

Assetto Corsa 'AC Legends' GT Classic

version 3.0 2020-11



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| 26. | F1C75 1975 | Historic F1 Season + Tyrrell P34 Bonus car v1.2 |
| 27. | TC Legends | A 60's and 70's Touring Car Pack containing 18 cars |
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| | | TransAm Legends v2.0 , GT Classic v2.0 Prototypes v1.16 |

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Proudly we present you the fully updated Assetto Corsa GT Classic mod for Assetto Corsa.

The Assetto Legends mod is a modular platform, containing sports- and touring cars from the 60 's and 70's. This pack contains GT cars mostly from the 70's.

In total there are three packs released:

- **AC Legends GT Classic**
 - ACL GT-R pack
 - *ACL GT-C 60's pack (upcoming release)*
- **AC Legends Prototypes**
- **AC Legends Trans Am**

Thanks to lots of help from the AC modding community we were able to create another extensive update for the AC Legends GT mod. Although every car has completely different handling, balance and character, the power to weight ratio's is pretty equal, resulting in close lap times and -racing.

v3.0 Credits

- **Models:** Conversions / updates/ add-ons
 - DrDoomslab (models, textures/ AO and all the little details)
 - Special thanks to [Pessio](#) for permission to use his brilliant Pantera Gr4 model!
 - Norms (Wiper animations, rebuilt LoD's, 3d Colliders, all the little details)
- **Physics & AI:** Bazza
- **Sounds:** Kunos, AMA Fmod (Porsche 906), Legion (Pantera), various unknown sources.
- **Skins:** new 4k skins by Ben Nash + many skins from the [RaceDepartment](#) community: Aad Gagesteijn, Andy-R, BDA, carmar, GPLGEM, GT3RSAss, hal4000, Guerilla Mods, LeSunTzu, Ned, Pasta2000, schUPpor, Smallblock Hero, susanthe death, Xedrox, (sorry if I forgot someone)
- **Driver suits & helmets:** Xedrox, gergerger, various RD skinner
- **Testers:** 50ftElvis, Dirk Steffen, capt nasties, kondor999, Timo One, [2old4Forza](#) comm.

Special Thanks:

Youtube Channels: Mike from [Simracing604](#), [Billy Strange Racing](#), Alex from 'The Extra Mile' and Michael from '[SingleRacer](#)' for their contagious passion about (historic) simracing.

Websites / Discord: [The F1 Classic forum](#) [THR racing](#) [Vintage AC Discord](#)

Version History

Version 1.14.3 (2017-06)

Special thanks to SmallBlock Hero for the initial conversions and the modding lessons! To Velo for introducing me to some great modders, all the helpful feedback and letting me borrowing some of your great soundsamples.

Version 2.0 (2018-06)

Thanks to DrDoomslab we were able to do a full restauration of the models and really make them shine. All scaling is now properly done, as are driver animations/positions. Besides that, the Ferrari 365 got a complete visual make over from Mac Ten. In addition to that, we polished the physics.

Version 3.0 (2020-10)

Update pack to 2020 standards using the latest CSP features, to enable 24 hour races in the wet. All Physics and tiremodel rebuilt from scratch.

Initial release: GT-R pack

Models, lots of upgrades: (DrDoomslab, Norms, Ben Nash)

- Up to 2020 standards with CSP:

- all cars have (refracting) headlights, wipers, improved shaders, high(er) res cockpits
- many 4k skins added
- all cars have proper LoD's & 3d colliders for better VR/ multiplayer/ big grid AI racing

Physics: (Bazza)

- Rebuilt tiremodel + brakefading, rebuilt suspensions from scratch for all cars, updated gearboxes, - dyno curves, improved FFB & AI

Note for proper installation: Please follow additional instructions for correct installation of De Tomaso 1972 Pantera (see page 7)

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



Where to find us:

- We're based at the **new** [F1 Classic Forum](#) with many other vintage simracing fans.
- Discord: <https://discord.me/vintageac> Vintage Assetto Corsa Online Racing Community
- Discord: <https://discord.me/thracing> Tarnhoerner Racing; Vintage AC league
- Discord: [2old4forza](#) (USA Westcoast, minimum age 25+)

May the downforce be with you!

1975 BMW CSL 3.5 IMSA



Right around the birth of Touring car racing, BMW turned a new corner away from the large and expensive V8 engined saloons to smaller and most importantly more affordable four and six cylinder engined cars. Of course the cars were by no means cheap, but it did open a whole new market for the German manufacturer. The new cars engines were also much more suited to motorsport and from 1964 the Munich based manufacturer was present in the ETCC.

The original CSL was conceived to help BMW and companies like Alpina and Schnitzer win the European Touring Car Championship (ETCC). In its first year out, the CSL won the 1973 ETCC and BMW was then motivated to go further with their program. Over the winter, an all new engine known as the M49 was developed with a DOHC setup and 24 valves for the 1974 season. It was increased to 3.5 litres and modified into the M49/2 for Lemans.

Differing in detail from the road car, the racing CSL was ready for action in 1973. During the season, six cylinder engine was increased in size from the initial 3.2 litre to 3.5 litre and the four speed gearbox replaced by a Getrag five speed box. Compared to Alpina's first efforts power was up by 75 bhp and weight down over 150 kg. Fielded foremost by the BMW Works team liveried in the now familiar M-colours, but also by Alpina and Schnitzer, the 3.0 CSL fought an epic battle with the Ford Capri throughout the season. At the end of the season, it was Works driver Toine Hezemans who took the driver's title and BMW claimed the manufacturer's crown.

Among all the BMWs using the Coupe Sport Leicht (CSL) name, none is as outrageous as the 1975 IMSA contender featured here. With superwide fender flares and a dazzling paint scheme, it can be ranked among the most visually exciting racecars ever made. It is also one of the most successful of all the CSL programs winning seven IMSA races outright with Hans Stuck taking four wins in 1975.

1969 Chevrolet Corvette



One of the first competition outings for the L88 Corvette was the 24 Hours of Le Mans in June of 1967. Driven by Bob Bondurant and Dick Guldstrand, the potent machine reached speeds of up to 171 mph but was eventually forced to retire with a broken engine. With the introduction of the C3 in 1968, true racing success came for the L88 Corvettes. In that year's SCCA A-Production class, a big-block Corvette would win eight races out of eleven attempts. The L88 Corvettes would remain successful for several more seasons, scoring outright wins on the American continent and also numerous class victories in international events.

For 1969 an even hotter RPO was added to the Corvette option book. Known as the ZL1, this included an all-aluminum version of the big block, which was also used in the popular Can-Am Challenge. Only around a dozen were built and reportedly just two were sold as the engine alone was just expensive as a complete small-block Corvette. Due to the high compression, the L88 could only run on 103 octane fuel, while the other competition components did not make it particularly suited to road. Experienced racing teams knew very well how to tweak the engine for full performance, like replacing the very restrictive exhaust headers. Later tests showed that the V8 was actually capable of producing in excess of 560 bhp.

1972 De Tomaso Pantera

Special thanks to Pessio for permission for usage of his awesome Pantera Gr4 model
Visit <http://pessiogarage.com/> for his other projects.



With Alejandro De Tomaso's deeply ingrained love for racing, it was no surprise when a competizione Pantera was unveiled in late 1971. Built to contest the FIA's now legendary Group 4 category, it would most notably go up against factory-built race cars from Ferrari, Porsche and Chevrolet. The starting point was a lightweight Tipo 874A chassis, almost every part of which had been extensively drilled. While a projected weight of around 1100kg had originally been targeted, Porsche were so concerned about the Pantera's arrival that they forced the FIA into homologating the Group 4 version (or GT4) at 1250kg. To overcome this, the car needed a race-spec engine of the highest order. It was eventually decided that Bud Moore-prepared Boss 351 motors would be flown over and installed at Modena. Although De Tomaso quoted around 500bhp for these engines, early cars were typically producing around 440bhp at 7000rpm. This was soon upped to 470bhp for the 1972 Le Mans race.

Installation Notes on Pantera Gr4: original mod by Pessio Garage required!

Download: <http://pessiogarage.com/products/de-tomaso-pantera-gr-4/>

Howto install:

1. Install original mod from Pessio
2. **Go to** \SteamLibrary\SteamApps\common\assetto corsa\content\cars\pg_pantera_gr4
3. In this folder: Copy the following files:
 - pantera.kn5
 - panteraB.kn5
4. **Go to** \SteamLibrary\steamapps\common\assetto corsa\content\cars\ac_legends_gt_pantera_gr4
5. Paste kn5 files here!

1973 Ferrari 365GTB Daytona

(credits to Mac Ten and Velo for the model updates)



The Ferrari 365 GBT/4 was bestowed with the same racing DNA as its predecessors, so it was only a matter of time before one was independently prepared for racing. Not surprisingly, among the first to field a Daytona was Luigi Chinetti, who was Ferrari's American importer and long time private entrant under the North American Racing Team (NART) banner. Readied in 1969, the alloy-bodied NART Daytona was raced at Daytona and Sebring with a twelfth at the latter as the best result.

Buoyed by the performance of his Daytona, Chinetti approached Enzo Ferrari in an attempt to re-consider his decision not to make a competition version. He met his old friend halfway and offered the help of the 'Assistenza Clienti' or customer assistance department to ready a batch of five new cars for the 1971 season.

Built to Group 4 regulations, the new 'Daytona Competizione' featured an all-aluminium body with plastic windows. This helped shave a massive 400 kg off the dry weight of the relatively heavy road car. Further changes to the exterior included the removal of the bumpers and the addition of small 'fences' on the the front wings to improve stability at high speed.

In 1973 a final batch of 5 Daytona Competizioni was produced with slightly improved engines raising the power output to 450bhp. The result was another class win at the 24 Hours of Le Mans.

1974 Ford Capri RS3100



Motor racing success has often proven to be a very powerful marketing tool, so it came as no surprise that Ford announced a racing program soon after the launch of the all new Capri in 1969.

In 1971 the Capri RS was the car to beat in the European Touring Car Championship and it was beaten only once. Jochen Mass took the driver's title, but it was Alfa Romeo who campaigned in a smaller class, that took the manufacturer's title. More competition was expected in 1972 from the newly founded BMW Motorsport team. Driving force behind the new team was Jochen Neerpasch, who had left Ford after the first race of 1972.

For the 1974 season the sport's governing body allowed DOHC heads to be fitted, of which only 100 examples had to be produced. With the help of Cosworth the new 3.4 litre quad-cam V6 engine was developed in 1973. The engine and heads were homologated by a short production run of the Capri RS 3100. Another big modification was the move of the radiators from the nose to the rear wheel arches for weight balance purposes. Performance of the revised Capri increased by quite a bit, with the engine pumping out around 440 - 450 bhp at around mid-season.

1976 Broadspeed Jaguar

(credits to Assettoland for the model)



Ralph Broad was in his late twenties when he started racing in 1955. In 1959 he successfully raced an early BMC Mini which helped him to sell racing conversion packages to other Mini owners. In 1962 he established Team Broadspeed, for which he remained one of the drivers. The Broadspeed cars were competitive with the factory works Coopers, especially at the hands of John Fitzpatrick, who had become the team's top driver.

In 1965, Broadspeed began to transition its support from BMC to Ford products after Broad was approached by Ford with an offer to begin campaigning the Ford Anglia and later the Escort. In 1971, John Fitzpatrick won four British Touring Car Championship races in a Broadspeed Anglia. Eventually, the company was also offering engineering consultancy work that led to a number of successful projects. Broadspeed became reacquainted with BMC in 1974, by which time the manufacturer had become part of British Leyland. Driver Andy Rouse then won the manufacturer's title in a Broadspeed Triumph Dolomite Sprint.

In 1975, Ralph Broad was contracted to prepare Jaguar XJ Series II V12 Coupes for entry in the Group 2 class of the European Touring Car Championship. The racing team collaborated with British Leyland to make the Jaguar XJ12C into a race car.

Unfortunately history tells us that the Broadspeed Jaguars were failures in terms of race wins but were extremely fast on the track, set record qualifying times, took many pole positions, broke lap records and lead most of their races. The early race cars suffered from oil starvation problems and tyre & driveshaft failures. This, combined with a string of mechanical reliability problems, resulted in the cars not being able to finish a race, let alone win one. Their reliability record, in conjunction with a typical lack of long term British Leyland financial commitment, eventually forced the retirement of the cars and the team after a very short racing career.

General opinion was that if they had persisted into another racing season the continued development could have overcome the gremlins and a winning car would have evolved – but unfortunately this was not to be.

1970 Nissan Skyline GTR



The first GT-R Skyline appeared in February 1969. Called the PGC-10 (KPGC-10 for later coupe version) internally and Hakosuka ハコスカ by fans. Hako ハコ means Box in Japanese, and suka スカ means Skyline スカイライン; Sukairain.

The GT-R began as a sedan, but a 2-door coupe version was introduced in March of 1971. The cars were stripped of unnecessary equipment to be as light as possible for racing, and the cars performed well at the track. The sedan racked up 33 victories in less than two years, and the coupe stretched this to 50 through 1972.

The KPGC-10's main circuit rival was the Mazda RX-3. By mid-1972 the RX-3 had surpassed the GT-R, ending the winning streak. The GT-R was also a favorite of reckless street racers who roamed the streets at night at that time.

It is claimed that the art of drifting began among Japanese racers when they purposely engaged their emergency brakes as a way to counter understeer on their GT-Rs. One such driver who was known for this was the Drift King Keiichi Tsuchiya.

To enable racing with it's AC Legends competitors, this version of the Skyline 2000 is equipped with a turbo engine delivering 417Nm @ 4000 rpm @ 1 bar of boost pressure. Maximum power is 452hp at 8000rpm.

1966 Porsche 906



After the victorious and race inspired Porsche 904 Carrera GTS in 1964-65, the newly appointed Ferdinand Piech, grandson of Ferdinand Porsche, at the helm of a now more dedicated Racing Department, was ready to build a more purposefully built race car than the heavy 904 when facing the Ferrari 206 Dino. To enter the racing class 'Group 4' Porsche needed to build 50 race cars within a year according to the rules. This gave us in 1966 the Porsche 906, also referred to as the Porsche Carrera 6.

The Porsche 906 was to be the last legal road going Porsche Race Car until the 1996-98 Porsche GT1. Lotus suspension components were used and street legal 15 inch wheels were fitted, but their 5-bolt design didn't help when needing to change tires during a race.

Sculpted for the first time in a wind tunnel, the Porsche 906 had a more rakish and Sport Prototype shape than the 904 GTS. The headlights were still plexiglass covered, but the whole front-end and its chiseled air-intake appeared flatter and lower than the 904, which also provided downforce on the front axle.

Also in 1966 Porsche started to build nine 906 Prototypes to enter in 'Group 6 Prototype' Class as Factory cars and were named Porsche 906 E, meaning 'Einspritzung' or 'Injection'. These prototypes had an early Bosch Fuel Injection system that when tuned to its best produced up to 220 hp at 8100 rpm giving a 280 km/h / 174 mph top speed on the Mulsanne Straight.

1973 Porsche 911 RSR

(credits to Mac Ten for the conversion)



Of the 1,580 original RS's built, only 55 became the RSR 2.8 race cars. For racing, the Porsche factory introduced code M491, the Renn Sport Rennen (RSR). Porsche took 55 RSH body shells off the line before the engines and transmissions had been fitted and moved them down to a separate factory called Werk 1. This was Porsche's racing shop and they chose this line to ensure an extremely high standard of preparation for their racing clients. The 2.8 RSR looks different from a standard 2.7 RS because of its massive fender flares, central oil-cooler air intake, 'duck-tail' wing and ultra-wide Fuchs wheels.

The car was wider by two inches and the arches were flared to the maximum permitted by the sporting rules, all to allow big 11 inch rear and 9 inch front wheels. The brakes were based on 917 components, with huge axially and radially drilled discs and finned four-piston calipers. Porsche engineers also developed revised suspension settings and added more adjustability to help with race setup. They lowered the car and all the rubber was taken out of the suspension joints. Weight-saving was a key focus and Porsche was able to cut 176 lbs from the already light standard RS Lightweight. That was harder than it sounds because Porsche also strengthened the RSR's chassis in three key areas at the rear of the car to cope with the increased demands and speeds placed upon it. Inside, weight was taken away from everything. The interior had a bare metal floor, minor bits of felt trim and a rubber mat, framed by a lightened roll cage. About the only notable things inside were a leather cord to open the door and a 10,000 rpm rev counter.

'When it was done, the RSR stood as the lightest, fastest, most powerful and most agile 911 ever to enter GT racing and the model immediately proved its worth in racing. The car won the first round of the 1973 Work Championship for Makes. It then followed up by capturing wins at the 24 Hours of Daytona, 12 Hours of Sebring, Targa Florio, and six of nine rounds in the 1973 European GT Championship.

Many 2.8 RSRs, were later uprated with RSR 3.0 liter engines, wich is also the case in this mod.

1974 Porsche 911 RSR (Model: Kunos, credits to the skimmers at RD for their awesome job!)



Two decades in the making, Porsche's outright victories had come at a considerable monetary expense. So when the all-conquering 917 was banned at the end of 1971, the German manufacturer's competition department set about create a new 911-based racer. Dubbed the Carrera RSR, the new machine was campaigned by the works team but was also raced and, perhaps more importantly, bought by privateers in large numbers. Continuous development saw the RSR emerge in its definitive 3-litre form at the start of the 1974 season.

As per the regulations, the Carrera RSR 3.0 was built around a production 911 shell. The racer did feature considerably wider wheel arches, a full-width front spoiler, which also housed the oil-cooler and the now legendary 'whale-tail' rear wing. For safety reasons and also adding to the structural rigidity was a full roll-cage constructed from aluminium tubing. The most significant change was the adoption of coil springs for the RSR 3.0, instead of the torsion bars used on previous 911 versions. Mounted underneath the sizeable rear wing was the Type 911/75 flat six. Equipped with twin-spark ignition, the 3-litre engine produced around 315 bhp.

By 1974, the Porsche works team was preoccupied with developing and racing a turbocharged version of the 911, which would ultimately develop into the 934 and 935, so campaigning the new Carrera RSR 3.0 was entrusted to privateers. Among the capable hands running the 911s were Kremer and Gelo in Europe and Brumos in the United States. The well-honed RSR swept all before and dominated the GT class on both sides of the Atlantic, scoring several outright victories on the way.

In addition to the 60-odd RSR 3.0s built in Weissach, numerous customers updated their earlier 911s up to RSR spec. Although production of the naturally aspirated 911 racer ceased in 1975, the RSRs were raced for many more years. Even when the more potent 934 and 935 came to the market, many privateers preferred to run the lightweight and much better handling Carrera RSR 3.0.

1965 Shelby Daytona Coupe



In 1963, the Shelby Cobra roadster had already proven itself by smashing the Corvette on the short tracks of America. Shelby also took the roadster to Europe and prepared a hardtop version for Le Mans but placed 4th in class behind the Ferrari GTOs. The turning point came with the Daytona Coupe, a hand-made supercar that would put America at the forefront of sports car racing.

During much of his active racing career Carroll Shelby raced against Ferrari(s). On the high-speed tracks that hosted the FIA GT World Championship rounds the Shelby Cobra was let down by its poor (brick-like) aerodynamics. Shelby realized that far more drastic measures were needed and he asked his head of special projects Pete Brock to pen a low drag coupe body. All the design work was done by eye and used no aides like a wind-tunnel. The final result was far from conventional combining an elegant round nose with a steeply raked windshield and a 'cut-off' rear end.

The first Cobra Coupe was completed early in 1964 and extensively tested at the nearby Riverside track. The testing revealed that although somewhat unusual, Brock's design worked remarkably well. Ken Miles clocked a 183 mph top speeds, beating the original Cobra Roadster by 20 mph.

Dave MacDonald and Bob Holbert had the honor of debuting the Cobra Daytona at the 1964 Daytona Continental. The race itself looked promising, with the coupe dominating the first half of the race until a fire in the pits forced the team to retire.

In the hands of Dan Gurney and Bob Bondurant, it was quick enough to upset the order and clinch the GT-class win and fourth overall. It was the first time that Ferrari had not won the GT at Le Mans, since it was established in 1959.

Screenshots



Preview 60's GTC pack (upcoming release)

Featuring: Alfa 33 Stradale, Corvette 67, Ferrari GTO 250 series I & II, Jaguar E-type LW, Lotus Elan 26R, Mercedes 300SL, Porsche 904, Shelby Cobra 289 Hardtop, Shelby Cobra 289 Competition, Shelby Mustang GT350R

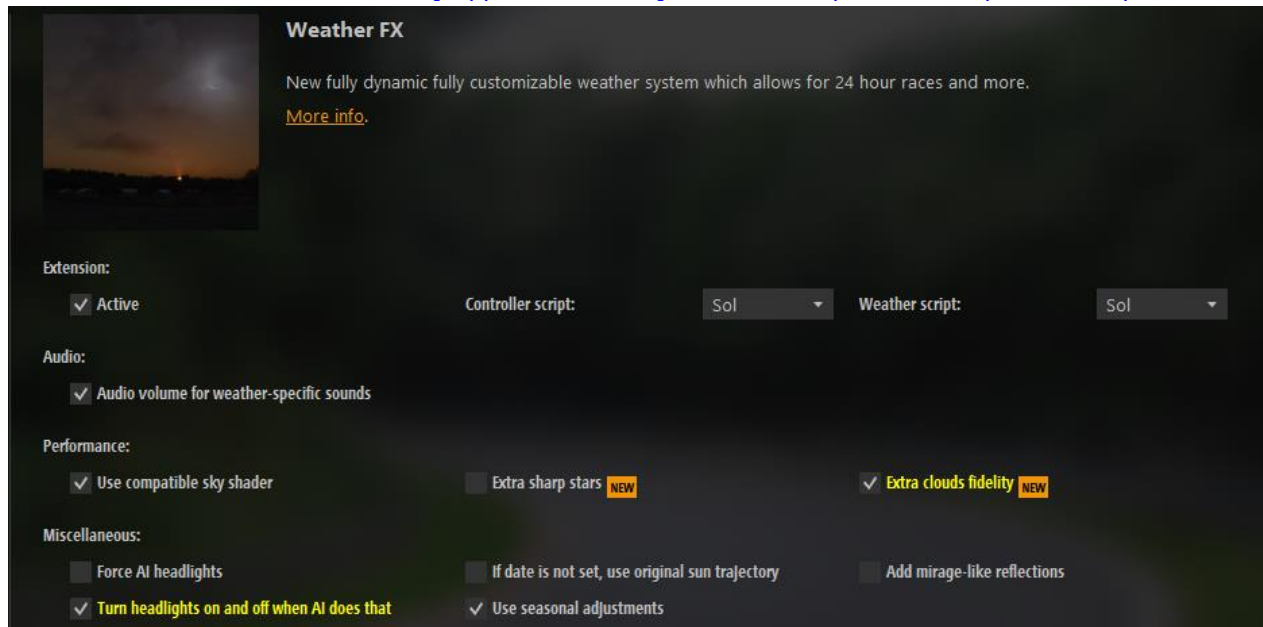


Recommended CSP Settings

To get the best out of this mod you need to have Content Manager /CSP installed.

Download: <https://acstuff.ru/app/> With a small donation to x4fab you can enable extra features.

We have included working wipers and proper lights, so you can do 24 hour races with changing weather conditions. Standard weather/ rain implementation is done through weatherFX in CSP, combined with the Sol Shader: <https://www.racedepartment.com/downloads/sol.24914/>



With this you can enable 'basic' rain settings wich look in car like this:



In game: CSP 0.1.60 with Sol 1.6.2

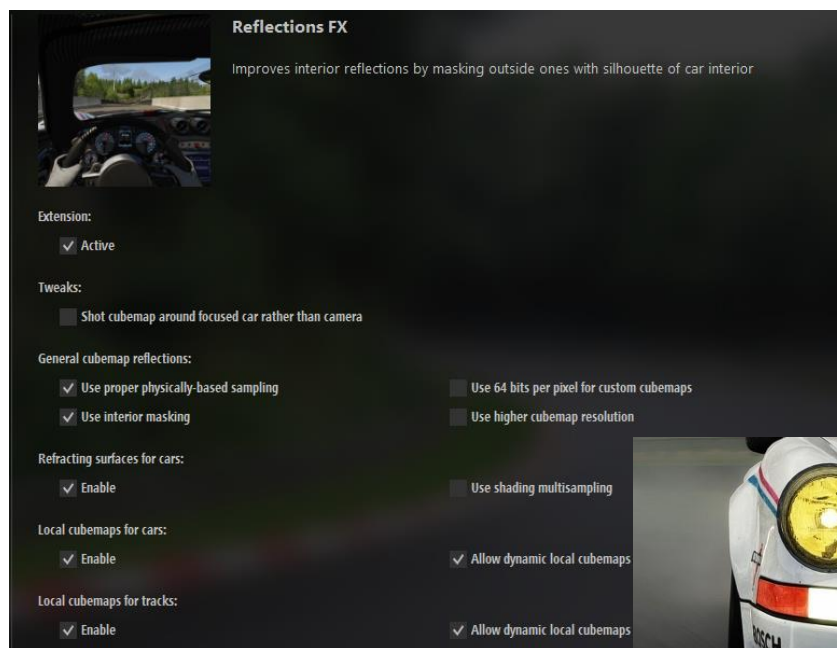




CSP patreon version 0.1.67 – preview 1 + RainFX + Sol:



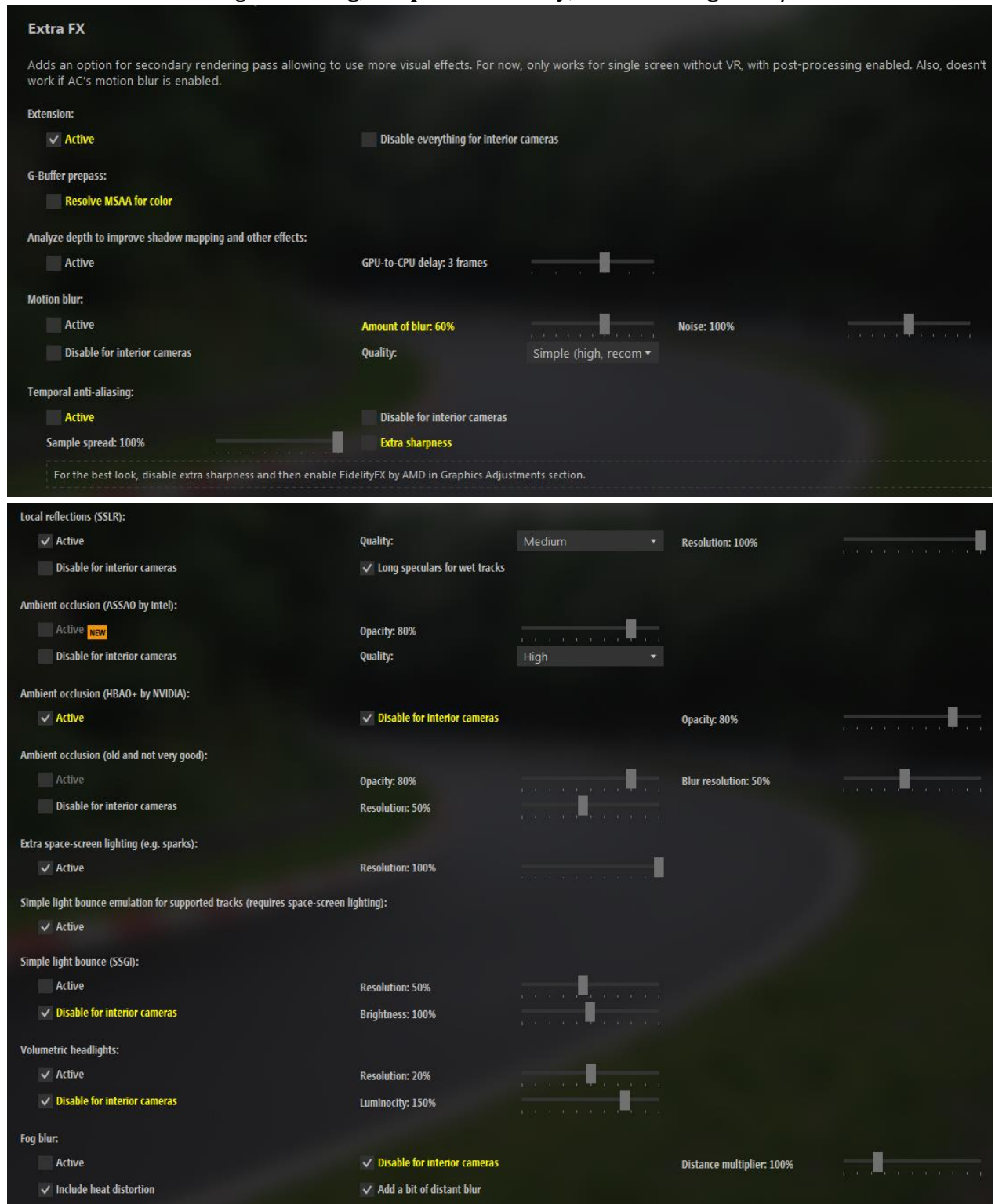
Refracting Headlights: To enable you need to enable ReflectionsFX:



For the best visual experience: enable ExtraFX features in CSP:

In CM goto: Settings → CSP (Custom Shaders Patch) → left bar: ExtraFX check 'active' and at least enable the features on the following page:

ExtraFX, enabled settings; **Warning, not potato friendly, can cause high CPU/ GPU load!**



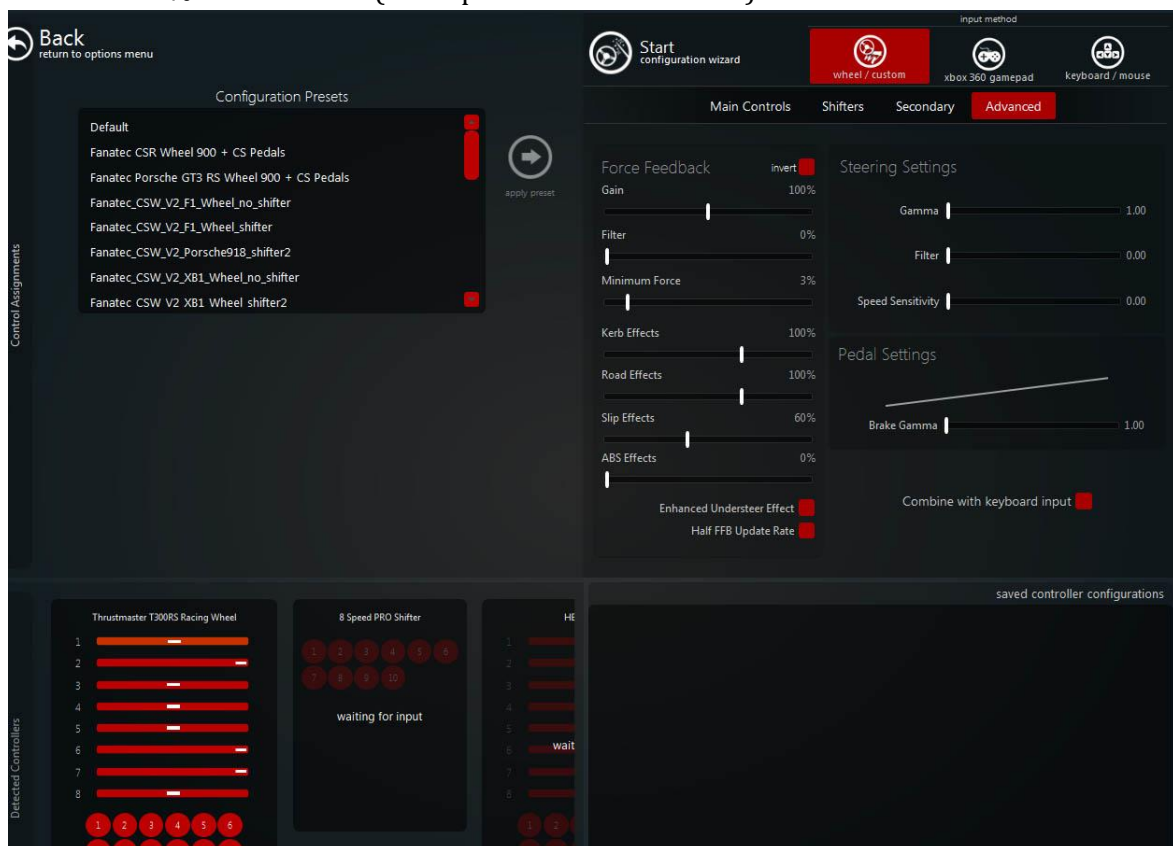
Bazza's recommended Force Feedback Settings

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:

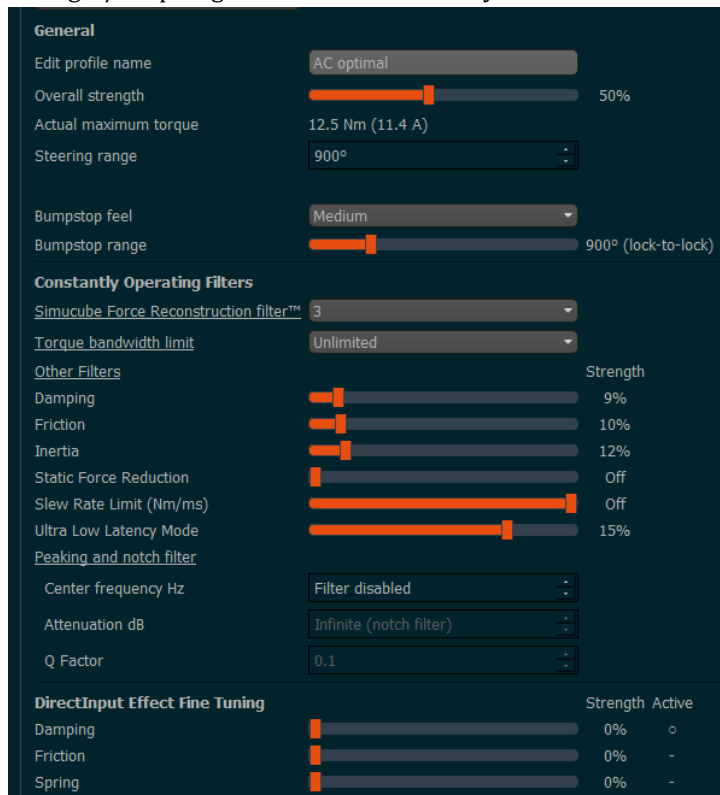
Thrustmaster T300:

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



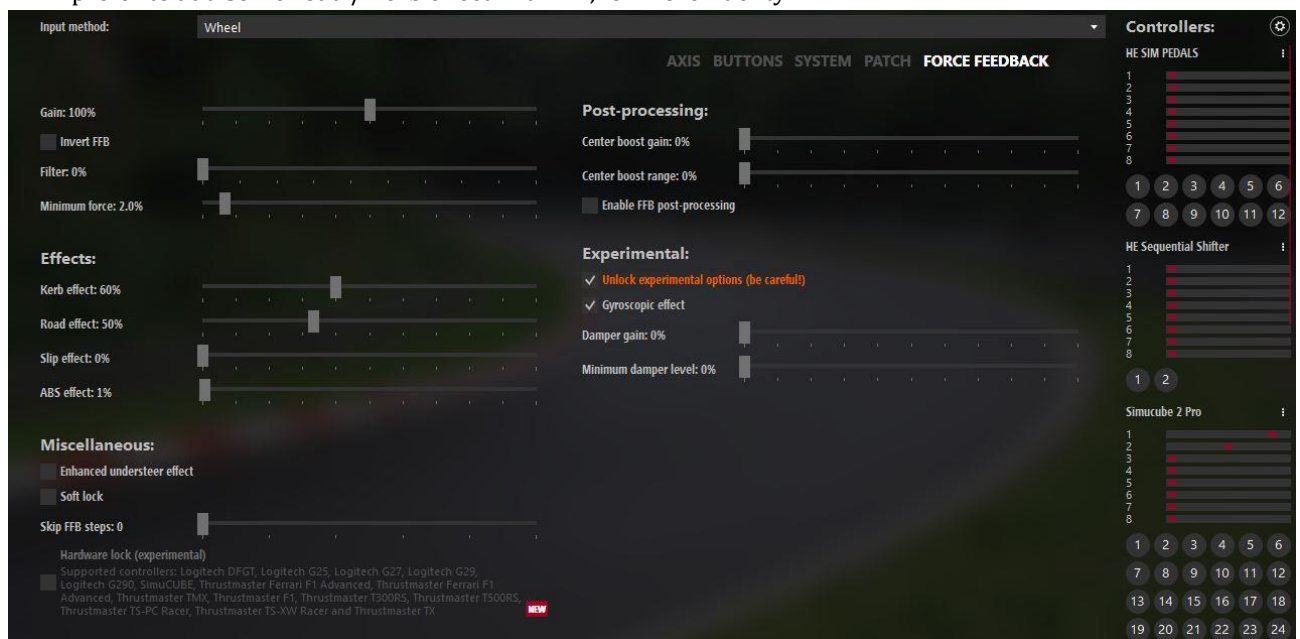
Simucube 2 Pro:

I use in game 100% ffb gain, mostly for physics editing/ preventing clipping of the game engine and creating the highest amount of dynamics and fidelity in the signal. 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/f66q2jksps53zf9/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://www.racedepartment.com/downloads/meadowdale-raceways.35502/>
Mexico 67 <https://www.racedepartment.com/downloads/mexico-gran-premio-1967.31101/>
Montjuich <http://www.mediafire.com/file/yb0j22wb2h06nnl/Montjuich+1975+v1.56.7z>
Nordschleife_ 67 <https://www.racedepartment.com/downloads/nurburgring-1967.28207/>
Osterreichring_74/77 http://www.mediafire.com/file/amt1ninbcbhdcfg/zw_spielberg74and77_v2.5_by_ZWISS.rar/file
Riverside <https://www.racedepartment.com/downloads/riverside-international-raceway.9492/>
Reims 67 <https://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+Neel+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(TED update) http://www.mediafire.com/file/4sr5t1y1ohumesr/ted_zolder67_reworked_v09022020.rar/file
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 Stadpark 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'):

Daytona: https://www.mediafire.com/file/tsrje49tpphqcdn/rt_daytona.rar/file
Dijon: <http://www.mediafire.com/download/dckjactklhq2di/Dijon-Prenois+2005+v1.0.7z>
Donington <https://www.racedepartment.com/downloads/donington-park.3031/>
Genttrack: <https://sharemods.com/anwl6a9popf5/genttrack1.7z.html>
Grobnik: <https://sharemods.com/awwccrtx7uui/grobnik.7z.html>
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
Mid Ohio http://www.mediafire.com/file/avi9vr85jz6gko2/zw_midohio_v2.0_by_ZWISS.rar/file
Oulton Island No chicane GP <http://www.mediafire.com/file/5ywk5d6dk4j44o5/Oulton+Park+Reboot+Version+1.3.2.rar>
Ottawa Motorsports Park <https://www.racedepartment.com/downloads/ottawa-motorsports-park.34967/>
Mosport Park <https://www.racedepartment.com/downloads/mosport-2020-ctmp.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>
Sonoma Raceway https://www.mediafire.com/file/12ekectonyn9s1v/rt_sonoma_1.0.rar/file
Tsukuba https://sharemods.com/uydgkug1ctti/ddm_tsukuba.zip.html
Virginia <https://www.racedepartment.com/downloads/virginia-international-raceway.11892/>
Watkins Glen <https://www.racedepartment.com/downloads/watkins-glen-international.20204/>



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://ulozto.net/file/N0a7SIP2fNcq/20190416-ac-1967-grand-prix-legends-mod-v2-20-rar>

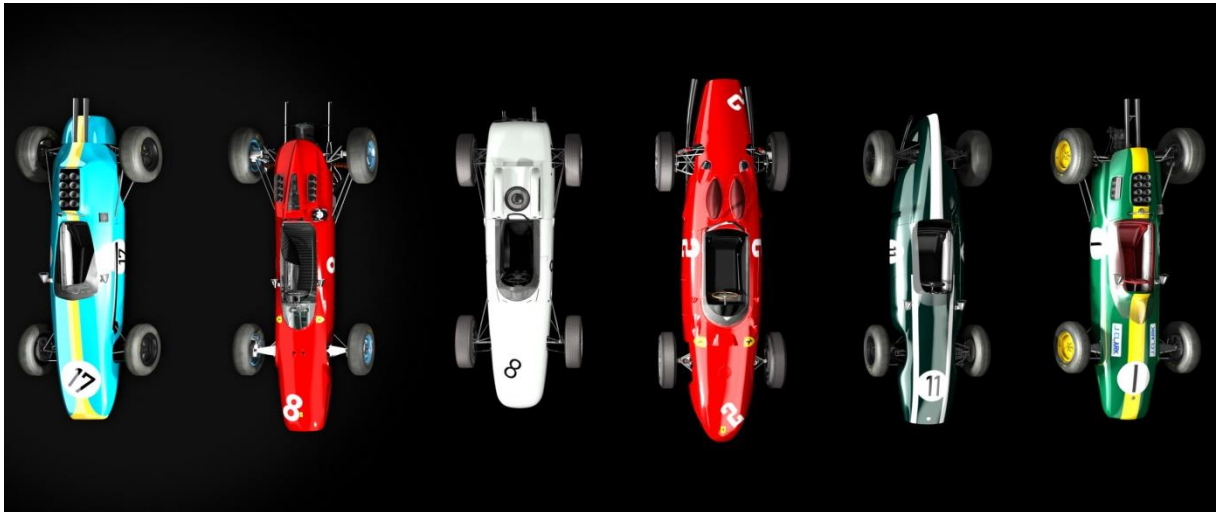




GrandPrix Legends 1500cc; current version: 1.0

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



3.0

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
1973 Porsche 911 RSR
1974 Porsche 911 RSR
1965 Shelby Daytona Coupe
1976 Broudspeed Jaguar

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](#)





Miscellaneous

Great Simracing screenshots + Tutorials by Technoluddite: <https://www.nutrimatic.cc/>

Vintage Simracing Leagues (English spoken)

- THR; Tarhorn Racing: <https://tarnhoerner.de/>
- VAC; Vintage AC: <https://discord.me/vintageac>
- 2old4forza <https://2old4forza.com/> Discord: <https://discord.gg/mrkBhVd>
- Simracing Online: <https://simracingonline.co.uk/forums/assetto-corsa.97/>

