



Assetto Corsa TransAm Legends

version 2.0 2020-03-26



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About this Mod:

Overweighed, undersprung and big muscles with thundering V8's... This is AC Legends Trans Am racing! Overcome the big inertia, dial in a little slide and drive with your feet to dance with the cars...

The best drivers in the world fought fiercely in every race, providing competition and action that has never been equaled in any other race series. All the iconic pony cars from 1966 to 1970 are ready to race.

Although sharing a lot of components, each car has it's unique driving character due to different track/ wheelbase ratio's, weight and suspension geometry. All cars share same engine and tyre compound. All the cars are very competitive to each other making the mod very suitable for league racing.

The initial release of this mod was done by Team SBH many moons ago... A while back I was contacted by a friendly fellow simracer named mickstix who was running an online vintage TransAm league. They did a lot of improvements on the models and asked my permission for release. We decided to collaborate, hence the physics also got overhauled for all cars.

Installation Notes:

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

Known Issues:

Due to various sources the model quality may vary per car.

Credits:

- Conversions/ 3d Modelling: SmallBlock Hero, mickstix, Uncle M
- Physics: Bazza
- Sounds: Kunos, various unknown sources.
- Skins by SBH, Ned, Highbank, (sorry if I forgot someone)

Special Thanks :

- The community on the F1C forum/ VAC Discord,
- <https://www.facebook.com/HighbanksTransAm/>
- <http://stunodracing.net/index.php> for TransAm league racing
- Special thanks to vintage simracing fans / youtubers: Ted Hough (great driving tutorials), Mike from [Simracing604](#), [Singleracer](#) , [the Extra Mile](#) 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!
mickstix & Bazza

1966 Ford Mustang



It wasn't long before the Mustang's mettle as a race car began to surface. 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.

1967 Mercury Cougar



In mid-1966, Lincoln-Mercury public relations chief Monty Roberts managed to win approval for a Cougar Trans-Am campaign in 1967, to be headed by Fran Hernandez, a fabled dry-lakes engine builder from Los Angeles who had risen through Ford's ranks to become competition director at Lincoln-Mercury. The logical choice as head fabricator and mechanic was Walter 'Bud' Moore, a fabled NASCAR team owner who operated Bud Moore Engineering in Spartanburg, South Carolina.

Also on hand were the team's primary drivers, Dan Gurney and Parnelli Jones. At Moore's shop, Mercury's biggest race was already under way: To prepare three SCCA-legal Trans Am cars in time for the 300-mile season opener at Daytona International Speedway's road course on February 3. The second and third cars started out as off-the-line production sedans intended to be built with the 390 GT package; big-block Cougars had beefier front-end components, such as control arms, that would be beneficial in Trans-Am racing, even though the series' maximum displacement limit was 305 cubic inches.

All three cars were raced during the 1967 season. While two Cougars were entered in every Trans-Am event, all three cars were entered at Sebring and reportedly at the Marlboro 300 in Maryland. As for David's car, its season record first saw Ed Leslie, another Moore team driver, finish fifth overall at Sebring's four-hour Trans-Am round after both Jones and Gurney fell out.

At Marlboro, engine problems prevented the prototype from qualifying. It next showed up at Crow's Landing in Modesto, California, a former Navy air base, where Leslie started and finished sixth. Renumbered 15, it then showed up for Round 10 at Riverside International Raceway, where NASCAR star David Pearson would drive it to its only Trans-Am win after starting from the outside pole. At the penultimate event at Stardust International Raceway in Las Vegas, a youthful Peter Revson, the future international star who also started several races for Moore that year, was gridded seventh in David's car but was DNFed in 19th.

1968 Chevy Camaro



After shaving close to 250 pounds from their 1967 'lightweight' Camaro, a rule-defying modification that prompted pre-race inspections the following season, the Penske team undertook a different series of alterations for their 1968 cars. While the prior season's lightweight Camaro was briefly used at the beginning of the 1968 season, a new more heavy-duty car was concurrently engineered to withstand the rigors of the season's two endurance races, the 24 Hours of Daytona and the 12 Hours of Sebring.

Starting with an all-new 1968 body shell, Penske engineer Ron Fournier integrated spherical suspension rod-ends, stronger motor mounts, and aircraft-grade fasteners into the chassis. Despite complaints about their weight-shaving techniques, Penske once again acid-dipped the body and then re-added weight in particular areas of the car to improve its overall balance. A dual four-barrel Cross Ram intake manifold was installed on the 302-cubic inch Traco-tuned Chevy engine. Donahue went on to write, 'it was so much faster than the single four (barrel set-up) that we reckoned it was another Unfair Advantage.'

1968 Dodge D-Dart



In 1966, Dodge offered buyers a performance-enhanced version of its Dart, built specifically for D Stock drag racing. With a little bit of work, a few enterprising road racers discovered that these cars were competitive in the SCCA's new Trans-American Sedan Championship series, and a few D-Darts were converted to go fast in other than a straight line, running alongside their more conventional Dart brethren. A mere 50 Dodge D-Darts were built in total, and only a handful were ever run in the SCCA's Trans Am series.

The Dart's moment in the Trans-Am sun was short-lived. Despite the model's two wins in 1966, Ford took the championship that season and followed up with a second championship in 1967. The following year, 1968, the Chevrolet Camaro was the car to beat, and by that time, Dodge was out of the running for the Trans-Am manufacturer's championship.

1968 Pontiac Firebird



The Pontiac Firebird was released five months after the Chevrolet Camaro, and offered buyers choices of six and eight cylinder engines. Pontiac was able to use that additional time to create a unique identity for the Firebird, despite having to use the Camaro chassis and some body panels. Despite using the same front fenders, doors, and rear fenders as the Camaro, the Firebird's styled split front grille, beaked hood, and GTO-slitted taillights gave it a distinctly Pontiac appearance. But the key differentiator was under the hood, where the Firebird offered a range of Pontiac engines.

The Ram Air engine included a hotter cam, stronger valve springs, and made use of the otherwise decorative hood scoops. With no publicized power increase and a hefty \$600 price tag, the Ram Air option was rarely ordered. All V8s came with a standard heavy-duty three speed manual transmission; a four speed manual and three speed automatic were optional. Performance axle ratios up to 4.33:1 were available as well as front disk brakes. Firebird prices were roughly \$200 more than comparable Camaros and the Camaro outsold it two to one. But Pontiac's pony car had arrived.'

1969 AMC Javelin



In September 1967, American Motors Corporation (AMC) had no performance parts, no performance engineering group, no racing group, no engine-development program, and absolutely no plan for what it was about to embark on. With only months left before the introduction of the company's AMX and Javelin ponycars, AMC decided the best way to market them was to enter into Trans-Am road racing and NASCAR and Pro Stock drag racing.

Let's just say it was highly optimistic AMC believed it could dive into any form of racing, as it was the manufacturer of sensible, compact cars and a few other things like Marlins. They were the little Wisconsin car company that could, as long as it didn't involve speed, racing, performance, or impressing your friends at the local Psycho Taco.

Factory body modification include the deletion of body side graphics and trim, custom Trans-Am homologated front cow-catcher and a Ronnie Kaplan designed rear adjustable 'air-foil' style spoiler. Originally conceived in 1968 to showcase factory sponsored Ronnie Kaplan's SCCA Trans-Am racing team, the final cars came to market just in time to showcase the new AMC / Penske Javelin Racing Team.

The first step after delivery of three Javelins was stiffening the unibody by welding all of the sheetmetal panels, as they came from the factory spot-welded.

Stiffeners were added and the SCCA-approved rollcage that even tied into the top, as operating doors was a Trans-Am requirement. Stock suspensions were allowed only minimal changes, resulting in the "dealer-installed" Javelin Handling Package of heavier springs, a sway bar, a track bar, and heavy-duty shocks that were traded for Koni adjustable coilovers for racing.

1969 Camaro



In 1969, the Sunoco-sponsored Roger Penske Camaro with the legendary Mark Donohue as the top driver repeated their previous domination of Trans Am racing by winning another eighteen out of twenty-five races.

It took first place at Michigan International, Bridgehampton, Bryar Motorsports Park, Mont-Tremblant, Watkins Glen, Laguna Seca, Sears Point and Riverside during the 1969 racing season.

Several modifications had to be made to the Camaro before it became the championship Trans-Am racer that made the Camaro nameplate into a road-racing legend. The most predominant of these was the acid-dipping process in which the Z28 undertook before being delivered to Roger Penske. Acid-dipping on race car bodies was a common practice for the time, and the purpose of dipping a car body in acid was to lower overall mass while maintaining the car's strength and rigidity.

Other track-oriented modifications to the Z28 included air channels built-into the doors for increased airflow to the rear brakes, quick-release brake pads and a custom-lube system in which oil could be added to the engine once it reached racing temperatures. All of these modifications are primitive, or so they seem, but the Penske team was the only one at that time who was using them, which allowed Penske to be more competitive than any other racing team at Trans-Am, winning more professional races at an increasingly-faster rate.

1970 All American Racers AAR Plymouth Barracuda



The Plymouth Barracuda started life as a youth oriented compact car. Although the earlier Barracudas competed in SCCA racing, it wasn't until 1970 that Chrysler dove in head first with the AAR Cuda version of it's all-new body style.

Named after Dan Gurney's famous All American Racers, the production AAR Cuda used a high-performance tri-power 340 motor with a choice of automatic or 4-speed trans. Standard gearing was 3.55 or optional 3.91, both with posi-traction 'Sure-Grip'. A standard matte-black fiberglass hood with Ram-Air, rally rims and rear spoiler were added to mimic the Trans-Am SCCA racecar. Heavier and less nimble than the other SCCA PonyCars, the AAR Cuda was geared more towards muscle car than pony car. What it lacked in agility it made up for in aggressive styling and brutish straight line performance.

1970 AMC Javelin



Introduced in September of 1969, the limited edition Trans-Am Javelin was introduced in time to promote the 1970 SCCA Trans-Am Season. 100 limited edition units were manufactured at AMC's Kenosha plant, pulled from the standard production line and painted in factory Red, White & Blue to replicate the Javelin Racing team colors.

All 100 cars featured a high-performance 390 with factory ram-air induction, a Hurst shifted T-10 4 speed transmission, 3.90 posi-traction rear end and special Goodyear raised white letter performance radials.

Factory body modification include the deletion of body side graphics and trim, custom Trans-Am homologated front cow-catcher and a Ronnie Kaplan designed rear adjustable 'air-foil' style spoiler. Originally conceived in 1968 to showcase factory sponsored Ronnie Kaplan's SCCA Trans-Am racing team, the final cars came to market just in time to showcase the new AMC / Penske Javelin Racing Team.

1970 Ford Mustang Boss



The Boss 302 was Ford's best effort yet at SCCA racing. It had to be. While the Mustang was the original PonyCar, Ford received a challenger in the SCCA Trans-Am with the introduction of the Z28 Camaro. For 1970, Ford continued to up the ante with evolved aerodynamics and improved engine design.

The factory BOSS 302 Trans-Am Mustangs started life as regular Mustang Sportsroofs, since the BOSS 302 Trans-Am development started many months before the street BOSS 302 Mustangs were into production. It was also cheaper for FORD to use fastbacks with just the basics, because the cars were stripped down and rebuilt anyway. So the race cars were not built up from production BOSSes for two reasons; time and money, critical to any racing program.

In 1969, the basic construction of the Trans-Am cars was done by Kar Kraft in Dearborn, MI. FORD's high performance and racing division. Two teams raced the cars that year. The Shelby Racing Company and Bud Moore Engineering. The first two cars built by Kar Kraft were prototypes with one going to each team for development and testing. An additional car was also built and delivered to Smokey Yunick, but it never saw any action in the Trans-Am series.

In all of the Trans-Am BOSSes, Kar Kraft installed roll cages and a heavy duty and highly modified suspension which included traction bars, extra heavy springs and sway bars, racing brakes and all the moving parts were attached with heim joints instead of rubber bushings. The cars also received fuel cells, full race BOSS 302 engines with 460 H.P., aluminum radiators and a lightweight and durable stainless steel exhaust system.

1970 Chevy Camaro



All new for 1970, the Chevrolet Camaro Z/28 got a slow start due to a late introduction. To Chevy fans it was well worth the wait. Wrapped in a sleek and racy package with a more European flair, Z/28s now looked more sophisticated than in the past.

Thanks to the new SCCA rule allowing base motors to be reduced, the street version's displacement grew along with increased power and performance. The new slippery body along with hundreds of man-hours in aerodynamic testing and development meant the Z/28 would have a leg up in Trans-Am.

At the end of the 1969 Trans-Am season Rodger Penske announced that he would be switching from the Chevrolet Camaro to the AMC Javelin for the 1970 championship.

Chevy turned to long time partner, Jim Hall's Chaparral Cars of Midland, TX, to take over the factory entry for the Camaro. Chaparral had been the key in Chevrolet's Can-Am or Group 7 operations for years, creating some of the most innovative racecars ever seen.

Hall built three new chassis for the 1970 season for himself and Ed Leslie. Vic Elford. Joe Leonard would also drive for the team that season. #1 is one of the three team cars built, and the only one known to still exist.

The team was very competitive finishing in the top ten every race and taking one victory at Watkins Glenn with Vic Elford at the wheel. Jim Hall finished sixth in the final championship standings.

1970 Dodge Challenger



Autodynamics (famous Formula Vee builder) in Dodge paint code FJ5. It was a Dodge factory entry, with Sam Posey as the driver and Classic Wax as the sponsor. The motor was a 460 horsepower, 303 cubic-inch (de-stroked 340).

While Dodge came late to the SCCA Trans-Am series, by time it got started management was already having second thoughts. While the team was well experienced, they were too nose-heavy. The Challenger T/A's just couldn't compete on the road courses of Trans-Am with the heavier weight and less dynamic handling than it's cross town competition.

Posey finished fourth overall for the 1970 season. Overall, the Challengers had good success in the 1970 T/A Series, finishing 'in the points' in six out of eleven races. Notably, three were podium finishes.

1970 Pontiac Firebird



In the days before our modern 186-mph Y-rated tires, street tires were street tires, and race tires were race tires, and never the two shall meet – until the Trans Am. The B.F. Goodrich Radial T/A was the first American-made tire that was DOT rated, and also had SCCA approval for track competition. In order to prove the new tire had what it took, B.F. Goodrich looked for a team and a series to run a street tire in professional competition.

They found a perfect partner in Terry Godsall and Jerry Titus' T/G Racing. They had built a trio of Pontiac Firebirds for the 1970 season. At the end of the season papers were signed, and the Firebirds became Tire Birds.

B.F. Goodrich took stock T/As and shaved off half the tread and had them put on the 3,200 lbs racecar. This Firebird eventually became the first production car to win a race using radial tires with a class win at Watkins Glen. At the 24 Hours of Daytona they moved up 14 places in the first 5 hours, but the 303 ci Pontiac V8 would let go early in the morning on Sunday, ending their race. They proved their point though, being the first street tire ever to run at Daytona.

After Daytona the Firebird would become a Camaro. The team had already convinced the SCCA to allow this car to run with a Chevrolet engine instead of the problematic Pontiac engine based on the fact that Canadian Firebirds could be delivered with Chevrolet engines.

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:

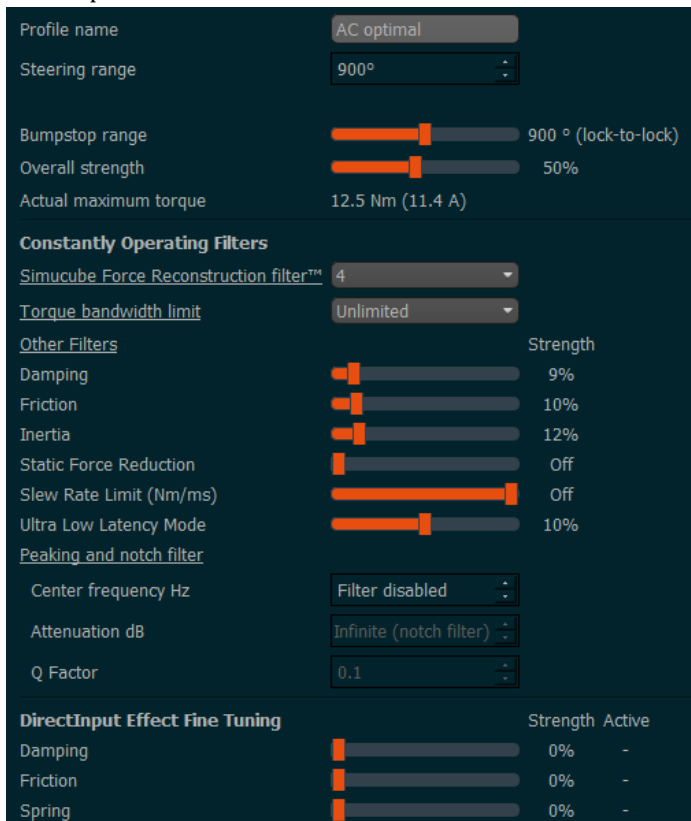
Thrustmaster T300:

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



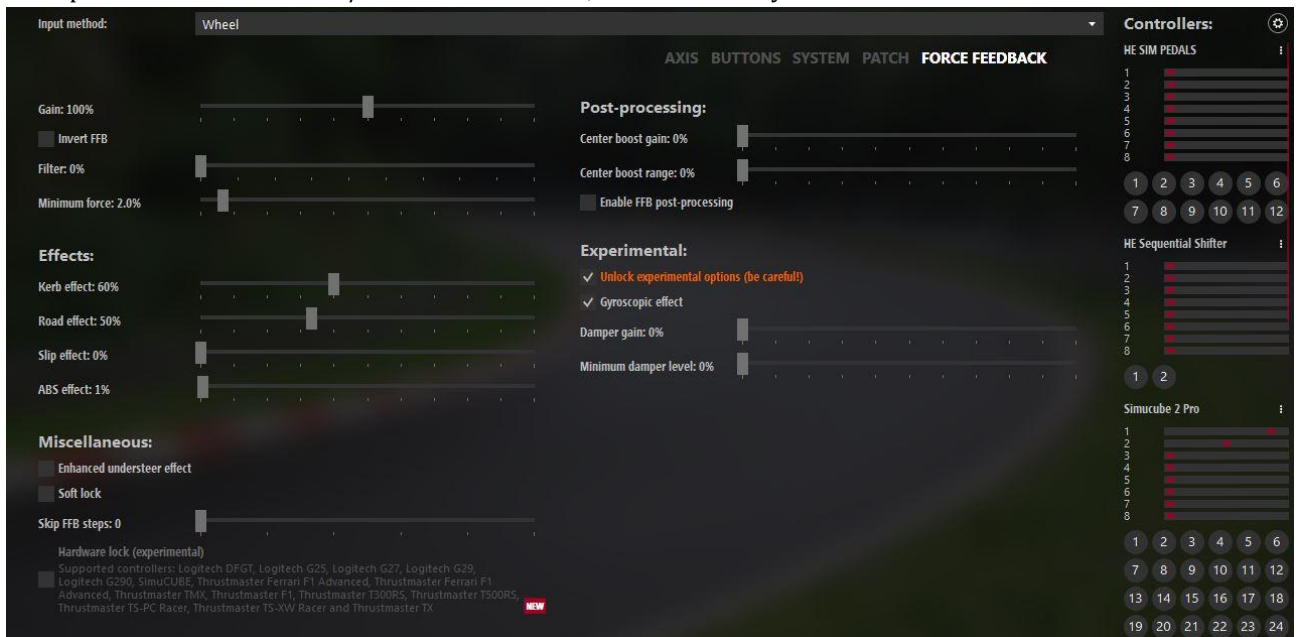
Simucube 2 Pro:

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/>
Fonteny <https://www.racedepartment.com/downloads/fonteny.30137/>
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/3qb9lbq6yztckja/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/cjgg6imfqczu/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/i7f83jzhqnlzz0m/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+Neell+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/sandevoerde>
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/szxiqm9q594k8qt/rostock_osthafenkurs.7z/file
Leipzig Stadtpark Rennen http://www.mediafire.com/file/15s2cocxb89rp2c/leipzig_stadtpark.7z/file
Halle Saale Schleife 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/dcjiajactklhq2di/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
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
Magna Steyr 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



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

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 |
| ▪ +BONUS CAR TYRRELL P34 6-wheeler | |





Touring Car Legends; current version: 1.0

This mod represents the Historic Touring Car Legends Mod, covering a number of legendary touring cars of the 60's and 70's.

[Download: TC 60's carpack](#)

[Download: TC 70's carpack](#)



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

The AC Legends Car Packs



Vintage Trans Am



2.0

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

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Add on 2:

Lola T70 Mk3-b

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