GRAND PRIX 1967

version 2.20 d.d. 2019-04-16

This mod represents the 1967 formula one season, the last year without wings. Mechanical grip and a velvet throttle foot were key to keeping this beasts on track.

1967 Season facts:

- South Africa made its way back on the 1967 F1 calendar with Kyalami staging its first GP.
- Mosport Park played host to the first ever Canadian GP in 1967.
- Pedro Rodriguez became the first ever Mexican driver to win an F1 race at the 1967 South African GP.
- Jim Clark with four wins from eleven races was the most successful driver in 1967.
- Denny Hulme with only two wins and zero poles managed to win the 1967 Drivers' crown.
- Hulme became the first New Zealand driver to win an F1 championship.
- Brabham defended their Constructors' title in 1967 with four race-wins.

About the Mod:
Our goal was a homage to the original Grandprix Legends, therefore we tried to include the character and some of the physics data of GPL in this mod. E.g. torque curves, horsepower, rpm limits, gear and diff ratio's are in close resemblance , same goes for suspension geometry and typical handling characteristics per car.

Roadmap:
We will further upgrade the 'older models' in the nearby future (BRM, Cooper and McLaren) with high poly tubs and high res cockpits.

Version 2.20 Changelog
Bugfixes:
- Added 1966 McLaren M2B as a bonus
- Improved front A-arms for Eagle
- Updated Engine sounds for Cooper
- Errors on suspension nodes (Eagle)
- Added LOD's for all cars for better fps performance

ToDo, mid/ long term:
- Model upgrades for BRM, Cooper and - LOD's for BT24, Eagle Honda
- Further improvement of sounds

Installation Notes:
Unpack to: ...\SteamLibrary\SteamApps\common\assettocorsa\content\cars

NOTE ON INSTALLATION OF THE LOTUS 49: You need the original kunos Lotus 49 install file:
1. Extract folders content and texture to your AC install:
...\SteamLibrary\SteamApps\common\assettocorsa\
2. Goto …\SteamLibrary\SteamApps\common\assettocorsa\content\cars\lotus_49
3. In this folder: Copy the lotus_49.kn5 file
4. Within \cars folder, goto \ gpl67_lotus_49
5. Paste lotus_49.kn5 here!

NOTE ON INSTALLATION OF THE Ferrari 312:
You need the Ferrari DLC pack from steam:
https://store.steampowered.com/app/675590/Assetto_Corsa__Ferrari_70th_Anniversary_Pack/

Ferrari 312 install file:
1. Extract folders content and texture to your AC install:
...\SteamLibrary\SteamApps\common\assettocorsa\
2. Goto:
..\SteamLibrary\SteamApps\common\assettocorsa\content\cars\ ks_ferrari_312_67
3. In this folder: Copy the ferrari_312_67.kn5 file
4. Within \cars folder, goto \ gpl67_ferrari_312
5. Paste ferrari_312_67.kn5 here!

Credits:
- 3d Modelling: DrDoomslab, Lotus 33 by Mac Ten
- Physics: Bazza
- Sounds: BRM by Amplified NL and stock Kunos sounds
- Patcha for his awesome helmets
- Skins by DrDoomslab, Zwiss, AIS (Lotus 49) and Sergio Loro (Lotus 33 skins)
- Papyrus and the GPL community for creating a virtual museum and lots of inspiration

Special Thanks :
- Special thanks to vintage simracing fans / youtubers: Singleracer (glad you're back Michael!), the Extra Mile (you bring the smile in the slide Alex ☺), Chris Haye (very informative and superb editing), Simracing604 (love your laid back and nuanced style Mike!), Random Callsign (fluffy helmets rock!) and last but not least Billy Strange (keep on rockin!)

Jimmi Bo's bad driving (see attached PDF)
A comprehensive guide for online behaviour from the GPL community. If you think wreckers are a product of the steam generation, think again… Turn one heroes exist since the birth of (online) simracing. Highly entertaining and an underlying pedagogically didactic message hidden somewhere between the haybales.

May the downforce be with you!
Bazza & DrDoomslab

Click here if you'd like to donate something for our work:

Brabham Repco BT24

Following the trusty design principles a new single seater was designed for 1967; the BT23 for Formula 2 and the BT24 for Formula 1. The latter featured different suspension, brakes, wheels and gearbox to cope with the latest specification Repco engine,producing 350 bhp which was by no means impressive, but it did produce a very flat torque curve.

The competition seemed to have gotten to grips with things and the days for Brabham seemed numbered. Fortunately the rock-solid reliability and nimbleness again proved too much for the more advanced competition and the BT24 scored three 1-2 finishes in the hands of Brabham and Hulme. Together with the Monaco win in the BT20, it was enough for Hulme to score his first Drivers Championship, just ahead of his boss. The team won the Constructors Championship for the second year running.

Characteristics

Very small, light and narrow and a long wheelbase relative to its width. CoG somewhat high relative to its width, causing the chassis to tend to roll more than most of the others. This can make it more prone to bottoming its suspension.

Weight bias more to front than the other cars. Long wheelbase makes it stable and very progressive if set up properly. The Repco engine is down on power to the other cars but has a very broad torque band. Setup tip: Tall lower gears to take advantage of torque, concentrating use of available power nearer the top speed.

British Racing Motors BRM P83

The BRM P83 was a Formula One racing car designed by Tony Rudd and built by British Racing Motors for the new engine regulations of 1966. It used a highly unorthodox H16 engine which caused problems throughout the car's racing life, and despite the best efforts of Graham Hill and Jackie Stewart took BRM from championship contenders to also-rans, leading it to be regarded alongside the BRM Type 15 as another embarrassing failure for the British marque caused by a fetish for overcomplicated engineering.

BRM decided to hedge their bets by developing their existing 16 valve 1.5 litre V8 into a 32 valve 3 litre H16, effectively two flat 8s one on top of the other and geared together. The sheer complexity of the engine led to a truly terrible record of unreliability; engine, transmission and related problems caused 27 of the powerplants 30 retirements from 40 entries.

Jackie Stewart said of the engine: it was unnecessarily large, used more fuel, carried more oil and needed more water - all of which added weight and diminished the vehicle's agility. The 64 valve engine produced 423 horsepower at 10,500 RPM. The H16 had an extremely narrow power band and was by some distance the heaviest engine on the grid, starting out weighing 250kg when introduced in 1966 with the final lightweight version lowering this to 180kg."

Characteristics
Short, wide, and heavy, with a very high CoG due to upper crankshaft and other engine mass. Short wheelbase and extreme rearward weight bias make it prone to over-rotating on turn-in and under power. Rearward weight bias gives it good traction and good braking. The high CoG requires lots of roll resistance; the weight requires high wheel rates.

The BRM engine is very peaky, with a very narrow power band, but it is very powerful, which offsets the weight of the car to some extent.

Cooper Maserati T81

Derrick White was commissioned to design Cooper's very first monocoque chassis to house the Italian Maserati V12 engine. Dubbed the T81, the new 3-litre car was very conventional, perhaps with the exception of the front disc brakes, which were installed on the inside of the hub between the wishbones. Giulio Alfieri extensively reworked the almost ten year old engine, which produced a claimed 390 bhp.

The Cooper team had always believed in the power of numbers and at various races in 1966, they fielded up to five Maserati powered T81s. Jochen Rindt scored the company's first Grand Prix win since 1962 at the Mexican Grand Prix and Pedro Rodriguez added another one in the 1967 opener in South Africa. The biggest problem of the 3-litre Coopers was the relatively high weight and in 1967 a lighter T81B was tried, but with little success.

Characteristics
Longest wheelbase of all the cars. Very stable and forgiving; must be driven very hard to go quickly, but forgiving characteristics permit this. Heavier than the four lightweights, with the CoG fairly far forward. The Maserati engine is down on power but very nice to drive.

AAR Eagle-Weslake T1G

The Eagle Mk1, commonly referred to as the Eagle T1G, was a Formula One racing car, designed by Len Terry for Dan Gurney's Anglo American Racers team. The Eagle, introduced for the start of the 1966 Formula One season, is often regarded as being one of the most beautiful Grand Prix cars ever raced at the top levels of international motorsport.

Initially appearing with a 2.7L Coventry Climax inline 4-cylinder engine, the car was designed around a 3.0L Gurney-Weslake V12 which was introduced after its first four races. In the hands of team boss Gurney, the Eagle-Weslake won the 1967 Belgian Grand Prix, making Dan Gurney only the second driver at the time, and one of only three to date, to win a Formula One Grand Prix in a car of their own construction. That win in Belgium still stands as the only Formula One victory for a USA-built car.

Characteristics

Long, wide track, fairly light. Weight bias near middle of the range of cars. Stable as long as it's kept off the bump rubbers; seems a bit more prone to bottom than would be expected considering its weight and track. Engine is powerful with good torque.

Scuderia Ferrari 312

The Ferrari 312 was the designation of the 3 litre V-12 Formula One cars raced by the Italian team from 1966 to 1969. While most of the British teams, or “Garagists” as Enzo Ferrari used to call them, had to rely on their engine suppliers to get ready in time, Ferrari had the advantage of doing everything in house.

Unfortunately there was not enough time and/or money available for chief engineer Mauro Forghieri to start from scratch, so he used the 3.3 litre engine from the 275 P2 sports racer as a base for the new V12 F1 engine. Much of the engine block was carried over, but the single overhead camshaft head was replaced by a modern dual overhead camshaft unit.

Much work was carried out on the cylinder heads, which sported three valves per cylinder, with two for the intake. The intake trumpets were installed between the camshafts and a wild bunch of beautiful “spaghetti” exhausts were mounted inside the engine’s V. All these changes significantly increased the performance, peaking at 390 bhp at 10,000 rpm. Forghieri also drastically modified the chassis to shed over 50 kg, bringing the 1967 version of the 312 F1 considerably closer to the 500 kg limit."

Characteristics

Short, wide and almost as light as the Brabham and Lotus. Weight bias near the middle of the range of cars. The short wheelbase makes it nimble but relatively unstable. The engine is powerful but has a weak bottom end.

Honda RA300

The Honda RA300 was a Formula One racing car produced by Honda Racing, and introduced halfway through the 1967 Formula One season. It retained the same V12 engine as the preceding RA273 car, but the chassis was designed by Lola's Eric Broadley and based on a previous Lola Indianapolis 500 car, the T90.This collaboration resulted in the machine being quickly dubbed the Hondola by the motorsports press.

Broadley's chassis was much lighter and sweeter handling than the previous in-house design. The car initially performed impressively, winning in its first ever World Championship race at the 1967 Italian Grand Prix. Driver John Surtees took the lead from Jim Clark's Lotus and Jack Brabhams' Brabham on the final lap, after Clark ran out of fuel and Brabham ran wide. However, the RA300 flattered to deceive, and this would turn out to be the only lap that an RA300 would lead, and it never again took a World Championship victory. It remains the only F1 car ever to take its single victory in its very first Grand Prix, and on the only lap it would ever lead.

The 48-valve V12 Honda first appeared at the 1966 Italian GP driven by Richie Ginther (USA). In spite of weighing 740 kg (dry) it was capable of spinning the rear tyres at 100 mph in third gear. With cylinder dimensions of 78.0 x 52.2 mm 2,993.17 cc, a target of 400-440 bhp @ 12,000 rpm was quoted. The engine used by John Surtees at the 1967 Italian GP was quoted by Motoring News as developing only 396 bhp, but with improved torque and response. The vehicle weight excess over the 500 kg minimum had been approximately halved.

Characteristics

Fairly long and narrow. Heavy with extreme rearward weight bias, but long wheelbase makes it stable as long as the yaw rate does not get too high. Rearward weight bias gives good traction. Braking can be hard due to the higher weight. It's stability makes it more tolerant of bottoming the rear suspension. The engine is the most powerful of all but is soft on the bottom end, making it easy to drive but hurting acceleration. Space the gears properly to keep the engine in the narrow, peaky, powerband.

Lotus-Ford 49

After a difficult first year for Lotus in the 3 litre formula, Chapman went back to the drawing board and came up with a design that was both back to basics, and a leap ahead. Taking inspiration from earlier designs, particularly the Lotus 43 and Lotus 38 Indycar, the 49 was the first F1 car to be powered by the now-famous Ford Cosworth DFV engine after Chapman convinced Ford to build an F1 powerplant.

The 49 was an advanced design in Formula 1 because of its chassis configuration. The specially-designed engine became a stress-bearing structural member (seen first with the H16 engine in the Lotus 43 and BRM P83), bolted to the monocoque at one end and the suspension and gearbox at the other. Since then virtually all Formula 1 cars have been built this way.

As the engine came 'on cam' at 6,500 RPM with a sharp rise there in the power curve - Jimmy Clark likened it to a 'second engine' cutting in - the useful range was only 2,500 RPM which caused difficulties even to Clark in some corners. The performance was still ample to defeat its rivals being 20 to 70 HP higher than their outputs, provided the engine and the L49 chassis held together - which they did not do 14 times out of 22 starts in the 1967 Championship, although securing nine poles for the nine remaining races.

Characteristics

Short, wide, moderately draggy. The lightest car (along with the Brabham), with a fairly rearward weight bias. The Ford engine has plenty of torque in the upper rpm range, keep it above 6500 rpm, and good power. The car's rear rims are wider than the others, giving it more rear grip than the other competitors.

McLaren BRM M5A

The McLaren M5A was a racing car constructed by Bruce McLaren Motor Racing, and was McLaren's first purpose-built Formula One car. Like its M4B predecessor, only one car of this type was ever built. The car was the first to use the BRM type 101 3.0 litre V12 engine, which produced 375 bhp.

The M5A's first race was the rain-affected 1967 Canadian Grand Prix, and after an early spin McLaren worked his way up to fourth place, before a pit stop to change a flat battery caused by McLaren's decision not to use an alternator pushed him back down to seventh place at the end. At the next race in Italy McLaren qualified third, but broke two connecting rods while battling for fourth place and retired after 46 laps. the last two races of the season were no better, with McLaren retiring from both.

Characteristics

Long, wide track, fairly light and a relative low drag tub. Weight bias near middle of the range of cars. Engine lacks top-end but has a very linear power delivery making it controllable on the exits.

Matra Ford MS7

By 1967 Formula Two was dominated by F1 stars on their 'off-days'. Engines were mostly by Cosworth (based on Ford blocks) and Honda, BMC, Fiat and BRM featured as well. With the return to power of F1, the gap between the series had grown too great and a change was needed.

Therefore the FIA increased the maximum engine capacity to 1600cc and introduced the European F2 Championship. The most popular engine was the Cosworth FVA which was effectively the proof of concept for the legendary DFV. The 1967 FVA gave 220 bhp @ 9,000 rpm. Other units included a four-cylinder BMW and a V6 Dino Ferrari.

In the mid-1960s, Matra enjoyed considerable success in Formula 3 and F2 racing, particularly with the MS5 monocoque-based car, winning the French and European championships. In 1967, Jacky Ickx surprised the F1 establishment by posting the third-fastest qualifying time of 8:14 at the German Nürburgring in his 1600cc Matra MS7 F2, which was allowed to enter alongside the 3000cc F1 cars. In the race, he failed to finish due to a broken suspension.

While only modestly successful in Formula One, the car dominated Formula Two from late 1967 through 1969. Jacky Ickx, Jean-Pierre Beltoise and Johnny Servoz-Gavin won the European Championship in those years respectively, all driving the MS7 at least at some races.

Characteristics

The light and nimble F2 car makes the perfect trainer to enter the pinnacle of motorsports. Although low on power on narrower circuits the car is a great challenger to the overpowered 3 liter monsters, due to it's lower weight, agility and higher corner speed. In the hands of a good racer this car can beat it's bigger brothers.

Lotus 33 R14

The Lotus 33's development was based on the earlier Lotus 25 model, taking the monocoque chassis design to new development heights. The 33 was almost identical to the 25, but had suspension designed around newer, wider tyres. The car was more rigid and was simpler to build than its predecessor. The last of the series, R14, was built with a 2-litre version of the Climax V8 for the 1966 World Championship season, pending the arrival of the Lotus 43.

Clarks Lotus 33 'R14' was a chassis which had been kind to him. He first raced it at Brands Hatch in July 1966, and, fitted with the super, trick, only 2 litre version of the Coventry Climax FWMV V8 it had served him well, he drove the car when the heavy 'H16' engined Lotus 43 was unsuited to the circuit or circumstances.

He won the Tasman series in 'R14', assisted greatly by the unreliability of the Brabhams and the BRM P261's which had been so dominant the year before. He raced a Lotus 43 in South Africa, the first GP of 1967, then 'R14' for the last time at Monaco, finally getting his hands on the Lotus 49 at Zandvoort. By that time he was a British Tax exile so the first time the Scot saw the car was when he drove it in Holland, he hadn't even tested the thing! Note: this mod uses a modified stock Lotus 25 model to represent chassis R14.

Bonus car: 1966 McLaren M2B

While still the lead driver of the Cooper Formula 1 team, Bruce McLaren produced and raced the first sports cars under his own name. With an eye on fielding a single seater McLaren, the talented Kiwi left his longtime employer at the start of the 1966 Formula 1 season. He did not miss a single race as the new Ford-engined McLaren M2B was ready in time for the season opening Monaco Grand Prix.

Designed by Robin Herd, the McLaren M2 was built around a Mallite monocoque. This revolutionary material was created by sandwiching balsa wood between two sheets of the hardened aluminium alloy duraluminium. Pound for pound, Mallite is considerably stronger than a straightforward sheet of aluminium. Herd had first learned of this aerospace material when he worked as one of the designers of the Concorde.

The rest of the chassis was altogether more conventional. At the front the suspension consisted of lower wishbones with a top rocker that actuated the in-board mounted coil spring over damper units. At the rear the reversed lower wishbones, top links and twin trailing arms were used. Although initially intended to be raced in a similar black and silver paint scheme as McLaren's sports cars, the M2B was liveried in white with green to receive backing from the makers of the movie Grand Prix, in which it starred as a car entered by the fictional Japanese Yamura team.

For the Formula 1 specification M2B, McLaren used his connections with Ford to obtain a three-litre version of the quad-cam V8 used to win the 1965 Indy 500. Both the bore and stroke were reduced to bring the big engine under the new displacement limit. Equipped with four overhead camshafts, four valves per cylinder and fuel injection, it produced just 300 bhp. It was mounted in the M2B chassis mated to a ZF gearbox with four or five forward gears.

1967 F1 Season

Rnd	Race	Circuit	Date	Pole position	Pole time	Fastest lap	Lap Time	Winning driver	Constructor	Tyre
1	South African Grand Prix	Kyalami	2 January	Jack Brabham	1:28.03	Denny Hulme	1:29.9	Pedro Rodriguez	Cooper-Maserati	F
2	Monaco Grand Prix	Monaco	7 May	Jack Brabham	1:27.6	Jim Clark	1:29.5	Denny Hulme	Brabham-Repco	G
3	Dutch Grand Prix	Zandvoort	4 June	Graham Hill	1:24.6	Jim Clark	1:28.08	Jim Clark	Lotus-Ford	F
4	Belgian Grand Prix	Spa-Francorchamps	18 June	Jim Clark	3:28.1	Dan Gurney	3:31.9	Dan Gurney	Eagle-Weslake	G
5	French Grand Prix	Le Mans Bugatti	2 July	Graham Hill	1:36.2	Graham Hill	1:36.7	Jack Brabham	Brabham-Repco	G
6	British Grand Prix	Silverstone	15 July	Jim Clark	1:25.3	Denny Hulme	1:27.0	Jim Clark	Lotus-Ford	F
7	German Grand Prix	Nürburgring	6 August	Jim Clark	8:04.1	Dan Gurney	8:15.1	Denny Hulme	Brabham-Repco	G
8	Canadian Grand Prix	Mosport Park	27 August	Jim Clark	1:22.4	Jim Clark	1:23.1	Jack Brabham	Brabham-Repco	G
9	Italian Grand Prix	Monza	10 September	Jim Clark	1:28.5	Jim Clark	1:28.5	John Surtees	Honda	F
10	United States Grand Prix	Watkins Glen	1 October	Graham Hill	1:05.48	Graham Hill	1:06.0	Jim Clark	Lotus-Ford	F
11	Mexican Grand Prix	Magdalena Mixhuca	22 October	Jim Clark	1:47.56	Jim Clark	1:48.13	Jim Clark	Lotus-Ford	F

1967 Alternative season Track downloads for AC:

#	Race	Circuit	Time	Author	Track link
1	S. A. GP	Kyalami	1:28.0	AC Reboot	http://www.mediafire.com/file/koudsyzdee6aqpz/Kyalami+Grand+Prix+Circuit+196
2	Monaco GP	Monaco	1:27.6	AC Reboot	http://www.mediafire.com/file/1fp3t1ahfvjxv67/Monaco+1966+Reboot+Version+1.2
3	Dutch GP	Zandvoort	1:24.6	Sergio Loro	https://www.f3classictracks.com/sandevoerde
4	Belgian GP	Spa	3:28.1	AC Reboot	http://www.mediafire.com/file/pphqe1l02ffd03c/Spa+Francorchamps+1966+Reboot
5	French GP*	Rouen*	1:58.0	by DrM@boul	https://www.racedepartment.com/downloads/rouenlesessarts-extralong-rtb-revisite
6	British GP	Silverstone	1:25.3	Kunos	Stock Kunos
7	German GP	Nürburgring	8:04.1	Rainmaker	https://www.mediafire.com/file/3yzvmm2f1xfhkl9/ns65.7z
8	Canadian GP	Mosport Park	1:22.4	Johnr777	https://www.racedepartment.com/downloads/mosport-ctmp-0-8.24486/
9	Italian GP	Monza	1:28.5	Kunos	Stock Kunos
10	USA GP	Watkins Glen	1:05.5	Lilski	https://www.racedepartment.com/downloads/watkins-glen-international.20204/
11	GP of Europe**	Feldbergring**	3:43.1	Fat Alfie	https://www.racedepartment.com/downloads/feldbergring.21195/

* Alternative round 7 due to absence of Bugatti n AC
** Alternative round 11 due to absence of Mexican GP in AC

Tracks suitable for vintage racing:

Bridgehampton https://www.racedepartment.com/downloads/bridgehampton-race-circuit.6604/
Deutschland Ring https://www.racedepartment.com/downloads/deutschlandring.25977/
Donington 1938 https://www.racedepartment.com/downloads/donington-park-grand-prix-circuit-1938.17313/
Bremgarten 1954 http://www.mediafire.com/file/qgp8a59tmvm7sg1/Bremgarten+Grand+Prix+1954+Reboot+Version+0.9.zip
Feldbergring https://www.racedepartment.com/downloads/feldbergring.21195/
Fuji Speedway 1968, GP layout https://www.racedepartment.com/downloads/fuji-speedway-1968.15837/
Goodwood LIDAR: https://www.racedepartment.com/threads/goodwood-circuit.141009/
60's Hockenheim https://www.racedepartment.com/downloads/60s-hockenheim-grand-prix-circuit-f3-classic-tracks.13105/
Hobsbury https://www.racedepartment.com/downloads/hobsbury.25908/
Imola 72 http://www.mediafire.com/file/9x3qvt7e7o9sdpj/Imola+Grand+Prix+1972+Reboot+Version+0.9.rar
Interlagos 75 http://www.mediafire.com/file/f66q2jkksp53zf9/Interlagos+1975+Reboot+Version+1.0.zip
Longford 1967 https://www.racedepartment.com/threads/longford-1967.90233/
Montjuich http://www.mediafire.com/file/yb0j22wb2h06nnl/Montjuich+1975+v1.56.7z
Osterreichring 79 http://www.mediafire.com/file/8fd9tpo1i2mcf86/Oesterreichring+Grand+Prix+Circuit+1979+Version+1.0.zip
Riverside https://www.racedepartment.com/downloads/riverside-international-raceway.9492/
Reims 67 http://www.mediafire.com/file/dvp2pokdc3puelq/reims67.rar
Sachsenring 67 https://www.racedepartment.com/downloads/sachsenring-1967-1-0.26364/
Solitude 1964 http://www.mediafire.com/download/4fosmaki4mbceig/Solitude+1964+v1.3+a+Neell+by+Rainmaker.7z
Sudschleife https://www.f3classictracks.com/eifel
Thomson Road https://www.racedepartment.com/downloads/thomson-road-grand-prix.13694/
Zolder 1967 https://www.racedepartment.com/downloads/zolder-1967-v-2.18383/

Modern but with flow /non Tilkefied (also called 'real racetracks')
Dijon: http://www.mediafire.com/download/dcjkjactklhq2di/Dijon-Prenois+2005+v1.0.7z
Gentrack https://www.racedepartment.com/downloads/fictional-gen-track.2302/
Grobnik: https://www.racedepartment.com/threads/automotodrom-grobnik.99156/
Kunos Laguna Seca oldskool Camel GT: https://www.racedepartment.com/downloads/laguna-seca-camel-gt.23822/
Oulton Island No chicane GP http://www.mediafire.com/file/5ywk5d6dk4j44o5/Oulton+Park+Reboot+Version+1.3.2.rar
New Jersey https://www.racedepartment.com/threads/new-jersey-motorsports-park-lightning.132641/

Road Atlanta https://www.racedepartment.com/threads/road-atlanta-2017.143773/
Road America https://www.racedepartment.com/threads/road-america.110117/
Sebring Int. http://www.mediafire.com/file/p001bbbq20w5t7b/Sebring+International+Raceway+-+Reboot+Version+1.1.zip
Virginia https://www.racedepartment.com/downloads/virginia-international-raceway.11892/