

AUTOSIMSPORT

Volume 1 Number 11

Slidin the Sport into the Sim



■ Focus on - Interleague Racing

■ Smokin' Bob names the Best Sim of the Year! (or tries to)

■ Latest on N2003; RBR; and the community —
and ... so much more!



**End of an Era; the USPITS bids N2003 farewell
with a mod worthy of a 1,000 goodbyes!**

!!World Exclusive!! In-game with netKarPRO!

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AutoSimSport covers sim-racing by focusing on every area that defines the sport/hobby including hardware, software, and competition.

AutoSimSport maintains an equal distance to every entity with which it conducts relationships including developers, software and hardware producers, as well as the "community".

AutoSimSport will always defend and claim the right to free speech, and will also include editorials which some may deem to be controversial or even offensive,

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In-game with netKar Pro
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On the abbrevrev'

This month's AutoSimSport, as many of our smart readers (and we have no others!) will have noticed, is an abbreviated issue ... why? Because we are all working flat-out to bring you our 12th Issue in mid-December — our one-year anniversary edition will be the biggest issue you will ever have seen ... a special double-issue Christmas bumperlacious edition that will be solidly packed with tons of exclusives and reviews and, yes!, so much (erm) more! ...

One year on

And what a year it has been; the greatest year in sim-racing history, a year that has seen more top-quality sims released than had been released *this century* – not to mention mods galore - and the growth of our sport into never-thought-of highs – and lows ...

Thanks

To all the guys at AutoSimSport; they have worked, for nothing but to seduce the passion in their hearts, to create a magazine that we are all very proud of — and we hope that you, as loyal readers, keep the faith with us – we will keep working as long as you keep downloading and reading ... many thanks also to the kind folks at ISI who gave us the rFactor tools download - we all felt very honoured guys ...but enough of that and more of ...

This Month

We have never-before (exclusive then!) seen pics of netKar PRO in-sim ... this is the final sim-release touted for historic 2005, and it may just turn out that destiny has spared us the best for last — netKar PRO is looking extremely good indeed, and every hardcore sim-racer's heart will miss a beat when they see these screenies (believe me!) ... we also have the final USPits' contribution for NASCAR 2003 — after all these years (and all those law-suits!), the PITS are going out the way they came in — with something special ...

rFactor

Speaking of special — and the USPits — Bill Tillman has been running his round-table discussion on finding some way of standardizing rfactor mods and releases — now, as some of our regular readers have probably guessed during the year, I am not too enamored by authority (unless its me laying down the law!) or self-styled councils dedicated to imposing their values on others (unless it's a meta-theory!) ... but ... I honestly don't see an alternative for rFactor ... this being the first major sim that embraces modders (in fact, one could go as far as to say it is the first sim whose future is directly linked to the community's creative spirit), what is inevitable is that the community will be flooded by content ... and that is good ... but what is not good is when you get online for a pick-up race and find that one out of every five racers are being booted from serves due to mismastch issues ... so, while I am not that interested in an aesthetics-board, I don't see any alternative but to have some sort of body that tries to sanction — or at the very least, standardize — the mods coming for rFactor. After all, the idea is not to splinter the community further, is it? So good luck to Tillman and co. What they're proposing really is the only option for rFactor's continued success ...

Lx Martini

Race For The Cure Oct 21st 2005**by Shane Travasos**

Redline Race Servers and **SRN** hosted the 2nd annual Race For The Cure 250 and what a race it was from start to finish. Kevin Spencer #27 from NSR grabbed the pole at 190.987 MPH and did not look back from then on. He lead the most laps with five other NSR teammates behind him running the high line.

On lap 9 we had the first caution of the night when JC Piercey #75 lost a motor and slid down the track into the grass and then came back up to take out three other drivers. There was a good green flag run going when Robert Walker #32 just barely touched Rusty Reed #020 enough to cause him to lose control. Rusty spun around slid up the track and tangled with four others drivers causing them to retire to the garage for the night. This gave David Brett the lead for 24 laps. On lap 40 Bruce Walker #11 pushed up touching Alex Brown #43 and sent him spinning into the wall a few times and I was in the #15 car drafting behind him and barely missed the spinning car.



Well after 6 months of talking to lawyers and owners, Shane finally got his paint scheme for the AutoSimSport car for the race for the cure ...

Credits ...Renders are from Masgrafx.com, Template by Tuck, Original base by MRD_Huey..Se7en paintshop.

On lap 56 Scott Stookey #3 got some help from some friends to challenge those NSR guys for the lead. I guess they wanted to see if they could get the low line moving. It caused a caution when Robert Walker lost his motor on the back stretch giving the lead back to Kevin Spencer. It enabled some pit strategy for Milt Matice #10 to move into 2nd place and myself to take 3rd. No one wanted to get out of line or get out of that draft in the high groove. There was more deal making going on behind the scene from spotter to spotter. The question was, "Who was going with who and when?" On lap 77, Scott Stookey got bumped from behind sending him into the infield and then back up the track, destroying his car. When Scott got out the infield care center he ran right over to the NASCAR trailer protesting the events that took place. During the caution we had our last pit stop with Kevin still in the lead and Milt behind him taking two tires and Lee Daubaras #91 taking fuel only finding his way to the 3rd spot and I was following his bumper in 4th. It was a battle from there on out on laps 80 to 104!! Lee was the first car to jump down to the low side with me helping him and Ken Englert #110 riding my bumper. I was bump drafting Lee so hard trying to push him to the front that it got him loose and out of the groove. NASCAR called his crew chief and gave me a warning for reckless driving. On lap 97 Eric Needhan #027 had enough of riding in 8th place, so he went to the low line with the help from Tim Sullivan #51 and myself. Eric tried his hardest to keep his car low but he was fighting an ill-handling race car and he was forced to move to the higher line. On lap 100, Milt got loose and that was the key for the drivers in the back field. The drivers were forced to dive down low and Paul Boyd #029 was behind Kevin. Paul was moving to the inside fighting for the lead and that made it possible for the drivers in the back to catch up. Kevin crossed the finish line 1st with Paul getting 2nd 0.0001 behind him and myself getting 3rd .01 seconds back. You think that was close racing? It was the one of the closest races SRN has ever seen.

This event was to raise money for the Juvenile Diabetes Research Foundation and we were able to raise \$2,487 for this event. There are DVD's of the great race available at <http://www.simracingnetwork.com> Also, it's not too late to donate. Visit www.race4thecure.net to show you care ...

Sounds of NASCAR

Legendary sound-guru MethylEthyl has released his "sounds of NASCAR 06"; this is the final release for NASCAR2003 by MethylEthyl, and we all wish him well with his surgery and look forward to his new offerings for his next platform of choice, rFactor ...

RBR: Full 2002 Mod

E3S & URQ have **announced** their plans to release the first-ever full mod for RBR; promising a "stand alone season, 6 remodeled and updated WRC cars by eddy3spain, high detailed skins for all cars and drivers" and sound updates amongst other juicy things, the mod is reported to be 70% complete and will also offer 8 cars, from the Hyundai Accent Evo3 to the Subaru Impreza S9 ... see inside for more details ...

Developers from the Award Winning Racing Simulations GTR and GT Legends Form New Company; Blimey! Games is Revving up for Next-Gen and Beyond

Recognizing the videogame market has become more competitive than ever, Ian Bell, former Head of Development at SimBin Development Team AB, along with the majority of the development staff, has created a new company solely dedicated to videogame development.

LONDON, UK - October 7, 2005 – Utilizing a unique, fully distributed development model, Blimey! Games was born to be competitive in the global videogame market. Facing the exciting reality of developing for next-generation PC and console platforms, and to capitalize on the existing strengths of this award winning development team, key management and developers behind the critically acclaimed titles GTR and GT Legends have formed a lean, streamlined 'virtual studio' dedicated to game development.

"This move allows our superb artists and programmers to be more focused than ever. We watched ourselves expand to handle various new roles including the traditional publisher tasks of marketing and promotion, and now we want to

concentrate on what is most important for a game developer – making great games," said Ian Bell, CEO of Blimey! Games. "And that's exactly what we're doing."

"While we all enjoyed our time at SimBin, and are immensely proud of the name we established and what it came to stand for, the time is right to move on," said Andy Garton, Technical Director of Blimey! Games. "The opportunity to build on our existing racing simulation technology, for exciting new hardware, and without the management and marketing restrictions previously encountered, is a huge one."

The benefits of globally distributed development for Blimey! Games include an increased quality of life for employees, reduced overheads, and a continuous "assembly line" working method, where tasks are shared between individual developers seamlessly, 24 hours a day, across time zones. This distributed development also provides excellent personal benefits for the employees, including working from home, and the ability to set their own hourly schedules.

"Think of it like peer to peer business," said Eric Boosman, Art Director of Blimey! Games. "Our brand of distributed development is extremely enjoyable, efficient and encourages high quality through peer review. Excellent communication and project management are the keys."

With their streamlined processes and fantastically experienced skills base, the team at Blimey! Games is geared up for the big next-gen title race and on track for a lead position in this highly competitive market.

What is Copperhead?

The Blimey! Games website had some interesting developments during the course of the month — or shall we say refinements? First it had some mention of GTR2 — which was then quickly erased ... to be replaced by their next offering, project Copperhead ... leaving GTR/GTL fans wondering if there is some sort of hint in the name ... if you can figure out what copperhead is – and how it links to Ian Bell's next project — drop us a [line](#) ...

New NAGT mod

By Gunja

GTFREAK has uploaded a **movie** which shows some cool cars from an upcoming NAGT rFactor mod. Quality of the movie is great as well as the quality of the cars ... more info on the mod [here](#)

FIA GT 97 Mod for EA Sports F1 Challenge '99-'02 RELEASED ...

63 cars from the FIA GT 1997 Championship.

Cars included:

Mercedes CLK-GTR	Lister Storm GTL
McLaren F1 GTR Long-tail	Dodge Viper GTS-R
McLaren F1 GTR Short-tail	Macros Mantra LM600
Porsche 911 GT1	Porsche 911 GT2
Porsche 911 GT1 Evolution	Porsche 911 GT2 Evolution
Panoz Esperante GTR-1	Venturi 600 LM
Lotus Elise GT1	TVR Cerbera

Tracks from RSDG:

Sebring

Tracks from SBDT:

Donington Park
Laguna Seca
Mugello

New AIW car support for:

A1 Ring - 54 Car Support
Spa - 48 Car Support
Nürburgring - 54 Car Support
Hockenheimring - 51 Car Support
Silverstone - 45 Car Support
Sebring - 48 Car Support
All other tracks - 36 Car Support

netKar Pro

How Real is Real?

NetKar's physics have long since convinced the hardcore crowd; but netKar PRO is promising more — it is promising to confront that almost mystical-frontier, the immersive-barrier, and it is looking back at GPL, in certain ways, as inspiration. Jon Denton sits down with Marco Massarutto.

TURN 1

Marco has noted that he is concerned with what he refers to as the 'GPL Lotus' syndrome, in particular how this syndrome could affect the lowest single seater in netKar Pro — so what does he mean by this, in terms of graphics and, more importantly, physics?

"Well, in the early years," explains Marco, "we all raced GPL online, and what we noticed was that a lot of people would choose only the Lotus, even if all the other cars were interesting and fantastic in their own right: they did this, of course, because the Lotus 49 was the most 'cool', as well as the most powerful, and so on. At first glance, the 'junior formula' could appear less interesting when compared with the other cars in netKar pro, simply because of the low grip levels and power. Therefore we paid special attention to 'build' this car in such a way as to make it 'real', in terms of both its looks and driveability. We did this so that people would land up ... wanting it, desiring it so to speak, in the same way as they will want all our other cars in netKar PRO. I think we succeeded in this aim, because the junior formula really does feel real, not only when you look at it, but, more importantly, when you drive it. In the end, you won't see the formula junior as a netKar PRO car: you will see it as *your* personal single seater." Marco has spoken at length about the feel of netKar PRO — can he be more specific as to what he believes makes a sim 'realistic' and authentic, in terms of feel?

"I have never driven a single seater," says Marco, "so I can't say for sure how one would actually feel when driving these kind of cars. On the other hand, I have sat in a few open-wheelers, obviously, (F1, FFord, F.Renault, F.Campus, F3), but still, I always wonder what a real driver would feel when he's at the steering wheel at the limit. I have been driving my kart (125, 5 speed) for 3 years though, so I have learnt how it feels on the track: by this I mean I've learnt to understand the feeling of speed, of lateral g-forces, of grip and so on, and when I sit down my virtual netkar PRO car, I feel myself 'at home'.

"Again," continues Marco, "what I am trying to say is that, when you see a single seater from an external point of view, you assume that it should 'work' and 'feel' a certain way ... but," Marco stresses, "if you go up to the same single seater, even if the engine is turned off, immediately you feel the car in a completely different way: you start to look at it and appreciate it in a different way, to think in a different way. I've found this feeling in netKar PRO. Obviously this is a personal point of view, but when nKPRO starts to run on my pc, I forget that I'm in PC simulation: I think about driving, and that's all."

Regarding the sound system which Stefano has been working on — using multisampling -what does he (Marco) mean when he says netKar will not reproduce sounds, but actually generate them? And what advantages does he see in this, and how does he feel it will add to the immersive elements of netKar?

"Well, I want to say," Marco begins, "right from the off, that an engine sound that 'builds' the sound (as in LFS), instead of reproducing it (as in GTR, R-Factor), can't give you the same sound quality, because in GTR, in NFS and so on, a complete engine sample is captured from a real engine. But," he continues, "from a certain point of view, this type of engine sound (which, are, by the way, awesome in GTR, GTL and R-factor for instance) can nevertheless be considered as a 'sample player', not an engine sound per se. Instead, can you imagine what kind of immersion can be fostered by an engine sound that generates every single burst (like piston explosions), an engine that is closely linked with the physics model that can therefore give you the *feeling* of the car engine? This kind of engine sound can 'tell' you if you are too hard (severe) with the throttle, if the fuel is running out, if one single piston is mis-firing, and



so on. An engine sound like this doesn't play," says Marco, "it 'lives'." He adds, after a moment, that, "obviously we want to be sure to realize something that is not only realistic from a technical point of view, but that also sounds good. So, we are trying two different ways, experimenting with what we can call the usual 'sample' sound engine, and this new one. At the end, we'll choose the better solution, or," he concludes enigmatically, "maybe a compromise between the two." Immersion for Stefano and the netKar crew is a bit of a holy grail;

what does Marco believe to be the central aspect that contributes to the immersive quality of a sim — and how does netKar achieve this?

"For me," says Marco, "it is the feeling. Simple as that. I don't care if a virtual car 'works' like the real one (*I never drove a Saleen, or a Ferrari Enzo, and maybe I never will, so I can't say for sure that 'wow, it feels just like the real one!'*) if I can't understand

the car's behaviour, or if I can't feel that I'm making a mistake *while* or *before* I'm going to make it, then the feel is simply not 'right'. Driving a single seater can be difficult; in '98, in GPL, at the beginning, it was very hard for me, but, and this is the point, when I made a mistake, I understood *why* ... I never had to ask myself 'what the hell is going on?' — I understood the car because it felt right, both in GPL, and in NASCAR 2003. But this is not the same with all sims; sometimes something will happen and it just doesn't make sense ...





Now the AIM display works, reproducing information and the graphics of the original one. Performance has been improved (near 20%) even with AA and anisotropic filtering (10%) Suspensions arms have been re-drawn, now even the "steering rod" works with the steering wheel

"Since the namie version," Marco says, "netKar has offered a great feeling at the steering wheel: in every single moment, you have total control on the cars. In netKar PRO, the physics model has been re-designed, with the result that now it is far more powerful, more realistic, and the feeling has been improved too. All of this means that, when you drive, and when you make a mistake, you can be sure that it was not caused by some sort of strange behaviour from the car: in other words, *you miss the apex, not the car; you block or damage your tyres, not the car.* And so on.

"Another important issue," Marco explains, "is how the car 'moves' on the screen, the way in which the car interacts with the environment, how it stays on the ground (and of course, *how you see its moves in multiplayer, when you are following another*). When you watch a GPL replay, you 'simply' see a virtual reproduction of the reality: you don't think 'what a nice videogame', you think 'how the hell did they make it?'. For example, what a wonderful visual realism the GTP mod offers

when you see a sauber C-Mercedes through the Radillion. That is the 'apex' that other simulations are still chasing ...

"In netKar PRO," Marco continues, "I think – it's my opinion, again — that we have reached a very good level in the way in which the cars stay on the ground, in the way they move, and so on."

And what does Marco believe to be the major "keys" that make netKar PRO all that?

"In my opinion," answers Marco, "my preferred 'keys' in nkPRO are the feel when you're behind the wheel and the realism in the way our cars stay on the ground and move themselves. Then there are some other innovative features, like the interactive cockpits, the visual and physics behaviour of tyres, the doom mode that allows you to turn around the

pitlane, but the main keys for me are what I mentioned above."

Regarding the driver's body - could he explain a little why and how GPL inspired netkar?

"Before GPL," says Marco, "the driver's body was really poor: in GP2 (and GP3 too, what a shame) it was represented only by a helmet and, in other sims before those, it seemed like the plastic drivers of Polystil slot cars, with 'no life', you understand, inanimate so to speak.

"In GPL," Marco continues, "for the first time, we saw the driver's body come to life — in the way it moved its arms, for instance, and in the way it was modelled, as well as in the way it punched the gear-levers, and the way it raised its arms ...

"It's not difficult," Marco adds, "to model a driver's body, but, if you don't pay attention to proportions and details, the result will be that the player will immediately be reminded that he is in a *racing game*, and you immediately think 'hey, I was not born with that tiny and ridiculous head!'. In other



Tyres: now you can mount the new tyres, very brilliant at the start, dusty and consumed at the end.



words, that body in the car will always belong to someone else ... and not you. In GPL, when you watch any replay, you think 'hey, look at this, it's me!'. This is what we want you to feel when you drive the netKar PRO cars, and this is what we want you to feel when you're watching a replay — we want you to see yourself in that car — or, at the very least, a realistic reproduction of yourself — and not a bot."

So there it is; immersion, realism, physics from real-world teams ... netKar PRO is looking to be the sleeper in what has already been the greatest year in sim-racing history. And the year just may end with the best of the best ... because netKar PRO has been confirmed for release before the end of the year!

Grand National 1970

*SmokinBob sits down with the Grand National 1970 Mod Team Leader,
Jim Kerekes, aka DT99*

Recently, Jim Kerekes, aka DT99, dropped me a line to let me know of a soon to be released mod for NASCAR Racing 2003 Season, the Grand National 1970 mod. Unfortunately, in my excitement at this opportunity, I asked a bunch of questions not pertaining to the mod (it may be the case there is no such thing as a dumb question, but there sure are wrong ones ...), so now it is time to shape up and do it right.

So join me in my trip back into the Golden Age of NASCAR ...



SB: How long have you been modding sims, and how did you get started?

DT99: It all started for me in Christmas of 1995 when my sister bought me a copy of the original NASCAR Racing by Papyrus. I now own every Papyrus racing game that they ever published. I started modding by painting cars for N1, and was a semi-regular contributor to the IWCCARS Project back when

David Sparks was running the website. Dave left around 1997, and Ken Shropshire asked me to join the project. I soon became webmaster and carset coordinator for IWCCARS during the late 90's. Jan asked me to become a Pits member in 1998, and I've been working on special projects for The Pits ever since. My first non-painting contribution was when I started hex editing N3 to update menu screens. I still do some file manipulation and 3D modeling, but I primarily work on 2D and 3D graphics support and tracking down loose ends ...

SB: What has been your favorite mod that you have worked on? What about a favorite from another modding crew?

DT99: That's a tough one, since I've worked in some capacity on many of The Pits' mods. Although I'm tempted to say GN70 for N2K3, I think my favorite was the 1970 Trans-Am mod for NASCAR Legends. There were not many other people who were producing full mods with all new cars shapes back then. We had to figure out stuff the hard way, most of our modding was done with a hex editor and tools that we developed ourselves in-house.

I would have to say that my favorite mod from another group would be the Craftsman Truck Series mod that John Hughes co-developed for NASCAR Heat back when he was running High Compression. John and I have been in contact for a long time, and he is very good at what he does. John was able to move on to commercial opportunities thanks in part to the work he did at High Compression, and I am happy that he has been able to turn a hobby into a career.

SB: How did it come about to mod the 1970 season? It was a great time in the sport, with A. J. Foyt running at Riverside along such other greats as Petty, Yarborough, and Allison to name a few—did the historic aspect play any role in the decision?

TURN 2

DT99: I've always been a historical series buff, so that played a big part in my decision to get involved with this mod. I've been a fan of stock car racing since the 1970's, as I grew up only 20 miles from Michigan International Speedway. This was also logical step for The Pits, as we produced the first ever 1970 era sim racing mod, which was our **N@50** project for N2. This was well before Papyrus published NASCAR Legends. I think of what we've been able to do today compared to that original concept mod, and we've come a long way.



SB: How many folks have worked on the mod, and how long has it been in development?

DT99: Many persons have contributed to the mod over the past couple years, both Pits members and others from the sim community. Credits will be listed when we release the mod, but I would say that about 20 people have been involved in the development since the beginning, which has made it challenging from a project management standpoint, to say the least!

This mod started as a concept only, when back in the summer of 2003 Jan published some screen shots of a Daytona and Torino model on the track in N2K3. But you have to remember at that time we were still actively working on TPTCC and the 1988 season NASCAR mods for N2K3 along with a few other projects, so we were spread pretty thin.

I won't speculate as to the exact reasons why we published those early shots, but the sim community was a bit different back then. We were basically letting people know of our future plans for N2K3. Little did we know at the time that things would change very drastically concerning the old Papyrus Racing platform, which we have supported for years. Many people involved in sim racing modding today would not have their favorite tools without the contributions of Pits members like David Noonan, Fred Anderson and Don Price, to name only a few.



Our original plan was to create a complete new game (similar to GTP) with accurate physics and other cool features that would have required quite a bit of editing to the N2K3 source code. However, circumstances beyond our control put a stop to that plan, so we decided to work on a version based on the CTS physics.

Therefore, the current version of the GN70 mod for N2K3 has actually only been in development for about a year now. Although we officially announced the concept over 2 years ago, most of the released content is based on the work that the current team has accomplished over the past year.

SB: Why will this be the last mod for NR2003? Are there plans to move to another platform, and if so, will the 1970 mod be available eventually on that platform, say rFactor, for example?

DT99: Our plan is to move on to bigger and better things. The N2K3 engine is getting old now, and we can't do what we really want to with N2K3 anymore for legal reasons, so this will be our last mod for that platform. We had discussed scrapping this mod for N2K3 about a year ago, but since we had been telling the community that we would finish it, we decided not to go back on our word.

So, yeah, we do plan on porting this work over the rFactor, and enhancing it way beyond anything we can do with the old N2K3 engine. We are very fortunate to have a good working relationship with the guys at ISI - it's very refreshing to know that there are gaming companies that still do embrace the sim community, rather than act threatened by it. ISI takes our input seriously, and have given us much support in return. Many of our members were very active beta testers for rFactor, and as a result we have learned quite a bit about modding this new platform.



SB: A few months ago, AutoSimSport had a discussion with JJ and MethylEthyl, and from those conversations, it is obvious that the level of detail and obsession with final accuracy is a mind bending task to do well—how do you ensure the mod is as accurate as possible? Have you been able to obtain any data or feedback from the teams or associates of that era?

DT99: I agree with others that attention to detail is an

obsession for many of us. But you have to remember that we do this in our spare time, as we have families and careers. It is our hobby, and as such, we are not burdened by deadlines and can pour as much of our heart and soul into this work as we feel able. Because of this fact, it may seem to the outsider that it's taking way too long to complete their "free" mod, but we at The Pits are going to do things correctly, rather than releasing a buggy piece of crap. That's why a public beta of GN70 was never released, and to the best of my knowledge, our betas have not been "leaked". That's a real testament to the persons involved with the testing and creation of this mod, and I am very proud of them and their dedication ...

Other than a lot of hard work (I can't begin to even fathom the hours I have put into this mod personally), we ensure accuracy by working with people in the know. As an example, Ken Noffsinger from aerowarriors.com has been supporting our modding efforts since the N@50 project. Ken owns Ramo Stott's #7 Plymouth Superbird, and he has provided us with specifications, photographs, and information from NASCAR's 1970 rulebook.

Now with that said, we are limited in how accurate we can make this mod because of the N2K3 engine and current owners



of the source code. One of the most notable accuracy issues is related to the number of car models that are available in-game. Since we can only legally use 4 models, we did have to take some liberties. The cars that we chose to model are:

- 1 – Ford Torino Talladega
- 2 - Dodge Daytona (for Superspeedways)
- 3 - Dodge Charger 500 (for Short Tracks)
- 4 - Chevrolet Chevelle

With templates made for these base models, we were able to "fake" the following additional cars:

Mercury Cyclone Spoiler II
Plymouth Superbird
Plymouth Roadrunner
Pontiac GTO
Oldsmobile 442
Buick Skylark

Pit crews, timing, Pit road speed, etc., are all features that would require editing the source code to change their properties. Therefore, some of these features won't be correct for 1970, but we did our best with what we were able to work with.

Although The Pits is not actively creating new tracks for this mod, we do have a few 1970 versions already hosted, such as our own version of Riverside. Gary Champagne and Denis Rioux have been building some awesome tracks for this mod from the ground up, which The Pits fully endorses and also hosts.

We have done extensive testing on these tracks to ensure accurate settings that recreate the feel of the bias-ply tires and heavy weighted cars. This will require the user to update the track file .ini settings (similar to the OWR mod tracks), but the 1970 tracks will be hosted as "standard" so that people can also run the Cup, Trucks and TPTCC cars on them, if they wish.

SB: When [this](#) post was made at the US Pits forums in May of this year, it did not look good for the release of the mod ... how did the crew feel about this situation and the 1970 mod at that time? It must have been a huge hit to take, what kept you going?

DT99: That didn't bother me in the least. We had a thread on our old forum that received over 30,000 views, so this was



basically the reincarnation of that discussion on our new forum. I think we are up to at least 32 pages on the new thread now, which shows how much interest people have in this mod!

I think many people who were not involved with the creation of this mod were speculating as to what was going to happen due to FIRST/iRacing's crackdown on the sim community. I heard all sorts of rumors as to what was going on, but only a few people knew what was really happening behind the scenes. We kept plugging away, knowing fully that this mod would be released, even if it was only for rFactor. Fortunately we stayed clear of all the controversy going on, and I think N2K3 users will like the results.

SB: Has any of your mod work been stolen, or improperly credited? What is your opinion on how we as community members can help to eliminate this situation? In some cases, the end user might not have the slightest idea they are using content that is of questionable origin, as some of the read me files (when there is a read me file) are not very clear on who did what, or what permissions were obtained—what can be done, for example, to prevent this?

DT99: The Pits has always stood for no piracy, and we continue to follow that practice. Nothing has been stolen or improperly credited on this mod that I am aware of, and that's because we are working with reputable group of people in the



sim community. The people on this team have really come together and created something that would be impossible for any one person to do by themselves in their spare time. You will see some very familiar names from over the years in the credits for this mod. If anything is improperly credited, we will correct it as we believe in giving credit where credit is due. I think most people in the community respect the amount of work that goes into creating a mod of this nature.

SB: I have seen it mentioned on the forums that this mod will be using the Craftsmen Truck physics—is this in fact the case? *The CTS physics are my favorite...*

DT99: I personally like the CTS physics too! It did not bother me much when we had to switch course and use the CTS physics. After all, you can modify the individual track settings to achieve the same effect, but it is more work. I would imagine that as more 1970 tracks are released that the track editing community will step up and fill this settings void. We have published some settings that we have been working with on our forums, so it won't be difficult for the purists to achieve the desired effect. However, I would imagine that many people will just run these cars and tracks with the CTS physics, as it is still a lot of fun!

SB: Do you feel that charging for mod work could be



detrimental in any way to the community as a whole? Currently, some of what is being done has a price tag upon it, but some of us in the community feel that a bit of what is being done is a step backwards—that is, instead of the gritty, out of the box feel, we are now seeing ultra clean race tracks that look more like tourist brochures than an actual track—I, personally, will not pay for anything like this as it reminds me of what the sim used to look like, ala F1 Challenge. However, should a more realistic (in my mind, of course) update come out, I would be inclined to give that one a try, but even so remain with mixed feelings—what are your thoughts here?

DT99: My opinion has always been that if you like someone's work and feel that the price is reasonable, then you should have no problems paying for it. However, I would like to see the people that are charging for their work use the shareware concept, so you can try before you buy. People in the sim racing community are used to getting "free" add-ons, and it's hard for them to justify paying for other people's work. But there are other gaming platform add-ons which are structured differently, and the payment method is accepted by their communities.

I think it's just a matter of people deciding for themselves what things are worth. I do this as a hobby, but there are others who would like to make it a career. The difference really



comes into play when you are modding an actual series with copyrighted information. If you offer it for free, most companies will not bother you. However, if you start charging for it, you better have the appropriate licensing in place or be prepared for the consequences.

SB: What are your thoughts on the rFactor Round Table?

DT99: In theory, it's a good idea. However, I don't personally have a need for it, as I have my own round table called "The Pits"! Our forums also serve as a sort of round table discussion group. I'm not into the ratings game, as I think people's work will speak for itself. I've been around this community long enough to know when someone releases a piece of work, I pretty much know if it's going to be decent or not.

And there you have it folks—while the GN 1970 mod may perhaps be a swan song for NR2003 work, and this crew, quite a song it is, and no telling how amazing things will be when it is ported over to rFactor. If there has been a better time in PC racing sim—world, I have not seen it. And once again, thanks to guys like Jim and those who work with him, we have yet another era to enjoy on our racing rigs.

A big AutoSimSport thank you to Jim and his entire crew, as well as the US Pits who are celebrating a 10 year anniversary this month—thanks a ton, you guys!!!

Until the next time....Smoke em' if ya got em'.

Motorcityracin:

Interleague Racing —The future of NR2003? A Blossoming Concept for a Tiring Sim

Motorcityracin, in the capable hands of Mike Werth and co., has brought the concept of league racing to a whole new level; take live broadcasts, 6 races a week, full-fields, a radio-station (no, really!), and no cost to the drivers, and what you have is a successful model for what must surely be the logical progression of league racing ... but Mike Werth is not a guy to rest of his laurels and has created something even more special to add to his dream — the Interleague Series ...

In 2000, a fellow by the name of Mike Werth tried his skills and luck with online racing. Growing tired of using someone else's sets or paint schemes, motivation drove him into forming his own team, **MotorCityRacin**. Starting as a two-man team, this pair of drivers slowly began building the team up the way Mike envisioned. While sharing setups and sporting matching paint schemes, the team realized that other sims were coming out, and they were getting behind.

When Mike left online racing in 2001, he left the team in his partner's hands while he worked hard at upgrading his equipment. After finally making a couple of purchases, Mike finally returned online in 2003. Fresh in his possession was a brand new computer, the sim title Nascar Racing 2003 Season, and his vision to succeed in a dream.

When Motor City Racing (MCR) formally opened its cyber-doors in 2003, it was more of a team than ever before. Starting with 2 drivers in the picture (Mike Werth and Bill Bradbury), the

team, within days, became a four-man show, adding AJ Fayash and Duncon to its ranks. After another 3 months, MCR was a 9 man team. But once the 9 drivers started racing in various online leagues, they decided it was time to open a new chapter in their books – MotorCity League Racing.

Skip forward to 2005, and the league has grown into 6 nights of racing with various mods and packages. From 70's Mod on Mondays, Busch Series races on Tuesdays, Aero88 races on Wednesdays, Midnight Cup Series action on Fridays, Trucks on Saturdays, Cups on Sunday ... not to mention the numerous special events ... Motor City Racing has now become one of the most popular places to compete at ... with no cost to any driver. With championships decided by 2 or 3 points a season, there's no reason why Motor City Racing could not be called one of the elite leagues in sim-dom. Popularity is gradually building and fields are getting noticeably bigger, with races and entries approaching the 20 driver mark – every single night.

3
TURN

Other teams took notice of the growth as well. Mike noticed that these teams were coming to the site to check things out. To accommodate them all, Motor City Racing came out with an idea similar to Interleague baseball action — Interleague Racing.

This format of racing allows for the best of each league to compete in a monthly series. All drivers race for points, but, crucially, the team method is applied and all points add up as 1 team, hence giving each team a high point total. The winner of this season's Interleague Series will be known as the Best League on the net.

Plans for the future have Motor City Racing competing against some of sim-racing's broadcast companies as well. Soon, Motor City Racing will be in a class with the likes of OLR (onlineracin.com) in broadcasting their events live.

So that's the history anyway; AutoSimSport sat down with Mike Werth to find out a little more about the success and plans for MCR. In particular, the idea of Interleague racing; when and how did the idea come about?

"The idea," Mike answers, "came about when we decided to create the best series on the net. The Interleague Series - we call it the 'Best of the Best' Cup - features 5 Different leagues with each league bringing their top 5 drivers to a once-a-month-race. We hold 6 events, with one race a month."

And how does the championship work?

Crucially, Mike explains that this is a team-event - this is not about the individual driver, it is about the league - and drivers race not for their own egos, but for the glory of the league that they represent. Pressure, in other words, to excel or fail not for oneself, but for others that are cheering them on ...

"This," says Mike, "gives the leagues the chance to work together to race against the other leagues around the net. We set up a team points system - and we add up all 5 drivers' points at the end of each race, and only give them total points for the event. This is," Mike notes, "only a team series."

And has this proved popular amongst other leagues?

Mike says yes - so much so that, "we had to turn leagues down. About a month after the Cup Interleague series took



off," he continues, "we had to form a Truck Interleague Series to allow more Leagues in. We added 5 leagues to the truck Interleague series within a week. And still," he adds, "we had to turn leagues away."

Part of what makes the Interleague series so popular is in the fact that its races are broadcast - which gives the leagues the ability to watch - and cheer - for their representative drivers.

"Before the start of the first Interleague race," Mike explains, "ROC-TV would meet with the Admins of MotorCityRacin, and work out a TV Deal for this Series - Roc-TV would go on to broadcast 3 of the 6 events and we just signed a deal with them to do all the Interleague races for the next Segment as well." He pauses before adding, "and they're also going to do half of the Truck Interleague Series as well."

So with the popularity of the Interleague series, and the split, Mike was faced with a dilemma. "With Two different divisions on Interleague racing going on," he explains, "we had to come up with a way to get the 'Best of the Best' into the same Series ... so the top Placing team in the truck Interleague will move up to the cup series at the end of the segment."

Thereby promoting competition within the Interleague format, over and above that of pride and glory ...

"We are also thinking of adding a Busch Interleague Series soon," continues Mike, "because so many leagues want in on the action, to prove that their league is the Best of the Best."

And how popular is popular?

"MotorCityRacin's Website sees over 50,000 visitors a month now," says Mike, "and so we're also going to add our own TV Broadcasts within the month for our regular racing Series."

What makes the series unique, as well, says Mike proudly, is the way it is set-up: "The rules for this series are not made by MotorCityRacin. They're actually voted on by all the leagues involved, not just one league, so that every league has a say as to what is going on. All the admins meet after each race to go over everything and make sure the series is headed in the right direction."

Sounds like it's most certainly headed in the right direction - now, what about the radio station - what's that about? "MCR has its own Radio station," Mike confirms, "that started up about 2 months ago -

we own the .net and the .com domain names of motorcityracin, and the motorcityracin.com is just for the radio station ... Mike (doolok is his screen name) runs the radio shows and music - you can," Mike adds, "request any song you want and he will play it for you - he is on there as the live DJ. All you need to do is [click](#) on the request button, and it sends Mike an email right away."

The radio show, for those that are interested, runs 6pm eastern time, till 11pm eastern time.

With such a format as the Interleague series, it was inevitable that it would entice the big names in American sim-racing; does Mike care to name-drop?

"Some of the biggest names in Sim Racing have been involved in the Interleague Series," he confirms, "Including Points Leader of Real Racing Online (RROL), Lee Curtin, SRN's Tim Terry has been over to check out the action as well - the goal," Mike insists, "is to have the best racers online involved in these races. Each league does not want to send someone into these events that will make their league look bad, so they don't. They only

send the Best of the Best over to race in their league's name. Each league owns 5 cars, all painted up with their leagues name all over them. When you're on the track, you know who you have to beat."

Which brings Mike on to the unique strategies that teams employ in their chase for glory; since this is about the team, Mike says, it means that, "these races are a lot different than regular league races - Interleague races aren't about winning the event. It's about putting as many of your 5 league cars in the Top 5 or Top 10 of each race. Helping out your league drivers by letting them lead a lap when they have the chance so your league gets that extra 5 points ... and at the end of the series, there is only one league on the net that is the best. And that league will have proven it to everyone, because they have beaten the best of the best."

This, Mike explains, means that team-work extends further than on the track on raceday. "With only 5 cars entering these events from each league," he says, "you would think that only these 5 drivers would be making their setups. This is not the case at all; most of the leagues involved have almost 20 to 30 members helping to make their setups the best they can be. Because when you think about it, it's for their league, even though they're not in the race, they're still helping with test sessions that start months before the race is even going to go green."

And speaking of green - N2003, MCR's sim of choice, is slowly fading - what with no support, the law-suits and now the USPits and other big crews ceasing all work on it, does he expect MCR to make the switch to a new sim as well?

"We all know that N2003 is a dying sim," says Mike, "but, at the same time, it is still very much alive and going. It has been around for 3 years now ... but still, we plan on sticking to this sim for along time ahead. So this series will stay with this platform. At the same time," Mike adds, explaining, perhaps, the future of N2003, "this series has brought everyone around the net together to keep it going."

Mike stresses that the success of the Interleague series is not due to him - but, rather, testament to the leagues that compete

- "All the leagues involved have been great to work with. IFRT, Roc-Racin, MCR, NY/XNR, and Smo in the cup series - Racing Buds, AOD, CCR, have been great also in the truck Interleague series - Racing Buds," he adds, "will be moving up to the cup Interleague series after their last truck race in **December**. Team IFRT just took the championship in the Cup Interleague this month, so congrats to IFRT and their admin, who has been a great guy and will go down as a legend in the Sim World, Big Lou, (leadfoot) - Lou has had a lot to do with the Interleague series, and has helped us push it in the right direction. MCR's newest member as of last week, Tim Harrell, is another great guy that MCR is proud to have on board ... actually," says Mike, "I would really like to thank the following guys for all there hard work and dedication; Bill Bradbury, Chris Bradbury, Herb Puryear, Andrew Fayash, Cameron Morris, Tim Harrell, Mike Dewell, Mrs. Puryear and all the Drivers at MCR. We couldn't have made it this far without the whole crew from MCR."

Now that he's got that off his chest, how does he fund the league - as those of you who have read our previous issues will no doubt know, broadcasting races is no cheap affair ... never mind running a radio station, hiring servers, etc ...

"Bill Bradbury and I," Mike answers, "are the co-owners, along with Chris Bradbury, and we fund the whole show. Some of the other guys have helped out as well. Our other admins, Tim Harrell, and Herb Puryear ... so it's really a group thing ... one big family. Mike (doolok) funds the radio," Mike continues, "but" he adds after a moment, "we will always keep this a free league for anyone to join - we never have or will ask our members for money to fund something that we enjoy doing. This is all a game when it comes down to it. So it's all for fun."

But still, it is not cheap right?

"Yeah, it gets pretty pricey - server cost, 2 websites, with a third website being built now for our painter C_Morris - C_Morris is taking on the expenses for that [site](#), though - but yeah, with the live broadcasts coming up, that will be even more but, that's something we want to do for the league."

And as for the future? How does he make it even better?

"The Future of MCR?" Mike laughs. "Well ... we are in the works with merging with another league but - I'm not going to give out any names yet. It's sort of a secret! But I see MCR growing big time in the next year. I would say we will double in size in the next 6 months."

And is this, I ask him, the model for the future of league racing?

"Well, I don't know. Every driver has a league that they like to call home. They feel comfortable there - they probably have been there for along time, you know ... But I do think that the Interleague Series will be the best league on the net - and that's for sure."

So how does a league enter the series?

"They must be willing to stay dedicated to the series," answers Mike immediately. "They need to know that racing to win at any cost isn't always the main goal. Team work, working together with other drivers, and showing respect for others on and off the track is. Their league must be organized. And their league needs to have a group of drivers that can represent them in a manner like no others."

And how does he intend to keep up as more and more leagues enter?

"We plan on adding as many feeder series as we need," he says. "So yes, the Interleague series can still expand above where it's at today. All we need is for more leagues to come over and apply to race in it. Right now we are real close to opening up another feeder series already ..."

So there it is; the future of league racing, and certainly the future for what Mike describes as a new tradition for an exhausted sim. And judging by results, no-one in his right mind would bet against MCR cementing their legendary status as the Best of the Best in their own right ...

If you want to join up to the Interleague Series, you can do so [here](#).

Rallying Around Richard Burns

Bjorn Erik Hagen gives the low-down on all the latest on Richard Burns' Rally-community and the general Sim rally world in this, the first of his regular RBR columns for AutoSimSport....

TURN 4

I have been driving rally arcade/Sims since Colin 2 was released; a few and I friends used to get together on Mondays to drive and talk about cars and real world rallying, but the truth is that I have never been particularly good at rallying, and I still struggle to get the pace that everybody else seems to have ... but even so, I still drive Richard Burns Rally, and I never seem to lose interest. No other sim does this for me.

The only thing I felt was missing was the online feature. But with time have come two solutions, **RBRnet** and **RBR-Online**. I know there are others out there, but I believe that these two are the major ones. (Next month, though, I will also discuss these different solutions and please **contact** me if you got more info about upcoming or newly released RBR Online tools).

So, to get back to it, I got in touch with Jon Denton some time ago when he was about to start a British league using the RBR-online utility. (BIRC) This sounded very cool to me, so I decided to start my own league too. And that is how NIRC was born. And that's my Sim racing history in short. Now days I'm running NIRC and I'm happy with that.

Well enough personal rambling. Let's get down to business....

The reason for this column is to have a monthly report of what's going on in the RBR and general rally sim world. So here I will try to write a little about the community. I can't promise I'll be fully updated on all areas in the community, but I'll try my best.

Reason I can't promise to be 100% accurate is that so much has happened since the "default" RBR was released; and most of that has been fantastic! The community is making car skins, new cars, modifications of all kinds. There are also crews out there working hard to build new stages and having some brand new stages in the future is a possibility.

The WRC 2002 Season Mod:

Latest modding news over at BHMS must be the soon coming WRC 2002 Season Mod which is a stand-alone mod that does not interfere with your exe or other RBR files.

With this mod you can drive the 2002 Season, the year when the Impreza had those weird front lights and Gronholm was pretty dominant in his Peugeot 206 WRC.

The mod features all cars for 2002 WRC season, driver performances, visual updates to GUI and sound/music updates.

And these vehicles:

WRC Class

Subaru Impreza 2002

Peugeot 206 WRC 2002

Citroen Xsara T4 2002

Mitsubishi Lancer WRC

Ford Focus WRC02

Hyundai Accent WRC Evo3

Skoda Octavia WRC Evo2

PWRC CLASS:

Mitsubishi Lancer Evo



And the tracks are original except for a few graphical updates related to the 2002 WRC season.

Big Thanks to UrQuattro and Eddy3spain, and their friends from RBR community: BlackF and Racer_S (programming), Rueda (physics) and Tremblay (texturing).

And I also hear that these guys are planning a Group-B mod. With all the monster rally cars from the eighties ... We're looking forward to it guys!

RBRnet 3.0b

RBRnet 3.0b is the newest edition from Racor_S Multiplayer tool. This edition allows up to 12 players for net gaming. Another thing I like about this tool is the possibility to host your own rallies — and, of course, that you can use it on a LAN.

Download all you need from [tocaedit](#); here you can also find a lot of useful things for the CMR series and other games.



RBR-Online

Big steps have been taken in the RBR-Online camp of late — there is a new server to handle all the SS times, etc, and it appears to be very smooth and it should now handle about 100 drivers at once. That's the way to go guys!

More important news from RBR Online must be the v2.0, which is under development. As a beta tester, I can promise a

lot of new features and many hours of hardcore rallying.

Something else I want relate to you is that the **NIRC Championship** will be stalled until the RBR-Online 2.0 is ready. This was decided after a vote on the NIRC site. Meanwhile, NIRC has finished its Pre Season Cup. It was three rounds of 'testing' on all kinds of surface. The winner was driver **#461 ANDERSEN Paal**.

There's also another League based on RBR-Online, and that is **LFRBR**, a French league. That, I believe, is doing very well.

And Jon Denton's BIRC is now up for grabs!

If you are interested in running a league/championship for RBR, then contact Jon Denton.

Gizmondo

Other things that are worth mentioning is that Gizmondo is in *big* trouble. Gizmondo, for those that don't know, are the ones who have all the legal rights to Richard Burns Rally.

It seems that the firm has been losing a lot of money lately, and meanwhile 3 of the top bosses have left the company. These three are, allegedly, formerly members of the **Uppsala mafia** in Sweden, their old job, apparently, being underground debt collection.

RALLY TROPHY

Well, I must admit that I rarely look in other directions other than RBR these days. But when taking a closer look at the re-born No-Grip site, I sure got surprised by the community around the good'ol Rally Trophy. First thing I read on **No-Grip** is that Rally Trophy is supposed to be the first rally simulation with historic rally cars such as Ford Lotus Cortina, Fiat 600 Abarth, Mini Cooper S ...

Wow! ... I opened the gallery to check out some screenshots, and it looked real nice for an old sim like this. As I kept on reading, I discovered that there are lots of mods for the sim, and one of them was a physics mod called TT realmod. (TireTeam) promised physics that should bring more realism to the old sim. Also, on the No-Grips Download section, there are lots of nice downloads such as new cars, tracks, skins, etc. And of course all official and unofficial patches for the sim.

This may not be a great discovery for many of you, but when I get home from work I will definitely download a demo, and purchase it as soon as possible! And as they say, if you are looking for a great LAN rally sim ... then this is the *one*!

Top Rally -Rally Teams' Manager

I just registered my account on top-rally and am waiting for approval; and once that happens, I will have the chance to manage my own rally team. "Hagen Motor's" - *whoopie*!

If you have ever dreamt about running your own rally team (I know I have), this is your chance ...

The registration is free of charge, and this is all in real time. Your main goal is to manage your own rally team and, at the same time, you are responsible for entering your team for rallies, training your drivers/co-drivers, as well as buying, selling, upgrading cars, etc. Well for me this was a dream come true, especially when, a few days later, my account got accepted ... and I got pretty excited, I must say! I had tried an F1 Manager from EA games a few years ago, and that was cool. So now finally I could try my "managing" skills on a rally event.

So I headed over to the download section. And to my disappointment I found out that it costs money for a certain period of rallying. Well, as I have just bought a house, my money priorities are not in the sim-zone right now ...

I still want to test this, so maybe in a few months I'll get back to this. Promise to tell you all about it. Go check it out ...

This is it for this time. Keep on crushing those stage times, and tear that wheel off your desk!

Happy Rallying!

Almost Too Much — 2005, The Year of the PC Racing Simulator

by Smokin Bob.

FIFTH COLUMN

If one thing stands out about 2005 it is this—a bucketful of great racing sims made it out the door, all of them worth owning, all of them not without their strengths and weaknesses. I have been asked to do the impossible—dig through them all and come up with my personal favorite. About as arbitrary as you can get, and to certainly be taken with a grain (or giant pillar...) of salt, here is how I felt about the offerings that made their way to me in the year of plenty...

GTR—10tacle, SimBin

Officially released in 2004, it was not for worldwide consumption until some time after that, but many copies found their way around anyway and for this reason I am including it here. In terms of time of play, I have more in GTR this year than in all the other racing sims I own combined. This is in large part due to the fact I have simply had it longer, obviously. But GTR brought us some amazing new gizmos, remained ultra pure to the licensing, and is without a doubt an instant classic, for any racing fan. Although a bit hampered in the multiplayer department, GTR offered so much that had not been seen before that many of us easily overlooked the MP weakness and concentrated on the ultra realistic, and ultra detailed, single



GTR

player mode. The physics, graphics, and sound no doubt pushed the gMotor 1.0 engine to its limits, but the experience was pure nirvana. And with the additions of LiveTrack Technology and the most comprehensive telemetry and data analysis system ever to be seen in a sim, GTR set yet another benchmark in terms of representation of the sport.



NASCAR SimRacing

NASCAR SimRacing—EA Sports, Tiburon Florida USA

Released in February to a very skeptical world, EA had promised, again, another great NASCAR sim for the PC, for the hardcore. And it was tough to ignore this hype—rumors of former Papyrus employees working on the project, and at least one 'guy who would know' telling an eager world how good the physics were this time around. But that build never got out the door, apparently, and what finally made it to the end user was certainly not all it was hyped to be—much to the disappointment of a lot of us, unfortunately. But it was not without its strengths—without question the physics were more than convincing, something that had yet to be seen from



Live for Speed

EA up to that point, in my opinion. Perhaps a bit too forgiving in some areas, the driving model here was leaps and bounds above anything that had come before in the series, and that was a welcome surprise. Surprise? Well, until I had seen differently, it was tough to remain optimistic. NSR also sported the most beautiful tracks I had ever seen for a NASCAR PC simulation, supporting another claim made by EA, and giving them a bit more credibility at least in terms of keeping promises. With a career mode and a first for NASCAR sims—full blown telemetry and lap analysis—NSR offered the offline player quite a bit in terms of content. Coupled with the 60+ officially licensed cars and drivers, three racing series, great physics, NSR had huge

potential. But this quickly dissolved as the patch, promised soon after release, took a lot longer and when it finally did come out, massive problems remained. Unfortunately, a lot of these issues involve pace lap behavior, and flag issues, making it difficult for the offline or online player to be assured of great racing. I have no idea what EA's plans for the franchise are after this, but I sure hope things start to head in a better direction. A good effort, but gets too many things wrong to be a serious threat to NR2003 online, and the extra offline content is diminished by the persistent, and oftentimes race ruining, flag and pace car bugs.



rFactor

Live For Speed S2—Self-Published, LFS Crew

When all is said and done, at the end of the day, when the cows have come home to roost—it is tough to go wrong with this one. A truly grass roots effort, it holds its own in a world of commercially backed sims with style and grace. S2 brought us damage, updated physics, tons of new cars, and more buttons to push than on the cockpit of a NASA rocket. Toss in the rock solid net code and you have all the ingredients for an instant classic. While some (author included) found the F-V8 cars a bit difficult to grasp in terms of oversteer and its elimination, the sheer volume of car types offered made this very easy to overlook. Given the nature of the AI, it is safe to say this is a

'multiplayer only' sim. Practice offline is best done alone, or plan on giving the AI crew plenty of room as they are dumber than dirt on a bad day, and will spin their tires when stuck endlessly until they are out of fuel or the tires are blown. But no matter—the strength of its MP code has given rise to one of the largest followings in the community, and makes this sim another must have for any serious PC sim racer.

RFactor—Self-Published, Image Space Incorporated

Personally, there is no other sim that I have anticipated more than this one. Built with the new gMotor 2.0 code base, and boasting openness to modding that had to this point never



GT Legends

been heard of in the industry, rFactor promised to stand the world on its head and make us all take a closer look. Designed and built by a mere handful of developers, and released the Indie way, rFactor, in my opinion, hit all the marks and hit them well. From the ultra gorgeous dynamic lighting to the brilliant physics and tire model, rFactor not only provides for a nearly limitless mod base, but is one hell of a sim out of the box, as long as the effort is put in to learn it. While I felt quite a bit of disappointment at the retail release AI, there was simply too much about the sim to like to not stick with it. And sure enough, the AI was quickly addressed, first with developers actually posting tips on the forums (a rarity these days), and

then with the first official patch. Most important with this sim, I feel, was that ISI showed the world that the problems with gMotor 1.0—odd physics at certain performance regimes, and difficulties with net code—were now a thing of the past. The net code? Well, I would go out on a limb here and call it the best in the business. Collision detection, lag free connections, ease of use, shipping dedicated server—it's all there and ISI nailed it. A new MP King has taken the throne. And the mods? Good Lord, they are literally pouring out of the sky—Scott_'s brilliant Birmingham, Uzzi's gorgeous Lime Rock Park and Gilles Beniot's Trois-Rivières are showing us just how jaw droppingly beautiful rFactor's base can ultimately be. And there are simply too many conversions of previous tracks to mention, but some notables standout—Donington, Silverstone and Suzuka to name a very select few. Toss in Lo's brilliant F3 mod and you have a recipe for many lost nights.

GT Legends—10tacle, SimBin

SimBin give us yet another beauty with GT Legends—as the first fully licensed simulator to employ elements of gMotor 2.0, GT Legends is a literal showcase of beauty and attention to detail. My review in last month's issue summed up how I feel about this one, and my interest has not waned a bit. As I progress through the career mode, I am finding that I am having a lot of fun—and that is really what it is all about, isn't it? GT Legends does a fantastic job of catching that whole retro look and feel, and the cars in this sim are drop dead gorgeous in terms of appearance, and physics. And sound, oh the glorious sound that SimBin does so well is of course present and accounted for, and the tracks are simply masterpieces. LiveTrack Technology returns to further enhance the experience, and the AI has been tweaked quite a bit—or at least it appears to be, but they do get cranky sometimes. With a multiplayer cap at 16 it still remains to be seen how this will be embraced by the leagues, but for my money GT Legends is yet another must have sim of 2005.

Rounding Up the Round Up

This is the part I really hate—getting to any kind of 'this one is better than that one' discussion, but, that is why I get paid the big bucks I suppose. But I will be taking the coward's way out for two reasons: One, it will give me something to write about a few months from now, and two—it's easier!! For me, without question, GTR was the most influential sim I played this year. Now, I am not saying I think that it is the best, or that the others are not worth time. The fact is, GTR has been out longer for one thing, and for another it is quite possibly the most comprehensive presentation of a licensed racing series that I have ever played. Sporting the real drivers, cars, tracks, and sponsors of the FIA-GT Series would have certainly been enough, but SimBin took it a step further and included the MoTeC telemetry and data system, practically a simulator in itself. The addition to the immersion of the product MoTeC added was amazing. With varying weather conditions, and the inclusion of the Save Game feature, it is tough to find much wrong with GTR. It does not pretend to be anything other than what it is, at least to me—an attempt at the most detailed and accurate representation of the 2003 FIA-GT series for personal computers. They got it right in so many ways, and showed us all just how capable gMotor 1.0 ultimately could be. No doubt, as rFactor and GT Legends get more of my time; this article could be quite a bit different 6 months from now. But honesty forces me to come clean here as you just don't log over 5000 laps, or run 6 hours at one sitting in a sim that isn't any good.

To all of the developers I say Hats Off and thank you—I *am swimming in too much of a good thing over here.*

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Late Models Return to NR2003

It's Saturday night in a small North Carolina town. The crowd tonight at the local race track is unusually large due to the fact that it's the last race of the season. You are the season-points leader, holding on to a slim 5 point advantage, and your adrenaline is pumping at full blast. There're only three other guys on the track that have a chance of knocking you off the pedestal, and that means, one mistake and you will lose it all. Your chance at glory, your chance at a better ride in a higher series, its all hanging in the balance. Smokey87 introduces you to Late Models racing....

Although the excitement mentioned above might not be guaranteed, racing late models in NR2003 comes awfully close to delivering that special something ... The **Late Models** Version 2 mod was released for NR2003 in mid-October, and the number of downloads the first week alone exceeded 1,500. Here are the features of the new mod, which you can find at the late models project website:

Completely revamped 3D models, bringing you the most visually accurate LateModels to date.

- A custom cockpit featuring your choice of stock LateModelProject gauges or easy to install Longacre Racing gauges.
- Paintable rollbars and interior colors.
- 3D wheels and tires featuring Aero Racing Wheels and Hoosier 2045 tires.

- 4 models and 6 templates including; Chevrolet Monte Carlo, Dodge Charger, Ford Taurus, Pontiac Grand Prix, Dodge Intrepid, Ford Mustang, plus many other community made template mods.
- Fully Online Compatible
- 36 of the top LateModel drivers from the Southeast.

One of the things that stood out for me in the features list was the option to paint the rollbars and interior colors. That's a neat feature, one I would have liked to have seen in the past in other NR2003 mods.

The 3D models look great, even though the Ford Mustang template looks a little awkward. They attempted to replicate the 2005 model year of the Mustang, which in its own right is a good looking car, although in my opinion the earlier-model cars from the year 2003 would have looked even better.

FRONT STRAIGHT



Getting down to business ... if you have the NR2003 racing sim, you should definitely download this mod. It can be found in the "Downloads" section of the Late Models website and the installation is pretty ho-hum, just a process of clicking "next" a few times. It can be selected from within NR2003 like any other mod. After selecting a car, it's time to hit the track.

My first words after getting into the Late Model car were "Holy heck what a wide hood!" (Yes I drive using the roof cam!). These cars are very wide, and after driving them a few days, when I got back into the seat of my Busch Series car, my first thoughts were "Dang this car is narrow!"

Yes indeed my friends, driving late models make you think differently about other cars ... I thought the Dodge Chargers in JJohnson's Superspeedway.net updates were wide, heck they are narrow as straws compared to late models. The width of the late models also leads to another phenomenon; the cars seem

to be easier to drive than regular NASCAR vehicles. It can be said that the increased width of these cars increases the stability of the cars, and it certainly seems to be true. Now although the Late Model mod uses Busch Series physics, these cars act a bit differently than regular Busch Series cars. They are a pleasure to drive, and someone that is just discovering the NR2003 sim should use these cars as a "trainer" to prepare themselves for more finicky race cars.

The damage model is the best I have ever seen in a NR2003 mod, and it obviously took a lot of work to make this model as outstanding as it is. In my first time on the track in a Late Model car, I hit the outside retaining wall slightly, and suddenly the right side of the hood produced a large upward dent. It seems that instead of crumpling the entire hood no matter where you hit, like in the Cup and Busch mods, it is area-specific damage. Hitting the right or left side of your car produces the appropriate



damage that you would expect. The damage model for the rear of the car looks a lot like the damage models in NASCAR Thunder 2004, with, again, area-specific damage. If someone punts you in the left rear quarterpanel going into a turn, you will see a dent in the appropriate spot, instead of damage all along the rear bumper. The vertex damage is very convincing also; a car that has suffered a major crash involving several flips will look like something that would make the perfect gift to the local junkyard.

These cars are at home at any track. I tested them on short tracks, speedways, road courses, and superspeedways; the cars handled great everywhere. I definitely recommend this mod to any NR2003 sim racer; many short-track league series are likely to develop because of this mod.

Definitely a winner!

Interactive Racing:

“My Sim’s Better Than Your Sim”

As I mentioned before, I’ve been racing sims since the late 80’s. Back in the dawn of sim racing, it was a cut and dry world: a sim was either fun or lame. As racing simulations progressed, we began to grow jaded and soon the “my favorite sim is better than your favorite sim” syndrome was born. In the beginning, I could understand the heart of the debate. But the latest incarnation (GT Legends vs. r-Factor) is bordering on incestuous cannibalism.

In the beginning there was David Kaemmer, Papyrus Design Group and “Indianapolis 500: the Simulation” in 1989. Actually (and literally) Geoff Crammonds “Revs” came first in 1986 on the Commodore 64. But for the purpose of this article, I believe Kaemmer developed the first real-world-based physics engine to model in real-time a vehicles suspension dynamics and tire wear. “Indianapolis 500: the Simulation” set the bar against which all future sim racing titles would be judged.

Geoff Crammond led a serious counter-strike in 1992 with “F1GP” (“World Circuit: The Grand Prix Racing Simulation” as it was titled in the United States). Crammond hit hard with stunning details never before seen in a racing simulation. Monaco looked like... well Monaco. Monza did Monza. Every building, every tree, every detailed all seemed to be there like never before. We sim racers were in a state of nirvana. We had the Indianapolis 500 and the Formula 1 Championship just a

mouse click away. All was right with the sim racing world and peace reigned (except on the track obviously).

Papyrus launched Indy 500’s follow up in 1993 with “Indycar Racing” and with it the foundation for the sim wars was set – although not really ignited yet. We had two fantastic design teams with a clear passion for building the ultimate racing sim. The camps were forming but we all got along as racing was more important than infighting. You see, there was one key ingredient missing: the Internet.

In the early 90’s, the Internet was in it’s popular infancy. Bulletin Board services (like CompuServe) where the cutting edge, but message boards were far from being the sophisticated opinion spewing, necessary evil they are today. But no fear... that would change along with two “next-gen” titles from our contenders.

In the mid-nineties Kaemmer’s “Indycar Racing II,” Crammonds “Grand Prix 2,” and Bill Gates Internet Explorer all

INTERACTIVE
RACER
ALEX
RACING

conspired to light this fuse. Sim racers were growing evermore sophisticated and due in part to the unprecedented success of Papyrus' "NASCAR Racing" (over 1,000,000 copies sold), a greatly expanding selection of racing-specific controllers was flooding the market. We were having our cake and eating it to. However as most racers enjoyed all the top-tier titles out there, a few were using the exploding medium of the Internet (no pun intended) to do what we humans sometimes do best: draw lines. Indycar vs. NASCAR, Papyrus vs. Crammond, it had begun.

Papyrus landed a heavy body blow in 1998 with "Grand Prix Legends." They revamped the then aging physics engine and the results were stunning, although at the time the level of difficulty associated with the title made it less than successful in rolling off the software store shelves. Real life racers were flocking to the title and singing its praises. "Grand Prix Legends" raised the bar higher than any sim racing title had ever gone before it. But with it (and its critical acclaim from the racing community) the "line drawers" out there honed their techniques to the include the most frequently utilized debate tactics we see today:

1. "This sim is the closest to driving a real [insert racing series] car you can get."
2. "If it's more difficult to drive it must have more accurate physics."

Now let me say unequivocally: when in reference to "Grand Prix Legends" compared to all titles available titles prior to it, these two lines are completely 100% accurate. GPL represented a quantum leap in the genre. A leap so great I doubt we will see another one like it in the near future. The next quantum leap in racing sims must first occur on the human interface or hardware side. Only after the hardware allows us the complete ergonomic environment with accurate tactile feedback, can the software side regain its pose to take such another leap forward. Like I said... not in the near future.

But I digress.

The "Papyrus versus the rest of the world" debate continued and served to teach sim racers the proper techniques to argue and draw lines. Those line drawers used those techniques

to begin the first bloody Internet debate in the sim racing community. Crammonds "Grand Prix 3" was taking some flak from the second title from the up-and-comers at Image Space Incorporated, the latest installment in the EA Sports Formula 1 saga titled "F1 2001." The war had begun in an attempt to crown the best modern day Formula 1 simulation. Never mind that both had their strengths and weaknesses. Nevermind that we end-users actually now had a choice in selecting a top tier F1 simulation that suites our personal concepts of what we like in a sim. No, some folks out there felt obliged to tell the rest of us which one was the correct simulation.

Really? The correct one you say? No shit?!!!!

I think more message board threads got locked in that war than at any other time prior to. The funny thing is these folks had to actually post their comments in the other sides' forum. It's not like the debates happened per chance. Quite often someone actually ventured into the "enemy's" forum to stir up the fight. You'd think these "trolls" would have their hands full with the real life CART/IRL split spinning out of control in the United States. And yet it continued into the following titles of "F1 2002"/"F1 Challenge" and "Grand Prix 4."

Formula 1 wasn't the only hot bed. NASCAR fans were getting into the fight as well. Papyrus' NASCAR Racing titles were coming under fire from EA Sports and ISI with the NASCAR Thunder games and the gloves are off... amongst the sim fans at least.

The sim racing community is growing in leaps and bounds. Several major players have developed in-depth physics engines and the sim racing experience is at an all time high. Online racing had developed with the Internet from the early days of the 56K "more-novelty-than-feature" play in "F1GP" to full blown online racing with "NASCAR Racing 2003 Season." We have more quality racing titles on the market than at any other time before. We should be racing morning noon and night, right? Still, some people seem to have so much time on their hands that racing their favorite title is not enough to fill it. So why not go trolling?!

Which brings me to the current sim war just beginning to rear its ugly head: "r-Factor" vs. "GT Legends."

This current sim war not only has me running for cover as I shift through some message board threads but it actually is more confusing than those in the past. For starters, in the past sim wars the focus was always between titles attempting to simulate the same racing series like Formula 1 or NASCAR. Not the case with "r-Factor" vs. "GT Legends." "r-Factor" is a general simulation platform with fictitious modern GT and open-wheel cars as standard equipment. "GT Legends" simulates the historic FIA GT class with more classic GT cars than you could possibly drive and still have time to participate in this silly sim war. Also in past sim wars, there were fundamentally different philosophies behind the design teams and physics engines. "r-Factor" and "GT Legends" share the exact same ISI graphics and basic game engine, so they are in a sense z... brethren. With David Kaemmer missing in action as he regroups his resources and attempts to re-enter the sim racing market with iRacing, ISI and Simbin reign supreme in the electronic racing world. Yet they chose to do so as a team working together and sharing resources.

Funny that basic concept eludes so many of us sim racers.

Have some people fallen so far afoul with the need to draw lines that they've unwittingly lost sight of the reason we drew those lines in the first place so many years ago? Have any of you people stopped to think just how lucky we are to have such an advancement as gMotor 2 and at the same time we get two absolutely gorgeous titles to enjoy it through?

Have some of you people lost your fucking minds?

The differences between "r-Factor" and "GT Legends" are mostly down to each team's interpretation of the game engine, how each chooses to use modern day CPU resources in that interpretation, and fundamental differences between the cars (or car-types as in "r-Factors" content) they attempt to simulate. In reality, all one has to do is open the game directories and inspect the file structures to see that these two sims are indeed cut from the same cloth. Each has the areas that they have focused attention on and both push their respective envelopes further than before. "GT Legends" continues its prized FIA affiliation to

provide an extremely wide selection of vehicles for which the end user can choose to. "r-Factor" through its vehicle upgrades concept pushes its content *deeper* rather than *wider* as sim racers can literally build a unique car that suites his/her style on a particular circuit (many racers in their quest for the fastest cars with all the bells and whistles are currently completely oblivious of just how deep this concept is). Either way you look at it, both titles are similar enough that if you like one, you should like the other while distinct enough that both titles deserve space on any passionate sim racers hard drive. Much like the good old days with "Indianapolis 500: The Simulation" and "World Circuit: The Grand Prix Racing Simulation" we should be hitting the tracks with both titles and thoroughly enjoying life.

How about this: lets leave the divisive politics to the... well, the POLITICIANS. There's far too much spin in my everyday life being piped through my television. Lets try to leave it out of sim racing. Let's try get back to where we can enjoy all the electronic racing titles out there. We really are sitting on the threshold of what could be the golden age of simulated racing. Support ALL the talented people out there creating these titles. Embrace all the avenues at our disposal to exercise our sim racing passions. Support the community. If you don't you're basically destroying it. The choice is yours.

What do you say?

PIT OUT

Finally, my last article in Interactive (Racing Simulation vs. Simulated Racing: what makes a racing "sim") had a very spirited and mature debate in the AutoSimSport message boards. Here's a few quotes from the boards that I think sum up the various viewpoints:

GonzoF1 — "...I don't recall ever seeing Fernando Alonso walk up to the grid, throw his leg over the airbox, and grab his rumble pad. In my book... Get a wheel or get out."

Shrapnel — "...AFAIC if someone takes their simracing even

remotely seriously (Which would be suggested by buying sims with decent physics in the first place) then they should buy a wheel and two pedal set at the bare minimum."

Spadge — "For me, it's about getting the maximum enjoyment and playability whilst keeping as much realism as is possible. I mean, if it's not fun, and you're not enjoying yourself, what's the point?"

SmokinBob — "I also do not like to run any aids at all, but have noticed that without AUTOCLUTCH on my server, I get at least one less person on it....so in the simple interest of fun, I enabled it."

Smoky87 — "I myself don't care whether I get my butt whipped by a kid using a keyboard...just as long as he raced clean and in a professional manner. I actually believe it takes alot more talent to win with a keyboard than with a steering wheel. After all...the cars we are driving online are NOT real...so why be so strict on what things a kid chooses to control them with?"

Pugwash — "I am horrified by the people trying to pull the ladder up after themselves with "I use a clutch button, therefore that's the only aid we should allow" or "Auto-Clutch is ok because it's all I can do". You say we should suffer for the price of realism, apart from not all the way because that would penalise **you** as well."

I think at the end of the day, we all agree on one mantra: Lead, Follow, or Get out of the Way!

Remember that you can interact with other sim racers on the subject of this column (or last months) by registering at the AutoSimSport message boards and clicking on the "Interactive Racing" forum in the "Articles" section. I hope to continue the discussion with you all there!

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Latin Racing Heat: A Rare Behind the Scenes Look at R/C and CHAMPCAR racing in Mexico

Sergio M. Bustamante describes passion for motorsports, as a driving force in all countries, independent from our cultural distinctions, which creates people who are willing to take action, and brings out leaders who are willing to set the grounds for more people to join new communities unified by one goal: Enjoying Motorsports in all flavors and shapes.

It is only normal that Latin American countries are not the exception. Sim racing is a concept that is spreading fast into several very specific communities. In this issue we will focus on some events and people that are quickly becoming enthused enough to create a force in sim racing. Not so long ago, someone was surprised to know that Mexico, for example, was keen on motorsports. This showed us that the coverage granted by the international media had not granted an effective outlet to show the potential of every country when it comes to motorsport history and culture.

Our focus today is Mexico as one example, willing to bring some of the stories that usually escape the media and the cold world of numbers in record books. In my personal opinion it is just a matter of every country setting a little bit of background showing that through sim racing there will be no frontiers and that every country is already enjoying a very intense growth in showing the thirst and hunger for speed and motorsports, and therefore the potential for sim racing to become a worldwide syndrome.



AutoSimSport, GPV and GPLegacy present in the exclusive Club Pegaso RC track

We attended the Champ Car race in Mexico, and 2 major RC races for both 1/10s and 1/5s and thanks to AutoSimSport, we can now show a few images to the world and interviews with some key people who are seriously committed to MotorSports and leading both mediums to large teams who share the same passion.

A strong way to show how Latin American countries are devoted fans and participants in motorsports, we decided to interview a pivotal piece in one of the world's largest Motorsport events. But after talking for a while with Ricardo Hernandez, it became clear that the interview would not be able to cover the full history behind it, and therefore we decided to give him an inside column in GPV so he could tell us a little more about the full outlook of the Champ Car World series and Mexico's participation in it. We hope to have another interview with him in future issues, since all of them are avid fans of Sim Racing. In this case, taking into account that the Champ Car race just took place in Mexico, it was the proper timing to set an interview about the larger outlook of motor racing.

Later on we will focus more in the Sim Racing world to have the perspective and plans from this very interesting community which can be regarded as highly passionate, committed, and with a sense of teamwork.



2Fast4Mx National 1/10 final round www.2fast4mx.com

By Nelson Vergara & Sergio Bustamante

Photos by Marcelo Manfredi, Nelson Vergara

& Sergio M. Bustamante

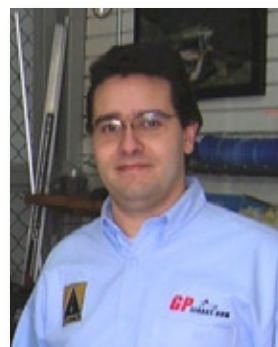
Radio Control at 120km/h

Excellent weather conditions welcomed this day. Walking into CLUB PEGASO's facilities was definitely breathtaking, every inch of this 60-acre club which hosts one of the most professional

Karting Tracks in the world, a professional RC airport which hosts events for the huge radio control turbine planes, and is used by the likes of Ford, BMW and other major brands as their preferred Test-drive track in Mexico. And then on to a RC dream track, like turning one of the most professional motorsport tracks in professional 1/8 scale for the lightning-fast professional Radio Control cars. The facilities themselves show that a country like Mexico knows how to make things professionally, both in larger motorsports events, as in alternative forms for motorsports where Racing Sims play a major role.



Nelson Vergara present at the race



Sergio Bustamante present at the event

zOn to the 1/10 scale final round in the National championship. We reached the paddock area and the 100% racing atmosphere wrapped us immediately. Team crew people walking around, the comments centered In the tracks fastest lap time so far, the tire composite being used by different drivers, and all kinds of set-ups being discussed, just like in a large motorsports event. RC engines (30,000 rpm) filled the air as drivers were just getting prepared for the main event and making final adjustments to their 1/10 cars to set the fastest lap-times. Reaching 120km/h at the end of the straight, is really something worth-watching.



Tough to take pictures at such speeds

Everything being prepared to the last detail, ranging from the work-tables, the crystal-clean racetrack, car bodies being polished in preparation to have the least air drag possible, and the artistic paint in the bodies, since in this field most of these chores are undertaken by the drivers themselves with Airbrush and real painting skills. Best words to describe this are a high level of commitment and professionalism.

Official practice before the main event, qualifying rounds for 3 different classes started, the perfect timing being carefully supervised and organized by Cesar León. RC cars not being a familiar environment for us made it twice as impressive to realize the competition level between the drivers, in a track where, after a few minutes. you are just transported into the same world you do when assisting an international event like Champ Car or Formula 1, sounds of engines become familiar, the cars on track start becoming the face of something larger, dragged directly into the usual questions any racing fan has when becoming familiar with any race class : "Who is driving this car? What's the gap between Pole and 2nd place, which are the overtaking places, the braking points" everything that sets your mind into



Fernando Cortina, Race judge at work



The elegance trophy is granted by Cesar León



Spotters at work



Elegance contest for the paintjob on the cars

the details that make motorsports a real passion and that usually escape the eye and train of thought of people not involved in it who only watch cars passing over and over, especially in a scale competition. You start watching the duels between drivers, trying to overtake at the braking points, people going wide in their racing line, and the famous 4-5 train-like duels.

Pit Stops were certainly something unique, since they are against the clock in an event where the cars reach over 100 km/h in less than 3 seconds, and therefore an 8 second pit stop is proportionately compared to 80 seconds one. Consider these

cars use Nitro as fuel, and the consumption is very high, so the pitstops take place every 4 to 5 laps, and the timing is crucial.

We regarded the full process of the pitstops a real ballet of coordination. The drivers in the balcony, in communication with his pit-manager who sits just a few feet below, at track



Pit Crews at work



Drivers above the pit area

level, and waiting for the car to arrive. Once the car enters the pit lane and stops at the stall which takes place in less than 1 second (you have to be there to believe it), the pit manager immediately places the Nitro gun on the proper opening on the car's top to inject the minimum amount of Nitro possible just like in a real racing fuel pump, and just taking a very quick glance, sometimes, to see how

the chassis and tires are doing, then pushing the car into pit-lane and the car immediately taking off. Even taping our own videos was really hard, as we struggled to follow the cars on track.

Organization was flawless, something you rarely see even in larger events. Both from the computer timing, computer monitoring of each car by each pit crew, the announcements about time left before opening or closing the tracks, and the assistance to cars that crashed and were then set back into place if they had not suffered terminal damage.



3 seconds to start, cars on track



After race weight inspection

Lap times being announced by the control tower and big fights for Pole position taking place. Cesar León himself narrated a great part of the race, he's a man of passion who is also a very fast driver in Grand Prix Legends.

This race was a National event you had drivers from several states in the Mexican Republic, so the organization was up to the challenge.

Without any doubt, such an event deserves more coverage and we hope to get the ball rolling since most drivers go hand-in-hand with Racing sims such as Grand Prix Legends, GTR, Live For Speed, Rfactor and in some cases : NetKar.



Eduardo Rosas, Grand Prix Legends and Live For Speed driver

This event was also the launch of a new RC and Sim Racing store which is part of the carefully selected concept RaceBuy, and watching these pictures and reading the store, it certainly invites people to find a good car to Start, and getting started in a growing hobby like this one, which falls more into the Sim area than just being a hobby.

We would certainly recommend that you take a look at www.cortinazo.com which was the store that was opened



Jerry Campos, Live for Speed driver

as part of our group and you might find some very interesting things regarding RC sports in there. Beware: The difficulty level is high, just as in a racing sim. It requires the same amount of practice as for any sport and/or sport. Videos will be set also in our website: www.granprixvirtual.com in early December at the latest.

Stay posted for more articles covering RC as an emerging force in our sim racing world.

CHAMP CAR WORLD SERIES IN MEXICO

By Ricardo Hernandez

Alter a few years of absence in the worldwide motorsports landscape for Mexico, the Championship Auto Racing Teams series, better known as CART, arrived in Monterrey City, México in March 2001, with the endorsement of Nuevo León's state government and one of the team owners racing in the series: Gerry Forsythe.



The inaugural event held in Monterrey in 2001 turned out to be a huge success, with a record attendance in its time for the CART series; over 320,000 fans attended the event and paid for a ticket to take a seat for the 3 days of speed festival that was organized to welcome the CART series.

As it happens with every new event, the first version of the event, up to that date known as Tecate-Telmex Grand Prix De Monterrey, was the start of a learning curve for the local organization board, and even though the work was regarded as highly professional, there were several aspects that were improved on year by year until, in 2005, organizing the best event ever in terms of preparation and organization.

CART series held back then with a volunteer track marshal program for the pit area which has as a top priority to guarantee that every pit activity on the team crews' side fulfilled all established clauses in the running year's rulebook. This program included CART staff who came with the event, but, with the goal of having a better interaction with the Mexican fans, the Mexico Volunteer Officers program was established.

This volunteers' program was created with the goal of making the general audience enjoy an active participation with the CART series and to become familiar with their entire work structure.



Photo by Sergio Bustamante



Champ Car world series – Mexico

In order to achieve this goal, the website www.cartmexico.com was created, in which the general audience is invited to register with the hopes of playing an active role as



Champ Car World series - Mexico

members of the Event's pit crew during the CART series race. This website, as well, allows the general audience to follow the events and recent news related to the Cart series.

In 2002, México acquired more importance in world class motor racing by having two races in the CART series calendar to be held in Mexican territory. This time the first race would take place in Monterrey as the previous year, and in the historic Autodromo Hermanos Rodriguez that enjoys so much tradition in motorsports including Formula 1 among other international series. This second race in the championship was the Telmex-Gigante Grand Prix de la Ciudad de Mexico, which was introduced by an important bank in Mexico which, up to this date, holds the highest attendance in the series with numbers that top 410,000 spectators overall during the weekend and over 150,000 on race day.

After some uncertain times, in January 2004, CART series legal process revealed the outcome: Cart was determined to be in Bankruptcy. The series then was handed to a company known as Open Wheel Racing Series, created by Gerry Forsythe, Kevin Kalkhoven and Paul Gentilozzi, and they concluded that

it was wise to change the CART series name to Champ Car World Series which, from that time on, would have the main sponsorship deals in the hands of Bridgestone and Ford.

Despite all changes that occurred from the CART transition to the Champ Car World series, the volunteer track marshal program in Mexico carried on and strengthened to the point where it surpassed record numbers for applications to become a part of this program for each event.

The audience's response also shows this growth in the grandstands, attendance to events has been growing steadily regardless of all the doubts that emerged due to the change in the administration side.

2005 had an average of 150,000 fans per event, something never seen before. 2 new tracks in the calendar (Edmonton, Canada and San José, California, USA), the attendance to such events was overwhelming.

This year 29 drivers from 14 different countries took part in the Champ Car World series. A total of 21 drivers finished at least one race in the top 10 positions, which is a clear indication of the highly competitive nature of the championship. This season also had 4 Mexican representatives: Mario Domínguez, Rodolfo Lavín, Jorge Goeters and Homero Richards who collaborated to make sure that Mexico obtained a good result in the Nations Cup, landing a solid 7th out of 14 countries.

The volunteer track marshals program in Mexico for the Champ Car World Series saw 64 people participating as Volunteer Track marshals in both races, coming from 10 different states in the Mexican Republic, 3 states from the USA and one of them who arrived from Panama to participate in the race held in Mexico.

Each one of them undertook critical duties to the healthy performance of such a big event and they had the opportunity to be inside the race, closer than anyone else, and being able to meet Team managers, crews, and drivers, therefore taking an unbelievable experience as a priceless experience.

This program is open for the general public and is based upon invitations that are Published in the website [www.](http://www.cartmexico.com)

cartmexico.com 2 months before every event, closing the application process one month before the event starts. The only requirement is to be at least 18 years of age (Legal age in Mexico) and being available to reach the Racetrack from the Thursday before the event starts until the end of the full event.

If you'd like to take a closer look, you are invited to do so by visiting the following [URL](#)

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(Production services available)

COMET GTR

By Michael Enness

Oschersleben — Paagman Fights Back!

Arnaud Paagman takes Bacardi Colombian Racing's first ever win, in an extraordinary race that saw 7 Porsche's inside the top 10. Ehnstrom leads his pack of wolves.

Arnaud Paagman has kept his foot in the championship door with another fantastic race at Oschersleben. But once again Roland Ehnstrom stormed to the podium in a much slower car. Sami Silventoinen did well to take second place in his Ferrari 550 Marengo.



Dag Dalhaug goes airborne

Brno Race Delayed by Net Problems

Severe Internet problems and game bugs has forced Comet to postpone the 5th race of season R. The race was attempted on Monday, but after several drivers suddenly disconnected the administrators decided to delay the race until the following week.

Last season, the race at Brno was a thriller as Greger Huttu and Joao Vaz battled for the lead. Vaz looked as if he was about to take his first win in Comet when his engine failed on the final lap.

Pegasus in Third Spot

Team Pegasus Racing are currently in third position in the championship, and hoping to stay there despite increasing

threats from rival teams. The team is just 15 points ahead of GTN Drivers Club.

Tobias Harnvi: "Team PEGASUS used the strong Chevrolet C5-R at Oschersleben. The qualification didn't go as planned, but the team managed to gather 51 points and claim third spot in the team championship. Now we need to find some more speed at Brno to keep the GTN Drivers Club from overtaking us..."

Thomas Willershausen finished the race in 13th, while Harnvi came home in 7th. Not stunning results considering the mass of Porsche's driven in front of them, but this demonstrates the fact that the teams championship is about consistency, not just outright speed. This is demonstrated further by Bacardi Colombian racing who, despite being second in the drivers championship, they are in 6th in the teams championship.

GTN Happy With Results

The GTN Drivers Club have said they are happy with their results from Oschersleben, and they still consider themselves on track for championship success.

"4th and 5th at Oschersleben are now bad results in our race to catch up with team Virtual Games in the team standings. Claus Juel was a bit disappointed with his result as he looked secure for 3rd position, but some offs and a bump from a lapped driver in the final stages of the race saw him finish 4th. Emmo [Plate] is happy with 5th position after having to start from the back of the grid due to a penalty he got from the Anderstorp race. We closed the gap to Virtual Games with a significant amount of points and climbed to 4th position in the team standings. As a team we are happy with the Oschersleben race.

Significant challenges face this team, who entered the championship late after the withdrawal of Swedish Weekend Drivers. So far they have risen above most expectations scoring a great win at Anderstorp. They have scored more points per race than Pegasus too so it looks likely that they will move into 3rd soon.

However, they are struggling in the drivers championship, where the late entry seems more apparent. Race winner Claus Juel is still only 7th, and Emmo is way down in 24th. This season they are certainly a team to keep you eye on, but not your money.

Brno — Ehnstrom wins the Perfect Race at Brno
Roland Ehnstrom won again at Brno, and his team mate Mickael Taloc moves into 3rd in the championship.



Hartikainen and Taloc fight it out for second place, Taloc is passed by the Ferrari.

Virtual Games team manager Rogério Barroso comments on their success: "Well, I am very happy! Roland managed again to draw an absolutely perfect strategy, that allowed him to control the Race, even if we didn't have the best car this time around. Mickael is learning every day, and is showing an outstading improvement thru experience. On top of that, if you read both their reports, you will see they had fun, and so, what could I ask more? I am very proud of both of them, and with this Result we did a great job toward the Titles in this outstanding league."

Roland Ehnstrom was very pleased with the result, and told me after the race: "Nearly a perfect race for me, I didn't expect to be able to beat Marko's 550, so this victory tastes very good indeed! The race probably looked boring to the spectators, with me constantly just over one second ahead of Marko. But make

no mistake: It was NOT boring from where I was sitting! I was pushing as hard as I could during the first two stints, trying to keep Marko that second behind, while at the same managing the tire wear. It worked well, and he never got close enough to make a move on me.

Absolut Red Bull Struggles at Brno

Absolut Red Bull had one of their worst outings of the season on Monday, running only one car and running near the back with the other Porsche. The future is bright for the team however, as they have an excellent quota of car credits to go forward with in the second half of the season. A team press release said: "Our problems started in warmup when the teams second driver Jens Nordstrom couldn't see server in the game, leaving us with John Sjöstrand - and to make matters worse, his laptimes were well below what he had expected.

In qualifying Sjöstrand spun, leaving him third last on the grid which is no happy place to be battling from when starting in a Porsche GT2. In the race it took five laps before the tyres got any grip at all and by lap five he had fallen to last in the field.

Unfortunately John picked up some damage from an accident with Per Gassne, loosing him a lot of time in the pitlane. Overall, finishing the race so far back was very disappointing but, looking at the amount of credits the team has for the rest of the season, the future looks quite bright. Traveling to Britain for the next race at the nice Donington Park track, we hope for a change of fortunes."

The team is currently running 11th in the championship, just ahead of Turtle Racing. John Sjostrand is 21st in the drivers championship, but will be looking towards getting into the top 15 as they now have the advantage of having more car credits than any other team.

CNL New Wave Racing Motivated by Strong Results

The CNL New Wave Racing team had a good outing at Brno, picking up 48 points between them, securing their position inside

the top 10 in the teams championship. A team press release said: "Undoubtably a race with one upside and one downside. The main objective was to get both drivers in the top 15, with Ole in the top 10. Qualifying went well and everything looked fine, but sadly Ole managed to get into all kinds of mess in the race, getting 13th place in the end. The CNL board of directors are apparently a bit worried about the unsteady driving.

The positive side was Kjetil, driving a clean race and finishing in a career best 12th position, something that has been welcomed by delight by the CNL management. Solid driving from Kjetil was one of the keys to the 3rd place in the team standings last season, so this uplifting curve of form gives new hopes for Season R. Good points for the team!

Expectations for Donington are very high and the drivers should be able to pick up more than 50 points combined at the legendary British race track."

TouringCarTimes.com Pulls out of Comet

Having missed the race at Brno, and after days of rumours regarding their future, team TouringCarTimes.com have formally announced their withdrawal from Comet.

Despite running 2nd in the teams standings, and strongly in the drivers championship, the drivers of TouringCarTimes.com have told us that GTR just isn't to their taste this season. The team is expected to move to a different series, racing in GTL, although they have said they may return to Comet in the future.

Everyone at Comet wishes them the best of luck.

Swedish GTR LAN Oktober 2005

By Tobias Härnvi

Mattias Holkedahl managed to break the Ehnström domination in the SSR LAN league. Scoring 135 point over Ehnströms 116 points. In third spot the LAN newcomer Joakim Janas gathered 80 points and showed the same speed as we are used to in our online events.



Swedish Simracers Logo © Frederik Nornemark

7:th SSR LAN in Karlstad

The arranging Team Pegasus was delighted to see 18 eager sim-racers gather in Karlstad over the weekend. Among these no less than nine were LAN newcomers, most notably our first visit from our western brothers in Norway, Trond Lilleberg.

The team race

On Friday evening the now traditional non-championship team race was held at Nürburgring Nordschleife in the stable and sturdy TVR Cerbera Speed-Six. Eight teams made it to the starting line and after one and a half hour of fearsome battles and scarred cars Team Norrtelje, with the drivers Roland Ehnström and Roger Wennström, finished over seven minutes ahead of Team BluesLine, with the drivers Mattias Holkedahl and Thomas Willershausen, who passed MOMO Racing, with the drivers Tobias Härnvi and David Edvardsson on the last straight and claimed second place with 0.534 seconds.

The LAN championship was held over eight races on a mix of original and add-on tracks. The participants had to choose four of eight car pairs from a list provided by the administration. A pair consisted of one fast and one slower car. The drivers were then free to distribute their eight cars over the eight races in the series.



David Edvardsson doing one of his stints for team MOMO Racing in the team race at Nürburgring Nordschleife.

Spa – Business as usual

On Saturday morning the championship racing started with the 90 minutes Belgian Grand Prix on Circuit de Spa-Francorchamps. After an epic battle Ehnström managed to pull away from Holkedahl in the last laps and capture the first victory of the weekend. The consistent racer Christian Waltgård claimed third.

MoMo I Rana – Crowded

The next race was the Norwegian Grand Prix at Mo I Rana. This track is entertaining and quite small for GT-cars. The starting grid was established by the reversed championship order. Most drivers came in the slower NGT cars but some had more powerful G2 or GT cars. During the first laps the racing was really close and some cars were taken out in collision. At the end Joakim Janas, Mattias Holkedahl and Roland Ehnström made it to the podium. For the championship Mattias points in the challenging Mosler MT 900 was a great success. Now the pressure was on Roland to achieve the same level of success in his slower cars.

Motopark Oschersleben - A good place for Porsche

Roland had the opportunity to answer Mattias challenge at the next race, the German Grand Prix, where he drove the Porsche 993 GT2. Against Mikko Konttaniemi in the Lister Storm there was nothing to do but Roland in his Porsche 993 GT2 managed a second place in front of Joakim Janas in another Lister Storm.

The "Lister Cup" at Autodromo Brno

The eighteen drivers in the Czech Grand Prix fielded no less than ten Listers. Bad luck grinned Roland in the face when his car was badly damaged in a first lap accident. Mattias Holkedahl run away with the victory followed by Mats Karlsson and Thomas Granbacka, all three in Lister Storm.

A mixed bag at Mugello

In the Italian Grand Prix at Autodromo del Mugello Roland Ehnström took his Ferrari 575 GTC from the last row on the grid to a victory in front of Mattias Holkedahl in his Ferrari 360 Modena. The starting grid was made up by the reversed championship positions so Roland and Mattias had a real challenge in front of them at the start of the 21-lap race. Roland did not only manage to pass the whole field he also found time to lap every one except Holkedahl. The achievement by Mattias once again showed his ability to get extremely good performance from his slower cars. In third spot was Christian Waltgård in the tire consuming Saleen S7-R.

Suzuka - History repeating it self

Having watched the Japanese F1 Grand Prix at Suzuka all the drivers were eager to show off their skills at this LAN's secret track. Most of the grid was a mix of NGT or G3 cars but some brought a GT. Roland fielded the restricted Porsche 996 Bi-Turbo against Mattias slow but agile Gillet Vertigo Streiff. As in the Formula one race turn one proved to be crucial for some drivers. Roland was one of the drivers who went wide and knocked off the splitter. This incident cost him the opportunity to challenge Holkedahl in the point's race. In the end Mattias Holkedahl, Mats Linden, both in Gillet Vertigo Streiff, and Roger Wennström in a Mosler MT900 made it to the podium.

Phillip Island — Speed is the key

The outcome of the Australian Grand Prix at Phillip Island was pretty much up to the cars chosen. Of course the drivers had to take the cars to the finish line but the faster GT cars tended to get there first. Roland battled in the midst of the field in his Ferrari 360 while Mattias Holkedahl in the fast Saleen S7-R scored another victory followed by Mats Linden in a Chrysler Viper GTS-R and Christian Waltgård in his Chevrolet Corvette C5-R

Barcelona — He's not dead yet!

In the last race for this LAN event, Spanish Grand Prix at Circuit De Catalunya, Roland Ehnström, driving a Chevrolet Corvette C5-R, managed to beat Mattias Holkedahl and David Nordstrand in their Ferrari 550 Maranello but it was too little too late and Mattias broke Rolands LAN domination.



Micke Frilander, Christian Waltgård and Jonas Lindberg are chatting and relaxing while Mikko Konttaniemi is practicing for the next race.

Many thanks to all the participants: Mattias Holkedahl, Roland Ehnström, Joakim Janas, Mats Linden, David Nordstrand, Christian Waltgård, Mikko Konttaniemi, Mats Karlsson, Thomas

Granbacka, Jonas Lindberg, Thomas Willershausen, Roger Wennström, Peter Horvath, Tobias Härnvi, Micke Frilander, Trond Lilleberg, John Sjöstrand, David Edvardsson.
Welcome back in the spring of 2006!

MoGTR 2005

The MoGTR championship was completed. A detailed review is missing due to sickness of Christoph Schirmer and follows in the December issue. Congratulations to all champions:

Drivers

GT: Bob Bakker
2nd Wilfred van der Brink, 3rd Marko Hartikainen
N-GT: Claus Juel
2nd René Venderbosch, 3rd Matjaz Plotajs

Teams

GT: Simracing for Holland (111 pts)
2nd GTN Drivers Club (110 pts), 3rd Virtual Games
N-GT: GTN Drivers Club
2nd dE Racing, 3rd Dynamic Motorsports

Teams Information

Turtle Racing Season R Review

By Michael Enness

Following a tough race at Donington, Christian Starkow has announced his retirement from active racing in Comet. The team will require a new driver for the final four rounds of Comet Season R. We are looking for a fast, dynamic driver who is able to race every Monday evening in the Comet Racing Series. They must be an experienced driver, who has good knowledge in different GT class cars. They will be expected to finish comfortably in the top 20 in each of the races (maximum of 30 drivers will be competing).

The dates of the events are as follows: 28/11/2005 — Enna Pergusa - Sicily

For more information, email or chat to the team owner Michael Enness on msn as soon as possible: m_enness@hotmail.com

Donington: Strong Home Race for Michael Enness

Location: United Kingdom - Donington Park
Date: October 31, 2005
Car Choice: Lamborghini Murcielago
Team Points From Event: 35
Michael Enness
Started: 13th
Finished: 8th
Points: 35

"I spun on the warm up lap which was stupid, but from then on things could only get better - and they did! It rained at a good time, allowing me to make up ground during the pit battles and I then quickly went up inside the top 10. As the track dried, my mission was simply to stay in my good position. It was hard on the drying track, but I managed to finish 8th."

Brno: Top 10 for Christian Starkow
Location: Czech republic - Autodromo Brno
Date: October 24, 2005
Car Choice: Chevrolet Corvette
Team Points From Event: 31
Michael Enness
Started: DNS
Points: 0

The CPU fan malfunctioned on Michael's computer, causing it to crash just minutes before the race.

Christian	Starkow
Started:	12th
Finished:	10th
Points:	31

"Well, if someone had told me before the season start that I would have two top10 finishes at halftime I wouldn't have believed him!

A great race in my favourite car on my favourite race track. Valuable points for Turtle Racing again. I was just a little shocked that my fuel consumption made me do a third stop, but still I could keep my 10th position. Lucky that was."

Oschersleben: Difficult outing in the Chrysler Viper

Location: Germany - Motopark Oschersleben

Date: October 3, 2005

Car Choice: Chrysler Viper

Team Points From Event: 20

Michael Enness

Started: 24th

Finished: 27th

Points: 1

"A typical first corner incident, and my race was ended very early. I really struggled after that, I think something must have broken."

Christian	Starkow
Started:	15th
Finished:	15th
Points: 19	

"I never thought that driving a Viper on this track could be so entertaining!"

Anderstorp: Damage Minimisation for Turtle Racing

Location: Belgium - Sweden - Anderstorp

Date: September 26, 2005

Car Choice: Porsche 911 GT2

Team Points From Event: 16

Michael	Enness
Started:	22nd
Finished:	21st
Points: 6	

"It was very difficult in the Porsche. The car is very slow and difficult to drive on the limit. I would have finished 18th if I had not been disconnected by a problem in my connection. Thankfully we won't have to use the Porsche again in the season."

Christian	Starkow
Started:	21st
Finished:	19th
Points: 10	

"After this race I know exactly how Niki Lauda felt when he threw his helmet into the corner in '79. Kind of useless to go round in circles when the only thing you look at is the mirrors instead of the apex. We are hoping for a better race at Oschersleben"

Spa-Francorchamps: 8th Position for Turtle Racing Rookie

Location: Belgium - Circuit de Spa-Francorchamps

Date: September 12, 2005

Car Choice: Lister Storm

Team Points From Event: 43

Michael Enness

Started: 26th

Finished: DNF

Points: 8

"Qualifying was just unlucky for me, as someone rear ended me at Les Combes which put me last. Initially conditions were really fun, and I quickly got up into a reasonably nice position, and everything was good. I was just trying to pass a Porsche when Thomas hit me from behind and I got stuck in the gravel with a damaged car. Its a shame I couldn't have made more out of today"

Christian	Starkow
Started:	15th
Finished:	8th
Points: 35	

"Thanks to Turtle Racing's test driver Andres Mendez. Great job on the setups! Unfortunately it rained, so we couldn't take real advantage of our fuel-saving strategy. Anyway, the first top 10 finish for Turtle Racing this season.

"I went down to 22nd on lap 3 after a bit shunt, but managed to make my way up to 4th before the first pitstop. Rejoined in 10th or so and was quite comfortable with the car. So after all I finished in 8th and I am happy with it, although 7th or even 6th were in reach."

Estoril: Tyre Failures Deflate Team Morale

Location: Portugal - Autodromo Do Estoril

Date: September 5, 2005

Car Choice: Chevrolet Corvette

Team Points From Event: 19

Michael Enness

Started: 11th

Finished: 17th

Points: 14

"I Started nicely, and really got into a good rhythm with my dry tyres on a skiddy damp track. I Passed a couple of cars and established myself in 8th."

"Then all of a sudden the pitcrew said I was 15th, and the car right behind me (9th) was flashing his lights quite a lot. I decided to hold him up 1 lap, suspecting that I was actually 8th. He passed me on the straight anyway and I made a frustrating spin on the exit of turn 1. This caused a puncture and I had to limp back to the pits. I came out in 17th, and stayed in that position until the end."

Christian	Starkow
Started:	26th
Finished:	DNF
Points: 5	

Christian qualified last after suffering a puncture on his qualifying lap. He then did a good job to bring himself into the top 15, but made a mistake on the slippery track and ended his race in the gravel trap.

Simracing For Holland Season review MoGTR

Simracing For Holland victorious after spectacular final —and takes driver and team championship in GT

By Simracing for Holland

A spectacular and dramatic race ended the 2005 MoGTR season and left Simracing For Holland (SFH) triumphant in the GT class. After 5 months of hard racing SFH is proud to have won both the team and driver championships in GT.



SFH car designs © Robin Verdegaal

Team championship GT

All eyes were on the GT team championship when MoGTR came to Donington. SFH and GTN Drivers Club were only separated by 6 points. Everything was still open so on the British circuit it was to be decided which team could take home the desirable trophy.

But first let's take a look at the earlier races. After the first half of the season SFH was on 46 points with GTN being only 2 points behind. The competition in the GT class was exceptionally intense to say the least. Over the next two races – Spa and Anderstorp – SFH extended its lead to a total of 8 points by taking two victories. This winning streak would seem crucial later on in the season. But with its strong driver line-up GTN was determined to recover and with an impressive one-two on Oschersleben the gap narrowed again to 3 points.

Also on Estoril GTN's strong driver line-up showed by having three drivers in the top 6 of which two were on the podium. However they could not prevent SFH from taking the top spot on the podium and therefore taking a gap of 6 points to the final race on Donington.

And it was on Donington where SFH showed how important a team effort is in such a championship. In a crazy race where GTN's star Wilfred van der Brink could not make it to the grid it

was all about survival. Many teams lost valuable points through accidents and mechanical failures. Frontrunners from Virtual-Games and Dynamic Motorsports ended their race with an accident which gave SFH's driver Bob Bakker first position. Barely 4 laps later had the Lister's engine burst into flames and Samuel Krueger (GTN) eventually took the chequered flag. It was Jurjen van der Lelij's 3rd place though that gave SFH a 1 point lead over GTN and gave SFH the championship for teams in the GT class.

"Well, I was glad to see there were a few others I could battle," said Jurjen van der Lelij after his race at Donington. "I knew my role in the race was an important one because of the team championship. So I was determined to finish the race in my own pace. Due to others misfortune my position in the race became more and more important. When in the last couple laps I was hit by the 1fps bug I didn't have a clue I was running in 2nd place because of Bob's engine failure. But luckily 3rd place was enough to roll in the team championship!"

Driver championship GT

On the circuit of Donington Bob Bakker secured the driver championship in GT class. Bakker came to the British circuit with a comfortable lead of 12 points over GTN Drivers Club racer Wilfred van den Brink. Only 3 points were needed to take the championship but technical problems with Wilfred's computer gave Bakker the championship before the race was even started. Nevertheless Bakker (who had to start from the back of the field) was determined to win the final race of the championship. Sadly an unexpected engine failure when leading the race meant the retirement of the nr. 14 Lister. Fire coming from the 7.0 liter engine made for a spectacular ending of the season but Bakker would have preferred to celebrate his first championship with champagne instead of flames!

The key for the championship was the victory one week earlier on Estoril. On the Portuguese circuit Bakker used a decisive one stop strategy to win the race from the back of the field. "After the disappointing race on Oschersleben I was looking for a good result. My lead over Wilfred was down to 8 points so on Estoril I needed to win and give myself a good

basis for the final race" said Bakker about his race in Estoril. Bakker about his first league championship: "Winning the GT championship was something I never expected when I entered the competition. MoGTR was only my second league season ever so I was aiming for a top 5 position. After winning my first race on Enna-Pergusa though I saw chances for myself and I started to believe that I could actually pull this off. I was swiftly improving my speed in the Ferrari 550, but only when I got the Lister I could show my true potential. Back to back victories on Spa and Anderstorp were crucial for this championship. The Lister proved to be the perfect car for my driving style!"

Victories on Enna-Pergusa, Spa, Anderstorp and Estoril eventually gave Bob Bakker a 21 point lead over Wilfred van der Brink. Especially the combination of speed and strategy in the Lister during the second half of the championship was decisive. More about the first 5 races of the season you can find in the half season review (Autosimsport nr.8 and the MoGTR website).

Driver line-up

During MoGTR 2005 the following drivers have raced for Simracing For Holland: NGT: Brian Balgobind; Toon van Hoof; Ruud de Wit; Frits Hermes; Arnaud Paagman
GT: Bob Bakker; Jurjen van der Lelij

Final thought

In the first half season review it was reported that if the GT team could pick up their pace shown at Enna-Pergusa then SFH would be a team to take into account. These words of confidence were proven to be right during the second half of the season. But not only did SFH perform well this season, also the Netherlands as a nation has performed extremely well. With 333 points the Netherlands has dominated the Nations Cup with a staggering 182 points lead over Finland. A comforting thought for if there would ever be a true Nations Cup (like A1GP) for simracing!

Simracing For Holland would like to thank the organization of MoGTR 2005 for hosting this event, but most of all the teams and drivers who took part and made this season for what it was.

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, *CNL Lickety-Split Racing*); 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*) — **Most laps led:** Arnaud Paagman (NLD) 61 laps — **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

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, *Kobolde*); 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

FILSCA MONTHLY RESULTS

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 Domede (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) — **Fastest lap:** ()

VOR • GPL TS10 — Class D1

GPL • Circuit de Monaco

October 6, 2005

1. Urban G. Alsenmyr (SWE) (Brabham, *67 Brabham - 65 Brabham BT11*); 2. Bill McComber (CAN) (BRM, *67 Ferrari - 65 BRM*); 3. Dale Ballweg (USA) (Honda, *67 Cooper - 65 Honda*); 4. Richard Yalland (UK) (Ferrari, *67 Eagle - 65 Ferrari*); 5. Rick Nauman (USA) (Brabham, *67 Brabham - 65 Brabham BT11*) — **Most lead laps:** Urban G. Alsenmyr (SWE) 50 laps. — **Fastest lap:** Urban G. Alsenmyr (SWE) 1:28.420

VOR • GPL TS10 — Class D2

GPL • Circuit de Monaco

October 6, 2005

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

SSR • October LAN -05

GTR • Nürburgring Nordshleife

October 7, 2005

1. Team Norrtelje (SWE) (TVR Cerbera Speed-Six); 2. Team BluesLine (SWE) (TVR Cerbera Speed-Six); 3. MOMO Racing (SWE) (TVR Cerbera Speed-Six); 4. GrovGasarna (SWE) (TVR Cerbera Speed-Six); 5. Just pass me (SWE) (TVR Cerbera Speed-Six) — **Most laps led:** Team Norrtelje (SWE) 10 laps — **Fastest lap:** Team Norrtelje (SWE) 7:57.209

German Masters • GM05 Finale NGT

GTR • Circuit de Spa-Francorchamps

October 7, 2005

1. Rocco Rost (GER) (Ferrari 360 Modena, *Twister Racing 2*); 2. Martin M. Tschach (GER) (Porsche 911 GT3-RS, *GTR-RL NGT*); 3. Jack Schneider JS (CHE) (Porsche 911 GT3-RS, *GTR-RL NGT*); 4. Sven Schnabel (GER) (Porsche 911 GT3-RS, *Absolut Racing*); 5. Harald Schmitz (GER) (Ferrari 360 Modena, *Twister Racing 2*) — **Most laps led:** Rocco Rost (GER) 50 laps — **Fastest lap:** Rocco Rost (GER) 2:21.836

SSR • October LAN -05

GTR • Circuit de Spa-Francorchamps

October 8, 2005

1. Roland Ehnström (SWE) (Chrysler Viper GTS-R); 2. Mattias Holkedahl (SWE) (Chrysler Viper GTS-R); 3. Christian Waltgård (SWE) (Ferrari 550 Maranello); 4. Roger Wennström (SWE) (Ferrari 575 GTC); 5. Joakim Janas (SWE) (Ferrari 550 Maranello) — **Fastest lap:** Joakim Janas (SWE) 2:13.720

SSR • October LAN -05

GTR • Mo I Rana

October 8, 2005

1. Joakim Janas (SWE) (Gillet Vertigo Streiff); 2. Mattias Holkedahl (SWE) (Mosler MT900); 3. Roland Ehnström (SWE) (Morgan Aero 8); 4. Mats Linden (SWE) (Ferrari 360 Modena); 5. Mikko Konttaniemi (SWE) (Porsche 996 GT3-RS) — **Fastest lap:** Mattias Holkedahl (SWE) 1:23.343

SSR • October LAN -05

GTR • Motopark Oschersleben

October 8, 2005

1. Mikko Konttaniemi (SWE) (Lister Storm); 2. Roland Ehnström (SWE) (Porsche 993 GT2); 3. Joakim Janas (SWE) (Lister Storm); 4. David Nordstrand (SWE) (Chrysler Viper GTS-R); 5. Mattias Holkedahl (SWE) (Morgan Aero 8) — **Fastest lap:** Thomas Granbacka (SWE) 1:24.293

SSR • October LAN -05

GTR • Autodromo Brno

October 8, 2005

1. Mattias Holkedahl (SWE) (Lister Storm); 2. Mats Karlsson (SWE) (Lister Storm); 3. Thomas Granbacka (SWE) (Lister Storm); 4. Mats Linden (SWE) (Lister Storm); 5. Roland Ehnström (SWE) (Lister Storm) — **Fastest lap:** Mattias Holkedahl (SWE) 1:55.341

SSR • October LAN -05

GTR • Mugello

October 8, 2005

1. Roland Ehnström (SWE) (Ferrari 575 GTC); 2. Mattias Holkedahl (SWE) (Ferrari 360 Modena); 3. Christian Waltgård (SWE) (Saleen S7-R); 4. Joakim Janas (SWE) (Morgan Aero 8); 5. Thomas Granbacka (SWE) (Gillet Vertigo Streiff) — **Fastest lap:** Roland Ehnström (SWE) 1:46.795

SSR • October LAN -05

GTR • Suzuka

October 9, 2005

1. Mattias Holkedahl (SWE) (Gillet Vertigo Streiff); 2. Mats Linden (SWE) (Gillet Vertigo Streiff); 3. Roger Wennström (SWE) (Mosler MT900); 4. Christian Waltgård (SWE) (Ferrari 360 Modena); 5. Peter Horvath (SWE) (Seat Toledo GT) — **Fastest lap:** Joakim Janas (SWE) 2:06.600

SSR • October LAN -05

GTR • Phillip Island

October 9, 2005

1. Mattias Holkedahl (SWE) (Saleen S7-R); 2. Mats Linden (SWE) (Chrysler Viper GTS-R); 3. Christian Waltgård (SWE) (Chevrolet Corvette C5-R); 4. Thomas Willershausen (SWE) (Ferrari 550 Maranello); 5. Mikko Konttaniemi (SWE) (Morgan Aero 8) — **Fastest lap:** Mattias Holkedahl (SWE) 1:29.265

SSR • October LAN -05

GTR • Circuit De Catalunya

October 9, 2005

1. Roland Ehnström (SWE) (Chevrolet Corvette C5-R); 2. Mattias Holkedahl (SWE) (Ferrari 550 Maranello); 3. David Nordstrand (SWE) (Ferrari 550 Maranello); 4. Joakim Janas (SWE) (Chrysler Viper GTS-R); 5. Peter Horvath (SWE) (Ferrari 550 Maranello) — **Fastest lap:** Mattias Holkedahl (SWE) 1:39.232

AFSCN-PEI • AP Nextel 2005

N2003 • California

October 9, 2005

1. Eric Thomassin (FRA); 2. Eric Malleval (FRA); 3. Michel Faven (FRA); 4. Stéphane Wartel (FRA); 5. Julien Malleval (FRA) — **Most laps led:** Eric Thomassin (FRA) 118 laps — **Fastest lap:** Eric Malleval (FRA) 38.095

LFNSC • Nextel 2005

N2003 • New Hampshire

October 9, 2005

1. Laurent Bertho (FRA); 2. Ludovic Lecoq (FRA); 3. Cyriaque Riotte (FRA); 4. Thomas Cazorla (FRA); 5. Matthieu Burlion (FRA) — **Most laps led:** Laurent Bertho (FRA) 79 laps — **Fastest lap:** Laurent Bertho (FRA) 29.604

onlineracer.de • ORSS 05/06

GTR • Circuit de Spa-Francorchamps

October 10, 2005

1. Sascha Hempel (GER) (Ferrari 550 Maranello, *Maranello Racing Alemannia*); 2. Christian Huhn (GER) (Lister Storm, *Boxing Eagles Racing 2*); 3. Christian Campregheer (AUT) (Ferrari 550 Maranello, *Coca Racing Team 1*); 4. Jan Rehr (GER) (Ferrari 550 Maranello, *Coca Racing Team 1*); 5. Stefan Schulz (GER) (Lister Storm, *Boxing Eagles Racing 2*) — **Most laps led:** Sascha Hempel (GER) 30 laps — **Fastest lap:** Sascha Hempel (GER) 2:12.517

onlineracer.de • ORSS 05/06

GTR • Circuit de Spa-Francorchamps

October 10, 2005

1. Jörg Lienemann (GER) (Ferrari 550 Maranello, *Team LPR*); 2. Klaus Lienemann (GER) (Ferrari 550 Maranello, *Team LPR*); 3. Markus Schneider (GER) (Lister Storm, *East-West-Racing*); 4. Kai Gloger (GER) (Ferrari 550 Maranello, *MK-Racing Team 2*); 5. Jens Pocзка (GER) (Lamborghini Murcielago R-GT, *Boxing Eagles Racing 3*) — **Most laps led:** Jörg Lienemann (GER) 20 laps — **Fastest lap:** Kai Gloger (GER) 2:11.926

VOR • VOR GTP S1

N2003 GTP • Rattlesnake Point-Roadtwo

October 10, 2005

1. Paul Harwood (CAN) (*Scrotum Fire Racing*); 2. Michael Tyler (USA) (*Fergitaboutit Motorsports*); 3. Tom Cinnamon (CAN) (*Uranus Racing*); 4. Kevin Cinnamon (CAN) (*Uranus Racing*); 5. Mike Smart (CAN) (*Crazy Canucks*) — **Most laps led:** Tom Cinnamon (CAN) 23 laps — **Fastest lap:** Tom Cinnamon (CAN) 2:17.014

LFNSC • Busch 2005

N2003 • New Hampshire

October 11, 2005

1. Gilles Boulanger (FRA); 2. Lionel Fesselier (FRA); 3. Laurent Dilard (FRA); 4. Thomas Cazorla (FRA); 5. Alexandre Fornieles (FRA) — **Most laps led:** Laurent Dilard (FRA) 56 laps — **Fastest lap:** Laurent Dilard (FRA) 30.005

S.NL • NL.GPL.1.1.6

GPL • Circuit van Zandvoort

October 11, 2005

1. Michiel Pompert (NLD) (BRM); 2. Bas v. Meurs (NLD) (BRM); 3. Ronald v. Huystee (NLD) (Ferrari); 4. Marc Vekeman (BEL) (Eagle); 5. Joep Peters (NLD) (Ferrari) — **Most laps led:** Michiel Pompert (NLD) 24 laps — **Fastest lap:** Jeroen Goedhart (NLD) 1:25.091

KRC • 2005-Chase

N2003 • Kansas

October 12, 2005

1. Brian Cowart (USA); 2. Jamie E. Klootwyk (USA); 3. Ken Kalina (USA); 4. Randy Drumhiller (USA); 5. Sam R. Harris (USA)
— **Most laps led:** Brian Cowart (USA) 84 laps — **Fastest lap:** Tim Henson (USA) 30.946

LFNSC • Cevert 2005

N2003 GTP • Bathurst

October 13, 2005

1. Alexandre Ledoux (FRA); 2. Didier Conjeaud (FRA); 3. Yves Plaçais (FRA); 4. Thomas Léveillé (FRA); 5. Ludovic Barrière (FRA)
— **Most laps led:** Alexandre Ledoux (FRA) 40 laps — **Fastest lap:** Alexandre Ledoux (FRA) 1:53.246

VOR • GPL TS10 — Class D1

GPL • Snetterton67

October 13, 2005

1. Jonathan Stiener (USA) (Eagle, 67 Eagle - 65 Ferrari); 2. Bill McComber (CAN) (Ferrari, 67 Ferrari - 65 BRM); 3. Karl Kocher (USA) (Lotus, 67 Lotus - 65 Lotus); 4. David M. Grover (USA) (Ferrari, 67 Ferrari - 65 BRM); 5. Dale Ballweg (USA) (Cooper, 67 Cooper - 65 Honda) — **Most lead laps:** Jonathan Stiener (USA) 37 laps. — **Fastest lap:** Jonathan Stiener (USA) 1:24.338

VOR • GPL TS10 — Class D2

GPL • Snetterton67

October 13, 2005

1. Stephen King (CAN) (Lotus, 67 Lotus - 65 Lotus); 2. Joe Owens (UK) (Ferrari, 67 Ferrari - 65 BRM); 3. John N. Sheehan (AUS) (Cooper, 67 Cooper - 65 Honda); 4. Jeff Canar (USA) (Eagle, 67 Eagle - 65 Ferrari) — **Most lead laps:** Stephen King (CAN) 40 laps. — **Fastest lap:** Stephen King (CAN) 1:25.020

MoG • MoGTR 2005

GTR • Autodromo Do Estoril

October 15, 2005

1. Bob Bakker (NLD) (Lister Storm, *Simracing for Holland GTR*); 2. Emmo Plate (NLD) (Lamborghini Murcielago R-GT, *GTN Drivers Club MoGTR*); 3. Wilfred v. Brink (NLD) (Lamborghini Murcielago R-GT, *GTN Drivers Club MoGTR*); 4. Dion Vergers (NLD) (Saleen S7-R, *H&P Racing*); 5. Marko Hartikainen (FIN) (Ferrari 550 Maranello, *Dynamic Motorsports MoG - GTR 2005*) — **Most laps led:** Bob Bakker (NLD) 36 laps — **Fastest lap:** Phil Hildebrandt (GER) 1:34.655

AFSCN-PEI • AP Craft. 2005

N2003 CTS • Las Vegas

October 16, 2005

1. Eric Thomassin (FRA); 2. Eric Malleval (FRA); 3. Julien Malleval (FRA); 4. Ray Capel (FRA); 5. Stéphane Wartel (FRA) — **Most laps led:** Eric Thomassin (FRA) 124 laps — **Fastest lap:** Stéphane Wartel (FRA) 33.726

LFNSC • Nextel 2005

N2003 • Dover

October 16, 2005

1. Laurent Bertho (FRA); 2. Ludovic Lecoq (FRA); 3. Mathieu Bouysset (FRA); 4. Matthieu Burlion (FRA); 5. Cyriaque Riotte (FRA) — **Most laps led:** Laurent Bertho (FRA) 151 laps — **Fastest lap:** Laurent Bertho (FRA) 22.760

VOR • VORT/A S4

N2003 TransAM • Suzuka GTP

October 17, 2005

1. Michael Tyler (USA) (Chevrolet Corvette GTS, *Fergitaboutit Motorsports*); 2. Dwayne Jans (USA) (Ford Mustang GTS, *Blowfish*); 3. Chuck Penfield (USA) (Ford Mustang GTS, *VooDoo Child Racing*); 4. Tom Cinnamon (CAN) (Ford Mustang GTS, *Uranus Racing*); 5. Larry Ford Jr. (USA) (Ford GTS, *Texas Something*) — **Fastest lap:** ()

LFNSC • Busch 2005

N2003 • Dover

October 18, 2005

1. Mathieu Bouysset (FRA); 2. Gilles Boulanger (FRA); 3. Laurent Dilard (FRA); 4. Jean-luc Domede (FRA); 5. Martin Mouze (FRA)
— **Most laps led:** Mathieu Bouysset (FRA) 53 laps — **Fastest lap:** Gilles Boulanger (FRA) 22.965

SSR • Season 2, div 1

GTR • Anderstorp

October 18, 2005

1. Kjetil Moe (NOR) (Chrysler Viper GTS-R); 2. Peter Axelsson (SWE) (Ferrari 550 Maranello); 3. Per Gassne (SWE) (Ferrari 575 GTC); 4. Petter Edin (SWE) (Chrysler Viper GTS-R); 5. Jan Bergwall (SWE) (Ferrari 550 Maranello) — **Most laps led:** Kjetil Moe (NOR) 38 laps — **Fastest lap:** Mattias Holkedahl (SWE) 1:33.180

SSR • Season 2, div 2

GTR • Anderstorp

October 20, 2005

1. Max Ganholt (SWE) (Ferrari 550 Maranello); 2. Peter Börjesson (SWE) (Ferrari 550 Maranello); 3. Mats Karlsson (SWE) (Chrysler Viper GTS-R); 4. Thomas Willershausen (SWE) (Ferrari 575 GTC, *Team Pegasus SSR GTR*); 5. John Sjöstrand (SWE) (Saleen S7-R) — **Most laps led:** Max Ganholt (SWE) 58 laps — **Fastest lap:** Max Ganholt (SWE) 1:28.042

MoG • MoGTR 2005

GTR • Donington Park

October 22, 2005

1. Samuel Krueger (FIN) (Lamborghini Murcielago R-GT, *GTN Drivers Club MoGTR*); 2. Joseph Mudrak (USA) (Ferrari 575 GTC, *Total HO Racing*); 3. Jurjen van der Lelij (NLD) (Lister Storm, *Simracing for Holland GTR*); 4. Bob Bakker (NLD) (Lister Storm, *Simracing for Holland GTR*); 5. João Vaz (PRT) (Ferrari 550 Maranello, *Virtual-Games*) — **Most laps led:** Marko Hartikainen (FIN) 54 laps — **Fastest lap:** João Vaz (PRT) 1:26.225

AFSCN-PEI • AP Nextel 2005

N2003 • Las Vegas

October 23, 2005

1. Ludovic Urban (GUF); 2. Eric Malleval (FRA); 3. Julien Malleval (FRA); 4. Jean-claude Lietard (FRA); 5. cudel jean jacques (FRA) — **Most laps led:** Julien Malleval (FRA) 91 laps — **Fastest lap:** Jean-claude Lietard (FRA) 31.384

LFNSC • Nextel 2005

N2003 • TalladegaBR

October 23, 2005

1. Ludovic Lecoq (FRA); 2. Cyriaque Riotte (FRA); 3. Stéphane Gourdin (FRA); 4. Sébastien Garcia (FRA); 5. Yannick Cousot (FRA) — **Most laps led:** Ludovic Lecoq (FRA) 81 laps — **Fastest lap:** Mathieu Bouysset (FRA) 48.601

Comet • Season R

GTR • Autodromo Brno

October 24, 2005

1. Roland Ehnström (SWE) (Lister Storm, *Virtual-Games*); 2. Marko Hartikainen (FIN) (Ferrari 550 Maranello, *Dynamic Motorsports Comet GTR*); 3. Mickael Taloc (FRA) (Lister Storm, *Virtual-Games*); 4. Mattias Holkedahl (SWE) (Lister Storm, *Get Ready Simracing*); 5. Max Ganholt (SWE) (Lister Storm, *Get Ready Simracing*) — **Most laps led:** Roland Ehnström (SWE) 46 laps — **Fastest lap:** Roland Ehnström (SWE) 1:53.962

LFNSC • Busch 2005

N2003 • TalladegaBR

October 25, 2005

1. Alexandre Fornieles (FRA); 2. Ludovic Lecoq (FRA); 3. Yannick Hilaire (FRA); 4. Xavier Pujade (FRA); 5. Gilles Boulanger (FRA) — **Most laps led:** Ludovic Lecoq (FRA) 57 laps — **Fastest lap:** Yannick Hilaire (FRA) 47.645

S.NL • NL.GPL.1.1.6

GPL • Silverstone Circuit

October 25, 2005

1. Robert Fleurke (NLD) (Cooper); 2. Joep Peters (NLD) (Ferrari); 3. Michiel Pompert (NLD) (BRM); 4. Jeroen Goedhart (NLD) (Brabham); 5. Pedro Van den Berg (NLD) (Lotus) — **Most laps led:** Robert Fleurke (NLD) 29 laps — **Fastest lap:** Jeroen Goedhart (NLD) 1:27.666

SSR • Season 2, div 1

GTR • Motopark Oschersleben

October 25, 2005

1. Roland Ehnström (SWE) (Ferrari 575 GTC); 2. Petter Edin (SWE) (Lister Storm); 3. Christian Waltgård (SWE) (Ferrari 575 GTC); 4. David Nordstrand (SWE) (Chrysler Viper GTS-R); 5. Staffan Synnergren green (SWE) (Chevrolet Corvette C5-R) — **Most laps led:** Roland Ehnström (SWE) 42 laps — **Fastest lap:** Roland Ehnström (SWE) 1:26.017

S.NL • NL.GTR.1

GTR • Ente Autodromo Pergusa

October 26, 2005

1. Jarno Bierman (NLD) (Ferrari 550 Maranello); 2. Tim Mosmans (NLD) (Lister Storm); 3. David Hagenaars (NLD) (Chevrolet Corvette C5-R); 4. Arnaud Paagman (NLD) (Lamborghini Murcielago R-GT); 5. Fabian De jong (NLD) (Ferrari 550 Maranello) — **Most laps led:** Bob Bakker (NLD) 42 laps — **Fastest lap:** Jarno Bierman (NLD) 1:29.646

KRC • 2005-Chase

N2003 • Martinsville

October 26, 2005

1. Tim Henson (USA); 2. Dan Weeks (USA); 3. Ken Kalina (USA); 4. Randy Drumhiller (USA); 5. Sam R. Harris (USA) — **Most laps led:** Tim Henson (USA) 152 laps — **Fastest lap:** Tim Henson (USA) 20.983

LFNSC • Cevert 2005

N2003 GTP • Estoril

October 27, 2005

1. Ludovic Barrière (FRA); 2. Didier Conjeaud (FRA); 3. Alexandre Ledoux (FRA); 4. Sébastien Kindt (FRA); 5. Yannick Hilaire (FRA) — **Most laps led:** Ludovic Barrière (FRA) 28 laps — **Fastest lap:** Alexandre Ledoux (FRA) 1:28.710

SSR • Season 2, div 2

GTR • Motopark Oschersleben

October 27, 2005

1. Roger Wennström (SWE) (Lister Storm); 2. Torbjorn T. Lennartsson (SWE) (Lister Storm); 3. Peter Lundgren (SWE) (Chrysler Viper GTS-R); 4. Stefan B. Wiberg (SWE) (Lister Storm); 5. Max Ganholt (SWE) (Chrysler Viper GTS-R) — **Most laps led:** Roger Wennström (SWE) 42 laps — **Fastest lap:** Pär Öqvist (SWE) 1:24.054

VOR • GPL TS10 — Class D1

GPL • Clermont-Ferrand

October 27, 2005

1. Bill McComber (CAN) (BRM, 67 Ferrari - 65 BRM); 2. David M. Grover (USA) (BRM, 67 Ferrari - 65 BRM); 3. Michel Vignères (FRA) (Brabham, 67 Brabham - 65 Brabham BT11); 4. Rick Nauman (USA) (Brabham, 67 Brabham - 65 Brabham BT11); 5. Jonathan Stiener (USA) (Ferrari, 67 Eagle - 65 Ferrari) — **Most lead laps:** Bill McComber (CAN) 19 laps. — **Fastest lap:** Bill McComber (CAN) 3:23.670

VOR • GPL TS10 — Class D2

GPL • Clermont-Ferrand

October 27, 2005

1. Stephen King (CAN) (Lotus, 67 Lotus - 65 Lotus); 2. Bob Simpson (CAN) (Honda, 67 Cooper - 65 Honda); 3. Tom Dilibero (USA) (Brabham, 67 Brabham - 65 Brabham BT11); 4. Joe Owens (UK) (BRM, 67 Ferrari - 65 BRM); 5. Greg Munch (USA) (Lotus, 67 Lotus - 65 Lotus) — **Most lead laps:** Stephen King (CAN) 19 laps. — **Fastest lap:** Stephen King (CAN) 3:25.245

AFSCN-PEI • AP Craft. 2005

N2003 CTS • Atlanta

October 30, 2005

1. Eric Malleval (FRA); 2. Ray Capel (FRA); 3. Julien Malleval (FRA); 4. Michel Faven (FRA); 5. Ludovic Urban (GUF) — **Most laps led:** Eric Malleval (FRA) 137 laps — **Fastest lap:** Stéphane Wartel (FRA) 30.990

LFNSC • Nextel 2005

N2003 • Kansas

October 30, 2005

1. Ludovic Lecoq (FRA); 2. Laurent Bertho (FRA); 3. Cyriaque Riotte (FRA); 4. Stéphane Gourdin (FRA); 5. Laurent Dillard (FRA) — **Most laps led:** Ludovic Lecoq (FRA) 106 laps — **Fastest lap:** Ludovic Lecoq (FRA) 30.298

BeRacing • FiaGT League 2

GTR • Circuit de Spa-Francorchamps

October 31, 2005

1. Mathieu Souphy (BEL) (Ferrari 550 Maranello); 2. Duncan Walker (UK) (Lister Storm); 3. Kevin Neirinck (BEL) (Ferrari 550 Maranello); 4. Joris Thielen (BEL) (Lister Storm); 5. Joeri Blootacker (BEL) (Lister Storm) — **Fastest lap:** Joris Thielen (BEL) 2:11.925

Comet • Season R

GTR • Donington Park

October 31, 2005

1. David Nordstrand (SWE) (Lister Storm, Team Heat Treat); 2. Arnaud Paagman (NLD) (Lamborghini Murcielago R-GT, Bacardi Colombian Racing); 3. Roland Ehnström (SWE) (Porsche 993 GT2, Virtual-Games); 4. Marko Hartikainen (FIN) (Porsche 993 GT2, Dynamic Motorsports Comet GTR); 5. Per Gassne (SWE) (Lister Storm, Team Nordic Racing) — **Most laps led:** David Nordstrand (SWE) 41 laps — **Fastest lap:** Arnaud Paagman (NLD) 1:30.746

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