 private testing this winter," Lo says, "{and} I will record sounds, take photos, talk with engineers and drivers, have access to telemetry ... this will be a true chance to make something unique and very realistic ..."

I ask him how he got into contact with the F3 engineer.

"I have had feedback from an open wheel driver," he says, "and we started to talk about the mod - he has helped me a great deal. But there was still some technical stuff - questions without answers - and he told me: 'no problem, I'll give you a contact'. It turned out to be an F3 engineer - so I made the contact just like this, and now I enjoy a friendly relationship with this engineer - he helps me a lot, really! Just a very nice guy."

Has he tried the mod?

"The engineer?" Lo smiles. "Not yet ... he has just seen screenshots!"

And were either the engineer involved in the first version - 1.0 - of the F3 mod?

"No," confirms Lo, "I have had his help after 1.1."

Which brings us onto the evolution of Lo's F3 mod. Can he explain the difference between 1.0 and 1.1?

"Well the 1.1 was just a bug fixing update, mainly because I was wrong in the engine bhp calculation."

Wrong how?

"Units error," he says, before explaining, with a big smile, that, "I started the engine.ini using an old document where the

units were US units (pounds, miles...) and ISI files are calculated with metric units ... so there was something like 60 hp missing in the engine!"

What are the actual bhp figures for the F3?

"The F3 runs 220 hp," he tells me before asking me a question – can he leave now? Time, he says, to go home.

Twenty minutes later, Lo is back – from his couch and sharing an avatar of Yul Brunner.

"Ah yes," says Lo, "that is my icon at home (from a private joke – some people told me I really look like Yul B)!"

Well there it is then; I tell Lo the change in physics were very noticeable between 1.1 and 1.2.

"Yes," Lo confirms, "changes in physics were the result of my contact with the engineer – he gave me all the values and parameters for which I asked – almost all the chassis parts as well ..."

He cleared some setups points too, for example, how far you can adjust camber or wings, and helped me understand the setup effects ..."

I noticed there was more grip too ...

"Yes, it is because of the aero-lift effect. I had underestimated the wings settings," he explains, "and with the real values, the car is more stable, and the tyres can operate to their potential better, because they can heat better. An F3," he adds, "has almost the best chassis in all the monotype formulas, this is a point all the drivers agree about. The mechanical grip is very very good."

I have also noticed that the car is sometimes likely to get into a spin at high-speed – but very quickly, almost as if he has increased the weight at the rear?

"You have a good feeling," he tells me, "I have increased the weight bias more to the rear. The values are now 41-43 % weight on front, so yes, the car is truly an oversteering car regarding this point." He pauses for a moment before explaining that, "all these changes were introduced to achieve an important goal: the car is logic, and reacts in a logical way. Now all the parameters, tyres, aero, suspensions are linked, and understanding the car and how to set it is now much more easy."

Setup being the holy grail – and these F3s are amazingly susceptible to setup changes (I found 2 seconds at Mills on



*The Macau Track - from Yip to Senna, from Hakkinen to Schumacher, these streets have seen the greatest in their prime ...*

my first ever lap using Greger Huttu's **setup**). I ask Lo which is better – a hard or soft setup?

"It depends on tracks," answers Lo. "I think that the basics are: hard on front, soft on rear. This will balance the oversteer. After this, you can play with suspension, camber and tyre

pressure to lower the tyre heating. Aero settings depend also on tyre wear, especially for races."

The 1.2 mod introduced tyre-wear, and it has caused many a race-lead to evaporate in the latter stages ... I ask him how accurate the wear actually is.



# Turn 2 — How **FIRST** Saved **rFactor** continued



*Senna's F3 at Macau Museum - the Macau Track has, for half a century, seen the greatest drivers in the world - and has never been made for any sim ...*

"Wear is mainly {due} to the aero lift effect," Lo tells me. "I have had long discussions about tyre wear with my testers, and with real drivers. The first thing is that people really push hard in the sim, a lot more than in a real car. Look at an F3 race, and you

will not see smoke in each turn. If you drive clean, never spin, no wheel-locking, your tyres will be fine. But in a sim, people never drive like this. And," he continues, "the other point, in real life, is that tyre wear is really different at each track. In the

euroseries, Oschersleben eats tyre really fast, wear is a problem, but Norisring is very soft with this, almost no tyre wear."

So what would be the ideal strategy for tyre maintenance?

"I think you can use different strategy," Lo explains. "Push hard the first laps and be conservative after you have made the break, or be gentle in the race beginning, wait for other racers to burn their tyres, and push a little harder at the end (my favorite way)."

I have lost a few races due to my over-exuberance ... and it really is refreshing to see a sim that makes tyre management part of the race-strategy. Sure, GTR has that feature to abundance but – with this F3 mod, you can actually feel the difference when you're pushing – or hanging back. It may be a second a lap, but when you push with these F3s, it really is the most rewarding experience I have felt in a sim ... I ask him what effects tyre-wear the most?

"Tyre wear really depends on wheel locking. I was told it is really this way in these cars, and you can see it in every open wheel series. You also have to make a soft setup; what I like in the 1.2 is that you *need* to make different setups for the race and the qualifying. By softer I mean non-aggressive for the tyres ... lower the camber a little, play with tyre pressures ... "He takes a moment before encapsulating it all like this: "You need to understand what setup is, you can't just download a file from the web and use it without understanding how it affects car behavior."

I ask him whether he has tried Greger **Huttu's** Mills Setup.

"Yes, I use his setups. They are really fast and I like the way he uses the rear of the car, I like oversteering cars."

And his best time at Mills?

"My best is something like 1'15'2xxx - problem is, I don't have enough time to race my cars!"

Reason being that there are other things involved in creating a mod than tinkering with physics – graphics being a good example. The 1.2 update offered a huge graphical update ...

"Yes," says Lo, "I have added missing teams, with skins people made at RSC, and most important, I have built a decent cockpit. The cockpit thing is a big step. The 1.0 and 1.1 was ugly."





*Sato's Macau Honda Special*

And did anyone help with this?

"No, I did everything alone. That is why this mod is not well balanced in the quality aspect ... I just can't have all at the top level, because usually it is the work of different people. You can have a good modeler, a good physics builder, a good painter in a team, but you can't be all this yourself. I will have help on the paintings," he continues, "I will not make the future paintings, now I have had helping offers from enough good painters to let them do all the skins. But I will still be alone for modeling and physics." After a moment, he adds that, "I'd like to have another modeler with me, though, because I am really bad at it."

Bad at modeling?

"Oh, you can't see the time I take to make things ... it is a shame," he says laughing.

And what happened to the shift lights in the new version?

"The shift light is no longer on the wheels because they have LCD instead, but I want to see it myself this winter, because I think they will change the wheel a little ..."

Another aspect of a mod, when one is doing it solo, are the sounds. The F3 mod has a great engine sound and I ask Lo how he managed to get this rough-sounding engine.

"It is a typical tweaking that I love," he tells me. "I started to record real F3 sounds, off and on track (British F3 on MotorsTV), but they were impossible to use in-game because the quality was so bad. So I kept them as a reference, and started with the Trainer sounds. I have done a lot of tweaking to bring the Trainer sounds to something approaching F3 sounds ..." he smiles before concluding

that the sounds are just a "bricolage".

Creating a mod, solo, is a big task – I ask Lo to explain the process behind creating one single car.

"I don't know if my method is good or bad," he starts, "but I am a kind of un-typical modder. The best way to start is to have blueprints (plans of the car, with front, top, side views). Then you can build shapes matching this exactly. I didn't," he adds, "have blueprints for the F3, just impossible to find ... but now, for the 2.0., I have them. Once you have built the shapes (watching the polygon count - which is a really tough challenge) with 3DSMax, basically meshes," he continues, "you have to map them, and this is where you have to build your materials - photoshop work - trying to do something realistic with ... sometimes nothing!

Some parts of the car use materials with really hard to find textures, so, at this step, the more close-ups of the real car you have, the more you can do good textures ... here again, I will have a chance to do an entire real-life material texturing job for the next update. I will be able to take photos of all the parts, all the real materials. It will be a big improvement in graphics ..."

So after all this work, how does he now feel – was it all worth it?

"I feel very happy. It is something very special when you see all these people racing with your cars, and when you read their comments on the chat window. On the other side, I feel very ashamed by some graphic details," he smiles. "There are some things I really want to improve or re-do, it is almost painful to see what I know not to be accurate or just wrong."

I ask him what he considers the major weakness/strength of the mod.

"The major weakness is on the graphic side. Models are not based on blueprints and you can see it. I have the 2006 model almost ready and already in game, and it looks a hundred times better. But now that you know how it started, you know why the model is not 100% realistic. The major strength is the feeling. At the same time it is hard to drive, it is fun, it feels real, and you feel a lot of things. There is something special driving the car, and you have always something to improve, you don't have all the keys the first time."

I tell him that I spoke to semi-alien Dom Duhan in London two weeks ago and he said: "the F3 Mod saved rFactor" - would Lo agree with this? Judging by the servers, where the F3 mod is by far the most popular, he may not be alone in thinking this ...

"I don't know if it saves it," says Lo, "all I know is that people have fallen in love with the F3 mod, and I still can't explain why it has been so massive. The F1 in rFactor is underestimated, and it is clearly the lack of tracks that did this. The trainer is a very fun car, but it looks too much 'for beginners' - it is a shame because I found the car very fun to drive! Maybe the F3 car is just the missing car in the start line-up of rFactor. There is a gigantic step between the F1 and the trainer, and the F3 is just at the middle - I also think that the fact the F3 is the only one mod available



*Schumacher's F3 ... another legend at this legendary track*

has contributed much to its success. I know," he adds, and his input here is worth considering since he is inside the beta-mod group, "that I have to seriously raise the level to be competitive when other mods will come out."

And which mods is he looking forward to?

"I don't know really," he pauses to consider, and I suspect it is more what he should say than searching for an answer, "I am anxious for new tracks for sure! I am curious about the NAGT

mod, I know how the Pits guys can be good, I think it will be a masterpiece. I'd like to see the very good 75 F1 mod for F1C in rFactor. I think that there are also 'secret projects' ... A good Aussie V8 mod could be great too."

Indeed ... a 75 F1 mod is the holy grail of sim-racing. But speaking of tracks – is he working on Pau? And, also, does he think/is he working on the F3 tracks for a future release?

"I am working on Pau, yes," he confirms, "and I hope I will not fail at it, Pau is really one of the most beautiful tracks in the world - the nicest city track without any doubt. But I am learning track building at the same time, so it starts very slowly! I plan to give the 2.0 with at least one track, maybe two (Pau - Macau) but, if I stay alone on track modeling, one track finished in time will be a great success for me."

It is, I tell him, an amazing thing that Macau has never been modded or appeared in any sim ...

"Yes, and," he adds, "there are still races {at Pau} ... F3, just the cars I have done ..."

So Pau for F3 then?

"You have guessed right," he says, "I am at it, but it is a really tricky challenge - I am alone, and tracks are the hardest part - and it is my first one!"

So, that's that then ... but he does have a few people he'd like to thank: "First (no, not them), ISI guys. They have been lovely, always helping, answering all my questions (and sometimes they were stupid questions). The way they have listened to people is also something remarkable. And the Pits crew for their help at the N2003 time, and their actual source of knowledge, and Jan Kohl who led me to rFactor modding. Next, all the people that have written to me about the F3 mod. I never imagined that I could have so much support, it was sometimes very emotional."

The sim community owes Lo a big thanks too – but, when the whole story is told, it is his daughter to whom we should send a big thank you note – had it not been for her, and her love of a little chap called Noddy, none of us would be racing the F3 mod, and rFactor – and the community – would be far the poorer for it. So a big hug and thanks to Luna!

# GT Legends Review

*Smokin Bob took an in-depth look at the recent release of rFactor and discovered the world were treated to but a glimpse of what the gMotor 2.0 code base would allow developers to accomplish in terms of physics and presentation. GT Legends, the follow-up effort to the stellar GTR by SimBin, decides to go retro and uses the gMotor 2.0 engine to brilliantly showcase a period in racing where the majority of racers actually owned the cars they raced, and things were just a lot simpler—no 17 man, 7 second pit stops here, but you may wear out a set of tires. Street tires, that is...*

## Installation

Installation is a snap, and shortly after popping in the DVD, I was presented with an install option for several languages. Choosing the flag that kind of looks like mine, I let the disk have its way with my computer—besides GT Legends, StarForce again returns as the copy protection scheme preferred by SimBin, and though I have never had a single issue with any StarForce game, including this one, reports continue to trickle in of end-user dissatisfaction with this scheme. With a footprint of around 2.7 GB, GT Legends is quite a load—but with an advertised car count of around 30 (95 with differing paint schemes) and over 25 variations of fully licensed tracks, there is a lot of data to move around.

## Startup and the Career

Instead of the normal 'get in and drive' routine, SimBin has instead chosen to offer a career mode of play, with prize winnings, trophy cups, and unlockable cars. Some may at first be put off by such a perceived console-like way of doing things, but I find it to be a refreshing change to the typical, and boring, start sim—drive—stop sim. Without some type of cheat code,



the only way to have a go with each and every car at each and every track is to follow the career ladder to the top.

You start out with two cars, the Mini Cooper and Lotus Cortina, and using those two, must race your way to fame, fortune, and the Porsche 906. There are five levels of AI difficulty,

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TURN



but the driver aids can be turned off at the lower levels after hitting the track. There is no doubt going to be mixed feelings on this forced mode by the community, but as a small consolation, any car that can be bought, can also be driven in Test Drive under the Car Dealer tab. While the few unlockable cars remain out of reach, a ride in the Detomaso Pantera is a heart stopping affair that should not be missed—*proceed with extreme caution*.

My only complaint here—that the career mode cannot be turned off. I think the end user should be given a choice, and should equally have all content available to them, as well as limited content, should they chose that route. Personally, I prefer the career way of doing things, and even with all the cars and tracks unlocked, I would likely avoid them for the most part until actually ready for them. At the end of the day, the career mode is not only very well done, but gives the user a very rewarding and satisfying experience, and is no doubt very similar to how many of the actual drivers of the real series for these cars progressed through their careers.

Before jumping into the career, however, there are many things to take care of first—sound, graphics, controller, rules and difficulty options are offered in the newly designed retro interface with ultra groovy music no less. Much like GTR,

every option imaginable is adjustable and though the layout is different, veterans of GTR will have no trouble finding what they need. For those new to the game, a bit of poking around may be in order, but no more so than many other new games. GT Legends requires quite a bit of horsepower to run so a bit of tweaking of the display options is time well spent. Early in the career, the fields are small, on the order of 8-10 cars. Later on, however, expect to see around 25. There may be more after that, but I have not attained all levels of the career at the time of this writing, so can only speculate.



## On the Track—Graphics

If you have been wondering just how capable the gMotor 2.0 code is, look no further than GT Legends. Certainly the first sim to utilize the new code, it looks as if the SimBin designers have been using it for years. From the incredibly detailed animated driver cockpits to the cars, tracks, and lighting effects, GTL is very high up the Eye Candy food chain. With GTR, SimBin gave us some of the best tracks ever programmed, and it was difficult to believe such quality could be achieved with the gMotor 1.0 code base. Credit to the artists on SimBin's development staff for that achievement, but what they have done in GT Legends is

quite a few steps above that. Subtle time of day light transitions, beautiful shadows, road glare, and an actual sun that is an actual pain in the ass when viewed head on—the hardcore are gonna love it. The road surface is ultra realistic, and with the return of windshield buildup and LiveTrack Technology, this one is a real looker in the beauty department. The engine exhaust is also extremely realistic and coupled with the backfire graphics really hammer home the level of authenticity SimBin developers have been able to achieve with the FIA GT-GTC license. The mirrors are also extremely well done, accurately representing a reflective surface that is not spotlessly clean.

*I include the replay engine here, as it is certainly a nice way to view a short replay, or even a race, but as far as NR2003, Superbike 2001, or GP4 features—forget it. It must be really buried in the code somewhere, preventing its improvement, but nothing new to see here, move along...*



But all of those candy coated graphics come at a price—only serious rigs need apply if you insist on the ultra detailed experience; however, it is a very easy matter to configure the graphics settings in game to achieve playable frame rates and still have a great looking sim.



The graphics in the UI are crisp and attractive, and the attempt at that ever groovy and elusive ‘retro’ feel is well done. All of the cars can be viewed from the Car Dealer section, and the models are extremely well done—faithful to the crossed out numbers on the actual cars, the UI models give way to extreme anticipation of driving any of the cars in this sim. I really like the ability to get a good look at the car, and the corresponding specs, but would have also liked the option to zoom in and out, grab the car, and perhaps open the doors/hood/trunk, a feature found in some sims, if I recall correctly. Certainly no showstopper, but this extra bit of detail would have been appreciated.



## On the Track—Racing the AI

At times, GTR had what could only be called ‘interesting’ AI. They would often make boneheaded maneuvers, death wish pass attempts, or just down right run you—or their AI counterparts—over in a flurry of pixel induced brain fade. Sometimes the AI in GTR was a great time, exhibiting good behavior, but far too many reports of AI problems must have at least given the developers at SimBin pause for concern. Many of those issues appear to be solved in GT Legends. Again, no claim of perfect

AI here, but they do seem more intelligent and less prone to kamikaze moves and it also must be remembered they are not likely to ‘act’ in an expected fashion if you are doing something that would not be done on a real track. Such as driving too slow in the groove, for example. The AI, at the middle levels, are not too aggressive, but not total losers either—but they are down on speed, and increasing the difficulty of the race, or career mode you are in will take care of that problem. When I first started, even in the easy to drive Mini, it took me a few races to be comfortable with the car, and to get used to the AI around me, but after a while was shadowing them for laps on end, taking in their racing lines, and the general condition their cars were in. Overall, I would say the AI are a noticeable improvement over that in GTR, and considering the forced nature of the offline mode, an absolute requirement. And an area that I would expect to see quickly addressed if issues begin to arrive wholesale somewhere down the road. Given past customer support difficulties and the recent launch of Blimey! Games, I hope we are not headed for another tech support black hole.



## On the Track—Sound

Many of you have no doubt by now played the GTL demo, and have gotten a taste for the sounds. It is safe to say that GT Legends carries on the tradition of GTR—rock solid, on the money, give me five, right on, *Daddy-O*.

These guys know their sounds well, and from the little screamers to the soul selling Pantera, the sounds immediately immerse you further into that time long ago when these cars were causing trouble on a regular basis. Not much more needs to be said, big thumbs up to SimBin for taking the trouble of doing it right.



## On the Track—Physics

Here is where it gets complicated—with 30 cars, each with their own physics, a thorough examination of every car, at every limit, could literally take months—time I don’t have, unfortunately, because it is something I would enjoy doing. I have actually driven two of the models in the sim (not raced, of course, but the actual car), the Falcon and the Mustang. SimBin has done a spectacular job of modeling the difficult task of street tires, and in the case of some, the slicks as well.

I am not sure if there was telemetry reverse engineering

involved in the creation of GT Legends physics, but I will say I like them very much. From a visual aspect, the actual look of a car going down the road is captured to near perfection—suspension deflection, body roll, single tire smoke around corners, exhaust backfires on downshifting. From a steering wheel point of view, the feel of the car on the suspension over the road, the rubber squirming as you toss the Cortina a bit too hard into the corner and the extremely well done feedback of the current condition of the car all add up to be a very convincing experience in terms of the driving model. I make no claims to be an expert in vehicle dynamics, and certainly in terms of mathematics, one physics model may be 'better' than another, but in terms of 'feel' the better mathematics may not get it done. Whatever the case, SimBin have apparently taken just as much time with the physics in GT Legends as they did with GTR because the cars feel amazing.

You can feel yourself at the limit, and often can recover from it ... but sometimes not, just as in real life when the back end is simply too out of shape for any kind of good news. A slight tap to your car does not send you crazily spinning out of control, and more than a little bit of sliding is needed to get the job done—but don't over do it, as losing precious momentum is the death knell in this sim. Much like the real world cars, these are not the rockets we see of today, and needed to be driven with skill and knowledge to get the most out of them.

As expected, the nimble cars devour the high horsepower beasts in the corners, but lose quite a bit on the straights. Driving the American high powered offerings is often an exercise in frustration as the poor brakes and bad handling diminish the gleam of a giant motor pretty quickly.

And the Pantera? Bring an extra pair of shorts, and a Bible—rumor has it you go further into Hell with each trip to the kitty litter you make. Fast. Damn. Car. *And extremely difficult to drive, at any limit.*

The damage model has also been given a bit of attention—the vertex damage is quite a bit more believable, and during a collision, chunks of cars and car parts can be seen

flying off, similar to what is seen in Grand Prix 4. Coupled with the nearly photorealistic cars (at the higher graphics settings), the damage not only feels convincing, but looks the part as well. Not quite perfect as it is possible to view damage that is difficult to believe, or too severe/not severe enough, given certain collision parameters. A great improvement and further proof that GT Legends has been attended to by the type of person known as a psychotic perfectionist.

At the GT Legends webpage, one can download three outstanding car **guides** with driving tips for each car provided by Doug Arnao, and these are a must have for the beginner and veteran alike. Hats Off for the extra documentation.

I think that SimBin developers have done yet another stellar job of modeling physics, and with the new gMotor version, many of the problems of GTR regarding the physics have been soundly taken care of. In summation—a pure joy to drive.

**Note: Driven with a Frex Modified MOMO Force, no return spring, 100% force in Control Panel Windows XP. No WingMan software used, all functions programmed in game. Your mileage may vary. SB.**



### Multiplayer

Certainly the biggest question mark is the multiplayer. The rumored cap at 16 is no longer a rumor—I saw nothing but 16 car maximum servers, and it is claimed as much at publishers 10tacle's site no less. How this will affect the leagues remains to be seen. Due to time constraints, I was unable to thoroughly test the multiplayer under race conditions. I did, however, see quite a few servers up these past couple of days, with plenty of users on them—good or bad, people are playing it online. I would speculate that the higher the bandwidth connection, the better, much like a fatter pipe could solve many GTR problems, the more the better may be the motto here. What can be said is that it is not the same multiplayer found in rFactor and that is a shame—hopefully, future sims can incorporate all of the features of the new ISI development platform. The setup exchange online returns, and this is a great feature and I am glad it has returned.

A non DX dedicated server ships with the sim but was not tested for this review.

No doubt, the multiplayer is seen as a requirement by some, but GT Legends with even a non existent multiplayer module is an offline simmers dream, and has too many cars to master for the online crowd to not want a peak.

### Closing Thoughts and Final Score

With so much going for it, it is nevertheless difficult to overlook the locked nature of the career progression. Certainly a career needs to be challenging, but by not giving the user the option to become familiar with all of the content, perhaps for league duties, I feel that GT Legends has perhaps taken the concept a bit too far, considering that it ultimately wants to appeal to the hardcore as well as the mainstream. When all is said and done, however, it is very easy to progress through the career mode—but time consuming—if one so chooses, and no doubt this will give many hours of enjoyment. The physics are very good, gMotor 2.0 delivers as promised but some questions remain regarding support, and the multiplayer robustness in a league environment.



## Greger **Huttu**'s Driving Guide to Bonus Cars ... and his Favourite Cars ...



*Shelby Cobra*

### TC-65 class

#### Alfa Romeo GTA

This is my favourite car in the TC-65 class. It's very easy to drive, you really have to try hard to unsettle it. You can drive the Alfa in different ways and be quick; you can keep it smooth and use clean lines and carry the speed out of the corners. Another option is to set the brake bias more towards the back and get the backend sliding a little under braking, especially into slow corners, then just control the slide with the throttle and steering. Lots of fun! Having five gears really helps with this driving style, too, as you have a suitable gear available for every corner.

### GTC-65 class

#### AC Shelby Cobra 427

The Cobra is probably the most fun car to drive in the whole sim. It has more than enough power and you can really slide the backend out of the corners, it's actually really difficult not to do so! The slides are also not too difficult to control if you're



*Ford GT40*



*Ferrari 275*



*Porsche 906*

smooth with the throttle, but if you go crazy with your right-foot this car will bite you very quickly. The way to drive this car is to brake early and carefully, it doesn't stop very well and locks up the tyres quite easily, and make sure you don't overshoot the entry to the corner and miss the apex. If you hit the apex right, from there on you can just have fun and apply consistent throttle and control the sliding until you're pointing the straight. In GTC-65 class this car can beat anything at every track except for the GT40.

#### Ferrari 275 GTB/C

There's really nothing special about the handling of this car, but it's a Ferrari! It's almost like the Alfa of the GTC-65 class, very easy to drive and you don't get many bad surprises with it. You can get on the power hard out of the corners and that's probably the best way to drive the Ferrari. It can't touch the lap times of the faster cars in the class (GT40, Cobra, Elan) but it is still quite fun to drive. Oh, and it has five gears!

## Ford GT40

The GT40 is easily the fastest car in the class. You need to drive it pretty much like a modern race car; brake, turn-in, watch the understeer in turn entry and apex (it's easy to make the mistake and go in too hot which will lose you a lot of time) and then smoothly get back on the throttle out of the corner. A bit like the Cobra, it's easy to get the car out of shape out of the corners with the power you have available. If you can overcome that, and the corner entry understeer, you'll be flying around the track.

## Shelby Daytona Coupe

This car doesn't feel very fast at first, but the lap times tell a different story. It can compete with pretty much anything except for the GT40. Again, like the Ferrari, this car has nice power but is very easy to drive. It feels quite soft and you can

slide it around in the corners without any trouble. A perfect car to have some fun with and still be competitive.

## GTC-76 class

### De Tomaso Pantera

The Pantera is overall the fastest car in GTL. At first the handling feels very challenging. Braking isn't too difficult, but as you start to turn in you first get a hint of some understeer but sometimes the backend can come around and bite you if you're not careful, especially in slow corners (this can be fixed quite well with the setup though). Other than that, the handling is fine and the car feels grippy in the fast corners. You need to be alert all the time though, because with all that power, the backend can start to slide even in fast corners in 3rd, 4th or even 5th gear, especially

if the track has small bumps in those spots. So be prepared to do some quick corrections with the throttle and steering. You're not really supposed to slide your way around the corners with the Pantera, but you can do that easily accelerating out of corners like Parabolica at Monza.

## Porsche 906

A really light weight car, the Porsche 906 has direct handling and flies around the corners. It turns in very quickly and without hesitation. Just drive it hard and it will go pretty much where you want it. Another "feature" of this car is, that it goes over the kerbs really, really well. Take advantage of this fact in places like the chicane at Donington Park. It can't really compete with the Pantera at fast tracks like Monza, but at twistier tracks with not many long straights you can beat any car with it.

### Highs:

- gMotor 2.0 influence provides for stunning visual displays and immersive elements.
- Meticulously detailed physics models.
- Historic tracks and cars modeled to insane degrees with licensing to boot make this a must have for the nostalgia buffs.
- AI improvements.
- Online setups exchange.
- Sounds.

### Lows:

- Career mode is locked.
- MP cap at 16.
- Replay engine is nice to look at, but not very useful. Again.
- No rain.
- SERIOUS rig requirements for the higher settings.
- StarForce.
- 10tacle and SimBin history of support not as good as their sims...

A must have for any serious sim player, and well worth a look for those who may be on the fence—this is a great way to break into the more demanding world of online sim racing or just have a blast offline in your spare time. A well rounded and painstaking effort by the developers of GTR.

**AUTOSIMSPORT**



**GOLD LABEL  
AWARD**

# GP4 Retro-Part Two

*Smokin Bob takes a lingering look at GP4; – after last month's profile of Guyver1, Bob's email was abuzz by GP4 fans wanting more – and suggesting more – leaving our erstwhile reporter no choice but to delve deeper into a sim that remains popular enough to spawn many mods ... some of them as unique as they are fantastic ...*

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TURN



In the course of working on this article, I was very fortunate to meet (on the AutoSimSport [forums](#)) Tony, aka *b-tone*, aka Great Modder for GP4—alongside his partner *shuttle*, he has assembled the massive 1979 mod, still under construction and likely to weigh in at over 500 MB! I, and many others, have had the pleasure to test this mod, through the CSM (Car Set Manager) utility, for hours of old time F1 goodness.

Tony, with the help of others, is also responsible for the 1988 mod, the 1995 mod and the GP2 mod, currently in beta.

We will come back to Tony later, but for now I want to cover a very important topic—not the difficulty in making the mods (which is at an insane level) but the sometimes difficulty in simply using the mod. From questions others, and myself, have



had, it is not always a pleasant ride, this GP4. Here are some of those questions that in my opinion, are faced all too often by folks who simply are not given enough information, or have not persisted with GP4, warts and all, from day one—GP4 is difficult to run out of the box, and damn near impossible, at times, to get a single mod into it ... and then get the mod working later.

Taken from AutoSimSport Forums:

What about new physics, etc., what would you recommend? How to install? And what's a WAD?

Sounds like you need a degree in something to install mods?

Do any of you modders consider packing updates into self extracting /install files so us idiots don't get so confused with all the installation hoo har?





Has the GP4 community or what's left of it considered that all this above difficulties could be the reason why the community is shrinking and could be growing if these basic issues were addressed?

Please trim out all the shit and provide one self extracting patch which installs itself with all worthy mods and physics, patches and utilities and controller sets so newbie's like myself can patch it and play and only then will this game be revived. Imho.

Those questions, and many others concerning GP4 issues, are also some that have crossed my mind a time or two, and in some (extreme) cases I have literally stopped playing for long periods due to simple frustration—trashing a great install because of a mishandled WAD manipulation without backing up first, for example, is a great motivator for looking for the garbage can. GP4 is a sim that requires quite a bit of dedication above the norm, and handling the install as if every new change could trash it is strongly recommended. No doubt the difficulty here is a turn off to many folks, and certainly goes a long way to explaining why the GP4 community appears much smaller than the NR2003 or F1 Challenge crowd, for example.

*But why all the hassle?* It is well known that GP4 is not a great modding platform, in terms of ease, but several groups



have gotten beyond the difficulties and provide the community with some very good enhancements.

In my conversations with Tony, I have gathered a lot of great advice, and it is just like any other sim, really—get on a good forum, ask the right questions, and help will come.

**AUTOSIMSPORT:** *How long have you been modding? Was GP4 your first modding experience?*

Probably close to four years now. I started on GP3 but never released anything and I was very reluctant to move to GP4 but when eventually I did, and deleted all my GP3 stuff within a week! Other than GP3, I haven't done any other modding.

**AUTOSIMSPORT:** *What is your favorite mod?*

I don't really know. I have enjoyed working on them all for different reasons as GP4's boundaries stretch and the quality of the mods improves (I hope). Right now I am looking forward to the finished versions of the 1979 Formula 1 mod I'm working on with *shutt1e*, and the DTM mod I'm working on with *mckey*, especially as new tracks for both are being developed.

**AUTOSIMSPORT:** *What, in your opinion, is the single most important help to modders that has come out for the GP4*



*crowd? GPxPatch? CSM? The user friendly WAD updaters?*

The biggest help with making mods has been CSM by Zaz. It is the only way to have multiple seasons and mods running without having to install many copies of GP4. A fully installed GP4 mod can take up more than a gigabyte of space, so it has been great having a tool like CSM to keep all things running relatively smoothly. CSM is very flexible with many great features, and the good thing is it's still in development and Zaz has some nice things planned for it. GPxPatch has been a necessary GPx add-on for years, and is still a great tool although it hasn't been updated for a while. The other main tools I use for mods are Madman's GP4Tweaker which has some great features like the car removal tweak, and modern qualifying systems, and of course the many editors and tools Lo2k has given - especially 3DEditor which has enabled extensive track editing.

**AUTOSIMSPORT:** *Your 1979 mod is going to be huge - around 500 MB if I am not mistaken. How much time has gone into the creation of this mod, and when do you expect it to release?*

*Shutt1e* started the mod in about July 2004 so it's been going for a bit over a year, and a beta was released in May this year. We are just finishing of a few of the cars - there are over 70 different cars in all! - And a few other tweaks, so the final version



will hopefully be out this year. And then a track pack of some sort could come a bit later. The majority of the work has been done by shuttle and myself and we have tried to make it as real as possible with many track specific car variations, as well as all 36 drivers and 17 teams (Wili Kauhsen missed out) featuring in the mod. So it has been a fairly huge project and I have no idea how much time has gone into it but probably a few thousand hours!

**AUTOSIMSPORT:** *What did you think of the out of the box GP4? Did you have any idea how it would be these years later, that is, with the third party support shown?*

The game was probably a year or so old when I got it so the community was already up and running with quite a few add-ons available. Coming from GP3, the tracks were probably the biggest noticeable difference. They are very well done, and even now the original tracks still look good. My PC has never really had the power to run the game that well so I haven't played much - I don't think I've ever done a 100% race! - so I got into modding straight away more or less. The 'out of the box' game is a nice update to GP3, but without the community the game would still be a low resolution, low poly 2001 season and would most likely be sitting on most people's shelves. The improvements have been immense, and not just with new cars,

and textures but the dozens of other tweaks and add-ons that keep the game as good and up to date as it is.

**AUTOSIMSPORT:** *We are seeing many of the mod groups switching to rFactor, what are your plans here? Do you have any of your work slated to be converted to rFactor? Are you sticking with GP4?*

At the moment I have no plans to leave GP4. A lot of people have left for rFactor, but there's also new people coming to GP4 all the time. And I think there is a good opportunity for GP4 to benefit from rFactor so I think GP4 has some life in it yet. The biggest news in GP4 lately has been with the work Lo2k – and others – have done to bring us a great track editor, and already new tracks are appearing, so I think GP4 is getting its second wind. *shutt1e* will most likely convert the 1979 mod to rFactor and I've talked to a couple of rFactor people about sharing some track making resources, but other than that there is no other plans for the other mods at the moment.

**AUTOSIMSPORT:** *In your own words, how do you feel a newbie to GP4 should approach it? Are there mission critical mods to have, or should the user determine if they even like the original before moving on? We know modding GP4 is difficult, but what is not so good is that sometimes even using the mods is difficult! What can we do, Tony, to help here?*

I may take some time and patience to get past the initial stages, but once you have your game set up nicely with all the add-ons, updates and mods installed it will be worth it. For a quick installation guide, the best thing is to install and configure GP4 and the official 9.6 patch first. Then come the add ons. GPxPatch is crucial and offers TV style timings, logging, and many other things. Then if you don't want to be stuck with the default 2001 game, CSM should be the next step. After that you're ready to install any of the CSM ready mods available - F1 from the 60s to today as well as touring cars, and other series. Installing a mod should be a painless procedure as CSM mods come in simple easy to install files and there are plans to improve the installation process further. A lot of people will

## GP4 Links

### Grand Prix Games.org

GrandPrix Games.org, a great site for many downloads—including extensive GP3 files as well.

### 1979 Mod

For some great shots of the 1979 Mod.

### 1995 Mod

For 1995 mod information.

### 1991 Mod

For 1991 mod information.

### Ricardo Lampert aka GP4 Picasso

Absolute must visit—Ricardo Lampert updates. Well known in the GP4 community, RL has done magnificent work for the sim.

### Dragon Racing

Dragon Racing—A veritable gold mine of GP4 goodies, another must see site.

### GP4 Italia

GP4Italia, a gorgeous site full of GP4 related materials—but watch out as there is a download quota and you may have to find a good time to get the download you seek.

### <http://www.grandpprixx.com/>

Tony's site containing downloads and information of his mods and works in progress—must visit!!

### GPxPatch Home

Main page for GPxPatch, absolute must visit this one as well!

### GP4 Tweaker Link

GP4 Tweaker download link.



only want to play 2005, and the 2005 mod can seem complicated at first, as it has had updates coming regularly through the season, and all the updates need to be installed – and in correct order – for optimum performance. The 2005 set was released in the week after the Melbourne GP and has been in a beta stage all year, and with so many users taking part in testing, and updates coming out at least every month, any bugs have been quickly fixed, and new features added all the time. Normally full season sets tend to come out a few months after the season ends, so I think being able to have one at the beginning of the

season has made up for the few problems. A further benefit is that the 2006 mod should happen a lot more smoothly! If you really want a simple self installing bug free 2005 set then I am working on the final installation of the 2005 mod which will be much more user friendly, so if you can manage to wait a few weeks your patience should be rewarded!

Definitely, there are some difficulties with the install, modification, and play of GP4—but I feel these are being slowly eradicated due to incredibly useful utilities such as the Car Set Manager. A properly created mod is no more than a couple of

mouse clicks away, leagues above what we used to have to go through to get even a simple skin to show properly.

I anxiously await more of the work from Tony and Crew, and any of the others out there with the desire, and passion, to help GP4 be all that it can be. In this day and age of gMotor 2.0 and head turning offerings from ISI and SimBin, GP4 still has a place.



# RacingRenders – 3D Automotive Art

*F1Racer Looks Back on 8 Years of Never-Dreamed of Heights in Racing Renders ... From CART to Paul Newman, From Jaguar F1 Racing Team to producing the car renders for the GTR game box cover, **RacingRenders** has Impressed the best ...*

Where did it all start? Well, it actually all goes back to 1997 ... yes 8 long years ago. I'd been using *Newtek's Lightwave 3D* since version 3.0 on the Commodore Amiga, and always loved to tinker around with it as it just begged you to be creative. You could create your own 3D worlds or objects, and be as wild as your own imagination would allow.

Of course, learning *Lightwave* was not easy, and you really had to devote a lot of time to it if you were to produce any really decent results. I never did spend that much time with it unfortunately, only tinkering with it here and there and, to be honest, nothing much has changed – except my desire to be a better modeller is still there.

Once I acquired my first PC, I found myself still using *Lightwave*. A newer version, naturally, and it was quicker too thanks to the amazing CPU power of a 233Mhz monster!

My other interest was of course racing, and so getting into sim-racing was a given. Geoff Crammond's GP1 was the ultimate at the time. When GP2 surfaced, it was just amazing by comparison. Liveries came out, utilities so you could mess with the car shape and so forth. I didn't have a wheel at the time, so for me GP2 was raced solely via keyboard. I found that I was able to drag out some very quick lap times with it, and spent hours and hours racing. *Lightwave* barely got a look in at that time.

As time went on, I saw a GP2 online league which I fancied trying out, so I joined a team called Split Racing. Once this happened, I really started getting into GP2 and specifically the cars' setup pages. I found that I had to push my limits so much

as I was now racing other people for championship points. My team mate in my division pushed me hard and was quicker than me on most occasions which only served to feed my determination even more.

Messing with the setups, I started to know what to tweak to make the car work as I wanted it too, and I found I could make setup adjustments that would let me squeeze half a tenth or a hundredth of a second on my lap time. It was that close. I would spend time doing 400 laps and setup work until I could eek out no more time. Then submit my qualifying time. I started to find that I could beat my team mate more regularly, but not every time. We also shared out setup findings to beat the other teams. We didn't win the championship but we were right up there and recognised as a team to watch out for.

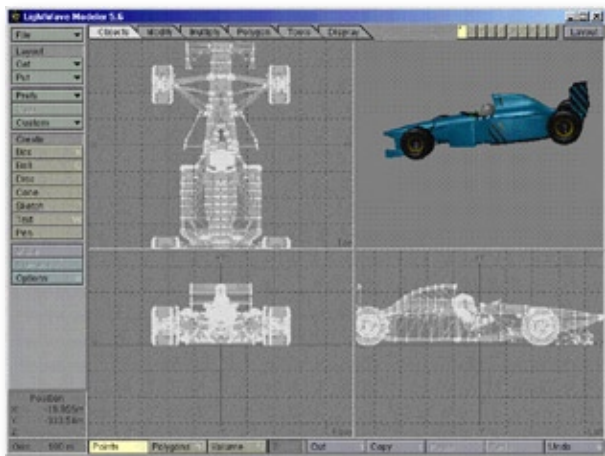
Before the new championship season started, teams were showing off screenshots of their new car liveries and driver line ups. I knew I had a basic 3D model of some kind of racing car that I could use in *Lightwave*, so I thought about painting it up to look like our new livery. Then we'd have the first ever 3D shot of our car instead of the normal screenshots.

It wasn't long after I even made a video of our car launch using game footage and *Lightwave* animation.

Towards the end of that season, the team itself started to break down.

I don't remember what caused it, but it ended up with me leaving the team and forming my own which I called Equinox Jaguar Racing.

THE PADDOCK



**The Split Racing SP03 - The first ever sim-racing render ?**

Several members from Split Racing joined me and the demise of Split Racing soon followed.

The new championship season was fast approaching and, with 6 divisions to race in, it meant we had to be ready for it. Equinoxe were the first team to announce it had a full 12 driver line-up, and good drivers too. We were being tipped as the team to beat already. I knew we had a chance to take the team title and maybe even some driver titles.

Already I was at work making our car livery fit that 3D car model so we could have another set of launch renders and a launch video. After some modelling tweaks, I did just that.

Well, the league unfortunately folded up prematurely with only about half of the races driven, so the points were tallied up. Equinoxe stormed the constructors table and won multiple drivers titles. I tinkered with the idea of carrying on by joining LFRS, but decided against it and Equinoxe Jaguar Racing shut its doors on 31st May 2001, after 1.5 years.

Then I went back to that trust old and pretty crappy F1 model that I'd used to render our team cars and tried making a Ferrari livery for it. At this time I still had no plans to make rendering cars a habit.

Plus I was sick of this model and needed something better. I wasn't able to model one myself so I was stuck with it.

I started getting into Grand Prix 3 and was enjoying its amazing wet weather effects. Again, there were nice utils to modify the game with, and you could have your own liveries. I was not league racing any more but wanted to have the Equinoxe Jaguar car in GP3.

But it needed a more updated livery and I really needed someone to paint of for me.

Then I emailed this guy who was painting GP3 cars very well, Jan Frischkorn ...

I knew he was a busy man, but I emailed him anyway and asked if he could make a livery for the Equinoxe car, based on the previous one. Jan said he would, then after a short while he got back to me and presented me with the new livery he had designed based on our previous car. It was great ...

I got it on track and really had a blast with it. A shame that we couldn't get the GP3 cars extracted so I could have made a render from a game model.

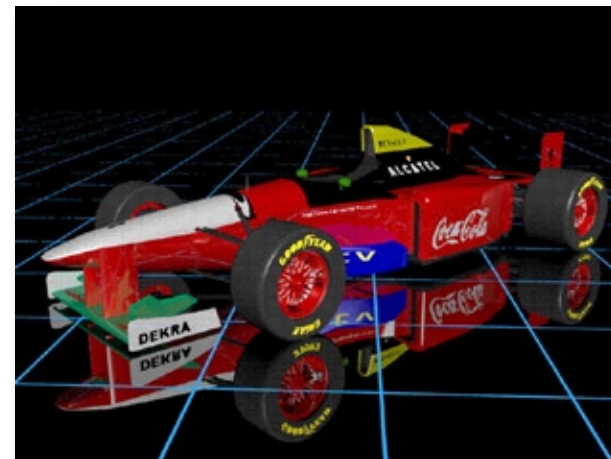
Although not with the GP series, this was soon to happen....

EA Sports had brought out F1-2000 and F1-2001, but GP4 was also out and that was the one that had me hooked. I'd bought F1-2001 but I didn't get into it so much.

Then F1-2002 came out and I bought that also. It was an improvement for sure and I started to tinker with it. It seemed like editing the game was quite easily done in comparison to the locked vault of GP4. The car models in both were pretty good, but F1-2002's were very much more accessible. Once it became known that the car models could be extracted from the game with some clever tools, I had my new F1 car shape and could forget about that old crappy one I used to use. My *Lightwave* skills had improved a little by this time, too.

So I got my hands on some of these car models from F1-2002 and started to get them into *Lightwave* to see what I could do with them.

I made the odd one or two and posted them in forums. This was a new concept at the time, so it seemed to be popular



**Aarghh that dreadful mirrored floor effect :)**

in the community for people to see the game cars in this new 3D environment.

Compared to today, and now that I look back on them, my first renders were somewhat crude and basic. I simply got the car into *Lightwave*, set up a basic scene with a floor and a wall, stuck a light on the car and hit the render button. I can afford myself a little smile because I'm pretty much doing that these days too. But it's all about technique. Lighting is a big issue when making a render scene and can make all the difference between a good and a bad render. Something I learnt pretty quickly was to steer well clear of mirrored floors in renders. They are rarely needed and I'll only mirror a floor when it warrants it, which is extremely rare.

Mirrored floors are ugly, unrealistic and they take the focus off the main subject which is your car, not its upside down companion sitting underneath it. I suppose these are things you learn along the way.

For the 2002 season cars, I decided to get stuck into rendering some of the top cars like Ferrari, Williams and McLaren. But with a soft spot for Minardi, I did that one too. These were released on forums and the response was again very positive, which was encouraging.



The whole idea behind the renders is that they be untouched game models rendered in the most realistic way. I set up these cars in 'studio' type scenes so that they would make good looking desktop wallpapers, which is what they were meant for.

Today, the idea that the game model remains untouched has not been kept to. I had started smoothing out tyres and rims, adding a bit of detail here and there and, so far in the 2005 season, I have modelled the rims and tyres entirely from scratch in high resolution.

The car body would remain virtually untouched, save for a few areas where bodywork would be smoothed out, maybe on the car mirrors.

Keeping the original car model was important for me, as the principal concept was to show how good, or advanced, gaming models were becoming. I had already anticipated that, over time, car models would improve and hopefully I would improve also and find better rendering techniques to make the cars look as real as they could be.

Well, if I was going to carry on making these renders, I needed a website. 'F1Racers Renders' was born. HTML is not my thing, but I managed to knock up a quick site and posted the renders on it, leaving me to just post news on forums as I did new ones.



I figured I was soon going to start boring people and becoming a nuisance. However, the site was hit pretty well and traffic was healthy.

Forwarding the clock a little, and with F1 Challenge 99-02 released along with *Locutus*' tools to extract the cars, I was soon working on them. But the in-game liveries were a medium resolution, and this was really starting to show in the renders. Having medium resolution liveries on high-res renders meant a lot of blurring was going on. Painters soon started releasing their own higher res liveries which was good news for me as it meant better looking cars in-game and also in my renders. One name which had cropped up in the community earlier was around again, producing high quality liveries for the F1C cars. His name was Ralph Hummerich.

Of course I did not want to use his liveries in a render without asking his permission first. I emailed him and kept my fingers crossed. I soon had a very friendly reply from Ralph saying he would love to see a car rendered with his livery on it. So it was and I churned them out. They looked so much better and even sharp edges on the car models seemed smoothed out just because of Ralph's unique shading techniques. Looked like Ralph's liveries were good for my renders and my renders weren't doing Ralph's reputation any harm either. I was pretty



taken aback when Ralph told me he started these car liveries from pretty much a blank white 'page'. Amazing.

Ralph was making a full 2003 carset for F1C along with Ivo Franic who was modelling the car shapes so they would have even more accuracy in the game. As I seemed to be in on the ground floor, it soon came about that I was getting hold of Ivo and Ralph's work before its public release so I could make renders of their upcoming cars as sort of teasers for the community.

I think it was around this time that I noticed others making renders of their cars too. Maybe I'd started a trend in the sim-community! I was out in the cold though as I was the only one using *Lightwave*. I had been brought up on it. Others were using 3DS Max, a program which I never was able to strike a liking with.

It wasn't long after Ralph, Ivo and another friend, Matthias Marquardt (EMAC) had finished their work on RH2003 carset that work began on RH2004. It seemed that Ralph never stopped. Countless hours. Being a part of the group, I had come to realise what hard work it was and just how much was involved in making a carset. 20 cars and 20 liveries? No way.

These guys were detail freaks and livery-wise not much gets past Ralph's eyes. In every Grand Prix, car bodywork would



change, little aero differences depending on the track. Maybe liveries would change too what with sponsors being added, taken away or moved. Ralph and Ivo reflected all those changes in their carset. In 2004, Minardi had made more livery changes than tyre changes. So now I wasn't just being given a say and Ralph saying 'Here is the 2004 McLaren'. Now he was telling me 'This is the 2004 McLaren from the British Grand Prix'. Very specific car models.

By this time, I had already set up my new website and called it RacingRenders. I wasn't just rendering F1 cars now, I had been rendering cars from 'mods' people had made for the very editable F1C. GT cars from GTR2002, Prototypes from the Prototype C mod and touring cars from ETCC and DTM mods. Times were busy.

Knowing the guys from a mod group called Simbin who made the superb GTR2002 mod, I was able to stay in touch as they went commercial to produce their first full blown game which was to be called GTR. Knowing the passion these guys had for sim-racing, it was clear GTR was going to be special. I had made some renders of their GTR2002 cars so Simbin had asked (after a little hinting from me!) if I would be available to make teaser renders of the cars for them and produce the car renders for the GTR game box cover.

Well they didn't need to ask me that twice. Here I was beta testing this new sim, rendering the cars, and to top it, would have my work on the box cover of GTR. I had a responsibility now as I wasn't working for myself this time around. They didn't make sticking to renders easy when they were rolling out new beta versions on a frequent basis for us to test. My first taste of GTR was quite a jaw dropping experience. I think it was the sounds that did it. Simbin had professionally sampled the real car sounds by being involved in the real GTR series and hearing these cars (I think the Lister and the Lambo sounds say it all) sound like this in a game was incredible. The immersion really dragged you in and I knew then that GTR was going to be a hit – and it was.

GTR hit the shelves and it hit the forums too. People were loving it and it was and still is hailed as probably the best racing sim to date.



I walked into town and into the music store to buy a music CD, then it caught my eye ... there was GTR, boxed on the shelf in my local store and the cars and track on the cover were rendered by me. I wanted to tell someone! "Hey kid, see that, see those cars, I did that." But I couldn't be so vain. I couldn't take any credit for those brilliant car models anyway, just putting together a render and I wasn't about to explain that to people.

It wasn't long after this that I got an email for a request for some renders. But this time it wasn't some guy wanting his personal livery rendering for his desktop wallpaper. It was a sponsorship agent for Jaguar F1 Racing Team!. They had seen the 2004 Jaguar renders, were impressed and wanted a video of the car with repositioned and new sponsor logos on it. A kind of a presentation video for the sponsors. Well, quite an honour I thought.

A video was going to take time and it had to have an environment like a pit garage or something where more sponsors could be shown. So I got on the internet, and with access to some Jaguar press pictures for research, was able to rebuild Jaguar's pit garage. Just the basics were needed as the focus was clearly the car and the sponsor logos.

Three weeks later I submitted the video, and they liked it. I was hoping this wouldn't be the end of work for real teams – and it wasn't. Later on, I posted some stills of the Jaguar in its pit garage on my site in the 2004 section.

Still working on RH2004 cars, I was contacted later that year by a games company, SE Games, for some render work on Champ Cars. The Fernandez Racing team and the car driven by owner/driver Adrian Fernandez was the one they wanted.

The renders were done and shown to the actual team at one of the race meets. Apparently Adrian Fernandez saw the renders, and tapped his PR man on the shoulder and asked why he was not invited to attend this photoshoot. Adrian was then told that they were not photos but 3D renderings. Seems he was quite impressed.

Shortly after this, SE Games contacted me again for some work for part Newman-Haas team owner, Mr. Paul Newman. Through SE Games' CART connections, they had heard of an upcoming charity event for child cancer which Paul Newman was involved in. They would auction off all kinds of artwork for the charity and wanted some renderings of the Newman Haas car to frame and sell for charity.

I was all for it and sent some off. When the charity even took place, I saw my render in the list of items and was delighted that people were bidding on it. It felt good to help out for a good cause and to even have some involvement with a major celebrity.

So here we now are in 2005. I think the renders have improved over the years and I have learnt a lot over that time too. Some of the RH2005 cars have already been rendered and made available and some are still in the making. rFactor and GTL have shown up also so there maybe some exploring down those avenues in the not too distant future.

I would like to end by thanking all those that helped in making RacingRenders what it is, because without your work and your excellent models, the site would not exist. Also thanks to all modders who tirelessly bring us their work, for free, in order to better what we already have.

Sim racing wouldn't be what it is without the modders.

# Women in (Sim) Racing

*Smokin Bob finds his ideal match.*

What do you think of when you're asked about women in racing? Do you think grid-girls? When I think of that phrase, one name immediately comes to mind—Shirley Muldowney. Beginning her career in the early 1960's, she became the first woman in history to win the Winston World Points Championship in 1977, the very top prize at the very top division. In 1980, she did it again, and in 1982 she became the first human being—man or woman—to win three of the coveted top prizes in drag racing. With her first World Championship, she told the world that she not only belonged, she also had the talent to be the best. After her third World Championship, there was little doubt left—Shirley Muldowney was the best drag racer in the world. It was not easy for her, trying to break into the very gender biased sport of drag racing, but she persevered and, before long, became *the one* to beat if you wanted to beat the best.

But women in Racing is as old as Racing itself ... Helle Nicé was carving up the boys back in the golden years of the 1930s and, from the drag racing ranks, we have Angelle Sampey, NHRA Top Fuel bike racer. Some of you, of course, may think of Desire Wilson, Formula One driver, claimed by many to be able to mix it up with the 'big boys' - she left an indelible mark on the sport, and gave the world notice—it is the talent of the driver, and not the gender, that separates good finishes from 'also rans'. In the politically charged 1981 F1 race at Kyalami, she found herself at one time in the lead, with Daly, Serra, and de Angelis behind her. Due to political reasons, the race was a non points paying event, but that meant little to the drivers—winning is winning, pay day or not. Although Desire suffered a gearbox failure and eventual DNF, the fact she led for a bit should tell us all we need to know. Saw Schumacher do that a couple times as well ... Desire also showed great talent in sports cars, winning the 1980 Silverstone 6 Hours Endurance race with Alain de Cadanet.

Some may think of Lynn St. James, Janet Guthrie—or the first woman of Indy, Danica Patrick of IRL fame, Erin Crocker—Ray Evernham's new prospect in the tin toppers — or even

Katherine Legge who is considered by many as having the potential of being more than talented enough to command a Formula One ride. Sarah Fisher, another IRL phenom, is now racing, and racing well, in the NASCAR Grand National Division, West Series.

I think it's safe to say that, although women are not the majority of race car drivers, they certainly are there, and they certainly have the talent to get it done, even if Bernie Ecclestone – and F1's - ideas on Women in Racing belong to some Taliban inspired vision ("she would have to be a woman who was blowing {sic} away the boys...What I would really like to see happen is to find the right girl, perhaps a black girl with super looks, preferably Jewish or Muslim, who speaks Spanish").

Danica became the first woman in history to lead a lap at the Indianapolis. This was quite an achievement, and it was not handed to her—suffering a slight collision early in the race, she found herself at the back of the field, and clawed her way to the lead, staying there until she simply had to crank it down a bit, or risk running out of fuel. She finished fourth that day, and I consider it one of the most exciting races at that track that I have ever seen—besides, it isn't every day that you get to see history being made. She was well deserving of her Rookie of the Year award after the season, and the future for Miss Patrick looks very bright indeed. Her presence has given much needed life to a series that, while not suffering from a lack of exposure, is perhaps hindered yet still by the CART / IRL split a few years back. As one IRL driver put it—"If they are looking at Danica, they are looking at us, and that can only be good for the sport as a whole". Indeed, following Danica's amazing Indy run, the press and media coverage thrust the IRL into a whole new light, and no doubt tens of thousands of new fans are now cheering for the latest racing phenom. Even more impressive, for those in the know, is Patrick's second place finish in the 2000 Formula Ford Festival – not only the best finish ever by a woman, but the best ever by an American ... and considering the talent that

# Fifth Column – Women in (Sim) Racing continued

tried – and failed – to place on a podium at the FF Festival, this is indeed an indication of her talent. (The winner was a guy called Anthony Davidson). Of course, as EKron was quick to remind me, Danica couldn't win in 2 seasons of Atlantics while Legge won three times in her first year.

Women have been involved in racing for decades now, and their importance to the sport is all too often overlooked, clouded by gender bias, you know, the attitude that racing *Just ain't for girls*. After seeing what I have seen this year, *just ain't for girls* couldn't be farther from the truth. But the thing about racing – that distinguishes it from practically any other physical sport – is that, for a woman to compete, she must compete against both men and women ... it is not like football or athletics, where women can compete against themselves. In Motor Racing, the level playing field (known as a track!) is pre-determined ...

We have seen that women not only 'attempt' to enter the tough game of racing, but that they can excel at it and, in some cases, be the absolute top of their class, so the argument that somehow racing is not a woman's sport just doesn't wash - it comes down to the talent of the driver, male or female, that determines, to some extent, their performance on the track. The rest of the package is important as well—I find it difficult to believe that even the great Michael Schumacher could do much in the current Minardi, certainly 7 championships would be a stretch, so we can't rule out the equipment here which all too often is a stumbling block to women attaining their rightful place given their talent base—sponsors are simply reluctant, in many cases, to give much to a driver who is not only 'unproven' but 'female' as well.

The 2005 Indy 500 should let us know just what a talented and well funded driver, male or female, can do. The Rahal—Letterman team is a dominant force, and Danica took that car to the limit, and took home a top 5 finish to show for it. Sadly, money *does* make a large difference—it is no longer just about talent, these days you practically need a battalion of press agent and a flotilla of money to get into a competitive ride. It may not be fair, but that's the way it is, at least in this country - and

getting into the upper classes in the European series is insanely difficult, and insanely expensive—and not always is the best talent finding its way to the grid. Many times, if you have the sponsor and the money, you can drive the car (was Massa really the best driver Ferrari could hire, considering their budget?). While I disagree with this way of going about things, the ultra competitive and cutthroat nature of Formula One, for example, has produced some amazing drivers, to say the least.

It is only a matter of time before another woman gets a shot in a Formula One car, and the world will be watching.

So where am I going with all of this? Hey, Smokin Bob, this is about Women in Sim Racing, how do we get there from here? It is rather simple, really—a quick look at the forums confirms the fact that women are few and far between in our beloved niche racing group ... and I find that a bit distressing.

But they are there, of that there is no doubt.

But let's start at the periphery—Women in gaming. Not sim racing or niche markets, but computer gaming in general.

In an article published by Microsoft, Stevie 'Kill Creek' Case describes very well why women are becoming more prevalent in the gaming industry, and references studies done by the Interactive Digital Software Association (now known as the **Entertainment Software Association**) show that '...women now account for 43% of all computer gamers. It must also be noted that nearly half of all game purchases are made by women'. IDSA data further indicates that 30% of gamers who play more than 10 hours a week are female.

## Stevie Case Article

This past September, the **Women In Games International** was formed by Sheri Graner Ray of Sony Online Entertainment, an organization whose sole purpose is to attract women to the game development side of things—a huge step indeed, and no doubt a much needed one. Playing many of today's games, it is obvious that 'female' was the last thing on the developer's minds (or, rather, female may have been on their minds – but purely from a fantasy point of view, if you know what I mean ...). And when you figure in the buying power of the female sector, there is little doubt left—women not only 'belong' in the

gaming industry, they are critical to its ultimate success which, like all industries, must continue to grow.

So what do we know? We know that women excel at real world Motorsports, are not only a powerful force in the gaming industry, but are being sought out for software development purposes as well. It stands to reason then, that even a niche market like sim-racing should bear out the IDSA statistics ... *but that would appear to not be the case*. Certainly, we have the wonderful Alison Hine to thank for much of what we are doing today in terms of sim racing (her role in understanding the importance of MP in sim-racing is legendary)—and her influence has touched us all ... in the end, we all have *Alisonic* to thank for much that we understand about the sport of sim-racing ...

So women *are* here, and I had the recent very good fortune of getting in contact with SandyK from New Zealand, and EKron, from Arizona. I was hoping to at least get a glimpse of the reasons our sport seems so devoid of female competitors ... *or is it..?*

**AUTOSIMSPORT:** *What was your first exposure to video games?*

**SandyK:** I would have been young, I don't remember the age, but under 10 I am sure, the family had a TV tennis console. When pole position came out in the Arcades, I remember I used to always want a go on it.

**EKron:** Remember Pong? I'd have to say some of my first memorable video game experiences are sitting at a tabletop console with a beer in a bar and twisting the knobs. Bleep... Bloop. Bleep...Bloop. Commodore 64, games on cassette tape, Atari, ColecoVision? My kid had them all! Even though an adult, I still dumped many a quarter into the likes of Centipede, Galaga, Missile Command, Asteroids, Pac-Man and so on. Before that, people played pinball which isn't a video game but probably uses challenges and satisfies the same brain cells?

**AUTOSIMSPORT:** *After realizing you had an interest (in racing sims/sims), what did you do next? Did you buy a console*



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*system or PC? Or was there a friend who had the means to play?*

**SandyK:** I was introduced to sim racing by my partner who was into Grand Prix Legends. He started teaching me to drive the 67 cars, but only a couple of months later the 65 mod was released. When that came out I had no interest in the 67s again. Since then I have tried a few more racing sims, and only Netkar and rFactor have really captured and kept my attention.

**EKron:** Video games were never much more than interesting toys and something to waste time on. Between 1985 and 1989, I didn't do anything but work a full time day job and spend every other possible waking moment running, racing and wrenching for a privateer motorcycle road racing team. I got to have some wonderful life experiences, took a few class championships, and enjoy very colorful memories from this time in my life but none of them include video/computer games. No simming was necessary as I was doing the racing in real life.

It wasn't until sometime in '88 or '89 when my amateur motorcycle road racing career was winding down that I got my first computer. An awesome Zeos 386 DX with 8MB RAM, 80Mb hard drive, DOS 3.0/3.3. I couldn't wait to upgrade to the new Windows 3.0 that had recently been released. I remember I had to buy a video memory upgrade to get SVGA. Later, I upgraded to the ultimate 486 DX2/66 and began to invest more time and interest in gaming on the PC. My original interest was as a PC hobbyist, not as a game player and in fact I avoided any gaming at first as even playing solitaire on Windows 3.0 got me razzed by my husband at the time. It didn't take long though and some of my early favorites were Chuck Yeager's Air Combat, Dirt Track Racing (?) and Mario Andretti's something or another. This is all pretty much pre-Internet as we know it today – finding and connecting to BBS's with a 1200 baud modem or as I did in late '89, joining CompuServe and learning tons of arcane commands and the proficient use of offline readers like TapCis was how you connected to get information and help.

My interest in playing games and learning all the nice little hoops to make them run like how to make boot disks and use QEMM and DOS's HIMEM when it was introduced put some practical application to my computer hobby. So much so that in

'91, I quit my office/accounting manager position and took an entry level job with a local computer software support company and founded their hardware sales and service department. In 1995, I started my own computer related service and support business pretty much with the basic skills I learned trying to get dang computer games to run. I'm sure if I start going through my boxes of 5 ¼" floppy disks, I could find a nice collection of oldies.

Most of the 90's were spent slogging up the motorcycle touring miles (a little under 170K) and ending, beginning and ending a few personal relationships. It wasn't until the 00's that I started to develop a renewed interest in PC gaming and of course, being the consummate racing fan and former pilot of 150mph + missiles, naturally gravitated to something suited to my interests.

**AUTOSIMSPORT:** *What is your most vivid memory of the first time (assuming there was one) you were 'notified' that racing sims, and hardcore sims in general, were not 'girl stuff'?*

**SandyK:** One of the first times I went to Vroc, some guys harassed me, thinking I was a guy posing as a female. This put me off Vroc and I have hardly ever returned. I don't race online in GPL very much because of this, my online racing has mainly been kept to racing with OZRaces league.

**EKron:** Hell, I started racing moto-cross when I was 15 which was like in 1970. If anyone has ever notified me or laughed or teased me that I couldn't "sim" something I was doing or had done in real life, I wouldn't have paid them a second of notice. Should someone suggest to me now that I shouldn't be sim racing because it isn't ladylike or fit into the framework of what they consider gender appropriate behavior, they would more than likely be chewed up and spit out faster than a couple of downshifts into a tight corner or just blown off as not worth the effort to educate.

**AUTOSIMSPORT:** *Do you play offline, online, or both. Which is your favorite?*

**SandyK:** I enjoy racing online, but due to time differences it is

not so easy to get involved in leagues. Most are overseas and at times that conflict with my work. Yeah I have the most easy going boss anyone could ever want, but I wouldn't feel comfortable taking a few hours to race in a PC league. I am sure my boss wouldn't mind, especially when he goes out to the track to practice for the upcoming Toyota Racing Series, and I spend my work day watching from pitwall. What a great life some lead huh? I don't enjoy pickup races because of the testosterone factor. Too many guys just don't seem to have a brain when they are in a race, especially the fast guys that decide not to qualify, start at the back, and try to win by T1. So I tend to prefer to stick to racing with guys I know on track. I had a few online races in rFactor recently and quite a few were good fun, but I don't have the time to devote to practice to be as competitive as I was in GPL, someone has to run the family :) I used to spend hours at a time "hotlapping" and chasing GPL65 world record laps, all in practice for the upcoming league race. I had lots of fun, and frustration lapping alone, but quickly learnt how to setup the car to suit myself, how to get a comfortable yet fast setup, and of course this helped me to be able to race at 10/10ths when the league race happened. I never had a separate qualifying/race setup, I preferred to race with the same setup I would set a record with. I am sure that the records that I had set wouldn't stand if someone like Pierre Fabre went to the same tracks, but it was nice to see my name at the top of the list. So yeah I enjoy both, but tend to do most my driving offline. Its not that I don't feel I have the ability to race online, its more that I don't have the time to practice to be safe enough to drive online. (I am sure a few in rFactor will testify to the fact that I could have done with a bit more practice, but having said that, I wont quit the race unless the car is too badly damaged, which has netted me a few podium spots) I love the GPL rank idea, because you can gauge how you are doing compared to others offline. I don't enjoy things like racecast that only take into account your online laps, offline practice laps are just as important.

**EKron:** Up until recently, I never played online at all mostly due to paranoia and computer security and privacy concerns. It was only about two years ago that I got broadband so being a

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dial-up kinda gal sort of quashed any interest I may have had. I considered trying F1 2002 and then F1C but had to sign up with GameSpy or something and decided against even fooling with it. The notion that I wasn't good enough never crossed my mind (but probably should have!)

After finally being able to buy a copy of GTR, my non-online status changed one evening when I was in a cocky mood after beating the AI for the first time on 80%. I signed onto the GTR multiplayer and have played that way almost exclusively ever since.

At first, I was pretty nervous about being a wrecker, more so than being a slowpoke, but as I learned the ropes and a little online etiquette, I began to relax and have fun. As my online racing laps tallied up, I began to make some new pals and favorite buds to race with. Getting that the other cars are driven by real people and not the computer added a huge element of fun and I love the international flavor of racing against folks from all around the world—but I'm still paranoid as heck of taking out the leaders if I'm getting lapped or recovering from an off.

Now when I want to play, I usually fire up my spare computer to host a dedicated rFactor or GTR server and hope folks come and drive with me. After lurking for quite some time, I joined the SpeedTV Insider's Forums in May of this year to chat about motorcycles, F1, NA\$CAR and everything racing. When they started a Sim Racing section in July, I kind of moved in and made it home. Trying to hook up with some of the guys there is how I got started hosting in the first place.

**AUTOSIMSPORT:** *In your opinion, is the division (male/female) that exists in the racing sim community due to cultural upbringing, even in the light of an international type community such as a forum, where many varied cultures are represented, is the boy vs. girl argument showing itself?*

**SandyK:** I haven't experienced any real negativity towards females on the forums, but one thing I notice a lot at RSC is the guys seem to forget us girls look in there, too. There is a lot of derogatory stuff being said in there. Me, I just ignore it, because overall, I have found the guys on the forums to be pretty good, and most that know me, seem to respect me as a person and I don't feel like I

am an outsider, having said that, it also appears quiet a few don't realize I am a female. Those that have raced with me don't seem to have a bad attitude towards me because I am a girl. I raced a bit with ARSE guys and they were great, the guys at OZRaces are awesome, and I think me being a girl gave the guys a little bit more incentive to beat me, which is all good for competition.

**EKron:** Ah! That is a loaded question in which one must concede there is a division. If by division you mean the lopsided percentage of male to female drivers, then sure, I'll toss in my point oh two.

I think the sim racing community may under represent the ratio of women that are actually participating in motorsports in real life. As to reasons why we don't see more women behind the wheel either in sim or real life, we always can fall back to the same tired nature vs. nurture argument that's dredged up for an explanation for these things. Testosterone makes little boys want to grow up and be race car drivers and estrogen makes little girls want to grow up and marry the richest and fastest one. That's my simplified and stereotyped take on biology. We are all just creatures that, in spite of our sophisticated brains and culture, exist mostly to survive and propagate the species. All the bullshit of pink for girls and blue for boys, i.e. the cultural and environmental programming that starts at birth is there basically to reinforce the biology assuming you are wired that way and it is always difficult to step outside of these perceived masculine/feminine roles. As a 50's baby boomer, I am well old enough to remember much more rigidly defined gender behavioral expectations. Fortunately for me, my environment and programming came from a strong woman who was raised on a farm with six sisters and no brothers whose chores of helping with the animals and in the fields transcended any sort gender boundary. Growing up, I was imbued with her sense empowerment and independence and encouraged from early on to do whatever I wanted with no restrictions on account of being a girl. As an only child in a normal sort of middle income family, I had some influential opportunities when I was younger like getting a minibike when I was in the seventh grade.

I knew a couple of boys in school that had the then ('67) brand new Honda Mini-Trail that lived down the street from me

and I just went up to them one day, started talking and asked if I could ride one. After some convincing and a test ride, I was absolutely in love and totally hounded my folks to buy one for me. I was given some extra chores to earn some money and got cold hard cash for good grades. When I had saved up half the money, they matched my savings and we went shopping. We couldn't afford the Honda but I ended up with a nice tubular style traditional late 60's style Taco minibike. It had a 5hp Briggs & Stratton, shocks and some screwy and unreliable jackshaft system driven by a centrifugal clutch. No Mini-Trail with the 3 gears and cool automatic clutch that you could press on the shifter to disengage then let off to do wheelies but still very cool for me at the time. I was pretty much the loner kid in school and there probably were other girls with minibikes but I didn't know any. I either rode by myself, which you could do in dirt lots then, or with the kids down the street sometimes.

Unlike those boys down the street with stone reliable Honda's and dads to fix them when they did break, neither my step-dad nor my mom knew anything about mechanics so I started at 11 or 12 with crescent wrenches and pliers figuring things out when they went poop. I think I was in the eighth grade and I got a socket and wrench set for Christmas, not your typical girly stuff. I learned pretty quick how to use them. I learned all kinds of valuable lifelong skills such as how to reach down and flip the grounding lever/kill switch against the spark plug when the throttle would stick wide open without getting electrocuted. I learned about master links, woodruff keys and chains and oil changes and flat tires and road rash and broken collar bones. As I got smarter, I learned how to remove the governor and bend the throttle stop and how to handle the tank slappers inherent when exceeding the vehicle's design parameters and performance envelope.

So, even though I'm sure my mother was disappointed I never took up her interest in sewing, I was never discouraged from doing non-traditional things. From these roots and that background, for me, driving a sim race car, a kart at one of the local indoor tracks, my motorcycle on the street and in the past, on the track, is all natural for me but I would say without the

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right environment and opportunities, some women may not be so comfortable playing head to head with the boys.

Being no closer to the answer as to why there aren't that many female sim or real life racers, all one can hope is that with this year's IRL media darling, Danica Patrick and the Toyota Atlantic's kicking ass Katherine Legge, they may provide the role models that catch the interest of young girls and we will seem women racers in greater numbers in the future. I know if I was a teenager, I would want to grow up and be Erin Crocker or Katherine (Danica is too girly for me! I heard her interviewed and she doesn't even know how to change oil. Ugh! Erin Crocker has a mechanical engineering degree, for chrissakes) :-P

Except in some lesser racing series and club events, there are not usually special classes for women. Moto-cross may be one exception, <http://womensmotocrossassociation.com/> (I would venture to say that most of the ladies in this association may have a higher than average interest in sim racing.) In most other sports, women do not compete directly against men, but in most of the racing seen on TV anyway, all of the women in top level motorsports are in the same cars and on the same track, competing head to head with the men. I can't think of any NFL, NHL, NBA or MLB teams that have chicks on their team.

I think a lot of the problem is that girls are not raised to realize the full potential of what they may do with their lives. Certainly in the post women's lib era girls are taught that they can do anything and are equal but I think it's going to take another generation or two before people really believe this. Besides the male/female gender thing, race drivers still haven't shed the roughneck rowdy testosterone filled images of the past especially in this country with good ol' boys history in NA\$CAR and their roots in the Saturday night dirt track.. If you look at some of the small statured and fair featured (girlymen) drivers today like Sebastien Bourdais or Kasey Kahne that is or has changed and will further lead women to feel that they can compete directly against men in a sport that takes intense concentration, focus and commitment and not so much Popeye like muscles and he-man heroics and a big pair in your drawers.

**AUTOSIMSPORT:** *What are your honest feelings and opinions regarding the forums that serve the racing sim community?*

**SandyK:** Overall, my experiences on the forums have been pretty good. One or 2 bad experiences, but they were worked out with civil and private discussions.

**EKron:** I have been online and participating in forums, BBS's and newsgroups for sixteen years and know to expect good and bad experiences. In the racing sim community there are so many forums and places to go if you aren't happy where you are, nobody should bitch. Of course, RSC is the mother of them all but in many respects is absolutely overwhelming due to the volume of posts and often times lousy performance of their board. Although I've been visiting RSC for several years, I only recently registered and may have only posted there once or twice? As in most forums, the possibility that one wrong word will get you chewed up and spit out seems a little higher at RSC than some of the less popular hangouts. I sort of fell into the SpeedTV board at the beginning and I kind of consider it my home forum but have recently been active at ASS and rfactor.org. Any time you offer an opinion or make a subjective comment in public, you are open to everyone's review and response and as one recent episode of slight misunderstanding (about an ASS article) illustrates, without the inflection and tone one would get in a spoken conversation, it is easy for one's intent to me misconstrued. I am a big girl, can hold my own in a discussion and am pretty thick skinned so I manage to survive most forums without going up in flames. I don't think the sim racing community forums are much different than other hobby/enthusiast boards. For daily updates and quick community news, I visit BlackHole Motorsports that I think I found back in the days of F1 2002 and the original GT2002 SimBin mod?

All in all, the forums, mailing lists and fanboy websites are the sim racing community. Without them how would we find out about mods, technical problems with our much loved software and hook up for online racing with our friends?

**AUTOSIMSPORT:** *What is your favorite type of real world auto/motorcycle racing?*

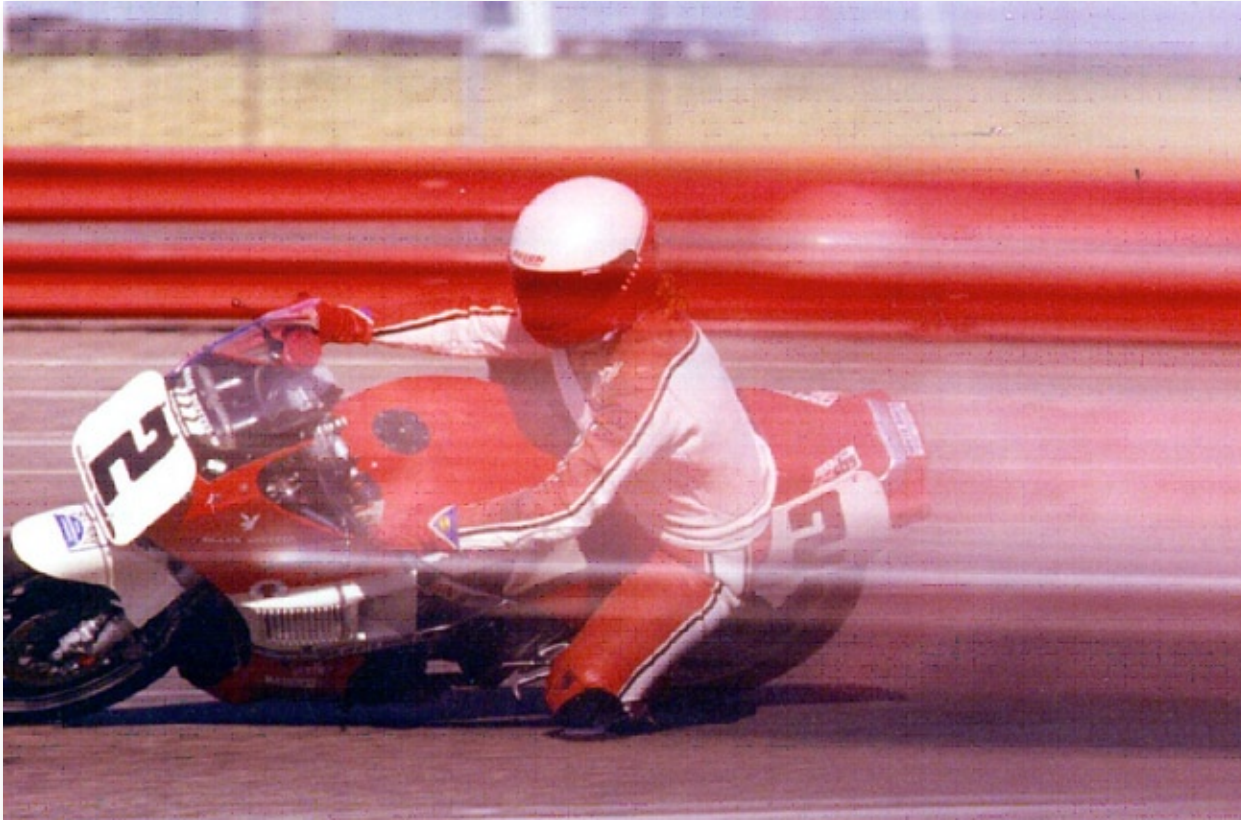
**SandyK:** Well this has to be the Toyota Racing Series in New Zealand. A new category, which has been exciting to watch it build from nothing to a successful series first time out. It is even more special to me as my boss races one of the cars, so I have a close involvement there. I have enjoyed the F1 racing this year, more so than previous years, and I really enjoyed supporting New Zealand by sitting up late at night to watch Mat Halliday proving that NZ racing drivers still have a strong presence even if they don't have the money to get into top sport. I think the whole philosophy of the A1GP is fantastic. There is a lot of talent around the world that doesn't get recognized because they don't have the funds.

**EKron:** Because of my background and life long history, two wheels usually gets my vote over four. MotoGP is an absolute must watch, then AMA, then WSB. I'll happily watch Supercross and outdoor MX nationals. I've attended a few SX nationals and about ten AMA Superbike races here and in California. As a kid I was a strictly moto-cross sorta gal. I was present and attended the first European Invasion in the old days of MX in this country being fortunate enough to witness in person the first Trans-Am and Inter-Am series put on by Torsten Hallman and Edison Dye. Got to see all the greats like Roger DeCoster, Joel Robert, Ake Jonnson and Bengt Aberg. I attended the very first 500cc Grand Prix moto-cross race in this country in Carlsbad, CA in 1973, the same year I graduated high school, plus several other international events of the era at places like Saddleback Park, also in California.

Although it is a different sport today than it used to be, I'm American and have always had some interest in stock car racing and would have to consider myself a fan of what is offered by today's NA\$CAR. I mean I put 95% of Cup, 80% of Busch and 68% of the Craftsman trucks on my TV and am attending my second cup race this year in November so you could say I don't hate it even though it isn't exactly the pinnacle of motorsports. I've recently attended a Grand American Rolex series event and look forward to some Saturday night local dirt track (Manzanita Speedway) races as the summer weather abates.



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**EKron** – 1988 AMA/CCS Southwest Region: Middleweight Superbike Expert Class Champion, Formula 2 Expert Class Champion, 1988 Southwest Regional Season Points Runner-up

As a kid, Mario Andretti was the man and Indy was a big deal. I used to attend the big open wheel races before the split but will admit to attending two IRL races just to confirm it wasn't the same. Never seen CCWS. Many years ago, I was a huge F1 fan but lost interest over time until the last few years when I've taken it up again. Now, it seems weird to NOT get up at 4:30am to watch it live (and no way in hell would I do that for NASCAR)

I could go on and on. If it has a motor in it and people are racing it, I'll probably watch. Heck, I might even watch in person.

**AUTOSIMSPORT:** What is your favorite racing sim and why?

**SandyK:** Right now, it has to be rFactor. nK Pro has loads of potential, and I feel it will be something really special. GPL is the

other one I drive, but I have lost a bit of interest in it lately, but this was starting to happen quite a while back when I initially retired from GPL. I kept doing some fun races with OZRaces which turned into running the current series, but after this series, I won't be doing much with GPL. I have a few other plans that will be taking up my free time, mainly being involved in some mod work with Team Players.

**EKron:** Can you ask me that question in a few months? I loved NFS Hot Pursuit an NFS Porsche Unleashed then started with F1 2002 and the original SimBin GT mod. I graduated to F1C and RH2004 and then to GTR when it became released in the states. It wasn't until GTR that I did my first foray into online racing so it will always be special for me in that respect. I've had a handful of NASCAR titles but just never got the same enjoyment as games with right turns and braking. I am enjoying rFactor but am withholding branding it as my favorite, just yet.

I am looking forward to GT Legends and even Race Driver 3 when it comes out. Heck, for fun, I've even been playing a little Flat Out that I got for my grandson for his birthday.

After reading what SandyK and EKron had to say, I nearly forgot the original question—they simply sound like a couple of folks interested in sim racing to me, and I would even be willing to bet a nickel that there are quite a few more women in our niche market than is evident by simple forum browsing. No doubt, like every other forum for every other sim out there, the number of people who take the time to register and participate in forum activities is quite a bit lower than the amount of people who simply have the game and enjoy it without any need, or perhaps desire, to engage in extracurricular forum activities. If that is in fact the case, I would further tend to believe that the IDSA study may apply in overall terms, and there is a heck of a lot more women playing hardcore sims than would appear at first glance.

Damn good thing, if you ask me—woman, man, alien from mars, I just want to race against you. Until the next time—Smoke em' if ya got em'.

I would like to take this opportunity to thank both SandyK and EKron for their patience and help with this article—see you on the track!

Alison Hine, for those not old enough to remember, remains one of the guiding lights of sim-racing – she was there at the very start of the phenomenon that was to be GPL; she was a **pioneer** in online sim-racing and, were it not for **Alison's** kindness and attention to the then tiny GPL online racing community many – including many on this very magazine – would never have been introduced – nor encouraged – to tough out the teething **times**. The sim-racing community has much to be grateful to Alison for, and I know I speak for many old-timers when I say we miss seeing “Alisonic” pop-up on a late-night server to dish out some beatings on our inflated egos. Alison was kind enough to contribute some of her thoughts on this article; it is testament to the place of women in sim-racing that our very hobby and sport is due, in no small measure, to Alison Hine and the vision she had for online racing back in 1997...

*It was really interesting to read the perspectives of a couple of other women who have been racing and sim racing for a long time. As you said at the end, it just sounds like a couple of people who are enthusiastic about racing and sim racing. But they have a unique perspective, too, and I could relate to a lot of the things they said, especially about the change in expectations as to what women can do and can accomplish. We've come a long way from the 60's!*

*I had the privilege to meet Danica Patrick in the Formula Atlantic paddock at Montreal in 2002. She has a handshake like a (very small) vise! She's beautiful and clearly very talented. At that time, no one had heard of her – I only knew about her because of reading about her second place in the Formula Ford Festival, and also watching her beat Tommy Kendall in the Toyota pro-celebrity race at Long Beach.*

*I've followed Danica's success this year with intense interest, and I was absolutely delighted at her success at*

*Indy. She's a great competitor and a great representative for the sport.*

*I found it interesting to learn that Erin Crocker has an engineering degree! That's fantastic! I will be watching her career and hope she makes it to the very top, too. As with Katherine Legge; she has shown tremendous determination and resourcefulness in getting her ride in Formula Atlantic, and she's shown talent and potential in winning several races and being competitive all season.*

*I just read Janet Guthrie's biography, "A Life at Full Throttle," and it was fantastic. It really highlights how much has changed since the late 70's, when Janet made it to Indy despite tremendous hostility from fans, potential sponsors, and the drivers and teams against which she competed. And even though she demonstrated enormous talent and potential, she wasn't able to continue, because she just couldn't get anyone to sponsor her. That seems to be changing, now, finally, and I think it's fantastic.*

*With all the driver development programs focusing on women, and with the success of Danica and other women racers who have been successful, I would not be surprised if we see many more women breaking into the top levels of racing. Another thing I've noticed is that when I go to kart races with my nephew Amos, who has been racing since he was 9 years old, a lot of the other kids who are racing are girls. And some of them are very, very good!*

*Amos finished second in his class championship this year - and a girl won! Another girl - tiny, maybe 7 or 8 years old - dominated her class all year. She'd park on the back bumper of the fastest boy, and wait until the last lap, and then slingshot by him and win. She did it over and over again, week after week. This is the kind of thing that maybe in a few years will result in a crop of superbly capable young women race drivers emerging into the ranks of professional racers.*

*I have often wondered why there are not more women involved in sim racing. I think it's very interesting that nearly half of all gamers now are women; that seems to me to be a big change. I hope that trend will happen in sim racing, too. I think sim racing represents a fantastic opportunity for women, because it's cheap, and yet it teaches the same skills that are needed in real-world racing, in terms of car control, learning tracks, figuring out the line, dealing with traffic - everything you do in sim racing, you have to do in the real world.*

*It's so very difficult to get enough track time in the real world to really polish your skills, because seat time is so expensive, but with sim racing you can get a tremendous amount of seat time at a tiny fraction of the cost. It's incredibly cost-effective - and it's fun! As both SandyK and EKron found, racing online against other real humans is much more fun and exciting than racing against the AI. It's so much closer to the real thing.*

*It's interesting that both of these women neglected online racing, and even sim racing, for a long time, but then once they tried it, they got really hooked. I think maybe a big factor is that women just aren't aware of the excitement and the immense satisfaction you can get from racing, both real world and sim. Another factor is the question of confidence: can I actually do this - and will people give me a hard time about it, or will they be supportive? Hopefully things have changed enough that a lot of women will realize that they can do it, and those around them will give them encouragement as they begin and acknowledgement when they are successful. I wonder how we can get the word out to women about how great these sports are? Hopefully as more women begin to appear at top levels of racing, more and more women will realize that this is something that they can do, and will enjoy.*

# Build an H-Shifter for Almost Nothing

*Mike Crick Goes all Antipodean-Pioneer and Builds Himself an H-Shifter – in his Garage! Even More Amazing is that it Works! And all You Really Need is Wood, some Aluminum, a Metal Pole and a Game Pad ...*

Many dreaded the day when the ACT LABS USB H-shifter was taken off the market as it was the only one of its kind (of a good quality). However, those people who do not want to pay the hideous sums of money to grab an H-shifter will no longer have to! This fairly extensive guide shows how anybody {*apart from the Ed*} can build a shifter for themselves that works in any standard USB port. Note that, whilst a proper workshop was used when creating the shifter shown below, it can also easily be done within a home garage with simple tools.

## Materials Used:

- Plywood
- Metal pole/tube
- 4 conduit clamps
- Gear handle (From an actual car — you can purchase them from any car supply store)
- Aluminium sheets
- Game pad (From any game store — e.g. Electronics Boutique)
- Wood (corner blocks)
- Micro switches x8
- Wires
- Nuts and bolts x4

Also, it should be noted that not all of these are needed as the H-shifter can be built using nothing more than wood, some

aluminum, a metal pole and a game pad. All materials (bar the gear handle & game pad) were obtained from a hardware store and electronics store for cheap (approx \$70 AUD). The important thing to remember, once again, is that this was done very professionally and so the cost of yours should be much lower.

So let's get into it shall we?

First thing you need to do (before buying anything) is to figure out how you want your shifter to look and where you want to put it. These decisions are essential in creating the shifter as it both has to fit in your designated space whilst still being comfortable for you to use. The best thing is to make sure your shifter can be detached from your computer table easily; in the gear-shift built here, clamps were used – however, there are many other alternatives to this that work just as well. In any event, once you have made your decision, it is time for you to make a cutting list, which is basically a list of measurements for each part of your shifter.

Once you've figured out your measurements it's now time to make your prototype. While this step can be skipped if you just want to make the shifter as quickly as possible, I would suggest against it since it can hurt you a lot in the long run.

Your prototype can be made of any material; I made mine out of cardboard and duct tape which worked well. Basically, your prototype is simply a non-working shifter to make sure that all your measurements work well ergonomically and to ensure that your shift stick will move well within the box.

FRONT STRAIGHT





Now that you have your measurements figured out, you can go out and spend all that money buying materials.

It is important that you measure EVERYTHING.

Make *sure* your shifter is as close to perfect as possible *before* spending money and cutting things up. This includes wire lengths as well because there is nothing worse than having all your wires too short.

The only thing you need to buy specifically is the game pad; the best game pad is ALWAYS the cheapest one you can find and, other than this, as long as it has at least six buttons for each gear (8 buttons is the best so you can have Reverse), it will do fine.



So you've measured everything out – carefully! – and you've spent your money on the material ... now it's time to build it!

Whilst the construction is completely up to you (as everyone has different needs), we thought we would provide you with how ours was constructed as a small guide.

Once more (yes I do think you're all stupid *{speak for the Ed!!}*), this was done with *professional tools* but can be done with the *tools most have in their home garage*.

1. Mark out the pieces on the plywood as shown in the cutting list
2. Use a bandsaw to cut out the marked pieces, leaving about 5mm space for sanding and filing
3. Sand down each piece to the line disk sander
4. Use a file if necessary to file any pieces that cannot be sanded using the disk sander
5. Using a Jack Plane, plane each of the angles of the plywood joints
6. Staple and glue corner blocks to the 90 degree angle sides and use a staple gun to hold them in place during the drying process
7. Once the glue is dry, use pincers to take out the staples
8. Putty all uneven sides to make the sides flat



9. Paint the bottom half of the interior with the black paint
10. Use a Lathe to trim the edges of the top of the shifter lever so the shifter knob can fit over the shifter pole, slide the knob onto the pole
11. Using the poles, weld together the shifter mechanism and attach it to a piece of wood using the confute clamps and place the mechanism in the shifter housing.
12. Mark out and cut the aluminium plates using a Guillotine
13. Using a Milling Machine, cut out the different gate configurations on the aluminium plates
14. Using a milling machine, cut out the full 8 gate configuration on the plywood top piece
15. File the outer gates edges diagonally
16. File any part of the aluminium plates that get in the way of the gates
17. Drill in the bolt to hold in the plates and drill corresponding holes in the aluminium plates
18. Using a Soldering Iron and Solder, wire up the micro switches, wires and the game pad (MORE DETAIL ON THIS LATER)
19. Drill a hole in the back of the shifter box for the USB cable
20. Glue the remaining part of the box
21. Paint It! (Optional)

# Front Straight — Build an H-Shifter

continued



The only part that is not self-explanatory is how to do the wiring. Rest easy, though, because even people who know very little about electronics will have no trouble doing this part.

However, for those as technically challenged as the Ed, help is at hand – just head over to the [AutoSimSport](http://www.autosimспорт.com) forums where I will do my very best to help you out (having done this twice before with two different game pads).



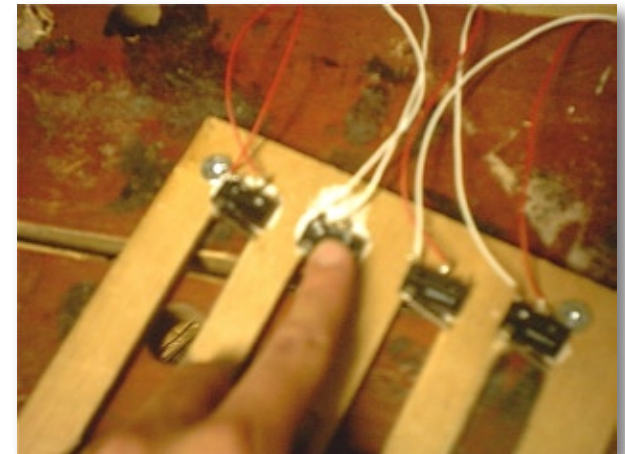
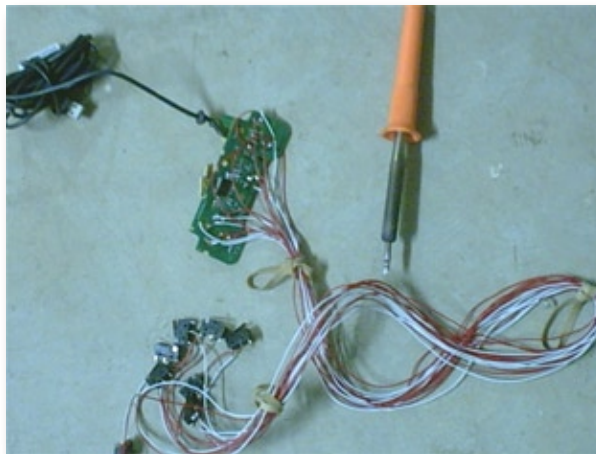
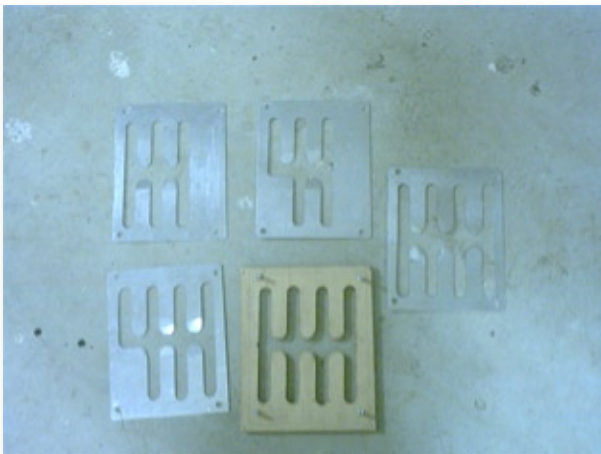
The first thing you need to do is take the game pad apart (as the thing is useless) and extract the circuit board inside. Make sure *not to cut off any wires* because the board itself is *very important* – so, in other words, *if you don't know what it does LEAVE IT!*

Once you have your board, you now have to look at it very closely and discover where the *in leads* and *out leads* are. Those of you without electronic knowledge may get a bit lost here,



but I will try and make this as simple to understand as possible.

Depending on the circuit, there should be *two parts of each button*, one is the *in lead* the other the *out lead*. No two circuits look the same (and unfortunately I don't have a picture example), but you should be able to tell which is which because they will never meet each other (that's what pushing the button does, it connects them to complete a circuit).







This is very hard to describe so, if you get really stuck, just take a picture of your circuit and post it in the 'articles' section of the AutosimSport forum (in the specified topic) and I'll help you. One of the best ways to work out if you have the in lead and out lead correct is to plug the circuit into your USB port, open up the control panel and test to see if the button is being activated.

Once you've located these, simply wire up each button to a micro switch – it is best to use *two different coloured wires* to prevent confusion if something goes wrong. There is a better alternative to using a bunch micro switches and that's to simply wire up all the in leads to a conductive metal (a nail, hair clip whatever!) then simply use ONE out lead and wire it up to the gear stick itself. As long as both are capable of conducting electricity, then this will work out fine.

The reason we used micro switches here was to make it more complex for a school project (for more marks). However, the switches are not as reliable because the gear lever still needs to be held on the button, which can be hard with such sensitive buttons (sounds stupid but it is).

Finally, you'll need to set up the software component. This is very easy and takes the least

amount of time. Simply go to your registry (Start -> Run... -> type 'regedit' without quotes) then find the entry for your game pad. It should look very close to this:

```
HKEY_LOCAL_MACHINE\SYSTEM\ControlSet001\Control\MediaProperties\PrivateProperties\Joystick\OEM\VID_0428&PID_4001
```

The last part "VID\_0428&PID\_4001" will be different for every game pad and computer. Locating it as the game pad is simpler than you'd think, just keep scrolling down until (on the right), under the name column, you see your game pad.

BEWARE, Microsoft has a lot of inbuilt game pad software in the registry that you aren't actually using. Be sure it's *your game pad before changing ANYTHING*.

When you find your controller simply double click on 'OEMName' under the 'name' column and change the existing text to:

ACT LABS GPL USB Shifter

Once that's done simply grab the Act Labs shifter utility from:

[http://www.act-labs.com/race\\_zonelegacy.htm](http://www.act-labs.com/race_zonelegacy.htm)

Set it all up and you're done! Get ready to shift around Bathurst!! (Or whatever track you foreigners like!!!!)

I hope this helps anybody who wants to make their own USB shifter. This guide is a bit too brief in some points so please any questions just go to the AutosimSport forum, I'll help best I can.

And please note that AutoSimSport will not be liable to anyone who tries to build one and lands up cutting power to the Continental US (and that includes the Ed!). In other words, build this at your own risk and please don't hesitate to contact me at the AutoSimSport forums for any help!



# Interactive Racing: The concept

*Hello fellow racers. My name is Eric, but some of you already know me as RacerAlex. Welcome to Interactive Racing, an exciting new concept for AutoSimSport magazine. Each issue, I'll be spewing opinion on a variety of topical subjects. Afterwards, you, the reader, can chime in by going to the AutoSimSport message board, and joining the continued discussion in the Interactive Racing forum. I hope to see you there after the checkered flag drops!*

## Racing Simulation vs. Simulated Racing

As I scout the various message boards, there's a non-stop array of threads debating a variety of things such as cockpit view vs. non-cockpit view, real cars vs. fictitious cars, etc. Basically it's an ongoing debate defining what a racing simulation is. I've been racing simulations since 1990 with *Indianapolis 500: the simulation*. I think I know as well as the next person what a 'true simulation' is.

Actually, make that *I thought I did*.

About a year ago, I was running F1 Challenge in an online racing league. Like most purists, I was running the high-rate physics. For those not familiar with this in F1 Challenge, inside the player file is an option to compute the car model physics at double the stock rate. In effect twice the resolution. Now, I have a hot-rod gaming system, so the PC could easily handle this. Most guys online are running the high rate physics, as it is closer to 'reality'. One day, I tried a fellow league racer's set-up. Now this racer is *fast*, no question about it, and I have the utmost respect for him. However, after applying his set-up to my car, I hit the track only to have the plank drag along the back straight of the circuit. This in turn severely crippled my top

speed. I asked him about this and he replied that he did not have this problem. Next, I asked him if he was running high-rate physics. His reply was "no".

My concept of simulated racing forever changed that day. I learned that, when running the stock physics, the lower cycle rate allows one to run the car lower without any drag penalty (as in dragging the ground). This is because at full speed the lower rate physics could not measure ride height changes fast enough to 'see' the bottoming. It doesn't take a rocket scientist to realize that running the car lower generates more downforce from the underbody ... giving the car more grip in the corners. I was now faced with the very same dilemma that real race teams face all the time ... leaving behind older concepts for what is faster.

In racing, faster is the name of the game. Old-timers can kick and scream all they want about this new technology and whatnot, but at the end of the day, if Ferrari is kicking your ass, you beg, borrow, and steal to catch them up. Ask Ron Dennis how long he'd stick with the high-rate physics while McLaren finishes second weekend and week out to Ferrari's lower ride height.

And thus began the new evolution to my online racing career. Racing now is not about mimicking Formula 1 or GT cars.



***"My new best friend: Hyper racing #7 Academy Racer. rFactor has sparked a new passion for electronic racing. This isn't some Formula Wannabe car. This is my car!"***

Racing is racing. *Period!* Maybe this is why I accepted rFactor instantly while others apparently are begrudging the title. You see, I don't give a rat's ass if it's a Formula 1 car, Formula Ford, GT, ZR, Lawnmower ... or whatever. If it can be raced (and feels realistic to drive), count me in. This new mindset has truly liberated me. In fact, I feel more connection to my little number 7 trainer in rFactor than I ever have with any other computer modeled racing vehicle. Perhaps it's because I didn't choose the car, rather the game 'assigned' it to me. Or maybe it's the way I can check the odometer and keep track of the mileage. Then again, maybe it's because I see how much another one would cost me should I have to buy it. Regardless of the conclusions of my little side rant, this liberation allows me to view rFactor clearly for what it is. A damn fine racing title.

Note I didn't say racing simulation? That's because it's not. Out of the box there is no simulation of any real world racing series with rFactor. But there is some great *simulated racing* to be had with it, perhaps the greatest simulated racing I've ever experienced. It's a subtle difference but I think it captures my

new attitude perfectly. rFactor doesn't spin its wheels trying to be something it cannot. Instead, it is a platform to allow us to simulate racing ... in whatever form we, *the end users*, choose. Actually more to the point ... it's electronic racing, pure and simple. Faster is faster, and the pursuit of getting there rules all.

With this in mind, I no longer get caught up in the debate on the 'proper aspects of a race sim' anymore. Give me a car, a track, a time and I'll be there. Never mind if it's a track that's real or not - as long as it is well done and challenging, you can count me in. Run whatever aids you want. I won't treat you differently. Even guys with those funny gamepads, more power to you. And even though you keyboard-users jerk back and forth constantly, as long as you can run competitive times, I don't mind having to keep an extra sharp eye out for you while passing. What is important is that you race fair and clean (even if racing hard). Other than that, do what it takes to be fast.

I also don't care what view you run. Me, I run cockpit view (it's the purist in me), but it doesn't offend me if you run something else. Hell, if you're faster than I am, I may give your way a try sometime soon.

## **PIT OUT: "Take it inside boys ..."**

And you know what, endlessly debating this stuff in forums is getting old. With such great electronic racing platforms out there, how about settling some things on the track. For an example, I was engaged in a set-up discussion recently (of all things ... right?). In the end, I was tired of the constant debate going nowhere, so I got a novel idea. Let's settle it on the track. *Racer a racer*. No one took me up on it though. Figures.

But this is a great reason to get together. It sure tops beating your head against the wall in a message board. Plus, if you approach it the right way, you can make some new friends. I wasn't looking to attack anyone in my challenge. I just thought we could get together on the track, see how everyone runs and what times they run, and carry the set-up discussion into an environment where one has to put up or shut up. Let's talk set-ups, but then let's run those set-ups and carry the discussion



***"Meeting new people can be a rewarding online experience. Here I'm mixing it up with both old and new friends in an action-packed drafting race around rFactor's Orchard Lake Speedway."***

further than is possible on a message board. Pedal to the floor, wheel to wheel, lap after lap after lap discussion.

None the less, I think it's a great idea to carry the relationships we make in the message boards onto the track. I mean racing is our common passion. Now some people don't care for online racing and that's fine. But there a lot of people out there, many of whom you already know (sort of). Give it a try sometime. EKron has done a great job to gather her fellow racers from over on the SPEEDtv message boards into online races (I jumped in one... former fellow VF1 driver Bill Stock drove a beautiful race around Toban reversed). And more of you should try it. I personally find racing to get better when you know the participants. You drive more conscientiously ... others do as well. Everyone gives just enough room and loads of respect. And when that happens, you can race harder! As Mario Andretti says "it's all about the trust".

So keep these thoughts in mind as you continue your e-racing career. Friends are friends, and faster is *always* faster. There always seems to be more of both out there to be found.

# Brake Dust in my Eyes

*Leigh428 Mourns the Loss of so Many of SCGT's Special Sites*

Even though I played the sim for almost 4 years, I didn't join the forum community for SCGT until the morning I was at Discpad Designs and saw that Speed Sims had closed. Speed Sims (SS as it was known) was *the* place for simmers to get anything needed for their favorite sim. There were tons of cars, tracks, and mods at SS for SCGT fans. The site was quite a wonderful place, and you could get everything and anything imaginable any time you had the time for a few downloads.

Thinking that the site would always be there, I let a few of my 'needed' downloads wait, assuming I could get them at anytime I wanted.

I assumed wrong. Discpad's was always the first site I visited in the morning before SS to look for new blanks and see what the mad scientist was up to. He was always adding to his huge list of beautiful creations that are staples for many of us SCGT guys. When I saw that SS was down, I was shocked and, wanting to see what was behind the story, I followed a link to a forum for details.

There weren't any. The site was gone for good. No explanation or warning, no sorry or screw you, just gone. After reading peoples' angry reactions to the impending doom of SCGT as they saw it, I decided to join the forum and try and help people get a grip on the situation, managing to ruffle a few feathers in the process. People were almost frantic about it all and it was quickly getting out of hand with many people feeling they had been abandoned yet again. That was January of 2004, dark days that shall live in infamy to many SCGT racers.

The SS chapter closed itself after a while and things got back to normal. Well forum normal anyway. Soon after I started on the forum route, I decided to start painting cars even though I had never made a stand alone car file before, much less painted one. This time, though, when I asked about how to do it, I got an immediate response and got the help I needed and soon started returning

something I felt was a bit more tangible to the community. Most reactions and comments have been very positive towards my, how do I put it, slightly different original visions.

I learned how to make custom executables, made some pretty hot wheels and animations, got pretty good at painting and ruffling feathers. I helped a few people on their projects, made some pretty good friends and got to be pretty good helping people out of jams that happen pretty regularly with our gal SCGT.

As time went on, I personally felt SCGT was in fine shape despite its detractors. Some of the long timers recalled better days of a bigger community, but that was before my on-line time, so I decided to look towards the future of SCGT.

But as time went on, one by one, websites began to **close** down. Some were temporary and others were history. The closings didn't stir the frantic cries that SS did, but you could feel something was in the air. With all the cars and tracks and mods that were coming out, though, I didn't let it bother me, too much anyway. New sites were opening and new players were starting and things looked alright for the future of our favorite race sim ... or so I thought.

Discpad Designs was always my personal favorite place for SCGT. I once asked a question about how to make a car change colors and I soon got an E-mail from Discpad himself that contained a changing-color car. That almost floored me; that the great Discpad would bother to even read my rambling convoluted question, much less take the time to make one and send it to me, was really quite something!

I soon decided that my chameleon car would not really be feasible and scrapped the idea. Discpad, though, had helped me regardless knowing that it wasn't a great idea - but he let me get to that decision on my own. That's when it struck me that the great ones do it for the sim and the sim-racers, not for

BACK STRAIGHT



# Back Straight — Brake Dust in my Eyes continued



the glory of it all. He got nothing out of that but still helped me, no questions asked.

The glory comes from being great not from telling others how great you are. I animated some wheels for his blank cars as a small way to pay back the favor, and he put my name on his site with them and gave me the credit. I actually wanted him to take credit. The selflessness of those two acts will stick with me. That was something that seems to be missing these days, respect.

Discpad Designs is now closed ... and that hurts me far worse than SS closing. The man was struck by a horrible tragedy that I don't want to discuss, and there was another issue that could not be resolved — anyway, Discpad has left SCGT for good.

Left for bad in my book, and I will always miss and never forget the mad scientist and his contribution to my sim, and the way I feel about it. Wow, that was a bit sappy, but this sim SCGT always brings that out in me. I suffer when others suffer with the sim and can't stand it when a problem can't be fixed.

Discpad is gone and I can't fix it. And it seems that more and more places are going away and I can do nothing to fix that either, and I suffer for it. Some of the closed sites were bigger than others, but all of them were noticed, even if not mentioned here. I hope I see my mad scientist friend in rFactor.



Now with SCGT2 (or rFactor as others call it!) here, I almost feel like I'm turning my back on SCGT. I just cannot move on completely to rFactor - which has everything I personally want SCGT to have - without trying to make sure SCGT stays here for the faithful and the new alike.

... Maybe even help upgrade it to be a part of rFactor.

That's why these words are written here, to pay back in small measure for what I have been given. There are some others that actually *are* getting it all back together for SCGT people, like JMann's RaceCarSim [www.racecarsim.com](http://www.racecarsim.com), a place where you can get all the basics, all the tweaks and so much SCGT stuff you can't believe, much of it thought gone forever.

Another of the great ones, JMann is really putting himself out for this sim, re-archiving things that just cannot be lost to the community. There are others also that I don't have time to mention now. SCGT has been around for a long time and some folks don't see it going anywhere. They've been ignored and looked down upon and don't care to move on. I've met several new racers (I hate the term newbie) that will never know about the great things that were made for the sim or their makers. But it'll be alright if people get together and make sure it thrives. Sure it is older and graphics and physics wise less than what we



want, but in the end that really doesn't matter at all. SCGT will always be on my HD and on several CDs. There is, for me and I know for many-many others, something different about this sim that gets under your skin and won't let you forget it's there. It's the only sim that's like that for some.

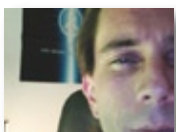
rFactor is here now, but that doesn't mean that SCGT is gone. I can hear the same feelings in the words of many of the new guys that mirror my own when I started playing it so many pit-stops ago. It's a kind of magic that very few sims, even the most popular today, don't have or ever will have. Some would dismiss me as a fan boy; another term I despise. But I don't care, I've been asked to speak my mind and on my mind is the future of my favorite sim. You can still get SCGT in several different places for a measly amount of money. Maybe you should give it a try again; she's pretty well grown up now and rFactor won't mind. The two are related after all.

I am sorry that Speed Sims is gone. And I'm very sorry Discpad Designs is gone and for all the others that are no longer with us. But if somehow we could convince SCGT site owners to sell their sites before closing them, or donate their files for redistribution on new sites, it might help get some of the brake dust out of my eyes.



## Alex Martini:

What else? rFactor – best racing since the glory days of GPL, great fun and the F3s are made for Mills and Toban. Waiting for footie champ manager 2006, GTLegends and Pro Evolution 5 — yes, my Amazon.co.uk account is gonna get busy – any idea why the best sims are never available in the US?



## Smokin Bob

It has been a very up and down month for me, and the recent event of my 40<sup>th</sup> birthday has given me both pause, and a sense of urgency at the same time. But enough about me—the world is too big for one man, and even the world is but a spec of dust in the ultimate cosmos.

*But I digress.*

I was very fortunate to receive a copy of GT Legends for review (Thanks Marcel and Christoph!) and it was a pleasure. Certainly some of my first impressions were clouded by childhood memories of riding in some of the cars in this sim, but as time passed, it struck me that not only was it a great sim, it is just damn fun to play—see my review for my thoughts on the matter. Now, if I could only figure out how to give credit in the light of recent developments.

*Blimey!*

rFactor? I don't know about you, but when I am not online, I usually have a server up at the very least and enjoy the F3 mod immensely offline, online or anytime. I really like this sim...and during those strange days a modicum of weeks ago, I held on to the fact that it was all the fault of the Clawhammer core that I had been battling over, my stress and tension. My apparent failure in some ways, folly of thought cascading into reality.

*Anything to explain it all, really, would have sufficed. Labor Day Weekend, indeed. Flippin' Clawhammer...*

I thought about driving around the Ring again, in the glorious Eagle, and perhaps lowering my time. And then I remembered a lack of ability at that track, and pondered Relativity instead. Or something else that I may or may not have enjoyed, but at least understood. Does that make any sense? Please email any explanations...

At The Lab, I accomplished two personal miracles, and as I write this I am still saturated in the happiness of my good luck—getting the X-Ray 502 mass graph smooth is not an easy task, and while I am not sure how I was able to accomplish this, it happened. Proceed as planned, all systems go.

*Paragraphs such as the one above no doubt initiated the concept of 'The Preliminary Draft.'*

Lou Magyar painted a great F3 skin for me, based on The Lab theme, and it is the skin I use exclusively online or off. I wish I knew how to do things, and then I could put a link here for a download of that skin. Thanks again, Lou—it *hits the spot*.

So what else? Bet on Soldier—a shooter I finally enjoy, even though I am just as pathetic at this one as any other—on sissy level, of course. But there are concepts in the game that I really appreciate, and for some reason I keep playing it. Many could probably zip through this one in a matter of hours, or even minutes, but not this guy—it could, literally, take me forever to finish this thing. Silent Hunter III, what can I say? A great sub sim in a rare plethora of them (at least two, by last count) and well deserving of every word of praise. Bring Dramamine. As always, I love my fishing games, and In Fisherman Freshwater Trophies has occupied a great deal of my time as of late. Great graphics, animations, and immersion it is an absolute must have for the fishing sim fan and this one has it all.

I read 'A Rip in Heaven' and was moved and shocked beyond words—the *kindness of strangers is a myth*.

And even as I write this very last bit, I can hear the editor screaming for MORE MORE MORE!!!

Peace.

*Somewhere, in the distance, a dog is barking...*

*Blog off.*



### Jon Denton

This month of cataclysmic failures, massive celebrations and not inconsiderable stress has seen me turning to the "Life escape machine" on many occasions.

Early in the month my flirtations with rFactor were somewhat tempered by the installation of the final release version. Initially I had presumed things would be identical to the release candidate version I had already been pedalling for three weeks, but no, it was, in fact, quite different.

Force feedback had deserted me, as had seemingly any sensitivity at all from my steering controller, incensed with massive rage I decided to abandon racing sims under the assumption that something must have gone wrong inside my brain!

After kicking about a bit of "GTA: San Andreas" on the PS2 with some friends I opted to reunite with an old friend and purchase a copy of Microsoft Flight Simulator 2004, which, after spending a million hours installing add ons, (My FS9 directory is now 18Gb!) ignited a flare of happiness in me that I had not seen in a while. The further realisation that DSB Design's excellent BAe Hawk add on payware had become freeware made my love affair complete.

As I write this from a hotel room overlooking Hong Kong harbour my trusty Hawk awaits my return in the parking area of Riga international airport for the next leg of my round the world tour (If you have not already seen it check out the "Round the World" thread in RSC's "Flight Simulators" forum, that thread has accounted for a worldwide increase in FS2004 sales!).

Its not all planes for me this month, there was a brief sojourn with "T-72 Balkans on fire" which mostly ended with my tank "turning turtle" usually down a deep hole! One to come back to, but tanks are not so fast, but they do have large guns on them, which can be fun!

Then, after several bollockings from SmokinBob I hit the race track again, with the GTL Demo. At the time of the demos release I had paid scant regard to it due to the time I

was investing in rFactor, but now, when compared with rFactor it offered me something to cling to – real cars – and chucking around that Lotus Elan gave me a wonderful feeling which made me feel "at home".

Following this return SmokinBob got me back to rFactor. It seems after a fair few "PLR" edits and "controller.ini" work things were back to normal, or perhaps better.

The only other sims this month grasping my attention were a couple of on line rallies in RBR-Online. The RBRO community has developed into a cosy place and interest is beginning to reawaken as the summer comes to a close. Thanks especially to the organisers for putting on the "Michael Park memorial rally" in honour of the great co-driver who passed away this month, it was a beautiful gesture and I am only saddened that I failed to finish. I was taking it easy to make the finish and that was half of the problem that caused my rally ending crash!

Signing off for now, many more delights in store for next month with the release of GTL, see you next time!



### Lou Magyar

A month to remember...

Wow, have I been a busy bugger this month! My sim racing career hasn't actually taken the front seat as other duties dictated by She-Who-Must-Be-Obeyed have had much, much higher priority. Fall is here and there're things to do! No time for me to sit around idly playing computer games! Still, Thursday nights are my own. I find time to get a few hours of seat time with my LoPeN league buddies. We're an inseparable bunch at this point. Many have been our house-guests and all are great friends. We meet Thursdays for our league racing. Its been GPL for more than 3 years now. We still love to race that title. We've been running 3 heats, so it's a full night of racing to be sure. Lately we've been doing an rFactor heat for the 3<sup>rd</sup> heat, which usually winds up becoming 2 or 3 races, so we are theoretically up to 4 or 5

heats now! No one seems to mind. Teamspeak is buzzing with excited buddies, several, including myself yammering on and on about whatever the hell we have on our minds. Usually by the 3<sup>rd</sup> heat, most of us have had sufficient intake of fermented beverages to impair our driving, which is just fine, because we don't take anything seriously. Last week we opened our rFactor heats up to the public. Several outsiders joined us. It took them some time to adjust to our driving style (we have been driving so long together that we know what to expect from those around us, and the group as a whole) but soon they 'got it' and had fun. I think both of them were aliens eager to show off their talent and skill and win races. Boy where they surprised when no one really cared if they rocketed off or not. We were racing together and waiting of your 'race buddy' had an off...

The rest of the month has been pretty stressful sim-wise. With three "Turn 1" stories under my belt in the last three issues, I am taking the month off my regular writing to regain my strength. Suffice it to say that my stories created several tense and stressful situations for not only me, but for many involved directly and peripherally. In addition to my AutoSimSport position, I am now on staff at a major contender in the sim modder community, discussing the future of modding in a round table discussion, and still have duties and obligations to a sim 'manufacturer'. Add to this that my various connections and influence uncovered a major issue in the mod community, resulting in the self-appointed banishment of one of our own.

For relaxation this month, I have taken up a career in painting. Car skin painting that is! My first public project was doing a fairly un-complex F3 car skin for AutoSimSport's very own Bob Simmerman. Bob works at a testing lab in Michigan and asked me to paint a car in his employers theme. It came out looking fairly good, Bob was happy, his boss was happy, and I felt I had done some GOOD rather than cause stress for everyone in doing so. Enjoy it Bob, may you be the envy of your track-mates. Thor – God of Thunder





## Mike Crick

So what have I been up to with gaming this month? Well it's been a very mixed bag for me. I started out playing 'Guild Wars' which has had me engrossed for a few months now, which is surprising as I don't normally like MMORPGs at all. Perhaps because it focuses more on team work rather than just being

the best, this provides better and more interesting game play along with a fantastic community. The other aspect that probably sells it for me is that there are no monthly fees required to play it, unlike the ever popular (and over rated) World of Warcraft, among others.

I played this for a long time until I managed to get my hands on a gem called 'Dawn of War: Winter Assault'. Being a huge fan of the table top game on which it is based (Games Workshop's Warhammer 40K) and also the original 'Dawn of War' this was a must buy for me. Especially so since it added my favorite army, the Imperial Guard, to the game meaning I would no longer have to settle for the slow hulking Space Marines. The game itself is nothing short of brilliant, it's still the only RTS that I will play to date (Unless you count the Total War games). Single player campaign now offers the player the chance to play as any of the armies except the Space Marines, they had a whole damn game to themselves already though, which makes it instantly more popular with fans of the other races who could only be played in skirmish and online modes. For an expansion pack it's surprisingly good in terms of updates to graphics and all the other armies.

Recently I purchased Fahrenheit (Indigo Prophecy for all you non-Europeans) which is very good indeed. It's hard to explain what the game is, if you think of an old style Adventure game mixed with more modern 3<sup>rd</sup> person shooters then you're sort of close. It's a very unique game to say the least, with a great story line that changes based on your in game decisions. I managed to finish it within 8 hours (supposed to take 15) which I was disappointed with at first, but after starting it again I found that I can make the story so much different that it's worth playing the whole thing again! That's what I call unique! Beware of this game however as it has a very annoying system in which you have to CONSTANTLY mash buttons,



definitely a game made for controllers as apposed to a keyboard (I'll never convert though, viva-la resistance!). Also it's the first game I've ever seen to involve full blown sex scenes (on in which you actually have to participate! :O) however this just points towards the notion of the mature audience they are aiming this game toward. A very good game, very interesting, unique and original.

Another game I've been playing is the expansion to Doom III, I'm a little slow I know. It's really what I'd expect from a Doom expansion just a straight out action shooter with lots of scary moments. The best part is the return of the greatest Doom weapon of all time – the double barrel shotgun! Past some minor things such as this though it's nothing really special, still great fun to play though!

Save the best till last ay? I've been playing rFactor a lot since I got it early last month, no online play as of yet but I must say I love

the single player game so much I really don't need to. All I seem to see is people bashing the AI on the internet however I find them very good. When your opponents are too passive they get very boring and predictable, where as the ones in rFactor will not only pressure you but they are affected by the pressure you place on them and will even protect their own line! Find me another AI that is as good as or better than the rFactor one and I'll give you a special prize. As an endurance racer rFactor fits me well, being able to race 10 hours with an AI driver is actually my idea of fun! This game is so much fun and I can't wait for some decent tin top mods to be released for it so I can start racing online again.

That's all from me really this month. I'll be getting Black & White 2 very soon so look for it in my little blog next month!

Cheers

-Mike

**GPFun67****Race 2: Only three "survivors" in Snetterton****By Fulvio Barozzini**

On 2nd October the second race of the GPFun67 Season was held, in the technical and selective Snetterton67 track. Many drivers suffered its insidious corners and brakes: 11 were forced to retire due to crashes!

The grid wasn't as tight as two weeks before in Kyalami: there were "only" 10 drivers within 0.6s from the pole, marked by Barozzini (BRM, 1'24"79). An excellent performance came also from Davide Saiu (Eagle, 1'24"88): his 2nd place on the grid is his best result so far. Barozzini exploited the pole position to have a very fast start and get a few seconds margin after the first lap, also due to a not-perfect spurt by Saiu.

In the first corner there was a collision between Beschi (Lotus) and Strada (Honda), while a few seconds later, at the hairpin, Mazzoni (BRM) was pushed against the barriers by a warp, a fake contact, since Varani (Cooper), who followed, didn't touch him at all. Ponte (Lotus) lost the control of his car at the hairpin, causing a little mess but no accidents. At the first corner of the second lap Mazzoni, dropped in the last positions, was attacked and thrown out by DiStefano (Eagle), he made a car reset but he forgot to make the stop&go at the pits, thus being disqualified.



A compact group at the hairpin in the early laps.

Panella (Ferrari) managed to overtake Varani (Cooper) at the hairpin, exploiting his Ferrari's top speed, but he was caught by Varani in acceleration, and eventually, struggling to draw up alongside the Cooper, he collided with the bank on his left and lost two positions. On lap 3, Vimercati (Brabham) managed to pass Panella braking in his inside entering T2, but in the exit they made contact and Panella rolled over. At the end of the lap, while defending himself from Basile (Brabham), Varani made a mistake and spun, the Brabham couldn't avoid the Cooper and they crashed. Varani dropped outside the top 10 while Basile had more luck and lost only two positions.

In the back of the pack there were two struggles involving a Lotus and a Honda. Mariani overtook Uscidda's Honda in the straight before the hairpin, but made a rough exit so Uscidda got back his position. Behind them, Strada made a very long brake at the hairpin but recovered the track unaware of Beschi, who was in the right trail, the result was another collision between the two (after the one at the first lap).

At lap 4 Garbellotto (Ferrari), who held the 3rd position, exploited a slightly long brake (and consequently a wide trail) by Saiu at the hairpin to overtake him. Saiu broke his engine two laps later, so his 3rd place was taken by Bucci (Brabham), the former GP winner, followed by Vimercati and Basile, who overtook Bindi (Brabham) in T1. At the hairpin Mariani spun, involving both Varani and Uscidda, but they were all undamaged and continued the race, the Lotus driver lost some positions, also spinning again at the Esses.

Milano (Honda), forced by a strange accident to start the race from the pit lane, took advantage of the situation and brought himself into place 11. He made a huge brake at the hairpin and overtook Uscidda, but hit Beschi in front of him. He had no damage from it and in one turn he gained two places.

Vimercati and Basile were involved in a really tough battle, lasted several laps. On lap 11 Basile overtook Vimercati with a powerful brake on T2, but his exit wasn't optimal, so Vimercati splip streamed him and passed a few seconds later, delaying the brake at the hairpin. The great maneuver wasn't useful, though, since he made a mistake in the following corner, crashing heavily against the barriers of the Esses and retiring.

Barozzini was still in the lead, but Garbellotto was slightly faster than him and recovered almost a second during 7 laps.

On lap 12 his gap was under 2 seconds when Barozzini, feeling the pressure, spun at the hairpin, leaving the lead to the Ferrari. Shortly afterwards Ponte crashed on the last corner, being forced to retire and letting Varani gain 6th place. On lap 13 Basile crashed at the Esses, he was able to continue but left the 4th place to Bindi.

Barozzini recovered rhythm and determination, and in a few laps he reduced his gap from 7 to 4 seconds. Garbellotto spun at the Esses on lap 18 then the BRM was back in the lead, with the Ferrari always in his mirrors. On lap 28 Bucci ended his race flying off the track at the Esses, while Basile completed his chase over Bindi with an overtake at the hairpin, gaining 3rd place. The gap between Barozzini and Garbellotto was always around the second, but on lap 33 Barozzini was suddenly slower, having sound problems, and at the hairpin he slowed down too much, being hit by Garbellotto who couldn't do anything to avoid the contact.

The Ferrari spun, the BRM had more luck, but with a great amount of fair play Barozzini waited for Garbellotto and let him pass in order to excuse himself for the accident. Meanwhile Bindi broke his Repco engine, so Varani gained 4th position. The race seemed to provide a long and great fight between the two leaders but Garbellotto spun at the hairpin a few laps later and then made another big mistake at T1, losing also second place.

So many drivers had crashes or engine brakes, that at this point of the race there were only 5 cars running: Barozzini, Basile, Garbellotto, Varani and Uscidda! On lap 44 Basile felt Garbellotto's recover and went long at the hairpin brake, letting the Ferrari gain 2nd place. Uscidda crashed at the Esses on the next lap and retired, then Basile's engine broke and Varani came into 3rd position, last car running!

The 65-lap race ended with these "survivors": Barozzini winner, then Garbellotto and Varani. It was disappointing to see such a little number of cars already after half the race (6), but the Snetterton track is insidious indeed and it isn't a coincidence that three of the most experience drivers crossed the finish line.

### GPFun67: Bucci opens the new season

By Fulvio Barozzini

The opening race of GPFun4 was held in Kyalami on September 18. The grid was full (19 drivers) and once again it was really tight, with 15 cars in only 7 tenths of a second!! Stefano Bucci (Brabham) got the pole position ahead of Fosco Nori (Ferrari) and Davide Strada (Honda). It's astonishing that from 8th to 13th place there was only a 0.160s gap! As the green flag dropped, the entire field moved without problems and everybody kept his position during the first lap except Strada, who made a mistake at T4R and dropped to 6th place, and Vimercati. The latter went side by side with Merella at the 190kph T3L corner, made contact and spun, ending up in last position.



Vimercati attacks Bindi

On lap 3 Milano made a mistake at the hairpin while attacking Garbellotto, losing three positions. Just behind them, Ponte used his cosworth to the full on the long straight and dived on the inside of Basile and Beschi, passing both of them in one go. A very bold move indeed that required attention and cooperation by the passed cars. While Bucci, with a series of impressive laps, increased his lead over the following drivers, Nori went off track at turn 1 on lap 5 and retired. Bucci's immediate pursuer became Barozzini, who exploited a slight error by Garbellotto (who made a rough exit from T2R) and went past him in the inner side of T4R at lap 4. Milano quickly

recovered from his mistake, overtook a few cars and by lap 7 he was third, right behind Barozzini.

Varani, last season winner at Kyalami, started from 14th place on the grid, was able to gain some positions during the first 10 laps and after a hard fight with Merella reached 9th place. Garbellotto lost some places due to errors and dropped to 7th. At lap 10 Bucci had a consistent margin over Barozzini (8"6), who led a pack of 4 cars contained in 3"8. Then the pursuers split in interesting couples of fighters: Barozzini-Milano, Strada-Mazzoni, Ponte-Garbellotto, Basile-Barozzini and Merella-Saiu. At lap 14 Varani overtook Basile at the hairpin.

Ahead of him, Ponte and Garbellotto switched position many times before making contact at the hairpin. Ponte got the worst of it and spun, being also overtaken by Varani. The highlight of the duel between Ponte and Garbellotto was when the two entered the tight esses side by side, with Garbellotto on the inside squeezing past the Lotus of Ponte.

Ponte tried to regain his position from Varani for a couple of laps: his Lotus was much faster than Varani's Cooper on the long straight so he could try to pass his opponent into T1R. The drivers gave room to each other and stayed together for the entire corner, then Ponte had to give up and tuck behind the Cooper. Varani managed to open a safe gap of a few seconds with a series of fast laps and eventually got away from Ponte. The stong battle between Barozzini and Milano saw the former off track at lap 18, leaving his position to Milano, who took a 3" margin over the BRM and trailing the undisturbed leader Bucci by 8".

After a long chase, Varani managed to reach Garbellotto, both passed Mazzoni (victim of a mistake at lap 26) and then, after 9 laps of tough battles, drafting and braking to the limit, Garbellotto put a wheel on the dirt outside of T2R and spun, leaving his 5th place to Varani. Mazzoni, defending from Ponte spun at the hairpin, losing 7th position.

Milano, in 2nd place, made a hard effort to control the insistent attacks of Barozzini, who eventually got past at lap 45, after 27 laps of chasing one fastest lap after another. Milano, under pressure, went wide at the hairpin; Barozzini was able to



get off faster in the inside and went past him into the brake of the Esses.

Behind them, Strada slowly lost ground but held 4th place safe until lap 56, when he went off track at T4R and was passed by Varani. Garbellotto retired at lap 47 and Mazzoni had a crash six laps later; behind Strada, then, came Merella, followed by Ponte, Vimercati, Bindi and Moreno. On lap 60, 5 laps from the end of the race, Ponte completed his chase over Merella and passed him.

Bucci was getting slower than Barozzini and Milano and, with the complicity of lapped drivers, his margin was reduced to only 3" with 4 laps to go! Tension and excitement were mounting for a grand finale but Barozzini got nervous because of backmarkers (who actually did nothing against the BRM driver) and made another mistake at T1. Instead of catching Bucci, then, he found himself defending his position from Milano in the last three laps of the race, thus obtaining the fastest lap of the race (1'20"83). Bucci won the first race of GPFun67 4th Season 4" ahead of Barozzini and Milano. Varani climbed 10 positions from the grid (!), finishing 4th (how could his race be if he started from a better position?), then Strada, Ponte, Vimercati, Bindi and Moreno, eventually disqualified for an illegal reset. 10 drivers, half of the starting ones, crossed the finish line, a good result. GPFun67 Website: <http://www.stex68.altervista.org/GPfun.htm>

### COMET

#### The Juels of Victory!

By Michael Enness

Claus Juel wins round 3 in Sweden, beating Roland Ehnström to the finish. Frenchman Mickael Taloc finished third to complete a tri-colour of nations.

Roland Ehnström failed to gain a hat-trick win at Anderstorp, but Virtual Games came home second and third, despite choosing Ferrari 575's in a sea of 550's and Listers. Roland only led 6 laps (taking his season total to a massive 81), but that was plenty enough for him to hang with the leader, and keep well away from those behind him. He told us: "I'm satisfied with



By Arnaud Paagman

finishing 2nd in a Ferrari 575, but I'm disappointed in how the race developed—too many incidents for my liking."

His lead in the drivers championship has only been reduced by 5 points. It is worth noting that his nearest rival (60 points behind), finished in a very impressive 11th position in the Porsche GT2.

Ehnström faces the same challenge next Monday, when he uses the Porsche GT2 with his team mate Mickael Taloc. Paagman will have the luxury of the Lister Storm with his team mate, FILSCA driver of the month, Felipe Uruena.

#### Eight Swedes in the Top 10 at Home Track

Despite missing out on Victory, Sweden will be proud of their drivers efforts at their home circuit. Roland Ehnström led the nation home in second place. Swedish drivers Mattias Holkedahl, Max Ganholt, Thomas Heineman, David Nordstrand, Joakim Janas, Thomas Willershausen and Thomas Granbacka all made the top 10.

However, with 16 drivers, it is no surprise that the home nation did well, and they currently lead the nations standings by almost 150 points.

#### GTN Aims For Teams Crown

Team GTN have said that they are aiming to win the Comet teams championship this season. The team, which is new to COMET, has said that they hope to challenge current champions Virtual Games, having won at Sweden. Emmo Plate said: "We prepared well for the race and were confident we picked the right car for the track. Claus came up with a setup that was great for a 2 stopper, it was important to do just 2 stops to have any change of beating the Listers here. After a slow start to the league we are committed to do our best every single race and hopefully have a go at the team championship."

The team is currently 9th in the championship, 170 points behind Virtual Games. They will use the Porsche GT2 on Monday.

#### Sami Silventoinen to Race for LSR... in a 550!

Ex-champion Sami Silventoinen confirmed today that he will make a surprise return to Comet next week at Oschersleben. Silventoinen won the championship two seasons ago in Trans Am, and won two races last season.

What made you agree to race for Lickity Split Racing? "Main thing was that I haven't raced since August and when I was offered a chance to drive 550 at my favourite track, I couldn't say no."

Will this be the only race you do this season? "I think so: there is an F3 series with rF starting for me next week so I'll concentrate on that. And as I've been saying before races end up too late for me in Comet, I can't keep awake in classes the next day!"

What is your favourite corner at Oschersleben? "Hotel (turn 1) is a good challenge, braking and turning at the same time. I drive it like this: First hard brake and just before that small left hander I lift brake a little and coast into the corner shifting down to 2nd. Then after that left I brake a bit more and then wait for right time to accelerate out of the corner. As I have long throttle I can add it steadily until I can press it fully."

So where do you think you will finish on Monday? "I think theres not going to be many Ferrari's/Saleen's as everyone

is saving credits to Monza/Enna, so I think I'm having good chances for win. I want to be at top3 at least. I don't know about the weather, nor my wet skills. I hope for dry and nothing really hot."

### Dynamic - but not Creative

Team Dynamic Motorsports have admitted they need to be more creative in their car choices, and get their act together if they are to win the championship. The team, currently running 5th in the teams championship, scored just 2 points at Anderstorp after René Venderbosch's suspension failed and team leader Marko Hartikainen lasted only 6 laps, despite driving the Lister Storm. Marko told me: "Everyone in the team is unhappy about the result, our drivers managed total of 7 laps combined which is not making the board happy. Expectations were high cause of the competitive car choice. Serious investigating needed what would be best for the team from now on. Maybe driver changes, maybe more creative car choices. All in all things can't go much worse than Anderstorp and the team should take this situation as a challenge."

"Both championships are running away from us with furious pace, so I guess realistic goals for the rest of the season would be to get some podium finishes."

The team have creatively chosen to drive the Porsche GT2 next race, making a total of 12 drivers using the slowest car.

### VOR - Virtual Online Racers

#### Sunsky Trans Am

By Mike Tyler

"Never in my wildest thoughts did I expect to see the qualifying times come up as they did. I knew it wasn't going to be pretty with that much thunder behind me and expected to be run down or over within a few laps." D. Spengler GTS #69

As the green flag drops pre-race GTS-class favorite, Tom Cinnamon, leads the field into the first turn.

The current Sports Car Challenge series was on a hard, rolling boil the night of September 19th as the VOR racers pulled onto the grid to begin the somewhat prophetic, thirteenth race of the series.

Veteran VOR sports car ace Tom Cinnamon looked to be a shoo-in for the Trans Am race and Sunsky International Raceway considering the speeds he'd been turning in practice all week long. So too did Tom's son and Sports Car Challenge series teammate Kevin Cinnamon, considering the speeds he had been turning in the GT class.

Considering his qualifying results perennial front-runner Chuck Penfield, looked likely to finish up with a mid-pack or top-five finish considering the fact that he'd be starting his race from the back of the pack due to an uncharacteristic spin during his qualifying lap.

And though all of the VOR sports car drivers were pleased to greet and welcome VOR founder and defending GTS-class champion Larry Ford, back to track after an extended layoff, it was a sure bet that none of them expected anything more from Ford than a fifth or sixth place finish... at best.

Well race fans, you have to throw all of that out the window and mix it up, toss it back into a blender and see what pours out first because the way the Sunsky Trans Am race finished up was not something that anyone could have possibly predicted.

The start of the race saw a lot more flyin' than the green flag...

Prior to the start of the race VOR sports car series manager, Mike Tyler jokingly commented, "Aim for the maple leafs" in reference to the Uranus Racing teammates Kevin and Tom Cinnamon and their current lead in the SCC series team standings. Little could he have known that truer words had never been spoken just prior to a race.

After being cautioned in the pre-race drivers meeting notes about the dangers of racing into Sunsky's wide, sweeping, high-speed and nefarious first turn on cold tires, VOR rookie Paul Harwood, sporting a brand new fire-engine red paint scheme on his GTS Ford GT drifted wide at the exit of turn one and as soon as he hit the grass began a high-speed spin like a kid on Mr. Toad's Wild ride, that would take him back across the track and directly into the path of GT-class series points leader Kevin Cinnamon.

"I lasted exactly one corner... T1 to be exact. I just went a bit wide and unfortunately I spun it and careened across the track

and took out Kev. I was hoping my new paint update for the Ford GT would bring me luck, but that was not to be. So from 'shock and awe' to 'aw shucks' in one easy corner."

Barrel rolling a record 12 times along the inside wall, Harwood's race was over almost before it had begun and he climbed out of his car a little less for wear and tear and probably a little wiser too, but opted to stay connected in order to watch the rest of the proceedings. Cinnamon on the other hand, after the impact and a stunning end-over-end tumble that tossed his car nearly as high as the bridge between turns six and seven, was, miraculously, still able to keep racing and soldier'd on as best as he could, though not without a monumental effort just to keep the car on the track until the first series of pit stops.

### "The Big One"



**Don Fleming looks like he's about to use Kevin Cinnamon as a hat, but somehow barely manages to avoid any serious contact during the first turn melee.**

"Well I was a part of the 'BIG ONE!' Paul, I guess got loose and went around and ended up right in front of me. Then all I could do is go for the ride. I fought with the car for 10 laps then I pitted

and received my first of two 30 sec penalties. They repaired my car then I was flying again, but I didn't change tires in order to try to catch the leaders, but the 30 sec penalty hurt."

However Kevin and Paul weren't the only drivers to experience misfortune during the incident at turn one. Another VOR rookie, Don Fleming, driving the number 740 Captain Morgan GT-class Corvette, displayed lighten-quick reflexes and surprisingly managed to weave through and virtually under Hardwood's and Cinnamon's tumbling cars without making contact with either car, only to be caught out by the slippery grass surface as he tried to make pull his car back onto the pavement.

"The first turn was wild! The red and white Ford GT slid wide and spun back across the track further than I expected, but Kevin C. impacted first and I went under them, but then spun on grass. It made for a keeper replay clip though!"

In a secondary incident, that took place while he was spinning across the track in the opposite direction of Harwood's initial spin, Fleming's Vette was clipped by Chuck Penfield in the VooDoo Child Racing Mustang. The slight contact was just enough to throw Penfield into a spin that nearly collected Crazy Canucks driver, Jim Best, who had managed to tiptoe his way through the smoke and carnage.

Meanwhile the drivers at the front of the pack were oblivious to what was going on and took up their automotive sabers in an all out war for what they thought would be a chase to catch and pass pole sitter, Tom Cinnamon. With plenty of experience and perhaps a good deal of luck riding with them, veteran VOR racers Dwayne Jans, Mike Tyler and Larry Ford went three-wide into turn one and actually managed to pull it off without so much as a scratch.

However in a surprise move GTO jockey Dan Spengler managed to surge forward into second place and tucked in behind the elder Cinnamon as they entered turn two and the first of thirty trips through the tight and painfully slow hairpin.

Spengler, who's always been a potential contender for the win in any race, has experienced a number of unfortunate incidents this season and is currently in 11th place in the overall



***Dan Spengler leads Dwayne Jans and Larry Ford through the esses on the backside of the course on his way to his first podium finish of the season.***



***With smoke obscuring his view, Mike Tyler would eventually emerge from this near-miss with GT-class driver Mike Smart three places down in the standings.***

SCC Drivers Standings. This race however would prove to be one of the best races of the season for Spengler after qualifying in the top three the first time this season and earning a much-needed bonus point. Taking the fight to Tom Cinnamon from the drop of the green flag, Spengler moved up and down the standings during course of the race fending off multiple challenges for position and even coming back from a rollover incident between he and Mike Tyler at turn six, to take his first podium finish of the year.

"Actually I had one of my best races, despite whipping Mike out on that spin, Sorry Mike! I had started watching lap times back in warm ups and was very surprised to see the Top 5 drivers in points, at the same times as me. With the exception of a few quick laps, I thought I was in the thick of things from a speed aspect. Never in my wildest thoughts did I expect to see the qualifying times come up as they did. I knew it wasn't going to be pretty with that much thunder behind me and expected to be run down or over within a few laps. When the flag flew and I was right ON Tom's bumper and Ford was off to my left side. As visions of pulling a Tom/DJ maneuver going into T1 flashed in my head, Larry amazingly backed out of the pocket and I chased Tom thru T1 within a car length or two. Tom didn't exactly run away from me, but we had a comfort zone between us. After 4-5 laps I started thinking all I had to do was hold position and maybe I could end with a top 5 for a change."

"Hey Larry, welcome back! Now get out of the way!"

After racing three-wide with Tyler and Jans through the first turn Larry Ford found himself shuffled back to fifth place before he hit the brakes for turn two.

The "Tom/DJ maneuver" Spengler referred to was with respect to the number of one-on-one incidents that have occurred through out the season between Cinnamon and Jans. With a strong rivalry and history of incidents behind them, these two hard chargers were both competing under the cloud of an extended, two-race warning that had been issued after their most recent incident during the Trans Am race at Brno on August 29th where they had each violated a previous warning



resulting from an incident in the GTP race at Hockenheim. While Spengler was busy trying to make sure he stayed as close as possible to Tom's back bumper, a few yards behind him Tyler and Jans threw caution and a bit of decorum to the wind and engaged in an early duel for third place.

"I wound up having a fun battle with DJ for the first couple of laps, that culminated in a nice little "bump pass" he made at the last turn. Although my car got a little loose after being nudged to the outside we exited the corner nearly side-by-side, but DJ managed to take the point as we headed down the front straight. As we exited turn one though I was carrying some extra speed and very nearly tapped DJ as I raced up behind him and had to lift for a bit to keep from running into him. As we approached the hairpin at turn 2 I ducked to the inside to make the pass. But DJ held his line on the outside and with my slower speed from taking the tighter line we exited turn 2 in a drag race to the esses. Unfortunately I just didn't have enough acceleration to beat him to the esses or enough clearance to move left and "shut the door" so he wound up successfully defending his position."

The action didn't stop there however because even though all of the drivers were happy to see their old friend and nemesis Larry Ford back in action after his long, six-month absence and greeted him enthusiastically, it appeared that what they were actually saying was, "Hey Larry welcome back! Now get out of the way!" for as soon as the flag dropped Ford was unceremoniously reacquainted with the hard-nosed level of competition that is so prevalent in the VOR sports car division.

"I had a terrific time although I was a nervous wreck when the race had started. The points meant very little to me obviously so I just wanted to get some track time and not interfere with anyone who had worked all season long for the championship. As the race started I got a bit of a jump on the pole sitter Tom, but well before the turn I backed out just a bit to let him go thru Turn 1 first as he was the deserving pole sitter. In doing so I ended up losing several more positions and by the time we get to turn 2 I was running in 5th spot thinking this is one tough crowd, one slight lift and I lose four positions!"

While GT-class favorite Kevin Cinnamon was engaged in his high-flying wild ride during the first-lap action at turn one, long-time VOR veteran and founding member John Prince deftly wove his way through the carnage and was leading the GT-class racers by the time he reached the second turn. Prince would then continue to lead the GT racers until his first pit stop on lap 11 when he received his first of two thirty-second penalties for making an unsafe entry into the pits.

However it wasn't Prince's driving that was at fault because he wasn't the only driver to receive a thirty-second penalty for unsafely entering the pits. As it turned out there's a built-in error in the pit entry marker in the track.ini file. This error essentially split the pit lane entrance into a "safe" side and an unsafe side and by the time the race was concluded nearly all of the competitors had received at least one black flag for unsafe pit entries. Despite some of the frustrations though, this anomaly made for an interesting race that was frequently punctuated with unexpected challenges. One of the challenges that Prince would face would be in the form of Jim Best. Best who had managed to recover from his brush with fate in the opening lap had mounted a steady charge to chase down Prince and challenge him for the GT-class lead. Best described his race;

"The mess in T1 was up the road a bit from me so I managed to get past with just a small trip across the grass. John was in front and I just couldn't seem to get any closer, until the first stop. I'm not sure what happened, but JP was in the pits for quite a long stop and I got out in front. I had a good gap so I was just trying to drive smooth, but I spun on the curb in T1 and didn't stop spinning till I got all the way down to T2. I waited for John to go then rejoined the track with about the same 7 sec gap to him as before the stops. Stayed that way until round 2 of the pit stops and again my crew did some kind of magic and man I'm back in front."

#### **John Prince describes the race from his perspective;**

"Man that was a fun race! I knew this was going to be a tough race to compete with the likes of Kevin 2:00., Jim 2:02.. & Mike 2:02.. & then there's me in the 2:03's, so the only thing I had planed on was to race clean, and have no bad off's or spins,

then maybe I'd be on the same lap. I qualified second in class, so I knew Best and Smart would be all over me. The race started and as we exited turn one all I could see were cars spinning and dirt flying, but I managed to inch my way thru with no contact or damage. When I checked my F2 and saw Kevin was off the list... FOR NOW, but Jim Best was hot on my trail, so I pushed hard to maintain each 100th of a sec. Then came my first thirty-second penalty and Jim Best goes ahead. So I push really hard and close the gap, then he spins and I take the lead again, only Kevin is now back on the radar though a good thirty-seconds behind. Then during my second pit stop I received another thirty-second penalty, so Jim Best takes the lead again. By this time Kevin is getting really big on my radar screen and was about twenty-five seconds behind me and closing, so I pushed really hard to chase Jim down again."

While the battle for first place in the GT-class were steadily heating up the battles in the GTS class were on fire as the drivers pushed themselves and their cars to the limits. Jans, who had passed Tyler in the early stages of the race had burned both fuel and rubber chasing down rival Tom Cinnamon and was nearly in a position to challenge for the lead when lady-luck turned her back once again on Cinnamon.

As Cinnamon and Jans exited turn six and raced over the bridge battling for first place they came up on UK Racing's owner-driver, Joe Owens who was running in twelfth place at the time. Unfortunately for Cinnamon, Owens foot slipped off the throttle at mid corner nearly throwing him into a spin and as he tried to correct the spin he slowed suddenly, which in turn caused a rear-end collision between he and Cinnamon. Like an accordion from Hell, Cinnamon got the "big squeeze" as Jans ran into Cinnamon's rear end. The resulting secondary collision caused Cinnamon to pop into the air like a Pop Tart at breakfast and when he landed, he landed hard, resulting in both engine and wing damage. After the race Owens apologized for his part in Cinnamon's woes;

"Sorry Tom. My foot slipped off my gas pedal and it just spun out and I no chance to reach for a gear."

Cinnamon, who has come close on several occasions, but has remained winless so far this season, took the incident in

stride, though not without some obvious disappointment in the final outcome;

"C'est la vie, Joe. For me it was just another 'Dan Gurney' moment in a long story of terrible luck."

Jans then took the lead as Cinnamon limped his way back to the pits for some much needed repairs. Even after the repairs though, Cinnamon would remain three to four seconds off the pace and the one driver considered to be the shoo-in was effectively finished for the evening, though he continued his race in order to procure some much needed points towards his and his team's bid for the SCC championship. Jans on the other hand would eventually incur two pit entry black flags, which eventually cost him his hard-fought lead.

### **Constant battles at every corner**

The race continued in much the same vain. There were constant battles at every corner as well as a few incidents and a number of spins too. Once such incident took place at the turn two hairpin between Mike Tyler and James Spychalla, after Tyler had moved up to second place. The outcome of this incident however would not only cost Tyler a number of positions, but would also mark the abrupt end of Spychalla's race. In a post race interview Tyler described the incident from his perspective;

"With Chuck [Penfield] and Dan [Spengler] hot on my tail as we exited turn 1 we were coming up on James like three bats out of Hell, so I broadcast a passing right message and moved to the inside. But unfortunately I don't think James saw me coming or perhaps hadn't glanced at his F2 menu because as we approached the turn he moved to the right while we were in the braking zone and turned in at the apex. At first I hit him and he spun, but then there was a secondary contact and he wound up rolling over onto his roof. Accidents will happen of course, but to be honest I felt a sense of frustration because I felt really bad about hitting James and rolling him over, but at the same time I kept wondering why he turned in when there were three GTS cars right behind him. In any case, it was something that I definitely did not want to happen and certainly wasn't proud of. Sorry James."

Although Spychalla's race ended at that point, Tyler was able to continue with his race surprisingly unscathed and

eventually found himself trying to reel in Spengler for position. But like a fish on hook, Spengler would not be landed easily and put up a good fight holding off Tyler's advances and toying with him like child with a yoyo.

"I found myself chasing after Dan Spengler lap after lap. It felt like I'd get close, then he'd pull away. Then I get close again and then he'd pull away... It was like being on the business end of a yoyo for a while. But at one point as we exited turn 5 (I think) Dan spun and with my view completely obscured by tire smoke and unsure as to which way he was going I wound up clipping him. At the time I didn't think it was much of a hit, or at least it didn't feel like it from my POV. But when I watched the replay I saw that Dan actually wound up rolling over, though the ill effects were clearly far less than those experienced by James earlier in the race."

### **Spengler then described the view from his seat;**

"I'm not sure at what point I laid down the skid marks in front of Mike, but I knew he was there and close. I looped it around and started to roll back to the inside of the corner so Mike would have his line safely.... wrong move on my part! Mike walloped my butt good. I rolled and came to rest facing counter-race, as Tom and Larry came around the corner. I'm not sure if Tom cut loose trying to avoid me or just happen to do it there, but he and Larry both did a doughnut, and we all took off together. Fortunately I managed to shake off the cobwebs enough to pass Larry for the position, with Tom right behind me."

While all of this was taking place, Chuck Penfield, who had spun during the melee on the opening lap, had almost quietly and stealthily driven past and avoided all of the various incidents that had taken place amongst the front runners and had raced his way all the way from the back of the starting grid and was now running in first place. Tyler however, who had already been involved in two rollover incidents and was now running in second after the incident with Spengler was intent on avoiding any further incidents and was perhaps driving a bit too cautiously. With a gap of several seconds between himself and the trio of, Spengler, Ford and Tom Cinnamon, Tyler thought he would have an easy time of it as he approached the window for his second pit stop.

"After the incident with Dan I wound up in second place and was cruising along with Dan and Larry a few seconds behind me when I came up on Mike Smart as we approached the last turn. I was just preparing to pass Mike as we exited the turn when he hit the brakes and threw up a bunch of smoke.

With my view blocked once again I lost track of where Mike was for a second or two. However when the smoke cleared I found myself staring right at Mike's LR quarter panel. With two hits already under my belt the last thing I wanted to do was hit a third car, so I tapped the brakes in the middle of the turn and of course promptly threw myself into spin and eventually a tank-slapper as a crossed over the curb. So with both Dan and Larry going past me I decided to go ahead and pit. Well, that turned out to be the nail in my coffin because during my spin I wound up crossing over the dashed line so the stewards got me for unsafe pit entry. Then on top of that my crew had a problem with one of the guns. So after the near miss with Mike and the problems with my last pit stop I had lost a lot of time by the time I came out of the pits. However while I was in the pits I noticed that Dan had drawn a 30 second penalty too."

In the interim Ford, who had pitted a lap earlier, was now, to everyone's surprise, running in second place while Spengler and Tyler had exited the pits in third and fourth place respectively. And though Tyler would try to chase down Spengler for the final podium spot he eventually suffered the ignominy of not one, but two solo spins, each the result of over zealous driving in his attempt to catch Spengler.

"Dan and I were running in third and fourth respectively near the end of the race and I was pushing hard trying to catch him. But unfortunately I let my impatience get the best of me and I over-cooked it at the esses and nosed the car into the Armco barrier, which allowed Dwayne to scoot past and moved me back to fifth."

Although the GTS finishing positions were virtually locked, the GT race was still far from decided. After losing the lead a second time due to a second, thirty-second penalty for entering the pits unsafely, John Prince took off from his second and final pit stop of the race nearly 32 seconds behind Jim Best. Over the

next ten laps Prince would drive the fans would witness one of the finest and most spectacular GT-class battles of season. As Prince whittled the gap down to a mere second he and Best drove the final three laps of the race nearly side-by-side.

"One of the finest examples of online racing I've seen all season long."

One senior official called their battle one of the "finest examples of online racing" he'd ever witnessed.

"It was clear these guys were fighting for every inch and every mph they could get, but while they did, it was also clear that they were very much aware of each other and their surroundings and ultimately displayed a tremendous amount of respect for each other. Unlike some of the racing we've seen among the front-runners this season these guys were on top of their game and displayed what I think is one of the finest examples of online racing I've seen all season long. In fact the rest of the drivers, especially some of the GTS drivers, should make a point of watching these guys duke it out and take a gander at what true sportsmanship is all about. In fact, I may even use it in the future as a sample of the level of driving we should expect from all of our drivers."

Crowds at every section of the track were on their feet as the penultimate lap would see Best successfully fend off repeated pass attempts by Prince at virtually every possible opportunity.

As the battling duo crossed the start-finish line under the white flag to begin the final lap of the race the gap between them had now closed to less than half a second. With their right feet nearly mashed through floor boards as they drove through the first turn, Prince appeared to get a good tow as they exited the corner and made a move to the inside as they approached the second turn. But Best showed what he was made of as he kept his foot buried just a tad longer than Prince and managed to maintain his lead just a bit longer.

As they exited the hairpin nose-to-tail Prince once again moved out to pass, but left Best with the advantage of the inside line as they dragged their way toward the esses. Turning into the left-right switchback, Prince wisely fell back just enough to avoid contact with Best's lime-green BestBikeWorks sponsored Corvette, but managed to get a good run out of the exit.

With a clear head of steam behind him Prince moved to the right to try and take the inside line for turn five, but Best, who must have been watching his mirror like a hawk watching a Christmas-fed mouse, moved to the far right to block Prince's pass attempt, however Prince would not be denied.

Displaying the sort of bold and fearless attitude usually reserved for younger and less experienced drivers, Prince then quickly moved back to the left and left his braking til the absolute last second and passed Best on the outside of turn five. It was a brilliantly stunning move that nearly brought the house down as the crowd, who would be already on their feet, exploded in cheers and applause. – Who said the best seats were on the main straight? – With momentum on his side Prince stretched out his lead as the two crafty veteran drivers crossed over the bridge, though it wasn't enough to keep Best from making one last desperate lunge as they sped into turn ten and the final set of esses.

### The most competitive and fun series to date

With apparently little or no braking attempt whatsoever, Best nearly lost control of his car as he dove over the curb and across the grass. But it wasn't enough to catch or even slow Prince who was now less than a quarter mile from the finish line.

With Penfield, Ford and Spengler taking the first three overall positions as well as the top three positions in the GTS category, the real Cinderella story, as far as the crowd was concerned, was John Prince who after battling with Jim Best, like two chivalrous knights of old, took the checkered flag for his first GT-class victory.

Shakespeare himself could not have written a more compelling story; Chuck Penfield, who had started his race from the back of the grid, drove a masterful race and took the overall and GTS-class win. Larry Ford, who after a six month layoff, had only driven the track for the first time just a half an hour before the start of the race finished in second place. Dan Spengler, who had suffered a roll over at turn five and had received two black flags for unsafe pit entry violations, had finished his race on the podium for the first time during the season. John Prince would

capture the first win of his GT-class career, but only after one of the toughest race-long battles of his long and storied racing career with Jim Best. And surprisingly, Kevin Cinnamon would claim the final GT-class podium spot after barely surviving a near race-ending, aerial assault at the exit of the first turn.

The VOR sports car races are certainly not for the faint of heart. These tin-roof racers tend to have a tougher hide and aren't quite as gentle as their GPL counterparts, but the level and intensity of the racing has made the current Sports Car Challenge series far and away one of the most competitive and fun series to date.

VOR: <http://gplvor.speedgeezers.com>

More news, results, and pictures at the league sites and at <http://www.filsca.com>



# FILSCA DRIVER OF THE MONTH



## Kevin Cinnamon

Kevin was nominated by his league Virtual Online Racers (VOR): "In only his second season of online racing he is leading the GT class in the Trans-Am championship and is currently third in the GTP Championship. Kevin is from Canada and has proven to be a threat to win every race he enters. However Kevin has earned the respect from his fellow drivers not from displaying his

incredible race speed so early in his career but rather from showing respect to his fellow drivers on the track which is very rare from a new-be to online racing."

**Please tell us a bit about you** I am 22 years old and I was born in Richmond Hill, Ontario, Canada. At the present time, I am working full time for my father at a Microplay Video Games store which we have owned for about 12 years. My dad got me into racing while I was young. He became a race official for the Canadian Formula 2000 which ended up folding before the 1990's. In the early 90's he got a job with the Canadian Formula 1600 Series and that's when I started to attend almost all the events. Because I was going to all the races it landed me a job as a race official as well. We went to many events like the Montreal Grand Prix (F1), the Toronto Molson Indy (Champ Car), Mosport International Raceway (American Le Mans), Trois Rivières (ALMS & Grand Am), Lime Rock (Trans Am), & Mont Tremblant (Vintage Series).

**For how long have you been sim racing?** I just started racing sims full time around February but this isn't my first time sim racing. I have played Toca Touring Car (PC) Indy Car Series (PC) Gran Turismo 1-4 (Playstation 1 & 2), RFactor (PC) Nascar 2003 (PC) and many other sims but I was never really devoted to it like I am now.

## AUTOSIMSPORT

**Your driving style?** I always thought that I am an aggressive driver but I know when to pick my spots, due to the fact of poor decisions earlier on in my sim racing career.

**Are you a member of a team?** I am part of Uranus Racing along with my dad (Tom Cinnamon)

**Do you have a sponsor?** My gaming sponsor is Molson Canadian and all of their partners like Corona, and the Molson Indy Toronto.

**Favourite simulation** My favourite simulation is Nascar Racing Season 2003 with the TPTCC Mod and the GTP Mod. Although I like what rFactor is capable of, with the different open wheel mods.

**Favourite track** Favourite track.... this is hard.... There are two, one is a street course and one is a road course. The street course is Trois Rivières and the road course is Mosport International Raceway. After attending many events at both tracks, it's very difficult to decide which one is better because they both have their challenges. Mosport with turns 5a and 5b, and Trois Rivières with its narrow turns.

**Favourite food** I am a taco and fajita guy, but I like mostly spicy foods.

**Favourite drink** This is easy, it's the most addicting pop around. Pepsi.

**Favourite films** This is a toss up too, I would have to say Longest Yard (Adam Sandler - 2005) or The Replacements (Keanu Reeves - 2000) both football movies with a comedy twist.

**Favourite music (groups, records, songs, whatever)** Alternative Music is my favourite. Bands like System of a Down, Linkin Park, Staind, Limp Bizkit. I also like to listen to Foreigner, Styx, and Bryan Adams.

**Favourite book** Hmmmmmm, I haven't read a book since high school — do magazines count? If so, Maxim Mag, because of all the pictures.

**Do you have a motto for your life or for sim racing?** I personally don't have a motto but this is my favourite, "Who dares wins" - United Kingdom Special Air Service (SAS) Regiment Links:z

**Driver Statistics**

**Virtual Online Racers**

**Tom Cinnamon Statistics (Kevin's father)**

## Anderstorp

In one of the most exciting races of the season, Bob Bakker strikes again in the GT class. After a streak of podium places, Matjaz Plotajs secures his first win with a daring pit stop strategy.

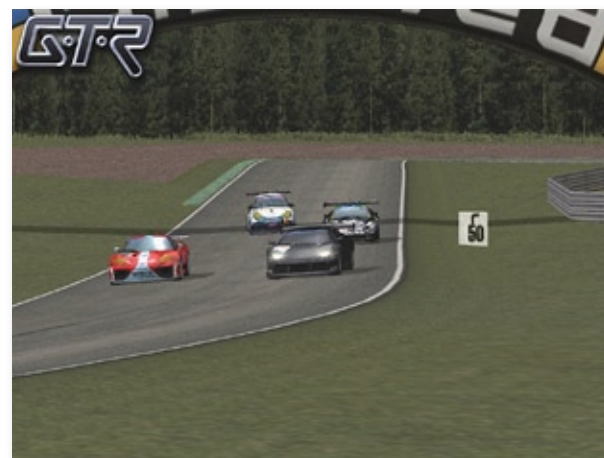


*Anderstorp formation lap*

While Hartikainen and Vergers made the pace from the front row, with the Dynamic star leading comfortably, the podium finishers of the Spa race, Bob Bakker, Wilfred van der Brink and Phil Hildebrandt rolled up the field from behind, and so did Claus Juel, Matjaz Plotajs and Arnaud Paagman with the N-GT drivers. High-class fights took place, again between Bob Bakker and Samuel Krüger, Krüger, Vergers, and Bakker, and Bakker and Ettig. When Marko Hartikainen went off track and lost valuable time – he rejoined the track as sixth, the road was free for another Simracing for Holland win. Behind Bakker, who passed the whole field, van der Brink (GTN) as second and Phil Hildebrandt as third (Virtual-Games) repeated their Spa podium places, this time in reversed order. Thomas Ettig went off during the formation lap, but bravely fought his way back to sixth, behind Emmo Plate, another driver of the exceptionally strong GTN team. Marcel Wiemers from THOR had a strong first stint, but mid-race his engine died while Joseph Mudrak changed shortly before the race into the Ferrari 575 to race in GT class. He finished as 13<sup>th</sup> overall.

The N-GT class was again dominated by Claus Juel in the Bi-Turbo Porsche... until he made some minor mistakes... and until he had to realize that Matjaz Plotajs' adopted one-pit stop strategy could take away his win. Indeed, the daring strategy brought the dE driver the first win in the series, after a streak of podium finishes. His win was well-deserved, all in the paddock congratulated him. With René Venderbosch from Simracing for Holland, drivers from three different teams made it to the podium. Darin Boyd as fourth contributed again to another strong performance of the GTN Team. Arnaud Paagman and Darin Boyd had hoped long for podium finishes, and came home a strong fourth and fifth.

Bob Bakker (SimRacing For Holland, winner GT): "Wow, what a race! Very tough. In the first stint I had some amazing fights with Dion, Wilfred, Thomas and Samuel. We were really battling it out to the max. The whole race I was pushing like hell! Very different compared with Spa, but much more fun! This is perfect for the championship and I'm looking forward to the next race."



*Wilfred van der Brink, Fabrizio Santoro, Jurjen van der Lelij, Claus Juel*

Philipp Hildebrandt (Virtual-Games, third GT): "Yes the result at the end isn't too bad. But I already lost my race after the first meters. I got a stop and go penalty for jumping the start."

Matjaz Plotajs (dE Racing, winner N-GT): "Magnificent race for me. My first ever win in MoG. Really happy about this and I would like to dedicate it to my team mate Aris [Vaselikos] who sadly had to retire from MoG [because he moved]."

Claus Juel (GTN Drivers Club, second N-GT): "The start was kind of boring, I had soon a big lead—maybe 20 seconds after the first 20 laps. But then I went into the grass at T1. With a bit of more luck I could have won on 2 stops today, but nonetheless this was a fine race by Mitjaz and it was impressive and daring to try it with 1 stop only."

### Oschersleben – Tragedies in the rain

Finally, the weather forecast kept correct – Oschersleben served the first wet race of the season, after many times where the sun came out just at the start of the races. And while the spectators cheered for the immaculate and stunning performance of all drivers, momentary lapses and raikonenical failures made for a truly dramatic final outcome after more than two hours.



Marko Hartikainen with broken engine

In N-GT, Matjaz Plotajs is one of the victims – while he took the checkered flag as second, he ended as third in the official



Wilfred van der Brink and Oliver Day

results. Still enthusiasmed from his Anderstorp win, he forgot about the no-passing rule in the first three corners which was installed for security reasons, and passed prematurely his fellow drivers Claus Juel and René Venderbosch. Accordingly, he was placed behind René Venderbosch. This minimized his chances for a second place championship finish, while after another Claus Juel win, René Venderbosch with 13 points behind the GTN driver, still has a rather theoretical chance for the N-GT title – if Claus Juel does not score more than 1 point and the Dutch driver wins at Estoril. Again, Darin Boyd and Kent D. Welker contributed to a outstanding performance of the GTN Team. With the win from Claus Juel, GTN was the first to secure a MoG title: GTN Drivers Club wins the N-GT Team Championship. As sixth, Oliver Day provided his best performances this season and secured valuable points in the team championship. Fabrizio Santoro and Vincenzo Giagheddu demonstrated again their reliability even though they were not really competitive. The class of the N-GT field is also shown by the fact that all drivers finished.

For the longer part of the race, the GT field was rather unspectacular. Drama unfolded in the last laps. For 80 laps,

Marko Hartikainen was on his way to his first win. But with 2 laps to go his engine exploded, and Wilfred van der Brink brought home another GTN win. Marko, who left the area immediately without any words, was classified fourth. If that were not enough, championship leader Bob Bakker, second in the last lap, brought his car home into the pits – but one lap too early. As he never saw the checkered lap, he was classified third. Samuel Krueger, one of the bravest racers in the field, came in second. Phil Hildebrandt earned valuable points for Virtual-Games as fifth while his team mate Joao Vaz had to retire his car already in the second lap after a braking error in lap one which ended in a crash with Emmo Plate. After a long pit stop Emmo could continue.

With one race to go in N-GT, and two races in GT (Donington had to be rescheduled and will take place 22 October), three of the four championships are still open, with the best chances for Bob Bakker in GT, Claus Juel in N-GT driver championships. But as the Oschersleben has shown, to finish first you must first finish! The GT team championship is exceptionally close with 3 points between GTN and Simracing for Holland, and even Virtual-Games has still chances provided they are able to enter a complete, strong, and reliable line-up for the remaining two races.

Samuel Krueger (GTN, second GT): „Finally we had some rain , I've been hoping for it a long time because it gives a better change to score some good points just for been consistent, instead of been ,alien' fast through the race."

Wilfred van den Brink (GTN, winner GT): „I still don't know how I won."

Results, standings, and more news at

<http://www.mastersofgpl.org> and <http://www.filsca.com>



## LFNSC • Cevert 2005

### N2003 GTP • Le Mans 2004

September 1, 2005

1. Alexandre Ledoux (FRA); 2. Yves Plaçais (FRA); 3. Sébastien Garcia (FRA); 4. Didier Conjeaud (FRA); 5. Yannick Hilaire (FRA) — **Most laps led:** Alexandre Ledoux (FRA) 15 laps — **Fastest lap:** Alexandre Ledoux (FRA) 3:32.743

## SSR • Season 2, div 2

### GTR • Circuit De Catalunya

September 1, 2005

1. Mats Karlsson (SWE) (Ferrari 575 GTC); 2. David Nordstrand (SWE) (Ferrari 550 Maranello); 3. Tobias Härnvi (SWE) (Chrysler Viper GTS-R, *Team Pegasus SSR GTR*); 4. Lars Peterson (SWE) (Saleen S7-R); 5. Peter Börjesson (SWE) (Lamborghini Murcielago R-GT) — **Most laps led:** Jonas Lindberg (SWE) 21 laps — **Fastest lap:** Jonas Lindberg (SWE) 1:41.093

## MoG • MoGTR 2005

### GTR • Circuit de Spa-Francorchamps

September 3, 2005

1. Bob Bakker (NLD) (Lister Storm, *Simracing for Holland GTR*); 2. Phil Hildebrandt (GER) (Ferrari 550 Maranello, *Virtual-Games*); 3. Wilfred v. Brink (NLD) (Lamborghini Murcielago R-GT, *GTN Drivers Club MoGTR*); 4. Dion Vergers (NLD) (Saleen S7-R, *H&P Racing*); 5. Emmo Plate (NLD) (Lamborghini Murcielago R-GT, *GTN Drivers Club MoGTR*) — **Most laps led:** Bob Bakker (NLD) 42 laps — **Fastest lap:** Wilfred v. Brink (NLD) 2:11.551

## LFNSC • Nextel 2005

### N2003 • Watkins Glen

September 4, 2005

1. Laurent Bertho (FRA); 2. Maxime Trepreau (FRA); 3. Sébastien Garcia (FRA); 4. Ludovic Barrière (FRA); 5. Ludovic Lecoq (FRA) — **Most laps led:** Laurent Bertho (FRA) 56 laps — **Fastest lap:** Anthony Michel (FRA) 1:13.314

## Comet • Season R

### GTR • Autodromo Do Estoril

September 5, 2005

1. Roland Ehnström (SWE) (Chevrolet Corvette C5-R, *Virtual-Games*); 2. Thomas Heineman (SWE) (Lister Storm, *TouringCarTimes.com*); 3. Mickael Taloc (FRA) (Chevrolet Corvette C5-R, *Virtual-Games*); 4. Johan Meissner (SWE) (Lister Storm, *TouringCarTimes.com*); 5. Arnaud Paagman (NLD) (Chevrolet Corvette C5-R, *Bacardi Colombian Racing*) — **Most laps led:** Roland Ehnström (SWE) 38 laps — **Fastest lap:** Roland Ehnström (SWE) 1:35.448

## LFNSC • Busch 2005

### N2003 • Watkins Glen

September 6, 2005

1. Davy Decorps (FRA); 2. Cyriaque Riotte (FRA); 3. Yannick Hilaire (FRA); 4. Alexandre Ledoux (FRA); 5. Martin Mouze (FRA) — **Most laps led:** Davy Decorps (FRA) 72 laps — **Fastest lap:** Davy Decorps (FRA) 1:12.858

## SSR • Season 2, div 1

### GTR • Circuit de Nevers Magny Cours

September 6, 2005

1. Roland Ehnström (SWE) (Lamborghini Murcielago R-GT); 2. Kjetil Moe (NOR) (Lister Storm); 3. Ove Wadman (SWE) (Lister Storm); 4. Petter Edin (SWE) (Ferrari 575 GTC); 5. Niclas Norenheim (SWE) (Lister Storm) — **Most laps led:** Roland Ehnström (SWE) 25 laps — **Fastest lap:** Roland Ehnström (SWE) 1:35.136

## LFNSC • Open 2005

### N2003 BGN • Watkins Glen

September 7, 2005

1. Dominique Bouchez (FRA); 2. Xavier Petelet (FRA); 3. Jean-charles Peyrouny (FRA) — **Most laps led:** Dominique Bouchez (FRA) 45 laps — **Fastest lap:** Xavier Petelet (FRA) 1:16.438

### KRC • 2005-Regular

#### N2003 • California

September 7, 2005

1. Brian Cowart (USA); 2. Ken Kalina (USA); 3. Randy Drumhiller (USA); 4. Sam R. Harris (USA); 5. Dan Weeks (USA) — **Most laps led:** Brian Cowart (USA) 85 laps — **Fastest lap:** Tim Henson (USA) 38.392

### LFNSC • Cevert2 2005

#### N2003 TransAM • Brands Hatch Indy

September 8, 2005

1. Ludovic Barrière (FRA); 2. Alexandre Ledoux (FRA); 3. Frédéric Hell (FRA); 4. Thomas Léveillé (FRA); 5. Thierry Vermeiren (FRA) — **Most laps led:** Alexandre Ledoux (FRA) 20 laps — **Fastest lap:** Alexandre Ledoux (FRA) 44.986

### SSR • Season 2, div 2

#### GTR • Circuit de Nevers Magny Cours

September 8, 2005

1. Max Ganholt (SWE) (Lister Storm); 2. Lars Peterson (SWE) (Saleen S7-R); 3. David Nordstrand (SWE) (Chrysler Viper GTS-R); 4. Mats Karlsson (SWE) (Ferrari 575 GTC); 5. Peter Börjesson (SWE) (Lamborghini Murcielago R-GT) — **Most laps led:** Max Ganholt (SWE) 20 laps — **Fastest lap:** Lars Peterson (SWE) 1:37.262

### LFNSC • Cevert2 2005

#### N2003 TransAM • Brands Hatch Indy

September 9, 2005

1. Ludovic Barrière (FRA); 2. Frédéric Hell (FRA); 3. Thomas Léveillé (FRA); 4. Thierry Vermeiren (FRA); 5. Alexandre Ledoux (FRA) — **Most laps led:** Thomas Léveillé (FRA) 17 laps — **Fastest lap:** Alexandre Ledoux (FRA) 44.922

### LFNSC • Nextel 2005

#### N2003 • Michigan

September 11, 2005

1. Ludovic Lecoq (FRA); 2. Laurent Bertho (FRA); 3. Stéphane Gourdin (FRA); 4. Yannick Cousot (FRA); 5. Eric Rawson (FRA) — **Most laps led:** Ludovic Lecoq (FRA) 70 laps — **Fastest lap:** Laurent Bertho (FRA) 37.164

### GPfun67 • GPFun67\_4

#### GPL • Autodromo Nazionale di Monza

September 11, 2005

1. Luca Panella (ITA) (Ferrari); 2. Fulvio Barozzini (ITA) (BRM); 3. Danilo Boselli (ITA) (Cooper); 5. Luca Varani (ITA) (Cooper) — **Most laps led:** Luca Panella (ITA) 52 laps — **Fastest lap:** ()

### KRC • KRCRoad05-3

#### N2003 GTP • Roadone International

September 11, 2005

1. Jeffrey H. Chandler (USA); 2. Craig Hunter (USA); 3. Bob Ostrom (USA); 4. Tim Henson (USA); 5. Philip Brown (USA) — **Most laps led:** Jeffrey H. Chandler (USA) 26 laps — **Fastest lap:** Tim Henson (USA) 2:10.369

### Comet • Season R

#### GTR • Circuit de Spa-Francorchamps

September 12, 2005

1. Roland Ehnström (SWE) (Lister Storm, *Virtual-Games*); 2. René Venderbosch (NLD) (Lister Storm, *Dynamic Motorsports Comet GTR*); 3. Marko Hartikainen (FIN) (Lister Storm, *Dynamic Motorsports Comet GTR*); 4. Samuel Krueger (FIN) (Lamborghini Murcielago R-GT, *GTN Drivers Club COMET R*); 5. Arnaud Paagman (NLD) (Chevrolet Corvette C5-R, *Bacardi Colombian Racing*) — **Most laps led:** Roland Ehnström (SWE) 37 laps — **Fastest lap:** Roland Ehnström (SWE) 2:13.427

### VOR • VOR GTP S1

#### N2003 GTP • Autodromo Brno

September 12, 2005

1. Kevin Cinnamon (CAN) (*Uranus Racing*); 2. Chuck Penfield (USA) (*VooDoo Child Racing*); 3. Don Fleming (USA); 4. Michael Tyler (USA) (*Fergitaboutit Motorsports*); 5. Gary Johnson (USA) (*Blowfish*) — **Most laps led:** Chuck Penfield (USA) 11 laps — **Fastest lap:** Chuck Penfield (USA) 1:50.097

### LFNSC • Busch 2005

#### N2003 • Michigan

September 13, 2005

1. Ludovic Lecoq (FRA); 2. Laurent Dilard (FRA); 3. Mathieu Bouysset (FRA); 4. Lionel Fesselier (FRA); 5. Thierry Marchand (FRA) — **Most laps led:** Ludovic Lecoq (FRA) 69 laps — **Fastest lap:** Ludovic Lecoq (FRA) 37.087

### SSR • Season 2, div 1

#### GTR • Ente Autodromo Pergusa

September 13, 2005

1. Roland Ehnström (SWE) (Chevrolet Corvette C5-R); 2. Mikko Konttaniemi (SWE) (Ferrari 550 Maranello); 3. Robin Bergh (SWE) (Ferrari 550 Maranello); 4. Thomas Heineman (SWE) (Ferrari 550 Maranello); 5. Petter Edin (SWE) (Ferrari 550 Maranello) — **Most laps led:** Thomas Heineman (SWE) 24 laps — **Fastest lap:** Roland Ehnström (SWE) 1:30.836

### LFNSC • Open 2005

#### N2003 BGN • Michigan

September 14, 2005

1. Jean-luc Domec (FRA); 2. Christophe Ferra (FRA); 3. Yannick Hilaire (FRA); 4. Laurent Dilard (FRA); 5. Franck Merlier (FRA) — **Most laps led:** Laurent Dilard (FRA) 12 laps — **Fastest lap:** Jean-luc Domec (FRA) 40.433

## KRC • 2005-Regular

### N2003 • Richmond

September 14, 2005

1. Jeffrey H. Chandler (USA); 2. Dan Weeks (USA); 3. Tim Henson (USA); 4. Ken Kalina (USA); 5. Randy Drumhiller (USA) — **Most laps led:** Jeffrey H. Chandler (USA) 136 laps — **Fastest lap:** Tim Henson (USA) 21.912

## LFNSC • Cevert 2005

### N2003 GTP • Spa-Francorchamps GTP

September 15, 2005

1. Davy Decorps (FRA); 2. Ludovic Barrière (FRA); 3. Didier Conjeaud (FRA); 4. Sébastien Kindt (FRA); 5. Yannick Hilaire (FRA) — **Most laps led:** Davy Decorps (FRA) 40 laps — **Fastest lap:** Davy Decorps (FRA) 1:58.863

## SSR • Season 2, div 2

### GTR • Ente Autodromo Pergusa

September 15, 2005

1. Max Ganholt (SWE) (Ferrari 550 Maranello); 2. Mats Linden (SWE) (Ferrari 550 Maranello); 3. Peter Lundgren (SWE) (Ferrari 550 Maranello); 4. Mats Karlsson (SWE) (Ferrari 575 GTC); 5. Thomas Willershausen (SWE) (Ferrari 550 Maranello, *Team Pegasus SSR GTR*) — **Most laps led:** Max Ganholt (SWE) 48 laps — **Fastest lap:** Max Ganholt (SWE) 1:31.726

## MoG • MoGTR 2005

### GTR • Anderstorp

September 17, 2005

1. Bob Bakker (NLD) (Lister Storm, *Simracing for Holland GTR*); 2. Wilfred v. Brink (NLD) (Lamborghini Murcielago R-GT, *GTN Drivers Club MoGTR*); 3. Phil Hildebrandt (GER) (Ferrari 550 Maranello, *Virtual-Games*); 4. Samuel Krueger (FIN) (Lamborghini Murcielago R-GT, *GTN Drivers Club MoGTR*); 5. Dion Vergers (NLD) (Saleen S7-R, *H&P Racing*) — **Most laps led:** Wilfred v. Brink (NLD) 42 laps — **Fastest lap:** Phil Hildebrandt (GER) 1:25.078

## LFNSC • Nextel 2005

### N2003 • Bristol

September 18, 2005

1. Thomas Cazorla (FRA); 2. Gilles Boulanger (FRA); 3. Stéphane Gourdin (FRA); 4. Laurent Bertho (FRA); 5. Yannick Hilaire (FRA) — **Most laps led:** Yannick Cousot (FRA) 77 laps — **Fastest lap:** Laurent Bertho (FRA) 15.729

## GPfun67 • GPFun67\_4

### GPL • Kyalami Motor Race Track

September 18, 2005

1. Stefano Bucci (ITA) (Brabham); 2. Fulvio Barozzini (ITA) (BRM); 3. Pasquale Milano (ITA) (Cooper); 4. Luca Varani (ITA) (Cooper); 5. Davide Strada (ITA) (Honda) — **Most laps led:** Stefano Bucci (ITA) 65 laps — **Fastest lap:** Fulvio Barozzini (ITA) 1:20.835

## onlineracer.de • ORSS 05/06

### GTR • Autodromo Do Estoril

September 19, 2005

1. Jens Poczka (GER) (Lamborghini Murcielago R-GT, *Team GT 15*); 2. Karol Sikora (POL) (Lister Storm, *Team GT 13*); 3. Dirk Suder (GER) (Lamborghini Murcielago R-GT, *Team GT 15*); 4. Damian Woskowicz (GER) (Lister Storm, *Team GT 13*); 5. Christian Huhn (GER) (Lister Storm, *Team GT 16*) — **Most laps led:** Jens Poczka (GER) 32 laps — **Fastest lap:** Jens Poczka (GER) 1:35.479

## onlineracer.de • ORSS 05/06

### GTR • Autodromo Do Estoril

September 19, 2005

1. Jörg Lienemann (GER) (Ferrari 550 Maranello, *Team GT 4*); 2. Klaus Lienemann (GER) (Ferrari 550 Maranello, *Team GT 4*); 3. Holger Gross (GER) (Lister Storm, *Team GT 11*); 4. Chris Braun (GER) (Lamborghini Murcielago R-GT, *Team GT 12*); 5. Markus Schneider (GER) (Lister Storm, *Team GT 5*) — **Most laps led:** Jörg Lienemann (GER) 51 laps — **Fastest lap:** Jörg Lienemann (GER) 1:36.271

## VOR • VORT/A S4

### N2003 TransAM • Sunsky International Raceway

September 19, 2005

1. Chuck Penfield (USA) (Ford Mustang GTS, *VooDoo Child Racing*); 2. Larry Ford Jr. (USA) (Ford GTS, *Texas Something*); 3. Dan Spengler (USA) (Ford Mustang GTS, *Damn Yankee Motorsports*); 4. Dwayne Jans (USA) (Ford Mustang GTS, *Blowfish*); 5. Michael Tyler (USA) (Chevrolet Corvette GTS, *Fergitaboutit Motorsports*) — **Most laps led:** Chuck Penfield (USA) 19 laps — **Fastest lap:** Chuck Penfield (USA) 1:53.010



## LFNSC • Busch 2005

### N2003 • Bristol

September 20, 2005

1. Laurent Dilard (FRA); 2. Jean-luc Domede (FRA); 3. Thierry Marchand (FRA); 4. Thomas Cazorla (FRA); 5. Jean-Christophe Lion (FRA) — **Most laps led:** Martin Mouze (FRA) 113 laps — **Fastest lap:** Thierry Marchand (FRA) 15.852

## S.NL • NL.GPL.1.1.6

### GPL • Watkins Glen Grand Prix Circuit

September 20, 2005

1. Robert Fleurke (NLD) (Cooper); 2. Ronald v. Huystee (NLD) (Ferrari); 3. Jeroen Goedhart (NLD) (Brabham); 4. Frank M. Wynants (BEL) (Eagle); 5. Marc Vekeman (BEL) (Eagle) — **Most laps led:** Michiel Pompert (NLD) 28 laps — **Fastest lap:** Jeroen Goedhart (NLD) 1:05.271

## German Masters • Vorläufe GT

### GTR • Autodromo Do Estoril

September 20, 2005

1. Thomas Ettig (HUN) (Lister Storm, *Nagybalfasz*); 2. Sven Brandenburg (GER) (Ferrari 550 Maranello, *Team DSRC*); 3. Oliver Luethi (CHE) (Saleen S7-R, *Die Regelnden*); 4. Tobias Schlemo (GER) (Lister Storm, *Nagybalfasz*); 5. Marcel Sommer (SWZ) (Ferrari 550 Maranello, *Team DSRC*) — **Most laps led:** Thomas Ettig (HUN) 30 laps — **Fastest lap:** Tobias Schlemo (GER) 1:35.215

## German Masters • Vorläufe GT

### GTR • Autodromo Do Estoril

September 20, 2005

1. Albin Edelmann (AUT) (Lamborghini Murcielago R-GT, *NRO*); 2. Kay Kaschube (GER) (Ferrari 550 Maranello, *Twister-Racing 1*); 3. Roman Edelmann (AUT) (Lamborghini Murcielago R-GT, *NRO*); 4. Damian Woskowicz (GER) (Lister Storm, *POL.RACING [OR]*); 5. Karol Sikora (POL) (Lister Storm, *POL.RACING [OR]*) — **Most laps led:** Albin Edelmann (AUT) 56 laps — **Fastest lap:** Albin Edelmann (AUT) 1:35.305

## SSR • Season 2, div 1

### GTR • Autodromo Brno

September 20, 2005

1. Mattias Holkedahl (SWE) (Lister Storm); 2. Johan Meissner (SWE) (Lister Storm); 3. Mikael Hasslo (SWE) (Lister Storm); 4. Mikko Konttaniemi (SWE) (Lister Storm); 5. Petter Edin (SWE) (Chrysler Viper GTS-R) — **Most laps led:** Mattias Holkedahl (SWE) 31 laps — **Fastest lap:** Mattias Holkedahl (SWE) 1:55.288

## LFNSC • Open 2005

### N2003 BGN • Bristol

September 21, 2005

1. Jérôme Cerdan (FRA); 2. Yannick Hilaire (FRA); 3. Xavier Labrosse (FRA); 4. Xavier Petelet (FRA); 5. Laurent Dilard (FRA) — **Most laps led:** Yannick Hilaire (FRA) 73 laps — **Fastest lap:** Matthieu Burlion (FRA) 17.926

## S.NL • NL.GTR.1

### GTR • Autodromo Brno

September 21, 2005

1. Bob Bakker (NLD) (Lister Storm); 2. Jarno Bierman (NLD) (Ferrari 550 Maranello); 3. Ruud De wit (NLD) (Ferrari 550 Maranello); 4. Dion Vergers (NLD) (Ferrari 550 Maranello); 5. Robert Buijtenhuis (NLD) (Lister Storm) — **Most laps led:** Bob Bakker (NLD) 46 laps — **Fastest lap:** Bob Bakker (NLD) 1:54.161

## KRC • 2005-Chase

### N2003 • New Hampshire

September 21, 2005

1. Bob Ostrom (USA); 2. Brian Cowart (USA); 3. Randy Drumhiller (USA); 4. Tim Henson (USA); 5. Ken Kalina (USA) — **Most laps led:** Bob Ostrom (USA) 72 laps — **Fastest lap:** Ken Kalina (USA) 30.587

## German Masters • Vorläufe NGT

### GTR • Autodromo Do Estoril

September 22, 2005

1. Martin M. Tschach (GER) (Porsche 911 GT3-RS, *GTR-RL NGT*); 2. Michael H. Schmid (GER) (Porsche 911 GT3-RS, *ERL NgT I Racing Friends*); 3. Jack Schneider JS (CHE) (Porsche 911 GT3-RS, *GTR-RL NGT*); 4. Torsten Schmitt (GER) (Porsche 911 GT3-RS, *Agrar-Culture-Racing*); 5. Matthias Meier (GER) (Porsche 911 GT3-RS, *RUFF-Racing*) — **Most laps led:** Martin M. Tschach (GER) 42 laps — **Fastest lap:** Rocco Rost (GER) 1:40.950

## SSR • Season 2, div 2

### GTR • Autodromo Brno

September 22, 2005

1. Max Ganholt (SWE) (Chrysler Viper GTS-R); 2. Jonas Lindberg (SWE) (Lister Storm); 3. Micke Frilander (SWE) (Lister Storm); 4. Bertil Holmberg (SWE) (Lister Storm); 5. Johannes Norberg (SWE) (Lister Storm) — **Most laps led:** Max Ganholt (SWE) 30 laps — **Fastest lap:** Jonas Lindberg (SWE) 1:57.155

## VOR • GPL TS10

### GPL • Solitude

September 22, 2005

D1: 1. Urban G. Alsenmyr (SWE) (Brabham, 67 Brabham - 65 Brabham BT11); 2. Richard Yalland (UK) (Ferrari, 67 Eagle - 65 Ferrari); 3. Bill McComber (CAN) (BRM, 67 Ferrari - 65 BRM); 4. Glenn Gray (USA) (Honda, 67 Cooper - 65 Honda); 5. Robert Harrison (USA) (Honda, 67 Cooper - 65 Honda) — **Most lead laps:** —

D2: 1. Bob Simpson (CAN) (Honda, 67 Cooper - 65 Honda); 2. Brian Hart (USA) (BRM, 67 Ferrari - 65 BRM); 3. Stephen King (CAN) (Lotus, 67 Lotus - 65 Lotus); 4. Tom Dilibero (USA) (Brabham, 67 Brabham - 65 Brabham BT11); 5. Joe Owens (UK) (BRM, 67 Ferrari - 65 BRM) — **Most lead laps:** Bob Simpson (CAN) 10 laps. — **Fastest lap:** Stephen King (CAN) 3:41.861

## BeRacing • FiaGT League 2

### GTR • Donington National

September 24, 2005

1. Joeri Blootacker (BEL) (Lister Storm); 2. Joris Thielen (BEL) (Lister Storm); 3. Duncan Walker (UK) (Lister Storm); 4. Anthony Wouters (BEL) (Ferrari 550 Maranello); 5. Danny Munsters (BEL) (Saleen S7-R) — **Fastest lap:** Joris Thielen (BEL) 1:26.720

## German Masters • Vorläufe GT

### GTR • Circuit de Nevers Magny Cours

September 24, 2005

1. Sven Brandenburg (GER) (Ferrari 550 Maranello, Team DSRC); 2. Roman Edelmann (AUT) (Lamborghini Murcielago R-GT, NRO); 3. Albin Edelmann (AUT) (Lamborghini Murcielago R-GT, NRO); 4. Sascha Hempel (GER) (Ferrari 550 Maranello, Speedfighters [OR]); 5. Chris Braun (GER) (Lamborghini Murcielago R-GT, Scuderia Francoforte [OR]) — **Most laps led:** Sven Brandenburg (GER) 37 laps — **Fastest lap:** Albin Edelmann (AUT) 1:34.339

## German Masters • Vorläufe GT

### GTR • Circuit de Nevers Magny Cours

September 24, 2005

1. Kay Kaschube (GER) (Ferrari 550 Maranello, Twister-Racing 1); 2. Tobias Schlemo (GER) (Lister Storm, Nagybalasz); 3. René Hiddel (GER) (Ferrari 550 Maranello, EMTL HPM Team 3); 4. Daniel Struck (GER) (Ferrari 550 Maranello, RGW Racing); 5. Sebastian Boll (GER) (Saleen S7-R, Die Regelnden) — **Most laps led:** Kay Kaschube (GER) 57 laps — **Fastest lap:** Kay Kaschube (GER) 1:33.554

## LFNSC • Nextel 2005

### N2003 • California

September 25, 2005

1. Ludovic Lecoq (FRA); 2. Matthieu Burlion (FRA); 3. Mathieu Bouysset (FRA); 4. Stéphane Gourdin (FRA); 5. Ludovic Barrière (FRA) — **Most laps led:** Ludovic Lecoq (FRA) 87 laps — **Fastest lap:** Stéphane Gourdin (FRA) 38.102

## Comet • Season R

### GTR • Anderstorp

September 26, 2005

1. Claus Juel (DNK) (Ferrari 550 Maranello, GTN Drivers Club COMET R); 2. Roland Ehnström (SWE) (Ferrari 575 GTC, Virtual-Games); 3. Mickael Taloc (FRA) (Ferrari 575 GTC, Virtual-Games); 4. Mattias Holkedahl (SWE) (Ferrari 550 Maranello, Get Ready Simracing); 5. Max Ganholt (SWE) (Ferrari 550 Maranello, Get Ready Simracing) — **Most laps led:** Claus Juel (DNK) 37 laps — **Fastest lap:** Mattias Holkedahl (SWE) 1:26.027

## VOR • VOR GTP S1

### N2003 GTP • Sunsky International Raceway

September 26, 2005

1. Kevin Cinnamon (CAN) (Uranus Racing); 2. Larry Ford Jr. (USA) (Texas Something); 3. Dwayne Jans (USA) (Blowfish); 4. Michael Tyler (USA) (Fergitaboutit Motorsports); 5. Chuck Penfield (USA) (VooDoo Child Racing) — **Most laps led:** Kevin Cinnamon (CAN) 18 laps — **Fastest lap:** Kevin Cinnamon (CAN) 1:42.200

## LFNSC • Busch 2005

### N2003 • California

September 27, 2005

1. Mathieu Bouysset (FRA); 2. Thomas Cazorla (FRA); 3. Gilles Boulanger (FRA); 4. Matthieu Burlion (FRA); 5. Dominique Bouchez (FRA) — **Most laps led:** Mathieu Bouysset (FRA) 52 laps — **Fastest lap:** Mathieu Bouysset (FRA) 38.067

## German Masters • Vorläufe NGT

### GTR • Circuit de Nevers Magny Cours

September 27, 2005

1. Martin M. Tschach (GER) (Porsche 911 GT3-RS, *GTR-RL NGT*);  
2. Thorsten Leistenschneider (GER) (Porsche 911 GT3-RS, *Absolut Racing*); 3. Tilo Jannutsch (GER) (Porsche 911 GT3-RS, *HRO Royal*); 4. Rocco Rost (GER) (Ferrari 360 Modena, *Twister Racing 2*); 5. Stefan Tapper (GER) (Ferrari 360 Modena, *Projekt K2*) — **Most laps led:** Thorsten Leistenschneider (GER) 32 laps — **Fastest lap:** Thorsten Leistenschneider (GER) 1:40.235

## SSR • Season 2, div 1

### GTR • Donington Park

September 27, 2005

1. Petter Edin (SWE) (Lister Storm); 2. Mikael Hasslo (SWE) (Lister Storm); 3. Roland Ehnström (SWE) (Chevrolet Corvette C5-R); 4. Johan Meissner (SWE) (Chrysler Viper GTS-R); 5. Kjetil Moe (NOR) (Ferrari 550 Maranello) — **Most laps led:** Kjetil Moe (NOR) 21 laps — **Fastest lap:** Mattias Holkedahl (SWE) 1:28.024

## LFNSC • Open 2005

### N2003 BGN • California

September 28, 2005

1. Jean-luc Domede (FRA); 2. Thomas Cazorla (FRA); 3. Sébastien Garcia (FRA); 4. Jean-charles Peyrouny (FRA); 5. Dominique Bouchez (FRA) — **Most laps led:** Dominique Bouchez (FRA) 36 laps — **Fastest lap:** Sébastien Garcia (FRA) 41.861

## SSR • Season 2, div 2

### GTR • Donington Park

September 28, 2005

1. Jonas Lindberg (SWE) (Ferrari 575 GTC); 2. Stefan B. Wiberg (SWE) (Lister Storm); 3. Max Ganholt (SWE) (Chrysler Viper GTS-R); 4. Peter Börjesson (SWE) (Ferrari 550 Maranello); 5. Mats Karlsson (SWE) (Ferrari 575 GTC) — **Most laps led:** Jonas Lindberg (SWE) 32 laps — **Fastest lap:** Pär Öqvist (SWE) 1:28.845

## KRC • 2005-Chase

### N2003 • Dover

September 28, 2005

1. Brian Cowart (USA); 2. Jeffrey H. Chandler (USA); 3. Jamie E. Klootwyk (USA); 4. Ken Kalina (USA); 5. Randy Drumhiller (USA) — **Most laps led:** Brian Cowart (USA) 79 laps — **Fastest lap:** Jeffrey H. Chandler (USA) 23.090

## LFNSC • Cevert 2005

### N2003 GTP • Magny-Cours TR

September 29, 2005

1. Alexandre Ledoux (FRA); 2. Yves Plaçais (FRA); 3. Ludovic Barrière (FRA); 4. Yannick Hilaire (FRA); 5. Didier Conjeaud (FRA) — **Most laps led:** Alexandre Ledoux (FRA) 50 laps — **Fastest lap:** Yves Plaçais (FRA) 1:26.607

## German Masters • Vorläufe GT

### GTR • Circuit De Catalunya

September 29, 2005

1. Roman Edelmann (AUT) (Lamborghini Murcielago R-GT, *NRO*); 2. Albin Edelmann (AUT) (Lamborghini Murcielago R-GT, *NRO*); 3. Marc Degen (GER) (Saleen S7-R, *BMS Scuderia Italia [OR]*); 4. Markus Schneider (GER) (Ferrari 550 Maranello, *Speedfighters [OR]*); 5. Marcel Pfister (GER) (Ferrari 550 Maranello, *EMTL HPM Team 1*) — **Most laps led:** Albin Edelmann (AUT) 40 laps — **Fastest lap:** Roman Edelmann (AUT) 1:38.748

## German Masters • Vorläufe GT

### GTR • Circuit De Catalunya

September 29, 2005

1. Sven Brandenburg (GER) (Ferrari 550 Maranello, *Team DSRC*); 2. Thomas Ettig (HUN) (Lister Storm, *Nagybalfasz*); 3. Tobias Schlemo (GER) (Lister Storm, *Nagybalfasz*); 4. Kay Kaschube (GER) (Ferrari 550 Maranello, *Twister-Racing 1*); 5. René Hiddel (GER) (Ferrari 550 Maranello, *EMTL HPM Team 3*) — **Most laps led:** Kay Kaschube (GER) 29 laps — **Fastest lap:** Kay Kaschube (GER) 1:37.864



## VOR • GPL TS10

### GPL • TBA

D1: 1. Jonathan Stienner (USA) (Eagle, 67 Eagle - 65 Ferrari); 2. Bart Horn (USA) (Ferrari, 67 Ferrari - 65 BRM); 3. Richard Yalland (UK) (Eagle, 67 Eagle - 65 Ferrari); 4. Bill McComber (CAN) (Ferrari, 67 Ferrari - 65 BRM); 5. Karl Kocher (USA) (Lotus, 67 Lotus - 65 Lotus) — **Most lead laps:** Jonathan Stienner (USA) 14 laps. — **Fastest lap:** Bart Horn (USA) 2:44.643  
September 29, 2005

D2: 1. Stephen King (CAN) (Lotus, 67 Lotus - 65 Lotus); 2. Brian Hart (USA) (Ferrari, 67 Ferrari - 65 BRM); 3. Tom Dilibero (USA) (Brabham, 67 Brabham - 65 Brabham BT11); 4. Joe Owens (UK) (Ferrari, 67 Ferrari - 65 BRM); 5. Greg Munch (USA) (Lotus, 67 Lotus - 65 Lotus) — **Most lead laps:** Stephen King (CAN) 21 laps. — **Fastest lap:** Stephen King (CAN) 2:46.935

## MoG • MoGTR 2005

### GTR • Motopark Oschersleben

October 1, 2005

1. Wilfred v. Brink (NLD) (Lamborghini Murcielago R-GT, GTN Drivers Club MoGTR); 2. Samuel Krueger (FIN) (Lamborghini Murcielago R-GT, GTN Drivers Club MoGTR); 3. Bob Bakker (NLD) (Lister Storm, Simracing for Holland GTR); 4. Marko Hartikainen (FIN) (Ferrari 550 Maranello, Dynamic Motorsports MoG - GTR 2005); 5. Phil Hildebrandt (GER) (Ferrari 550 Maranello, Virtual-Games) — **Most laps led:** Marko Hartikainen (FIN) 45 laps — **Fastest lap:** Phil Hildebrandt (GER) 1:28.837

## LFNSC • Nextel 2005

### N2003 • Richmond

October 2, 2005

1. Mathieu Bouysset (FRA); 2. Ludovic Lecoq (FRA); 3. Yannick Cousot (FRA); 4. Ludovic Barrière (FRA); 5. Thomas Cazorla (FRA) — **Most laps led:** Ludovic Lecoq (FRA) 153 laps — **Fastest lap:** Laurent Bertho (FRA) 21.637

## German Masters • Vorläufe NGT

### GTR • Circuit De Catalunya

October 2, 2005

1. Rocco Rost (GER) (Ferrari 360 Modena, Twister Racing 2); 2. Martin M. Tschach (GER) (Porsche 911 GT3-RS, GTR-RL NGT); 3. Ralph Schneider (GER) (Ferrari 360 Modena, Koblode); 4. Tilo Jannutsch (GER) (Porsche 911 GT3-RS, HRO Royal); 5. Peter Slotta (GER) (Ferrari 360 Modena, Projekt K2) — **Most laps led:** Martin M. Tschach (GER) 32 laps — **Fastest lap:** Rocco Rost (GER) 1:45.004

## Comet • Season R

### GTR • Motopark Oschersleben

October 3, 2005

1. Arnaud Paagman (NLD) (Lister Storm, Bacardi Colombian Racing); 2. Sami Silventoinen (FIN) (Ferrari 550 Maranello); 3. Roland Ehnström (SWE) (Porsche 993 GT2, Virtual-Games); 4. Claus Juel (DNK) (Porsche 993 GT2, GTN Drivers Club COMET R); 5. Emmo Plate (NLD) (Porsche 993 GT2, GTN Drivers Club COMET R) — **Fastest lap:** Sami Silventoinen (FIN) 1:22.609

## VOR • VORT/A S4

### N2003 TransAM • Rattlesnake Point-Roadtwo

October 3, 2005

1. Chuck Penfield (USA) (Ford Mustang GTS, VooDoo Child Racing); 2. Tom Cinnamon (CAN) (Ford Mustang GTS, Uranus Racing); 3. Dwayne Jans (USA) (Ford Mustang GTS, Blowfish); 4. Dan Spengler (USA) (Ford Mustang GTS, Damn Yankee Motorsports); 5. Lance Scandurra (USA) (Ford GTS) — **Most laps led:** Chuck Penfield (USA) 25 laps — **Fastest lap:** Chuck Penfield (USA) 2:27.656

## LFNSC • Busch 2005

### N2003 • Richmond

October 4, 2005

1. Laurent Dilard (FRA); 2. Thierry Marchand (FRA); 3. Gilles Boulanger (FRA); 4. Jean-luc Domele (FRA); 5. Lionel Fesselier (FRA) — **Most laps led:** Thierry Marchand (FRA) 81 laps — **Fastest lap:** Thierry Marchand (FRA) 21.844

## S.NL • NL.GPL.1.1.6

### GPL • Autodromo Nazionale di Monza

October 4, 2005

1. Michiel Pomper (NLD) (BRM); 2. Frank M. Wynants (BEL) (Eagle); 3. Marc Vekeman (BEL) (Eagle); 4. Joep Peters (NLD) (Ferrari); 5. Jeroen Goedhart (NLD) (Brabham) — **Most laps led:** Michiel Pomper (NLD) 31 laps — **Fastest lap:** Jeroen Goedhart (NLD) 1:28.730

## SSR • Season 2, div 1

### GTR • Circuit de Spa-Francorchamps

October 4, 2005

1. Roland Ehnström (SWE) (Chrysler Viper GTS-R); 2. Mattias Holkedahl (SWE) (Chrysler Viper GTS-R); 3. Robert Berggren (SWE) (Lister Storm); 4. Kjetil Moe (NOR) (Lister Storm); 5. Ove Wadman (SWE) (Ferrari 550 Maranello) — **Most laps led:** Roland Ehnström (SWE) 24 laps — **Fastest lap:** Petter Edin (SWE) 2:13.829

## LFNSC • Open 2005

### N2003 BGN • Richmond

October 5, 2005

1. Laurent Bertho (FRA); 2. Jean-luc Domete (FRA); 3. Ludovic Barrière (FRA); 4. Thierry Le vu (FRA); 5. Jonathan Reydet (FRA)

— **Most laps led:** Laurent Bertho (FRA) 135 laps — **Fastest lap:** Laurent Bertho (FRA) 22.765

## SSR • Season 2, div 2

### GTR • Circuit de Spa-Francorchamps

October 5, 2005

1. Stefan B. Wiberg (SWE) (Lister Storm); 2. Tobias Härnvi (SWE) (Lister Storm, *Team Pegasus SSR GTR*); 3. Max Ganholt (SWE) (Chrysler Viper GTS-R); 4. Peter Lundgren (SWE) (Lister Storm); 5. Johannes Norberg (SWE) (Lister Storm) — **Most laps led:** Stefan B. Wiberg (SWE) 24 laps — **Fastest lap:** Peter Lundgren (SWE) 2:15.902

## S.NL • NL.GTR.1

### GTR • Autodromo Do Estoril

October 5, 2005

1. Bob Bakker (NLD) (Lister Storm); 2. Dion Vergers (NLD) (Ferrari 550 Maranello); 3. Ruud De wit (NLD) (Ferrari 550 Maranello); 4. Arnaud Paagman (NLD) (Lamborghini Murcielago R-GT); 5. Tim Mosmans (NLD) (Lister Storm) — **Most laps led:** Bob Bakker (NLD) 55 laps — **Fastest lap:** Ruud De wit (NLD) 1:34.721

## KRC • 2005-Chase

### N2003 • Talladega

October 5, 2005

1. Sam R. Harris (USA); 2. Brian Cowart (USA); 3. Jamie E. Klootwyk (USA); 4. Bob Ostrom (USA); 5. Tim Henson (USA)

## VOR • GPL TS10

### GPL • Circuit de Monaco

October 6, 2005

D1: 1. Urban G. Alsenmyr (SWE) (Brabham, *67 Brabham - 65 Brabham BT11*); 2. Bill McComber (CAN) (BRM, *67 Ferrari - 65 BRM*); 3. Richard Yalland (UK) (Ferrari, *67 Eagle - 65 Ferrari*); 4. Rick Nauman (USA) (Brabham, *67 Brabham - 65 Brabham BT11*); 5. Michel Vignères (FRA) (Brabham, *67 Brabham - 65 Brabham BT11*) — **Most lead laps:** Urban G. Alsenmyr (SWE) 50 laps. — **Fastest lap:** Urban G. Alsenmyr (SWE) 1:28.420

D2: 1. Brian Hart (USA) (BRM, *67 Ferrari - 65 BRM*); 2. Stephen King (CAN) (Lotus, *67 Lotus - 65 Lotus*); 3. Tom Dilibero (USA) (Brabham, *67 Brabham - 65 Brabham BT11*); 4. Bob Simpson (CAN) (Honda, *67 Cooper - 65 Honda*); 5. Joe Owens (UK) (BRM, *67 Ferrari - 65 BRM*) — **Most lead laps:** Brian Hart (USA) 26 laps. — **Fastest lap:** Stephen King (CAN) 1:29.967