Assetto Corsa 'AC Legends' GTC 60's Pack

version 1.3 2026-01

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About this Mod:

This mod is a tribute to the 60's era of GT racing. A decade that brought us some of the most beautiful cars ever produced and the best racing ever! Many of the models in this mod where floating around the web for years. Our goal was to bring them up to current AC standards using the latest features of CM/ CSP. 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, be gentle with your inputs and drive the car with your feet!

Despite the big difference between the cars you can actually race them very closely, depending on track type, the (dis)advantages per car will be magnified. Enjoy the battle!

V1.3 Credits

- **Models:** Conversions / updates/ add-ons
  - DrDoomslab (models, textures/ AO and all the little details)
  - MacedoSTI, Big FAT Luke, Mac Ten, SBH, Velo (3d models/ conversions)
  - Dodge33 and Norms (Wiper animations, rebuilt LoD's, 3d Colliders, all the little details)
  - Ben Nash (Meisterskinner), Pasta (historic (Japanese) skins)
  - Add on / Cross Referring models by BrianB (Alfa TZ and pctm (TVR Griffith)
- **CSP Config files:** ValentinK
- **Physics:** Bazza **AI:** Parrilla
- **Sounds:** Kunos, Felix789, Fonsecker, various unknown sources.
- **Skins:** new 4k skins by Ben Nash + many skins from the RaceDepartment community: Aad Gagesteijn, Andy-R, Abookofcolors02, BDA, carmar, CodyS1998, chili pepper, Gigi54, GPLGEM, GT3RSAss, Graysonbr06, Guerilla Mods, GreenMachine13, hal4000, Juergen Lung, JustGrayson, LeSunTzu, Lokopixo, Ned, Nico, NWRAP, parilla, Pasta2000, playwithwind, Racer_Eevee, Rodger Davies, schUPpor, Smallblock Hero, shock_, Spudknuckles, susanthedeath, Tecno_165, Tim Lotus, The SourceOf TheNile, Xedrox, (sorry if I forgot someone)
- **Testers:** Timo One, ValentinK, Dirk Steffen, capt nasties, 50ftElvis, the THR community. Over 30.000 km testing km's where made by the team, special thanks to Valentin and Timo for their hard work!

Special Thanks:

Youtube Channels: Jake from GPLaps and GPLaps Discord for his contagious passion for historic simracing. You might also want to check out Simrace Fantasy to experience the lost art of simracing cinematics!

Websites / Fora: The F1 Classic forum , GTPlanet Forum , THR - THRracing
Discord: THR - THRacing Retro Auto Club Vintage AC Discord 2Old4Forza Discord

Note for proper installation:

For proper installation of the Kunos cars and some mod cars, follow detailed instructions and download links on the relevant page:

- (page 6,7 → Alfa T33 and TZ2; page 13 → Ferrari 250GTO; Page 27 → TVR200)

You need **'Kunos Ferrari 70 Anniversary DLC pack'** to install the **Ferrari 250 GTO**

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

Where to find us:

- We're based at:
- Discord: https://discord.me/thracing THR - TH Racing; Vintage AC league / community
- Discord: https://discord.me/vintageac Vintage Assetto Corsa Online Racing Community
- Discord: Retro Auto Club Vintage AC online racing League & Community
- Discord: Pasta's Livery Studio Meisterskinner Pasta, and a lot of historic racing info
- Discord: 2old4forza (USA Westcoast, minimum age 25+)

May the downforce be with you!

1964 Abarth Simca 2000GT

(credits: 3d Model by dc888, updated by Lucas Macedo, skins by Pasta)

Carlo Abarth is best known for his Fiat-based road and racing cars but also had a hugely successful collaboration with French manufacturer Simca during the first half of the 1960s. One of the first products of this partnership was the Abarth Simca 1300 GT of 1962, which was based on the recently introduced Simca 1000. Fitted with a slippery, lightweight body and an enlarged engine, the small machine was immediately successful in its class. At the 1963 Geneva Motor Show, Abarth provided a first glimpse of what was to come with the introduction of the Abarth Simca 1600 GT and 2000 GT. While these, larger-engined cars used the same Simca-derived underpinnings as the 1300 GT, they featured a newly developed engine. Of these two, the smaller-engined 1600 GT was not developed further as it would be forced to run in the same 1,301 - 2,000 cc class as its bigger brother.

Compared to the Simca derived engine, the new Tipo 236 straight four was slightly longer and importantly used five instead of three bearings to support the crankshaft instead of the three featured in the production engine. Equipped with dry-sump lubrication, a pair of 45 mm Webers and twin-spark ignition, the new two-litre unit produced 177 bhp in road-going trim. The racing engines were fitted with 58DCOE/3 carburettors, which were the largest Webers ever made, and were good for over 200 bhp.

The new engine was mated to a modified Simca gearbox, which was uprated from four to six speeds by Abarth. The steel platform was derived from the Simca 1000 as was the trailing arm suspension. The 2000 GT or 'Due Mila' was fitted with the latest evolution of the signature Abarth body, which featured a new raised 'duck-tail' to clear the longer engine.

It would take until the start of the 1964 season before the two-litre Abarth Simca was fully homologated for the GT class. Whether the required 100 examples were ever built is highly doubtful. Development of the cars was continuous and the first 'Corsa' models featured wider fender flares and additional cooling intakes. Abarth also experimented with fibreglass panels and ahead of the 1965 season, a more aerodynamic 'long nose' was introduced. In this guise, the weight was reduced to just 665 kg.

Racing side by side, both by the works team and privateers the 1300 GT and 2000 GT were responsible for 177 of the 741 class and outright victories scored by Abarth during the year.

1967 Alfa Romeo 33 Stradale / Corsa

(credits to Kunos for original 3d model)

The 33 Stradale, first built in 1967, was based on the Autodelta Alfa Romeo Tipo 33 racing car. The car, designed by Franco Scaglione, and built by Carrozzeria Marazzi, made its debut at the 1967 Turin Motorshow. Just 18 examples were ever built.

The 33 Stradale is the first production vehicle to feature dihedral doors, also known as butterfly doors. The 33 Stradale also features windows which seamlessly curve upward into the 'roof' of the vehicle. The car has aluminum body on aluminum tubular chassis. As a result of being built by hand, each model differs from the others for some details.

The car has 13-inch Campagnolo magnesium wheels, the fronts eight and the rears nine inches wide; there are Girling disc brakes on all four corners, the rear ones are inboard. Suspension is like in mid-1960s race car with upper and lower control arms in front and double trailing arms in the rear, along with substantial antiroll bars. The race-bred engine bore no relation to the mass-produced units in Alfa's more mainstream vehicles. The engine is closely related to the V8 of the Alfa Montreal, albeit with smaller capacity and in a much higher state of tune.

Installation Notes on Alfa T33 Corsa

- Make sure you have the original Kunos Alfa Romeo 33 installed.
- The mod refers to the original car folder for the 3d model files. (nothing gets overwritten).

1963 Alfa Romeo Giulia TZ (credits: 3d model by BrianB, skins by Pasta, Andy-R and CodyS1998)

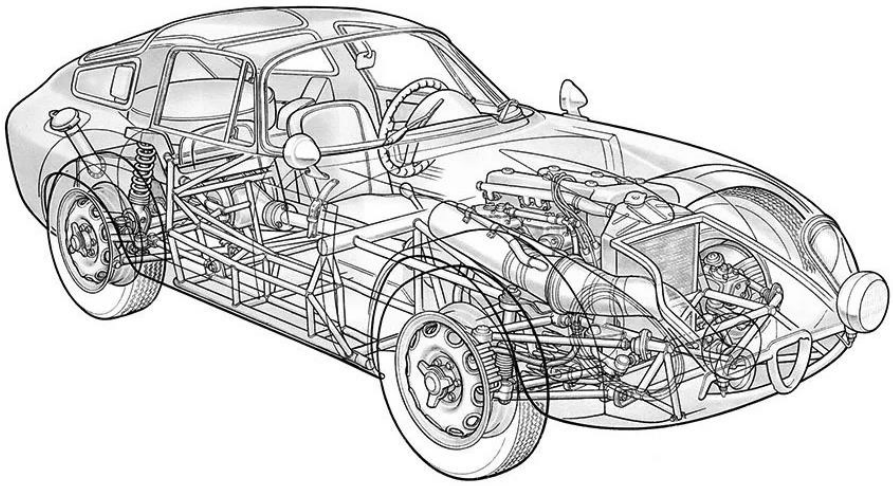
During 1961, highly regarded ex-Ferrari and Alfa Romeo engineers Carlo Chiti and Lodovico Chizzola established Delta Auto in Feletto Umberto, Udine. The firm offered engineering services to motor manufacturers and soon picked up a commission from Alfa Romeo who wanted to make an official return to motor racing. The Milan company already had a production-based 1.6-litre GT car in the very early stages of development, but its real priority had been to get the new Giulia range into production. As work on the Giulia approached its conclusion, Alfa Romeo contracted Delta Auto to help create a purpose-built GT racer to replace the old Giulietta SZ (Sprint Zagato).

The new machine would be conceived for Group 3 GT racing which stipulated a production run of 100 vehicles within a twelve month timeframe. At the time, GT racing was at an all-time high with the FIA having switched the World Sportscar Championship to focus on these production-based Group 3 Grand Touring cars as opposed to Prototypes. The Prototypes were still eligible to run a limited number of events, but points scored by these more highly developed cars went towards a separate Coupe des Sports.

Zagato unveiled a prototype of the new Giulia TZ at the Turin Motor Show in October 1962. The TZ moniker stood for Tubolare Zagato which referenced the car's new tubular spaceframe chassis and Zagato coachwork. On March 5th 1963 Delta Auto was re-branded Autodelta. TZ production began in earnest later that year with the chassis manufactured by SAI in Perugia and the coachwork by Zagato in Milan. Final assembly subsequently took place at the Autodelta works in Udine. The Giulia TZ was homologated on January 14th 1964, by which time the model had already made a victorious debut at the Monza Coppa FISA.

The TZ's special new tubular spaceframe chassis was fashioned from small bore steel tubing by aviation company SAI Ambrosini in Perugia. This arrangement offered considerable weight-saving and rigidity advantages compared to the regular Giulia's unitary steel bodyshell. The TZ's body was effectively an evolution of the Giulietta SZ Coda Tronca that had emerged in 1961. Now even more streamlined and with the tiniest possible frontal area, the TZ looked every inch like a baby Ferrari 250 GTO. To facilitate a super low profile hood, the TZ's engine was installed at a 15° angle. In addition to its trick chassis, the TZ featured significantly uprated suspension which was now fully independent all round. Up front were double wishbones per side with coil sprung

hydraulic shocks. Meanwhile, instead of the standard Giulia's live rear axle, the TZ incorporated a lower wishbone with the driveshaft acting as the upper link and track control taken care of by the radius rod.

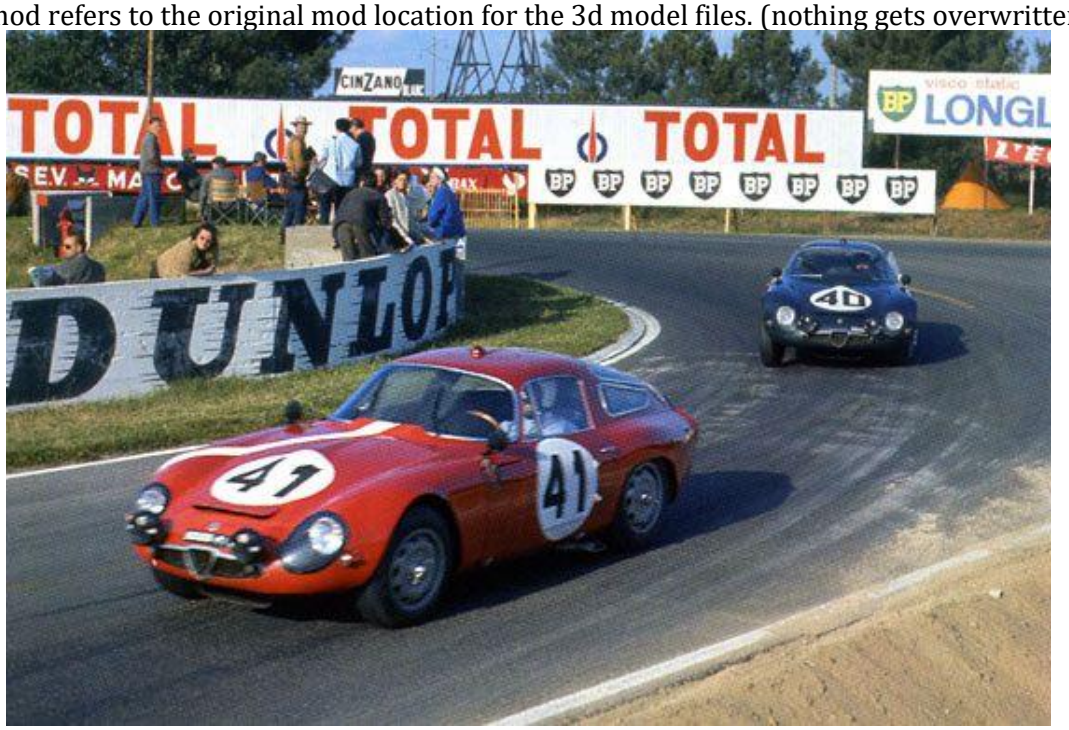


Depending on a car's specification, a TZ could weigh anything from 640kg to 660kg. Towards the end of production, a small number of Tzs were equipped with fibreglass instead of aluminium bodywork to save even more weight. In 1965 Autodelta began racing the TZ 2 which meant the TZ had limited opportunities in a works capacity. Although the Zagato-bodied Alfa was disadvantaged by the Division II category of the 1964 World Sportscar Championship allowing cars of up to two-litres, many event organisers still ran a sub category for up to 1.6-litre cars where the TZ excelled.

Installation Notes Alfa Romeo Giulia TZ

You need to download and install the original Alfa TZ mod by BrianB from Overtake.gg here:
https://www.overtake.gg/downloads/alfa-romeo-giulia-tz.22492/

This mod refers to the original mod location for the 3d model files. (nothing gets overwritten).



1965 Alfa Romeo Giulia TZ2

(credits: 3d model conversion by GADU Boyz, skins by Pasta)

A new version of TZ was introduced at the Turin Auto Show in 1964 in the Zagato stand. In order to reinforce the structure and further reduce the car's weight, Zagato replaced the light alloy body with an even more streamlined fibreglass body moulded tight to the chassis providing lower drag and reduced weight of 620 kg (1,370 lb). The new design was called the Alfa Romeo Giulia TZ2.

Aiding the TZ2 in its quest for performance was the treatment of the rear bodywork. Incorporating the research of Dr. Wunibald Kamm, the TZ2 used a style called coda tronca in Italian, meaning "short tail.", otherwise known as the Kamm tail. The principle is that unless an aircraft-like extended tail is incorporated, which is not practical for an automobile, there is little, if any, increase in drag and a marked decrease in lift or even some downforce by simply chopping off a portion of the tail.

The TZ2 was only built as racing version. All TZ2 engines were prepared by Virgilio Conrero's Autotecnica Conrero shop in Torino. They took Alfa's DOHC Inline-4 four, gave it ultra-light magnesium casings and the cylinder head from the GTA. The1,570 cc DOHC straight-4 engine producing around 170 bhp (127 kW) at 7500 rpm. With this engine the car reached top speed of 245 km/h.

Chassis manufacture was sub-contracted to Ambrosini and Chief Designer Busso fitted new 13-inch diameter Campagnolo wheels to replace TZ1's 15-inch units. Inside, the steeply raked windscreen limited space so reclining seats were fitted and the steering column was lowered as well as the entire dashboard. Since the transmission tunnel sat so much higher in the TZ2, the length of the gearshift was substantially lowered.

Development of TZ cars was stopped in the end of 1965, to make room for the new Alfa Romeo GTA racing program. Only 12 TZ2s were built.

Due to the small displacement engine, the Alfa Romeo Giulia TZ2 has to be content with bringing home class victories. The sexy Lombard coupé made its racing debut on 25 April 1965 with the category success at the 1000 km of Monza with our Roberto Bussinello and Andrea De Adamich (who also won the 1000 km of the Nürburgring with “Geki”).

1966 was the year in which the greatest satisfactions arrived (always class successes) for the Alfa Romeo Giulia TZ2: "Geki" and the Swiss Gaston Andrey first in the 12 Hours of Sebring, De Adamich and Teodoro Zeccoli in front to all their category rivals at the 1000 km of Monza, Enrico Pinto and Nino Todaro triumphant at the Targa Florio and the top step of the podium at the Nürburgring with the Belgian Lucien Bianchi and the German Herbert Schultze.

The last important victory for the Biscione sports car dates back to 1967 when the Belgian duo of Serge Trosch and Teddy Pilette gave the Lombard company its third category triumph at the Nürburgring.

Installation Notes on Alfa Romeo TZ2
You need to download and install the original TZ2 mod by GADU Boyz, get it here for free:
https://www.patreon.com/posts/alfa-romeo-tz2-1-95168367

In Content Manager, the mod will show under GTC60 if you filter in the Car menu (simply type GTC60 in the search bar)

1965 Aston Martin DB4 Zagato (credits to MacedoSTI for 3d conversion; modification by Dodge33)

A few months before winning Le Mans, Aston Martin had introduced the all new DB4, which came equipped with a racing car derived engine and Touring's very light 'Superleggera' body. The company figured it would for the perfect basis for the new customer racing car. Most of the mechanicals were retained, although beefed up in areas to survive the stresses of racing. The 3.6 litre engine was given a power treatment and output for the racing car rose from 240 bhp to a claimed 302 bhp. Production of the DB4 GT started late in 1959 with many of the customers taking delivery at the start of the 1960 racing season. They faced the might of Ferrari, who had just upped the ante considerably by replacing the aging long wheelbase 250 GT with a brand new short wheelbase version. Despite its smaller engine, the light and nimble Ferrari frequently outdid the Aston Martins.

Aston Martin did not give up just yet and commissioned Zagato in Italy to put the British racing cars on a serious diet. This was very much the coachbuilder's speciality as they had proven time after time with their distinctly bodied Alfa Romeo and Lancia racing cars. The Milan based company had just hired a very young designer called Ercole Spada, who had been given the difficult task to replace Elio Zagato, who had been injured in an accident. He did remarkably well as the new shape he penned for the DB4 GT has gone into history as one of the all time greats. Sadly the Zagato engineers struggled to shed sufficient weight off the Aston. The engine was modified and the output was rather optimistically raised to 314 bhp. Late in 1961, the first DB4 GT Zagato was introduced in London, bearing the very high chassis number 200. Aston Martin probably figured this would help homologating the car; the subsequent DB4 GT Zagatos produced sported lower numbers.

Needless to say Ferrari had not been sitting on their hands and their latest racers produced a staggering 285 bhp and more importantly were 25% lighter than the new DB4 GT Zagato. Things got even worse for Aston when the first of the lightweight Jaguar E-Types was driven to a debut win. Nevertheless the privateers perservered and in 1961 the odd win and many podium finishes were scored. Aston Martin continued to develop the car's mechanicals and they experimented with magnesium gearbox cases on two of the Essex cars for Le Mans, which bore the famous license plates '1 VEV' and '2 VEV'. It all proved in vain and although the teams struggled on in 1962, the DB4 GT Zagato was never a success on the track.

1965 Bizzarrini GT5300 Corsa

(credits to Velo for 3d model; modification by drDoomslab)

Bizzarrini always had a keen sense for racing. Despite working for both Ferrari, then Lamborghini, and contributing to their best models, the 5300 was the first car fully credited to his name. Eventually, the very same companies he worked for would become key competition. As an underdog, Bizzarrini knew what he was up against, but he never stopped trying.

The 5300 project stems from a long and complicated relationship between Bizzarrini, Giugiaro at Bertone and Renzo Rivolta. These three worked together to create the Iso Rivolta 300, a flagship car for Iso, having a welded sheet steel monocoque and Corvette V8. Due to sporting nature of the chassis and the reliability of its American power, Bizzarrini wanted to go endurance racing, but Rivolta who owned Iso did not agree. Fortunately, by 1963, Rivolta was finally convinced to finance the development of a more sporting Iso Rivolta. The result was the precursor to the 5300 GT, the Iso Grifo.

The Grifo and 5300 where based on the Iso Rivolta 300 chassis. It was a welded sheet steel tub having a fully independent suspension by double wishbones in the front and a De Dion axle in the rear. These same characteristics were lent to the Grifo and 5300, albeit in a shorter chassis.

Unlike all Italian sports car tradition, Bizzarrini used an American engine for the 5300, specifically the Chevrolet V8. With this engine came a host of benefits: it was ample in power, cheap to purchase and maintain, simple to tune and best of it all, it would run reliably all day and all night. After moderate tuning, the engine provided 365 bhp, keeping it well ahead of Ferrari's 275 GTB. Using lessons learned with the Ferrari 250 GTO, Bizzarrini pushed the heavy V8 far back into the engine bay as possible. When combined with the side-mounted gas tanks the weight balance of the 5300 was very close to a perfect, even during different fuel loads.

For the racing client, or adventurous customer, Bizzarrini offered the competition version with a tighter steering ratio, hot engine, lightweight body and no seat belts!

1963 Chevrolet Corvette SCCA

(credits: conversion by SBH, updated by Steve Stirpe, EASY, Aleroy)

"Since we cannot prevent the people from racing Corvettes maybe it is better to help them to do a good job at it..." ~ Zora Duntov

After a number difficult years, the Chevrolet Corvette slowly but steadily grew in popularity throughout the 1950s. In 1960 the production reached the planned 10,000 units for the first time. Ten years after the first Corvette was released, a completely new Corvette replaced it.

Although the overall design of the C2 was completely new, the rear end design introduced on the C1 in 1961 was carried over. One of the most striking novelties on the new Corvette were the reverse rotational flip up headlights, which would remain a Corvette feature until the C6 was introduced in 2004. Another important change was the introduction of the Coupe bodystyle, which for 1963 only featured a unique split rear window. This was replaced by a regular window after customers complained about poor visibility.

Technically the C2 followed the same principles as the C1 with a steel ladder chassis and a fiberglass body, but both were completely redesigned. Handling was much improved by replacing the live rear axle with a double wishbone and transverse leaf spring setup. The engines were carried over from 1962 and all displaced 327ci and produced 250 to 360 bhp. In the C2's last year of production, 1967, the engines had grown in size to 427ci and in power to a factory claimed 430 bhp.

At the 1962 Riverside Grand Prix, two new production cars faced each other for the first time. These were the Corvette Stingray and Shelby Cobra. Both had to impress Chevrolet and Ford respectively, but since the Cobra was 50% lighter it naturally ran away from all the Corvettes. This was an embarrassing result for Chevrolet and all aces for Ford.

In 1963, the 'big three' were restricted from racing due to a ban on official race programs by the American Manufacturer's Association (AMA). To stay ahead of the gentlemen racers in Shelby Cobras, Zora convinced Bunkie Knudsen to build 100 lightweight Corvettes, enough to satisfy the FIA's homologation requirements. The idea was to sell these cars to privateers and not directly participate in racing.

1967 Chevrolet Corvette 327

(credits to Mac Ten for initial conversion; modification by drDoomslab)

The second-generation Corvette sold from 1963 to 1967 and came to be known as the Sting Ray. This particular car was born from a handful of experimental and prototype machines that designers/engineers Zora Arkus-Duntov and Bill Mitchell had worked on toward the end of the C1 production run. For Zora, the car had yet to reach its full performance potential in the first generation. There was one big problem: the Automotive Manufacturers Association's ban on allowing production cars to compete in racing. This didn't stop the duo, though, as they and other GM employees dedicated after-hours time to designing and building early Corvette concept racecars.

An element of the C2 that Zora fought hard to retain no matter the cost was the independent rear suspension. This was a game changer for the American performance car market and what made the Corvette unique. Another point of contention was the iconic split rear window. On the one hand, Zora thought it would be hazardous to road safety, and Bill said that it was an integral part of the unique design. In the end we got the split window for one year.

When the C2 debuted, the automotive world shook. The bulging, vented hood, creased lines from tip to tail, and performance was everything that Zora had wanted for the car since day one, and it would only get better from there. In 1964, there were only small stylistic changes and few mechanical.

The Corvette C2 Smallblock L79 327ci engine, available in the Corvette from 1965 to 1968, also turned pedestrian Chevy II and Chevelle Malibu SS sedans into true musclecars. The L79's power output came thanks to a Holley four-barrel carburetor, a dual-plane aluminum intake manifold, 2.02-inch intake valves and 1.60-inch exhaust valves, a forged steel crankshaft, and an 11.0:1 compression ratio.

1961 Ferrari 250 GT SWB

(conversion by Big FAT Luke)

The Ferrari 250 GT Short Wheelbase (SWB) introduced at the 1959 Paris Salon can be considered the very last Ferrari suitable for road and track. From that day onwards Ferraris would be purpose-built: the ensuing racing 250 GTO and 250 LM, and the 250 GT Lusso road car.

The first batch of SWBs were pure, alloy-bodied Competiziones. They were rushed into service early in 1960, finishing fourth, sixth and seventh overall at Sebring, showcasing the prowess of the 250 GT SWB. Before the 250 GTO arrived, the Competizione SWB was the must-have car in GT racing due to its many wins. Even in 1962, with GTOs dominating, an SWB won the Tour de France Auto.

The 250 GT SWB Lusso was a fast Berlinetta, but the race-prepared Competizione was entirely different. Tuned engines with lightweight pistons, larger valves, special cranks, and big Weber carburettors produced up to 300bhp. Consequently, such engineering marvels solidified the 250 GT SWB's status.

Ferrari was determined to win the 1961 International GT Championship for Constructors and produced a handful of very special cars to achieve it.

Often referred to as SEFAC Hot Rods or Comp 61s, these cars were lighter and more powerful thanks to the use of several enhancements. These included a special frame using smaller diameter tubing with supplementary bracing to increase rigidity, lightweight body, aluminum bumpers, Plexiglas side windows, raked windscreen, 168B/61 engine fitted with 250 TR cylinder heads using revised cam timing, larger intake ports, six Weber 46 DCF/3 carburetors, and competition exhaust.

These cars produced between 285-295 horsepower at 7000 rpm and depending on gear and axle ratios could achieve 160 mph at Le Mans. There are generally considered to have been 20 or 21 SEFAC Hot Rods built.

1963 Ferrari 250 GTO

(credits to Kunos for original 3d model)

"Race cars are neither beautiful nor ugly. They become beautiful when they win."
~ Enzo Ferrari

The 250 GTO model was the pinnacle of the development of the 250 GT series in competition form, whilst still remaining a road car. It made its public debut at the annual pre-season Ferrari press conference in January 1962, and was the only front-engined model on display, with its monoposto and sports racing counterparts all having a mid-engine configuration.

The 250 GTO was the ultimate expression of the Ferrari 250 GT car. It was equally at home on the road or track – perhaps the last dual-purpose road/race car produced – and has achieved legendary status amongst aficionados of the marque. With only a relatively small production run of thirty-six cars, and with many of the examples produced having a great racing pedigree, it has become one of the icons of Ferrari's production history, with a revered position in collectors' circles.

Installation Notes on Ferrari 250GTO
This works only if you have purchased and installed the official 'Ferrari 70 Anniversary DLC pack': https://store.steampowered.com/app/675590/

This mod refers to the original car folder for the 3d model files. (nothing gets overwritten).

1964 Ferrari 250 GTO series II

(credits to GØD for initial conversion; modification by drDoomslab)

"I build engines and attach wheels to them. Aerodynamics are for people who can't build engines." ~ Enzo Ferrari

The first GTO was completed in 1962, having a body sculpted in-house and later revised by Scaglietti. In 1963 steps were made to improve the car, which included an all-new, Pininfarina-designed body. Sometimes referred to as the Series II or '64 GTO, only three examples originally received the new body.

For the 1964 race season, Ferrari was prepared to use their mid-engined 250 LM in Division III of GT endurance racing. Unfortunately the FIA rejected homologation for the 250 LM, forcing Ferrari to revert to the GTO. Revisions were necessary to the car to keep it competitive.

As homologation stated, the 1964 GTO chassis had to remain the same as the first design. So, mechanically speaking, the '64 GTO was very similar to the '62/'63 cars. The only chassis modification adopted by the FIA, was a wider track, brought forth by using wider wheels.

The engine for the '64 GTO retained the familiar Tipo 168/62 V12. Slight modifications included different tuning for the Weber carburetors and smaller exhaust manifolds. Such modifications did not improve peak power, but widened the overall power band.

After being forced to use the GTO, Ferrari had the body re-engineered by Pininfarina and produced by Scaglietti. The new Pininfarina design was both lower and wider than the original GTO. While this may have improved handling, the shortened frontal area caused more drag than the original GTO.

1965 Ferrari 275GTB Competizione

(credits to Velo for initial conversion; modification by Dodge33)

Introduced by Ferrari in 1965 to combat the Shelby Cobra's dominance of the GT race category, the competition versions of the 275 GTB were produced in two very small series (with the exception of the prototype and three 'speciale' models).

The first was a series of ten cars, each with the 'short-nose' configuration, manufactured in 1965. The second series was produced in 1966, comprising 12 cars, all with a 'long-nose' design to counteract front-end lift at high speed. The factory referred to the first series simply as 275 GTB, with the /C suffix officially applied only to the second series of cars. To the untrained eye a Series II 275 GTB/C may look similar to a regular long-nose Berlinetta, but its steel chassis frame is lighter and stiffer, the lascivious body is made of wafer thin 20-gauge aluminium that is half the regular thickness, and the two-cam, 3.3-litre, V12 engine is race tuned, featuring a higher compression ratio, special internals and a dry sump. Behind the outer-laced Borrani wire wheels lies fully race-developed independent suspension.

A grand touring car this may technically have been, but a Series II 275 GTB 'Competizione'was a thoroughbred racer, intended for those who took their motorsport very seriously. They were also the last GT cars to be constructed in the competition department at Maranello.

The existence of the 275 GTB competition cars is courtesy of a snub by the FIA in 1964, when GT category homologation for the mid-engined 250 LM was refused. Forced to race the LM as a prototype (very successfully so, winning the 24 Hours of Le Mans outright in 1965), Ferrari decided to submit the 275 GTB for homologation in the GT category. In a typically antagonistic feud between Ferrari and the FIA, however, the papers submitted noted a dry weight considerably below that given in the sales literature for the street model, and the application was rejected in April 1965.

After the un-savoury situation with the 250 LM, Ferrari offered to accept homologation at the weight stated in the sales literature, but the FIA turned the offer down. In pique, Ferrari stated that it would not enter any cars in the GT class that season, but media pressure brought both sides back to the negotiating table. A further submission was made and accepted in June 1965, with a homologated weight virtually midway between the two figures.

However, by this time the season was well advanced, and Ferrari's chances of winning the title had all but gone out of the window.

The short-nose examples belatedly approved for homologation that year were very similar to the standard road versions, although all were fitted with aluminium bodies and a six-carburettor set-up, both of which were options on the road car. Mechanically, the motor retained its wet sump, and the transmission was virtually unchanged.

For 1966, however, Ferrari 'breathed upon' the car to a greater degree with the introduction of the long-nose Series II. Apart from the aforementioned super-light aluminium body, the engine was provided with dry-sump lubrication. Oddly, another error in the submission of the homologation forms for the new car omitted to mention the readily available six-carburettor option, thus the cars had to run with a triple-carburettor assembly.

Specific to this series, a glorious trio of twin-choke Weber 40 DFI models were crowned with sculptural, rearward-facing, curved inlet trumpets.The compression ratio in the Tipo 213 competition engine was raised from the standard 9.2:1 to 9.3:1 using special pistons, connecting rods and crankshaft, whilst Nimonic steel inlet and exhaust valves were fitted, the latter being sodium filled to aid heat dissipation. A larger-bore exhaust system, with two separate pairs of free-flow manifolds per bank, aided hasty exhaust-gas passage. The dry-sump catch tank was mounted in the front fender on the opposite side to the steering, with a flap on the fender to access the filler cap and dipstick, and an oil cooler was mounted forward of the water radiator.

The transaxle was provided with a magnesium alloy casing, close-ratio gears and a strengthened limited-slip differential. To further reduce weight, the sump cover, bellhousing, timing chain and camshaft covers were also cast in magnesium alloy.Both 14in- and 15in-diameter road wheels were homologated, with a commensurate increase in width to a maximum of 7in at the front and 7.5in at the rear, the latter being available only in 15in diameter.

These competition models were fitted with the largest homologated size, and this increased the track and necessitated slightly more bulbous front and rear fenders to provide adequate clearance for the Dunlop racing tyres.

Another homologation feature was twin fuel tanks fitted low in the trunk, providing the same 140-litre capacity as before, with a gap between them for the then-mandatory suitcase space, the spare wheel being mounted horizontally above them.

Naturally the car was devoid of any sound deadening material, and further weight saving was achieved by drilling the hood, trunk and door-support frames. Inside, the floor pan was thin aluminium with the special lightweight seat frames bolted through the floor to extra brackets provided on the chassis frame. Also, plexiglass replaced the glass of the standard model in all but the front screen. Although the interior looked fairly stock, the door panels were thin coverings with a simple pull, the standard arm rests having been dispensed with, as had the heater and its fan. However, the cabin was fully trimmed and carpeted to maintain a relatively 'standard' appearance.

The quest for this standard appearance also meant that the cars were fitted with bumpers, but these were lighter than standard. Instead of being fitted to the chassis frame through holes in the body as on the street car, they were attached directly to the body panels – so don't push or lean on them, as the body will distort. Despite the days of the dual-purpose street/track car coming to an end, 275 GTB/Cs acquitted themselves extremely well on the international stage, taking class wins at the highest level – including Le Mans, the Targa Florio and in the most prestigious hill-climbs and rallies on the circuits.

1965 Ginetta G10

(credits to LucasM for initial conversion; modification by Dodge33)

Introduced in 1961, the Ginetta G4 proved both a big hit on the showroom floor and a formidable weapon on the track, harrying around much bigger engined machines across the British Isles. The four Walklett brothers, who had founded Ginetta, next set their sight on the lucrative American market. They understood that for this purpose the diminutive four cylinder engine would not suffice, so they launched the V8-powered G10 at the 1965 Racing Car Show.

The G10 was based on the proven design of the existing Ginetta models and was built around a steel tubular spaceframe chassis. Additional rigidity was provided by the glass reinforced plastic (GRP) body, which was bonded onto the chassis. Independent suspension was fitted on all four corners as were Girling disc brakes. To cut production costs, the Walklett brothers fitted the G10 with MG-B doors and windshield. As a result the new Ginetta did bear more than a passing resemblance to the popular MG model.

To power the new Ginetta, the obvious choice was the Ford small-block V8, which was also used by the G10's intended rival; the Shelby Cobra. The prototype shown at the Racing Car Show featured a Shelby Mustang specification engine, good for around 290 bhp. In preparation for its competition debut it was subsequently uprated with four Weber carburettors and a hotter camshaft, raising the power to over 350 bhp. Tipping the scales at just 900 kg, the new Ginetta G10 boasted a very competitive power to weight ratio.

Following the motor show debut, the prototype was quickly converted to make its first competition appearance in the Redex Trophy for GT Cars at Brands Hatch late in 1965. In addition to the more powerful engine, the competition car was also fitted with a hard-top and received wider wheels, shod with Formula 1 specification tyres. Works driver Chris Meek, placed the car on pole and went on to win the event outright after a race-long battle with a Low Drag, Lightweight Jaguar E-Type driven with great verve by Robbie Gordon.

Amazingly this would be the car's only works outing, as for a variety of reasons, Ginetta returned to running the G4 and also switched their attention to the all-new mid-engined G12. Plans to run the G10 in the United States were thwarted by the governing bodies' refusal to homologate the Ginetta as a GT. That forced the car to run in the prototype class, where it faced the latest Lolas, McLarens and also the new G12. As a result, the considerable interest shown in the G10 did not result in any orders and only two or three were built.

Designer Ivor Walklett himself recounted how: 'The race car was not drastically different from the road car, but we fitted a variant of our 7-inch magnesium F3 wheels, shod with F1 tyres. The engine was the 4.7-litre 271 horsepower Ford Mustang imported from the USA. We adapted it to 350hp with the Ford kit from Ford Advanced Vehicles in Slough, where the GT40s were built, with four twin-choke downdraft carburettors, a decent manifold, hotter camshafts and stronger con-rod bolts. Weighing around 900kg (the G10) should have been very quick... we easily topped 150mph on the Witham bypass. After testing at Brands Hatch we lowered the axle ratio, which helped acceleration and braking, so come race day we were fairly confident of a good result.'

Developing the G10 had come at a considerable expense, and to get a little return on that investment, the car evolved into the G11. Similarly shaped, this version was powered by an MGB sourced four cylinder engine and also featured MGB rear suspension. Part deliveries from the British Motor Corporation were, perhaps not surprisingly, slow as the G11 was a direct competitor to the MGB. This disrupted the Ginetta production to the extent that only a handful of G11s rolled off the line.

Although the star Ginetta G10 and G11 shined only very briefly, they did proof that the Walklett brothers could build proper Grand Tourers, and not just fibreglass kit cars as some critics at the time claimed. Today, these fabulous machines are a very rare sight indeed, and it is believed only one G10, the Brands Hatch winner, has survived as a complete car. Some G11s were later rebuilt with V8 engines, effectively turning them into G10s.

1964 Austin Healey 3000 Lightweight

Donald Healey was addicted to speed and often tested his own creations on public roads. It was in one of his earlier cars – the Elliott – that he drove past a police officer in Oxford, who gave chase. The constable couldn't even stay with him, let alone catch up. Later, Healey wrote a letter to the chief constable, apologising for his misdemeanour and suggesting that, perhaps, the force might buy some of his cars to make pursuing criminals easier. The chief constable declined the offer, but was impressed and bought one.

Of all the British sports cars ever made the Austin-Healey 3000 series are amongst the most iconic and most desirable, despite the fact that they were by no means the most expensive nor even the most sophisticated.

Unveiled in March 1961, the MkII version with restyled grille and hood intake was the last 3000 available as a two-seater, the 2+2 version having been for years the more popular. Adapted to all manner of motorsport, the 3000 found itself a strong contender in rally, endurance and road racing - proving itself to be a formidable contender in every type of racing it entered.

The Austin-Healey 3000 was one of the most popular British roadsters of its age, it was raced with considerable success in European rallies and in tarmac racing everywhere from Sebring to the 24 Hours of Le Mans, to Mount Panorama in Bathurst, Australia.

The light and quick homologation hard-top Healey bore similarity to a standard BJ7 only in that it carried the same basic profile. Aluminum body panels, a very hotly tuned triple Weber carburetion setup, hotter cams in 6-port aluminum heads, ZF limited-slip differential, and a special racing gearbox made this Big Six a rocket ship. The body is made entirely of lightweight aluminum, all the unnecessary chrome trim removed, resulting in a vehicle dry weight of only 850 kgs. Powered by a highly tuned 6 cylinder 3.0 engine, delivering a breathtaking power output of 280 hp!

1962 Jaguar E-type Le Mans (credits to Velo & Tim Lotus for initial conversion; modification by drDoomslab)

An E-Type prototype had been raced at Le Mans in 1960, long prior to its introduction. Briggs Cunningham entered a three-liter prototype driven by Walt Hansgen. Retiring there after setting the fastest practice lap, the car subsequently won at Bridgehampton and took a third at Elkhart Lake before discreetly retiring from the scene to make way for the production version. With Graham Hill behind the wheel, the new E-Type did win its first time out at the Oulton Park GT Trophy Race. But the decade's most luscious GT tourer was no racer.

At Le Mans in 1962, the Cunningham team entered this factory-prepared car. Briggs Cunningham and Roy Salvadori averaged 108.87 mph for 24 hours. That speed was just 5 mph slower than the D-Type's best average ever, and was good enough for fourth place, behind three Ferraris. In major races Jaguar's venerable long-stroke twin-cam six just couldn't produce the horses to counter the new three-liter cars from Maranello. For its stalwart followers, the company did subsequently build a dozen aluminum-bodied lightweight E-Types, which performed admirably in club events throughout the world. Despite such efforts, a major racing offensive was not in Jaguar's plans.

The engine was heavily enhanced, with the block now cast from aluminum, not iron, which significantly reduced weight. The engine modifications also included a 'wide-angle' aluminum head with larger inlet and exhaust valves, a dry-sump oil system and competition flywheel. State-of-the-art Lucas fuel injection was also fitted, which led to an increased power output in excess of 300 brake horsepower, which was fed to the road through a four- or five-speed close ratio gearbox and limited slip differential. To save further weight, the wheels were manufactured from magnesium.

Inline 6 cylinder with aluminum alloy block, 3781cc capacity, DOHC, 2 valves per cylinder
Natural aspiration with 3 x Weber 45DCO3 carburetors or Lucas Mk I mechanical fuel injection
Power output, 344 bhp @ 6800 rpm.

1963 Jaguar E-type Lightweight (credits to Velo & Beezer215 - initial conversion; modded by drDoomslab)

Jaguar built the Lightweight E-Type Competition Roadster as a follow up to the hugely dominant D-Type, which claimed victory at the famed Le Mans 24 Hours three years consecutively. These Lightweights featured revised aluminum bodywork, and fitted with a race-tuned aluminum block with a, which could produce 344 bhp. For the standard road-going E-Type, Jaguar chose to fit a steel body to reduce costs, allowing the car to be more accessible to a larger audience and leading to increased sales. It was important for Jaguar that the E-Type road car was a success; however, when the car took to the circuit, the steel proved to be too heavy, especially when the car was lined up next to the aluminum-bodied Ferrari 250 GTO, Aston Martin DB4 GT Zagato and Shelby Daytona Coupes.

For the competition-focused Lightweight E-Type, Jaguar built a special aluminum monocoque with aluminum doors, bonnet and boot lid, making the car an impressive 250 lb lighter than the road car and, importantly, 100 lb lighter than its Italian rival, the Ferrari 250 GTO. To increase rigidity further, Jaguar fitted steel reinforcements in several locations, along with an aluminum hardtop, which also gave the car a fabulous, low, sleek and purposeful look.

Not only was the body heavily enhanced, so was the engine, with the block now cast from aluminum, not iron, which significantly reduced weight. The engine modifications also included a ‘wide-angle’ aluminum head with larger inlet and exhaust valves, a dry-sump oil system and competition flywheel. State-of-the-art Lucas fuel injection was also fitted, which led to an increased power output in excess of 300 brake horsepower, which was fed to the road through a four- or five-speed close ratio gearbox and limited slip differential. To save further weight, the wheels were manufactured from magnesium.

In competition, the Jaguar Lightweight E-Type was formidable, with greats including Graham Hill, Briggs Cunningham, Jackie Stewart, Dan Gurney, Roy Salvadori, Dick Protheroe, Bruce McLaren, Jack Sears, Walt Hansgen and Brian Redman choosing to take to the wheel.

1955 Mercedes 300SL (R)

For racing/BoP purposes the 6 cylinder engine is swapped for the 300SLR straight 8 engine: Mercedes M196S, straight 8 cylinder

- 2982cc, 78.0 x 78.0 mm
- 310 bhp / 231 KW @ 7400 rpm
- 311 Nm / 229 ft lbs @ 5950 rpm
- Silumin block and head
- DOHC, 2 Valves per Cyl - 16 valves total, with desmodromic valve operation

The Car was the first iteration of the SL-Class grand tourer and fastest production car of its day. Introduced in 1954 as a two-seat coupé with distinctive gull-wing doors, it was later offered as an open roadster.

The idea of a toned-down Gran Prix car tailored to affluent performance enthusiasts in the booming post-war American market was suggested by Max Hoffman. Mercedes accepted the gamble and the new 300 SL-300 for its 3.0 litre engine displacement and SL for Sport Leicht (Sport Light)-was introduced at the 1954 New York Auto Show rather than the Frankfurt or Geneva gatherings company models made their usual debuts.

Immediately successful and today iconic, the 300 SL stood alone with its distinctive doors, first-ever production fuel-injection, and world's fastest top speed. The original coupé was available from March 1955 to 1957, the roadster from 1957 to 1963.

1967 Lotus Elan 26R

(credits to SmallBlock Hero for initial conversion; modification by drDoomslab))

'Adding power makes you faster on the straights. Subtracting weight makes you faster everywhere.' ~ Colin Chapman

While the featherlight Elan road car received universal praise for its handling, it did require some work to prepare it for the track. Privateer teams like Walker Racing and Chequered Flag took up the gauntlet and carried through various modifications to the steering and braking. Considerable success was had in the 1963 and 1964 seasons and the machines were piloted by the likes of Jim Clark, Jackie Stewart and Sir John Whitmore. Additionally the suspension was extensively modified with thicker anti-roll bars and adjustable competition wishbones. The wheel arches of the fiberglass body were widened to make room for bigger wheels and tires.

The Lotus twin-cam four cylinder engine was offered with a Cosworth or BRM tuning package. Interestingly customers later figured out that the engine work best with a Cosworth block and a BRM head. Dubbed the 'Elan 26R' the competition car was offered with a roadster body, a roll-over bar and a separate hard top. Although no two cars were alike most 26Rs featured cowled headlights and knock-off wheels. During the 1964 season the Elan 26R was fully homologated. The completed racing car weighed in at around 600 kg while the 1558 cc could produce anywhere between 160 and 180 bhp depending on the state of tune.

In true David and Goliath fashion the racing Elan was also more than capable of taking much larger engined machines. This resulted in fascinating battles, which saw the Ferraris, Jaguars and Aston Martins rush away on the straights with the Elan hunting them down again on braking and through the corners.

Gordon Murray, designer of the McLaren F1 supercar, reportedly said that his only disappointment with the McLaren F1 was that he couldn't give it the perfect steering of the Lotus Elan.

1964 Porsche 904/4 GTS (credits: Mac Ten, initial conversion; modification by GØD and team AC Legends)

'Design must be functional and functionality must be translated into visual aesthetics, without any reliance on gimmicks that have to be explained.' ~ Ferdinand Porsche

Introduced in 1964, the Porsche 904 GTS—also known as the Carrera GTS—marked a significant turning point in Porsche's motorsport legacy. Designed by Ferdinand "Butzi" Porsche, the 904 combined sleek, aerodynamic styling with innovative engineering. While most of the production run featured four-cylinder engines, a small number were fitted with six- and even eight-cylinder units, giving rise to the 904/4, 904/6, and 904/8 variants.

The 904/4 GTS was the original version and used the proven 2.0-liter, four-cylinder Type 587/3 engine—an advanced, complex unit with four overhead camshafts derived from Porsche's Formula 1 program. Producing around 180 horsepower, it gave the car competitive performance in the under-2.0-liter GT class.

The 904/4 was a favorite among privateers and factory teams alike due to its balance of handling, reliability, and aerodynamic efficiency. It was equally at home on tight, technical circuits as it was on high-speed endurance tracks. It found success not only in endurance races, but also in hillclimbs, rallying, and national championships throughout Europe and North America.

By 1966, the 904 was gradually succeeded by the 906, but it remained competitive for years in private hands. Its engineering simplicity, fiberglass bodywork, and mid-engine layout laid the foundation for Porsche's future racing cars. Even today, the 904 is remembered for punching well above its weight and playing a critical role in Porsche's transformation into a motorsport powerhouse.

1964 Porsche 904/6

(credits: Mac Ten, initial conversion; modification by drDoomslab)

'The perfect racing car crosses the finish line first and subsequently falls into its component parts.' ~ Ferdinand Porsche

Today the 904 or Carrera GTS remains as one of the finest and most successful Porsches ever constructed. It kickstarted a program of racing cars, that would eventually result in the all conquering 917. It also holds a unique spot in the manufacturer's history as the last dual-purpose sportscar Porsche ever built. The radical 904 was the first Porsche to use a ladder-type frame – spaceframe construction was too expensive for what was, in essence, a production car – and glassfibre body, with the manufacturing turned over to Heinkel Flugzeugwerke in Speyer. It was novel in that the rather unevenly sprayed glassfibre body was bonded directly to the steel chassis to add stiffness, the upshot being that it was more rigid than the previous spaceframe cars. Also, the 904 was commendably light at 675kg, its 2mm-thick (give or take) glassfibre shell weighing only 85kg. The shark nose helped give a drag coefficient of 0.34, low for the time, and a top speed of 160mph, after reaching 60mph in 5.5 seconds from rest.

Three prototypes were constructed and tested heavily in the fall of 1963. After various modifications were carried through, the car was first shown to public late in November. Internally it was known as the '904', but it was marketed to the public as the 'Carrera GTS'. Today it's commonly referred to as the 904. Within two weeks all but 21 of the 90 examples available for the public were spoken for. Production started soon after in a completely new factory, constructed to produce the new 901/911 model. By April of 1964 enough examples were constructed to homologate the 904 as a GT.

Although it took until April for the cars to be homologated, the cars were already entered in various races. At Sebring the Lake Underwood and Briggs Cunningham driven 904 finished 9th overall and 1st in the prototype class. This was the start of a highly successful racing career, with overall victory in the Targa Florio and many class victories in races like the 24 Hours of Le Mans.

1969 Porsche 911 SWB

"I couldn't find the sports car of my dreams, so I built it myself." ~ Ferdinand Porsche

Note: For BoP reasons, this version resembles the final iteration of Larousse his 911R car, fitted with a 2.0 engine producing 210hp and 210Nm, weighting only 780kg.

Considering the 911's competition record, it is hard to imagine today that it took Porsche four years to develop the first real racing version of the six-cylinder engined car. At Weissach, the first order of business was to shed as much as weight as possible from the base 911. The steel shell was retained but all removable panels were replaced by fibreglass examples, the floor boards were extensively drilled and the cockpit stripped from all unnecessary bits including the interior and exterior sound-deadening. Porsche's engineers were well versed in lightening cars and wasted no opportunity; all hinges were cast in aluminum, the door handles were not plated but left in bare plastic and the taillight units were replaced by small circular lights.

The 911 R was powered by the Type 901/22 flat six engine, which was closely related to the one used in the 906 and 910 sports racers. The all-aluminum unit featured twin-spark ignition and a pair of triple Weber carburetors. It produced 210 bhp, which was 30 bhp more than the 911 S fitted with the high performance kit.

Further competition success for the 911 R came in 1969 when the Tour de France was re-established and now also allowed prototype cars. Gerard Larousse promptly won the event and later also claimed victory in the Tour de Corse with the same car, equipped with the Type 916 engine. With a pair of Matra prototypes on the entry for the 1970 Tour de France, Larousse urged Porsche on to produce an even lighter car by offering a case of champagne for each kg removed from the 800 kg target. This ended up costing him seven cases yet it still proved insufficient to fight off the 3-litre, V12 engined Matras. Larousse did finish third behind the pair of French prototypes.

1965 Shelby Cobra 289 Competition credits to Kunos & the_meco for 3d model; modification by Pitone)

"I have always believed that if you want to make something happen, you should do it yourself." ~ Carrol Shelby

Combining the power of Ford's short-stroke V8 with the nibleness of AC's sporting chassis, the Cobra was the first largely successful English-American hybrid. The whole project was motivated by legendary driver Carol Shelby, who refined and raced the car with funds from Ford. In what some have called a desperate move, AC Cars accepted a deal to modify their Ace chassis to accept Ford's V8 engine. They shipped bare chassis to Shelby American where they were initially fitted Ford's 260 cu in. engine. The V8 worked well within the spacious engine bay, so much so, Shelby moved to the 289 unit in 1964, and the massive 427 with a new, stronger chassis in 1965.

Since development was relatively simple, the Cobra started winning races from its onset. It had a tremendously good power to weight ratio that bettered with both the 289 and 427 engines. In a short time, the Cobra built up an impressive racing record and a purposeful 289 Daytona Coupe placed fourth at Le Mans in the same year. The Shelby Cobra 289 Competition models were team-specification roadsters built by Shelby, which raced as factory-sponsored entries in the early-mid-1960s.

As a factory-specification competition car the 289 Competition Cobra came directly from the Shelby factory with a bonnet scoop, a chrome roll bar, 6½-inch Halibrand front wheels (8½-inch at the rear), flared wings, Koni shocks, front and rear sway bars, competition brakes all around, quick-jack points, side pipes, dual long-range fuel tanks, a Monza snap-open fuel cap, a racing seat, a Sun tachometer, a fuel-pressure gauge, a differential cooler, an engine oil cooler, an electric Stewart-Warner fuel pump, and an aluminum Harrison header tank. At its heart of the roadster was a full race-specification 289 V8 that had 4 Weber carburetors and a 12:1 compression ratio.

1963 Shelby Cobra 289 Hardtop (credits to Kunos & the_meco for 3d model; modification by drDoomslab)

"There's never enough horsepower... just not enough traction." ~ Carrol Shelby

Cobra roadsters are renowned for a lot of things — brutal acceleration, wild handling and anti-social styling to name just a few — but aerodynamics isn't one of them. Shelby realized that his racers needed streamlining for the long straightaway at Le Mans since they couldn't exceed 157 mph, nearly 30 mph less than the Ferrari 250 GTOs. More power wasn't the answer, as that only added weight.

Ford was determined to beat Ferrari in the World Sports Car Championship and supported Shelby in 1963. Two Cobras were build up for that year's Le Mans race including an aluminum alloy hardtop to for increased speed down the Mulsanne Straight. One of these managed to finish 7th overall but behind three Ferrari 250 GTOs in the GT class.

The semi-fastback alloy hardtop improved the aerodynamics and thereby increased top speed on the Le Mans circuit. The car was also equipped with an oversize 30.8-gallon fuel tank, hood scoop, side cooling vents and light alloy Dunlop wheels. All the modifications were specifically made with the Le Mans victory in mind.

Stirling Moss was chosen to manage the American Ford entry but engine trouble in the tenth hour of the grueling race meant that the car had to retire early. This was indeed the first attempt by Carroll Shelby and Henry Ford II to defeat the Ferraris at Le Mans and, as such, was responsible for sparking the famous Cobra-Ferrari wars..

Credits to: NWRAP for his creative skinpack. We did not directly apply them to the mod, but used them as inspiration for a more 60's approach based on his color schemes.

1966 Shelby Mustang GT350R (credits to deCarrera for initial conversion; modification by drDoomslab)

"The only thing that beats cubic inches is cubic money, and a lot of it." ~ Carrol Shelby

The 1965-67 Shelby GT350 was not built for comfort or ease of driving. There were 34 "GT350R" race-spec cars built specifically for competition use under SCCA rules, and the model was the B-Production champion for three straight years.

Prepared in conjunction with Ford, stripped out 271 hp Mustangs left the factory for conversion in Shelby's facility. The first arrived without side or rear windows, heaters, defrosters, upholstery, headliners, insulation or sound deadening.

Many changes were done to the body, including the fittament of a distinctive front apron in fiberglass. Flares were added to the fenders to accommodate 15×7 inch wheels. Furthermore the side and rear windows were were replaced by Plexiglas with aluminum frames.
Underneath, Shelby changed the pickup points on the suspension, added traction bars for the rear suspension and installed a new differential.
Inside, a new instrument cluster was added with a tachometer and oil pressure gauge. A large 4-point roll cage was installed with a 34 gallon fuel tank.

The Mustang's suspension was tweaked with the addition of Koni shock absorbers, while larger brakes and a beefier rear-end were also fitted. Shelby started with the 'High-Performance' or 'HiPo' version of the 4.7-litre V8, which produced 271 bhp in stock trim. It was fitted with a large, four-barrel Holley carburettor and produced 306 bhp in street legal trim. The 'R' competition cars used a blue-printed version of the familiar V8, which was good for between 340 - 360 bhp. It was mated to a sturdy Borg Warner T-10 four-speed gearbox.

Official Shelby American test-driver Ken Miles debuted the GT350 R on February 14th in 1965, fittingly at Green Valley Raceway in Texas. Placing second overall, Miles won the B Production class straight at the Shelby Mustang's first attempt. As it turned out, this was just the start of a hugely successful season, which ended with the GT350 as the championship winning car in five of the six SCCA divisions. Among the many famous racers scoring successes behind the wheel of the GT350 were the likes of Jerry Titus, Mark Donohue and Pedro Rodriguez.

1967 Sunbeam Tiger MkII

(credits to Mac10 for initial conversion)

The Sunbeam Tiger owes its existence to the foresight of two men, Ian Garrad and Carroll Shelby. Ian Garrad (the son of the then Rootes Competitions Manager) had long felt that there was an excellent market for a high performance Sunbeam sports car to supplement the capable Alpine.

Sir Jack Brabham was in on the 'ground floor' of the Alpine to Tiger concept. While that genesis remains wreathed in myths, according to Ian Garrad ...." Jack Brabham, Bruce McLaren, Ken Miles and others had just driven Alpines in the Endurance 3 Hours invitation race at the 'Times Grand Prix' Riverside meeting of October 1962, which also saw the debut of the 260 Cobra. Later that day Jack and I were 'bench-racing' when the possibility of stuffing a V8 into an Alpine was broached by Brabham". Whatever the absolute truth is Sir Jack Brabham's views moved forward the eventual development of the Sunbeam Tiger.

Although the Rootes Group Sunbeam Tiger is of course a British classic car, the idea of the Tiger was formed in the USA by Rootes American Motors Ltd who asked the now legendary Carroll Shelby of AC Cobra fame to build a prototype V8 sports car based on the Sunbeam Alpine. Shelby obliged by shoehorning a Ford 4261 cc V8 into the engine bay. It was no coincidence that it was the same V8 that was used in the Cobra, albeit in a milder state of tune. The result, which emerged in May 1963, was a fully engineered package. Much of Shelby's experience gained from the Cobra was applied to this project. The Alpine's firewall was modified, and the 260-cid Ford was mounted far rearward of where the old four cylinder lump sat to achieve near 50/50 weight distribution. The recirculating-ball steering was replaced with a rack-and-pinion unit. A Borg-Warner T-10 four speed was used, just like the Cobra, and funneled power to a modified Dana 44 rear axle.

The leaders of the Rootes Group had also hired Ken Miles to build a prototype V8 Alpine, just to be on the safe side. Miles, even though he was a recent Shelby American hire, was a talented fabricator and builder of many 'specials' such as his 'Flying Shingle' MG TC, and was still building cars at his own shop. Miles' solution to the V8 installation was far simpeler: he fitted the 260-cid Ford V8, backed by an automatic transmission in the Sunbeam with limited alterations. It is reported that this took him less than a week, and Rootes was billed under $800,- for his efforts.

Both prototypes were tested and evaluated in California, and the Shelby modified was shipped home to England for further testing. Shelby hoped to be offered the contract to produce the Tiger at his facility in America. However Rootes decided instead to contract the assembly work to Jensen at West Bromwich in England, and pay Shelby a royalty on every car produced.

Rather unfortunately, the Tiger was dubbed as the poor man's Cobra by the less impressed motoring buffs of the time. Initially the Tiger was only available in the USA and Britain had to wait until the summer of 1965 before anyone could actually take delivery of one. Minor changes followed later in 1965 which included improved hood storage and featured the body styling of the series V Alpine. Sunbeam aficionado's refer to models after these changes as the MK IA.

The Mk II version was introduced in December 1966. This car had a larger 4737cc V8 engine producing 200bhp. This new version was also fitted with an oil cooler and wider ratio gearbox and benefitted from improvements to the suspension. Externally a new "egg box" style front grille was the most notable change.

Shelby had further involvement by developing a factory catalog of high-performance parts, available through Sunbeam dealers and even Shelby. These were called LAT options, for "Los Angeles Tiger." Everything from traction bars to optional Cobra kits were available. With the right combination of LAT options the Tiger could indeed be made into an impressive performance car, and many owners did just that.

Sadly though, the life of the MK II was to be very short. Chrysler who had already invested in the Rootes Group took over the company in 1967 and production ended after only 536 MK II cars had been produced, of which only a few were for the British market.

1966 Toyota 3118

(credits to LucasM for initial conversion; modification by Dodge33)

Toyota's pre-production 2000 GTs were assembled in two groups: the 280 A/I and 280 A/II, some of which came with aluminium bodies and others with steel. The most significant difference between the 280 A/I and 280 A/II was the latter's repositioned A-pillars which had been moved 40mm further forward to free up additional cockpit space.

For their 1966 racing programme, Toyota plucked two of the aluminium-bodied 280 A/I's and set about enhancing them for competition use. Thereafter known as 311S, these cars were stripped down and painstakingly rebuilt from the ground up with a host of high performance upgrades. Assembly and preparation was handled by Toyota's in-house competition department, TOSCO (TOyota Sports COrner).

Chassis

The original Lotus-style backbone chassis was reinforced and drilled for lightness. Fully-independent double wishbone suspension was uprated with firmer springs and dampers plus thicker anti-roll bars at either end. The four-wheel disc brakes were also beefed up. New 15-inch magnesium wheels came with Goodyear Racing tyres. A bigger quick-fill fuel tank was installed.

Engine / Gearbox

Considerable attention was also paid to the engine and Toyota produced easily their most powerful motor yet. In standard trim, the 2000 GT's type 3M engine featured a cast-iron block and Yamaha-designed aluminium DOHC head. Peak output was 150bhp at 6600rpm and it displaced 1988cc thanks to a 75mm bore and stroke.

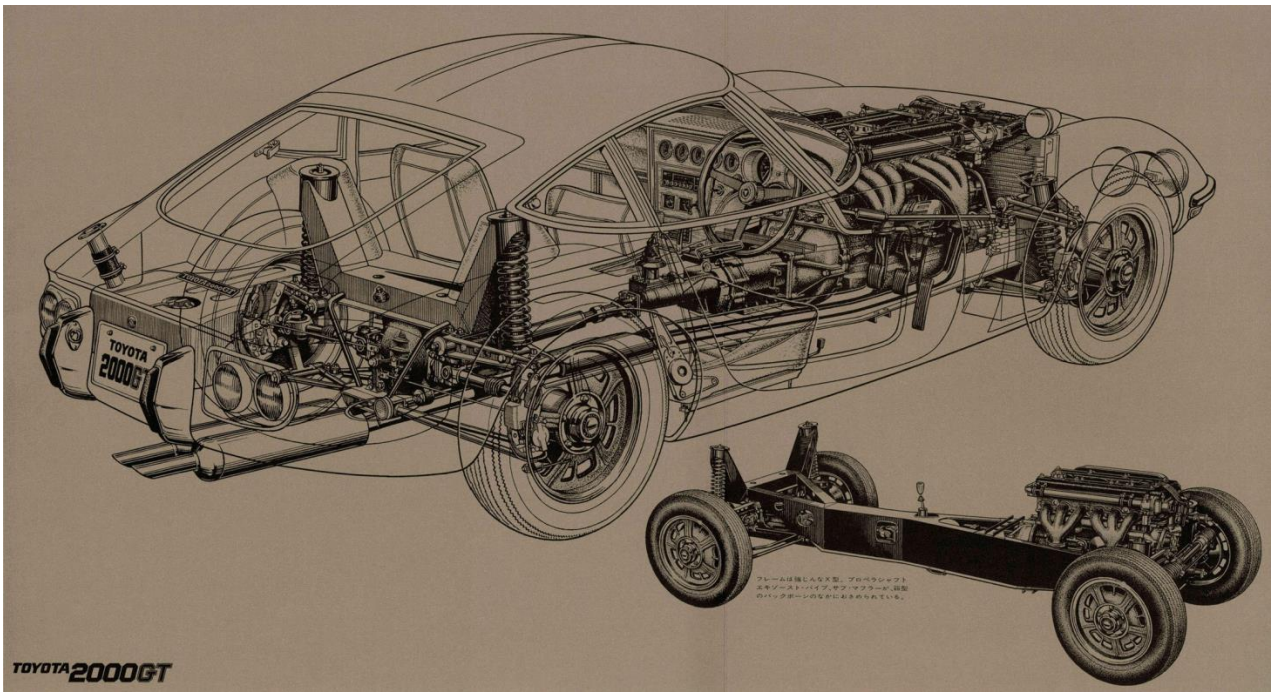
Few technical details for the 311 S variant were ever published, however, the original Mikuni-Solex 40 PHH carburettors were replaced with Weber 45 DCOE items and a free-flow exhaust system was installed. As output jumped to 217bhp at 7200rpm, it seems likely the conservative 8.4:1 compression ratio of the original car was increased. A five-speed gearbox and limited-slip differential was imported from the soon-to-be production model.

Bodywork
Although the Group 6 Prototype regulations offered relatively little restriction in terms of bodywork, Toyota wanted to capitalise on any motor sport success achieved with the 311 S and therefore deviated little from the original 2000 GT design.

Particular attention was paid to cooling and airflow. The nose was given a reshaped primary intake, a large scoop above the left-hand headlight and a wide extractor vent on the bonnet. Additional vents were added down each sail panel and behind the rear wheels.
As both retractable headlight pods were deleted, the driver relied solely on the distinctive inboard lights mounted behind Plexiglas covers. The rest of the lighting was also simplified with single circular lenses at the back and the elaborate sidelights junked. Gone too were the bumpers and even the door handles. All four fenders were cut away to accommodate wider wheels and tyres. The engine service hatches were discarded. The external filler cap was mounted on the right-hand rear fender. A pantograph windscreen wiper was trialled, but was soon abandoned in favour of a single arm arrangement.

Weight / Performance
All told, the two 311 S constructed weighed 836kg and 840kg. This was over 200kg lighter than the 280 A / I and ensured the new competition variant had a power-to-weight ratio approaching 260bhp per ton. Toyota quoted a top speed of 172mph. 0-62mph most likely took around five seconds.

Toyota entered the 2000GT in competition at home, coming third in the 1966 Japanese Grand Prix at Fuji. The 2000GT took its first win in the inaugural Suzuka 1000 Kilometres in 1966, and went on to win the 24 Hours of Fuji and the Fuji 1000 Kilometres in 1967. In addition, the car set thirteen FIA world records for speed and endurance in a 72-hour test at the Yatabe High Speed Test Track in 1966. Unfortunately, the record car was destroyed in a pace car accident and eventually scrapped. These records shortly prompted Porsche to prepare a 911R especially to beat this record.



1963 TVR Griffith 200

(credits: pctm_00 for 3d Model)

Jack Griffith had a long-term passion for sports cars and racing, perhaps fueled by his 1947 purchase of a new MG TC. At one point a Jaguar franchise was added to Griffith's dealership lineup, and when Carroll Shelby announced the Cobra in 1962, White-Griffith Ford was one of the car's early retailers. Jack even campaigned a factory-prepared 289 Cobra in SCCA competition, but soon realized a career as a racing driver was not in the cards.

Through the SCCA, Griffith met Dick Monnich, a distributor for the low-volume British sports car brand TVR. In the fiberglass-bodied TVR Grantura III, Griffith saw potential, but not enough power. Borrowing a page from Carroll Shelby's own playbook, Griffith and Monnich shoehorned a Ford 289 V8 into the TVR, with the help of a dealership mechanic and some design work from a young New Jersey engineer named Mark Donohue, who also served as a (brave) test driver.

Jack Griffith came up with the idea for the car in 1964, and secured rights to market the cars in the US. Griffith ran a car repair workshop in the US for patrons such as Gerry Sagerman and Mark Donohue who had both driven a TVR Grantura at Sebring International Raceway in 1962. The concept for the Griffith Series 200 originated during a dinner with Carroll Shelby, where Griffith declared he could build a car that could outperform an AC Cobra. Griffith's words to Carroll Shelby came true in 1965, where Tom Lynch in a Griffith 200 beat Shelby's factory racing Cobras with Ken Miles and Dave Mcdonald at the wheel for about eight laps until a C Production car ended up in the gravel and covered the Goleta race track with rocks, being in first place the Griffith 200 hit the rocks and blew the left rear tire resulting in a DNF!

Unfortunately, the Griffiths – which were known to be a rather scary drive for the uninitiated – also became known for overheating issues, undercharging electrical systems, failing rear axles and leaking gas tanks. This on top of the fact that Griffith bodies were mounted to the chassis with strips of fiberglass.

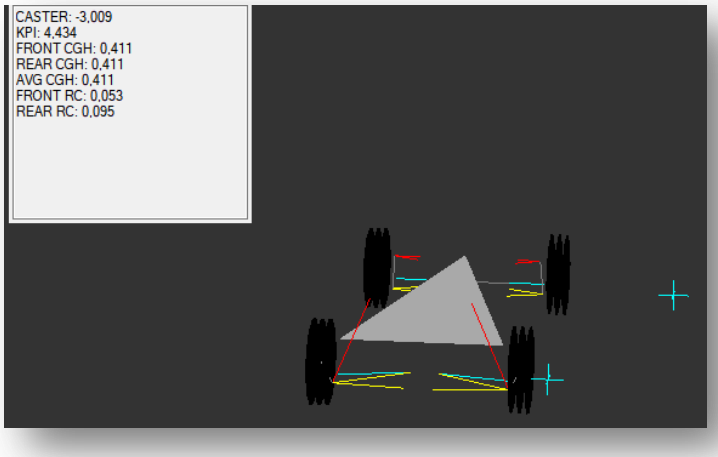
Installation Notes on TVR Griffith 200

You need to download and install the original TVR mod by pctm_00 from Overtake.gg here: https://www.overtake.gg/downloads/tvr-griffith-200.25994/

This mod refers to the original mod location for the 3d model files. (nothing gets overwritten).

Collecting data...

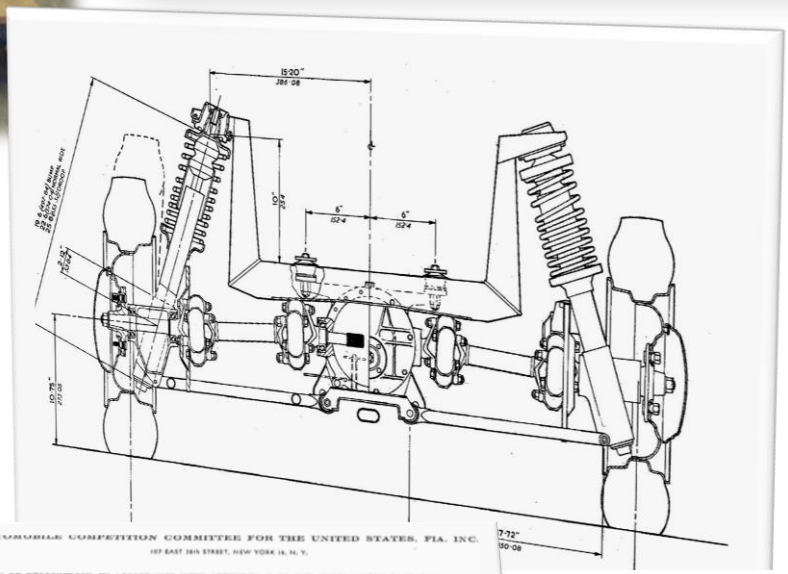
CASTER: -3,009
KPI: 4,434
FRONT CGH: 0,411
REAR CGH: 0,411
AVG CGH: 0,411
FRONT RC: 0,053
REAR RC: 0,095



Suspension

The suspension should be set at the running ground clearance of 5"
Camber front 1 degree negative
rear 2 degrees negative
Toe-in front 1/8" total
rear 3/8" total
Dampers front 18 clicks from soft
rear non adjustable
Tyre pressure front 32 lbs./sq. in cold
rear 32 lbs./sq. in cold

Castor front 3 degrees



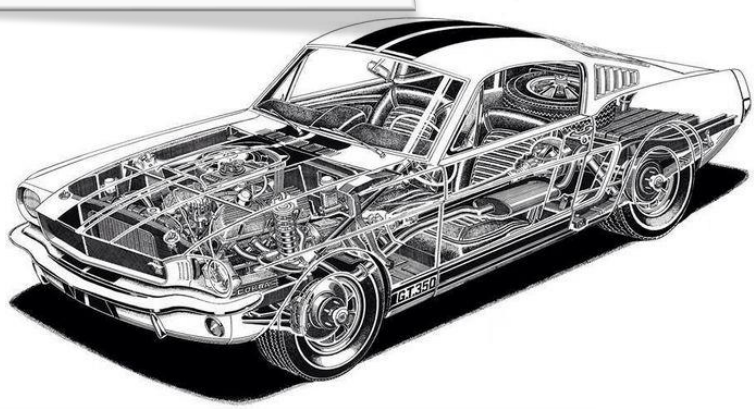
AUTOMOBILE COMPETITION COMMITTEE FOR THE UNITED STATES, INC.
107 EAST 38th STREET, NEW YORK 16, N. Y.

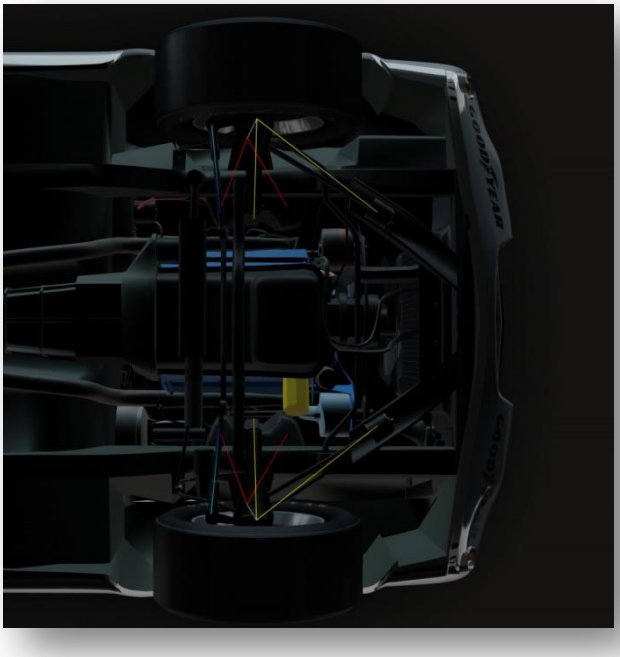
FORM OF RECOGNITION IN ACCORDANCE WITH APPENDIX J TO THE INTERNATIONAL SPORTING CODE

Manufacturer's Reference No. for application 2004 FIA Recognition No. 107/71

Manufacturer Shelby American, Inc.

Model Mustang GT 350 Year of manufacture 1965





Changelog v1.2

Most cars have updated ext_config.ini files by ValentinK, with updated (interior) lights and working milage counters. New AI files were made by Parilla. Loadindex of all tires is re-calculated.

1964 Abarth Simca 2000GT (NEW)

- 3d model by: dc888 updated by Lucas Macedo
- SFX by GADU

1967 Alfa Romeo 33 Corsa

- Physics: Adjusted front steering rack, adjusted rear tie rods.

1965 Alfa Romeo Giulia TZ2 (NEW)

- 3d Model Conversion: GADU Boyz
- SFX by GADU

1963 Chevrolet Corvette SCCA (NEW)

- Conversion by SmallBlock Hero updated by Steve Stirpe, EASY, Aleroy
- SFX update by Felix789

1967 Chevrolet Corvette 327

- Rebuilt rear suspension geometry, adjusted front steering rack.
- SFX update by Felix789

1961 Ferrari 250 GT SWB (NEW)

- Conversion by Big FAT Luke
- Koldo83: skins and external AO
- Rodger Davies: historic data.
- Arturi: Interior improvements and other visual updates
- Flyingsaucer: wiper animation and rainfx
- Mascot: improved shifting animation
- StoffelWaffle: Count Volpi livery
- TimLotus: headlight changes.
- Updated by Team AC Legends
- SFX update by Felix789

1965 Ferrari 275 GTB Competizione (NEW)

- 3d Model conversion by Velo, updated by Team AC Legends. Skins by Tim L.
- SFX by Felix789

1964 Austin Healey 3000 Lightweight

- Physics: Adjusted front steering rack, adjusted rear linkage, corrected fuel tank size and included overdrive.
- SFX update by Felix789

1962 Jaguar E-type Le Mans & 1963 E-type Lightweight

- Rebuilt rear suspension, adjusted front steering rack
- SFX update by Felix789

1967 Lotus Elan 26R

- SFX update by Felix789

1955 Mercedes 300SL (R)

- Physics: Updated Dynocurve based on historic Mercedes 300 SLR data, increased car mass, adjusted inertia, adjusted front steering rack.
- SFX update by Felix789

1964 Porsche 904/6

- Physics: added weight, adjusted front track, adjusted aero.
- SFX update by Felix789

1967 Porsche 911 SWB (NEW)

- Replacement of the G-body R-gruppe model by Short Wheelbase model.
- Physics: new 2.0 engine (replacing the 2.4 S/T). lowered CoG, reduced suspension travel.
- SFX update by Felix789

1966 Shelby Mustang GT350R

- Physics: Adjusted front steering rack, rebuilt rear suspension geometry
- SFX update by Felix789

1965 Shelby Cobra 289 Competition & 1963 Cobra Hardtop

- SFX update by Felix789

1966 TVR Griffith 200 (NEW)

- Original 3d Model by pctm_00, skins by Andy-R
- Physics adjustments by team AC Legends to match GTC60 pack.
- SFX update by Felix789

Changelog v1.2.1 Hotfix

1964 Abarth Simca 2000GT

- Fixed 3d Driver animations
- Updated AI
- Visual fixes: F6 cameras, flames, CSP config

1967 Alfa Romeo 33 Corsa

- CSP config update, fixed duplicate low beam commands

1965 Alfa Romeo Giulia TZ2

- Repacked by GADU, download from his Patreon

1963 Chevrolet Corvette SCCA

- Updated visuals
- Added pop-up headlights

1967 Chevrolet Corvette 327

- Updated Visuals: corrected lights, exhaust flames, CSP config update

1961 Ferrari 250 GT SWB (NEW)

- Updated Visuals: corrected blinkers, exhaust flames, CSP config update

1965 Ferrari 275 GTB Competizione (NEW)

- Updated main kn5, updated interior

1955 Mercedes 300SL (R)

- Updated Visuals: lights, CSP config update

1964 Porsche 904/6

- Fixed brake calipers protruding through wheels

1967 Porsche 911 SWB (NEW)

- Fixed bumpercam, F6 cameras
- Added numberplate normal
- Updated Visuals: lights, flames, CSP config update

1965 Shelby Cobra 289 Competition & 1963 Cobra Hardtop

- Corrected SFX errors (No sound in game)

Changelog v1.3

Physics:
In general - Corrected suspension packer ranges for all cars, fully utilizing available suspension travel, improving both mechanical grip and feedback on vehicle dynamics.
Adjusted baseline setups accordingly.

1964 Abarth Simca 2000GT

- Physics: rebuild suspension geometry, corrected anti-dive & squat.
- Physics: corrected tyre load sensitivity
- Physics: Corrected overlapping parameters in setup window

1963 Alfa Romeo Giulia TZ (NEW)

- 3d Model by BrianB
- Skins by Pasta, Andy-R, CodyS1998

1965 Alfa Romeo Giulia TZ2

- Fixed odometers
- Fixed headlights
- Optimized kn5
- Repacked by GADU, download from his Patreon

1964 Austin Healey 3000 Lightweight

- CSP: adjusted headlight cone & exhaust flame configuration
- Physics: reworked rear geometry, corrected optimal brake temps, corrected aero.

1965 Bizzarrini GT5300 Corsa

- CSP: adjusted headlight cone, front position lights, and exhaust flames
- Updated SFX by Felix789

1967 Chevrolet Corvette 327

- Skins now incorporated the flip open lights
- CSP: Added Exhaust Header Glow
- Updated SFX by Felix789

1962 Ferrari 250 GTO

- CSP: adjusted headlight cone & exhaust flames; new instrument backlighting

1964 Ferrari 250 GTO – S2

- CSP: adjusted headlight cone & exhaust flame

1965 Ferrari 275 GTB Competizione

- Physics: Reworked suspension geometry, reduced weight, adjusted ground collider

1965 Ginetta G10 (NEW)

- 3d Model conversion by LucasM and Dodge33
- Skins by Pasta and Dodge33
- CSP config by ValentinK
- sfx by Felix789

1963 E-type Lightweight

- CSP: adjusted headlight cone & exhaust flame configuration, fixed rear cateye reflector

1967 Lotus Elan 26R

- CSP: adjusted headlight cone; data/flames.ini scaling adjustment
- Physics:, increased spring rates, added rear anti rollbar, increased diff range
- Physics: adjusted pickup points, altered roll centers, improved anti dive/squat

1955 Mercedes 300SL (R)

- Model: Minor texture updates to kn5 undertray
- CSP: Adjusted headlight cones

1964 Porsche 904/4 GTS

- CSP: Updated lights.ini & extension, updated cameras
- Minor physics tweaks on brakes

1964 Porsche 904/6

- CSP: Adjusted headlight cones

1967 Porsche 911 SWB

- 3d Model: improved mapping, fixed LoD issues, new 3d dashboard
- Physics: Corrected overlapping parameters in setup window, adjusted suspension travel
- Physics: Adjusted rear CoG, increased braking force, adjusted front scrub radius.
- NEW sfx by Felix789

1966 Shelby Mustang GT350R

- NEW sfx by Felix789

1965 Shelby Cobra 289 Competition

- Physics: adjusted suspension travel

1967 Sunbeam Tiger MkII (NEW)

- 3d Model conversion by Mac10
- Skins by Mac10
- Sfx by Felix789

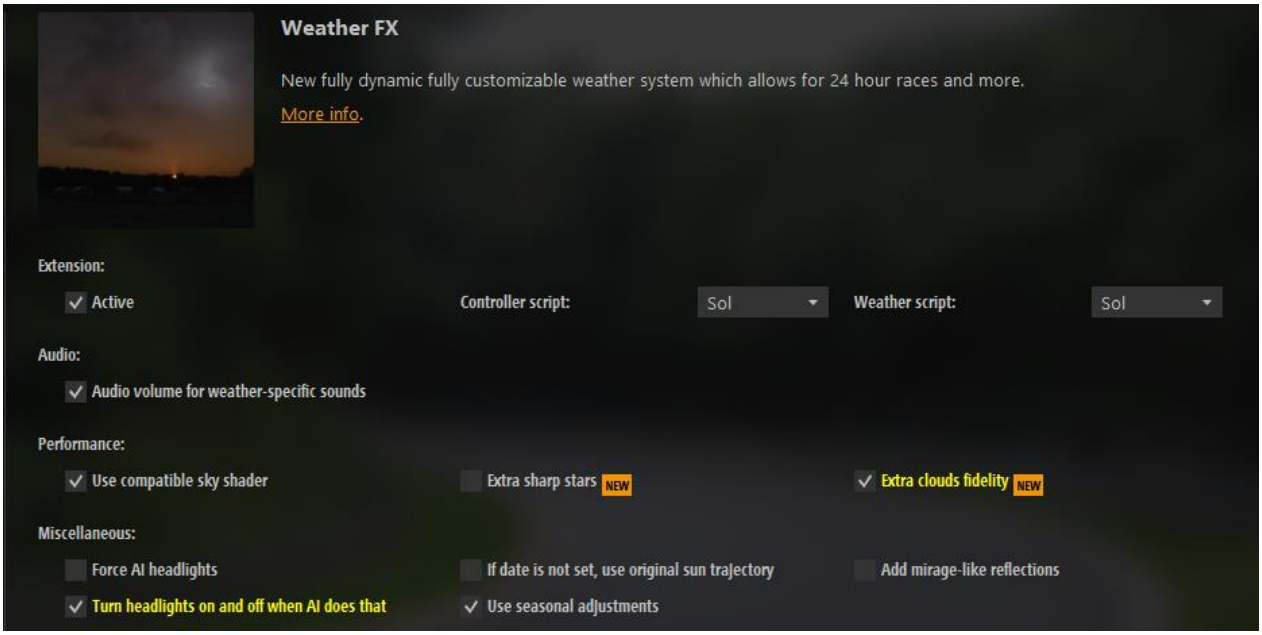
1966 Toyota 311S (NEW)

- 3d Model conversion by LucasM and Dodge33
- Skins by Pasta
- sfx by Felix789

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/

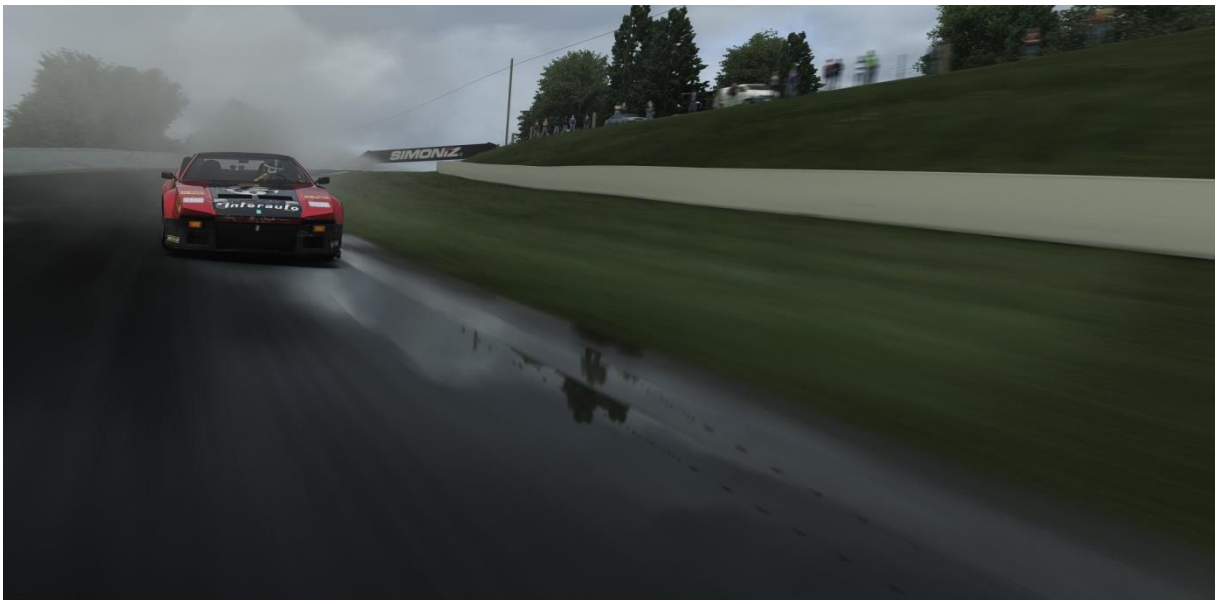


With this you can enable 'basic' rain settings wich look in car like this:

In game: CSP 0.1.60 with Sol 1.6.2

To have the most immersive wet race experience, you need to activate RainFX in CSP. To enable, first you'll need to become a patreon of x4fab: https://www.patreon.com/x4fab

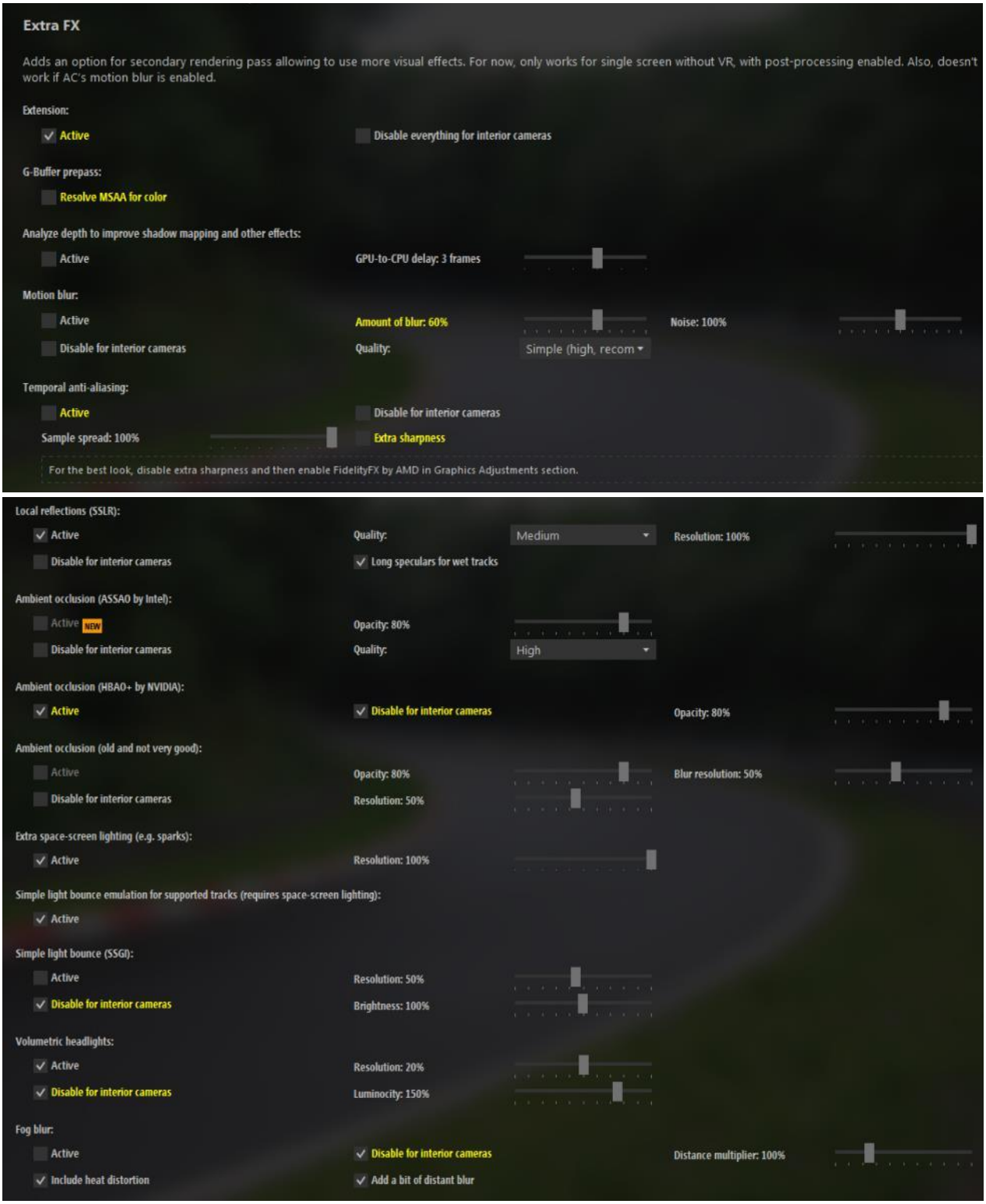
CSP patreon version + RainFX + Sol:



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! (disable for VR)



Recommended Force Feedback Settings

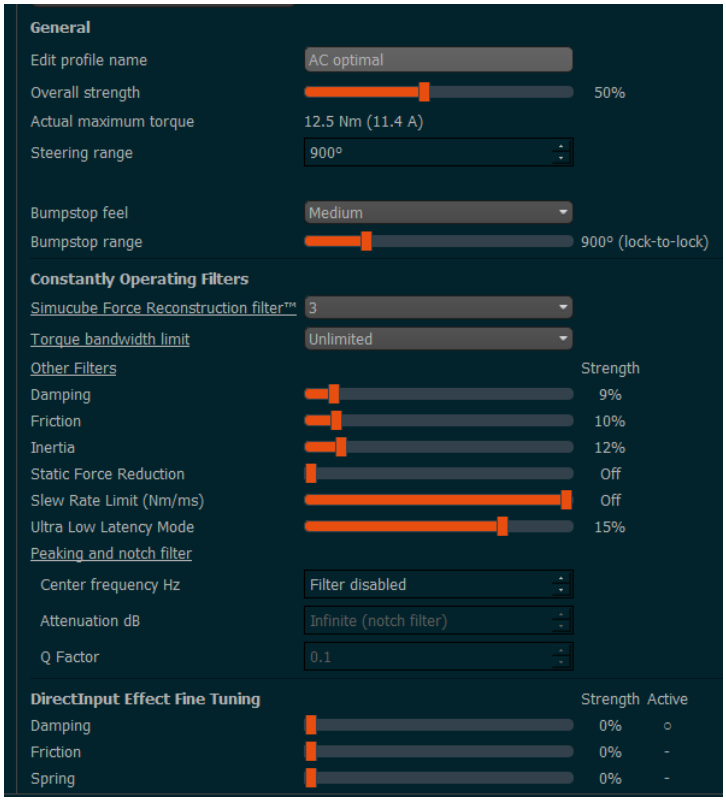
We know that force feedback is a matter of personal taste, but decide to include some personal settings. Thus giving you at least the option to have a baseline in accordance with the feel/ feedback as intented.

Below are some settings for both TM T300 and SC2:

Thrustmaster T300:

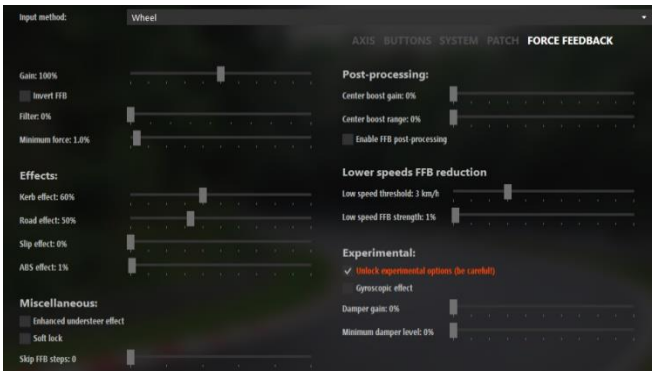
Windows 85% Overall Force (to keep linear force behavior)

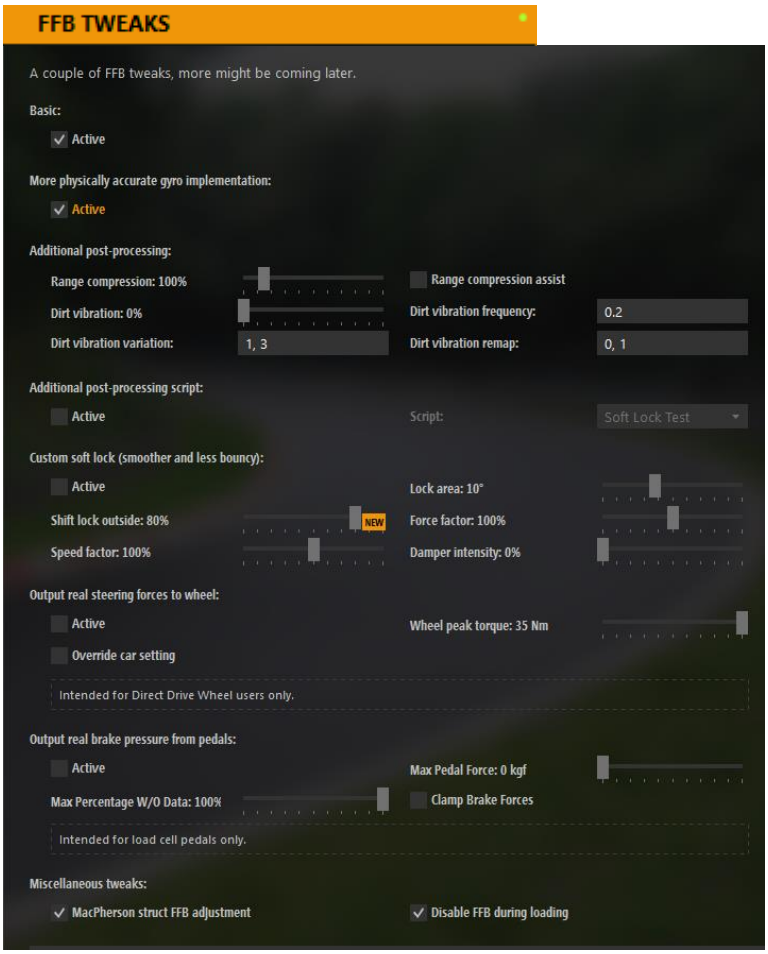
Simucube 2 Pro:



In game I use **100% ffb gain,** mostly for physics editing/ preventing clipping of the game engine and creating the highest amount of dynamic range and fidelity in the signal. Hence I lower the wheel 'overall strength/ amperage".

Positive side effect: your wrist are saved in case of a crash/ AI bump.





AC/ Content Manager → FFB Tweak →Enable Gyroscopic Effects

- Enable more physically accurate gyro
- Enable MacPherson strutFFB adjustment

AC Basic FFB settings:

- Minimum force at 1% adds a tiny bit of 'compression' for the lowest forces, meaning you don't have to amp up the wheel to glacier melting Amperages.
- CM → CSP (Custom Shaders Patch) → FFB Tweaks → Active & Enable 'More physically accurate gyro implementation' ! → Traction Loss, under/oversteer are way more pronounced
- **Effects:** I prefer to add some road / kerb effect with DD, for more fidelity.

WSC60's Season Tracks

Daytona 60's (paid) https://f3classictracks.sellfy.store/p/60s-florida/ (paid)
Sebring 66 https://www.racedepartment.com/downloads/sebring-1966.53663/
Monza 1000km https://www.racedepartment.com/downloads/monza-66-1000km-layout.62864/
Targa Florio https://www.racedepartment.com/downloads/targa-florio-73-alpha.23298/updates
https://www.patreon.com/abulzz
Spa 66 https://mega.nz/file/UBcywTjY#7bHjTSptX1R016Y8y8za_9p5UAlOfcp01B2XMtInosw
Nordschleife_ 67 https://www.racedepartment.com/downloads/nurburgring-1967.28207/
Le Mans 67 https://www.gtplanet.net/forum/threads/assetto-corsa-pc-mods-general-discussion.307899/post-13994953
Silverstone 67 OSRW 36 pitbox update add on for stock Kunos track and faster AI by Parrilla
Imola pre '73 https://www.mediafire.com/file/saaemds16owfpb9/imola_pre_73.7z/file
Hockenheim 60's https://f3classictracks.sellfy.store/p/fqkn/
Bremgarten 50's https://www.racedepartment.com/downloads/bremgarten-1950s.43576/
Zeltweg 74-77 https://www.mediafire.com/file/amt1ninbcbhdcfg/Spielberg74and77_v2.5_by_ZWISS.rar/file
Zandvoort 67 (paid) https://www.f3classictracks.com/sandevoerde
Stardust 60's (paid) https://f3classictracks.sellfy.store/p/60s-stardust-for-assetto-corsa/

Other Historic tracks:

60's America Pack https://f3classictracks.sellfy.store/p/america-pack-1-greenwood-marlboro-vaca-valley/
60's Prinzen Park https://www.racedepartment.com/downloads/60s-prinzen-park.65329/
Battenberg Ring https://www.racedepartment.com/downloads/battenbergring.51838/
Bremgarten https://www.racedepartment.com/downloads/bremgarten-1950s.43576/
Bryar Motorsport Park https://www.racedepartment.com/downloads/bryar-motorsport-park.50320/
Cadours (paid) https://f3classictracks.sellfy.store/p/french-club-pack/
Dessauer Rennstrecke 1956 https://www.racedepartment.com/downloads/dessauer-rennstrecke-1956.62072/
Deutschland Ring https://www.racedepartment.com/downloads/deutschlandring.25977/
Dijon-Prenois '79 https://www.racedepartment.com/downloads/dijon-prenois-1979.62153/
Djursland https://sellfy.com/p/U5AG/
Donington 1938 https://www.racedepartment.com/downloads/donington-park-grand-prix-circuit-1938.17313/
Bridgehampton https://www.racedepartment.com/downloads/bridgehampton-race-circuit.6604/
Bugatti Le Mans https://www.racedepartment.com/downloads/bugatti-circuit-1967.57045/
Charade 65 https://www.racedepartment.com/downloads/circuit-de-charade-clermont-ferrand-1965.61917/
Crystal Palace https://www.racedepartment.com/downloads/crystal-palace-1969.63976/
East London 1965 https://www.racedepartment.com/downloads/prince-george-circuit-1965.61928/
Feldbergring https://www.racedepartment.com/downloads/feldbergring.21195/
Fonteny https://www.racedepartment.com/downloads/fonteny.30137/
Fuji Speedway 68 https://www.racedepartment.com/downloads/fuji-speedway-1968-williamtriker-overhaul-and-fixing.61887/
Goodwood LIDAR: https://www.racedepartment.com/threads/goodwood-circuit.141009/
Goodwood texture updates: https://mega.nz/file/sFNSHAAR#T7acvw2g7C_58qWiTBwu6rL5Z6NFFuweIhT31wjfAks
Halle Saale Schleife https://www.racedepartment.com/downloads/halle-saale-schleife-1967.62074/
Hernad Valley https://www.racedepartment.com/downloads/hernad-valley.47320/
Interlagos 75 https://sharemods.com/ncsfumg1hb1g/interlagos_1975_updated.7z.html
Kansas 63/ Lake Garnett GP https://www.racedepartment.com/downloads/lake-garnett-gp-1963.46925/
Keimola https://www.racedepartment.com/downloads/keimola.49563/
Kyalami_67 https://www.mediafire.com/file/3qb9lbq6ytzekja/kyalami_1967.zip
Laguna Seca 60s https://www.racedepartment.com/downloads/laguna-seca-60s.61923/
Longford_1967 https://www.racedepartment.com/threads/longford-1967.90233/
Leipzig Stadpark Rennen (2021 update) http://www.mediafire.com/file/47fyyoo14kwcg2x/leipzig_stadtpark_v0.4.7z
Meadowdale Int. https://www.racedepartment.com/downloads/meadowdale-raceways.35502/
Mexico 67 https://www.overtake.gg/downloads/mexico-gran-premio-1967-redux.66405/
Monaco_66 https://www.overtake.gg/downloads/monaco-1966-complete-texture-update.69604/
Mosport 60's skin https://www.overtake.gg/downloads/mosport-2023-60s-reskin-grid-layout.72272/
Montjuich 75 http://www.mediafire.com/file/yb0j22wb2h06nnl/Montjuich+1975+v1.01+by+Rainmaker.7z
Mont Tremblant 69 https://www.racedepartment.com/downloads/le-circuit-mt-tremblant-1969-st-jovite.50949/
Nivelles-Baulers74 https://www.overtake.gg/downloads/nivelles-baulers-1974.70150/
Norisring 60's https://f3classictracks.sellfy.store/p/norisring-for-ac/
Oulton Vintage https://mega.nz/file/X91Q3QwR#aNrVq9u63Qh-Nc9SS-Ltpu4MKuInfuKT0pwySqUEEkI
Paramount Ranch https://www.racedepartment.com/downloads/paramount-ranch-raceway.63066/
Pukekohe 60's (paid) https://f3classictracks.sellfy.store/p/60s-puke/
Riverside https://www.racedepartment.com/downloads/riverside-international-raceway.9492/
Reims 30's (paid) https://f3classictracks.sellfy.store/p/reims-golden-age/
Roskilde https://sellfy.com/p/uor1be/
Rostock Osthafen kurs (2021 update) https://www.mediafire.com/file/oy0okelm8s20kdk/rostock_osthafenkurs__gtr2_leBluem.7z/
Rouen 60's (paid) https://f3classictracks.sellfy.store/p/rouen-for-assetto-corsa/

Other Historic tracks – Continued

Roy Hesketh 65	https://www.racedepartment.com/downloads/roy-hesketh-1965.54597/
Silkeborg	https://sellfy.com/p/NvLJ/
Silvercity	https://www.racedepartment.com/downloads/silver-city-1966.59523/
Salzburg Ring 70's skin	https://www.overtake.gg/downloads/salzburgring-1970s-skin-csp-required.73297/
Solitude 1964	https://www.racedepartment.com/downloads/solitude-1964.61942/
Schottenring	https://www.overtake.gg/downloads/schottenring-1967.73989/
Sudschleife	https://f3classictracks.sellfy.store/p/Kddf/
Suzuka 60's	https://f3classictracks.sellfy.store/p/60s-suzuka/
Thomson Road	https://www.racedepartment.com/downloads/thomson-road-grand-prix.13694/
Tulln-Langenlebarn 1968	https://www.overtake.gg/downloads/tulln-langenlebarn-1968.73948/
Uruguay 60's Track Pack	https://f3classictracks.sellfy.store/p/uruguay-track-pack/
Vake-Saburtalo	https://www.overtake.gg/downloads/vake-saburtalo-1960s-city-track.73975/
Watkins Glen 67	https://f3classictracks.sellfy.store/p/watkins-glen-for-assetto-corsa/
Westwood 60's	https://f3classictracks.sellfy.store/p/60s-westwood/
Zeltweg 66	https://www.overtake.gg/downloads/zeltweg-1966.67840/
Zolder 1967	https://www.racedepartment.com/downloads/zolder-1967.62156/

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

Auverhat/ Modern Charade https://www.racedepartment.com/downloads/auverhat-by-pixsim.51347/
Croft 2019: https://www.racedepartment.com/downloads/croft-2019.62957/
Bannochbrae http://www.mediafire.com/file/95vwpk28poctrpt/rt_bannochbrae_1.3.7z/file
Daytona: https://www.mediafire.com/file/iidtvsadeno9h3o/rt_daytona_v1.3.7z/file
Dijon 2016: https://sharemods.com/oyvdcldyzyy3/dijon-prenois2016.7z.html
Donington https://www.racedepartment.com/downloads/donington-park.3031/
Gentrack: https://sharemods.com/anwl6a9popf5/gentrack1.7z.html
Grobnik: https://sharemods.com/awwccrtx7uii/grobnik.7z.html
Horsma Raceway https://www.racedepartment.com/downloads/horsma-raceway.27713/
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/
Le Mans 1982 https://www.racedepartment.com/downloads/le-mans-1982.52192/
Limerock Park https://www.mediafire.com/file/8pnw5ceo5cx7y09/rt_lime_rock_park.7z/file
Mont Tremblant https://www.mediafire.com/file/imj91fix98t79x4/rt_mont_tremblant.7z/file
Mid Ohio http://www.mediafire.com/file/ayi9vr85jz6gko2/zw_midohio_v2.0_by_ZWISS.rar/file
Misty Loch https://www.mediafire.com/file/m4g2kfrjyhtm620/rt_misty_loch.7z/
Mosport Park https://www.racedepartment.com/downloads/mosport-2021-ctmp.24486/
New Jersey https://www.racedepartment.com/threads/new-jersey-motorsports-park-lightning.132641/
Oulton Island No chicane GP http://www.mediafire.com/file/5ywk5d6dk4j44o5/Oulton+Park+Reboot+Version+1.3.2.rar
Pacific Raceways https://www.mediafire.com/file/urhu1j3hfz4h4vr/rj_pacific.7z/file
Road Atlanta https://www.racedepartment.com/downloads/road-atlanta-2022.44533/
Road America https://www.racedepartment.com/downloads/road-america.32732/
Road America 60's Can Am skin: https://www.racedepartment.com/downloads/60s-can-am-road-america-skin.52309/
Sachsenring https://www.racedepartment.com/downloads/sachsenring.41511/
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
Thruxton https://www.racedepartment.com/downloads/thruxton.6192/
Tsukuba DDM 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/
Willow Springs DDM https://sharemods.com/pwkekeshlexq/ddm_gts_willow_springs.rar.html
Zwartkops Raceway https://www.racedepartment.com/downloads/zwartkops-raceway.52403/

Other historic car & track mods:

Miscellaneous

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

Vintage Simracing Leagues (English spoken)

- THR - THRacing: https://thracing.de/ Discord: https://discord.me/thracing
- RAC Retro Auto Club https://discord.gg/qWfnyYZu
- 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/

RETRO AUTO CLUB

2OLD4FORZA

HISTORIC SIM STUDIOS

SIMRACINGONLINE
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