



AUTOSIMSPORT

Volume 1 Number 12

Slidin' to the Sim



■ Bob's Smokin 360s!

■ TrackIR 4:Pro review

■ Plus RBR, N2003, and FILSCA's Year in Review
plus ... all the News and so much more!

Exclusive Power Pedal Preview!!

AUTOSIMSPORT Readers Awards

Happy Holidays from the Staff at AUTOSIMSPORT

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AutoSimSport is an independent online magazine, produced monthly, that covers the exciting sport and hobby of simulated racing.

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,

provided that there is a factual basis that underpins the content.

AutoSimSport believes and will conduct itself within two defining concepts:

- Integrity
- Independence

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AUTOSIMSPORT

2005 READERS AWARDS

To celebrate our One Year Edition — and what a year it has been — we'd like you, our readers, to decide what was the best of 2005 ... so go vote now over at the **AUTOSIMSPORT** site and we will announce the winners in our January Edition ...

Best Sim – 2005

netKarPRO
GTLegends
GTR
LiveforSpeed S2
rFactor
NASCAR SimRacing
Forza Motorsports - XBOX
Gran Turismo 4 - PS2
Other ...

Best Mod 2005

GTP 1.0 - Team Redline - N2003
F3 Mod - Laurent "Lo" Evenisse - rFactor
RBR Online/RBR.net - RBR
Formula 1 2005 - CTD P - F1C
Escort cup - core-team - GTR
GN1970 - The USPITS - NR2003
GPL69 - Speedgeezers - GPL
Other ...

Most Anticipated Sim

First/iRacing
West Bros
SimBin
Blimey!Games
Other ...

Best Sim-Racing Website/Forum

RSC
BHMS
drivingitalia
The US Pits
Superspeedway.net
Other ...

Sim-Racing Person of the year:

Good or bad, these are the people that have somehow influenced the sim-racing scene during the year in a tangible and unforgettable manner ...

Dave Kaemmer/iRacing/FIRST - Chief of iRacing/FIRST, who couldn't stay out of the news - and for all the wrong reasons ...

Victor Van Vlaardigen/LFS crew - Capturing the flair and the commitment and the raw talent of our community, their LFSS2 was a highlight of a year that saw a plethora of great sims and mods ...

Ian Bell - for GTR/GTL and ... starting up yet another company ...

Gjon Camaj/ISI - for rFactor, and proving that the community and the developers can work together for the benefit of all

Tim Macarthur - Right or wrong, he stood up for what he believed - and took on a multi-billionaire in the process ...

Stefano Casillo - for netKarPRO, and showing how much one individual can achieve ...

Denny Hamlin, driver of the #11 Joe Gibbs Racing Nextel Cup Car - not since Dale Jr. has one guy mentioned sim racing on national TV so much ... from running NR2003 to get a feel for the Gateway Illinois Busch racing track, to talking about it on SPEED Channel's "Trackside Live" show, to running NR2003 with the online community in his spare time, no one has brought sim racing into the public spotlight as much as he has.
Other ...

And Finally - we'd like you to tell us the funniest moment of the year ...



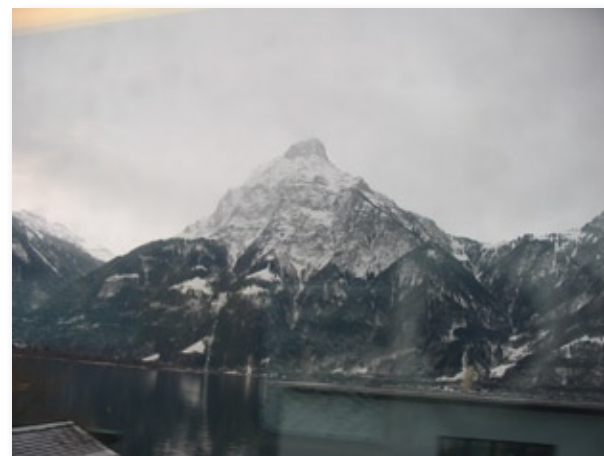
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So here I am in Zurich (trying to gate-crash the FIFA awards dinner tonight downstairs!) looking back at the year that was and thinking maybe I owe a gala dinner to some people too ... this is AutoSimSport's 12th (one year!) edition and, looking at it, I think I can say it has been quite successful in a lot of ways, considering our humble beginnings.

This, without any doubt, was achieved simply because of me ... I mean, uhm ... no, seriously, any and all credit must go to the very good people who got involved with this project and who believed (and helped forge) AutoSimSport's vision ... from Jon Denton to Smokin Bob to Lou Magyar, to Bruce Saltzman, to Christoph Schirmer — and to our contributors who have come and gone like Stan (who did our logo and art) and Mike Crick — and to our faithful readers (there are many, but special thanks to guys like Gunja and Spadge and our other regular forum posters) — AutoSimSport is what it is because of you guys. If there is one lesson here, it is that there still remains, in sim-racing, a special core of people — a community — that has grown-up around this sport and this hobby ... and who have, more than in any other genre, created and maintained and sustained this passion through many bad days ... it has been our pleasure to feature many of you in our magazine, and I hope next year will see more of the same ...

So, end of the year, I can't help but look back at sim-racing ... and consider that it was 8 years ago that I enjoyed my first-ever online race ... and sometimes, late at night in a pick-up race, I recognize a name from the past and can't help wondering what happened to the years ... and then I speak to someone who is 18, and realize he was 10 when GPL was going strong ... and I really feel my age ...

But so be it — this is always a time for sentimental melancholy for me, and with my personal life now the way it is (indeed ...), I guess you'll just have to forgive my blabberings ... As for 2005 — I doubt very much we will ever see another year like it ... from the end of modding (as it was, anyway), to the superb range of sims, to the slow-professionalisation of this sport, to the coming-of-age of the genre, 2005 will go down in history as the year that sim-racing grew-up — for good and for bad. And I hope you can forgive me for believing that AutoSimSport played a little part in this historic year ...



For a guy who has been around sim-racing for a decade, it is with sadness that I no longer see many of the names that I associated with the sport — but, should any of the old-timers read this, I can't help but wonder how the last decade has been for you? Here, we have seen many things happen — from Mike Crick starting Uni to Bob's 40th birthday to Jon's marriage (and maybe the end of mine?) ... for sure, we're no longer kids — and yet some of us are still involved — and still trying to justify this passion ... is it because we are growing older and looking for better excuses for the late-night races and late-night projects — or is this sport really growing-up?

Ah well ... there it is. This month, we had planned on a super issue — but alas, many of our stories were cancelled for one reason (gag-order) or another (delayed) or another (flu!) ... but, they will be coming in January and, in the meantime, we have created a super-huge edition to get you through those cold days of Christmas and those endless grim partyless days of January (until our next edition that is!) ... I hope you enjoy ...

As for me, this has been a strange year ... that has seen so much change in my life ... I read over on RSC (where I am banned so don't tell anyone!) that Tim Stelton has been reprimanding the community for their desire to keep getting free-stuff ... he makes the point that the days of free are over (including free-speech, but never mind!), and that we — in this community — should prepare ourselves to become like any

other genre — that is, paying — for mods, for information, for add-ons ... paying, in short, for the work of others.

I agree — up to a point. In the end, whether we like it or not, we live in a free-market world — and people will only pay for what they feel is worth the price ... but whatever happens, AutoSimSport will remain free for as long as I am running it ... because, in the end, I — and everyone associated with this magazine — do this for you — and we do it because we enjoy it, and because we love sim-racing, and because we respect this community ... so, enjoy your Christmas Edition of AutoSimSport and may 2006 bring you all what you want, and may you all want what you get ...

A final thank you must go to all the developers, hardware manufacturers, and private sim-racing members who have provided us with access, ideas, scoops, and encouragement during this, our first year — we cannot thank you enough.

We are running a 'best-of' this month — so please vote — because the winners are decided by your vote, and those who have created the mods & sims would, I am sure, really appreciate your kudos since most of them were created for free — and very much with this community in mind ...

All the best,

Lx Martini (in Zurich)

Bruce Saltzman (in Atlanta)

Christoph Schirmer (in Berlin)

Jon Denton (in Newbury)

Bob Simmerman (Traverse City)

Lou Magyar (in Bloomington)

Mike Crick (in Sydney)

And everyone associated with AutoSimSport ...

**This could be your ad.
For rates and
further information, contact**

Bruce.Saltzman@autosimsport.com.

(Production services available)

Bob Simmerman Announces His Own News! {And Writes the Rest too!}

When I was approached by Gjon Camaj to assist with the creation of this manual, excited was an understatement. Tortured by my editor at AutoSimSport Magazine, and other unnamed colleagues at the magazine for months--sound clips, video clips from LAN events, other torture methods...-- before the release of rFactor, I was barely able to contain my excitement at the prospect of a totally new simulator from Image Space Inc. A simulator rebuilt from the ground up to take full advantage of the features of DirectX 9 and to revamp the physics and the multiplayer, two areas that needed improvement--and got it.

After getting my hands on a release candidate of rFactor, the excitement was fully realized--it was such a dramatic change from previous isiMotor iterations that it is, in fact, an entirely new code platform for all intents and purposes. Driving the trainer for that first time, and seeing the shadows and lighting dynamically, and smoothly, changing around me further brought home the fact that this was a whole new ball of wax. Joining a multiplayer server on the West Coast USA, populated by about 6 real drivers, and another 7 or so AI drivers, the run that day at Orchard Lake Road Course was quite a sight to see--at this point, I had only heard 'rumors and speculation' as to how good the multiplayer was and to see it in action was all I needed to recognize that the MP code was rock solid.

While rFactor has in fact been built from the ground up to encourage and assist the third party community in the way of mods to the platform, it is also a complete simulator in it's own right, offering the end user the opportunity to race their way to car enhancements and when enough experience is gathered--to the faster cars in the sim. With 4 Tin Toppers and 2 Open Wheel cars to choose from--and a plethora of upgrades and upgrade paths--and an arena of 5 tracks that comprise 15 tracks when layout changes are considered, there is more than enough to keep the fun factor up for months. While not immediately apparent, rFactor is a literal gold mine of cars and tracks to master, upgrades to aspire to and personal goals to achieve--and the flexibility of the setup of the sim--from rendering pathways to every driving aid imaginable--ensures enjoyment across the genre, from the ultra hardcore to the casual off liner, rFactor has it all

This manual is intended to get the user started, and to provide for some detailed descriptions of the tracks, car manufacturers, commands, and the 'fun features' of rFactor. For the purposes of this manual, the stock rFactor product will be described exclusively, but do not fear--with a new mod or track appearing nearly every day lately, there is plenty of information out there on how to get even more from this revolutionary simulator and development platform.

Enjoy!!!

Bob Simmerman

aka Smokin Bob

Traverse City, Michigan

November 7th, 2005

GT Legends gets a bump.

With the latest patch for GT Legends, users are in for a nice surprise as the total online cap of 16 has been greatly expanded, doubled in fact, allowing for larger and more diverse online racing fields. Also included with the patch are some stability fixes for the MP code. Already a stellar offline experience, the added multiplayer capacity is a most welcome addition for those who are proving their mettle on the virtual raceways of the world. See www.gt-legends.com for more information.

GTR Patch Arrives

A new patch, version 1.5, was also recently released for SimBin's GTR-FIA racing sim, and the standalone dedicated server was updated as well. While it is early to gauge how the patch is doing, a recent **poll** at the SimBin forums seems to indicate that the majority are not having too many issues with it. Will this be it for GTR? Again, we can only speculate, but with the advances promised with the Motor 2.0 platform this may be the last new content we get for GTR.

A Drop in the Bucket.

In the January issue of PC Gamer, Andy Mahood takes a look at 'The Hardcore Business' (pp112, Volume 13, Issue 1), and reveals some very disturbing stats, regarding GTR sales figures in North America since the May release. Based on information from NPD Futureworld, GTR-FIA Racing has sold a measly 9,100 copies

since May 2005 (at the time of the magazine's publication). As a comparison, NASCAR SimRacing has moved about 47,100 units since February.

Both, I think, can be taken as 'failures', and it is a crying shame—and once again, we are reminded just how niche we are, and how fortunate we are to get any new sim. There simply appears to be no money in it, and it remains to be seen if this will affect the release of GT Legends in the North American Continent. While we do not have figures for the European markets, it is safe to say that the niche market, unfortunately, is still a niche market.

If you have any sales information for other countries, please let us know at AutoSimSport.

So how is it, really?

November 22nd saw the much anticipated wait for the release of the XBOX 360 come to an end...much to the dismay of countless holiday shoppers unable to obtain what is turning out to be the holiday seasons hottest item. What's so special and why is it being talked about here? Well, with the PS3 slated to be employing the Ageia Physics Processor with its console release and the XBOX 360 sporting a triple core processor the question is crystal—will we get some groundbreaking sims for the consoles, finally? While it is true Gran Turismo 4 (PS2) and Forza Motorsports (XBOX) pushed the boundaries of arcade and more than ventured into sim land, the new consoles promise the power and fidelity needed for the hardest of hardcore simulations far in advance of the previous generation of consoles...and if you believe the talk, current PC's as well. But will they deliver on that promise? Sony has a leg up with their long time support of Force Feedback Technology, and the Logitech DFP showed us just how convincing a console racer can be, and with Forza, Microsoft made more than a dent in the dominance that is Gran Turismo 4. It provided for accurate physics models, great looking cars and tracks, and many cars not found in GT4. And it is a hell of a lot of fun to play.

Currently, Project Gotham Racing 3 is being met with a lot of positive reactions, and from my own brief experience with the system and that game, it is very clear that the leap in fidelity is not a quantum one, as in *extremely small*, but more of a cosmic leap—what I saw was pretty damn amazing—granted, it is an arcade racer, but the presentation of the racing was very well done, far beyond what the PS2 or XBOX 1 could even hope to achieve. And cockpits. *Finally we have working cockpits!* With the PS3's next GT iteration and Forza Motorsports 2 on the way—complete with rumored talks of Logitech providing 'official' wheel peripherals for the XBOX 360—the *possible* sim future of the next generation consoles looks bright indeed.

Now, how many times have you heard that before..?

AutoSimSport news release

16 December 2005

Wheel...1

BallRacing Developments plans to take the cover off its long-awaited Speed7 force-feedback wheel on December 21 at an exclusive launch for the sim-racing community.

Following a series of protracted delays primarily caused by design-refining, which has delayed its launch by at least 18 months, BRD has ratcheted up the tension with an online launch countdown at TeamBRD.co.uk.

The wheel, described by BRD as having more features than ever, will allow 1,080 degrees of turn from lock to lock, with ten buttons on the 12-inch wheel, two gear paddles and two clutch paddles, and hardware in place for both a function selector and mouse-pointer.

The quick-release steering wheel, with high-powered force-feedback, has a hub that will allow other makes of steering wheels to be attached, and also enables buttons to be attached to the wheels. The new features will also include rake and reach adjustment and a desk-clamp mechanism.

The launch, at BRD's design and technical division in Lingfield, Surrey, is expected to be attended by sim-racers, league or-

ganisers and software developers from the UK and overseas.

Said managing director Nik Ball: "We are very conscious of the disappointment that sim-racers have experienced for more than 18 months, which was caused principally by ongoing refining of the design to ensure that it was the very best BRD could produce. We are confident in believing that that the sim-racing community will not be disappointed."

BRD will also soon be launching a website dedicated to its sim-racing product.

Said Nik: "We have ambitious development plans for both our business-to-business and business-to-consumer markets, which will make it necessary to separate their respective activities. We also believe that separate corporate identities will prevent confusing brand signals being sent out."

GTN Drivers Club team up with MoG to bring you: GTN Masters of GT Legends League

That's Right! Details are being finalized for MoG's next exciting league featuring Simbin's new GT Legends historic racing simulator. GTN plans to bring some of the top drivers throughout the world together to showcase their talents in these classic beauties. The first test event has been scheduled for 8 Jan 2006. Details can be found in the MoG section of FILSCA at <http://www.filsca.com/1000253/4081>. Schedule will be accommodating for drivers from both sides of the Atlantic, so come test yourself against some of the best around!!

Ends...

The XBOX 360— Why Should You Care?

Smokin Bob battles mob-scenes, beats up on Grandmas, threatens shop-assistants, stands with chattering teeth and tapping shoes for days in lines that stretch for miles, wheels-n-deals on eBay and all in order to fulfill one simple task ... get an XBOX, and give AutoSimSport a full review ... talk about making a meal of it!

November 22, 2005—Microsoft finally delivers on the much hyped and ballyhooed XBOX 360. Having gained pre—release fame from all corners of the media and gaming world, including MTV, it was with huge anticipation that the console fans of the world (and a lot of us from the PC world as well) held their breath as the goods made their way to the street.

But there was a problem—too many buyers fueled by the hype, and not enough XBOX 360's. In fact, it was soon to be one of the most criticized launches in the history of console gaming — if the forums were to be believed {not to mention Bob's psyched emails when, after having stood in line in Nowhere USA for twelve hours, he finally arrived at the head of the line only to find that the 360 was sold-out – Ed}.

How can you possibly hype something for as long and as hard as Microsoft hyped the XBOX 360, and then not have any units to sell? Didn't the PS2 launch teach us *anything*? With a lead time of months, perhaps even as much as a year, the XBOX 360 was to market so far ahead of the Sony and Nintendo next generation offerings that an easy path to a much larger market share for Microsoft this time around should be a walk in the park. My guess? *There will still be people waiting for their 'A Store Name Here' pre-orders when Sony and Nintendo launch their sys-*

tems. I was fortunate—I was able to score one on eBay for a fraction of the going rate ... I only had to pay just over double what the lucky retail buyers are paying. For a core unit.

The things I do for this magazine ...

Next, the boards soon became flooded with talk of overheating, disk scratching, and lockup problems — to name but a few. Had the worst happened? Had Microsoft rushed to market with a broken console, too many orders to fill, and a marketing machine scrambling to spin the madness? Microsoft was quick to point out that any new system is bound to have flaws, and that these were isolated cases. And, after exhaustive research, I would have to agree—there appear to be no more problems with this console than you would find from any of the others on initial launch.

And to their credit, Microsoft quickly established a 1-800 number to immediately rectify those few problems that did exist. But overall, I would have to agree to some extent that the launch was a partial failure. Just today, I spent a lot of time reading how even more folks missed out on the recent, and rumored, 'Best Buy Next Shipment'. Stories of 40 units and 50 people in line abound and some are claiming this to be worse than the original launch. 360s just don't seem to exist, and

TURN 1

people are growing tired of the continued assurances of Microsoft that plenty are on the way. Whatever the reason {and a crafted marketing campaign that makes demand exceed supply is not, surely, unthinkable – Ed}, if Microsoft takes too long to deliver the goods, people just may grow tired of it, and wait for the other brands simply out of spite. And I certainly could understand that point of view. Perhaps by February, you will be able to walk into a store and pick one up at your leisure, but for now it is only for the hardcore who are prepared to brave the elements for ridiculous amounts of time only to face almost certain disappointment. You could probably get one on eBay, like I was able to, but don't expect any kind of bargain. I was honestly prepared to shell out a lot more than I did, so I consider myself 'lucky' here. I can assure you, however, that I will approach the purchase of a PS3 in a much different manner, and hope Sony actually has produced some units when it finally launches.



At this time, it is not fully understood why units are not flying off the shelves in Japan, but one thing is for sure—this guy isn't going to make a dime on eBay...Photo courtesy of marantz

Such a shame, all those units in Japan, sitting on shelves, no doubt fulfilling some kind of Microsoft secret plan for global console placement domination...

But enough about all that—the buzz will wear off soon enough, and they will be plentiful, but for now the XBOX 360 is an elusive beast.

Now I am going to try and explain why it is worth the trouble in the first place. How many times have we heard the worn out mantra that, *this time*, The PC is dead. Really – this time it's really-really dead!!? I have certainly heard it over the years and, if anything, seeing or playing a 'console sim' has made me treasure the PC even more.

Well, that began to finally change, at least in my case, with Gran Turismo 4, and Forza Motorsports. Both of these offerings took the level of the console 'sim' to very sim—like levels, as 'defined' by the PC. *And why not?* The guts of the XBOX, for example, far exceed the minimum specs on the box of Grand Prix Legends, so why would it be impossible to do a hardcore sim on a console? Sales figures no doubt have played a part in this situation, as well as the lack of decent peripherals and, in the case of the original XBOX, force feedback support, but GT4 and Forza were both stellar products that pushed the hardware to the very limit, and gave us an enjoyable experience that was much more realistic than anything that had come before. With the Logitech DFP for the PS2 tossed into the mix, GT4 was truly a first in console land—a brilliant driving simulator coupled with a brilliant control input.

For the past week, I have been putting the XBOX 360 through its paces as well as trying to determine just what this thing may mean to the simulator crowd now and down the road a few months. As I dug deeper into the experience that is the XBOX 360, I began to notice that many of the features we crave in online play and matchmaking are not only a part of the XBOX Live experience, but are so seamlessly integrated into the experience as to seem nothing more than an offline session. I don't know how many folks were in the Project Gotham Racing 3 online world, but I do know this much—I am ranked about



Here it is, in splendid glory. Sure, it cost too much—but what toy worth a damn doesn't? No doubt they will soon flood the shelves, but for the impatient, be prepared to put up with a lot to get one. With a sleek new design, and a great controller unit, the XBOX 360 is a sleek looking unit with some serious goods under the hood. And water cooling!

46,792 in the world ... so I am guessing, since there were some folks below me {yes, there was someone ranked 46,793rd! – Ed}, that, at any given time, there are quite a few people racing online in this world.

And take my word for it—having your ass handed to you in a race feels the same with the XBOX 360 controller as it does with the MOMO. But it's the smack talk that really beats you down...

The Unit

Part of the big deal with this system is the demand Microsoft has placed on game developers—the *must-have* support of 720p and/or 1080i High Definition video output standards. The land of High Definition, 5.1 Surround Sound, and a gaming experience like no other that has come before. Lofty goals indeed, but when you take a look at the specs, the XBOX 360—on paper at least — looks poised to deliver fully on the HD experience.

Xbox 360 System Performance Specifications

Custom IBM PowerPC-based CPU	<ul style="list-style-type: none"> ■ Three symmetrical cores running at 3.2 GHz each ■ Two hardware threads per core; six hardware threads total ■ VMX-128 vector unit per core; three total ■ 128 VMX-128 registers per hardware thread ■ 1 MB L2 cache
CPU Game Math Performance	<ul style="list-style-type: none"> ■ 9.6 billion dot product operations per second
Custom ATI Graphics Processor	<ul style="list-style-type: none"> ■ 10 MB of embedded DRAM ■ 48-way parallel floating-point dynamically scheduled shader pipelines ■ Unified shader architecture
Polygon Performance	<ul style="list-style-type: none"> ■ 500 million triangles per second
Pixel Fill Rate	<ul style="list-style-type: none"> ■ 16 gigasamples per second fill rate using 4x MSAA
Shader Performance	<ul style="list-style-type: none"> ■ 48 billion shader operations per second
Memory	<ul style="list-style-type: none"> ■ 512 MB of 700 MHz GDDR3 RAM ■ Unified memory architecture
Memory Bandwidth	<ul style="list-style-type: none"> ■ 22.4 GB/s memory interface bus bandwidth ■ 256 GB/s memory bandwidth to EDRAM ■ 21.6 GB/s front-side bus
Overall System Floating-Point Performance	<ul style="list-style-type: none"> ■ 1 teraflop
Storage	<ul style="list-style-type: none"> ■ Detachable and upgradeable 20GB hard drive ■ 12x dual-layer DVD-ROM ■ Memory Unit support starting at 64 MB
I/O	<ul style="list-style-type: none"> ■ Support for up to four wireless game controllers ■ Three USB 2.0 ports ■ Two memory unit slots

Xbox 360 System Performance Specifications — Continued

Optimized for Online	<ul style="list-style-type: none"> ■ Instant, out-of-the-box access to Xbox Live features with broadband service, including Xbox Live Marketplace for downloadable content, gamer profile for digital identity, and voice chat to talk to friends while playing games, watching movies, or listening to music ■ Built-in Ethernet port ■ Wi-Fi ready: 802.11a, 802.11b, and 802.11g ■ Video camera ready
Digital Media Support	<ul style="list-style-type: none"> ■ Support for DVD-Video, DVD-ROM, DVD-R/RW, DVD+R/RW, CD-DA, CD-ROM, CD-R, CD-RW, WMA CD, MP3 CD, JPEG Photo CD ■ Ability to stream media from portable music devices, digital cameras and Windows XP-based PCs ■ Ability to rip music to the Xbox 360 hard drive ■ Custom playlists in every game ■ Built-in Media Center Extender for Windows XP Media Center Edition 2005 ■ Interactive, full-screen 3-D visualizers
High-Definition Game Support	<ul style="list-style-type: none"> ■ All games supported at 16:9, 720p, or 1080i, with anti-aliasing ■ Standard-definition and high-definition video output supported
Audio	<ul style="list-style-type: none"> ■ Multi-channel surround sound output ■ Supports 48KHz 16-bit audio ■ 320 independent decompression channels ■ 32-bit audio processing ■ Over 256 audio channels
Physical Specs	<ul style="list-style-type: none"> ■ Height: 83 mm ■ Width: 309 mm ■ Depth: 258 mm ■ Weight: 7.7 lbs.
System Orientation	<ul style="list-style-type: none"> ■ Stands vertically or horizontally
Customizable Face Plates	<ul style="list-style-type: none"> ■ Interchangeable to personalize the console



The XBOX 360 was connected to the HDTV and the AV unit using the Microsoft High Definition cable set. Featuring an optical output at the plug, this is the best way to get all that HD goodness to the other systems. There are also available at least one third party alternative to this cable, offering the same functionality, but at a better quality—so the claim goes.

Impressive indeed—a teraflop?! Perhaps there is some fancy media-math going on {that there's called fuzzy-math! – Ed}, but one thing is clear—after actually having a good deal of time with the unit, only the tip of the iceberg, in terms of fully utilizing the hardware, has been uncovered. Even so, my experience with the unit has produced more than a fair share of those 'wow' moments when my eyes are experiencing something that my brain is telling me shouldn't really be possible ...

There are plenty of demo units around running in the shops and I would suggest taking a peek at this ... what you'll notice (even if you might not see the game you want) is that some things have definitely changed in console land...

And besides promising the latest and greatest in high fidelity gaming, Microsoft has assured us that many of the previous XBOX titles will be playable on the 360, but you need the hard drive, and the patch from Microsoft. When you think about it,



Finally, the XBOX gets a new controller! One of the persistent complaints of the original XBOX were its sometimes unwieldy controller design. Somewhat corrected with the 's' version, many still feel that Sony has the best controller available. I must admit, this new controller for the 360 felt right at home. The strange looking middle button on the controller allows you to leave the game and go to the main XBOX interface, or, if held long enough, allows you to select to power down the console. The lights surrounding the button indicate what controller(s) are plugged into the unit, among other things.

this has a tremendous amount of risk associated with it. Given the fact that the previous console used an NVIDIA graphics chip, and an Intel CPU, running that stuff on a PowerPC triple core CPU with an ATI GPU is going to be tricky, at best, and a colossal engineering nightmare seems, at least to me, possible.

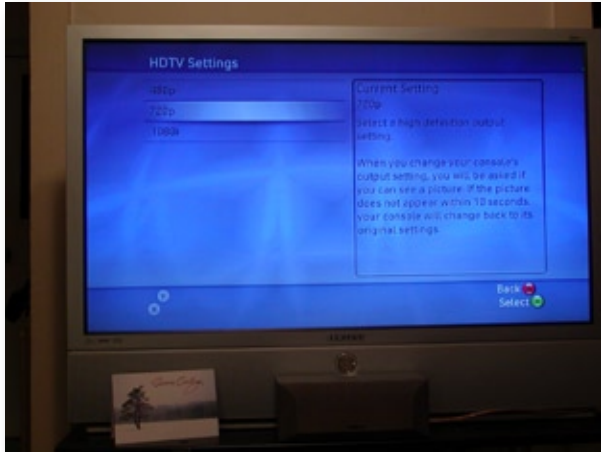
But believe it or not, so far so good. While not all games play well through the emulation, most play just fine, and, with up-scaling to 720p, get better looking in the process. For me, GTA San Andreas and Halo 2 ran blister fast, but Forza, in anything but a single car situation, was all but unplayable, even when I changed the 360 output to 480p. Still, the effort is appreciated and performance issues are to be expected given the nature of the task. At the time of this writing, around 200 games are supported.



Providing support for the WMA 9 format, this Pioneer receiver did a fine job of piping the 360's sound goodness through the Onkyo 5.1 speaker setup. For this article, the optical input was used, and the XBOX 360 was set to output in Dolby Digital 5.1.

On to the connection phase — for the sound chores, I hooked my unit to a Pioneer VSX-815K AV receiver using a Monster Cable fiber optic connection. The XBOX 360 was set to output in Dolby Digital 5.1 Surround Sound, although the option to output in WMA was also available, and I could not tell a difference between the two. There is also an analog out option, and this sounds fantastic as well, so those without digital hookups need not worry as Microsoft has done their homework here.

For the display chores, a Samsung HLN 4365W 43" DLP HDTV was used, and this is a fixed output monitor at 1280x720 progressive. Although it will accept an input signal of up to 1080i, I chose to match the 360 output to that of the television. Image quality of the menus that appear on boot up is crystal clear, with vibrant colors, and navigation is quick and intuitive. The menus are also customizable by the end-user by downloading alternative themes. Those who have the Premium product (with the shipping hard drive) or those who have



The Samsung provides a gorgeous picture, and to really get the most out of the XBOX 360, High Definition is the way to go. While my photos don't really do the images justice, suffice it to say that the images are extremely pleasant to look at.

purchased the add-on HDD, will find several themes preloaded. And the rumors are true—the power brick is quite a hefty item, and takes a bit of space. It also needs all the ventilation it can get. There has been some speculation that the power brick overheating may be the cause of some of the 360 issues, but I have yet to see any sort of problem at all, with one session lasting around 12 hours or so. It does run a bit warm, and the 360 has two fans pumping out the entropy, but nothing of any greater degree than what I have encountered before. However, I would not confine these two items too intimately in the entertainment center—they just get a bit hot, and no sense making it worse...

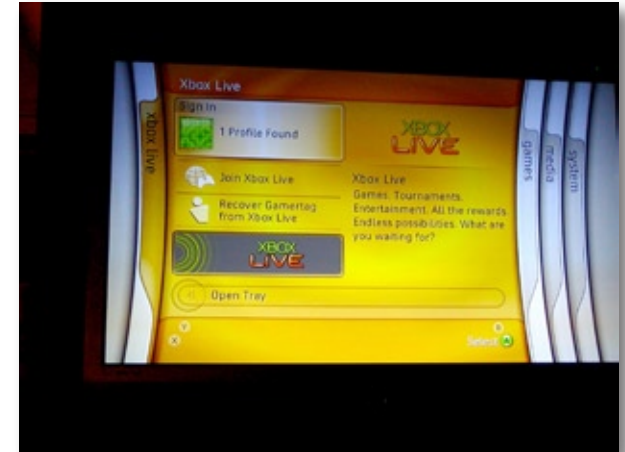
A Link Sys router handles the connectivity and XBOX Live chores. Setup was extremely easy, and you can use a USB keyboard to type in those extra long XBOX Live codes ... but you can't use it for your favorite shooter game, at least at this time. All units sold ship with a free Silver membership, which lets the



Here, the PGR 3 lobby is seen. You can select to view any of the races, joining them in progress, or you can hit the X button, to see the race as it started. If you leave the selector on a race long enough, it will automatically take you to that feed, so watch out for that. It really is nice to press a button and be either watching, or racing, online.

gamer get a taste of the XBOX Live world before making the jump to a full membership. My system (and I assume others as well) also shipped with a month free of the Gold Membership. With XBOX Live, there is an extremely vast array of media, demos, and games to download, with new content being added all the time. The best part—in no way is it intrusive, forcing you to slog through it every time you wish to play a game, or change an option. And when you think of how this system would allow and enable all kinds of online racing league activities and options, it becomes a very interesting prospect indeed.

Certainly, XBOX Live is nothing new—but the hardware of the hardcore, allowing full blown sims to be played on a worldwide scale, has not happened for whatever reason. Perhaps, with the XBOX 360, this will change, but it is reassuring to know that the infrastructure for a vast online experience has



The XBOX Live interface, as seen before the user is logged in. It is setup by default to auto log—in, and once that is done, any custom themes you have loaded would be seen, but the 'Blades' functionality does not change. The Blades are the tabs that are paged through using the controller, allowing a great level of control and customization to the user.

been in place for years and is one hell of a robust system. While I don't feel first impressions are always a decent indicator of future situations, with the XBOX 360, Microsoft has made a great first impression—packing a processing powerhouse out of the box, easy setup and connectivity, and some of the best gaming currently going on.

Albeit with a paltry launch, I think we are finally getting a glimpse of what the 'next generation consoles' are going to bring, but as I have mentioned earlier, it is too early to tell just how fully the system's potential will be realized. And we can't forget about the other consoles upcoming either—both Sony and Nintendo have huge developer support, and this is something that Microsoft needs to obtain and maintain. But from what I have seen so far, this thing has the out of the box potential to be a developer's playground and a gamer's paradise.

Actually Playing the Thing

I won't go into it here, but suffice it to say that during the *acquisition phase* of this article—that is, actually getting a damn unit—well, there were certain stressful moments and situations. Fortunately, no harm was done, no feelings were hurt, and in the end it was the United States Postal Service that provided the last piece of the acquisition puzzle. I had already purchased several of the games, assuming that when the units actually did show up in force, there wouldn't be any games to play, due to the relatively small number available at launch—about 18, I think. With, hopefully, around 25 by the end of the year.

Quality, not quantity...we hope.

I picked up *Madden 06*, *Tiger Woods 06*, and *Condemned: Criminal Origins* {AKA *Bob Loses it with the Best-Buy Guy* — Ed}, *Call of Duty 2*, and *Project Gotham Racing 3*. I was surprised to see PGR 3, as it appeared to be a sold out title all over the internet, but it was there and was really the game I was the most interested in. I had grown to thoroughly enjoy PGR 2 over a bit of time, and after seeing the ads, reading the reviews, and fiddling with the demo at the store, it was for me the most intriguing of the launch titles. Shortly after the unit arrived, I returned to the store and picked up some more titles. Sure enough, there were fewer copies of some of the titles, but I managed to get *Gun*, and *Need for Speed: Most Wanted* {there is a disturbing pattern developing here — Ed}. I have played a couple of the NFS games in the past, and found them not to be too horrible, and I also wanted to see how PGR 3 and NFS approached the brave new 360 world...

While the main focus of this article is the next generation of consoles in terms of racing simulators, it is worth mentioning that all of the games I played are definitely on a different level, if only graphically at the least. While *Madden* had features that we have come to expect over the years cut right out of it, the presentation and just how real the damn thing looks makes up for a lot. It is obvious this is some serious hardware that is only going to mature as time goes along.



Who needs the real thing, when this one looks better! All kidding aside, the graphics are on a level not seen before, as far as consoles go and with the real time dynamic shadows, reflections and lighting, PC's are definitely being given a run for their money in sheer processing power, if not being pounded into the ground—the fidelity is definitely high. This was taken using the photo mode of PGR 3.

You begin to realize that a lot of the hype is actually true—the near photorealistic quality that is so elusive to properly portray is done to near perfection with PGR 3. Prowling around your many garages (after a bit of advancement in the game, you get new garages to contain your growing fleet of super cars), you can freely move to any car and walk around it, or zoom in or out the viewpoint. As you move your eyes, it takes a moment for the image to become clear, eerily similar to the effect one gets when looking from a bright spot to a darker spot. I don't know if this effect is done on purpose, but it is done well. From the gorgeous water pool in the courtyard, to the incredibly lifelike sky, PGR 3 is dripping with cool. And the cars must be seen to be believed—dynamic lighting and shadows, rendered in real time as you walk around the cars—jaw dropping is a good description. Again, don't take my word for it, hop on one of those demo kiosks, and see for yourself. It features a photo mode, similar to the one found in *Gran Turismo 4*, allowing you to not only take a shot of any car from any



Fiddling around with things, this is the red 575 Maranello picture with a lot of sepia tone tossed in. The camera controls are numerous, and provide for professional quality results.

perspective—even during a replay—but to fine-tune the camera settings as well, and there are plenty of them to play with. While you cannot download these to a USB stick drive as in *GT4*, it is a nice feature to play with, and the Sepia feature is kind of neat.

Fans of the series will have no trouble finding their way around, and new players won't either—the menus are fairly straightforward, and the manual does a decent job of getting you started, and explaining the 'Kudos' system. Besides the offline career, there is an Online career, online racing, and my favorite—the manual setup of a race at any track, or portion of track, offered in the game. Every car is available in this mode and it is a lot of fun blasting through a section of the Nordschleife with an angry mob on your tail. And speaking of the Ring, it is drop dead gorgeous here.

Like everything else...

Now, it is clear—PGR 3 is not a hardcore sim, but with even this popular, and high selling title, we are seeing new things we have never seen before. For example, each and every car has a uniquely modeled cockpit, and finally—a cockpit view to see it with!! With this, we have a huge leap in the realism and can



Here I am, taking a nice stop along a portion of the Nurburgring F1 circuit. The view from inside the car is a huge immersion boost, and the graphics are so damn good it really freaked me out. The quality of the lighting is insane, and the sensation of speed appears done to perfection.

get an amazing look at the fidelity offered by this new system. The physics, while leaning more to the fun side, are nevertheless different for each car, and if you give the 575 too much gas while coming out of a slow corner for example, plan on some concrete repair bills—the amazing power of all of the cars modeled in the game is accurately portrayed from the extremely nimble Ariel Atom to the mind altering drug known as the TVR Cerbera. You just can't slam the gas and expect good things to happen. Bumps in the road appear to have been modeled to some degree, and there is good feedback when going over a curb, or colliding with another object—so perhaps the base for a good FFB experience is there, only time will tell.

Overall, PGR 3 is a hell of a great time and I like the fact



With the garage door closed, the bright light of the sun is kept at bay, but still its reflection can be seen on the floor, near the Ariel Atom 300 SC. You can freely move around any of your garages, and get ultra close looks at the eerily photorealistic graphics. Again, this shot doesn't do the thing justice, but the nearest Wal-Mart might be able to help out here.

that you are tossed right into the Super Car club from the very beginning—no more slumming in cars that can't do 170 MPH, minimum, this one gives you the gold card up front. I do miss the customization of the cars that we have with GT4, Forza, and even the NFS series of games, but upgrades and pimping aren't what this one is about—driving fast and looking good doing it are the only things you need to really remember here.

Now that I have seen what the next generation has to offer, even at this early stage one thing is blatantly clear—the new systems have a ton of untapped potential, and when developers get their minds around this thing, the sky is the limit. It would be a devastating situation indeed if Microsoft, again, finds FFB not to their liking—if that is the case, well, Sony will no



This TVR Cerbera is one of my favorite cars in the game and is brutally cool—and on the track it is all kinds of trouble to keep in line, but the sound of the thing alone is enough to make you want more. My Mustang GT-R Concept can be seen in the bright glow of sunshine, just outside the garage. Unbelievable what 80,000+ polygons can do, simply unbelievable

doubt be our savior as they already know how important FFB is, and won't let something like 'Golly, we don't own the company, so lets not use their technology...' get in their way.

Microsoft has launched the first missile in the next generation war—no doubt about that. What remains to be seen, however, is if they will be around a year from now and whether we will care about the 360 or not. Perhaps the console makers simply do not care about a hardcore sim for their consoles, I do not know. But I know this—if they can be bothered to make one, I can certainly be bothered to buy one.

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

ARC_Team: Feeding the Power

Big Ambition meets Awesome Power — from Power-Pedals to laying plans to set-up an officially sanctioned series by the Automobile Club (Italy) to running their F1 Driving System at every round of the Italian GT Championship, ARC_Team is Driven to Succeed.

If there is a thing like a collective unconsciousness in sim-racing, it is this — finding a solution as to how to evolve the passion and hobby of sim-racing into a respected and accepted sport. The rationale — one that seems to echo from everyone from iRacing (and their rumoured relationships to Skip Barber) to AutoSimSport to this month's featured company, **ARC-team**, and its CEO, Andrea Rossetti — is that only through this (not necessarily natural) evolution can the market be increased to a level in which sim-racing can sustain itself ... and the cottage industries that have grown up around it.

On a very misty and cold Tuesday in December, I went on a pilgrimage to ARC_Team's facility in Pavia, half an hour south from Milan, and was met at the station by Andrea Rossetti himself; affable and personable, Andrea is probably in his 30s and, between testing his F1 driving stimulator and an espresso, we had the chance to speak about his product (the number one seller in Italy), his plans (the power-pedals which we hope to be featuring in far more detail next month) and how he sees the commercial development of sim-racing ... an area of expertise for ARC_Team that have run demonstrations for Renault, Ferrari, FIAT, and spent this last season running their product — the F1 Driving System — at every round of the Italian GT series (with the exception of Budapest) courtesy of Italian GT Sponsors SARA (an Italian Insurance conglomerate).

... one thing that became clear from the onset is that, from the day Andrea gave up his 13 year career as a car salesman to focus on his new business, he has always looked at the sim-racing market in innovative and unique ways — in short, he sees it as a market ... and this has proven successful; the company currently employs twelve people scattered around Italy — from their office in Pavia, to their manufacturing plant near Turin, to their physics expert living in Bologna.

Make no mistake about it, Andrea tells me as we step toward an arcade in central Pavia, this is a business; yes, sim-racing is, and remains, his passion, but he is also — and more importantly - responsible for the livelihood of his employees ...

So how did it all begin, I ask?

In '97, Andrea tells me, he bought Monaco GP by *ubisoft* and thought, why do I have to race on an office chair? That thought inspired him to create his first 'cockpit' — which, he tells me with a smile, involved nothing more than a racing seat and attached wheel. It was at this time that he met Michele Stelluti (responsible, at the time, for peripherals at DrivingItalia.net, the most important portal for sim racing in Italy {and from this month, *AutoSimSport's Italian Editors — Ed*}), and the two of them created their first cockpit. It was not long after that the thought — why not try and make this a commercial venture — entered his mind.



TURN 2



The PowerPedals will be ARC_Team's entry into the end-user market ... still in final development, these babies should be ready to go in 2006 ...



The F1Driving Project, then, was officially launched in 2003. The initial idea, Andrea explains as we shuffle through the damp towards his office, was to create a cockpit that was designed to simplify construction but that was, at the same time, aesthetically exciting. It also had to come as close to a modern F1 cockpit as possible. Importantly, however, it also had to be able to fit practically any size of person, and it had to come with the possibility of installing diverse peripherals. Finally, it had to come with an in-built sound-system.

Andrea tells me that, thanks to the imagination and technical knowledge of Michele Stelluti, (one of the leading experts in peripherals in the world), and to the constructive know-how of Raimondo Capraro who, with very little, had managed to create cockpits of outstanding quality, Andrea was able, in a very short period of time, to make the F1Driving System the number one seller in Italy ...

It sounds painless ... was it?

Andrea explains that, as ARC_Team began the construc-

tion phase, they immediately realized that the possibility of creating something both unique and outstanding was very much within their reach but, at the same time, as their imagination and ambition grew, so too did the overall cost of production ... and that meant they had to make the practical decision as to who their target-market would be. The average sim-racer, Andrea felt, could not be their primary focus since the cost of the units would not be accessible to enough personal users to justify the business. However, this did not mean that they would abandon the personal sim-racing market. All the same, other avenues had to be found and Andrea's experience in sales and marketing proved a fruitful foundation ...

ARC_Team's mission, Andrea informs me, is to create technologically advanced formats that will satisfy personal, sporting and entertainment segments of simulated racing. The F1 Driving System was built with these key parameters in mind. The system, he tells me, can be used for commercial enterprises that can count on ARC's know-how; equally, it is a system that

can be used for training (both physical and mental) and is currently employed by both racing schools and individual drivers (his client list includes some well-known racers like ex-F1 driver Andrea Montermini). It is also an enticing purchase for individual sim-racers who want to have as real a system as possible in their homes, and, finally, it is an entertainment system used at events like Autoshow, commercial centres, events, etc., either as a traveling road show or as a fixed structure.

ARC_Team began to produce the cockpits to the very highest specifications tied to modern construction techniques, all with one underlying precept — to create the most realistic driving experience as was possible using a static cockpit. Enjoying immediate partnerships with wheel producers and with hardware manufacturers, they realised they were on the right path from the outset.

The possibility of personalizing the cockpits meant that they could create and cater for specific companies and needs, and the ability to connect many of these cockpits together



This is the System that ARC_Team ran for SARA insurance at every round of the Italian GT Championship — the four F1 Driving Systems are connected and the big screens show the 4 simulators racing on LAN — these will also feature at 90% of races for the Italian GT Championship 2006.

meant that commercial enterprises (like the newly opened venues in **Naples** and **Amsterdam**) would offer new markets and opportunities.

Not content only with the hardware, however, they optimized their own software too — a mod exclusively tailored for the F1Driving System, and, with a commercial license from EA Sports, exclusively available to F1Driving cockpit owners only. The mod has been 'molded' with the hardware to create what is an organic whole, in terms of graphics and cockpit/wheel interface ...

Still not content, however, they then took the chance of creating something even more unique; F1Formula. This is a perfect replica of an F1 cockpit from the 2003 F1 season and it is an embodiment of Italian craft and the spirit of 'made in Italy'; completely hand-made, fully customizable and dismountable.

How can we, Andrea asks me as we stand outside his shop with the mist and fog rising damp, make it that a simulation is not considered a game by the un-initiated but, rather, becomes



Point Brivido, the first of a series of locations where it will be possible to experience the sensation of F1 Driving, was opened on the 5th of December in Naples ... Owned by Salvatore Merola, this represents a first example of Italian investment in the development of sim-racing as a sport ...

Inside the 'point' is a small but well realised simulation area with 2 F1 Driving Systems using 56" HDTV monitors ...

— and is recognized — as a system for training that has validity beyond being a simple 'toy' for big-boys — after all, Andrea opens the door, these cockpits are able to run with the PS2 or XBOX — in fact, out of 30 clients in Europe, four of them run the PS2 - but the goal, he insists waving me into ARC_Team's HQ, is to find a way in which sim-racing — and therefore its products — are recognized as more than just toys — they must become more valid, more practical, more useful, in order to increase sim-racing's visibility and marketability ...

That explained, Andrea leads me into his 'ufficina'; I kinda feel like James Garner (when he comes to Italy to try and get a ride at Ferrari), and there, in the office, is the F1Driving System all ready and inviting ... and prepared just for me ... but Andrea has other ideas, and shows me around the small facility, introducing me first of Fabio Magnani - P.R. & Communication Manager, Painting & add-



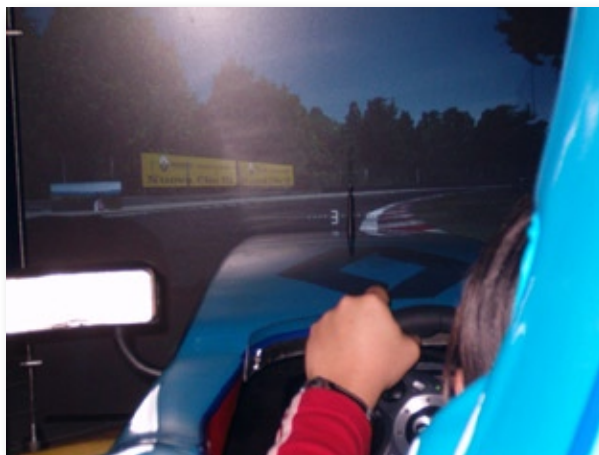
The F1 Driving System is an identical replica of the 2003 F1 Cockpits ...

on, Webmaster, and to Sonia Roma ... and I can't help but notice the third-evolution of the power-pedal on a table near the corner ... the one that will soon be available for the home-user ...

ARC_Team's office is a Spartan and practical affair - one room is dedicated to assembling and maintaining the cockpits (ARC_Team, after every event, bring their cockpits back here to refurbish them from scratch for the next event), another stores some cockpits (four are lined up against the wall like the inside of an F1 garage), while the another room serves as Andrea's office. But the front room is where I want to be — this is where the F1 Driving System is used for presentations and, of course, for lucky fellas like me — free demos!



The Cockpits lined-up and ready to go.



But before that, Andrea wanted to explain a little about what the cockpit actually is — and how it differs from the competition, in terms of design, construction and other relevant details. So let's do the same and take a quick look at the F1 Driving cockpit, which was ARC's first product ...

First off, this is not a toy. Andrea takes his fist and hammers on the cockpit; it is sturdy, to say the least; the 'monocoque' is constructed by a composite and then coated by Gelcoat (same as the seat all spread and waiting for my ass) — the chassis is of zinc and steel and varnished in an oven, while the underside is of MDF.

The F1Driving System is 1.92 long, has a height of only 1.07, is 86 cms wide and weighs about 90 kilos ... but who cares about that!

Andrea clearly does, because he tells me he can sit on the cockpit without damaging it ... and, he continues, it also comes with a 'sim-station', (a P4, for my test, with an ATI X850, 2gigs of RAM), all assembled in-house and installed for each individual customer (in GTR, at full settings, 120fps is average); it also comes with a software mod that has been specially developed for use with the cockpit (a mod built around F1 Challenge [at the moment, but

they are busy assessing both rFactor and netKar Pro for the future] that has had the virtual cockpit removed and only the tyres of the virtual race-car remain visible), and includes physics that have been tuned with input from real world drivers and an F1 team.

The Driving System also includes an integrated audio system that replicates over 60% of the noise of a real F1 car - and, of course, there are other things that will allow customization by the individual client. Logitech wheels have been modified with ARC_Team's own wheels, and the force-feedback has also been optimized.

Andrea invites me to slide in. We start, he tells me, with their in-house mod, and then we'll move on to rFactor and, if I want, GTR.

Getting in is what I call immersion! Stand on the molded anatomic seat, slide down into the cockpit F1 style, and here I am, lying in that classic racing position with wheel before me, and cockpit and seat nice and snug around me ... the cockpit has little buttons that move the seat forward or back, and I shuffle around trying to find the right position with my legs extended outwards and resting on what is perhaps the most impressive component

of what is already an amazing piece of gear — the power pedals.

In front of me is an HDTV 45' monitor screen that fills my vision; and the moment the sim is loaded, I hear the grunt of the engine from the speakers — four of them — two installed in the rear-view mirrors on either side of the cockpit, and the other two just behind my head.

The steering wheel itself is a work of art — it feels right, heavy somehow ...

I touch the accelerator pedal and immediately notice that I actually need to squeeze it with a little force, and the control is quite amazing as I slide out of the garage and onto the pitlane with the clack-clack of the rev limiter deafening in my ears ...

We're at Monza, of course, (where else?), and the accelerator allows a very smooth transition as I slam down the power — but that is nothing compared to what awaits me as I barrel down the front straight accumulating revs, gears, speed and noise ... and I'm talking brain-rattling noise here.

I burst down the front straight towards the first chicane. At the 150M mark, I hit the brakes — and realize the thing isn't slowing down. At all ...

Stand on the brakes, Andrea tells me, laughing.

I do so. I stand on the brakes with much gusto (enough for my pedal system at home to launch me and my chair into my neighbour's apartment) and feel the power. And it is the most amazing experience I have ever felt in a pedal set. Promising over 100kgs of pressure (mine, however, was configured for 55kgs), it takes some getting used to — but a few laps later, I have the car perfectly balanced, and coming into the chicane one more time, and with confidence, I stand on the brakes nice and late and watch as the front tyres lock — modulate just a tad, with absolute precision since the brake pedal feels alive under my foot, and go into the turn with the inside tyre locked and the outside tyre still rolling, a thing of beauty and impossible without the feel of the power brake under your foot.

It really is a fabulous feeling this; it transforms the simulator into something so much more ... organic, so real ... the power and feel of the brake means that any lock-ups are controllable, and the accelerator's 'weight' gives me the ability to drive out of the turns without the crazed power-slides from static, weightless pedals. The actual ability to have a counter-force to the force one applies to the brakes and pedals really is a stunning thing; it is, when you think of it, quite an obvious advance, and the moment I first felt them, I knew I would never be happy until I got a set for myself ... they really were all that. Kinda like the first time you feel a good force-feedback ... who would ever think of going back?

What makes the pedals even better is their feel; now, maybe it is just me, but the impression they gave me is that they were not the same weight all the way down — they kind of got heavier the further they are pushed, and they are, of course, totally alterable — from the long brake of road-cars to the abrupt and short ones found on open-wheelers. This is the one I tested, and I am a convert ...

At the moment, however, these pedals are exclusively for use with the F1 Driving System. But for those of us who don't have the money to buy the cockpit (retailing, for the whole shebang, including sound system, sim-station, wheel, power-pedals,

software, hdtv screen, for just under 13,000 Euro (or about 15,000 US\$) — and for those of us living in Manhattan who don't have enough space for a bed, let alone one of these chassis (two metres is bigger than my bloody kitchen!) - good news is very much on the way. The home-user version, which will be covered in January's AutoSimSport, promises to be very similar in terms of feel and precision ... but Andrea has asked me not to go in-depth yet, as they are still finalizing their final evolution ...

So in the meantime, let's move on — to rFactor.

That proves a bit of a disappointment. Not the sound ... God no, that sound from the F1s ... that is just — indescribable in this cockpit — amazing, truly, and somehow hypnotising and immersive — and ... well yes, but ... rFactor has yet to be re-designed by ARC, and is therefore out-of-the-box and still features the virtual cockpit ... as such, it lacks that immersive feel of the F1 Challenge mod where you actually feel as if you are onboard — all the same, with the sound right up there, and the bouncing and physics, rFactor proves to be a totally disorientating experience — and my legs, too, my left one especially, is getting tired as I do some laps at Suzuka; one thing is for sure though — the feel and control I find with the pedals is at a level I have never experienced before ... and trail-braking becomes something ... intuitive ...

... as for GTR, well — compared to the in-house mod and rFactor, it really does show its age, and the fact that I am in an F1 cockpit — and the big-ass screen shows me inside a closed-top — makes the experience all wrong. In any event, I must agree with Jon, who said, on its release, that GTR was the last of its generation — compared to rFactor, on this cockpit, at least, it feels slow and old and tired ... so back to the in-house mod ... because that is just too much fun!

Andrea, as I come out of the Parabolica in a rather mean slide (nice and controlled, the pedal's weight enabling me to modulate the throttle with total precision), tells me that this is four year old technology and is soon to be replaced.

By what, I shout?

Andrea has not yet decided; the candidates, he tells me,

are rFactor and netKar Pro. NetKar Pro, however, they have yet to see, but in the case of rFactor, it would be modded, he informs me, just like the mod I have now clipping through the chicane with a blip of the throttle and a tiny bit of brake, so that all you get are the tyres on screen ... and there are, he adds (then tells me not to speak of it all, so I won't!), plans to create an in-house steering wheel that will have telemetry linked to AIM (an Italian company that does the same as MOTEC and will be featured with netKar Pro) and other (top-secret) peripherals (which sound bloody amazing actually!).

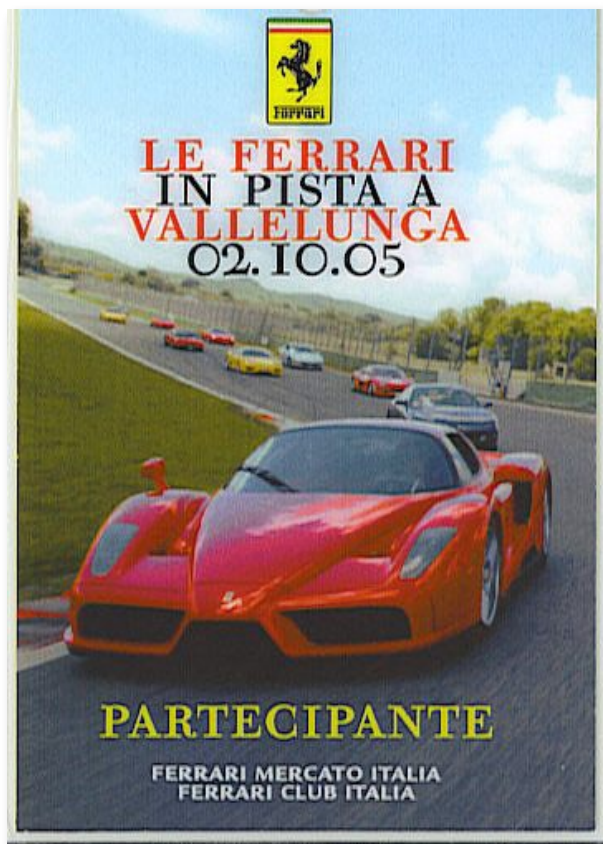
But all of that are stylistic exercises; right now, ARC_Team's focus is on the power-pedals ...

Test over, we sit in Andrea's office for a bit of lunch and some well-deserved espresso. (I am feeling the jet-lag now, got in the day before on the red-eye flying animal-class on Virgin without sleep, and landed up spending most of the next night talking to an American friend living and studying in Milan).

The mental and physical training of the driver, Andrea tells me, is one of the main uses to which the system is tailored. I tell him I had the good fortune of testing Force Dynamics' simulator in February — and ask him to compare the two.

Andrea says that the F1 Driving cockpit is used to amplify the concentration of the driver in the cockpit, which is virtually that which is used in real world racing — the cockpit is static, not dynamic like the Force Dynamics, which means that the driver must get used to feeling the car with his eyes and hands, as opposed to the seat of the pants; also, because the simulators are reduced to 90 degree visibility — as opposed to 180 in the real world — the concentration of the driver needs to be even higher ... but at the same time, everything the driver uses in the real world is accurately simulated — from his seating position, to the power of the pedals, to the actual wheels and the forces that come through the wheel, and the sound (which, believe me, at 60%, is massively disorientating); many of the drivers who have tested (and helped develop) the system have lauded its use as a training extension.

Which drivers I ask?



Andrea Montermini, ex F1, Laurent Redon, Tony Vilander, GP2 and F3000, Alessandro Pierguidi, GT Italia, Enea Casoni, Prototypes and FIA GT, and who has one of ARC's cockpits at home and trains on it three hours a day, Massimo Mantovani, Ferrari Challenge and Cesare Manfredini, ex F3 e F3000 ...

I ask Andrea to tell me a little more about the mod and how they go about integrating the software with the Driving System.

To begin with, he says, they have no virtual cockpit in the mod because what the driver needs, in terms of immersion and

realism, are just the tyres and wheels - the driver is therefore only watching the track (on the mod, the RPM is displayed on screen F1 style) and that is the first thing that they do for a mod. To integrate a display in their steering wheels using AIM exists, and they are working on this ... but at the moment, Andrea tells me again, their focus remains on developing the power pedals, after which they will look at the wheel more precisely.

As for the present mod that comes with the Driving System, they have the commercial rights to do this through

EA Sports using F1 Challenge 99-02 — it was a deal that took Andrea a year to finalise, and it an exclusive deal (details of which he won't discuss). The cost, he informs me, is paid for by the cockpit itself, and it is the reason why the mod will never see any public distribution ...

The mod itself, I tell Andrea, is actually quite superb — it is by far the best experience I have ever had with F1 Challenge (a sim I never really did get along with anyway) ... but ... and with F1C there is always a but ...

But yes, Andrea interrupts me, there are problems with it - the moment they go online, they experience the usual problems ... with rFactor, he adds, they have no problems online.



F1Driving System at special Ferrari-Owners Day - A training session for all drivers, in order to learn lines and review the track before doing it for real.

He adds that, should they decided to go the rFactor route, they would use real world stats from a real world F1 team to create a mod exclusively for their customers.

Which team?

Andrea gives me a mystical smile and refuses to say. But he does explain that the mod currently deployed in the Driving System makes use of these real-world numbers, and that explains why it feels so different to any mod for F1C.

But how did he secure these numbers?

Simple, he tells me - he phoned the team and got himself an invite to one of their test days. He and his software engineer talked to the F1 engineers, and, while they told ARC_Team a lot,



ARC_Team have run events for Red Bull too ... as well as Renault ...

some things, of course, they kept to themselves — however, with what they learnt, ARC were able to go back to F1C and, in comparing stats, realised that the two did not match up in countless ways (slow speed grip being one example) ... from there, it was a matter of refining F1C with real-world numbers in order to optimize the physics and also the graphics to integrate it with the cockpit.

This, he adds, is precisely what they will do with either netKar or rFactor ... rFactor, Andrea explains, allows them to have an F1 or F3 and, also, road cars ... while netKar remains a mystery (at this stage, ARC_Team have not had access to the final netKar release).

Road cars, he tells me, are important because, like the event he put on for Ferrari, the ability to make mods that will fit-in with customer-events like the Ferrari-owners weekend, are crucial for the business — in other words, Ferrari will offer them the stats and data for the cars, and they will replicate it in the simulator for training purposes for the drivers before they actually go out on track for real ... Ferrari, he adds, find these simulators useful, not only for training purposes, but for marketing as well ...

And this type of thinking, of course, is what makes ARC_Team so successful; their ability to find innovative ways of integrating their Driving System — and simulated racing itself — into real-world markets is certainly the way forward for sim-racing.

Only by sim-racing's natural evolution into a sport can we see the growth that will guarantee its future, both commercial and professional ... a simple glance at the numbers makes this point simple to understand; of the one billion motor-racing enthusiasts on earth, sim-racing currently has, at best, 60,000. That leaves almost one billion possible clients out in the cold; and the question of how to involve them is clearly one that is not being adequately addressed by today's sim-racing climate. In this genre's second decade, what is clear is that numbers are decreasing, not increasing, and with the release of the new generation of consoles, the hardcore sim-racer market will be decimated to an even greater extent.

And people like Andrea and companies like ARC_Team are crucial if sim-racing is to progress. We need, Andrea tells me, to make sim-racing into a sporting event. Because, he explains, as long as we remain nothing but a passionate pass-time, we can get — he pauses to find an explanation — “look at Italy,” he tells me, “we have 50 million people here and we have what — 15,000 sim-racers, maximum. Look at the online races,” he says — “you see always the same people — many of whom have been there for a decade and more. We are not growing ...”

ARC_Team, and Andrea, however, are not just about words and ideas; they have physically broken frontiers.

This year, ARC_Team ran the entire season of the Italian GT Championship with 4 simulators ... ARC_Team would get to the event on the Friday, when the drivers would train on the mod; then, on the Saturday and Sunday, the simulators would be open for the public.

For free?

Sure, says Andrea, free because the Italian Insurance company — SARA — who are sponsors of the Italian GT Championship — paid for their simulators and for ARC_Team's presence as part of the weekend's entertainment.

This, he explains, has been ARC_Team's core business for the last few years; running these events, for FIAT, for Ferrari, for Renault, for SARA ... but, he adds, from 2006, they want to change and start to go into the other side of the market — which is the end user, the sim-racing market — and for this, they will find themselves in competition, for instance, with high-end manufacturers like BRD ...

Enter the Power Pedals ...

But does Andrea see the market as remaining PC?

Doesn't matter, he says. Personally, he believes in the PC but — if the market goes console, they have the interface to adapt to that transition.

And speaking of which — it's time for me to get the 3pm train back to Milan. We head out into the purple murk of a typical winter's day in the Italian flatlands and I ask Andrea where he sees sim-racing going in the future.

Andrea is not sure but he is sure as to what he would like to see. He wants to see sim-racing develop into a sport — and move beyond its traditional place as ‘entertainment’. This is the business, he says, and the only way to increase the business is to increase the visibility of sim racing — and the logical way of achieving this is to make it a sport.

And are we anywhere close?

“We're years away from where we want to be,” Andrea says. “We need to get sponsors involved, and the media as well ...” while broadcasting he sees as key.

So does he have any ideas?

As always, Andrea has more than ideas — he has solutions. And plans. His plan — which he will be pitching to the Automobile Club Italia in the last week of December in Rome — is to set up what he refers to as ‘driving points’ — 4, probably more, physical centres around Italy, where there will be 4 — maybe 8 — of their Driving Systems set-up for both driving instruction/ sporting competition and entertainment ... which he sees as being completely separate entities.

Those who want to use the simulators and take part in the sporting events would have to register in a federation, pay



This F1Driving System is located inside the mobile motorhome used by ACI (Italian Automobile Club) for demonstrating safety and driving techniques ... "ACI will be our most important partner if sim-racing is to have any chance at succeeding as a sport ...", Andrea Rossetti

their dues, and then they could enter online championships — against others in other 'points' around Italy. These sporting events would only be open to racers in these 'points' or centres using identical structures ... and from there, Andrea says, "we see if there develop sponsorship opportunities" ...

For this to happen, however, Andrea feels that the software side would need to be able to give him what he needs - and he doesn't care if it ISI or netKar or Simbin or whatever ... what is important is that ARC can enter into a fruitful partnership with one of these commercial developers that invest in a way that they can create something that will meet ARC_Team's needs — to see whether this can work in Italy, what the commercial ramifications are, etc.

He explains that companies like SARA are investing multi-million dollars into championships like the Italian GT series — and for what? Spectators, for instance, hardly turn up at these

races. And people do not enjoy these races as protagonists, they watch them from a distance — they do not have the possibility of interacting, they are passive participants, but, he adds, "if I can put a person in a situation where he can simulate and immerse himself in something like this — what then? What we will do is we will give all the consultation and the products - the money will be made by ACI because ACI will invest to create this — we want to be the world distributors for this."

So next week, he repeats, he will go talk to ACI. ARC_Team already enjoy a relationship of sorts with ACI — ACI have one of ARC's F1 Driving Systems that they have mounted in a motorhome and that is driven around Italy offering Driver's Safety tips, etc. So Andrea's plan is two-fold — the first is to create these 'points' for racing, and the other is to have these simulators introduced at driving schools around Italy where new drivers can be trained in a far more interactive way before going out on the road (an idea, I imagine, that my driving instructor would have been very happy about!).

ARC_Team have, from the very onset, understood that partnerships are crucial to their business ... Drivingitalia.net, for instance, were there from day one, Andrea tells me, and they helped ARC achieve some visibility in the sim-racing market. Equally, if this plan with ACI is to take off, it would depend on a partnership because, "we need to find people who believe, and are able to pay — because right now we are in a lull — we need to increase the market, and that means making it into a sport, which means broadcasting, which means more visibility, which means more market — people who watch these races can become involved — because also, on top of this, we can have interaction with other racers in these points, as opposed to the blind way we do it at the moment — as it is, we have reached the limit of the sim racing market, and the only way forward is to create something like this, where sim-racers can compete against one another using identical software and hardware, and are able to tell each other to go to hell in real time — that will increase the interest from a viewers point of view and, also,



Fabio (left), Andrea and Sonia ... with F1 Driving System behind them and screen showing the soon-to-come Power Pedals ...

because anyone is able to compete (not like real racing where, for instance, a season of kart racing, in Italy, will cost you probably 30, 40,000 Euro — that is, if you want to stand any chance of being competitive) it will make it far more appealing to the average racing enthusiast."

With that, my train arrives and we agree that AutoSimSport will feature a nice spread on the Power Pedals for January's edition to coincide with what Andrea hopes will be their general release. I leave Andrea in the fog for Milan, looking forward to a bottle of Barolo shared with a good friend, to cure the jet-lag and the melancholy ...

Putting your Head in the Sim

Lou Magyar puts his Big-Head to some use by testing the new TrackIR 4:Pro ... and finds it an indispensable piece of gear for the sim-gearhead ...

3
TURN

As racing sims get more and more realistic in their presentation, immersion factor can often be the make-or-break difference. Sim developers look for ways to increase the immersion factor their sim presents to the user. Advancements from things like a working clutch and shifter model to simulated head movement induced by steering wheel input all represent greater immersion for the sim racer. Many third party software applications have been developed for sim titles over the years in an effort to create a visual effect of head motion. While using mouse movements or wheel input to control visual YAW — a turn to the left or right — it is fairly easy to become disoriented if corrective wheel input is needed, as the field of vision can potentially change when you need it to do so the least.

Enter Natural Point. In 1997, **Natural Point, Inc.** set out to develop a high quality image tracking system, used to add head movement to most any simulator that has a first person point of view. The Infrared technology that TrackIR 4:Pro utilizes was developed by the military for weapons targeting systems. Advancements in these technologies have allowed an introduction these technologies to the public sector. The newly available TrackIR 4:Pro comes fully enabled with 6DOF — six degrees of freedom — for total visual control of the players' PointOfView.

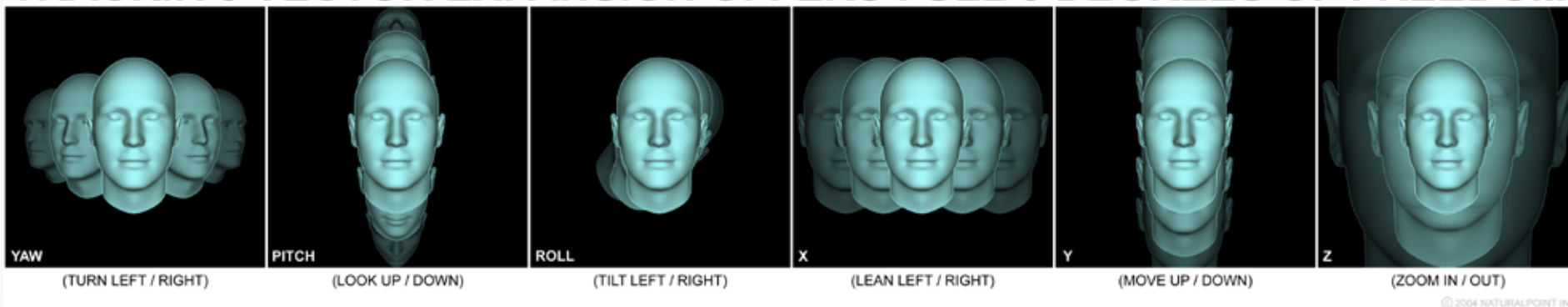
The shiny new, high-tech looking TrackIR 4:Pro arrived in a small white box last week, and in it was a TrackIR 4:Pro unit, a CD with Quick Start Guide, a TrackIR 4:Pro ball cap and a shiny 3-point hat clip. The TrackIR 4:Pro from Natural Point is a compact unit that sits atop your monitor or somewhere close to that. In



my case, it is sitting atop the shelf that is just above my monitor. The new feet are remarkably versatile. It's a nice 3-way design that will mount in just about any position on any surface. A very well thought out unit right out of the box. I played with it a bit, twisting, opening, and positioning the legs and camera head until I was happy with where it was located and how it was oriented. I have a fairly large monitor (20" CRT) so the unit sits up high. The USB connection 'might' reach to where my CPU is located — under my desk — but I had a USB extension cable around so I'm using that to provide a bit of slack.

Installation was simple. The CD that came with the unit had an easy to follow quick start guide ... and that's really all

TRACKIR 3 VECTOR EXPANSION OFFERS FULL 6 DEGREES OF FREEDOM



you need. I put the CD into the drive and installed the software, then plugged in the TrackIR 4:Pro unit and I was up and running. A bit of fiddling with the control panel was in order.

I started exploring in the "MAIN" tab, in which you are presented with some default shortcut key functions, the status of the unit and some device information. The TrackIR 4:Pro integrates the TrackIR 4:Pro 3DOF with the available Vector Expansion to create a full 6DOF unit right off the shelf. The 'Main' panel tells you that the vector expansion is also running. Although, for the TIR4, 'expansion' is a bit of a misnomer, as it is included as standard equipment.

Next to explore is the "Profiles" tab. This is where you see all the great sims and games that TIR4 supports. You can check out the profiles for various sim titles, and there are many, and select the profiles of your choosing to be in your 'favorites'. The list of sims and games that utilize TIR technology is amazing. This product will quickly become the benchmark to which all other FOV tracking units will be compared. I selected a few of the racing sim titles and added them to my favorites. You can double click on each profile to bring up a sim-specific configuration screen or click the 'edit' button to work with the 'genre' configuration on a global scale. When you do, you are presented with information showing what version of the sim is required to

run TIR4 and which axis are supported by the sim, along with a check box to add this profile to your favorite list. It is all straightforward and simple to understand.

Next is a NEWS tab. Natural Point provides nearly-live news and software update information on this tab. You can choose to let the TrackIR 4:Pro software inform you there is new news available or check it when you feel the need. The news will tell you when Natural Point has released an update for the software, allowing you to keep the most up-to-date software possible.

Ok, so we've looked at the obvious tabs that are presented, what about the menu bar!? It's up there looking at you with is 5 choices. The menu selection possibilities are sleek and very intuitive. The only choice in the "File" menu is "Exit"... simple enough. "View" provides you with options for "Tracking", "Heads", and "Gauges". All three are fairly self explanatory. Tracking shows you what the TIR unit sees. I had an issue with a bit of sun shining through a window behind me, the TIR tracking feature showed it quite clearly. The problem wasn't so much the sun, but the fact that it was WARM (remember the IR part of TrackIR 4:Pro means Infra-Red... HEAT). My wife discovered that if she moved the temporary curtain I had put up across the doorway, she could make my virtual head spin. Oh sure, it was fun for a while, but about the 5th time I went to turn in at a corner, and my FOV went

absolutely bonkers, it had lost the humor for me... she on the other hand was giggling and snickering the entire time. She just doesn't understand what sim racing does to a guy. It's not like needlepoint or scrap-booking, that much is certain!

The Tracking monitor provides you with a setup screen. Here you can tell the TIR unit which orientation it is looking for, how sensitive it should be to light (which is how I stopped the silliness that my wife was propagating) and what form of tracking to look for from the user. It is possible to place little reflective dots on your forehead for the TIR unit to track. I am thankful that Natural Point included a hat and a hat clip in the unit they sent me. It is almost certain that the guffaws from my spouse would still be happening had I put a silver reflective dot on my forehead and gone racing. Two important keys to remember (by default) are F9 and F12. F9 enables the TIR tracking and F12 will center the unit. Both of these can be seen in action on the "HEADS" control panel, and are clearly shown on the information bar along the bottom of the TIR configuration screen.

By default, the unit is set up to work quite well for most users. I had little to no trouble getting it to run in the first sim I tried it in. I am a fan of ISI's latest title rFactor. Since rFactor is enabled for 3DOF (TrackIR 4:Pro configuration, without the Vector Expansion), and it is the sim I find myself driving more and

more, I started the TrackIR 4:Pro software and the rFactor software. About the only configuration that I needed to make was a button to toggle the hardware plug-ins. That was it. I got in the car and was immediately looking through the turns. It might not sound like much, but the ability to actually *look* where you want the car to go is a big plus. In the real world, one does it almost instinctively. With sim racing, for me at least, the tendency is to look too close to the front of the car. This always causes turn in and apex problems. The ability to look into the turn, and put the front of the car where you want it, not only creates a more drivable car, but an increased feeling of immersion. My lap-times dropped by 2 seconds a lap almost immediately because I was looking *where* I wanted to go.

Ok, so I've rambled a bit ... there are three other options in the menus. Options, Tools, and Help. I won't get too excited telling you about them, because I think they speak for themselves.

I tested the TrackIR 4:Pro unit with several racing sim titles. Among them, rFactor, GTR, GTL, three of the most current, popular sims available to consumers today. Right out of the box, all three were simple to get up and running with the TrackIR 4:Pro. Because all three of these titles come pre-configured to work with the TrackIR 4:Pro, setup couldn't have been easier. The TrackIR 4:Pro pumps out a whopping 120 Frames per second. Movement in-game is as close to real time as it gets. I did not experience any slowdown in game performance at all while running TrackIR 4:Pro.

While setup was as painless as watching the Victoria's Secret Christmas Fashion Show, getting used to using TrackIR 4:Pro took a bit of time. The first tendency I noticed was that I was looking into the corner, but not turning. I think this is a throw-back from when wheel input actually changed the FOV to look into the corner. Once I got past that, the cars were a pleasure to drive. It is a sweet thing to be able to make a quick check of the mirrors while flying down the straights, or look into a corner and actually *see* the apex before you get there — both are impossible with a fixed FOV.

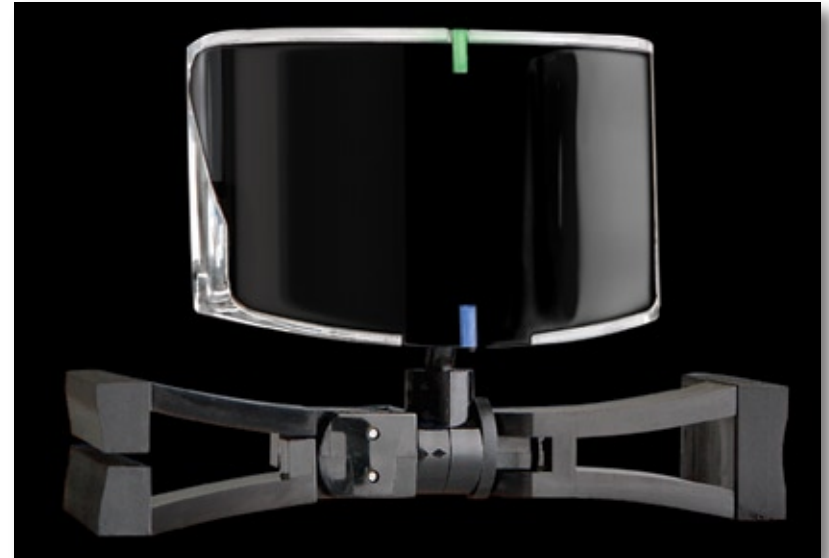
The Natural Point TrackIR 4:Pro4 unit is well conceived, well engineered, and well supported. Natural Point has a user forum that is open to the public, where TIR owners can share profiles, or ask questions. Setup is as simple as installing the software and plugging the hardware into the USB port. Racing with the TrackIR 4:Pro is a blast. This little piece of hardware is a must-have accessory for the top of any monitor. You will feel more connected with the car, and get in the 'zone' with this baby. The whole thing as shipped costs \$179.95, not including the stylish TrackIR 4:Pro "TrackHat" to carry the hat clip. Any ball cap can be used, but the TrackHat makes a stylish addition to any collection. I strongly recommend that you take Natural Point up on their 30-day money back guarantee offer. If you don't fall in love with this slick piece of hardware and decide to keep it, either you are dead from the neck up and thus have no head movement, or are truly dissatisfied with life in general. The true sim racing fanatic will definitely want to add the TrackIR 4:Pro unit to their collection of hardware accessories.

Pros:

- Easy to install
- Easy to setup
- Many popular titles already compatible
- Increased immersion
- Lower lap times
- Easy updates

Cons:

- Hard to stop racing
- Your wife will giggle
- It sits there, even when you aren't using it, blinking at you, calling you to use it.



Overall, the TrackIR 4:Pro unit is a super hardware add-on. About the only thing I could find that I would like to see different is about 2 feet more cord on the USB cable connection. That aside, the piece is flawless, simple, and great fun.

Test system specs:

- M7NCD running nVidia nForce2 400 Chipset
- AGP ATI Radeon 9600Pro-128 Video Card
- PCI Sound Blaster Audigy
- 512 Meg PC2700 DDR Ram
- 160Gig Seagate HDD
- Logitech Momo Formula Force wheel
- 20" Sun Microsystems CRT
- WinXP-Pro
- DirectX9.0C

Racing League Data Management

Christoph Schirmer examines the work-load endured by League Managers and Admins ... and assesses the options (from FILSCA's own FMI to ISI's RaceCast) that lie behind their core activity — that of managing data ...

TURN 4

League administration has become a management job in the true sense of the word. It starts with recruiting drivers and teams, teaming up with others to share the work, maintaining forums and web sites, organizing servers, keeping all partners informed. It includes to secure sponsorships. And it does not end post-race - there is still replay scrutiny, creating screenshots, and writing race reports.

Among those tasks, data management is a core activity. While results and standings are the minimum, drivers, teams, the audience and sponsors can demand more services such as detailed statistics. Few still do this manually, or with spreadsheet files. Many leagues have their own database-driven applications, or use some tools, as the RBR online utility for *Richard Burns Rally*, or the HTML page output from *Grand Prix Legends* and *NASCAR Replay Analyzers*, or other tools.

If you take into account that many leagues run series in more than one simulation, then you get the picture: data is spread out over the internet. For each series, you have a different system, and as data from old seasons is often lost, it becomes impossible to keep a league history. Not only this, but many teams and drivers race in more than one league or more than one team, and their career is lost in the googled nirvana of millions of links, most of them invalid after some time. It seems a bit odd that so many people engage in reinventing the wheel for themselves. After all, data management is stupid and tedious

work, it is as average, self-fulfilling, and entertaining as peeing – but other than the latter, there is no need for everyone to do it one self at hidden places. One can team up and work together.

This is precisely what the programmers from Simracing.NL and Christoph Schirmer from Masters of GP Leagues in 2001 did, to create a comprehensive management system which supports leagues and teams in all their daily activities – the so-called FMI (FILSCA Management Interface). While that system is the back-end (see below), it gets its seducing unique power from the template system for the output of data, the FMO (FILSCA Management Output). Recently, some other league systems have been developed which – as opposed to the FILSCA system – are limited in the number of simulations covered. Nonetheless, this article also takes a look at those.

For those wary that the FMI is open only for member leagues of FILSCA, it may be added here that from 2006, the system will be open also for non-members. Comprehensive information about the policy shift will be provided, and maybe you can read more even in the next AutoSimSport.

The FMO

So what is the FMO? Basically, it is a huge collection of live data output templates – as of yet, more than sixty – for basic, and advanced displays. Created in 2001, it features a wide range of data output that covers everything from results and standings

Comet Series Simracing

Welcome to Comet Racing Series -

News | Teams | Regulations | Races | Standings | Forum | Calendar | FAQ | GTR News Archive |

FILSCA Fédération Internationale des Ligues des Simulateurs de Courses Automobiles

Comet GTR Series, Season R Active drivers

Driver	NAT No.	Team	Results
Henning Andresen		The Last Team (15/8/05 - 31/12/10)	Results
Peter Ege Antonsen		Dynamic Motorsports Comet GTR (15/8/05 - 31/12/05)	Results
Robin Bergh		Absolut Red Bull (1/11/05 - 31/12/08)	Results
Ketil Bergström		CNL Lickety-Split Racing (1/1/05 - 31/12/30)	Results
Dag Dalhaug		The Last Team (15/3/05 - 31/12/30)	Results
Dom Duhan			Results
David Edvardsson		Team Pegasus Comet Racing (15/8/05 - 31/12/05)	Results
Roland Ehnström		Virtual-Games (5/8/05 - 31/12/05)	Results
Kenneth Emanuelsson		Team Nordic Racing (5/9/05 - 31/12/05)	Results
Michael V. Enness		Turtle Racing (15/8/05 - 31/12/05)	Results
Tomek G Fisdaron			Results
Max Ganholt		Get Ready Simracing (15/3/05 - 31/12/30)	Results
Per Gassne		Team Nordic Racing (15/6/05 - 31/12/05)	Results
Luthijn Geerdink		Get Ready Simracing (5/8/05 - 31/12/05)	Results

Virtual Online Racers

Virtual Online Racers GTP Season 1 Driver standings

Pos.	Driver	Total	GP	DAYC	ROAD	MILANO	ÖRNG	HOCK	BING	SUNSK	RATTLE	SUZUK	Races	Wins	Top5	Top10
1	Michael Taylor	239	100	21	25	26	24	22	23	23	22	22	8	1	8	8
2	Kristen Ekenvedsen	218	175	21	24	22	23	24	23	23	22	22	7	1	7	7
3	David Dalhaug	186	120	19	20	22	20	20	20	20	20	20	6	1	6	6
4	Benjamin R. Rasmussen	175	120	21	25	20	22	20	20	20	20	20	6	1	6	6
5	Paul Hammond	173	100	19	23	20	22	20	20	20	20	20	6	1	6	6
6	Rene Ekenvedsen	168	140	25	20	20	20	20	20	20	20	20	6	1	6	6
7	Larry Johnson	156	120	21	21	21	21	21	21	21	21	21	6	1	6	6
8	Mike Smith	157	120	0	20	22	20	20	20	20	20	20	6	1	6	6
9	Ben Rasmussen	154	120	15	20	0	14	21	17	20	16	16	6	1	6	6
10	Blair Williams	127	100	19	27	24	22	19	20	19	19	19	7	1	7	7
11	Kennan Lewis	114	110	0	0	20	20	20	20	20	20	20	7	1	7	7
12	John Francis	108	120	17	7	0	0	10	19	13	20	20	6	1	6	6
13	Chris Grogan	100	120	20	0	0	0	0	10	10	10	10	7	1	7	7
14	Benjamin Rasmussen	96	100	100%	0	0	0	0	0	0	0	0	6	1	6	6
15	Eric Schumann	98	100	0	0	0	0	0	0	0	0	0	6	1	6	6
16	Chris	54	170	0	20	24	0	0	0	0	0	0	1	1	1	1
17	Richard Hall	32	100	21	20	20	0	0	0	0	0	0	6	1	6	6
18	Scott O'Brien	48	100	10	0	23	0	0	0	0	0	0	1	1	1	1
19	Michael Hammond	18	100	0	0	0	0	0	0	0	0	0	6	1	6	6
20	Joe O'Brien	62	100	0	0	0	0	0	0	0	0	0	6	1	6	6
21	Greg Henth	62	100	10	0	0	0	0	0	0	0	0	6	1	6	6
22	John Smith	18	100	10	0	0	0	0	0	0	0	0	6	1	6	6
23	Larry G. Ford	38	100	0	0	0	0	0	0	0	0	0	6	1	6	6
24	Steve R. Grogan	21	100	0	0	0	0	0	0	0	0	0	6	1	6	6
25	Jacques Richard	37	100	10	0	0	0	0	0	0	0	0	6	1	6	6
26	Charles R. Grogan	16	100	0	0	0	0	0	0	0	0	0	6	1	6	6
27	Chris Henth	18	100	10	0	0	0	0	0	0	0	0	6	1	6	6
28	Richard Hall	32	100	0	0	0	0	0	0	0	0	0	6	1	6	6
29	Benjamin Rasmussen	96	100	0	0	0	0	0	0	0	0	0	6	1	6	6
30	Scott O'Brien	48	100	0	0	0	0	0	0	0	0	0	6	1	6	6

for drivers, teams, manufacturers, nations, to race calendars and snippets from last race reports and legions of detailed statistics (wins, podiums, pole positions, lead miles/km, lead laps, penalties, and many more), and also historical views – there is no need for a team to keep its own files to trace the career of its drivers, one line of code is enough to have it on the team web site. Even menu systems that can be used from the league or team websites to automate the web site are provided, so that everything is kept updated without further ado. In short, the FMO templates enable a league, race team, driver, sponsor, or other affiliate of an active online racing member to create a stylish presentation of their activities. You read right: this is not only for leagues, but for anyone active in online racing championships.

Thanks to CSS (cascading style sheets) technology, FMO reports can take on the design and style of any other webpage and be seamlessly integrated into existing web sites. By simply changing some parameters in the template .css files, and including them into the webpage, anyone can create a unique style that suits the appearance of his/her web site. The screenshots all use the same templates, but you can see fairly well that all look different.

Moreover, the templates can be included anywhere at the web site. Results can be mixed with news, and the site navigation can be tied into the default web pages. The FMO also works together with the popular portal or content management systems.

While the default programming language of the FMO templates is PHP, and PHP is the standard code to include them into existing web pages, any other coding language (e.g. iframes, javascript) does the job as well.

The FMO templates are not only easy to use, they also allow for an unlimited flexibility. The details to be shown can be specified; depending on the environment, templates are adjusted even automatically (if, for instance, there are no teams, then there is no need to show an empty teams column, right? And so there won't be). While there are default views, the variations in data presentation in the different race series are dealt with as well. For instance, while NASCAR standings usually show the number of wins, top5 and top10 places in standings,



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VOR GTP S1

Sunsky 2-4hr -

Round 9

RattleSnake Point

Round 8

Sunsky

International -

Round 7

Time - Round 6

Hockenheim (v2)

Round 5

Osterreichring -

Round 4

PRACTICE -

Osterreichring

Circuito di Milano -

Round 3

Road Race

International -

Round 2

Daytona RE 2-4hr -

Round 1

GTP Preseason

Testing at Sunsky

Intl.

GTP Preseason

Testing at Milano

GTP Fan Race at

Watkins Glen

Virtual Online Racers GTP Season 1

Driver standings

Pos.	Driver	Total	Gap	Races	Wins	Top5	Top10
1	Michael Tyler	233	-	9	3	8	8
2	Kevin T Cinnamon	118	15	8	4	7	7
3	Chuck Penfield	286	47	9	0	6	7
4	Dwayne R Jans	175	58	8	0	4	6
5	Paul Harwood	173	60	9	1	3	7
6	Tom Cinnamon	169	64	8	0	2	6
7	Gary Johnson	154	79	7	0	5	7
8	Mike Smart	137	96	9	0	2	4
9	Jim Best	134	99	8	0	1	5
10	Dale Ballweg	127	106	7	1	1	5
11	Kennan Gils	114	119	7	0	1	3
12	John Prince	108	125	8	0	0	4
13	Dan Spangler	103	130	7	0	0	2
14	Don D Fleming	86	147	6	0	1	4
15	Eric Schaeppach	70	163	6	0	0	2
16	Dan L Ferguson	54	179	3	0	1	2
17	Richard Mutt	52	181	4	0	1	1
18	Bert Owens	48	185	3	0	0	2
	Milton MCCarty	48	185	4	0	0	2
20	Joe Owens	47	186	6	0	0	1
21	Greg Munch	42	191	4	0	0	0
22	James P Spyrychala	36	197	5	0	0	0
23	Larry G Ford	30	203	1	0	1	1
24	Steve R Causley	21	212	1	0	1	1
25	Jacques Richard	17	216	2	0	0	0
26	Charles E Tromba	16	217	2	0	0	0
27	Craig Hunter	14	219	1	0	0	0
28	Richard Yalland	8	225	1	0	0	0
29	Tom Dilibero	7	226	1	0	0	0
30	John Neil Sheehan	4	229	3	0	0	0
31	Frosty Stclair	0	233	1	0	0	0
	Robert B Harrison	0	233	1	0	0	0

Other Series

[Grand Prix Legends](#)

GPL 1985

GPL85-88-Sched

GPL Classic

GPL S9

GPL TS

GRLTS-5

Other Section

1 • 2 • 3

- The amount of action and the intensity of the racing at Sunsky International Raceway was one for the record books.
- Steven King runs away at Schottenring.
- Steven King runs away at Schottenring.
- The VOR Sports Car Group creates a unique new series with both Trans Am and GTP races
- VOR Members help shape Road America
- The VOR Sports Car Group likes GTR but...
- Ford drives the best race of his career on his way to victory at Cleveland!
- TA racers meet at Karjala and drop the hammer towards final victory
- Horn captures Solitude Di race
- VOR Trans Am series adopts new Race Start procedures.

- Drivers
- Schedule
- Driver Standings
- Team Standings
- Manufacturer Standings
- Court Cases & Penalties

the open wheel series do not care about those. So those stats are added for *NASCAR* season standings, but not for *GPL*. Also, the templates are always the same for each simulation so that a league has to deal with only a few templates. The system is multi-lingual, headings can be provided in different languages (and if a league has its own dictionary and wants to call the results table, it can also do that). And the templates do not only work for all simulations, they can also be applied to different entities within a league or a team. You want to show a winner statistic for one season – sure. Next, you may want to show winners in your *N2K3* series over the last year, and your *GPL* winners of all

[illegible]

time (or devided by mods) – no problem. And your hall of fame shows all winners in all series. For all those you only need to change a parameter for one and the same template.

Many of the templates can be seen on different league sites, e.g., **VOR**, **LFNSC**, **COMET**. But of course, most of them are in use at the FILSCA web site. There, one can also see many statistics for all leagues, by drivers, teams, tracks, cars. The FILSCA web site also shows the seamless integration of the FMO templates into a professional Content Management System. And it also shows the automated links system between all templates.

One of the most appreciated output is the driver career statistics page (sample: [Roland Ehnlström](#)). The careers statistics provide details over all racing activities of a driver. Further links provide track times, and race by race data (which can be filtered in many ways). Some driver's data go back as far as early 2000, and include [several hundred races](#). At the drivers page, all drivers can be searched for by name, country, or first letter of the last name or the driver nick. The names in results and standings are linked to the stats. For the currently over 2,200 drivers, it is possible to simply add a link in the forums or email signature to allow their community fellows and friends to trace the sim racing

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GTN Drivers
GTNDC
GTNDC COMET R

GTNDC - GTN Drivers Club GTR
Since 12 May 2005

Activities
» GTNDC • MoGTR 2005
» GTNDC COMET R • Season R

This Section

Championships
Masters of Grand Prix League Racing: Masters of GTR 2005
Comet Racing Series: Comet GTR Series, Season R

Staff
Owner Darin Boyd (Since 12 May 2005) Mail

Distribution of Positions

Pos.	1	2	3	4	5	6	7	8	9	10	11	12	14	15	16	17	18	19	21	22
Qual	7	5	6	9	5	4	2	2	3	3	4	1	1	1	4	2	2	1	1	1
Race	11	3	7	9	7	7	2	4	2	3	1	2	-	-	-	-	-	-	-	1

Driver	R	P	W	Top3	FL	BP	BQ
Darin Boyd	6	1	-	1	-	3	1
Wilfred Van den Brink	8	2	3	6	3	1	1
Ronnie Böhme	1	-	-	-	-	8	4
Claus Juel	16	3	6	9	5	1	1
Samuel Krueger	13	1	1	3	-	1	1
Larry Man	-	-	-	-	-	-	-
Carlos G Monteiro	1	-	-	-	-	12	-
Emmo Plate	12	-	1	2	-	1	2
Kent D Welker	8	-	-	-	-	4	2
Totals	65	7	11	21	8	1	1

R = Races || P = Poles || W = Wins || FL = Fastest Laps || BP = Best Position || BQ = Best Qualification

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All Time Records
Wins - Last 91 Days

Driver	Open Wheel	Stockcar	Sportscar	National	International	FILSCA	Entries	Ratio	Total
1 Stephen R King	7	-	-	-	7	-	10	0.700	7
2 Roland Ehnström	-	-	-	3	1	-	25	0.280	7
3 Laurent Bertho	-	6	-	6	-	-	14	0.428	6
4 Ludovic Lecocq	-	6	-	6	-	-	14	0.420	6
5 Matthias Holkedahl	-	-	-	3	-	-	26	0.230	6
6 Urban Gert Alsenmyr	4	-	-	-	4	-	4	1.000	4
7 Jarno Bierman	-	-	-	4	-	-	7	0.571	4 (1)
8 Bob Bakker	-	-	-	3	1	-	9	0.444	4
9 Damian Woskiewicz	-	-	-	-	3	-	7	0.420	3 (1)
10 Jonathan Stienen	3	-	-	-	3	-	8	0.375	3
11 Mathieu Bouysset	-	3	-	3	-	-	9	0.333	3
12 Petter Edin	-	-	-	3	-	-	11	0.272	3
13 Roger Wennström	-	-	-	3	-	-	16	0.187	3
14 Laurent Dillard	-	3	-	3	-	-	26	0.115	3
15 Thomas Cazorla	-	3	-	3	-	-	27	0.111	3 (1)
16 Sven Brandenburg	-	-	-	-	2	-	2	1.000	2
17 Eric Thomassin	-	2	-	2	-	-	2	1.000	2
18 Alexandre Ledoux	-	-	-	2	-	-	3	0.666	2
19 Rocco Rost	-	-	-	-	2	-	4	0.500	2
20 Martin Matthias Tschach	-	-	-	-	2	-	4	0.500	2
21 Jörg Lienemann	-	-	-	-	2	-	5	0.400	2
22 Eric Mallevat	-	2	-	2	-	-	6	0.333	2
23 Michael Tyler	-	-	1	1	1	-	6	0.333	2
24 Brian Hart	2	-	-	-	2	-	9	0.222	2
25 Claus Juel	-	-	-	-	2	-	9	0.222	2
26 Bill Mccomber	2	-	-	-	2	-	10	0.200	2
27 Marko Hartikainen	-	-	-	-	2	-	11	0.181	2
28 Kjetil Moe	-	-	-	2	-	-	11	0.181	2
29 Johannes Norberg	-	-	-	2	-	-	11	0.181	2 (1)
30 Stefan Björn Wiberg	-	-	-	2	-	-	12	0.166	2

Legend
» Drivers in red: Improvement from races in the last seven days
» Open Wheel: GPL, GPL65 Mod, F1 Challenge 99-02
» Stockcar: Nascar Racing Simulations, CTS PWF Mod, BGN PWF Mod
» Sportscar (= sports cars, GT, prototypes, and endurance series cars): TransAM PWF Mod, TPTCC Mod, GTR, Redline GTP Mod, F330 Mod
» National: Championships with a majority of drivers of one nation
» International:

career. And as there are links for teams, and leagues, the interested people are led further through the online racing cosmos.

Furthermore, the web site includes a professional news system where all teams and leagues may present themselves via articles. Administrators may log in with the same password as for the FMI. But it goes further: also the articles and news can be integrated into the own web site. You write once, and have it on different web sites. The **Virtual Online Racers** web site

is a good example for this service. Also here, the service does not stop. Leagues and teams may include their sponsors in the pages at the FILSCA site as well. Currently, the FILSCA site is the biggest for online racing championships, and so the FILSCA member leagues can ensure high visibility for all its affiliates.

The system behind: FMI

Of course, before data can be presented, they need to be

entered. Drivers need to register, teams need to be set up, they hire or fire drivers, the league creates a race schedule, and finally results need to be uploaded, and post-race management needs to be performed (dealing with incidents, handing out penalties, correcting results, etc.). Administrators of teams and leagues need the mail addresses of the drivers to communicate with each other. All these league and team and driver management happens in the FILSCA league system, the FMI

(FILSCA Management Interface). The FMI is a complete league management system: independent of simulations, it can be adjusted to nearly all league formats; it provides an advanced module for teams, which have their own access. Other modules include a court module where all incidents can be treated, and penalties be handed out (the module includes an automated mailing system to keep all involved informed).

Apart from that, the FMI can be used for all simulations (setting up a new simulation or mod just requires the inclusion of tracks and cars), and the backend also ensures validation of data. Other than in single-league system (see e.g. GTRLS/SLS below), new tracks or cars need to be added only by one person and are available for all leagues and teams. An error in the background data needs to be corrected only once. In addition, other file libraries are available, for example, flags and pictures of cars which are used in FMO templates for the output.

According to users, getting used to the system takes a few minutes. This is because there should not be any limits, and all season formats need to be treated by the FMI (and there are quite a few). The FMI goes as far as allowing for managing endurance car races. For a league set up to run only one season in one simulation, the FMI may be a bit too powerful, but for any average and especially for leagues with a wide range of seasons, the functionality and the learning time pays off fast. While the basic features are performed fast, there are extensive help documents available for those who want to make use of the advanced features.

One undisputed advantage is that a driver only needs one log-in to deal with all his/her racing activities. One account per life-time is enough.

As Michael Beissel from onlineracer.de put it: *"Summing up, I would say that there is no better presentation of a league than in FILSCA. The data output, the Court Module, and the easy integration of data into the web site, finally the Content Module for reports, are all unmatched."*

Other League Management Systems

Only recently, someone claimed to have enabled the "Future

of League Management." Jaap Wagenvoort can be told that he came more than four years late. His application, called **GPCOS**, replicates most of the functionality of the FILSCA Management Interface system. Its additional functionality include storing server ips, a news and race reports system, and a more comprehensive mailing system. Furthermore it handles requests of drivers for acceptance in teams and leagues (which the FMI leaves up to the leagues as they often have forums where people would come to in the first place).

Its output system is not fully developed yet, it covers results, standings (as far as can be seen, only totals, and not points per race), tracks statistics, track times for drivers, and some basic driver and team statistics. At the time of writing, only standings can be integrated into league sites, and they require a configuration file. Those views are currently rather basic, and also the options to manipulate the design via drop down boxes are limited – e.g., it seems that the background for table rows cannot be specified for odd and even rows, etc.

GPCOS falls down against the FMI and FMO system as it currently supports only rFactor (although support for netKar Pro is planned). Not much is known about the database structure, but a system which does not even support other new or still active simulations as GTR and/or GTL, is scattering up the rather small online racing community and its data rather than contributing to feature the drivers and teams.

The strength of GPCOS lies in the comprehensive yet easy to grasp functionality – other than the FMI which was designed to have no limits and to be able to be further developed to meet all requirements (provided that there is man-power to code the functionality, of course, at is a community project), its scope seems to be more targeted toward smaller and middle sized leagues. Another important difference is its limited scale of possible administrative roles. There seems to be no real team module, but teams seem to have to be managed via league administrators. For leagues, teams, and drivers it would be a great advantage if Joop and FILSCA could join forces, as his visions and programming skills could help many more leagues there than .

Another system which gained some popularity in the last month is **GTRLS**. It has been developed as a league system for GTR leagues, and is currently generalized to also handle NASCAR, GTL, netKar and LFS. The next version will be called SLS.

It the best application, as far as the web design is concerned. It requires javascript to be allowed by the client browser (which the FMI, for reasons of security, limits to non-critical parts). GTRLS is a stand-alone application which needs to be installed on a PHP and mysql enabled webserver, and it may even be required to have a take on the configuration of PHP and mysql, so it may be necessary to talk to the support (or have a root server) – the system requirements are said to be often not available on cheaper web servers.

Even though it has also a simple news system, for most leagues it is a different system, and so a league ends up with two applications; the web site, and the league system. According to users, it is a good entry system for setting up a results system fast. Its unique features include a live reporting system (which is also planned for other simulations), xml output of data, and its skinability. Users appreciate features which are needed for GTR (e.g., car class based team results which have a bug in the FMO) and the good out-of-the-box representation of the data. On the other hand it offers some bureaucracy – e.g. why should an administrator fix the car of a driver for a whole season? The car information can be taken from the results, and cars can be validated via teams. Its licence, though, is restrictive; it would be more user-friendly and could improve the development if the application were under an open source licence. Especially with regards to the configuration, individual manipulation on the code by users would help. As latest releases of PHP4 (it is not known whether GTRLS/SLS is PHP5 compatible) often have messed up small parts of existing applications, a fast grip on the files is necessary. And with an application being run on many different server configurations, it will be hard for a closed volunteer group to provide the necessary support.

Finally, RaceCast and RBR online need to be mentioned. While the latter is an integral part of the online racing utility

and provides league functionality for RBR, RaceCast does not yet have league functionality, but provides simulation based statistics for servers, races, drivers, tracks, and cars. In addition, an online racing rank is provided. In any case, it is limited to rFactor (but also supports the F3 mod). Whether league functionality is added, or whether a cooperation with an entity like FILSCA could achieve this, is not yet clear, but speaking for myself, and on behalf of FILSCA leagues, we would certainly welcome any form of developer cooperation to help leagues.

Neither of the above system supports teams as entities of their own on the same level as leagues (although GPCOS offers a team module of its own and goes a huge step in that direction, so one will have to see the further development) – after all, teams such as Redline, Delta, GTN, and others have been existing for many years, and teams have proved core players of online racing. To further support them, FILSCA will early next year allow teams to upload results of their races even if the organizing leagues are not part of the FILSCA leagues community.

Community

For the simracing community at large, the biggest disadvantages of systems like GTRLS, GPCOS (and of hand-made single league systems are): both systems are built by one or a very limited number of people. What happens if they lose interest in further development or even maintaining the current systems? Would the developer of GPCOS still pay for a webserver to run the database for the leagues or are all data lost? While the copyright of the FMI and FMO is with the programmers, it is ensured that the FILSCA league community has the sole right (for life-time) to make use of it. As the programmers are also members of the leagues, one can say that the FMI and FMO are community projects, and as such, they are independent of the lurching course of life of a single person or a single league. As long as there are independent leagues, the FMI and FMO and the website are up and running.

Links:

FILSCA web site: Statistics pages

FMI

Do you have questions? Are you interested? Your feedback in the forums

COMET league FMO templates demonstration (also the navigation is generated from FMO templates)

**This could be your ad.
For rates and
further information,
contact**

Bruce.Saltzman@autosimспорт.com.

(Production services available)

The Sim-Year That Was In AUTOSIMSPORT.

FIFTH COLUMN

January

RaceSimCentral, having allegedly lost their deal with Boomtown on December 8th, finally come back online ... and, a day or so later, the first ever edition of AutoSimSport dribbled to life ... the last page rant inspires rage and hate and two death threats are received ... this will be *the* theme of 2005 ... the magazine is a throw-back to the punk fanzines of the 70s and, so ashamed is the entire punk movement, that one of the Ramones dies and CBGB's announce they are closing their doors on the Bowery - for good ...

Later that month, Team Redline release their GTP Mod ... and this, too, sets the scene for the year that will see one outstanding sim after another, while the GTP mod itself will go on to make history — despite the fact that, hours after its release, the mod is de-released under a cloud of suspicion ... rumours begin to fly about GTP eating harddrives — about Dom Duhan's arrest for solicitation — about copyright infringements, deluded Finns and all-sorts ... but what was the truth? It would turn out far more sinister than anyone ever imagined ... and it had, surprisingly, very little to do with Dom Duhan's night-time proclivities ...

February

West Racing finally decide to offer an update to their years in the making epic, Racing Legends — their update involves shutting down their forum ... but actually not really, because the forum remains accessible, but only to the old time members — the rest of the community is barred - asked why, the Wests claim they've taken enough abuse from the community.

Cue lots of whining and, yes, more abuse ...

EA's answer to Papyrus' ever-enduring N2003, Nascar Sim Racing, meanwhile, ships; it promises much and, in the end, it lives

up to its branding — if it's in the game, it's in the game ... and taking realism to a whole new level, NSR offers the good ol' boys more bugs than they'd find in their Deliverance-like swamps! ...

March

The doomsday clock at SimBin begins its countdown ... more is coming (sic) is the promise from SimBin, and, while the GTR addicted community waits (will it be the much-needed dedicated server?), more *does* come in the shape of Gran Turismo 4 — a bona-fide kick-ass simulator for the PS3 ... now that really is a countdown to doomsday — the doom of the PC ...

Meanwhile, somewhere near Boston, Sim-God Dave Kaemmer alters the course of modern modding by penning his 'open letter to the community' that reads like a sermon/ admonishment/warning and threat ... there will be, he declares, no more modding tolerated for N2003 ... and then, to conclude, as if he were somehow saddened by his own stance, he offers the community a gift - the GTP mod. The problem is that the GTP Mod that is re-released is a shell of its former self.

Cue whining and abuse — and not a small-dose of righteous anger ...

With modding for N2003 declared illegal, prices for N2003 rise sharply — from \$9 it rises to \$69 and will end the year at a record \$118 ... not a bad price for a three year old simulator ... the reason for the price hike remains unexplained ... but many on the forums — angered - suggest someone called John Henry is out buying-up every last copy of the sim ... back in the bars of New York, the idea that the Boston Red Sox owner is out for world domination and needs to be stopped at all costs meets with surprising approval and much support ...

On the forums, the chattering classes are split between the

'legal hawks', the 'chicken hawks' and the farking pissed-off ... there seems to be no bridge that will unite the sim-community now ... meanwhile, a dude calling himself razorback 1 — who may or may not be Boston Red Sox (and FIRST owner) John Henry — plays block for iRacing ... before being gangbanged like a drunken tart at a frat party, and leaving everyone happy in the afterglow knowing that, no matter how much money you have, being torn apart in the lion-pit that is the RSC-forum is just part and parcel of life ...

Cue plenty of abuse ...

April

Christoph Schirmer begins his 'free the dedicated server' movement; on behalf of all leagues, not to mention justice, civilization and the conquest of the west, he demands that SimBin release a dedicated server right bloody now or bloody else! ... SimBin say nothing, leaving their clock to continue its sinister countdown ... but over at FIRST, there *is* talk - from their lawyer (and enforcer) that begins the slap-down on every modder in town ... sites vanish overnight, mods are cancelled, and the doom overwhelms even the doomsday clock ... at RSC, there is much anger and abuse ...

May

SimBin, after months of playing tough and ignoring calls for the dedicated server, finally submit to the wishes of the community ... Christoph Schirmer announces the re-birth of the spirit of '68 and promptly streaks through Berlin naked looking for some easy sex and willing revolutionaries ...

He doesn't find any because the SimBin countdown finally (jees, will ya already!) clicks to zero ... which is, by an amazing piece of innovative art/marketing, precisely what the announcement boils down to — but for the record, it wasn't a zero, it was ... RaceMore! Which quickly becomes known as RaceSnore ...

But SimBin, never ones to rest on their laurels, immediately announce something that gets the chattering classes chattering

on the forums — GT Legends.

There is another wannabe legend in town, though — the XBOX sees the release of Forza Motorsports and sim-racers rejoice — well, some of'em do, the rest are on the forums hurling abuse at SimBin and those who hurl abuse at SimBin and those who hurl abuse at FIRST who are also, probably, hurling abuse at the West Bros ... whatever, one thing is clear — the potential for a solid sim on the console is there, and with the 360 and PS3, the PC is — once more — in trouble.

Cue abuse at the PC and those that run old specs for forcing developers to lose the battle against the consoles!

FIRST announce its 'agreement to protect its software code and prevent future modifications that violate copyright laws'. Cue whining and the FIRST-sucks.com website ... and a fella called Tim McArthur decides to make a stand ... cue lots of support from a usually fickle community. But who doesn't love to watch the small guy take on a multi-billionaire and his Italian lawyer/enforcer ... nothing like watching a good beatin for sure!

June

Some strange times over at RSC — founder Tim Wheatley quits sim racing citing lack of respect from the community. This, after RSC had begun banning any and all posts that linked to 'banned' mods of N2003 ... cue abuse and anger ... and much whining at Wheatley's exile ...

Days later, Wheatley resurfaces as (huh!?) Communications Manager at FIRST ... yes, our very own Tim Wheatley from Grimsby is flown to Bwoston (now Tim, remember that the "a" in Massachussets is pronounced like a scream — ahm gonna staaaart mah caaaaar!) and all that stuff about lack of respect for the community is quickly forgotten — cue, yes, lots of abuse and whining ...

FIRST, however, have not quite finished, as they announce that they have bought driver's Emporium and hired (not bought!) Mikkel Gram Hansen (also!) in the bargain ... while more will be heard from Tim (and how!), this is the last time

anyone hears from Mikkel ... rumours begin to circulate about his being held in a remote ex-Soviet Prison in Central Europe (known as an undisclosed location) with stinking simsox tied to his head — but these are allegations (yikes!) ...

Over at SimBin meanwhile, the marketing heads are spinning as they decide that topping their RaceSnore fiasco is within their reach - yes! — SimBin announce ... cue lots of whining (and rightly so!) ...

The King of Ovals for GTR!

Without a doubt the worst disaster of the year ... and deserving an award all of its very own ...

In the background, an F3 Euroseries mod for rFactor is announced ... those in the know (and there are always those that know) begin sending AutoSimSport some very carefully coded messages:

From (deleted to protect the guilty) ...

Dear AutoSimSport;

rFactor rocks!

Signed,

(deleted!)

July

rFactor allow AutoSimSport a first glance at their new sim — courtesy of Lou Magyar at the US GP. And what a GP that was — a crushing win by Ferrari, and a magnificent run by Monteiro who, despite being told to piss-off by 50,000 angry fans, still has time to spray the champagne ... talk about tough skinned ...

But the month is not over yet — still angry at what is perceived to be the Great Injustice, AutoSimSport publish the 5th column titled - making cent\$ of it all.

The staff are immediately labeled liars, and far worse, by Tim Wheatley ... Lx Martini is given a lifelong ban at RSC, and ... cue death threats and protracted phone conversations between Martini, attorneys and others representing ... well never mind, but everyone is angry, and the abuse is flowing like very warm-white wine ...

Meanwhile, the community releases its own simulator, LFS

S2, and it proves to be the much needed tonic for GTR relief ... online, GTR has driven many sim-racers to the forums to whine and the LFS netcode is a lesson that every developer envies ...

The troubled month is not over yet, however, with the US PITS publishing their account of the FIRST fiasco. It is a sobering read, and the realization that even a modding group like this is not immune is, many feel, the final nail in the coffin of N2003 ...

Cue ... much whining!

August

FIRST, in legal wrangling with modders, individuals and sending out more legal drafts than a divorce attorney in Utah, decide that the best thing they can do is ... change their name!

A cunning play this, as many in the sim-racing community wake up the next day and ask — FIRST? Never heard of em — but have you heard about iRacing?

Truth is, no-one knows what iRacing means (and some, strangely, are heard to mutter that they don't give a damn either — cue much abuse on the forums), but those who think it may be 'interactive racing' are in for a surprise should they ... ahem ...

September

Things are settling down in ... with one superb mod after the other, and with the splendid rFactor release (that receives a glowing review in AutoSimSport), the community are preparing themselves to do what they actually wanna do — race ... so not much time for whining as wheels are prepared, and psyches are cleansed, and egos are dusted-off ... but there is still time for a bit of whining as posters to RSC wonder if they can sue AutoSimSport's Reviewers for having convinced them that rFactor was the best sim, ever ...

and all is not well in the world of modding, either, as the spirit of FIRST enters Grand Theft Auto and Hot Coffee ascends into the headlines — yes, the war in Iraq (uhm, conflict, is it?) becomes irrelevant, the bombings in London, a thing of minor import — what really matters, Mizz Clinton tells the world (some would call this whining, but she didn't say it on RSC so we'll

give her the benefit of the doubt!) is that two sprites are going down on each other — actually, no, one sprite is going down on another sprite and this assault on all decent values needs to be addressed at once, and without any hesitation what!solever! — Cue lots of whining in the senate, and lots of abuse from WalMart ... meanwhile, kids around the world wonder if there are any facials involved and tune out to the next installment of self-made kiddie porn (I mean, really, anyone who missed that story this week in the NY Times ought to read it — this world is seriously getting odd, but maybe I'm just getting old ...)

October

SimBin release GT Legends ... and then, in a move that astonishes no-one (except for the seriously unconnected!), Ian Bell and many of the big talents involved with SimBin leave en-masse to set up shop somewhere in Canary Wharf, calling themselves Blimey!Games ... but they leave behind a fabulous sim ... and a developer, in SimBin, that turned the sim-world around with GTR, and their unique (and most welcome) marketing campaigns — yes, RaceSnore was annoying, yes the clock was just fabulously corny — but in the end, SimBin, under Ian Bell, had a sense of fun (for a while) and they even managed not to ban the HeadEd of AutoSimSport (instead giving him a final-final warning for too much whining!) ...

November

NetKar Pro approaches ... and Smokin Bob gets to decide his best sim of 2005 — surprising no-one (but himself, apparently!), he selects GTR — and provokes much whining and abuse at the AutoSimSport Staff Forum ... which is the way the year — almost ends because ...

December

To end the year off the way it began, Tim Stelton, over at RSC, pens what is, by far, a whine of magnificent proportions — an operatic opus of a whine ... Tim's offering truly exemplifies the year that was ... the year that saw the great highs of the

greatest sims in the history of sim-racing — and saw, equally, the great lows of Dave Kaemmer suing the community he probably created almost single-handedly ... but all of this, all of this pales in comparison to what this year will be remembered for — the Year of the Whine ...

... so what better way of saying goodbye to 2005 than leaving you with an excerpt from The Whine of Year, courtesy of Mr. Stelton ... cue violins Tony!

"I mean it ain't surprising me anymore when I put 20 hours of work in only talking and negotiating and trying to convince a company to put there banner on this site because this community is worth it - and than just before the deal is made the company reads a thread here and is disgusted by "my members" and there is no deal. Half a week of investing time into that is erased and was for nothing. Something like that is frustrating. And it doesn't happen once it happens tons of times.

That is very frustrating — people also claim the right to explain the forum admins how to run a board, what rules to make, and what to put on the censor list, what kind of files to allow to be hosted, and what discussions to be made. I mean I love that, especially because if I listen to that my entire ass goes down sooner or later. I love the fact somebody on the forums has the guts to tell me all I do is wrong, when at the same time the companies I am talking to appreciate my work because it is not only good for the community (for instance in trying to get official statements and such), but also good for them because it shows the potential customers they do care about them. People always start negative when it comes to companies who haven't been actively involved in posting on this forum — if you read above you might know their reasons, other reasons are the people who develop games don't have time to keep up to datez on each and every thread and thus know how to reply to each post and thus are a risk factor for their company — as they aren't up to date they might say something stupid, which could harm the company, and thus the contracts of those people have a section where it says they aren't allowed to get their opinion out ..."

For the full text of this message, please go [here](#).

The One That Got Away

Anthony Underwood on the one that got away — and why winning respect — is the only victory worth counting ...

Growing up my pawpaw (that's grandfather to you non-southern types) use to take me fishing and we would always come home and share the mystical story of the huge fish that got away. It always kept us going back, because one day Melvin would not get away and that big fish would be in the skillet beside some hushpuppies. Now 34, pawpaw has long since passed away and I haven't been fishing since I was trying to get my wife's favorite uncle and former Marine to like me. On that trip everything got away!

Growing older, I replaced the boyhood joy of fishing with an adult fanaticism with racing. I love racing, I love watching, reading, hearing, and doing it. All forms of racing get my attention, heck I have been putting a Benford BR-427 lawn engine on my John Deere just so I can enter the local lawnmower races with a solid chance to win.

In racing we too have the "one that got away" tale, not a fish this time but that elusive win. For most of us ordinary humans we struggle for that win, we wait for that win and we relish that win. It simply stands to reason that we would lament that win getting away.

I still remember that first win that got away for me; it was an FMS race at Texas. AJSlideways had given me his super fast Texas set up and I was fast, fast, fast. Still recall hearing all the guys on TS cheering me on as it was me and some other guy (non-RFJ driver) taking it down to the wire. I was getting advice on every turn, but it was not meant to be. Coming off two I slid into the wall and was passed. My first one that got away, but

alas not the last. Heck right now I can sit here and name almost every single race that got away from me, when I had that real chance to win.

With age though comes experience and with experience comes different perceptions. No longer do I see that win as the end all/be all of racing. Oh no neighbor, a win, as important as it is, is not all there is. Over the years of racing both real life and virtual, I have learned that the most important thing you can win is the respect and trust of the men and occasionally women you race with.

Respect and trust actually go hand in hand so when I say one I really mean both. Webster defines respect as; *To feel or show deferential regard for; esteem*. Now I don't know what all that means so I will redefine it the East Tennessee mountain boy way. Respect means we are cool, you think of me in a good way and know that I don't want to do anything dishonest to you and we get along. Feel free to type that definition anyway you need, but I am sure you get the idea of what I am saying.

It's important to have the respect of the guys you race with. It's hard to feel good about a win or good run if the friends around you don't enjoy seeing you accomplish it. No one likes someone who is a jerk, or bully, but we all like to see the regular guy do good. That's why it is important to me to have that respect. You see, I don't want to be respected because I am fast, or win a bunch, I want to be respected because I am good ol'boy, just someone who you enjoy racing with, whether it be good or bad.

FRONT
STRAIGHT



But the sad part of it is sometimes “the one that got away” is that fellowship of respect and trust. That’s the worst race a driver can lose because no matter what, it is near impossible to come back from. You see, you always got next week in the race, but there isn’t always next week when it comes to respect. When you race with someone who has lost your respect you always dread racing around them, you always wonder what their motives or intention was when something happens. It’s an eerie feeling for the ones around you and honestly it is a real major downer for you too.

I know I have been in that boat and probably still am with some. I have had guys tell me point blank they don’t like racing with me or they hate to see me around them. As bad as that makes me feel, I can understand it and also operate under that relationship as well. While some may not care, I know I do care.

Galatians 6:2 says *“To bear one another’s burden and in this way you fulfill the law of Christ.”*

While Christ most likely wasn’t talking about racing here, it sure does fit the bill. When you enter a race with others, you are also taking on their burden to run them clean, and be respectful of what they are trying to accomplish as well. When you cease to bear that burden, you lose that respect and trust, and then it becomes a very uncomfortable situation.

In all honesty that’s what we have to do in the fellowship of racing. We have to deal with what we often see as excessive, heck sometimes it is down right eccentric behavior. Sure we don’t always want to, but as Christians we have too, because after all Jesus and God puts up with

our mess when it would be easier to knock our block off. While we can’t use the compassion and grace given to us by our fellow drivers to get away with murder, when the shoe is on the other foot, we can’t lead the charge to lynch the offender either.

So to all you drivers out there, I would encourage you to run the race of respect to win and to all those I have lost this race with, I am sorry and ask that you forgive my egocentric, excessive behavior. I do bear the burden of racing with good people, and I know we all race hard and work hard to get to enjoy the one’s that get away. So from inside my helmet, you may wonder what I was thinking, I can assure you it was not to be a goober and crash anyone.

Now, did I ever tell yawl about the catfish as big as a Volkswagen I almost landed on a 10 oz test line?

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Interactive Racing: The Enthusiasts Guide to Hardware

For many a sim racing enthusiast comes the moment that the passion takes over and we make that jump from being a computer geek to a sim racing fanatic. In that moment the door opens wide that beckons us to upgrade our hardware to higher standards and we think seriously about putting together a true dedicated racing simulator. This month we'll explore this step and the philosophy behind it, as well as a brief overview of some trick sim racing hardware on the market.

Every so often I contemplate just how far computers have come. In addition to the benefit we all receive from the ever-increasing computing horsepower available, the prices continue to plummet. Today's sims are startling reminders of this advancing technology. Sims are fast approaching photo-realism and modern CPU hardware is able to churn out the eye-candy at amazing frames per second. We are living in the golden age of electronic racing.

The market is really starting to open up with all grades of hardware. For many users still approaching sim racing as just another program on their computer, this upper-level hardware market seems financially out of reach. For this group, one hundred U.S. dollars is a lot to pay for a racing wheel and this purchase is the extent of their commitment to the sim racing portion of their overall computing experience. But everyday I'm pleasantly surprised to find more enthusiasts like myself whose passion for sim racing has indeed taken over the family computer. That same

one hundred dollar racing wheel is viewed more like auto-crossing with your road car on weekends: there is nothing wrong with it — but for some of us our passion justifies buying that Formula Ford to enter into a regional club-level racing series. In the world of sim racing, that's building a dedicated racing simulator.

It is a lot like real racing. Just as in real racing there is a price to pay for quality equipment and in racing, quality equipment is the name of the game.

I split my sim racing hardware into four main categories (in order of importance):

1. Driver Interface — this *is* your racecar. It's all about translating a certain feel for driving.
2. CPU — this is comparable to the motor in a real life car. It's all about the horsepower.
3. Monitor — This is the window to your racing world.
4. Peripherals — All the little add-ons to heighten your sim racing immersion level.

INTERACTIVE
RACER
ALEX
RACING

Now some of you might be curious about that list. First off, I suspect you're intrigued by the order and that the actual computer comes second on the list. This order I believe reflects the philosophy behind the evolution of a sim racing enthusiast: The computer has been relegated to a sub-system of the overall racing rig. It's an integral part, but not the center of the sim racing universe.

It never ceases to amaze me the number of people who sharply criticize the titles on the market for unrealistic physics and the like. Yet they sit in an office chair behind a plastic wheel clamped down on a desk – struggling to keep the pedals from “creeping” forward across the floor. But this brings up an interesting point: one of the first signs that your passion for sim racing is moving to the next level is when you take your plastic wheel apart for the third time to repair that plastic part that has broken yet again. Only this time you machine its replacement part out of aluminum! Or, if you've been breaking out the measuring tape and hand saw to construct something to hold your pedals in place. This is how it starts for most of us. When was the last time you unclamped that wheel from the desk? If your answer is “never,” then you might as well start saving money for your future racing simulator purchase right now.

The driver interface (I use this term as it encompasses more than just the wheel and pedals) is the most important component in the equation. Ball Racing Developments, Extreme Competition Controls, FREX-GP, Hyper Stimulator, and Thomas Enterprises and are a few of the professional level control systems out there. Average entry level pricing is around \$500.00 U.S. All of these systems approach the CPU control interface in the same vein as real-life racing equipment. The build techniques involved are identical to... and often utilize *actual racing wheels*. Some of these manufacturers are using quick release systems. Anyone with real world racing experience will instantly find a familiarity with these products and will find adapting alternate equipment (like that MOMO “Model 11” wheel) to the controllers just like on their real racecars.

In addition, these professional quality controllers also offer

configurations like gated shifters and handbrakes. All with the same feeling of solid, well-machined controls that any racecar comes equipped with.

It's also not uncommon for enthusiasts to mix and match components from different manufacturers. Like using the Extreme Competition Controls fluid-damping steering wheel, a Ball Racing Developments three-pedal set, and a FREX-GP shifter and handbrake set-up. The sky is the limit (along side your particular budget).

Of the aforementioned manufacturers, only Hyper Stimulator provides a total solution to the control system and seating position in one integrated racing simulator package. Other manufacturers like ARC Team also offer total solutions while some companies offer seating options and still others specialize in race frames and cockpits only.

The race frame is exactly that: a frame (usually made of steel) that supports the wheel, pedals, seat and monitor in a sim racing set-up. These frames often utilize actual racing seats like Sparco and such. Ball Racing Developments Race/Frame PRO v2 features a Cobra Monaco race seat and even attachment points for a five-point restraint system (unlike in real life racecars, simulator safety belts are there to prevent your significant other from tearing you away from your midnight testing session).

On the high-end side of things companies' like Force Dynamics and FREX-GP are making motion frames. Force Dynamics has a suspended motion frame, which produces forces in all directions realistically recreating the actual real world G-forces that a race car driver experiences. The FREX-GP SimConMOTION frame basically moves the seat to recreate the jarring motions of driving a racecar without the full simulation of G-Forces.

And also just beginning to surface are CPU interfaces and software drivers for adapting real world racing peripheral hardware to your sim racing experience. Things like tachometers, an LCD gear selection and lap counter, all responding to the sim software's programming. Rev your simulated racer and watch you real tachometer respond. Check out FREX-GP's SimCon-BASE interface for a peek into the future. It appears to be only

as matter of time before we're adding our Micro-Dash data logger system to our sim racing rig.

The sim racing enthusiast is likely to spend as much if not more on the driver interface than the computer. Once one ventures down this path, like the computer itself, driver control interface upgrades are continuously researched. It's like this: when you have invested \$4000.00 into your driving interface and computer combined, spending another couple of hundred on a peripheral requires hardly a second thought. In fact, after investing in a serious sim racing rig, spending \$39.00 on software is inconsequential. The sim titles are practically free!

Upgrades to the “engine” are done with sim racing in mind. The computer is often custom built so that components can be traded out as technology moves forward. Like our real life racing brothers, we strive to learn more about the CPU hardware and become comfortable with the thought of opening the bonnet and wrenching around new parts. And also like the real-life auto sport industry there is a whole market of “tuner parts” available. Water coolers, extra fans, growing processor and graphic card markets all beckoning to give us a competitive edge. I'm going to gloss over the computer because quite frankly, that is the part most people solely focus on. So I'm sure you already have a significant understanding of computing hardware available these days.

When one embarks on the quest to build a racing simulator we inevitably get to the monitor. As in the two prior categories, the monitor becomes more than just a computer monitor. It's an integral part of the simulator. In fact it is the window to your racing world.

In my opinion, there is one aspect of the monitor that is almost a prerequisite these days: the aspect ratio. More to the point, an aspect ratio of 16:9 widescreen format. The aspect ratio is the size of ones screens horizontal measurement versus its vertical. Odds are you've been using a standard computer monitor and that likely means it's a 4:3 ratio. In order to fit all the relevant information into a 4:3 aspect monitor, your FOV (field of view) becomes wider than in real life. What this means

is that in order for you to see the left side mirror and the center rearview mirror, you must be positioned fairly far back from the steering wheel.

A 16:9 format monitor gives you 25% more screen real-estate to the left and right of the screen. This in turn allows you to set lower FOV rates while still maintaining vision in the mirrors. Only now you're positioned closer to the steering wheel (as you would be in real life). It only takes a few minutes of running your sim in 16:9 format to realize that 4:3 greatly compromises your average racing simulation software. However, one should duly research your favorite titles 16:9 compatibility. Some sims can be set up for a 16:9 resolution but merely stretches the content to fit the screen. Most upper tier titles run in true 16:9 format, adding previously unseen content to the additional screen space. "r-Factor" and "GT Legends" are two cutting edge titles that fully support 16:9 format. You should also insure that your graphics card supports 16:9 resolutions.

After that, the choice comes down to type and size. Modern monitor technology prices are dropping rapidly. A 17" CRT monitor sold for \$500 and up just a few years ago. Today, you can get a nice flat panel LCD for that price. 16:9 format LCD monitors prices start for just a bit more than that. Then there is "convergence" technology that's combining TV and computer capabilities into a single source. This means modern LCD projection and DLP HDTVs are available sources for computer monitors without the low-res of TV in years past.

As for size, in my opinion the goal is to achieve 1:1 real-life scale from your driving perspective. In other words, if my Alpha SW11 suede covered steering wheel is about 10" in diameter, then ideally the simulated wheel on my screen should appear about the same size from my perspective. This can be achieved with a smaller monitor (relatively speaking of course) positioned closer to me, or with a larger monitor placed further away. But in general you have to include a large enough monitor to get the point across at racing speed with maximum details. I recently bought a 56" Samsung DLP for my sim racing rig and

it completely re-defined my driving style. I found my braking, turn-in and acceleration points have dramatically increased in resolution and precision.

And this leads me into the peripheral hardware... of which I'll begin with my personal favorite: Natural Points TrackIR head tracking system. TrackIR is essentially an infra-red emitter and camera built into a small package that sits atop your monitor. By placing a dot made from 3M reflective material on your ear piece boom microphone, hat ... or helmet ... the TrackIR precisely translates your head movement into the sim's viewpoint. In other words, it allows you to look around in your virtual world independently of the steering wheel by simply moving your head. This simple feat, while a bit awkward at first, quickly becomes as natural as steering the car itself. Applying head tracking to a race sim today is about as revolutionary as adding that Thrustmaster T1 steering wheel was back in 1990.

Some other nice peripheral items are sound-based. While a really good sound system is a given, one thing that gets passed by are shakers. Shakers are speaker drivers without the speaker cones. They generate a great deal of vibration and when you attach one to your seat you can feel the difference immediately. Rumblestrips RUMBLE! Rev the motor and the feeling is fantastic. One of the largest suppliers of shakers is AURA Sound. And AURA shakers are remarkably affordable.

Also on the sound and software front are the numerous voice-over-internet communication systems. One simple Logitech gamers headset and free software like Team Speak can allow you and your fellow competitors to speak to each other as opposed to that old-fashioned chat window. The SimCar league utilizes Team Speak extensively for drivers meetings and officiating. I've even heard of some SimCar racers "spotting" for others on-off nights. Now there's a novel concept ... a real life spotter or race engineer that you can ask for specifics ... and in return get the info you need when you need it.

And this is just the tip of the iceberg my friends.

When I began building my dream racing simulator about 5

years ago, I thought it was a little extreme. But recently a thread over on Race Sim Central had people displaying their rigs and honestly I was surprised just how many people like me are spending the money to take their passion to the extremes. I run into more and more people everyday that sport better hardware like BRD, ECCI, or Hyper Stimulator. Now for many people this level of commitment seems financially out of reach. And I would in no way suggest over extending yourself for what right now is very enjoyable hobby at best. But long term planning and budgeting can yield wonders. If your passion for sim racing is beginning to boil, take a realistic look at the world available to you. Save up and buy a little bit at a time as you move towards your bigger picture. One day you might end up with your dream racing rig.

This month I'm going to do something different in the Interactive Racing forum. In addition to a thread about this article, I'm going to start an "Extreme Racing Rigs" thread for people to show off their racing simulators. I hope to see all those exciting rigs soon!

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The Golden Age of Racing

If you are an avid NR2003 sim racer like me, then you know that this mod was a total surprise to the sim racing community. On the first day of the US Pits 10th Anniversary, which was November 1st, anticipation for the GN1970 mod was high, and it made the sim racing community forget about any possibility of another NR2003 mod being made by the US Pits. Imagine my surprise when I visited the US Pits forums and found the announcement of a brand new road racing mod for NR2003! Yes friends, the US Pits surprised the NR2003 community yet again with the introduction of the AD67 mod. This mod covers the "Golden Age" of road racing during the 1960's, and does it well. Featuring 4 car models, the AD67 mod brings back several good memories for me. Several years ago, I blew many hours racing the Gran Turismo 2 racing sim on the old PS1 console, which as we all know, was a road racing sim. It featured a Ford GT40, and I loved that car dearly. Now, the US Pits has given me yet another opportunity to race the beloved GT40, which is one of the car models featured in the AD67 mod.

In addition to being a very beautiful mod, the AD67 mod uses the venerable PWF Trans Am physics. Since 3 out of the 4 cars in the mod are from UK car companies, the driver's seat is on the right side of the car, where the passenger seat would be normally (in US cars, at least). One thing I really love about this mod is that you can actually see out of the car in cockpit view! Unlike other NASCAR series mods, there are no windshield braces. The windshields in the AD67 cars are very broad, which allows for a large viewing area outside of the car. As I have stated in a previous article, I drive using the roof cam, but this is one mod that I would willingly drive using the cockpit driving cam.

Now, for the downsides of the mod. On the GT40, the front



tires "bleed" through the tirewells, and it appears that the tires are sticking out way above the fenders. When questioned about this, the makers of the AD67 mod stated that this "bug" could not be fixed, due to circumstances beyond their control. Also, as with the GN1970 mod, the AD67 has no damage model, at least on my PC. I have crashed these cars into walls head-on at over 150 MPH, and I have never even noticed a scratch on them. But, a damage model doesn't decide whether or not a mod is good or bad, so it is a relatively small gripe for me.

So there you go. AD67 is a great road racing mod, with great physics, and some nice cars to boot. It's a very nice way for the US Pits to bid road racing in NR2003 goodbye.

The US Pits GN1970 Mod

Ahh, no restrictor plates...no lucky dog...hey where are we anyway? 1980? Nope. 1975? Close. 1970? You got it. Time for a review of the US Pits GN1970 mod for NR2003.

The Oval Office — The Golden Age of Racing continued



Remember the Aero88 mod for NR2003? Thought you did. Well, think about cars from 18 years earlier, and you have the GN1970 mod. The GN1970 mod by the US Pits uses the same physics as the PWF Craftsman Truck Series mod. Why? Well, the answer is simple. It's illegal to make your own unique physics for NR2003, and we all know why. Now keep this in mind...the Aero88 mod uses CTS physics, and it's one of the most popular mods ever made for NR2003.

I had the opportunity to discuss the new GN1970 mod back in October with Jan Kohl, the mastermind behind the US Pits. He was kind enough to let me know some of the specifications of the GN1970 mod. First things First (no pun intended), I wanted to know how many cars would be included in the mod. He told me that there would be 4 different 3do models, with numerous templates. Here's a list:

- 1969 Dodge Charger R/T
- 1969 Dodge Charger 500
- 1969 Dodge Daytona
- 1970 Plymouth Roadrunner
- 1970 Plymouth Superbird
- 1970 Ford Torino Talladega
- 1970 Mercury Cyclone Spoiler II

- 1968 Chevy Chevelle
- 1969 Chevy Chevelle
- 1970 Chevy Chevelle
- 1969 Pontiac GTO
- 1970 Pontiac GTO
- 1970 Buick GSX
- Quite a list eh?

If you're one of the people that have always wanted to drive the "General Lee" from the "Dukes of Hazzard" TV show, then you're in luck. A version of the "General Lee" appears in this mod, although authentic horn sounds are not included. So, put the ole' General on a long road course and let your inner child have at it, I'm sure you can find a few tracks that have a jump or two.

Mr. Kohl also stated that about 15 guys had been hard at work on the GN1970 mod. This mod has been in the works for a long time, the first mention of a 1970 mod appeared about 2 years ago. Several guys have been working to make 1970-era NASCAR tracks, several of which have already been completed, and there's more on the way.

The cars themselves have pretty much been made from scratch, with authentic-looking cockpits and gauges, as evidenced from this screenshot:

These cars look awesome; the amount of detail involved here is mind-blowing. The GN1970 mod itself comes with only 17 cars or so that are the GN1970 mod developer's carset. But not to worry, a full 1970 carset is available from the US Pits website.

Now, as most of you know, the GN1970 mod was released on November 19th, the date which marked the 10th anniversary of the US Pits. It is a bittersweet occasion. The good news: GN1970 is one of the best mods ever made for NR2003. The bad news: It will be the last mod ever made for NR2003 by the US Pits.

The US Pits had an elaborate plan set up for this mod, but due to unforeseen circumstances involving ownership of the NR2003 source code, what was released is but a mere shell of what could have been. But for folks who really love old time

NASCAR racing, I have good news. (And no I didn't save 15% on my car insurance). The US Pits has plans to release the GN1970 mod in the future for the rFactor racing sim, and as we all know, rFactor is a modder's paradise, so eventually we will see a GN1970 mod with true to life physics.

The GN1970 mod that was released for NR2003 has CTS physics, which was a very good choice considering what was available. The CTS physics makes for some great racing in both online and offline modes. In offline mode, the AI is outstanding, it provides some of the most nail-biting side by side racing ever seen in the NR2003 sim. Offline racing is spectacular, you can beat and bang on these cars and they will still keep on going like the energizer bunny. It brings back memories of the good 'ole days of NASCAR, where a bent fender wouldn't ruin your chance of winning the race.

And now for my only gripe about the GN1970 mod. It has no damage model, at least on my PC. The only model in GN1970 that shows damage is the Ford Torino. The remaining 3 models have no damage whatsoever. However, a fellow colleague of mine here at AutoSimSport sent me some screenshots of the GN1970 mod that showed severe damage to the cars. I am quite perplexed, because except for the Torino, there is no damage! But, hang on a second! Shortly after release, some US Pits Team members stated that they may release a patch for the mod which will include a damage model. Hopefully they will do that, although they had also stated before the mod was released that there were no plans to release any fixes or anything for the mod. We will have to wait and see, but I have a feeling that the US Pits will release a patch at a later date.

So there you have it: Perhaps the greatest mod ever made for NR2003 is the last mod ever made for NR2003 by the US Pits. What a way to go out on top, US Pits.

I would like to thank the US Pits for all their hard work through the years, and for Jan Kohl's cooperation in answering my questions about the mod. I hope you guys have a lot of luck in your future endeavors.

Latin Racing Heat



Courtesy of GPLegacy

While we start preparations for 2006, 2005 seems to be rushing towards the finish line at a really amazing speed, especially for sim racing itself, that's the way it's happened as well for the articles for Latin Racing Heat right now, we have some of the most important articles that we've ventured to submit to our friends of AutoSimSport, especially regarding pictures, and we're working fast to get them in print. So this might be a "preview" for 2006, rather than some articles from 2005.

2005 indeed has been the year of Racing sims, but nothing as big as what is promised by 2006 and I guess we're all looking

forward to it. The arrival of Live For Speed, rFactor and the very soon release of NetKar are really getting everyone worked up and willing to place league races in our brand new 2006 calendar, and I guess we're all expecting some sim racing gear as holidays approach.

We are very proud to announce the establishment of a sim racing community which has been gathering strength in the past 6 months in a very quiet, but active way. The presentation of this community will take place in 2006.

Articles for January 2006 will include the 1/5 RC race, the champ car race in Mexico, The SIAM event 2005 (Salon Internacional del Automovil).

We would like to simply send our best wishes to AutoSimSport people and the fantastic sim racing community, wishing you all a very good start for 2006.

Spanish GT Championship

By Esteban Jahoz Jiménez

Comunidad [T2SP] is proud to organize the first online Spanish GT championship. The championship will probably start 15 December with a race at Anderstorp.

The season will be very competitive, and we await great races. We wish all participants fun on the circuits.

For registration, and more information in Spanish language, please look **at the website of Comunidad[T2SP]** or at **FILSCA**.

Simracing: il passato, il presente, il futuro

Ricordo ancora benissimo quando, tanti anni fa, inserivo il dischetto da 3 pollici nel mio "rivoluzionario" computer Amiga e rimanevo estasiato di fronte al realismo dell'allora primo Grand Prix di Crammond. Allora non esistevano neppure i volanti, il massimo dell'immersività era rappresentato da un vecchio joystick con ben 2 pulsanti, altrimenti bisognava ripiegare sulla fida tastiera...

Da allora il "nostro mondo" ha fatto molta strada, ma credo che quella ancora da fare sia di gran lunga superiore.

Provate a riflettere sullo spazio (e sui profitti...) che negli ultimi anni, in particolare in Italia, si sono guadagnati i videogames in generale: giornali, televisione, addirittura dibattiti sociologici e psicologici. La simulazione di guida invece, che tanto vantiamo come legata alla realtà, si trova tuttora confinata ad una nicchia di mercato piccolissima. Probabilmente solo in questo 2005 che sta per terminare si è riusciti a portare timidamente la nostra passione un pochino fuori dalla solita cerchia di utenti abituali.

Questo merito non va di sicuro alle software house, che non fanno altro che pubblicizzare mediocri arcade come rivoluzioni della guida simulata, contribuendo quindi nella pratica ad allontanare ulteriormente i possibili "veri piloti".

Se la simulazione di guida e quindi l'online racing stanno lentamente crescendo è certamente merito di chi ci lavora e li segue con passione, oltre naturalmente ai tanti espertissimi modders che in molti casi hanno dimostrato com'è possibile trasformare un buon titolo in un capolavoro da non lasciarsi sfuggire (pensate alla longevità di F1 Challenge).

Nel 2001 su DrivingItalia lanciai l'idea di un campionato online con Grand Prix Legends dedicato ai "principianti" e fu un successo clamoroso: addirittura grazie a quella manifestazione furono tantissimi quelli che per la prima volta non solo apprezzarono in pieno il simulatore dei Papyrus, ma entrarono

nel mondo fantastico delle gare online via internet.

Oggi invece sono deluso: pensavo che in questi ultimi 4 anni la crescita degli utenti ed appassionati sarebbe stata esponenziale e progressiva, mentre in realtà la situazione sembra a volte addirittura ristagnare. In tutto il mondo ed in Italia ancora di più.

Le variabili e le limitazioni nel nostro paese sono ancora maggiori: gli utenti della grande rete sono ancora pochi e molti solo saltuari, le connessioni sono lente e solo negli ultimi 12 mesi si sta timidamente espandendo la più veloce ADSL, non ci si rende conto infine cosa sia capace di offrire un PC con un buon software. Quante volte, tentando di spiegare le vostre emozioni di una gara online con un simulatore, vi siete invece sentiti rispondere: "Siz ho capito, la Playstation"!

Tutte le volte che mi sono trovato in un autodromo, ho incontrato sempre tantissima, troppa gente che non solo ignorava la possibilità di simulare una vettura GT o F1 con il proprio PC, ma addirittura non immaginava neppure la possibilità di poter correre contro qualcun altro via internet.

State pensando che DrivingItalia, così come gli altri portali dedicati a questo mondo, dovrebbero fare di più per promuovere il simracing e le gare online? E' più difficile di quello che pensate. Ad esempio, quando ti rivolgi ad una azienda, ad un giornale, ad un ente, non vieni neppure considerato se non hai determinati numeri - ed in Italia questi numeri sono davvero miseri rispetto al settore videogiochi in generale, al quale alla fin fine apparteniamo - e per raggiungere questi numeri si ha proprio bisogno di pubblicità. Insomma un circolo chiuso!

Sono allora irrimediabilmente rassegnato? Affatto.

La forza e la vera essenza del simracing e del racing online sei proprio tu che stai leggendo questo articolo, siete tutti voi veri appassionati, che potete fare tantissimo!

Come si dice: bene o male, l'importante è che se ne parli.

Non vi accontentate di una garetta online, non limitatevi a vivere la simulazione di guida in modo passivo, ma raccontate ai vostri amici la vostra passione, portateli davanti a un volante e fategli provare la vostra vettura virtuale, organizzate nel vostro piccolo delle LAN di guida, consigliate ai non esperti i titoli migliori e gli addon imperdibili, insomma aiutateci a crescere tutti insieme!

Del resto se siamo di più, ci saranno più piloti ai quali far mangiare la nostra polvere.... virtuale.

Lascio adesso la parola a due delle iniziative italiane più interessanti degli ultimi tempi: la creazione della FIPV e la nascita della LISGO.

Nicola Trivilino
DrivingItalia.NET

Federazione Italiana Piloti Virtuali

"L'iniziativa ha lo scopo di riunire tutti gli sportivi in genere e gli appassionati di simulazioni di guida in particolare. Ispirandosi ai valori di amicizia e fairplay, la Federazione si propone di consentire e promuovere la fruizione di attività ricreative legate al mondo della "guida virtuale". Di qui l'obiettivo di veder riconosciuta, l'attività di guida virtuale, come disciplina sportivo-agonistica."

Abbiamo iniziato questo articolo riportando il primo capoverso della lettera di presentazione poiché ben rappresenta il principale motivo che ci ha spinto a realizzare questa iniziativa.

La FIPV nasce per portare a conoscenza di tutti l'infinita passione che molte persone hanno per la guida simulata e mostrare quanto siano forti le emozioni che questo sport può trasmettere, trasformando ognuno di noi, per moltissimi aspetti, in un vero pilota.

Studiare la propria strategia di gara, il proprio setup, analizzare ogni parte del circuito per scoprire nuove linee da disegnare per tentare un sorpasso al limite, ma anche prepararsi ad una gara, sentire l'adrenalina salire prima di una partenza, immaginare per un attimo di trovarsi in una vera pista e sentire l'odore dell'asfalto e della gomma degli pneumatici: sensazioni che fino a poco

tempo fa erano pura esclusiva del ristretto cerchio dei piloti reali, ora possono trasformarsi in realtà per molti appassionati.

E questo anche per merito della sempre crescente accuratezza delle simulazioni che rappresenta il trampolino di lancio per trasformare la guida simulata in una vera disciplina sportiva: come attività agonistica per piloti virtuali e come palestra per piloti reali.

Nel dettaglio il sito della Federazione Italiana Piloti Virtuali (www.fipv.it) si divide in più parti ma principalmente offre, oltre ad una storia della guida simulata, anche la possibilità, per chi dovesse avvicinarsi a questo mondo per la prima volta, di trovare notizie e documenti interessanti, dalle periferiche e simulazioni disponibili sul mercato a tutorial di vario genere. Inoltre il database piloti permette ad ogni iscritto di scrivere un proprio profilo personale dove inserire risultati, curiosità, setup e quant'altro. Agli organizzatori il sito permette la pubblicazione dei calendari e l'inserimento dei risultati dei vari campionati con l'inserimento automatico fra gli eventi di tutte le date delle gare previste.

I propositi futuri sono ottimi ma siamo ancora in piena fase creativa e la nostra prima preoccupazione è quella di realizzare un sistema che possa permettere a tutti gli iscritti alla Federazione di partecipare alle assemblee in cui si tratteranno le linee guida da seguire.

Per quanto riguarda gli sviluppi più immediati stiamo lavorando in 2 direzioni ben precise. Una riguarda tutto il mondo delle gare on-line. Pubblicizzare eventi, aiutare i vari campionati ad organizzare i calendari e quindi evitare troppe sovrapposizioni di gare sono solo alcune delle cose che vorremmo realizzare.

L'altra direzione riguarda la possibilità attraverso enti come con i e ACI (CSAI) di vedere riconosciuta la "Guida Virtuale" come vera disciplina sportiva e di poter avvicinare il concetto di "guida simulata" sempre più a quello di "guida reale".

L'interesse che l'iniziativa ha suscitato tra i piloti è stata ottima. Abbiamo avuto più di 150 iscritti e 8 campionati, nelle prime due settimane di vita del portale.

Sappiamo che la forza di questa iniziativa è data dalle persone che la compongono ed è per questo che contiamo sull'aiuto di tutti per rendere la FIPV non solo un sito virtuale ma

anche una Federazione "reale".

FIPV Staff www.fipv.it

Ecco a voi la LISGO

Il 15 settembre 2005 la Lega Italiana Simulatori Guida Online, d'ora in avanti LISGO, ha aperto i battenti con un portale nuovo di zecca, www.lisgo.it, dedicato all'online racing. Scopo di LISGO è organizzare campionati professionali basati sui migliori simulatori di guida presenti sul mercato. Il successo dell'iniziativa è stato grandissimo andando oltre le più rosee previsioni, infatti c'è stato il "sold out" in tutte le competizioni organizzate. Si è cominciato con il Campionato Italiano Nascar (NR2003S dei Papy), giunto oramai alla sua quarta edizione e che continua sempre ad attirare la attenzione di molti utenti per via della sua formula vincente; oltre 100 piloti iscritti in diverse categorie per cercare di inserirsi progressivamente nei gironi migliori. E' stato organizzato il GTRF che nella sua prima edizione ha visto oltre 50 piloti darsi battaglia in pista con il GTR dei Simbin; anche qui l'esito della competizione è stato estremamente positivo e i server di gara si sono comportati molto bene. Nei primi mesi del 2006 partirà un nuovo campionato che avrà come simulatore rFactor e vedremo se anche il gioiello degli ISI si comporterà bene in multiplayer. Con gare a cadenza mensile c'è anche il Legend Track Challenge, che vede una trentina di piloti cimentarsi sulle piste che hanno fatto la storia dell'automobilismo, con il mai dimenticato Grand Prix Legend dei Papy. Sono molte anche le collaborazioni che LISGO sta avendo con i portali di riferimento del settore dell'automobilismo, delle simulazioni di guida e di altre comunità che organizzano campionati basati su altri simulatori. La comunità in questi primi 3 mesi è cresciuta molto e ci sono quasi 300 utenti attivi che si incontrano tutti i giorni sui forum di LISGO. Alla sera invece vengono aperti i server di allenamento dei vari campionati, aperti a tutti, per cui se qualcuno vuole cimentarsi in questa esperienza nient'altro deve fare che visitare il nostro sito. LISGO è un portale che vi regalerà molte ore di sano divertimento, con una comunità sempre viva e colorita.

LISGO staff

Rallying around Richard Burns

Bjørn Erik Hagen, AutoSimSport's regular Rallying columnist, brings you the latest on the Rallying Community – including an interview with the makers of the WRC 2002 mod, and a rough-and-ready assessment of Wally's plug-in ... and, yes, much much more!



In Memory of Richard Burns:
1971-2005

It's the second time a round for me and my column and I am saddened to open this month's column by remembering that, on Friday the 25th of November, Richard Burns passed away. He got to be 34 years, and was a great sportsman and Icon for the Rally Sport. I got nothing more to say about this really, it's just so terribly sad ... words are not enough.

Condolences to his family and friends. Rest In Peace, Richard.

It's been some time now since I touched my Momo. I have only a few days a week to do my things within the Sim world, and that includes getting some wheel time! And what with organising my league, and writing this column, I seem to be spending more time administering and not enough actually racing ... well, that changed today. After a little over a month, I pinned my Momo to the desk and started up Falstone. *"I say God damn!"* — a quote

from Uma Thurman in Pulp Fiction and, if you have seen that movie, you can relate to the feeling I'm trying to describe. She gets her rush from drugs, but I only need my Momo and Richard Burns rally. And it's soon Christmas too, could it get any better?

Richard Burns Rally related news:

The WRC 2002 Season Mod is still under production from the guys from BHMS, and I got a hold of UrQuattro, the man that seems to have his hands on almost everything that's going on in the modding scene down at Blackhole, and eddy3spain, the second part of the team that are working on this fabulous mod for RBR ...

Tell us a little about yourself, how long have you been in the Sim racing business? What does your job as gamemaster at BlackHole Motorsports entail?

UrQuattro: In 2003, I bought F1Challenge for PC and, since then, I am deeply into sim racing, although I do enjoy some other games, like the Silent Hunter series. Around the same time I joined BHMS to oversee the F1Challenge section and I was/still am responsible for it. With time, I have taken up a bit more responsibilities, such as the picture of the week contest, as well as some website design stuff. Examples of my work are,



for instance, the random BHMS cars on top of each page. My specific responsibilities as a gamemaster are mainly looking after the files in the database, keeping it organized, posting news, articles, and looking at the forums as well. Of course, being a rally fan for about 15 years, I have been mostly involved with RBR since its release, but also F1Challenge was nearing the end of its lifespan and I was playing it less and less, despite the very good mods available for it. After countless hours spent on playing RBR, skinning models and making movies out of it, I really wanted to have a full WRC season in the game — so I can play a career season, and incorporate the best that the RBR community has developed for the sim for over a year. This is where eddy3spain comes in. I have known him for some time now, and we had a very good cooperation on 3D modelling — and he hates my guts as I constantly tell him what needs to be fixed for accuracy. Yet he listens, and the cars for the WRC2002 mod will be very detailed, as you can see from the screenshots. Eddy and I wanted a mod, but making each model from scratch would take like a year, so the idea was to take as many cars already available and make them more accurate (default RBR cars or other releases) — and put them all into the mod. It sounded like a good idea, and we took the 2002 season



as a goal — the year when Richard Burns drove as a defending world champion in car number 1. I am responsible for the GUI, textures, and some media, such as introduction videos, and some sounds.

eddy3spain: My first steps into modding a game were when the first demo of LFS was released. I tried to modify some textures (I even released two skins for one of the cars). I found out about BHMS thanks to this sim. After that I tried to make cars in 3Dmax, but I gave that up soon. Then, when RBR was released, I rented it for PS2. I was very impressed, I liked it a



lot. But when I saw the first skins that were released for the PC version, I knew I needed this sim for the PC. I bought it and I started making some texture mods (my first releases were an SWRT rally suit and some mud textures). After some skins I made thanks to the templates available at BHMS, I saw that the new Zmodeler2 supported RBR, so I thought that I could try to make something in 3D, and decided to make the front lights of the Subaru Impreza 2001. When I made them and saw that they were very accurate, I decided to mod the whole RBR car to make it 2001/2002, which was released later on. After that I couldn't stop making cars for RBR, I was addicted to it. Since then I have been learning and improving my skills on 3D modelling. Now I want to make 2002 mod cars as accurate as I can, making even the minimal detail. Take a look to the detail of the rims for example. I have become RBR gamemaster recently, as I am expert with zmodeler2, and I love BHMS RBR forum.

Can you please tell us a little about the features in this mod? Is there anything new that we have not seen before?

UrQuattro: The features of the mod are numerous, and some have been approved, while others are still in discussion

— all depends on how much free time we have on our hands, especially in the coming holiday season. In short, you will have a new season, completely standalone. It will have its own look, music, sounds, cars, driver stats, and all the normal RBR features, but focused on just one season, and independent of the original game. That year, luckily, there were 7 WRC manufacturers, and we will have all cars in accurate detail for those years, which are:

- 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

Car number 8 is still debatable, for now it's a Mitsubishi Evo7 Group N, although we had planned originally for a new Super 1600 rally car.

While cars alone are great and detailed, it's the new features, which I hope the RBR community will appreciate the most. To name but a few, there is an adjustable camera tool embedded into the game, so you can easily adjust your seating position for example — something like in GTR but with mouse support.

You can also switch skins between each rally, and between the cars. For example, the Focus WRC 2002 has had the distinctive blue RS livery and works Martini livery. You can now just tab between them without leaving the game — a step forward. This means the mod has all the necessary skins, and you can just play all you want, as McRae, Sainz or Märtin! In addition, we'll display the name of the mod maker/skin maker/physics maker in addition to the regular car data.

The really useful option that will finally be available to the player is the ability to choose a tyre compound for the quick rally mode. I.e., if you previously wanted to run in wet tarmac, you either had to do it through RBRNet, or in a championship. No way to practice for it, or develop a decent setup. This is history now. Choose any tyre you like, for any surface before starting the stage in quick race mod. And if you want to try the gravel or

snow tyre on tarmac — go ahead, that's possible as well!

Another feature you won't get anywhere else is the telemetry during a replay — where you can see throttle inputs, braking, differentials, and of course top speed and gear. We don't want to make it cluttered with numbers, so again, we hope to make it easy to understand by just looking at it for a split second. There will be a video showing this feature later at BHMS.

In conclusion, we'll have some other small details that haven't been done before, but improved GUI, camera tool, replay telemetry HUD and changing tyres & skins from within the mod (while it remains fully independent from the original game) are the main new features of WRC2002 Mod. And finally the cars will be a lot more detailed than RBR default cars, with hi-res textures and a lot of 3D details.

I have read that the mod does not interfere with the original RBR files, how did you manage this?

UrQuattro: BlackF is the answer to 'how'! He's been truly the backbone of the project, and as a programmer, has managed to give RBR a second life which you'll experience through the mod. He enjoys modding the sim and driving it, and the amount of work he has put into I suspect cannot be fully appreciated until the mod is tried.

BlackF: We should, again, thank Warthog for game plug-in interface which makes it possible to keep this mod's content independent from the original with the hope that we are exploiting this unusual and powerful sim-feature as it was meant to be. So there is an RBR Plug-in used mainly to handle the content and secondary to add/change some interface aspects. Being a small code it will be easy to update apart from the rest of the mod content in case of bugs and/or suggestions.

UrQuattro: While BlackF is actively involved in the mod, it would be unreal not to mention Racer_S who is also working with Black, and is our best "tech support".

I know you have done some track and sound updates. Can you explain this?

UrQuattro: For the sound, the story is not very clear at the moment — depending on time we might make something on our own, or use an already available mod and tweak it for the 2002 season, with an already obtained permission from the author. In regards to the track, we don't want to rename Rally USA to Rally Kenya or something, so the tracks won't be changed to 'appear' as WRC tracks. They will remain their own rallies, though we will update the textures for some places, such as the podium finish ceremony. So making a Monte Carlo rally has never been a plan of ours ... Again, time is the factor.

This must be a lot of work, how do you guys find the time for this?

UrQuattro: We sleep a little bit less than we should perhaps. Do it on weekends, whenever there's some spare time from work/school. This mod is for fun, and we do it at our own time, there are no strict guidelines. Unfortunately that means we have to reply with an irritating "It's ready when it's ready" but really, we have no intention of completing the mod and then holding it back. So as soon as it's done — you'll be able to download it at Blackhole Motorsports' WRC 2002 mod section: <http://www.bhmotorsports.com/RBR/02WRCX>. We are confident that the mod will speak for itself, and might be sort of a RBR Expansion Pack everyone was waiting for.

Finally, if I may, I'd like to say a few words about the guys involved in the project. We've started small, but many known modders joined in and agreed to help, which is fantastic help for us. *Tremblay*, who is quite well known and in my opinion is one of the best skin makers I've seen has been an enormous help as well when it comes to texturing. Without his templates, it is fair to say the work would be either much less accurate or much more time consuming. He was kind enough to suspend a few of his planned releases that coincided with our mod, and thus we are able to have a couple of cars done much quicker than anticipated (for example Focus and Mitsubishi works livery). *Rueda* has been enjoying an unofficial RBR new physics maker status in the community, and again we are very thankful to have him on board,

remaking the physics for all the cars, and making sure the driving experience is as realistic as we can make it. While some things may be arbitrary, we want to avoid either balancing the cars out (a 206 should not lose to a Lancer WRC), or making them behave unrealistically. *Nomis* has released (a while ago) a very nice Skoda Octavia model which will be featured in the mod, and *HDi* agreed to have parts of his sound mod to be used as well.

RBR Online ...

In the November issue, I promised to tell you more about racing RBR online, other than the two major solutions I told you about — so with this in mind, there is a Czech guy who calls himself Wally, and he has created a plugin that lets you go online with your favourite rally vehicle. Here's some screenshots from his tool: There are a number of leagues that use Wally's plugin:



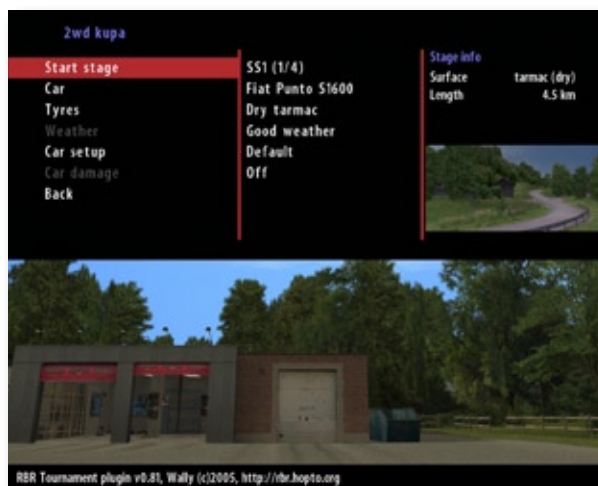
Tommy Hamreus's www.rbrchamp.com

Czech league www.rbrmcr.com

Russian www.rbrally.gamenavigator.ru

Estland's www.rbrel.com

And Spain, Slovenia and maybe more in the future.



The List of features for this plugin is long, but the most important are these:

- Online/offline tournaments
 - Displaying actual split times and top table during stage
 - Service area and repairing
 - Any modification of physic/car can be allowed from server
 - Supported car list is dynamic and it can be allowed any car for tournaments
 - Cut-checking
 - Super rally support
 - Legs support
 - Surfaces control (new, normal, worn/dry, damp, wet)
 - Climate control (not ready on server side yet — plan for future)
 - Time checked starts (not ready on server side yet - plan for future)
 - Support loading additional tracks
- Check out his site and plugin here:
<http://speed.onlinegames.cz/rbr/>

Since most of my experience is related to www.rbr-online.net, I was very curious as to Wally's plugin, and its



functionality — best way, I thought, to find out more, was to ask someone who is using it ... enter Tommy Hamreus. This is the man who runs www.rbrchamp.com, and I asked him some questions about his Championship.



What made you want to start a Richard Burns Rally Championship?

First, when I started it I wanted a championship for the best drivers I could find and was hoping for around 20 drivers. Now for 2006 season there have been many changes and the goal was to make it close as possible to the real World Rally Championship.

Are you the only admin or do you have more people helping you?

I am alone but I got good contact with many drivers and can get help with some things if I ask.

How long have you been running your Championship?

It started in middle of 2005, but it feels like it starts for real 2006. 2005 was more like a testing season.

In a rally, how many drivers are there at the start line? And how many actually finish?

There are around 160 drivers now, but 2005 season was just maybe 40. How many that will finish now I don't now but, there are so many really top drivers and I'm sure it will be very close, especially in the WRC and Manufacturers Championship.

What damage level do you use in your Championship?

Reduced. That is why I chose Wally's plug-in instead of RBR-Online, because they didn't have an option to choose damage level. Richard Burns Rally has a bug for many that make the head gasket blow on realistic damage.

So besides the damage, are there any other reasons why you chose to go with Wally's plug-in?

Because it's simply the best and most close to a real rally. I also have good contact with Wally and have brought him some of my ideas and he fixed them for me. And we also arranged that the new cars that have been made now work for the plug-in. Like gr.N and S1600 cars.

How many rounds does your Championship have?

It will be like real WRC with 16 events.

Is there anything you would like to say? Here's your chance!

I can say that 2006 will be very different to 2005 season. Seven Manufactures team with some of the absolute best drivers for RBR. It will be a very close Championship
Thanks for letting us in on your league Tommy.

NIRC Original

While we are talking about Richard Burns Rally and Championships,

there are a few things I would like to mention regarding my own league. First I would like to mention that my league is based on The RBR-Online Utility.



We have decided to make some changes. There will now be two Championships running at the same time.

In one championship, only drivers from the Nordic countries can score points. And for those of you who are geographically challenged, that means only NORWAY, SWEDEN, FINLAND, DENMARK, and ESTONIA can score points in both Championships.

NIRC Open Trophy

This Championship is open to ALL drivers of the World.

NIRC Original drivers can score points in both champs. NIRC Open Trophy drivers cannot score points in the NIRC Original Championship.

All drivers that are valid drivers on the www.rbr-online.net site can join this Championship.

To all those who want to join; be aware that both Championships are running at the same time, which means that contenders in both Championships drive in the same rally. So the rally schedule is the same for both championships.

The reason we are doing this is due to the lack of drivers. So when we start up our Championship with a brand new Utility and rules, we hope to boost the activity in our rallies and site.

More news from BHMS

A new car for RBR is born! It's the car we've all been waiting for.



Author: Pyros2004

Skins: UrQuattro

Physics: Rueda

Download this car from the cars section at www.bhmotorsports.com/RBR

The car looks very good, can't wait to try it out!

Finally

As I am coming to the end of this month's Rally column, I realise that there is much information about Richard Burns Rally ... and not much else ... I promised myself that I would try to include some things about other Rally Sims to but ... there it is — next month, I promise I'll get in depth on the other Rally sims out there as well!

I have begun my work to make a result round-up in this column. So in January I'll be giving out the results of the different championship and rallies around the Richard Burns Rally world. So if you are you running a Championship or league, **contact me** with results!

And the last thing I would like to mention this month is Hansje's World! If you're new to RBR, this is what you need to get onto your harddrive — as in now! Go get it [here](#):

Happy Holidays everybody!

The DVD and GPL: Last Century Meet 2005!

Smokin Bob sits down with Luke Beck's DVD Project and then, as reward, sits down with Luke himself, to find out a little more about this fabulous new concept in sim-racing

Luke Beck, Senior DVD Technician at **Kojo Interactive**, decided to put together a DVD for his work towards an advanced degree at the University of South Australia, and the finished product is nothing short of astounding. Besides the top level production values, this DVD contains the full statistics and results of the 14 rounds of the 2005 GPL Australian Championship, race movies from each race, individual driver statistics and profiles and an F1 Trivia game that is a blast to play. And, if you place the disk into your PC, the entire season is represented completely using the HTML reports of **GPL Replay Analyzer**. Luke has taken what must have been a monumental task and created one of the most unique racing simulator related DVDs I have ever seen.

The PAL format that the disk was created with will not work on an NTSC system, but it will work with the PC—but you will not be able to view the main portions of the DVD. It also works, perfectly and most surprisingly, with the XBOX 360 - so I was able to view the DVD as intended. Shortly after receiving the DVD, I contacted Luke for some further, and more technical, information regarding the project, and he was kind enough to give me quite the rundown. Without further delay, let's dig in...



How long did it take to produce this DVD, and what types of software/hardware/processing/etc. were needed?

Design began in March 2005, after getting the all clear (very generous offer considering...) to be able to use DVD-Extra Studio for my project. I then sought our League Director's (Phillip McNelley – best league director ever!!) approval to base my project on the AC8 competition. After that, the rest is history....

I made each movie within a couple of days after each race, until my system decided that capturing avis from GPL was no longer on, so the last 6 race movies were done in 6 days after the season had finished. To help me in the movie making process, I asked drivers to post on the forum any action they had during their races and to approximately highlight where in the race it was. I then trawled through the server replays and made what I could out of what I had, while not being able to spend a lot of time on each one. I also made all a template of the qualifying and end results for each movie, while also creating (using NASA WorldWind and Google Earth) all those Earth spinning animations. While all that was going on, I built a black & white prototype DVD menu system and dummy databases to prove that I could get it all working as I wanted it. The trivia game and the displaying of all the results and back-to-back information was always going to be a massive task.



In summary, the Trivia game has 12 categories, each with 3 difficulty levels. Each difficulty level has 13 questions per category. All up, this meant 468 questions were written to populate the game (big thanks to my teammates Geo & Trav : WTF? For helping so much with this task.) The car choices are

related to the difficulty levels, in that the Lotus is the fastest car, but also the 'hardest' car to master, but treated right should be able to easily beat the Ferrari & Coopers.....

The question responses vary between 2 & 4 possible answers, and a further 32 questions in the game are preceded by a video clip, and another 68 by an image that relates to the posed question. One of the great tricks enabled during the game play is the guarantee that no one question will be repeated during any one game session. (I won't bore you with the maths involved with executing this trick ...) The video clips in between are WR laps at each circuit ... thanks to {GPL legend} Greg Stewart for the Monza & Spa laps, they look hot ... and if you've yet to find it ... if you get 3-in-a-row wrong, the player 'spins' and loses valuable time (you lose score, making it very difficult to win after that) and 5-in-a-row wrong puts that player out of the game, followed by a 'crash' sequence.



The statistics were implemented to show off another feature of DVD-Extra Studio (rather than it being a 'trivia' game one off wonder tool) in that it can produce vast amounts of information for displaying to interested parties. For example, there are 3364 graphic menus in the Back-To-Back section, of

which maybe only 10-15 are of interest to any one particular driver (out of the possible 58 drivers). All of these instances need to be created, however, as to how the current DVD specification works. Fortunately I (only!) had to create a database with approx. 1800 fields to populate this section. The generator (Director) once setup does all the hard work for me – creating all the graphics. Then I just needed to program an offset system so that it when you select 2 drivers, it jumps to the correct instance. (The Race Results database creation was hefty!!! Over 4500 fields to fill out to display all the necessary information for that section alone).

For the Drivers' Profiles, Dave McRee of VPR fame helped me out by providing an online form which people posted their details, which in turn was emailed to me, and then I formatted all of this information into another database.

And you get the idea ...



Software used

DVD-Extra Studio – Best DVD authoring software available
GPL, MSXP, CCM3.1 – Movie capture
GPLeA car sets, Steve Life hi-res track textures (and a few others I can't recall who authored)

Premiere & After Effects – Video processing, editing and effects

Photoshop – Graphics manipulation

Director - Generator (e.g. Trivia questions and Back-To-Back)

Access & Excel – Database & tables

Cool Edit Pro 2 – Sound editing

Do you have commercial plans, that is, if a league was to request something like this, would you be open to that possibility?

I'm definitely trying to leverage some motorsport related work out of this. Locally I've made a contact with our V8 series organizers and am currently chasing them to see if they are interested in producing a DVD using some of the techniques I used in making my DVD, e.g. Statistics and Trivia Game ...

I also intend to chase the likes of Duke Video, as they have the market cornered when it comes to motorsport media. Formula 1 would be *hot*, but getting that contract would be extremely difficult, but I don't mind watching F1 footage!

As for another league requesting a DVD, something could be arranged, depends on the situation and time scale, but I'm open to offers. I am tentatively planning another one for the AC9 competition, but certain parts will be retained, and others



will definitely get the chop. It depends on how this one is received I guess ...

How long have you been producing media, and has it always been racing sim related?

I've worked for Kojo Interactive (formerly Oasis DVD) for 6 years. Prior to this, I almost had my university degree complete, where all of my other multimedia related subjects assignments were motorsport related (much to the amusement of my lecturers). For the most part of my employment, we have mastered DVD movies for distributors such as Universal and Village Roadshow (the original Mad Max region 4 DVD was a highlight, and 'Driven' was just complete bollox – shame Sly, shame). Over the past year, my focus of work has been on creating DVD games, and this coincided with my university project really well.



Do you have any plans for NTSC versions of the DVD?

Not for this incarnation at least! The intended audience for this particular DVD was always going to be the competitors of AC8, hence the PAL format. If there was potential to make some money out of it, sure I could make an NTSC DVD, but the DVD-Extra Studio licensing issue and the current music selection basically negates this project as being a marketable product.



So as a Sim-Racer, what does he race?

I *only* do GPL. GTR, GTL, R-Factor, LFS, etc ... I've never got into any of them, as I still haven't gotten over GPL. It still has so much to offer me. The combination of the real tracks and open wheel Formula 1 cars with lots of power and relatively low grip still fascinates me. Also, the modern circuits these days just aren't as much fun as the old Spa & Nurburgring for example....

And now that all the hard work is over, just what is Luke going to do...?

As a reward to myself for completing the project and my degree, I've just purchased another go-kart (after a 2 year sabbatical) and I'm looking forward to getting back to some real racing. Although this time when I do, I won't retire from Sim racing as I did last time.

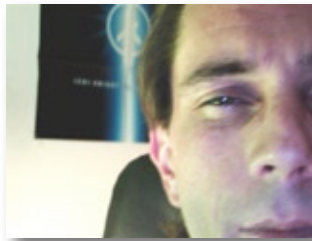
I'm off work for 2 weeks after today, time for some serious GPL!!!!



Christoph Schirmer

Last month I had the pleasure to test the VPP pedals, and so I had started more simulations than I find usually the time for, also older ones: N2K3, GPL, GTR, LFS S2, F1C, and of course rFactor (hoping for some more tracks like Trois-Rivières),

and Mercedes Benz Truck Racing — which sadly misses any on-line capability. I am looking forward to try the 69Mod between the seasons, but usually my current interest is limited to rFactor F3 Mod these days, and so I hope like many others for many future developments there.



Smokin Bob

The past month has been an up and down rollercoaster ride and 99.999% of it is due to the pain of my efforts attempting to acquire an XBOX 360. I had to go to the ends of the earth to get

one, but when all was said and done, eBay is not such a bad place. Besides, they are getting done what Microsoft cannot get done, and that is actually having units in possession and ready to sell. Careful, Microsoft—make us wait too long, and there really won't be any reason to wait...the PS3 sounds nice as well. But it all ended happily, I was able to compress about a year's worth of chemical imbalances into a span of 16 days, so that was cool. I took my best shot at the XBOX 360, and you can read it all here. Of course, most of the mission was classified, so there is a lot not being said. I am going to miss BLUE DOG 1 very much. He was a good TOP SECRET agent.

Currently, I am negotiations with a Russian Bride—hey, the winters get cold up here, and gals aren't falling out of trees...so you do what you gotta do. I am optimistic, but certainly don't have a lot of money...could this be yet another 'internet scam' situation? Golly, I sure hope not—but am preparing for the

worst anyway. I will most likely try a Cuban bride if this does not work—who knows, I may even get some Cuban cigars out of the deal. I don't smoke cigars, but I hear the ones from Cuba are very, very valuable in this country.

I have been playing the wheels off Project Gotham 3 for the XBOX 360, for my money this is the 'must have' launch title for the 360. Out of this world graphics, decent driving physics, and the very welcome addition of a true, in the car, cockpit view with the proper graphics for each of the around 80 cars. Coupled with High Definition output and Dolby 5.1 Surround Sound, this thing is really a lot of fun, and some of the visuals are other worldly in their beauty. The next generation is here and so far things look very promising.

With the recent amazing news that the Outdoor Life Network (OLN) is covering the A1GP races, I no longer have to watch on a tiny live feed window. Sure, the races aren't live but they are a hell of a lot of fun to watch and I am thankful that we Yanks finally have some more coverage of something other than NASCAR. I love NASCAR, don't get me wrong—but they are done until February, and I need a fix now!! Those French guys seem to really be tearing it up out there; it is turning out to be a fantastic series and a lot of fun to watch. If you are not careful, you might even see some actual racing!!! My favorite is Nelson Piquet Jr., that guy can drive!!

And that is about the extent of my life since my last blog. Oh yeah—I turned 40, but don't really feel that old...

Merry Holidays!!!

Smokin Bob



Bruce Saltzman

Bolgs! Bah! My editor said I had to write this otherwise I wouldn't be wasting your time. I mean, who really cares what's going on with me or what I think about

this, that, and the other? Anyone? I didn't think so. Why should you? I don't even care what I think. Well that should about do it for this month. At least this turned out to be a nice little filler to help the page bottom out nicely. Happy Holidays everyone.



Mike Crick

Hello again! I've been doing a lot of gaming (as usual) these past months, most of my time has been spent on World of Warcraft. I finally crumbled and decided it was at least worth a go after my final exams ended. It's not the best game out there

in terms of RPG (a Gnome for instance can be a warrior which makes no sense) but it makes up for this in pure simplicity. The community is pretty good too, that is of course the community you have allied yourself to. I play as a human which puts me on the side of the Alliance, as apposed to say an Orc who would be part of the Horde. In the PvP server there is a lot of 'ganking' going on (Ganking is when you kill a player of lower level than you unprovoked & without decent reason.) which takes a lot away from the game when you are simply trying to quest. This often leads to frustration but you can almost always call out for help and someone will come. I must also honestly say that I hit level 40 recently and have now lost the drive to continue on (to level 60). It's a very fun game but I think the huge level curve is throwing me off a bit at the moment, perhaps I can come back to it in later months and 'finish' it.

The real gem for me in these last months has been The Movies. Whilst the heavy limitation there is on what you can do (sets, props and scenes) It's still very fun. It's enormously simple to make movies, maybe a little too simple (as stated above it's 'limited'). You have a fair amount of creative control, you can pick the correct actors for the roles, costumes, props and more. The campaign mode is actually very good, you run your studio in true Lionhead fashion, simply and without too many menus cluttering up your screen. Even if you're not a fan of management type games this is at least worth a look. Besides if you don't like that type of game you can always just make movies.

I put some serious money in Lionhead lately, as I have also been playing Black & White 2. Much the same as the first game it's a little different to the majority of the RTS genre. Playing as a god is always good for some fun, and now with the added feature of commanding armies it's even more so. The system could be better though, it's immensely hard to raise an army and I found the only way to do so was to be really good and promote population growth then draft my entire male (omg sexist!) population to the army. To me this didn't seem very 'evil' I'd rather force my people to somehow procreate through threats and burning of houses. It seems that the freedom of the first game has been lost because of the restrictions of army growth. I mean I feel I should be able to just force my people to bring sacrifices so I can raise an eternal army of demons or something; I am a GOD after all! Either way it's a fun game with some nice new features and from what I read a year or so ago there will be more. At least they fixed the creature, for those who hated him before now he will tell you what he is thinking or planning to do so you can reprimand or applaud accordingly.

In terms of Racing not much new, had a crack at the V8 Supercar 3 demo (or TOCA or whatever it's called in your country of residents) I'm very impressed. Whilst it doesn't feel like a true sim it still looks like it will be some fun to blast around with and hopefully the career mode is as promising as it looks. I purchased a new wheel recently too, a Saitek R440 for \$150 AUD. I did this because my momo pedals finally carcked it, it sucks but they are the longest surviving set of those pedals of anyone I know. So I mostly got this wheel for it's pedals, which are very good indeed, google the name and you'll see what I mean. The wheel itself annoys me, it has great FF and some handy little LEDs but it's

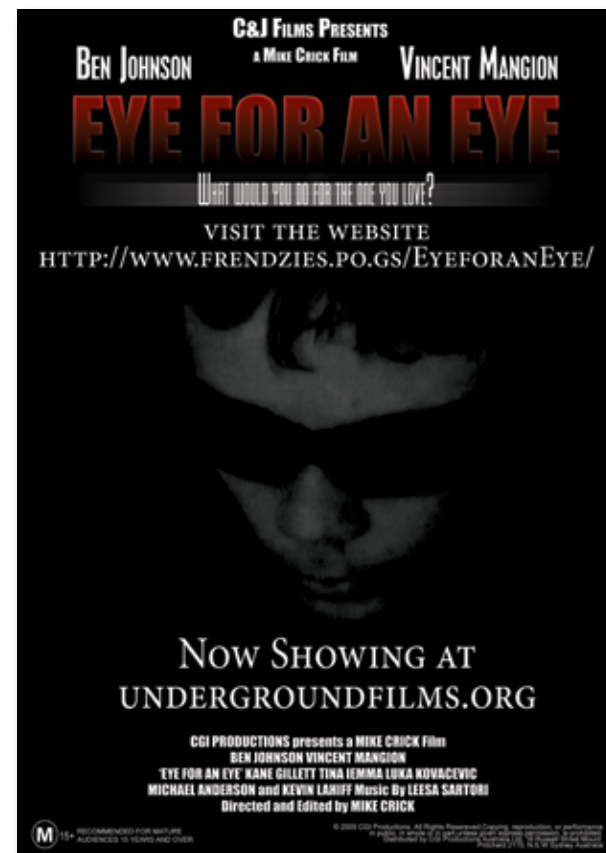
1. Too small
2. Only has 4 buttons (excluding paddle shifters)

However I'll continue to use the pedals in conjunction with my momo steering wheel which is still in damn good shape!

That's it from me; I hope you have a Merry Christmas and a happy new year!!

Cheers

-Mike



Take some time if you will to watch young Mike's movie directing debut. He's really done a top-notch job. Just click on the promo poster to begin. Don't forget the popcorn.

League Reports

GPFun67

By Fulvio Barozzini

A lucky Bucci wins in Zandvoort

For the 3rd round of the GPFun67 Season, on November 6, the pack moved to Zandvoort, the tiny and challenging Dutch circuit.

Barozzini, on the BRM, got his 2nd pole-position in a row (1'25"40), preceding Luca Varani (Cooper, 1'25"52), who was never so fast this season, and Luca Panella (Ferrari, 1'25"64). There were 13 drivers, from 5th to 17th, in only 1 second. The start saw once again Barozzini taking advantage from the pole to spurt away quite fast and accumulate a certain margin right after the first corners. At the beginning of the 2nd lap Davide Strada (Honda), recovering from a bad grid position, passed Fosco Nori (BRM) on the main straight, but he was touched by the BRM driver who unfairly moved into the right side of the track, while Strada was still at his side completing the overtake. The result was the first accident of the race. At lap 3 Basile (Brabham), holding 6th position, flew off the track at the Tarzan brake and could not recover the track, having lost many positions, though. The cars were running very close, we could say that, starting from Uscidda (Brabham) in 4th place, and arriving to Nori in 17th, there were a whole "snake" of 14 cars in 16 seconds, that's quite amazing! At the last corner of the 4th lap, Varani lost the control of the Cooper and went off track. When he put the wheels back on the track, he was forced to leave the way to the arriving Panella, who gained the 2nd place.

The 8th lap was a complete mess. At the first brake Uscidda tried to overtake Varani, he braked later, but then he returned on the inside of Varani entering the Tarzan corner. The unavoidable collision followed, and it also involved Milano, Bucci and Bindi. The latter was the luckiest and slipped through the cars with no accidents, followed by Bucci, who, despite a contact with Milano, managed to remain on track without losing time. It wasn't over. Moreno (Brabham), arriving very fast, hit Varani again, who was difficultly restarting, then there was a little panic with other two cars approaching, Saiu's Eagle and Ponte's Ferrari, but without accidents. So Bindi, in one corner, jumped from 7th to 3rd position (!), followed by Bucci, Uscidda, Moreno and Milano, who made a mistake exiting T4 and lost other 3 places, then



The crash on lap 8; © Fulvio Barozzini

a very close 3-car pack (Saiu, Varani and Ponte). Milano had to reset after the multiple accident at T1, so he made the stop&go, losing other two position. Bad luck for him. Panella, racing alone in 2nd place about 10" behind Barozzini, made a mistake at T1, recovering the track just ahead of Bindi and Bucci. On the next lap, he made a classic mistake between T7R and T8R: he put two wheels on the sand and he lost the car, spinning away, towards the outside of the track. He had some difficulties to reach the asphalt, so he lost 4 positions.

Meanwhile, Varani tried, with an audacious move, to attack Saiu in the inner side of T4, with the almost obvious result of a contact. Fortunately for Saiu, he was undamaged and continued the race without a great loss of time. Varani, on the contrary, was also hit by Ponte and lost more time, but not as much as Ponte, who was trapped in the barriers and had a great effort to set himself free and continue racing. The next "victim" of this 11th lap was Bindi, who did the most classical of the errors on this track: he put the left wheels on the dirt outside a fast right turn (the one after the bridge) and had a spectacular spin, leaving his 2nd place (he held it for about 20 seconds...) to Bucci. At the beginning of the 12th lap Merella (Ferrari) he was easily overtaken by Vimercati (Brabham), then, after two turns, he was suddenly hit by Milano. The 13th lap saw the exit from the race by Barozzini, who was leading with a consistent

margin (about 20s) over Bucci. He had a PC crash and the race lost its undiscussed dominator. So the lead was taken with no effort by Bucci's Cooper. Bindi had an engine failure, then he parked the car on the sand and retired. His 2nd place was taken by Uscidda, followed by Moreno, who was battling with Panella for 3rd place. Saiu came later, then Varani and Vimercati.

On lap 15 Panella exploited a slow exit from the last corner by Moreno to pass him easily on the straight, but three laps later he made another mistake at T8R and returned behind Moreno. Bucci was losing some time from Uscidda lap by lap, and in this moment of the race his advantage was only 2"4. In the same time Varani completed his chase over Saiu, after the accident, and prepared himself for a new attack.

On lap 20, in the "usual" point of the track, after the bridge, Panella decided it was time for another spin off track, but the following drivers couldn't avoid the rolling Ferrari and there was another multiple crash involving Saiu, Varani and Vimercati.

Saiu and Vimercati were fast to recover and had no damage, Varani was forced to reset, Panella was the slowest to return on track but could pass Varani, who was stopping at the pits after the reset. He was also passed by Beschi (Lotus) and Milano (who fell back due to a series of mistakes), who spun at the outer side of T1, having put his left rear tire on the dirt.

There was a strong battle for 4th place between Saiu and Vimercati, but it ended on lap 23 at T4L: the Brabham went inside the Eagle and touched it, exactly the same thing Varani did before. No doubt Saiu was slower, but that's not a valid reason to take him off the track... One lap later, still on T4, he went wide on the exit, he had to slow down and Panella got past. He didn't finish: on lap 26 he spun exiting T1; Varani and Milano passed. The situation in the lead was really hot for a few laps: Uscidda reached Bucci and was permanently in his exhausts, but never found an occasion to overtake. He eventually made a mistake on the fast turn before the bridge (on lap 27) and left Bucci alone in the lead. Since the two leaders had a 20" gap over Moreno, Uscidda maintained the 2nd place. On lap 32, Milano had a walk along the dunes circumdating the track and was forced to retire.

After a long chase, Panella was able to reach Vimercati. He appeared to have the same pace in the "toboggan" section, but the major horsepower of his Ferrari gave him a clear advantage on the straight. He couldn't overbrake Vimercati, though, and on lap 34 he spun on T1. Now the gaps between the drivers were constant and there weren't duels. The important factor was finishing the race with no errors. Uscidda forgot it and went roughly off track at lap 35; Moreno, Vimercati and Panella gained a position. Lap by lap, Vimercati was faster than Moreno and begun to appear in his mirrors. On lap 42, Panella committed another mistake, in the same place Uscidda went off some laps before, and lost a position in favour of Uscidda himself. Meanwhile, Varani suffered a CTD and left the race.



A fight between Merella and Ponte; © Fulvio Barozzini

There was a hard and long battle between two Ferraris, involving Ponte and Merella, the latter eventually spinning on lap 45.

At this point of the race who made a regular driving with no errors was fully rewarded: Bucci was calmly in the lead, the apparently "slow" Moreno had a surprising 2nd place in his hands, and the "gentleman" Jonh O'Kerry was in 7th place.

Vimercati, after losing almost 2" in order to lap Mariani (Lotus) reached Moreno again, but he broke his engine on lap 48. On the next lap Moreno went off the track at T8R and recovered just before Uscidda and Panella, the latter having recovered almost all his gap from the Brabham.

With 10 laps to go, three drivers were fighting for a place on the podium, an exciting end of the race. On lap 51, Panella was on the inside of T1, Uscidda was slightly wide, he had to slow down; Panella had a good acceleration and managed to overtake the Brabham on T2, a great and courageous manoeuvre. At the end of the same lap, Uscidda did another mistake and left the duel for the podium position, though he conserved his 4th position.

Panella got closer to Moreno and seemed able to attack him, but on lap 52 he spun, leaving Moreno undisturbed; moreover, his 3rd place was taken by Uscidda. On lap 55 Moreno saw unfortunately the end of his Repco engine, and, together, a well-deserved 2nd place. The other positions remained immutable, so Bucci crossed the finish line first, followed by Uscidda and Panella. Both of them collected their best result so far, as well as Saiu, finished at 4th place, and the most regular man on the track, O'Kerry, 5th.

Bindi triumphs in Oulton Park

On 13th November, the 4th race of GPFun67 was held in the difficult Oulton Park track.

It's very rare, due to the car assignment rules, that a Lotus gets the pole position, but this time it happened, and Giacomo Ponte (1'32"333) was for his first time ahead of everybody. He was followed by Pasquale Milano (Cooper, 1'32"444) and Giulio Maria Garbellotto (Brabham, 1'32"606) The top10 was packed in 1"1, not a surprising result. At the start there weren't problems in the first rows, but Bucci (Cooper), who started from the 8th position in the grid, broke the engine and didn't move, causing a little panic among the followers. Only Panella (Ferrari) and Beschi (Lotus) hit him slightly, there were no real accidents. As the green flag dropped, Uscidda (Cooper), who was 5th, had a very slow

spurt and Bindi (Ferrari), overtook him before the first corner. This wasn't allowed by racing rules, then he slowed down to let the Cooper pass, but then, after T1, he accelerated again and put himself ahead definitely, making an infraction and being forced not to dispute the qualifying session for the next GP.



The pack right after the start; © Fulvio Barozzini

On lap 2, Milano went slightly off the track at the hairpin, due to a long brake, and was passed by Garbellotto and Saiu, who exploited the acceleration of his Eagle to overtake Milano after the hairpin. But a few turns later, at the Druids corner, he was badly hit in the back by Milano and flew off the track. He had to reset and fell in the back of the pack. Meanwhile, Uscidda had a huge skid at T3L and lost two places in favour of Varani (Cooper) and Strada (Honda). On lap 3 Bindi, who was 4th, spun on the Druids Corner and fell back in 10th. Ponte had a firm lead in his hands, managing to increase his advantage over Garbellotto, while Milano appeared to be the fastest man on track and gained something over the Brabham in 2nd place. Varani, 4th, had some effort to defend himself from Strada's close chase, then Uscidda and Panella followed, not distant.

Behind them there was a fight between the only 2 BRMs racing, Nori and Mazzoni: Barozzini, protagonist of the first three races, couldn't participate. Strada stopped making pressure over Varani on lap 5, finishing off track at T6R, he lost only time and recovered the track just ahead of Uscidda. Behind them, there was an interesting 3-car battle between Panella, Nori and Mazzoni. Nori put two wheels off the track on T6R and had to let Mazzoni pass on lap 7, but he had back his position soon, as Mazzoni spun on the last corner, losing also another position, taken by Bindi. Milano completed his chase over Garbellotto and started approaching him dangerously, but at this time he didn't seem able to pass. On lap 9 Uscidda made two errors: first he accelerated too much and too soon exiting the hairpin, leaving his 6th place to Panella, then, he went violently off the track at the "usual" T6R and finished his race. Soon afterwards, Panella made another very classic mistake on this track: wide on Druids Corner, wheel on the dirt and excursion off the track. He re-entered just behind Nori and in front of Bindi.



Milano hits Garbellotto; © Fulvio Barozzini

On lap 10 Milano was really tailgating Garbellotto; maybe the latter braked early at the hairpin, and Milano had no other choice than to hit him rudely in his back. They both spun, Garbellotto remained on track and continued racing just in front of Varani, Milano had more difficulties and was also forced to reset. Some instants later, Bindi completed a good and clean overtake over Panella just before T6R. Milano, after the obligatory

stop&go, lost other 3 places and fell back into 8th, but it was all his fault (not like in Zandvoort a week ago). On lap 11 Bindi made an error on T6R and, in order to defend his position from Panella, who came on his right side, went in contact with him. Only Panella had damage from it and was passed by Milano, Saiu and Mazzoni. Garbellotto, who was apparently controlling the situation, not feeling pressure by Varani behind him, spun on the last corner, leaving the 2nd place to the Cooper driver.

The most interesting battle was for 5th position, between Nori, Bindi and Milano. On lap 14 Bindi had to slow down after T1 because there was no room to attack Nori, and Milano, very fast, exploited this occasion and put himself in the inner side of T2, leaving a careful Bindi behind. Then, after 4 turns, there was the same situation, reversed: Nori made a slight error, Milano slowed down not to touch him and Bindi cleverly slipped on the right and overtook the Cooper. An exciting phase of the race indeed! The following lap Nori, on T6R again, put two wheels on the outside and had to reduce the speed consistently, enough for Bindi to pass. Milano had to remain behind, instead.

On lap 16 Strada, who was disputing a regular race in 4th place, had some problems exiting T6R and spun, recovering just ahead of Bindi. On the next lap Nori made the same mistake: this time Milano was in condition to pass and gained 6th place. A few seconds later, Strada didn't exit the last corner properly and Bindi could easily overtake him in acceleration. On lap 18 an unexpected event: the undisturbed leader, Ponte, ended his race going off the track at T3L, and he crashed heavily against the advertising posters. A pity for him, but his Lotus assignment would have been discussed if he had won the race. Then Varani found himself on 1st place: the first time in this GPFun season. Strada made the classical spin on the Druids corner and lost two positions: Milano and Nori passed. Then he did it again (less seriously, though) and also Saiu got past the Honda. Finally he crashed heavily on T2L, finishing his race.

Saiu was running a good race and reached Nori in a few laps. He braked late on T6R and, in order not to touch the BRM, he went off the track and lost only time. It's a pity, since

it appeared to be a nice duel and it deserved to last longer. The situation, when the race marked its half, was quiet: Varani had a 7" lead over Garbellotto, who couldn't recover, and had a constant margin over Bindi (20s), controlling easily Milano behind him and slightly slower. He disappeared definitely from Bindi's mirrors on lap 28, making a mistake exiting T2L. On lap 29 Garbellotto started an impressive series of mistakes. First, he made a huge excursion after the Druids corner and lost much time. Unhappy with that, he spun there again a lap later, then, on lap 32, he did it once more, and Bindi got his 2nd place. After 2 laps Garbellotto spun on T2L and Milano reached him and started his pressure over the Brabham. On lap 37 Garbellotto suffered it too much and went again off track on T2L, letting Milano pass.



Garbellotto off track, Saiu thanks; © Fulvio Barozzini

One lap later he paid his tribute to the Druids Corner and spun, leaving his 4th place to Nori and, on lap 40, he decided it was time to go off the track on the hairpin, allowing Saiu to pass him. On lap 41 Milano, stable in his 3rd place, had a bad acceleration out of the last corner and crashed heavily against the barriers on the right. The result was a sad retirement. Varani, who appeared to be the master of the situation, had an excursion off the T2L and lost 6 seconds. Now his lead over

Bindi, who was clearly faster, was of 11" with still 15 laps to go... the climate of the race appeared to be warming up.

On lap 45 Saiu had some problems, culminating with a sudden slowdown on the Druids, letting Garbellotto pass. Varani seemed able to keep his position safe: unfortunately, on lap 46, he broke the engine on T6R, and finished his race, giving the win to Bindi. On lap 49 Saiu finished outside of T3L and ended his race the same way Ponte did before. A pity for him, he could collect his best race result so far, he had his 4th place safe.

The race positions didn't change until the end, then Bindi completed the 57 laps event 17" ahead of an excellent and regular Nori, then Garbellotto, Panella and Mariani. Only 5 drivers ended the race, a sign of the difficulty and insidiousness of this classical British track.

Willow Springs: Garbellotto gets his second win in USA

On November 27 the GPFun67 drivers moved to Willow Springs, USA, to dispute the 5th race of the championship.

Sadly there weren't any Lotus or Honda at the start of this GP. The qualifying session saw two protagonists: Barozzini, who on his BRM made the world track record (1.19.796) putting himself in pole position, and Garbellotto, able to place his Brabham only a cent of a second behind the poleman. The rest of the pack, led by Davide Strada (Cooper), was 0.4s behind the first row. The start saw no accidents and all the cars started without problems. During the first lap, the championship leader Bucci (Brabham) spun out on T7L and was able to put himself back on track only after the whole pack passed... This seemed to be good for Barozzini, who had the concrete possibility to recover his 10 points gap from Bucci in the championship. He couldn't increase his lead over Garbellotto, who followed the BRM always by near (less than a second behind), so, in order to stay ahead, he was forced to drive his BRM very close to its limits. This led to a decrease of the performance of his tires, that are very stressed on this particular track.

Behind the two leaders Strada followed, apparently with less difficulties than expected, looking at his gap in the qualify;



The start: Barozzini leads over Garbellotto and Strada; © Fulvio Barozzini

he preceded Uscidda (Brabham), Panella and Vimercati (both on Ferrari). On lap 5 Uscidda spun at the hairpin and was passed by Panella, Vimercati and Varani (Cooper). Behind him there was a tight fight between Beschi (Eagle) and Basile (Brabham), that lasted since the start of the race and culminated on lap 7 with a nice overtake by Basile on the fastest turn of the track, the T8R.

The situation in the lead remained the same until lap 10, when Strada went slightly off the track at the Esses and was reached by Panella, who was the fastest man at the moment. Meanwhile, Garbellotto started pushing harder against Barozzini, since the latter begun to be a bit slower than before. On lap 13 Strada, feeling Panella's pressure, went off track, once again at the Esses, and lost the 3rd position in favour of Panella, who started a great chase in order to reach the leaders.

The battle between Basile and Beschi didn't finish. The Eagle continued chasing the Brabham and, at the beginning of the 14th lap, Beschi overtook Basile who put a wheel outside the track and didn't manage to turn on T1, losing many positions. Beschi's follower became Saiu, also on Eagle, who came behind him very fast. On lap 17 the two Eagles were very near and Saiu

overtook Beschi at the end of the start/finish straight, but he went off the track half a lap later and Beschi got back his 8th position. It didn't last long: on the next lap he was overtaken again by Saiu on T1, then he went off the track on T7L, losing also contact.

Meanwhile Barozzini's speed was decreasing lap by lap due to tire overheating, and he was making an enormous effort to maintain the BRM on track: he started to go wide in certain turns, especially the last one, very difficult. Right in this place, on lap 18, he went long and wide, but was able to recover the right path. Unfortunately, Garbellotto had already squeezed into the hole left by Barozzini and inevitably made contact with him, taking the BRM off the track, against the barriers. Barozzini was undamaged and continued, but lost six places and recovered the track behind Varani. A few seconds later the impatient BRM driver entered the T2 much faster than Varani and he hit him violently in the rear.

They both flew off the track but Varani got the worse of it, being forced to reset, while Barozzini lost only time and another position in favour of Uscidda. By that time, Panella, exploiting Barozzini's decrease of performance, had put himself only 3" behind Garbellotto, who, although he hadn't Barozzini ahead anymore, wasn't able to contrast the major speed of the Ferrari driver. By lap 20, the two were close, and on lap 23 Panella started pushing very near Garbellotto.

In the same lap Strada made a mistake and dropped 17" behind the leader and only 3" ahead of Uscidda, who passed Vimercati on lap 20 due to an error of the latter on the last turn. On lap 24 it was Strada's turn to go off track on the last corner; both Uscidda and Vimercati passed him, and the recovering Barozzini was just behind him. So we had 4 cars fighting for a place on the podium; at this moment there were packed in only 4 seconds.

This group split into two couples: Uscidda/Vimercati and Strada/Barozzini. On lap 26 Uscidda went off track at the Esses and was passed by Vimercati. Just a few metres behind him, Strada collided with the lapped O'Kelly and went wide at the hairpin;

Barozzini was able to overtake him. Due to these "accidents", the group became tighter, packed in about 3 seconds! On lap 29 Barozzini left the company making a very rough exit out of the Esses, he spent very much time to recover the track.

The situation in the lead was always the same: Garbellotto trying to contrast Panella's speed, but he eventually spun on T2 leaving the lead to the Ferrari driver. In the same lap Uscidda had a problematic skid approaching the hairpin and left his 4th place to Strada. The fight between Uscidda and Strada was made of mistakes by both drivers, and the worst mistake was made by Uscidda, who on lap 37 ended his race against the barriers of the last turn.



The crash that ruined Panella's race; © Fulvio Barozzini

Panella was leading the race as a far experienced driver: he had more than 20s over Garbellotto and nothing appeared to happen that would take him the win away. However, around lap 45, he found the lapped Nori, who didn't leave room to the leader. This awful situation lasted several laps and ended in the most unlikely way: a collision: Nori hit the very slow Rick Ale and Panella was involved in the accidents and had to reset, really a bad luck for him! He restarted in 2nd place, right behind Garbellotto but with a full tank due to the reset.

On lap 51 Strada went off the track on T2, his 4th place was taken by Barozzini. On the next lap Panella made a rough acceleration out of the hairpin and lost also the 2nd place in

favour of Vimercati. There were still 13 laps missing and he was 5s behind Vimercati, but he couldn't really catch him, while Barozzini was recovering time behind him.

By the last lap he was 3s behind Vimercati and 2s ahead of Barozzini, it seemed all consolidated but on the last corner Vimercati wasn't able to control his car and incredibly went off the track! Garbellotto won easily, Panella got the 2nd place, Barozzini was third, overtaking Vimercati a few metres before the finish line! Strada was 5th, followed by Varani, the last driver unlapped, who recovered positions due to accidents or errors happened to the drivers in front of him.

Because of Bucci's retirement, Garbellotto and Barozzini reached him in the championship classification, a very exciting situation!

[GPfun67 Website](#)

[GPfun67 pages at FILSCA](#)

Team Reports

New Wave Racing

COMET Season R Review

By Ole Hartvigsen

After 10 hard races we are happy with Ole Hartvigsen's top 10 finish in the drivers championships and of course Matjaz Plotaj's brilliant win at Enna in the last race of the season.

In reality this has been a season to forget for CNL New Wave Racing. We knew that the loss of Peter Oleksy would make us struggle in the team standings, but more disappointing is the fact that every race we have been struck by bad luck and nothing has gone smooth. Despite this however, the team has enjoyed many hours of great racing in fantastic company.

R1 - Estoril

Conditions were difficult at the start of the race, with a drying track to slide on.

We fielded Ole Hartvigsen and Andres Mendez (on loan from Turtle Racing) in Chevrolet Corvette's. A brilliant 2-stop-strategy had been developed prior to the race and everything looked good



Ole and Kjetil race together as all true team mates should!

until Andres started struggling with pedal problems. In the end, Andres was ruled out by disconnection anyway Ole on the other side got a great 8th place, only one lap behind winner Roland Ehnström. This would prove to be Ole's best race of the season...

R2 – Spa

Team manager Kjetil Sæter was back behind the wheel alongside Ole for this race, once again in Corvette. It would turn out to be a troublesome comeback, though, as the wet and slippery track ruled out Kjetil after 17 laps (Still getting 18th place in a race that started with 29 drivers!). Ole overcame some early problems and managed to get a solid 12th place.

R3 - Anderstorp

A very funny race, with Ole and Kjetil driving in the same room - due to some internet problems. The car for the day was the Lamborghini, but with little preparations from both drivers, the result didn't turn out too well. Ole was having fps problems and Kjetil overestimated the grip of worn tires and was exploring the fields around Anderstorp a lot in the end. The result was 14th and 18th, which just isn't good enough with a 6-credit car.

R4 - Oschersleben

Once again, Ole and Kjetil in a Lamborghini. This race turned out to be a disaster! Ole was struggling with 10 fps and severe stutters, and somehow got the car home, but only in 17th. Kjetil didn't have a good day at all, finishing last of the cars that came to the finish, in 19th place.

R5 - Brno

The Lister Storm was the choice for the race in the Czech Republic. Everything was looking good for both drivers, until Ole made a mistake in T1 and smashed his car. Ole ended 14th and was unfortunately awarded a penalty that cost the team 2 car credits. Kjetil, on the other hand, had his best race of the season, getting a solid 12th place in the end.

R6 - Donington

This was going to be the race of the season, fielding Lister Storm where most top drivers went for Porsche. It turned out to be a disaster. Ole, who qualified 3rd, managed to get wrong tires (slicks) when the rain started and from there it only got worse. Kjetil was struggling in the rain all along. In the end, 13th for Ole and 18th for Kjetil. A very big disappointment.

R7 - Magny Cours

It was time for Porsche, and the management placed Wim Sjöholm along Ole for this race. However, it didn't end so well for Wim, who crashed out after only 6 laps. Ole got a solid 14th place in the end.

We were forced to use the Ferrari 575 over the 550 because of the Brno penalty and a new driver was drafted to the team: Matjaz Plotajs. This was definitely the replacement we had been looking for since Peter left at the end of last season, and it paid off immediately with Matjaz getting the team's first top 10 (8th) since Estoril. Ole got another steady 13th place in a race that wasn't very eventful.

R9 - Barcelona

With the best Porsche driver in Comet, Matjaz Plotajs, on the grid



CNL New Wave benefited from the talents of Matjaz Plotajs at Monza ... and not for the last time.

we had hopes of another top 10 finish. Sadly, Matjaz crashed in the rain after just 7 laps. DNFs have been a bad habit this season for CNL New Wave Racing... Ole cruised his Porsche home to get yet another 13th place.

R10 - Enna

Finally, it was time for the Ferrari 550, and boy did it pay off! Not for Ole, who crashed after being haunted by a ghost in a chicane, but Matjaz went home to get New Wave Racing's first victory since Q1 at Estoril last season! Since this may well be the final Comet Racing series event using GTR, CNL New Wave Racing can proudly say that we were race winners from the start - right through until the end.

New Wave Racing data at FILSCA

The Leagues and Teams in 2005

GPFun67

By Luca Varani

GPL is an old simulation, no doubt about it, but it still has a group of passionate drivers that fill the grid virtually in every race. 2005 saw the end of season 3 of GPFun67 and the beginning of season 4, as well as the celebration of our 50th GP.

Varani won season 3 in front of Cascone and Garbellotto, capitalizing on his consistency and lack of errors. Other drivers were undoubtedly faster but during the long races, and long tournament, their performance tended to drop, often allowing Varani to gain important positions. Several talented drivers got smashing victories along with not so good races while Varani scored points in 17 out of 19 GPs. Cascone, Oppi and Barozzini were amongst the fastest drivers, each scoring wins in the BRM and setting track world records in the process. Garbellotto won 3 races in the Ferrari, one of them by the smallest margin: a single tenth of a second.

Season 4 started in september and is now well underway; all the races so far have been particularly exciting, with uncertainties, battles and great overtaking manoeuvres... we sure hope it remains this way. Our website got an overhaul and now hosts an interactive database with comprehensive statistics and, recently, video reports of each of our races.

2005 was a good year from GPFun67 but 2006 promises to be even better !

GTN Drivers Club

By Darin Boyd

2005 marked a year of transition and change for GTN in many ways. Prior to late 2004 GTN had mainly been involved in leagues hosted on F1rst2 lobby for F1C and related mods. In a hard fought battle with Team DSB that went to the very last round of the season, we were able to clinch both the drivers and team titles in the 2004 F1C league. This league was run using the RH2003 mod and had well over 300 participants in two classes and mirrored the actual F1 calendar. GTN resident alien Claus Juel took the expert drivers title over some very stiff competition and several other GTN drivers made significant contributions, including 3 of the top 5 overall.



After the close of the '04 season, we were all eager for the much anticipated release of Simbin's first commercial sim GTR. Most of our members cut our sim racing teeth on Simbin's GTR 2k2 for F12k2, and so all felt the "new GTR" would be our future home. The game arrived in the form of a German release in late '04 and our members who spanned the globe eagerly set out to procure copies from Germany. Once we had gotten the key members online we set out to host our first league using this fantastic new sim. This took the form of our own GTN 2005 N-GT series, which took us back to our early roots.

As we progressed with testing and planning for this league it quickly became evident that GTR was going to present challenges in the ability to host the larger fields of drivers we were hoping to compete in. These challenges helped us to really learn the ins and outs of the game and ultimately resulted in long time member Larry Man providing us with a server. Larry took it upon himself to provide and co-locate a server rig on a 100mbit line for our general fun and league racing needs. This server also afforded us the opportunity to team up with friends, LNR and VRE among others and start our forums under the domain gtndc.lnr.com.

The increase of bandwidth along with help in the form of patches from Simbin allowed us to go on to host a great full 10-race season of GTR N-GT racing action. Through our own knowledge and ability to work around shortcomings we were able to incorporate the weight penalty feature of GTR, which

greatly added to the realism, and competitiveness of the racing. Despite having a substantial ballast handicap at many races, Claus Juel was still just too strong to be beat and took top honors. Fellow "Board" members D Boyd and Emmo Plate rounded out the top 3 positions when all was said and done.

By this time the increased exposure of our forums and Emmo's great web pages, as well as word of mouth had gotten the word out about us. As we began our 2nd season featuring GT cars we had attracted a few new names. This included eventual series champion Wilfred van der Brink who became the first driver other than Claus Juel to win a league seriously contested by GTNDC. Resurgence from perennial GTN Finnish ace Krueger saw him take 2nd and Claus rounded out the top 3.

As the GT season was winding down GTN desired to once again prove itself both individually and as a team on the "world stage". This lead to our drivers seeking out and participating in various other GTR based leagues and also lead us to the FILSCA family. We fielded drivers in the prestigious Masters of GTR league (MoG) featuring many of the top drivers in the world. GTN fielded teams in both GT and N-GT classes with various drivers throughout the season. Key members for the GT squad included Wilfred, Emmo and Krueger. After getting a late start this group narrowly missed taking both the team and driver titles in a hard fought battle with Sim Racing for Holland and their ace Bob Bakker. On the N-GT end of the grid key players were Claus Juel, Kent Welker and Darin Boyd. These 3 surprised all comers by taking the oft viewed as a "pig" Porsche Bi-Turbo to a convincing victory in both the team and drivers cups. Claus took top honors and also helped to deliver the overall team title for the league.

GTN also participated in the FILSCA hosted Comet league for the first time late in the year for Season R. Due to scheduling restraints only our European drivers were able to participate in the prestigious league. Despite limited participation from Claus, Emmo and Krueger, we were able to bring home a 2nd place in the team competition, with Claus taking 4th in the driver's standings.

Other leagues with varying degrees of involvement included, Danish GTR Society's GTR Series, and Nordschleife Cup. WOSEC's GTR League in which we dominated with the likes of Kent Welker, Wil van der Brink, and Larry Man among others. Several great events from our USF1 and LNR buddies, predominantly for guys here on the "West side of the Pond". These included events using both GTR and more recently rFactor in various forms. We have a great start in the just beginning GTR Endurance league from the folks at TMcArthur.net, with a win and 2nd place finishes in the opening round.



As we close out the year we are currently finalizing plans for our up and coming GT Legends league, which should get underway shortly after the New Year. This league will be hosted by GTN's "The Board" and promises to provide a professionally organized and competitive platform to showcase our talents alongside great drivers from around the world. Stay tuned to FILSCA and AutoSimSport for details, as this league will be hosted on the FILSCA network.

All in all it has been a great year for both GTNDC and the sim racing community in general. We have seen a lot of great strides in the quality of both sims and racing, and even

better things seem just over the horizon. We look forward to the coming year and the opportunity to continue to showcase our talents around the world and also share and serve the community in any way that we can.

Happy Holidays and a bright New Year from all of us at GTN Drivers Club.

Pictures © GTN

Team Website

Team pages at FILSCA

Masters of GP League

By Christoph Schirmer



After a two-year break, the MoG league was revived for another ultimate challenge in league racing. This time GTR was the simulation of choice, despite all reservation to its online capabilities and the pre-historic results and replay „features“.

With eleven drivers in the winners list (in 20 class-based results) – Claus Juel (DEN), Bob Bakker (NLD); Wilfred van der

Brink (NLD), Norbi Kiss (HUN), Aristotelis Vasilakos (GRE), Emmo Plate (NLD), Samuel Krueger (FIN), Dion Vergers (NLD), Matjaz Plotajs (SLO), Kent D. Welker (USA), Darin Boyd (USA) – MoG once again demonstrated being one of the highest competitive leagues of the world. Being a team-based championship with all cars to be run in the races, many feared about a one-sided season. Fortunately, this did not happen, even though luck with the cars helped for the championship titles. But the single races were most thrilling, and the rule that podium finishers had to start from the back of the grid in the following race, had its share here. With races of two hours, pit stop strategies also played an important role, and more than once sophisticated strategies, many test kilometers of the teams, and determination of a driver were rewarded with surprising strong performances, or even a win. The Slovenian Matjaz Plotajs brought the Morgan to stardom in the first half, and when he got a competitive Porsche 911 GT3-RS, he duped his competitors at Anderstorp with a one-stop strategy to win the prestigious event. Among many others, Mark Harrison with one podium finish in the Gillet Vertigo and Peter Hum with many strong runs with the Chevrolet braved with their underpowered cars.

Quite a few races will count as classics in online racing. For instance, at Brno, Philipp Hildebrandt (Virtual-Games) and Samuel Krueger (GTN) fought a monster battle with passing manoeuvres in the last corners for fourth place. At Anderstorp, Dion Vergers, Wilfred van der Brink, Thomas Ettig, Bob Bakker, and Samuel Krueger, and at Barcelona, Bob Bakker, Samuel Krueger, showed how close, fair and tough online racing can become when the best drivers are on track. Of course, drama also had its share, and often its main victim was Marko Hartikainen. At Oschersleben, the flying Fin's engine died with two laps to go, with a safe win in sight. George Sandman, disretired, and Chris Moses had a hard time with the Saleen and could never show their talent.

The champions were decided in the last races, and some of the decisions were as close as they could get. Simracing For Holland won the GT team championship with one point over

GTN. GTN on the other hand dominated N-GT throughout the season thanks to the immaculate performance of all drivers in the Porsche 911 GT3-RS, a car which the team did not even want at first sight. Of all GTN drivers, Claus Juel was the man to beat. He became the undisputed N-GT champion, with René Venderbosch as second, and Matjaz Plotajs as third. In GT, Bob Bakker took the title from Wilfred van der Brink and Marko Hartikainen.

Prospects for 2006

I am very happy to announce that GTN joins MoG in organizing league races. Early 2006, GTN will run a high-class GTL championship. For more information, please look up the **forum** and the **website**.

Furthermore, a rFactor Masters is planned, to be started once a Mod with realistic performance characteristics of all cars in a series is available. Maybe another championship with the F3 mod is started earlier.

<http://www.mastersofgpl.org/>

Pages at FILSCA

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FILSCA

2005 LEAGUE CHAMPIONS

Leagues were invited to name the winners of their 2005 championships. Here they are. Congratulations to all winners as submitted by the leagues, but also to all other racers, and we wish all online racers much fun in 2006.

rFactor and Mods

KISS Racing Club

2005 KRC Road Warrior rFactor Howston: Scott Budislich

GTR

BeRacing

GT 2005: Anthony Wouters

COMET

Drivers: Roland Ehnström

Teams: Virtual-Games Racing

Nations: Sweden

Masters of GP League

MoGTR 2005

Driver GT Class: Bob Bakker (Simracing for Holland)

Driver N-GT Class: Claus Juel (GTN Drivers Club)

Team GT Class: Simracing for Holland

Team N-GT Class: GTN Drivers Club

Simracing.NL

S.NL.GTR.0

Driver GT Class: Jarno Bierman

Driver N-GT Class: Ruud de Wit

Team: Het Fabrieksteam (Arno De Rooij and Jarno Bierman)

Swedish Sim Racers (SSR)

Season 1, Spring 2005

Division 1: Roland Ehnström

Division 2: Thomas Heineman

Season 2, Autumn 2005

Division 1: Roland Ehnström

Division 2: Max Ganholt

AUTOSIMSPORT

LAN April 2005: Roland Ehnström

Review <http://www.filsca.com/1000253/2288>

LAN October 2005: Mattias Holkedahl

Review: <http://www.filsca.com/1000253/3709>

Richard Burns Rallye

Simracing.NL

RBR Season 1: Donny Tytgat

NASCAR Racing Simulation 2003 and Mods

KISS Racing Club

2005 KRC Cup: Brian Cowart

2005 KRC Road Warrior Season 1: Jeff Winter

2005 KRC Road Warrior Season 2: Tim Collier

KRC closes its league activities end 2005, but you can find their results and archived news at their FILSCA pages.

Simracing.NL

GTP Season 1: Dion Vergers

Nascar Season 6: Dion Vergers

Virtual Online Racers

VOR TPTCC Season 3

Driver GTS Class: Larry Ford

Driver GT Class: David Anderson

VOR TPTCC Season 4

Driver GTS Class: Tom Cinnamon

Driver GT Class: Kevin Cinnamon

Team: URANUS Racing (Tom & Kevin Cinnamon)

VOR GTP Season 1

Driver: Mike Tyler

Team: URANUS Racing (Tom & Kevin Cinnamon)

GPL

GPFun67

Season 3: Luca Varani

Simracing.NL

GPL.F1 Season 5: Andras Kiraly

GPL.F1 Season 6: Michiel Pomper

Virtual Online Racers

GPL Team Series Season 9

Division 1: Brent Knoll

Division 2: Michel Vignères

GPL Team Series Season 10

Division 1: Bill Mccomber

Division 2: Stephen R King

Multisimulator Racing League

Our first season in the league is not completely over yet.

But it seems that the winner will be James Andrews from drivers Emporium

Winning team looks like it will be The Rough Mates and best nation will be Sweden

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Ranking Numbers 1–25

	Name	Points	Races	Ø Pts./Race
1 (1)	Roland Ehnström	2308.7930 (2308.7930)	20 (20)	115.44
2 (2)	Petter Edin	1764.2200 (1682.0972)	20 (20)	88.21
3 (3)	Bob Bakker	1491.4757 (1491.4757)	20 (20)	74.57
4 (7)	Kjetil Moe	1488.0600 (1379.3103)	20 (20)	74.4
5 (4)	Thomas Heineman	1472.5289 (1472.5289)	20 (20)	73.63
6 (5)	Arnaud Paagman	1392.2595 (1392.2595)	20 (20)	69.61
7 (6)	Marko Hartikainen	1385.1649 (1385.1649)	14 (14)	98.94
8 (9)	David Nordstrand	1372.0950 (1309.0494)	20 (20)	68.6
9 (8)	Mattias Holkedahl	1333.2008 (1333.2008)	20 (20)	66.66
10 (10)	Christian Waltgård	1301.7254 (1287.9968)	20 (20)	65.09
11 (11)	Claus Juel	1282.7429 (1282.7429)	14 (14)	91.62
12 (12)	Per Gassne	1260.8524 (1226.1794)	20 (20)	63.04
13 (13)	Johan Meissner	1224.2369 (1224.2369)	19 (19)	64.43
14 (14)	Ove Wadman	1211.6463 (1172.8123)	20 (20)	60.58
15 (15)	Staffan Slörner	1170.5387 (1170.5387)	20 (20)	58.53
16 (18)	Dion Vergers	1152.0408 (1104.3075)	20 (20)	57.6
17 (16)	Samuel Krueger	1139.9820 (1139.9820)	13 (13)	87.69
18 (17)	Mats Karlsson	1114.6071 (1114.6071)	20 (20)	55.73
19 (20)	Joakim Janas	1110.7654 (1041.3354)	20 (20)	55.54
20 (22)	Peter Axelsson	1098.1218 (1011.0558)	20 (20)	54.91
21 (19)	Max Ganholt	1068.0098 (1068.0098)	20 (20)	53.4
22 (21)	René Venderbosch	1040.9353 (1040.9353)	14 (14)	74.35
23 (23)	John Sjöstrand	999.2816 (999.2816)	20 (20)	49.96
24 (24)	Tobias Härnvi	961.6188 (961.6188)	20 (20)	48.08
25 (25)	Mikko Konttaniemi	958.0930 (958.0930)	20 (20)	47.9

Ranking Numbers 26–50

	<i>Name</i>	<i>Points</i>	<i>Races</i>	<i>Ø Pts./Race</i>
26 (33)	Staffan Synnergren green	938.6803 (864.7826)	20 (20)	46.93
27 (27)	Niclas Norenheim	927.5353 (902.1913)	20 (20)	46.38
28 (30)	Peter Lundgren	926.1280 (891.5410)	19 (18)	48.74
29 (26)	Thomas Granbacka	921.2513 (912.6336)	20 (20)	46.06
30 (28)	Sami Silventoinen	895.7129 (895.7129)	20 (20)	44.79
31 (29)	Jan Bergwall	891.9142 (891.9142)	20 (20)	44.6
32 (31)	Mats Linden	877.5671 (877.5671)	20 (20)	43.88
33 (32)	Matjaz Plotajs	871.5342 (871.5342)	14 (14)	62.25
34 (38)	John Westerlund	868.9028 (821.3146)	20 (20)	43.45
35 (34)	Emmo Plate	832.1329 (832.1329)	12 (12)	69.34
36 (35)	Roger Jonsson	824.8939 (824.8939)	17 (17)	48.52
37 (36)	Thomas Willershausen	822.4823 (822.4823)	20 (20)	41.12
38 (37)	Wilfred van den Brink	821.6758 (821.6758)	8 (8)	102.71
39 (42)	Peter Horvath	781.6491 (736.2581)	20 (20)	39.08
40 (39)	Trond Lilleberg	753.6377 (753.6377)	20 (20)	37.68
41 (40)	Robin Bergh	747.6159 (747.6159)	14 (14)	53.4
42 (41)	Jens Nordström	741.7731 (741.7731)	20 (20)	37.09
43 (43)	Roger Thellbro	737.2414 (721.6802)	20 (20)	36.86
44 (44)	Thomas Ettig	677.4736 (677.4736)	10 (10)	67.75
45 (45)	Jonas Lindberg	670.6270 (670.6270)	20 (20)	33.53
46 (51)	Kennet Ageby	670.3053 (588.5043)	18 (17)	37.24
47 (50)	Jarno Bierman	663.0233 (592.4649)	13 (12)	51
48 (46)	Peter Börjesson	650.8612 (650.8612)	19 (19)	34.26
49 (48)	Jurjen van der Lelij	647.6914 (627.3672)	20 (20)	32.38
50 (47)	Ole Hartvigsen	632.7189 (632.7189)	14 (14)	45.19

SSR • Season 2, div 2

GTR • Autodromo Do Estoril

November 3, 2005

1. Mats Karlsson (SWE) (Chrysler Viper GTS-R); 2. Peter Lundgren (SWE) (Chrysler Viper GTS-R); 3. Max Ganholt (SWE) (Chrysler Viper GTS-R); 4. John Sjöstrand (SWE) (Lister Storm); 5. Torbjorn T. Lennartsson (SWE) (Lister Storm); 6. Janne Djerf (SWE) (Lister Storm) — **Most laps led:** Mats Karlsson (SWE) 40 laps — **Fastest lap:** Torbjorn T. Lennartsson (SWE) 1:38.988

VOR • GPL TS10 — Class D1

GPL • Silverstone Circuit

November 3, 2005

1. David M. Grover (USA) (Ferrari, 67 Ferrari - 65 BRM); 2. Richard Yalland (UK) (Eagle, 67 Eagle - 65 Ferrari); 3. Glenn Gray (USA) (Cooper, 67 Cooper - 65 Honda); 4. Bill McComber (CAN) (Ferrari, 67 Ferrari - 65 BRM); 5. Rick Nauman (USA) (Brabham, 67 Brabham - 65 Brabham BT11); 6. Bert Owens (USA) (Eagle, 67 Eagle - 65 Ferrari) — **Most lead laps:** Richard Yalland (UK) 36 laps. — **Fastest lap:** Bill McComber (CAN) 1:28.305

VOR • GPL TS10 — Class D2

GPL • Silverstone Circuit

November 3, 2005

1. Stephen King (CAN) (Lotus, 67 Lotus - 65 Lotus); 2. Bob Simpson (CAN) (Cooper, 67 Cooper - 65 Honda); 3. Tom Dilibero (USA) (Brabham, 67 Brabham - 65 Brabham BT11); 4. Brian Hart (USA) (Ferrari, 67 Ferrari - 65 BRM); 5. Bob Hall (USA) (Lotus); 6. Shawn O'Daffer (USA) (Brabham, 67 Brabham - 65 Brabham BT11) — **Most lead laps:** Stephen King (CAN) 22 laps. — **Fastest lap:** Stephen King (CAN) 1:28.464

LFNSC • Busch 2005

N2003 • Kansas

November 1, 2005

1. Thierry Le vu (FRA); 2. Thomas Cazorla (FRA); 3. Jean-luc Domede (FRA); 4. Thierry Miont (FRA); 5. Lionel Fesselier (FRA); 6. Alexandre Fornieles (FRA) — **Most laps led:** Thomas Cazorla (FRA) 49 laps — **Fastest lap:** Thomas Cazorla (FRA) 30.662

SSR • Season 2, div 1

GTR • Autodromo Do Estoril

November 1, 2005

1. Roland Ehnström (SWE) (Chevrolet Corvette C5-R); 2. Petter Edin (SWE) (Chrysler Viper GTS-R); 3. Thomas Heineman (SWE) (Lister Storm); 4. Staffan Slörner (SWE) (Chrysler Viper GTS-R); 5. Mattias Holkedahl (SWE) (Chevrolet Corvette C5-R); 6. Per Gassne (SWE) (Ferrari 575 GTC) — **Most laps led:** Roland Ehnström (SWE) 53 laps — **Fastest lap:** Roland Ehnström (SWE) 1:35.734

LFNSC • Open 2005

N2003 BGN • Kansas

November 2, 2005

1. Yannick Hilaire (FRA) — **Most laps led:** Yannick Hilaire (FRA) 3 laps — **Fastest lap:** Yannick Hilaire (FRA) 36.385

KRC • 2005-Chase

N2003 • Atlanta

November 2, 2005

1. Daniel Lewis (USA); 2. Randy Drumhiller (USA); 3. Sam R. Harris (USA); 4. Tim Henson (USA); 6. Dan Weeks (USA) — **Most laps led:** Daniel Lewis (USA) 100 laps — **Fastest lap:** Dan Weeks (USA) 28.949

FILSCA MONTHLY RESULTS

AFSCN-PEI • AP Nextel 2005

N2003 • Atlanta

November 6, 2005

1. Eric Malleval (FRA); 2. Ray Capel (FRA); 3. cudel jean jacques (FRA); 4. Stéphane Wartel (FRA); 5. Ludovic Urban (GUF); 6. Laurent Bellet (FRA) — **Most laps led:** Eric Malleval (FRA) 137 laps — **Fastest lap:** Eric Malleval (FRA) 28.448

LFNSC • Nextel 2005

N2003 • Lowes-night

November 6, 2005

1. Thomas Cazorla (FRA); 2. Sébastien Garcia (FRA); 3. Thierry Le vu (FRA); 4. Laurent Dilard (FRA); 5. Jean-luc Domede (FRA); 6. Pascal Faurite (FRA) — **Most laps led:** Laurent Bertho (FRA) 63 laps — **Fastest lap:** Cyriaque Riotte (FRA) 29.213

GPfun67 • GPFun67_4

GPL • Circuit van Zandvoort

November 6, 2005

1. Stefano Bucci (ITA) (Cooper); 2. Francesco Uscidda (ITA) (Brabham); 3. Luca Panella (ITA) (Ferrari); 4. Davide Saiu (ITA) (Eagle); 5. James P. Kerry (CAN) (Ferrari); 6. Giacomo Ponte (ITA) (Ferrari) — **Most laps led:** Stefano Bucci (ITA) 48 laps — **Fastest lap:** Luca Panella (ITA) 1:26.284

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GTR • Autodromo Brno

November 7, 2005

1. Christian Huhn (GER) (Lister Storm, *Boxing Eagles Racing 2*); 2. Markus Brenner (AUT) (Saleen S7-R, *Hot Number Racing*); 3. Stefan Schulz (GER) (Lister Storm, *Boxing Eagles Racing 2*); 4. Peter Slotta (GER) (Ferrari 360 Modena, *Projekt K²*); 5. Torsten Schmitt (GER) (Porsche 911 GT3-RS, *Agrar-Culture-Racing*); 6. Benjamin Froegel (GER) (Porsche 911 GT3-RS, *Coca Racing Team 2*) — **Most laps led:** Stefan Schulz (GER) 25 laps — **Fastest lap:** Markus Brenner (AUT) 1:55.796

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GTR • Autodromo Brno

November 7, 2005

1. Damian Woskowicz (GER) (Lister Storm, *Team GT 13*); 2. Dirk Suder (GER) (Lamborghini Murcielago R-GT, *Boxing Eagles Racing 3*); 3. Holger Gross (GER) (Lister Storm, *Boxing Eagles Racing 1*); 4. Oliver Patock (GER) (Lamborghini Murcielago R-GT, *Scuderia Francoforte*); 5. Jan Rehr (GER) (Ferrari 550 Maranello, *Coca Racing Team 1*); 6. Chris Braun (GER) (Lamborghini Murcielago R-GT, *Scuderia Francoforte*) — **Most laps led:** Dirk Suder (GER) 24 laps — **Fastest lap:** Dirk Suder (GER) 1:57.807

Comet • Season R

GTR • Circuit de Nevers Magny Cours

November 7, 2005

1. Claus Juel (DNK) (Lister Storm, *GTN Drivers Club COMET R*); 2. Roland Ehnström (SWE) (Ferrari 575 GTC, *Virtual-Games*); 3. René Venderbosch (NLD) (Ferrari 575 GTC, *Dynamic Motorsports Comet GTR*); 4. Arnaud Paagman (NLD) (Lister Storm, *Bacardi Colombian Racing*); 5. Max Ganholt (SWE) (Lister Storm, *Get Ready Simracing*); 6. Emmo Plate (NLD) (Lister Storm, *GTN Drivers Club COMET R*) — **Most laps led:** Claus Juel (DNK) 55 laps — **Fastest lap:** Roland Ehnström (SWE) 1:35.125

LFNSC • Busch 2005

N2003 • Lowes

November 8, 2005

1. Jean-luc Domede (FRA); 2. Gilles Boulanger (FRA); 3. Lionel Fesselier (FRA); 4. Thierry Miont (FRA); 5. Yannick Hilaire (FRA); 6. Laurent Dilard (FRA) — **Most laps led:** Gilles Boulanger (FRA) 81 laps — **Fastest lap:** Jonathan Reydet (FRA) 29.379

S.NL • NL.GPL.1.1.6

GPL • Circuit Rouen-les-Essart

November 8, 2005

1. Michiel Pompert (NLD) (BRM); 2. Ronald v. Huystee (NLD) (Ferrari); 3. Frank M. Wynants (BEL) (Eagle); 4. Robert Fleurke (NLD) (Cooper); 5. Marc Vekeman (BEL) (Eagle); 6. Kristof Engelen (BEL) (Cooper) — **Most laps led:** Michiel Pompert (NLD) 23 laps — **Fastest lap:** Michiel Pompert (NLD) 1:56.025

SSR • Season 2, div 1

GTR • Monza

November 8, 2005

1. Mattias Holkedahl (SWE) (Ferrari 575 GTC); 2. Mikael Hasslo (SWE) (Ferrari 550 Maranello); 3. Roland Ehnström (SWE) (Saleen S7-R, *Virtual-Games*); 4. Ove Wadman (SWE) (Lister Storm); 5. Kjetil Moe (NOR) (Ferrari 550 Maranello); 6. Peter Axelsson (SWE) (Ferrari 550 Maranello) — **Most laps led:** Mattias Holkedahl (SWE) 19 laps — **Fastest lap:** Roland Ehnström (SWE) 1:43.641

LFNSC • Open 2005

N2003 BGN • Mesa Marin

November 9, 2005

1. Laurent Bertho (FRA); 2. Thierry Le vu (FRA); 3. Jean-luc Domede (FRA); 4. Jonathan Reydet (FRA); 5. Xavier Petelet (FRA); 6. Franck Merlier (FRA) — **Most laps led:** Laurent Bertho (FRA) 181 laps — **Fastest lap:** Laurent Bertho (FRA) 17.396

S.NL • NL.GTR.1

GTR • Circuit De Catalunya

November 9, 2005

1. Bob Bakker (NLD) (Lister Storm); 2. Jarno Bierman (NLD) (Ferrari 550 Maranello); 3. Tim Mosmans (NLD) (Lister Storm); 4. Dion Vergers (NLD) (Ferrari 550 Maranello); 5. Arnaud Paagman (NLD) (Lamborghini Murcielago R-GT); 6. Fabian De jong (NLD) (Ferrari 550 Maranello) — **Most laps led:** Jarno Bierman (NLD) 25 laps — **Fastest lap:** Jarno Bierman (NLD) 1:37.573

SSR • Season 2, div 2

GTR • Monza

November 10, 2005

1. Johannes Norberg (SWE) (Lister Storm); 2. Max Ganholt (SWE) (Chrysler Viper GTS-R); 3. Stefan B. Wiberg (SWE) (Ferrari 575 GTC); 4. Jonas Lindberg (SWE) (Chrysler Viper GTS-R); 5. John Westerlund (SWE) (Ferrari 550 Maranello); 6. Mats Karlsson (SWE) (Ferrari 575 GTC) — **Most laps led:** Jonas Lindberg (SWE) 21 laps — **Fastest lap:** Peter Börjesson (SWE) 1:45.728

VOR • GPL TS10— Class D1

GPL • Nürburgring

November 10, 2005

1. Urban G. Alsenmyr (SWE) (Brabham, *67 Brabham - 65 Brabham BT11*); 2. Bill McComber (CAN) (BRM, *67 Ferrari - 65 BRM*); 3. Jonathan Stiener (USA) (Ferrari, *67 Eagle - 65 Ferrari*); 4. Michael Tyler (USA) (BRM); 5. David M. Grover (USA) (BRM, *67 Ferrari - 65 BRM*); 6. Bert Owens (USA) (Ferrari, *67 Eagle - 65 Ferrari*) — **Most lead laps:** Urban G. Alsenmyr (SWE) 4 laps. — **Fastest lap:** Urban G. Alsenmyr (SWE) 8:26.274

VOR • GPL TS10— Class D2

GPL • Nürburgring

November 10, 2005

1. Brian Hart (USA) (BRM, *67 Ferrari - 65 BRM*); 2. Stephen King (CAN) (Lotus, *67 Lotus - 65 Lotus*); 3. Bob Simpson (CAN) (Honda, *67 Cooper - 65 Honda*); 4. Tom Dilibero (USA) (Brabham, *67 Brabham - 65 Brabham BT11*); 5. Shawn O'Daffer (USA) (Brabham, *67 Brabham - 65 Brabham BT11*); 6. Joe Owens (UK) (BRM, *67 Ferrari - 65 BRM*) — **Most lead laps:** Brian Hart (USA) 4 laps. — **Fastest lap:** Brian Hart (USA) 8:36.031

BeRacing • SuperCup 1

GTR • Circuit de Spa-Francorchamps

November 13, 2005

1. Duncan Walker (UK) (Porsche 911 GT3 Cup); 2. Joeri Bloatacker (BEL) (Porsche 911 GT3 Cup); 3. Danny Munsters (BEL) (Porsche 911 GT3 Cup); 4. Kevin Neirinck (BEL) (Porsche 911 GT3 Cup); 5. Anthony Wouters (BEL) (Porsche 911 GT3 Cup); 6. Maarten Klein (BEL) (Porsche 911 GT3 Cup) — **Fastest lap:** Joeri Bloatacker (BEL) 2:30.043

AFSCN-PEI • AP Craft. 2005

N2003 CTS • Bristol-Night

November 13, 2005

1. Stéphane Wartel (FRA); 2. Eric Malleval (FRA); 3. Julien Malleval (FRA); 4. Ray Capel (FRA); 5. cudel jean jacques (FRA); 6. Ludovic Urban (GUF) — **Most laps led:** Eric Malleval (FRA) 132 laps — **Fastest lap:** Eric Malleval (FRA) 16.609

LFNSC • Nextel 2005

N2003 • Martinsville

November 13, 2005

1. Ludovic Lecoq (FRA); 2. Laurent Bertho (FRA); 3. Cyriaque Riotte (FRA); 4. Yannick Cousot (FRA); 5. Sébastien Garcia (FRA); 6. Stéphane Gourdin (FRA) — **Most laps led:** Ludovic Lecoq (FRA) 130 laps — **Fastest lap:** Laurent Bertho (FRA) 20.559

GPfun67 • GPFun67_4

GPL • Oulton Park 1960s version

November 13, 2005

1. Massimo Bindi (ITA) (Ferrari); 2. Fosco Nori (ITA) (BRM); 3. Giuliomaria Garbellotto (ITA) (Brabham); 4. Luca Panella (ITA) (Ferrari); 5. Mauro Mariani (ITA) (Eagle); 6. Davide Saiu (ITA) (Eagle) — **Most laps led:** Luca Varani (ITA) 28 laps — **Fastest lap:** Massimo Bindi (ITA) 1:32.962

Comet • Season R

GTR • Monza

November 14, 2005

1. Marko Hartikainen (FIN) (Ferrari 550 Maranello, *Dynamic Motorsports Comet GTR*); 2. Roland Ehnström (SWE) (Saleen S7-R, *Virtual-Games*); 3. Claus Juel (DNK) (Lister Storm, *GTN Drivers Club COMET R*); 4. Arnaud Paagman (NLD) (Ferrari 550 Maranello, *Bacardi Colombian Racing*); 5. Emmo Plate (NLD) (Lister Storm, *GTN Drivers Club COMET R*); 6. René Venderbosch (NLD) (Ferrari 550 Maranello, *Dynamic Motorsports Comet GTR*) — **Most laps led:** Marko Hartikainen (FIN) 28 laps — **Fastest lap:** Roland Ehnström (SWE) 1:43.270

VOR • VOR GTP S1

N2003 GTP • Suzuka24hr_GTP

November 14, 2005

1. Michael Tyler (USA) (*Fergitaboutit Motorsports*); 2. Kevin Cinnamon (CAN) (*Uranus Racing*); 3. Mike Smart (CAN) (*Crazy Canucks*); 4. Paul Harwood (CAN) (*Scrotum Fire Racing*); 5. Kennan Geis (USA) (*WFOTT*); 6. John Prince (USA) (*Texas Something*) — **Most laps led:** Michael Tyler (USA) 24 laps — **Fastest lap:** Michael Tyler (USA) 1:51.334

LFNSC • Busch 2005

N2003 • Martinsville

November 15, 2005

1. Ludovic Lecoq (FRA); 2. Laurent Dilard (FRA); 3. Martin Mouze (FRA); 4. Thomas Cazorla (FRA); 5. Lionel Fesselier (FRA); 6. Gilles Boulanger (FRA) — **Most laps led:** Jean-luc Domede (FRA) 120 laps — **Fastest lap:** Ludovic Lecoq (FRA) 20.789

S.NL • NL.GPL.1.1.6

GPL • Circuit National de Francorchamps

November 15, 2005

1. Michiel Pompert (NLD) (BRM); 2. Ronald v. Huystee (NLD) (Ferrari); 3. Robert Fleurke (NLD) (Cooper); 4. Max Franke (NLD) (Eagle); 5. Imar de Vries (NLD) (Brabham); 6. Frank M. Wynants (BEL) (Eagle) — **Most laps led:** Michiel Pompert (NLD) 14 laps — **Fastest lap:** Michiel Pompert (NLD) 3:17.933

SSR • Season 2, div 1

GTR • Imola

November 15, 2005

1. Mattias Holkedahl (SWE) (Lister Storm); 2. Roland Ehnström (SWE) (Lamborghini Murcielago R-GT, *Virtual-Games*); 3. Joakim Janas (SWE) (Lister Storm); 4. Petter Edin (SWE) (Chrysler Viper GTS-R); 5. Peter Axelsson (SWE) (Saleen S7-R); 6. Peter Lundgren (SWE) (Lister Storm) — **Most laps led:** Mattias Holkedahl (SWE) 24 laps — **Fastest lap:** Roland Ehnström (SWE) 1:44.023

LFNSC • Open 2005

N2003 BGN • Nashville Fairgrounds Speedway

November 16, 2005

1. Laurent Dilard (FRA); 2. Jean-luc Domede (FRA); 3. Thierry Le vu (FRA); 4. Thomas Cazorla (FRA); 5. Dominique Bouchez (FRA); 6. Xavier Labrosse (FRA) — **Most laps led:** Thierry Le vu (FRA) 60 laps — **Fastest lap:** Jean-luc Domede (FRA) 19.954

S.NL • NL.GTR.1

GTR • Circuit de Nevers Magny Cours

November 16, 2005

1. Jarno Bierman (NLD) (Ferrari 550 Maranello); 2. Bob Bakker (NLD) (Lister Storm); 3. Tim Mosmans (NLD) (Lister Storm); 4. Fabian De jong (NLD) (Ferrari 550 Maranello); 5. John Vissers (NLD) (Chevrolet Corvette C5-R); 6. Ronald v. Dijk (NLD) (Ferrari 550 Maranello) — **Most laps led:** Jarno Bierman (NLD) 28 laps — **Fastest lap:** Jarno Bierman (NLD) 1:34.191

SSR • Season 2, div 2

GTR • Imola

November 17, 2005

1. Tony Gunnarsson (SWE) (Lamborghini Murcielago R-GT); 2. Stefan B. Wiberg (SWE) (Chrysler Viper GTS-R); 3. Micke Frilander (SWE) (Lister Storm); 4. Ainis Noritis (SWE) (Lister Storm); 5. John Westerlund (SWE) (Lister Storm); 6. Arne Tingstad (SWE) (Lister Storm) — **Most laps led:** Stefan B. Wiberg (SWE) 47 laps — **Fastest lap:** Stefan B. Wiberg (SWE) 1:47.749

VOR • GPL TS10 — Class D1

GPL • Willow Springs

November 17, 2005

1. Bill McComber (CAN) (Ferrari, *67 Ferrari - 65 BRM*); 2. Bart Horn (USA) (Ferrari, *67 Ferrari - 65 BRM*); 3. Robert Harrison (USA) (Cooper, *67 Cooper - 65 Honda*); 4. Rick Nauman (USA) (Brabham, *67 Brabham - 65 Brabham BT11*); 5. Glenn Gray (USA) (Cooper, *67 Cooper - 65 Honda*); 6. David M. Grover (USA) (Ferrari, *67 Ferrari - 65 BRM*) — **Most lead laps:** Bill McComber (CAN) 18 laps. — **Fastest lap:** Jonathan Stierer (USA) 1:19.304

VOR • GPL TS10 — Class D2

GPL • Willow Springs

November 17, 2005

1. Stephen King (CAN) (Lotus, *67 Lotus - 65 Lotus*); 2. Brian Hart (USA) (Ferrari, *67 Ferrari - 65 BRM*); 3. Carey Barnett (UK) (Eagle, *67 Eagle - 65 Ferrari*); 4. Bob Simpson (CAN) (Cooper, *67 Cooper - 65 Honda*); 5. John N. Sheehan (AUS) (Cooper, *67 Cooper - 65 Honda*); 6. Jeff Canar (USA) (Eagle, *67 Eagle - 65 Ferrari*) — **Most lead laps:** Stephen King (CAN) 30 laps. — **Fastest lap:** Stephen King (CAN) 1:19.669

LFNSC • Nextel 2005

N2003 • Atlanta

November 20, 2005

1. Cyriaque Riotte (FRA); 2. Ludovic Lecoq (FRA); 3. Laurent Dilard (FRA); 4. Stéphane Gourdin (FRA); 5. Sébastien Garcia (FRA); 6. Christophe Ferra (FRA) — **Most laps led:** Cyriaque Riotte (FRA) 136 laps — **Fastest lap:** Ludovic Lecoq (FRA) 28.108

onlineracer.de • ORSS 05/06

GTR • Circuit de Nevers Magny Cours

November 21, 2005

1. Jörg Lienemann (GER) (Ferrari 550 Maranello, *Team LPR*); 2. Chris Braun (GER) (Lamborghini Murcielago R-GT, *Scuderia Francoforte*); 3. Andreas Eggert (GER) (Ferrari 550 Maranello, *Scuderia G.P.C.*); 4. Thorsten Leistenschneider (GER) (Porsche 911 GT3-RS, *Absolut Racing*); 5. Heiko Thumm (GER) (Lamborghini Murcielago R-GT, *John Player Special*); 6. Jorge da Silva (PRT) (Porsche 911 GT3-RS, *Equipa Cool Port*) — **Most laps led:** Jörg Lienemann (GER) 29 laps — **Fastest lap:** Jörg Lienemann (GER) 1:35.287

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GTR • Circuit de Nevers Magny Cours

November 21, 2005

1. Damian Woskowicz (GER) (Lister Storm, *Team GT 13*); 2. Jan Rehr (GER) (Ferrari 550 Maranello, *Coca Racing Team 1*); 3. Kai Gloger (GER) (Ferrari 550 Maranello, *MK-Racing Team 2*); 4. Markus Schneider (GER) (Lister Storm, *Pol. Racing*); 5. Sascha Hempel (GER) (Ferrari 550 Maranello, *Maranello Racing Alemannia*); 6. Oliver Knist (GER) (Chrysler Viper GTS-R, *HB Racing*) — **Most laps led:** Damian Woskowicz (GER) 52 laps — **Fastest lap:** Damian Woskowicz (GER) 1:34.618

Comet • Season R

GTR • Circuit De Catalunya

November 21, 2005

1. Marko Hartikainen (FIN) (Lister Storm, *Dynamic Motorsports Comet GTR*); 2. Arnaud Paagman (NLD) (Lister Storm, *Bacardi Colombian Racing*); 3. Claus Juel (DNK) (Ferrari 550 Maranello, *GTN Drivers Club COMET R*); 4. David Nordstrand (SWE) (Ferrari 550 Maranello, *Team Heat Treat*); 5. Samuel Krueger (FIN) (Ferrari 550 Maranello, *GTN Drivers Club COMET R*); 6. Christian Waltgård (SWE) (Ferrari 575 GTC, *RossoCorsa*) — **Most laps led:** Marko Hartikainen (FIN) 34 laps — **Fastest lap:** Claus Juel (DNK) 1:41.848

LFNSC • Busch 2005

N2003 • Atlanta

November 22, 2005

1. Gilles Boulanger (FRA); 2. Martin Mouze (FRA); 3. Alexandre Fornieles (FRA); 4. Laurent Dilard (FRA); 5. Thierry Le vu (FRA); 6. Jean-luc Domele (FRA) — **Most laps led:** Laurent Dilard (FRA) 62 laps — **Fastest lap:** Thomas Cazorla (FRA) 28.706

SSR • Season 2, div 1

GTR • Laguna Seca

November 22, 2005

1. Mattias Holkedahl (SWE) (Lister Storm); 2. Roland Ehnström (SWE) (Ferrari 575 GTC, *Virtual-Games*); 3. Torbjörn T. Lennartsson (SWE) (Lister Storm); 4. Staffan Synnergren green (SWE) (Lister Storm); 5. Ove Wadman (SWE) (Ferrari 550 Maranello); 6. Mikael Hasslo (SWE) (Chevrolet Corvette C5-R) — **Most laps led:** Petter Edin (SWE) 24 laps — **Fastest lap:** Mattias Holkedahl (SWE) 1:24.941

SSR • Season 2, div 2

GTR • Laguna Seca

November 24, 2005

1. Roger Wennström (SWE) (Lister Storm); 2. Stefan B. Wiberg (SWE) (Chrysler Viper GTS-R); 3. Jonas Lindberg (SWE) (Lister Storm); 4. Bertil Holmberg (SWE) (Lister Storm); 5. Peter Börjesson (SWE) (Chevrolet Corvette C5-R); 6. John Westerlund (SWE) (Lister Storm) — **Most laps led:** Roger Wennström (SWE) 43 laps — **Fastest lap:** Roger Wennström (SWE) 1:25.659

LFNSC • Nextel 2005

N2003 • Texas

November 27, 2005

1. Laurent Bertho (FRA); 2. Stéphane Gourdin (FRA); 3. Laurent Dillard (FRA); 4. Thierry Le vu (FRA); 5. Jean-luc Domede (FRA); 6. Sébastien Garcia (FRA) — **Most laps led:** Laurent Bertho (FRA) 126 laps — **Fastest lap:** Ludovic Lecoq (FRA) 28.021

Comet • Season R

GTR • Ente Autodromo Pergusa

November 28, 2005

1. Matjaz Plotajs (SVN) (Ferrari 550 Maranello, *CNL New Wave Racing*); 2. Roland Ehnström (SWE) (Ferrari 575 GTC, *Virtual Games*); 3. Samuel Krueger (FIN) (Ferrari 575 GTC, *GTN Drivers Club COMET R*); 4. Arnaud Paagman (NLD) (Lamborghini Murcielago R-GT, *Bacardi Colombian Racing*); 5. Roger Thellbro (SWE) (Ferrari 575 GTC, *Team Nordic Racing*); 6. John Sjöstrand (SWE) (Ferrari 550 Maranello, *Absolut Red Bull*) — **Most laps led:** Matjaz Plotajs (SVN) 40 laps — **Fastest lap:** Matjaz Plotajs (SVN) 1:30.132

LFNSC • Busch 2005

N2003 • Texas

November 29, 2005

1. Lionel Fesselier (FRA); 2. Jean-luc Domede (FRA); 3. Dominique Bouchez (FRA); 4. Gilles Boulanger (FRA); 5. Martin Mouze (FRA); 6. Thierry Le vu (FRA) — **Most laps led:** Lionel Fesselier (FRA) 93 laps — **Fastest lap:** Christophe Ferra (FRA) 27.900

S.NL • NL.GPL.1.1.6

GPL • Nürburgring

November 29, 2005

1. Michiel Pompert (NLD) (BRM); 2. Jeroen Goedhart (NLD) (Brabham); 3. Robert Fleurke (NLD) (Cooper); 4. Ronald v. Huystee (NLD) (Ferrari); 5. Imar de Vries (NLD) (Brabham); 6. Marc Vekeman (BEL) (Eagle) — **Most laps led:** Michiel Pompert (NLD) 8 laps — **Fastest lap:** Michiel Pompert (NLD) 8:00.971

SSR • Season 2, div 1

GTR • Mugello

November 29, 2005

1. Petter Edin (SWE) (Lister Storm); 2. Mattias Holkedahl (SWE) (Chrysler Viper GTS-R); 3. Niclas Norenheim (SWE) (Lister Storm); 4. Kjetil Moe (NOR) (Lister Storm); 5. Mikko Konttaniemi (SWE) (Lister Storm); 6. Peter Axelsson (SWE) (Lister Storm) — **Most laps led:** Petter Edin (SWE) 48 laps — **Fastest lap:** Mattias Holkedahl (SWE) 1:45.018

S.NL • NL.GTR.1

GTR • Motopark Oschersleben

November 30, 2005

1. Jarno Bierman (NLD) (Ferrari 550 Maranello); 2. Tim Mosmans (NLD) (Lister Storm); 3. Dion Vergers (NLD) (Ferrari 550 Maranello); 4. Bob Bakker (NLD) (Lister Storm); 5. Ruud De wit (NLD) (Ferrari 550 Maranello); 6. Fabian De jong (NLD) (Ferrari 550 Maranello) — **Most laps led:** Jarno Bierman (NLD) 63 laps — **Fastest lap:** Jarno Bierman (NLD) 1:21.920

SSR • Season 2, div 2

GTR • Mugello

December 1, 2005

1. Roger Wennström (SWE) (Chrysler Viper GTS-R); 2. David S. Johansson (SWE) (Lister Storm, *Team Maximum Speed*); 3. Johannes Norberg (SWE) (Lister Storm); 4. Rickard Hellsten (SWE) (Lister Storm); 5. Ainis Noritis (SWE) (Lister Storm); 6. Janne Djerf (SWE) (Lister Storm) — **Most laps led:** Johannes Norberg (SWE) 26 laps — **Fastest lap:** Johannes Norberg (SWE) 1:45.619

VOR • GPL TS10 — Class D1

GPL • TBA

December 1, 2005

1. Urban G. Alsenmyr (SWE) (Brabham, *67 Brabham - 65 Brabham BT11*); 2. Jonathan Stiener (USA) (Ferrari, *67 Eagle - 65 Ferrari*); 3. Bill Mccomber (CAN) (BRM, *67 Ferrari - 65 BRM*); 4. David M. Grover (USA) (BRM, *67 Ferrari - 65 BRM*); 5. Glenn Gray (USA) (Honda, *67 Cooper - 65 Honda*) — **Most lead laps:** Urban G. Alsenmyr (SWE) 16 laps. — **Fastest lap:** Jonathan Stiener (USA) 2:38.088

VOR • GPL TS10 — Class D2

GPL • TBA

December 1, 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) 30 laps. — **Fastest lap:** Stephen King (CAN) 2:41.520

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