



# *Assetto Corsa Touring Car Legends*

version 1.0    2019-11-26



# Index

## *3. Introduction & Credits*

### *Per Car description and driving Tutorial Links*

4. Alfa Romeo
5. Alpine A110
6. AMG 300 SEL 'Rote Sau'
7. Austin Healey 3000
8. Austin Mini Cooper 1275
9. BMW 2002 Turbo
10. Datsun 510BRE
11. Ford Escort Mk1
12. Ford Fairlane
13. Ford Mustang 289
14. Hillman Imp
15. Jaguar Mk. II
16. Lotus Cortina
17. Mazda RX3
18. MG MG-A (race)
19. MG MG-B
20. Porsche 911 RS2.7
21. Toyota 2000GT

### *22. Recommended Force Feedback Settings*

22. Thrustmaster T300
23. Simucube2 Pro

### *24. Track Recommendations & Download*

### *Other vintage mod packs & Download*

- |     |            |  |
|-----|------------|--|
| 25. | GPL 2.0    | 1967 GrandPrix Legends for AC, <b>v. 2.20</b>          |
| 26. | GPL1500cc  | Early 60's 1,5 litre GrandPrix Legends <b>v. 1.0</b>   |
| 27. | F5000 1969 | Formula 5000 season; <b>v 2.0b</b> open beta           |
| 28. | F1C75 1975 | Historic F1 Season + Tyrrell P34 Bonus car <b>v1.2</b> |
| 28. | AC Legends | <b>All AC Legends Carpacks</b>                         |
|     |            | TransAm v1.2 , GT Classic v2.0 Prototypes v1.16        |

### ***About this Mod:***

The Goodwood Revival St Mary's trophy was our muse, Tom Kristensen our hero... This mod represents the Historic Touring Car Legends Mod, covering a number of legendary touring cars of the 60's and 70's. It started as a little side project but it turned out to be a full mod pack containing 18 different cars. Our goal was to use a realistic physics set, with as much real data as possible. This means that most cars have unique 'build from scratch' suspension physics, engines and gearbox. We tried to reproduce the vehicle dynamics of the era, so you do need to balance the cars and be gently with your weight transfers, else you will be fighting inertia big time. Despite the big difference between the cars you can actually race them very closely, depending on tracktype, the (dis)advantages per car will be magnified. Enjoy the battle!

**P.S. A very informative 'per car' driving tutorial is included by SCCA instructor Ted Hough.**

### **Installation Notes:**

Unpack to: ...\\SteamLibrary\\SteamApps\\common\\assetto corsa\\content\\cars

### **Credits:**

- Conversions/ 3d Modelling: DrDoomslab, Pessio (Mini), Bonkers Designs (Jaguar), Legion, Mac Ten (911), Velo, Pitone, Rex T, Steven Stirpe, SmallBlock Hero, S3r1U5.
- Physics: Bazza + some borrowed stock Kunos parts
- Sounds: Kunos, Riri59870 (Porsche 911), Velo and various unknown sources.
- Skins by SBH, Ned, Mick24300, Zwiss, Highbank, carmar, Black-Coffee, Legion, Ben Dovah, schUPpor, Pessio, muzikant, jcurr, whoops, rustem323, Turbina, Andy-R, shadow118, BDA, Bonkers Designs, DrDoomslab. (sorry if I forgot someone)

### **Special Thanks :**

- Ted Hough for testing and consulting on the physics. Great Tutorials mate!
- 50foot Elvis and Dirk Steffen for their thoroughly Beta testing.
- Thanks to all the modders involved for giving us permission to use their work in this carpack! And the community on the F1C forum/ VAC Discord for their support,
- Special thanks to vintage simracing fans / youtubers: Ted Hough (great driving tutorials), Mike from Simracing604, Singleracer, the Extra Mile, Chris Haye, Random Callsign and last but not least Billy Strange (keep on rockin!)

### **Where to find us:**

- We're based at the F1 Classic Forum with many other vintage simracing fans.
- Visit us at: <http://f1classic.forumotion.com/>
- Discord: <https://discord.me/vintageac> Vintage Assetto Corsa Online Racing Community
- Discord: <https://discord.me/thracing> Tarnhoerner Racing; Vintage AC league

May the downforce be with you!

DrDoomslab & Bazza

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



## *Alfa Romeo Giulia GTA*



**Credits:** Model: Kunos    Update: Steven Stirpe/Adalexis/ DrDoomslab    Physics:Kunos, Bazza

Autodelta, Alfa Romeo's racing division directed by Carlo Chiti, developed a car for competition that closely resembled the roadgoing Giulia. The cars were named GTA instead of GT, A standing for *Alleggerita*, Italian for lightweight.

The GTA had aluminium outer body panels instead of steel, magnesium alloy wheels, clear plastic side windows and various other lightweight parts, bringing down the dry weight to about 914kg. The engine had extensive modifications and upgrades, delivering up to 205bhp in race trim.

Five hundred cars were made for homologation purposes and the cars were very successful, obtaining numerous victories and the title in 1966 with Andrea de Adamich. Different evolutions of the car would go ahead and also win the 1970 championship as well as many races up in the early 70s.

This model is 'GTAm inspired', to be competitive with the Escort. Flared panels to get the bigger tires fitted and the typical double headlights fitted. The car has a physics set based on the 1970 Touring car season GTAm 2000, weighting 914 kg with the dohc engine delivering 205 hp.

*How to drive*    <https://www.youtube.com/watch?v=yXVvk3USjraU>



## *Alpine A110*



**Credits:** Model conversion: S3r1U5/Velo      Update: DrDoomslab      Physics: Bazza

The Alpine A110 also known as the "Berlinette" was a sports car produced by the French manufacturer Alpine from 1961 to 1973. The A110 was powered by various Renault engines. The Renault engine was mounted rearward and the backbone chassis was covered by a fiberglass body.

The A110 achieved most of its fame in the early 1970s as a victorious rally car. After winning several rallies in France in the late 1960s with iron-cast R8 Gordini engines the car was fitted with the aluminium block Renault 16 TS engine. Fine handling combined with a powerful engine made the A110 , and specifically the 1600 S Group 4, a serious competitor in motor races. The Group 4 features a specially tuned engine and modified bodywork.

The car reached international fame during the 1970-1972 seasons competing in the newly created "International rally championship for makers", winning several events around Europe and became considered to be one of the strongest rally cars of its time. Among notable performances the car won the 1971 Monte-Carlo Rally with Swedish driver Ove Andersson.

*How to drive*      [https://www.youtube.com/watch?v=iPzbAQ\\_m4qQ](https://www.youtube.com/watch?v=iPzbAQ_m4qQ)

### *AMG 300 SEL 6.8 "Rote Sau"*



**Credits:** Model conversion: DrDoomslab

Physics: Bazza

In 1971 the 24-hour race in Spa-Francorchamps was the first race that AMG, founded in 1967, had ever entered. Alternating behind the wheel of the AMG touring car were the two experienced drivers Hans Heyer and Clemens Schickentanz. AMG was anything but the favourite in this classic Belgian long-distance race. Nobody expected the large saloon from provincial Affalterbach in Swabia to hold its own against the well-established teams.

However, the red four-door saloon already demonstrated its potential in training, when Clemens Schickentanz delivered a surprise with the fifth-fastest training time. Nobody at AMG had expected 5th starting position in a field of 60 cars. 80,000 spectators were intrigued by the fast, red saloon with the long wheelbase – which was incidentally also the only Mercedes in the race. Hans Heyer has fond memories of this race: “We knew we could win, but the others didn’t know it yet!” The AMG saloon was unbeatable on the straight, but the braking system substantially adopted from the series production car was slightly underpowered for the weight of the car (1635 kilograms). “But on the old Spa course the brake discs had plenty of time to cool down, and nobody could catch us on the long straights,” the now 68 year-old reminisces. With a top speed of 265 km/h the 300 SEL 6.8 AMG was tailor-made for the fast Belgian circuit.

The AMG racing saloon was technically based on the Mercedes-Benz 300 SEL 6.3. With an output of 184 kW (250 hp) at 4000 rpm and a top speed of 220 km/h, this saloon was Germany’s fastest series-production car in its day. It was not only an increase in the overall displacement from 6330 to 6835 cc that raised the output to 315 kW (428 hp) at 5500 rpm and torque from 500 to 608 newton metres. The wheel arches were flared to make room for the lightweight 10 x 15 and 12 x 15-inch magnesium wheels adopted from a C 111 test car. Aluminium doors helped to reduce weight from the original 1830 to 1635 kilograms. Larger control arms at the front axle, a more robust rear axle with a reinforced differential and smaller air suspension bellows with a harder setup made the saloon fit for the racetrack.

*How to drive*    <https://www.youtube.com/watch?v=9go7vveEuVI>

### *Austin Healey 3000*



**Credits:** Model conversion: DrDoomslab

Physics: Bazza

The Austin-Healey 3000 is probably the very epitome of the classic British sports car. It was a car that was highly desirable to so many from its very launch, and one of the few cars that can be said to have attained classic status whilst still in production. Since its introduction this model in particular excelled in many of the major rallies and circuit races of the day.

The muscular looking Austin-Healey 3000 was launched in June 1959 with the bodywork being made by Jensen Motors, and assembly carried out at the BMC Abingdon factory. It was a natural progression of its forerunner the 100/6 and featured several improvements over its predecessor. These included an increase in engine capacity from 2639cc to 2912cc, Girling front disc brakes, adjustable front seats and wire wheels as standard. Subtle styling changes were also made to the bodywork, which was produced as both a 2-seater and a 2+2. A factory built hardtop was also available as an optional extra.

The Mk II model was introduced in March 1961, and this featured triple S.U. carburettors, and a reworked camshaft. Minor changes to the car's frontal appearance were made, and an improved hood, windscreen, and wind-up side windows were fitted. From 1963 the 2-seater model was dropped. The 3000 was discontinued in 1968. Today the Austin Healey 3000 probably remains the best known of all the so-called Big Healeys.

*How to drive* <https://www.youtube.com/watch?v=WdL8P2fFCH4>

### *Austin Mini Cooper 1275*



**Credits:** Model: Pessio

Physics: Pessio/ Bazza

When Alec Issigonis unveiled his design for a small family car, he didn't expect he would be unleashing a revolution. Launched in 1959, the Mini would grow to become one of the most popular cars ever produced, with the last Mini rolling off the line over forty years after its introduction. The Mini's popularity was enhanced by the incredible racing successes of the 1960s, when the small and efficient Minis beat many more powerful racers both at the track and on road-rallies.

One of the most copied novelties of the Mini was its revolutionary drivetrain. Most contemporary cars used a front engine, rear wheel drive setup, incorporating a longitudinally mounted engine with the gearbox bolted on the engine. The mini was fitted with a transverse four cylinder engine with the gearbox fitted under the engine in the same block, driving the front wheels.

Issigonis' expertise primarily lay in suspension design and the Mini's all-round independent suspension is living proof of that. Where most cars were fitted with either leaf or coil springs, the Mini originally used rubber cones. This presented another space saving alternative to conventional methods. Eventually the hydro-elastic setup was introduced in 1964 and although it proved to be superior to the rubber suspension, teething problems forced Issigonis to revert back to rubber in 1971.

Cooper also produced two S models specifically for circuit racing in the under 1,000 cc and under 1,300 cc classes respectively, rated at 970 cc (59 cu in) and a 1,275 cc (77.8 cu in), both had a 70.61 mm (2.780 in) bore and both were also offered to the public. The smaller-engine model was not well received, and only 963 had been built when the model was discontinued in 1965. The 1,275 cc Cooper S models continued in production until 1971. To keep up with the pack this version is in full race Spec, 141Nm of torque.

*How to drive* <https://www.youtube.com/watch?v=9yC19bVy6j4>



## *BMW 2002 Turbo*



**Credits:** Model conversion: Pitone

Update: DrDoomslab

Physics: Bazza

The 2002 Turbo was launched at the 1973 Frankfurt Motor Show. The 2002 Turbo used the 2002 tii engine with a KKK turbocharger and a compression ratio of 6.9:1 in order to prevent engine knocking.

Munich's finest now turned their attention to developing a more powerful 02, engineers still felt that the 2002 chassis could still take more power. Designed around the already tried and tested Tii, they chose the KKK (Kuhnle, Kopp and Kausch) turbocharger with 0.55 overpressure that was sufficient to add another 40 Bhp to the already powerful 130 Bhp Tii. The compression ratio was modified from 6.9:1 to 9.5:1 and an oil cooler added. Bigger brakes were fitted to cope with the extra power, a limited slip differential for better high-speed cornering, and high-speed tyres fitted to wider wheels under the "screwed" on wide arches.

The car often described as 'Jekyll and Hyde', "a punch in the kidney's" said some motoring journalists when the turbocharger suddenly cut-in at just above 4000 Rpm. Famous for it's turbo-lag, "floor the accelerator and nothing, then suddenly a whoosh of power and off you'd shoot, like a bullet from a gun". Understandably many ended up embedded in trees, making numbers today even more scarce.

*How to drive* <https://www.youtube.com/watch?v=ZVLlqStkYuQ>

### *Datsun 510 BRE*



**Credits:** Model conversion: Legion

Update: DrDoomslab

Physics: Bazza

First introduced in 1967, the Datsun 510 was designed to sell in the global market and particularly increase Nissan's sales in the American market. During development, Yutaka Katayama, President of Datsun USA, wanted the 510 to be a car with a sporty nature, not an economy box devoid of performance. He believed a more powerful, well-engineered Nissan, like the Fairlady 240Z, would improve Datsun USA's image. Nissan executives in Japan were skeptical of Katayama's plan, but in the end he motivated them to give the 510 more performance. They sold over 400,000 cars.

The 510 was styled in-house by Teruo Uchino. His pleasing and non-aggressive design resembled the Pininfarina-bodied 410 and other Nissan products. The final styling must have appealed to the executive comity which were, at first, doubting the project. So Yutaka Katayama got his way and the 510 was designed as a competitive car from the get-go. It's fully-independent suspension, even weight distribution and powerful engine were good enough for motor sports. As an entry level car, selling at \$1996 USD, the 510 was also affordable. Katayama had to prove it on the track.

Peter Brock and Brock Racing Enterprises (BRE) built and raced the Datsun 510 with John Morton as its driver. The team won the 1971 and 1972 SCCA Trans Am Under 2.5 Liter Championship, with the first considered a major upset. Few race fans thought the little Datsun from Japan could match the pace of the Alfas and BMWs, so its success earned it the reputation as 'giant killer' among American racing fans. To this day it remains one of the most recognizable and honored racing cars of all time, and it established Nissan/Datsun as an accomplished performance brand.

*How to drive* <https://www.youtube.com/watch?v=6sGK5XmpG9E>

### *Ford Escort Mk1*



**Credits:** Model: Stock Kunos

Physics: Kunos Update: Bazza

The Ford Escort is born from a partnership between Ford and Lotus during the 60s. This car became a icon of racing thanks to its successes in rallye and GT races in 1968, 1969 and along first years of the 70s, due the release of the "RS1600" powered by a Ford Cosworth engine.

The RS in the model name is a abbreviation of "Rallye Sport", and although "1600" was the initial engine displacement, in 1973 this was increased to 1800cc.

This version resembles the 1970 touring car version, weighting only 885 kg with the engine delivering 202 hp and 199Nm torque.

*How to drive* <https://www.youtube.com/watch?v=v3xNhY4aVt8>

## *Ford Fairlane*



**Credits:** Model conversion: SmallBlock Hero Updates: Legion, DrDoomslab Physics: Bazza

NASCAR and the Ford Fairlane made a good pair in the mid-1960s. The bodies were purely stock, but the suspension and transmission were beefed up and a fiberglass hood with a built-in scoop was added. These cars were not immediately successful, but by the end of the season the Fairlane proved to have far-reaching application.

It happened this way. Ford backed out of racing at mid-year in a dispute with NASCAR over getting the 427 single-overhead-cam engine legalized. In the case of the Fairlane 427 wedge for drag racing, it was put in the same class as the sohc Mustangs and other experimentals -- where it was completely outclassed.

Still, the Fairlane 427 wedge (not to be confused with the sohc version) had its moments at NASCAR even without factory support. On Labor Day, for example, Fred Lorenzen finished fifth at the Darlington 500 in a 1966 Fairlane. That same month, Lorenzen, driving a Fairlane 427 for Holman & Moody, took first at the Martinsville, Virginia, 500-lap event. In October, he won again at Rockingham, North Carolina, followed by a Dodge and three more Fairlane 500s.

These victories proved beyond any doubt the superiority of the 427 in the lighter Fairlane body as opposed to the Galaxie 427s. When Ford returned to NASCAR in 1967, and for anybody else who picked a Ford for the tracks, it would be the Fairlane 427 wedge.

For Touring Car racing in Assetto Corsa the engine capacity was limited to 390ci by the governing body. This 1966 Ford Fairlane V-8 390ci delivers 335hp @ 6500 and 579 Nm of torque @ 3,200 rpm.

*How to drive* <https://www.youtube.com/watch?v=N9deBtYyLQQ>

## *Ford Mustang 289*



**Credits:** Model conversion: SmallBlock Hero Updates: DrDoomslab Physics: Bazza

The huge sales success of the 1965 Ford Mustang was a key factor in launching Trans-Am racing, which was staged on demanding road courses from coast to coast. But people love a good fight, so attendance and media interest didn't really take off until rival pony cars appeared to chase Mustang on the racetrack as well as in the showroom.

In its early years, the Trans-American Championship -- Trans-Am for short -- was home to some of America's most exciting, hard-fought automobile racing. Inaugurated in 1966, it was conceived by the Sports Car Club of America as a professional series for sports cars and Detroit's popular sporty compacts, though initial publicity referred only to "sedans."

At first, there were two classes based on engine size. Most foreign models ran in the under-2.5-liter category, while larger cars like Mustang were allowed engines between 2.5 and 5.0 liters. Rules mandated safety roll cages, minimum racing weight, fuel tank size, and other requirements but allowed liberal tinkering with the stock suspension and powertrain.

It wasn't long before the Mustang's mettle as a race car began to surface. With hardly any competition on or off the track, Mustang was the easy first-season champion in its class, with Jerry Titus the winningest driver. Keep in mind that all Mustang efforts in Trans-Am (prior to 1968) were essentially privateer teams; some with great talent, hardware, and solid budgets, others with less so. Tom Yeager and Bob Johnson proved a formidable privateer entry, by winning 1966's 300-miler at Mid-America, backing it up with a strong win in the 400-mile T-A race at Virginia International Raceway.

There were two more Mustang wins in Trans-Am's rookie season, that being the McComb//Brooker combo taking the flag at Green Valley Raceway in Texas, and with Jerry Titus closing out the season with a win at Riverside, with only Tullius' Dart ruining a Mustang 1-2-3 finish at that 1966 season-ending enduro.

*How to drive* <https://www.youtube.com/watch?v=s46fa2PF5ow>



## *Hillman Imp*



**Credits:** Model conversion: DrDoomslab

Physics: Bazza

This small car was designed by Michael Parkes (a development engineer for Ferrari) and Tim Fry. In 1955 a small car project was begun, not so much to come up with an economy car in the Suez Crisis days (like the Mini), but to provide an idea of what sort of affordable car could be made and what its performance would be. Parkes and Fry proposed a 2 adults - 2 children car, that could do 60 mph and manage 60 mpg (which meant researching aerodynamics). Looking at the competition (Fiat 500, BMW 700, Citroen 2CV) and considering costs, they opted for a rear engine. Other aims of the team included that the small car be fun to drive.

At the time Coventry Climax were building an aluminium alloy engine that Tim Fry thought might fit, so he wrote them to get the installation drawings. Coventry Climax co-operated and Fry succeeded to fit both it and a radiator into the tiny engine compartment. The 750cc Coventry Climax racing engine was tamed and just about every component was changed. But it remained unlike most car engines, being made of aluminium (170lbs total weight), with an overhead camshaft. The size was increased to 875cc, producing 39bhp.

The Imp was made in the purpose build Linwood factories in Scotland. Launched in 1963, it sported many new and untried ideas, like the aluminium alloy engine, and overhead camshaft; a pneumatic throttle and king-pins running in sealed plastic bearings. . It has all-independent suspension. By many claimed as a true driver's car, the car was famous for its great road-holding and often called the poor man's Porsche 911. About 440.000 were produced for more than 12 years, until 1976

Sporty versions left the factory with 55 bhp @ 6100rpm and a torque output of 55.6lbs.ft @ 4300rpm out of its 875cc. For rallying, 75/80 bhp. could easily be extracted. For racing, if carburation was free, it could produce at least 110 bhp @ 8500 rpm.

This Imp is fitted with a Jack Knight gearbox, twin DCOE 40 Carbs and LSD and wide minilite wheels. 998cc engine tuned to 110 hp and disk brakes added to front and rear.

## *How to drive*

<https://www.youtube.com/watch?v=VoQ4uetJPn4>

## *Jaguar MkII*



**Credits:** Model conversion: Bonkers Design    Update: DrDoomslab    Physics: Bazza

The Jaguar Mark 2 is a medium-sized saloon car built from late 1959 to 1967 by Jaguar in Coventry, England.

From the Jaguar Mk.II Brochure..."From the moment of their introduction the 2.4 litre and 3.4 litre Jaguar saloons scored such instantaneous successes and created such a world wide demand that a doubling of the Company's output became necessary. Interior heating has received special attention and, with it, adequate ventilation. Even such seemingly trivial details as the number, size and location of ashtrays, the interior illumination of the glove locker and the provision of a luminous cigar-lighter socket have been worked out with as much care as the development and positioning of the brake-fluid level indicator.."

In the late '50s and early '60s, Jaguar proved it didn't need a purpose-built sports car to win races. Around this time, touring car racing — pitting everyday road cars against each other — came into its own. Teams fielded both the Jaguar Mark 1 and Mark 2 sedans during those early years, making Jaguar's small sedan an icon.

Between the privateer teams like John Coombs Racing, Peter Barry Racing and Equipe Endeavor, Jaguar Saloons were victorious in a majority of British Saloon Car Championship (BSCC) races from 1958 to 1963. Not only did a Jag take first in most races, they also consistently took second and third place. Meanwhile, in France, the Jaguar Saloons were incredibly successful at the Tour de France Automobile road race, winning the Touring Car class from 1959 through 1963.

## *How to drive*

<https://www.youtube.com/watch?v=mAWJhNgTBQw>

## *Lotus Cortina*



**Credits:** Model conversion: SmallBlock Hero    Update: DrDoomslab    Physics: Bazza

The story of the Cortina race car programme really began in mid-1962, well before the car was even announced. Walter Hayes knew that a high-performance GT model was due in 1963, and called up his old friend Colin Chapman of Lotus, to develop a new twin-cam engined Lotus-Cortina. As far as factory-backed cars are concerned, this story spans six years 1963 to 1968 – but it all took time to mature. The early Lotus-Cortinas proved to be depressingly fragile race cars, so the Cortina GT became a ‘stand-in’ race car, the Lotus-Cortina only being competitive from 1964.

The Gold Cup meeting at Oulton Park saw the first International debut of the then recently homologated Lotus-Cortinas. Although not the outright winners, they were tremendously impressive, and finished third and fourth behind the Ford Galaxies of Dan Gurney and Graham Hill. But that was just the beginning, for the Lotus-Cortinas were still only running with 145bhp. For 1964, not only would Team Lotus get the job of running a British Championship effort, but F1 stars Jim Clark and Peter Arundell usually found time to drive the cars. At the time, Clark had just won his first F1 World Drivers’ Championship crown.

The story of the British season is easily told. Jim Clark started all eight rounds in the BRSCC series (somehow he found the time between F1 commitments), won every class, every time and even threw in three outright victories as well. The works Lotus-Cortinas were well-prepared and exceedingly fast, proving capable of winning a race outright if the Ford Galaxies absented themselves for any reason.

Initially these cars suffered from understeering characteristics induced, as much as anything, by the steering geometry, which might be criticised. But much development work was done in the steering department, and when fitted with thick anti-roll bars the cars were very rapid, even though their tendency to lift the front wheels made them unstable.

To be competitive, the car in this modpack is equipped with the 1966 BRM/Cosworth-tuned Twincam engine with Lucas injection fitted resulting in 180 hp and 192 Nm of Torque.

## *How to drive*

<https://www.youtube.com/watch?v=Kyf46kVcDZs>

## *Mazda RX3*



**Credits:** Model conversion: Legion      Update: DrDoomslab      Physics: Bazza

The world's car companies' great drive to Wankel-style rotary engines in the 1960s and early '70s was massive—and largely a dead end. NSU, the company that created the Wankel, won plaudits with its rotary-powered business-class Ro80 sedan, but fell into VW's hands when warranty costs over failing engines drove them out of solvency. Citroen found a way to get their cars to fall apart even more quickly by installing a Wankel engine under the hood. Ford's experiments with Curtiss-Wright rotary power went nowhere. GM spent more than a billion dollars developing their own rotary when emissions issues, reliability with housings and rotor tips, oil burning and excess fuel consumption killed the project outright.

Except there was Mazda. Little Mazda, who'd only been making cars since 1960, and whose tentative first steps into the States occurred a decade later. Mazda, who licensed the Wankel from NSU and tasked 47 of its own engineers to tame this radical new engine. Mazda managed to raise horsepower ratings during the emissions-clogged days of the mid-'70s. They built half a million rotary-engined cars and trucks by 1973, and a full million by the end of 1978.

With the factory choosing to spend its resources on gearing up for emissions legislation, Mazda's racing efforts in the first half of the 1970s were limited to a handful of privateer efforts. Once the RX-3 came in, though, it was a whole different story. A 10A-powered RX-3 took a late 1971 victory, and Mazda's reputation was raised immeasurably with a pole position and a 1-2-3 at the Japanese Grand Prix, held in May 1972. The race engines were rated at 240hp, thanks to a 48mm twin-choke Weber carb and a set of side-intake auxiliary bridge ports, which extended into the trochoid housing.

Quickly, it became a rival for the previously untouchable Nissan Skyline GT-R. Mazda RX-3s won the Fuji Grand Champion-series Super Touring Car championship in 1973, '75, '76 and '78. By the middle of the 1976 season, the RX-3 had won its record 100th race. Suspension tweaks led teams to develop a Watt linkage ahead of the rear axle, a setup that was later used in the first RX-7s. And that says nothing of the healthy SCCA and IMSA stock-bodied race series victories and championships that the RX-3 won throughout the '70s, and even into the '80s.

*How to drive*

<https://www.youtube.com/watch?v=5683Pyemuag>

### *MG MGA (Race)*



**Credits:** Model conversion: Velo

Update: DrDoomslab

Physics: Bazza

When the MGA arrived in 1955, it must have come as quite a shock to MG aficionados who had become used to the pre-war look of the company's sports cars. Even the revamped TF left nothing to doubt about its 1930's-style design. The MGA was a complete departure in styling for MG. Its beautiful streamlined body was right up to the minute in terms of appearance, and it was powered by a new engine, as MG had decided that the old XPAG unit had had its day. The MGA was powered by the much more modern B-series engine that had made its debut in the recently announced Magnette saloon.

MG enthusiasts had been given a hint of what was to come as early as 1951 when George Phillips drove a re-bodied TD Midget in the Le-Mans 24 hour endurance race. The car had been built for him by MG following his successes with his own TC, which had been fitted with a lightweight two-seat race car style body. So different was the appearance of his new TD racer, that it must have been difficult to believe that it was actually a venerable TD Midget underneath!

It was a road-going version of the Phillips car which had been proposed to BMC in 1952 as a replacement for the TD Midget, but which had been turned down because of the corporation's decision to build the Austin-Healey 100. MG had gone as far as building a full prototype of the MGA by using TD running gear, the 1250 XPAG engine, a re-designed chassis, and the MGA bodywork. Before the official launch of the MGA in 1955, three aluminium bodied prototypes of the new sports car, coded EX182, were entered into Le Mans. Fortunately for MG, they acquitted themselves well, finishing fifth and sixth in their class.

Shortly after the introduction of the MGA Twin Cam, the standard cars were given a 1588cc version of the standard pushrod version of the B-series engine, becoming the MGA 1600 in the process. They were also equipped with disc brakes on the front wheels, but continued with drums at the rear. The MGA 1600 continued to be offered in both open and coupe versions.

*How to drive*

<https://www.youtube.com/watch?v=FtZQU157eT0>



## *MG MGB*



**Credits:** Model conversion: Rex-T & Velo      Update: DrDoomslab      Physics: Bazza

By the mid-sixties, the MGB had become one of the world's best-selling sports cars. Not even its most loyal fans, however, would have imagined that it would survive for 18 years — or that it would rise again barely a decade after its demise.

Considering that the MGB was originally inspired by the Aston Martin DB2/4, it took the factory a curiously long time to develop a fixed-roof version of the B. From 1963 to 1965, BMC's Competitions Department was obliged to fit the MGB roadster with an accessory hardtop in order to race in the GT classes. Engineer Roy Brocklehurst said the primary obstacle was the determination to retain the roadster's windshield. Because the B's windshield was so low, it proved very difficult to design a good-looking roof that would still provide adequate headroom. BMC chairman George Harriman commissioned Italy's Pininfarina to build a prototype. In the fall of 1963, Abingdon shipped a gray MGB roadster to Turin.

Pininfarina returned it the follow spring, now painted metallic green and sporting an attractive hatchback roof. This new design sliced the Gordian knot that had stymied MG's designers: By raising the windshield about 4 inches (101 mm) with a commensurately larger greenhouse, the Pininfarina car combined reasonable headroom and fine proportions. It also had superior aerodynamics despite its greater frontal area. After a few detail revisions, the coupe was approved for production, which commenced the following summer.

By the time the factory had built enough GTs for homologation, the MGB's competition heyday was winding down, but the coupe did achieve some racing success. An MGB GT driven by Andrew Hedges and Paddy Hopkirk won the GT class at the 1967 12 Hours of Sebring while an aluminum-bodied GTS (actually a prototype of the still-gestating six-cylinder MGC GTS) with a bored-out, 2,004 cc (122 cu. in.) engine ran in the 1967 Targa Florio.

*How to drive*

<https://www.youtube.com/watch?v=kupkxyGp9eg>

## *Porsche 911 2.7 RS*



**Credits:** Model conversion: Mac Ten

Update: DrDoomslab

Physics: Bazza

By the end of 1972, the requisite 500 homologation cars, dubbed 911 Carrera RS 2.7, sat outside Zuffenhausen for official inspection. The flat-six engine had been bored from 2.4 to 2.7 liters, requiring a special Nikasil cylinder lining for durability. The car retained the same Bosch mechanical fuel injection system as the 2.4 S, but horsepower increased from 190 to 210, with a notable gain in torque.

For the first time in production 911 history, a wider 7.0-inch rear wheel was utilized, and widened fenders allowed even larger wheels to be adequately covered for racing use. Wind-tunnel development brought forth a redesigned front air dam and rear ducktail spoiler. The spoiler reduced rear-end lift by 75 percent and became the car's signature feature. Thinner gauge glass and steel kept weight down, and the 500 homologation cars were all of lightweight (code M471) specification, meaning limited sound deadening and carpeting; non-reclining front race buckets; and no rear seats, clock, interior armrests, or passenger-side sunvisor.

In 1973 a new European GT Championship was created, for which Porsche's 911 model was eligible, so Porsches European motorsport activities for 1973 were focussed on the Group 4 GT class. Competition would come from Porsche's perpetual nemesis, Ferrari, in the form of the 365 GTB Daytona 'Competizione'. With a displacement which was almost twice that of the largest Porsche 911 engine at the time, the Daytona was the clear favourite. Work was started on a production 911, that could form the base for a racer quick enough to take on the Ferrari.

Chosen as base for the new car was the Porsche 911 S, that had been successful in events like the Rally Monte Carlo and the Tour de France. Main design focus was to save weight and increase the output of the flat 6 engine. The bore of the 2.4 litre engine was increased by 6 mm to 90 mm and with it the output of the now 2.7 litre engine grew with 20 bhp to 210 bhp. To get the added power on the road, Porsche fitted wider rear than front tires on a roadcar for the first time in its history. A lot of weight was saved by stripping the 911 of all luxuries and the use of fiberglass and thin gauge steel for various bodyparts. One of the most legendary Porsches, the 911 Carrera RS 2.7, was born!

*How to drive*    [https://www.youtube.com/watch?v=PTJ\\_1Usg1Zk](https://www.youtube.com/watch?v=PTJ_1Usg1Zk)

## *Toyota 2000GT*



**Credits:** Model conversion: Pitone

Update: DrDoomslab

Physics: Bazza

Toyota recognised that success in the USA was vital in establishing the car's quality on an international level and decided it should be entered in SCCA (Sports Car Club of America) competition to demonstrate its abilities against potential showroom rivals such as the Porsche 911, Lotus Elan and Triumph 250. Initially, Peter Brock, designer of the Cobra Daytona, was to be tasked with the job of preparing the cars, but at the last minute a deal was struck with racing legend Carroll Shelby, Brock's former boss and the mastermind behind the high-performance versions of the AC Cobra and Ford Mustang.

Shelby's modifications included fitting new low-profile tyres and uprated suspension to lower the ride height by around 60mm. He also increased the straight-six engine's displacement and fitted a new DOHC cylinder head to unleash around 200bhp, and improved the power-to-weight ratio by removing all unnecessary items from the interior. Even though the Toyota delivered less power than its rival Porsche 911, it still recorded a number of race victories that season.

### Engine

The three cars were delivered as a "competition" model. The 150hp engine is pushed to 200hp by Toyota. But Shelby only saw 190 horses on the test bench. With help from John Dunn, the Shelby tweaked Toyota/Yamaha 6-cylinder inline engine would deliver 205hp at 8000 rpm and 245 Nm. To achieve this result, Shelby had to increase the cubic capacity to 2040cm<sup>3</sup>. The cast iron block has been polished and reworked for oil circulation, as are the crankshaft and connecting rods. Special pistons are forged from aluminum and Shelby designs a new oil pan, new camshafts, valves and also changes the flywheel. With all these modifications, the 2000GT could reach 240 km/h!

Driven by Scooter Patrick and Dave Jordan, the 2000GT competed in the production class of the SCCA series in 1968. Even though the Toyota had less power than its main rival, the Porsche 911, it still recorded a number of race victories, with Patrick and Jordan finishing the series second and third in the championship respectively.

### *How to drive*

[https://www.youtube.com/watch?v=8e\\_gFlcuwno](https://www.youtube.com/watch?v=8e_gFlcuwno)

## *Bazza's recommended Force Feedback Settings*

We know that force feedback is a matter of personal taste, but I decided to include my settings. Thus giving you at least the option to have a baseline in accordance with the feel/ feedback as intended. I started with the mod a couple of years ago as a side project. At that time I still used the Thrustmaster T300, a great value for money wheel, capable of very detailed FFB.

This year I went for the Simucube Pro DD wheel. At the beginning I got less detail as with the TM300, but after a couple of days trying detail, fidelity and speed far exceeded the TM. After this I started optimizing the FFB for the SC2 wheel. As I don't have a reference anymore, I hope the FFB is still there on the standard wheels. Below are my settings for both TM T300 and SC2:

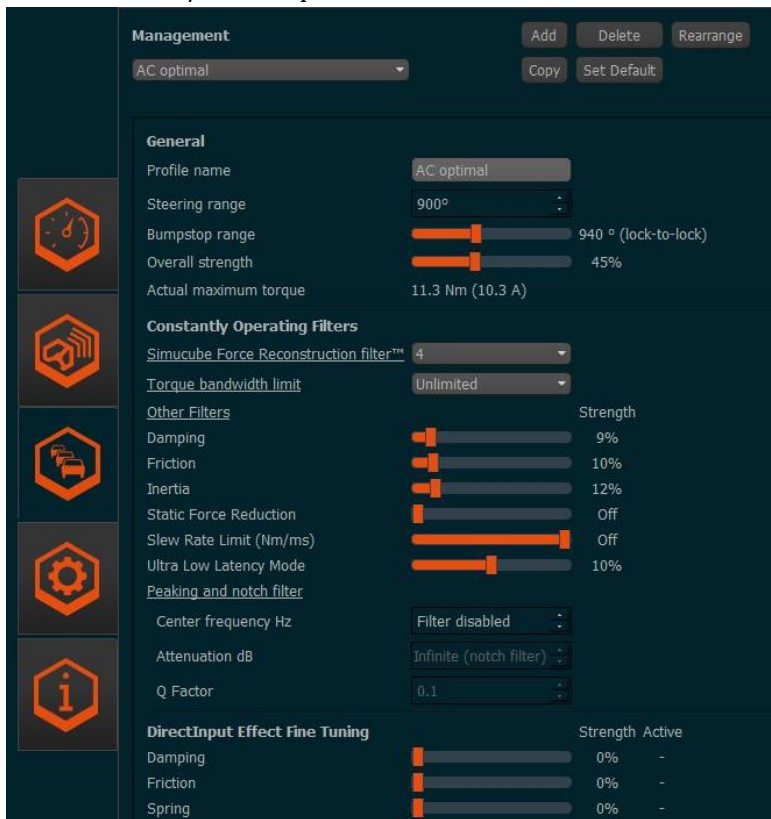
### **Thrustmaster T300:**

Windows 85% Overall Force (to keep linear force behavior)



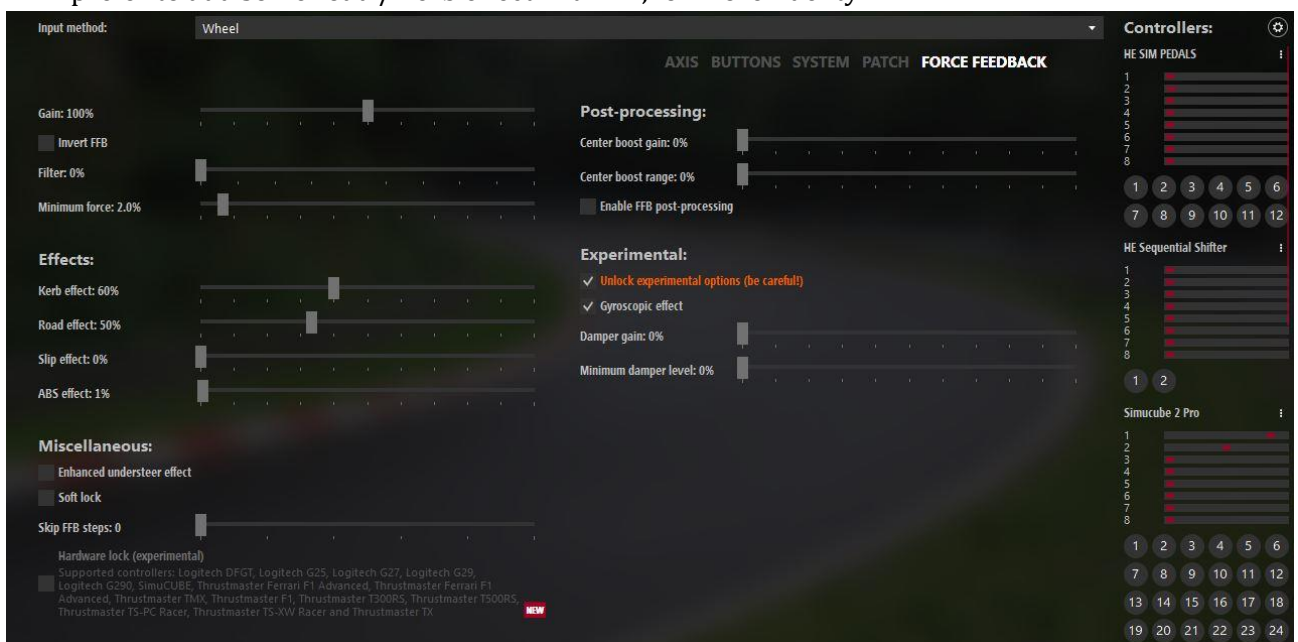
## Simucube 2 Pro:

I use in game 100% ffb gain, mostly for physics editing/ preventing clipping of the game engine. Thus I lower the wheel 'overall strength/ amperage". Positive side effect: your wrist are saved in case of a crash/ AI bump.



## AC/ Content Manager:

- Important to enable Gyroscope effect, but leave damper gain and max damper level at 0%
- Minimum force at 2% adds a tiny bit of 'compression' for the lowest forces, meaning you don't have to amp up the wheel to glacier melting Amperages.
- I prefer to add some road / kerb effect with DD, for more fidelity.





## *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/>  
Hobbsbury <https://www.racedepartment.com/downloads/hobbsbury.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>  
Kyalami\_67 [https://www.mediafire.com/file/3qb9lbq6ytzekja/kyalami\\_1967.zip](https://www.mediafire.com/file/3qb9lbq6ytzekja/kyalami_1967.zip)  
Longford\_1967 <https://www.racedepartment.com/threads/longford-1967.90233/>  
Monaco\_66 <http://www.mediafire.com/file/1fp3t1ahfvjxv67/Monaco+1966+Reboot+Version+1.2.zip>  
Meadowdale Int. <https://sharemods.com/cjg6gimfqczu/68dale.7z.html>  
Montjuich <http://www.mediafire.com/file/yb0j22wb2h06nnl/Montjuich+1975+v1.56.7z>  
Nordschleife\_67 <https://www.racedepartment.com/downloads/nurburgring-1967.28207/>  
Osterreichring\_74 [http://www.mediafire.com/file/i7f3jzhqnlzz0m/Spielberg\\_1974\\_V2.1.zip/file](http://www.mediafire.com/file/i7f3jzhqnlzz0m/Spielberg_1974_V2.1.zip/file)  
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+NeelJ+by+Rainmaker.7z>  
Spa 66 <http://www.mediafire.com/file/pphqe1102ffd03c/Spa+Francorchamps+1966+Reboot+Version+1.1.zip>  
Sudschleife <https://www.f3classictracks.com/eifel>  
Thomson Road <https://www.racedepartment.com/downloads/thomson-road-grand-prix.13694/>  
Zandvoort 67 <https://www.f3classictracks.com/sandvoerde>  
Zolder 1967 <https://www.racedepartment.com/downloads/zolder-1967-v-2.18383/>  
Betonschleife <https://sellfy.com/p/Awu1/>  
Djursland <https://sellfy.com/p/U5AG/>  
Silkeborg <https://sellfy.com/p/NvLJ/>  
Roskilde <https://sellfy.com/p/uor1be/>  
Rostock Osthafen kurs [http://www.mediafire.com/file/szxipm9q594k8qt/rostock\\_osthafenkurs.7z/file](http://www.mediafire.com/file/szxipm9q594k8qt/rostock_osthafenkurs.7z/file)  
Leipzig Stadpark Rennen [http://www.mediafire.com/file/15s2cocxb89rp2c/leipzig\\_stadtpark.7z/file](http://www.mediafire.com/file/15s2cocxb89rp2c/leipzig_stadtpark.7z/file)  
Halle Saale Schleife [http://www.mediafire.com/file/ijl0yvxvwan60mb/halle\\_saale\\_schleife.7z/file](http://www.mediafire.com/file/ijl0yvxvwan60mb/halle_saale_schleife.7z/file)

## *Modern but with flow /non Tilkefied (also called 'real racetracks')*

Dijon: <http://www.mediafire.com/download/dckjactklhq2di/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/>  
Horsma Raceway <https://www.racedepartment.com/downloads/horsma-raceway.27713/>  
Auto Union ring [https://sharemods.com/6ngawp2h5h1o/auto\\_union\\_ring\\_v0.95.7z.html](https://sharemods.com/6ngawp2h5h1o/auto_union_ring_v0.95.7z.html)  
Knutstorp <https://www.mediafire.com/file/2hraql9uix26w94/knutstorp.zip>  
Kunos Laguna Seca oldskool Camel GT: <https://www.racedepartment.com/downloads/laguna-seca-camel-gt.23822/>  
Limerock [https://www.mediafire.com/file/72jz36y617n54y4/limerock\\_raceway\\_fm7.rar](https://www.mediafire.com/file/72jz36y617n54y4/limerock_raceway_fm7.rar)  
Magna Steyr [https://sharemods.com/cwup8ztcbved/magna\\_steyr\\_v0.99.7z.html](https://sharemods.com/cwup8ztcbved/magna_steyr_v0.99.7z.html)  
Oulton Island No chicane GP <http://www.mediafire.com/file/5ywk5d6dk4j44o5/Oulton+Park+Reboot+Version+1.3.2.rar>  
Mosport Park <https://www.racedepartment.com/downloads/mosport-ctmp-0-8.24486/>  
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/>  
Watkins Glen <https://www.racedepartment.com/downloads/watkins-glen-international.20204/>

*On the next pages other vintage mod packs;*



*GrandPrix Legends 1967; current version: 2.20*

a homage to the original Grandprix Legends

**Carlist:**

- Brabham Repco BT24
- British Racing Motors BRM P83
- Cooper Maserati T81
- AAR Eagle-Weslake T1G
- Scuderia Ferrari 312
- Honda RA300
- Lotus-Ford 49
- McLaren BRM M5A
- Matra Ford MS7
- Lotus 33 R14
- [Bonus Car] 1966 McLaren M2B

Download: <https://www.mediafire.com/file/sz9937gkwgkenhg/20190416+AC+1967+Grand+Prix+Legends+Mod+v2.20.rar>

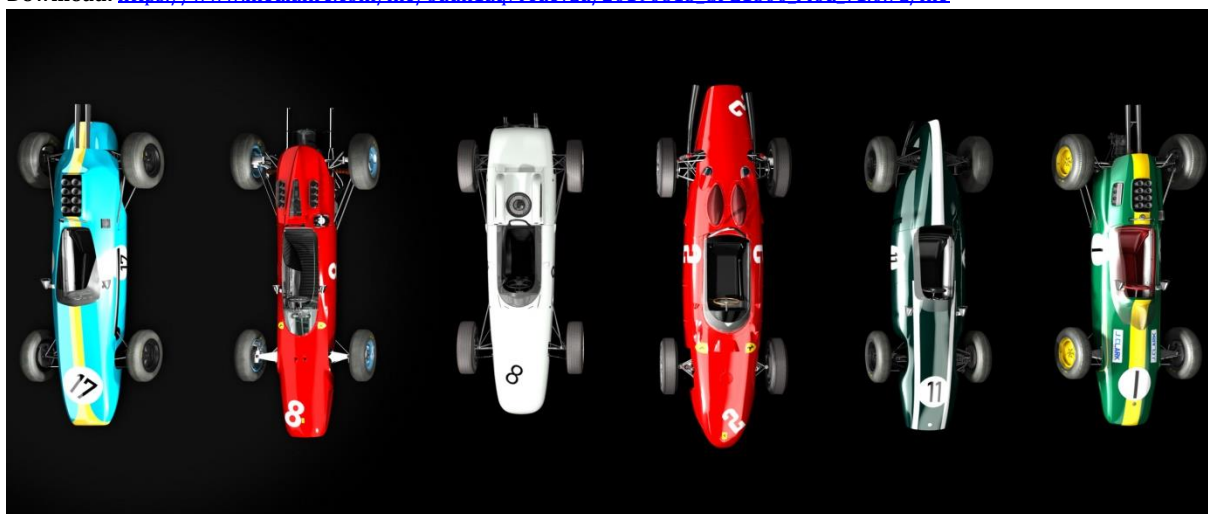




### *GrandPrix Legends 1500cc; current version: 1.0*

Covering the early sixties 1,5 litre Formula one era

Download: [https://www.mediafire.com/file/6uun1aq7rcuevzu/20190813\\_GPL1500\\_Mod\\_v1.0.7z/file](https://www.mediafire.com/file/6uun1aq7rcuevzu/20190813_GPL1500_Mod_v1.0.7z/file)



#### **Carlist:**

- 1961 Cooper Climax T55
- 1961 Ferrari 156 'Sharknose'
- 1962 Brabham Climax BT3
- 1962 Lotus Climax 25
- 1962 Porsche 804
- 1964 Ferrari 158

Per car driving guide: <https://www.youtube.com/watch?v=yXDjiN9HYIk>





### *1969 Formula 5000; version 2.0\_b Open Beta for Assetto Corsa*

The America approach to open wheeler racing. Massive V8's in a tiny chassis...

(Permission Granted by Dave Sabre from the original rF2 modteam)

#### **Carlist:**

- Crossle 15F
- Eagle Mk5
- LeGrand Mk11
- Lola T190
- Lotus 70 Ford
- McKee Mk12
- McLaren M10A
- Surtees TS5

**Download:** <http://www.mediafire.com/file/9r103t8pq7f4rm2/20190428+F5000+Mod+Closed+Beta+4.rar>







## ***F1 1975 carpack; current version: 1.2***

The golden era of Formula One. (Permission Granted by Chiefwiggum / Team CREW)

**Download:** [https://www.mediafire.com/file/hngms2664ytb92s/20191104\\_F1C75\\_Historic\\_F1\\_by\\_Bazza\\_v1.05\\_v1.2.7z/file](https://www.mediafire.com/file/hngms2664ytb92s/20191104_F1C75_Historic_F1_by_Bazza_v1.05_v1.2.7z/file)

### **Changelog v1.2:**

- General Physics tweaks for further improved FFB; Updated Sounds (credits to 386)
- Overhauled physics for McLaren M23
- **Added Tyrrell P34 Bonus Car, Skinpack by Delta7Fox**

### **Carlist:**

- |   |                 |
|---|-----------------|
| ▪ BRM P201                                | ▪ McLaren M23   |
| ▪ Embassy Hill GH1                        | ▪ Parnelli VPJ4 |
| ▪ Ferrari 312T                            | ▪ Penske PC1    |
| ▪ Fittipaldi FD03                         | ▪ Shadow DN5    |
| ▪ Hesketh 308                             | ▪ Surtees TS16  |
| ▪ Lotus 72E                               | ▪ Tyrrell 007   |
| ▪ March 751                               | ▪ Williams FW03 |
| ▪ <b>+BONUS CAR TYRRELL P34 6-wheeler</b> |                 |





[\(N.B. Click on mod icons to download the carpacks\)](#)

## *The AC Legends Car Packs*



### *Vintage Trans Am*



1.2

1966 Ford Mustang  
1967 Mercury Cougar  
1968 Chevy Camaro  
1969 Chevy Camaro  
1969 Ford Mustang Boss 302  
1970 Chevy Camaro  
1970 Pontiac Firebird  
1970 Dodge Challenger T/A  
1970 Plymouth AAR 'Cuda  
1970 AMC Javelin

### *GT Classic*



2.0

1975 BMW CSL 3.5 IMSA  
1967 Chevrolet Corvette DX  
1969 Chevrolet Corvette  
1972 De Tomaso Pantera  
1973 Ferrari 365GTB Daytona  
1974 Ford Capri RS3100  
1970 Nissan Skyline GTR  
1966 Porsche 906  
1974 Porsche 911 RSR  
1965 Shelby Daytona Coupe

### *Prototypes*



1.0

Chaparral 2E  
Ferrari 312PB  
Ferrari 330P4  
Ford GT40 Mk IV  
Lola T70 Mk3  
Lola T290  
McLaren M1b  
McLaren M8c  
Porsche 917K

#### **Add on 1:**

Ferrari 512s  
Lola T280

[Download](#)

#### **Add on 2:**

Lola T70 Mk3-b

[Download](#)



