Assetto Corsa 60's Touring Car Legends

version 2.0 2026-11-27





Index

3. Introduction & Credits

Car History

5. Abarth 595 'Radiale'
6. Alfa Romeo Giulia Sprint GTA
8. Austin Healey Sprite SCCA
9. Austin Mini Cooper 1275
11. BMW 1600 ti
12. Ford Anglia 'Broadspeed'
13. Ford Galaxie 500 'Lightweight'
15. Ford Mustang 289
16. Hillman Imp
17. IKA Torino 380W
19. Jaguar Mk. II 'Lightweight'
20. Lotus Cortina MkI
22. MG MG-A SCCA
23. MG MG-B GT
24. Porsche 356-A Speedster SCCA
25. Prince Skyline GT2000
26. Volvo P1800

24. Recommended Settings

27. Force Feedback: Thrustmaster T300
28. Force Feedback: Simucube2 Pro
29. Content Manager &CSP GFX Settings

32. Preview WSC 69 Pack *(upcoming release)*

35. Track Recommendations & Downloads

About this Mod:

This mod is a tribute to the 60's era of Touring Car Racing. A decade that brought us some of the the finest racing ever!

Many of the models in this mod were floating around the web for years. Our goal was to bring them up to current AC standards using the latest features of CM/ CSP. The models used are a variety of 3D build from scratch, conversions and updates. A lot of work has gone into them by several different authors and, as such, might have small inconsistencies, imperfections and differences between them. The pack as a whole is designed with on- and offline racing in mind, thus balancing details vs performance.

For many cars we reproduced the suspension geometry from the original factory blueprints / workshop manuals. We tried to reproduce the vehicle dynamics of the era. so you do need to balance the cars and be gently with your weight transfers, else you will be fighting inertia big time. Despite the big difference between the cars you can actually race them very closely, depending on tracktype, the (dis)advantages per car will be magnified. Enjoy the battle!

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

V 2.0 Credits:

- **3d Models:**
  - Built from scratch: Sergio Loro & Mad Agus (Ika Torino), Pessio (Mini), Velo & Tim Leighton (Ford Galaxie)
  - Conversions & Enhancements:
    DrDoomslab, Bonkers Designs (Jaguar), GØD (Ford Anglia), Velo (Healey SSCA), Marguek42 (Volvo P1800), SmallBlock Hero (Ford Mustang, Lotus Cortina), Velo, Rex T (MG-A, MG-B)
  - Updated 3d colliders: ValentinK, Syriker
- **Historic Research:** Dodge33, ValentinK, Bazza
- **Physics & AI:** Bazza
- **Sounds:** stock Kunos, Pessio, Felix789 and various unknown sources.
- **Extension Config & QC:** ValentinK, Shock
- **Skins:**
  Pasta, Ben Nash, FatCat123, Sengue, Mad Agus, carmar, Highbank, Abookofcolors02, Andy-R, AssettoAus, Bonkers, BDA, CodyS1998, DrDoomslab, GØD, GreenMachine13, Pessio, mrzenigma, Ned, Paintboxer, salasnet , SBH, silent_gxg, TheSourceOfTheNile, trc_75, Tim Leighton, Velo. (sorry if I forgot someone)
- Testers: ValentinK, Adamike99, dray, HappyKojot.

Special Thanks :

- Thanks to all the modders involved for giving us permission to use their work in this carpack!
- Special thanks to vintage simracing fans / youtubers: Jake from GPLaps, Mike from Simracing604 , Jimmie Broadbent , THRacing and HistoricSimRacing
- You might also want to check out Simrace Fantasy to experience the lost art of simracing cinematics!

Installation Notes:

- Alfa GTA: You need to have the stock Kunos version installed.

Known Issues:

- Mini Traveller: Lucas Electronics wasn't on time to deliver the updated headlight units, so for now you better be home before the Prince of Darkness gets the best of you.
- Hillman Imp: LoD popping causing rearlights to blink
- MG-B: Interior pops when switching LoD's (only noticeable on TV cams)
- Porsche 356: Some testers reported the windscreen to blur when racing in rain, this seems to be CSP version related, as we cannot seem to reproduce it.

Where to find us:

- We're based at the Retro Auto Club Discord with many other vintage simracing fans.
- Visit our lab at: RAC Discord
- Discord: THR Discord THR Racing; Vintage AC league
- Discord: Pasta's Livery Studio Discord for your finest historic skins
- Discord: GPLaps Discord GP Laps community, with a dedicated AC channel

May the downforce be with you!

Team TC Legends

Click 'Donate' if you'd like to support our work:

Abarth 595 'Radiale' (credits: 3d Model by Kunos, updated bySergio Loro, skins by Ben Nash, Sengue, salasnet, Ned)



The Abarth Fiat 595, launched in the early 1960s, is one of the most iconic cars to emerge from Abarth's collaboration with Fiat. Based on the Fiat 500, this compact, sporty version received a performance makeover from Abarth that transformed it into a lively city car with a racing spirit. Carlo Abarth's vision was to take Fiat's small, economical cars and enhance them with greater speed, handling, and personality, and the 595 became the embodiment of this philosophy.

The 595 was powered by a modified version of the Fiat 500's air-cooled, two-cylinder engine. Originally just 479 cc, Abarth bored it out to 595 cc and made various tuning adjustments, increasing its power output from the Fiat's modest 13 horsepower to around 27 horsepower. This boost might seem small, but it had a significant impact on the car's performance given its very light weight. The Abarth-tuned 595 could achieve a top speed of around 70 mph (110 km/h), which was impressive for such a tiny car. Its responsive handling and lively acceleration quickly made it popular on the streets and racetracks of Italy, capturing the attention of both city drivers and enthusiasts.

Abarth also gave the 595 unique styling touches, with distinctive badges and the iconic scorpion logo. Many 595 models featured Abarth's signature aesthetic upgrades, like sportier wheels, flared wheel arches, and a lowered suspension, giving the little car a more aggressive stance. Inside, it retained the simplicity of the Fiat 500 but often featured sportier seats and a racing-inspired steering wheel.

Note: For BoP reasons, we needed to spice things further up and fitted the 595SS body with the 1000cc 210G "Radiale" engine. The Radiale engine head consisted in an hemispherical combustion chamber that improved the fuel mix and combustion efficiency; this allowed to overcome the 100 hp/liter.

Alfa Romeo Giulia Sprint GTA

(credits: 3d Model by Kunos, skins by Pasta & RD Community)



On June 2nd, 1965 the Automobile Club d'Italia homologated the Alfa Romeo Giulia Sprint GTA for touring car racing. One of the very first homologation specials, the 'GTA' was based on the 105-series Giulia Sprint GT that had been introduced at the Frankfurt Motor Show two years earlier. Already an accomplished machine, the Sprint GT combined a twin-cam four cylinder engine with a striking Bertone body that had been penned by Giorgietto Giugiaro. For competition purposes, the car was reworked by in-house specialist Autodelta to become the GTA. Once homologated as a Group 2 touring car, a very successful racing career commenced with GTAs racking up 200 victories in 1966 alone.

Tasked with the development of the Group 2 competition version of the Sprint GT had been Autodelta. Established in 1961 by former Ferrari chief engineer Carlo Chiti and former Alfa Romeo man Ludovico Chizzola, Autodelta became the official Alfa Romeo competition department in 1963. Autodelta had already created the more extreme TZ and TZ2 GT racers for Alfa Romeo when work started on the GTA. In addition to developing and racing the GTA, Autodelta also created the fabulous mid-engined Tipo 33 sports racers for Alfa Romeo.

The 'A' in the GTA moniker was short for allegerita, which is Italian for lightweight. That is just what the GTA was, over 150 kg lighter than the Sprint GT it was based on. This was achieved by using an aluminium alloy called Peraluman instead of steel for many of the panels. Plexiglass was used for the side and rear windows. Carried over from the TZ competition cars was a twin-spark version of the 1,570 cc four-cylinder engine. Equipped with a pair of 45 DCOE carburettors, the all-aluminium engine produced 115 hp in street trim.

A road-going GTA was priced at 2.995.000 Italian Lire, while for a further 2.078.000 Lire Autodelta would perform the conversion to full Corsa specification. This entailed additional lightening by using aluminium alloy for the floors and the panel behind the rear seat. Wider, Campagnolo magnesium wheels were also fitted. The engine was meticulously reworked with many components lightened, polished and balanced.

A stronger steel crankshaft was fitted with eight counter weights. This improved the performance to 160 hp and later 170 hp An oil cooler was also fitted and the oil-pan lowered. A special rear axle with a ZF limited-slip differential was used.

To meet the homologation requirements, Alfa Romeo had to build 500 GTAs although the GTA tome 'Allegerita' by Patrick Dasse and Martin Übelher only lists 325 cars. All of them were assembled in Arese before they either went to their respective private customers or to Autodelta for the full Corsa treatment. It is believed that only 28 GTAs passed through Autodelta's hands. These were either campaigned by Chiti's racing team or privateer customers.

While the GTA was highly regarded as a road car, it really stood out on the racing track. Many class and outright victories were scored between 1965 and 1970. Among the numerous successes were three European Touring Car Challenge titles, a famous Trans-Am title in 1966 with Jochen Rindt and Ignazio Giunti's European Mountain Championship in 1967. In addition to the Group 2 version, Autodelta also experimented with a supercharged or GTA-SA version in Group 5 in 1967 and 1968. Forced induction raised the power to 220 hp but was also detrimental to the fuel efficiency.



Austin Healey Sprite SCCA

(credits: 3d Model & skins by Velo, extra skins by Ben Nash, FatCat123, CodyS1998 and Sengue)



Note: BoP'ed engine (1380cc bored BMC engine) to fit within the TCL60 pack.

The Austin-Healey Sprite Mark I (1958-1961) Venture by the Donald Healey Company and Austin which previously presented the succesfull Austin-Healey 100. Body design of the Sprite is also done by Gerry Coker. Initially the headlamps where to retract but due to costs the final car has them fixed on the bonnet, which gives the car it's distinctive look. This also brought to life the cars nickname: the Frogeye (or Bugeye in the USA).

The car was greatly recieved by the public and even had great succes in rallying and racing. Noteable succeses where 1st, 2nd and 3rd finish at the Sebring 12 hour race in 1959 and 1st in class at the 1959 Sestrieres Rally. The Sprite was also frequently seen at great events like the Rome-Liege-Rome, Alpine and Monte Carlo Rally.

The Sebring Sprite is a period upgraded version from the standard Sprite. The car recieved Girling disk brakes, chassis and engine improvements and was homologated on september 17th 1960. From this date on the FIA regulations also permitted the use of special bodies and a small number of Sebring Sprites were subsequently fitted with coupé bodywork in aluminium alloy and glassfibre. The name Sebring Sprite would later become a generic term for any Sprite with disk brakes and/or coupé or fastback bodywork.

Austin Mini Cooper 1275

(credits: 3d Model by Pessio, skins by Pasta)



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

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

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

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


CASTROL
CASTROL


28
28
C

BMW 1600 ti

(credits: 3d conversion by ABB creations, updated by SColMODS,Blu3&Art, RAC and Dodge33, skins by RAC and Sengue)



BMW's introduction of "Neue Klasse" small sedans, starting with the 1500 of 1961, changed the company's fortunes dramatically. The models were a major departure from the funky little Isetta and key to launching BMW as an automaker to be reckoned with in Europe and, shortly after, America.

The new wave of machinery evolved into the shorter two-door 02 series that arrived in the middle of the decade and became well regarded for its sporting manners. The 2002 and 2002tii are the last and most famous of the lot, but the 1600-2 (later just 1602) and 1600ti that preceded them offer their own brand of fun. The 1600ti, particularly, set the stage for what a dynamic small sedan could be.

The "ti" designation stood for "Turismo Internazionale " and signified the car's 1573-cc four-cylinder came equipped with twin Solex side-draft carbs, a more aggressive cam, and a higher compression ratio—9.5:1 vs. the standard 1602's 8.6:1. The result was a nice bump in output, up from 85 horsepower to 105. Along with its front disc brakes, BMW upgraded the suspension with front and rear antiroll bars, gave it a close-ratio four-speed and a tach, and turned the little sedan into a thrill ride. Today, it is a very rare model, having only been produced for one year.

BMW itself did not have a factory racing team, but had its cars prepared for Group 2 by tuners such as Alpina. To compete with strong rivals like the Lotus Cortina and the Alfa Romeo GTA, Alpina pushed the BMW M10 engine to 185 hp. The rather heavy 1600 (later called 1602) was reasonably successful, before BMW shifted its focus to the new 2002 with the bigger 2-liter variant of the M10 engine.

Ford Anglia Broadspeed

(credits: 3d conversion by GØD, skins by Pasta & silent_gxg)



Note: For BoP reasons fitted with Autosportif all steel 1650cc pre-crossflow engine with twin Weber 45 carburettors and A6 camshaft, delivering 151 hp @ 7500rpm.

The Ford Anglia is a name that resonates with a distinct charm and a surprisingly rich history in the landscape of British motoring. More than just a mere utilitarian vehicle, the Anglia evolved from a humble workhorse into a stylish and spirited compact car, capturing the hearts of a generation and leaving an indelible mark on Ford's legacy.

The Ford Anglia 105E made its mark in motorsports soon after its 1959 debut, particularly in club and touring car racing. Its lightweight body and advanced (for the time) overhead-valve engine made it an attractive base for performance tuning. Ford quickly recognized its potential, leading to the development of performance variants aimed at motorsport, including factory-supported entries in saloon car racing. The most iconic iteration of the Anglia arrived with the introduction of the Ford Anglia 105E. This was a radical departure from its predecessor and a car that would go on to become a true automotive icon. The 105E boasted a striking, modern design with a distinctive tilted-forward grille and a sloping bonnet. Its most recognizable feature, however, was its steeply raked rear window, which led to the nickname "Pop-Top" among some enthusiasts due to its perceived similarity to the roofline of a popular hat style.

One of the most notable evolutions came through Broadspeed, a specialist tuning company founded by Ralph Broad. Broadspeed modified the Anglia extensively for competition, improving power output, handling, and aerodynamics. These tuned 105Es became competitive in the under-1,000cc and later 1,000–1,300cc classes, frequently outperforming larger-engined rivals in British saloon car championships during the early to mid-1960s. Their agility and reliability made them favorites among privateers and contributed to the Anglia's reputation as a giant-killer in its class.

Ford Galaxie 500 Lightweight

(credits: 3d model by Velo & Tim Leighton, updated by Dodge33, skins: Velo & Tim Leighton)



In April 1963, a Jaguar was the only car to have if you wanted to win races outright in the British Saloon Car Championship. Since the series now known as the British Touring Car Championship began in 1958, Big Cats from Coventry had won 43 races, spread across the legendary Mk1 and Mk2 saloons, plus – bizarrely – a single success for the XK150.

When America invaded the British Saloon Car Championship 60 years ago, the Ford Galaxie proved light years ahead. When Jack Sears arrived at Silverstone with a John Willment Automobiles-entered Ford Galaxie, a race-winning model from the world of NASCAR, he triggered the start of a period when American V8 power would be de rigueur at the front of the field. It would last for more than a decade.

After a troubled practice before the correct Firestone tyres arrived and a careful start from pole to look after the clutch, Sears blasted past the leading Jaguars on Hangar Straight as he hit 135mph and disappeared down the road in the seven-litre V8. “To my surprise I passed all three Jaguars in the one manoeuvre,” said Sears in Gentleman Jack by Graham Gauld. Despite drivers of the calibre of reigning Formula 1 world champion Graham Hill, Roy Salvadori and Mike Salmon, the Jaguars were left behind. Hill suffered tyre failure and Salmon also hit trouble, leaving Salvadori to chase the big Ford. After setting a new lap record, Sears eased off in the closing stages but still won the 12-lap race by more than 20 seconds despite running most of the race in fourth gear to protect the clutch. Incredibly, this event also marked the debut of the 1100cc Mini Cooper S, which topped its class and took fifth overall with John Whitmore at the wheel.

The presence of the Galaxie at Aintree at the end of May, a non-championship event, “made the outcome almost a foregone conclusion” according to Autosport. The main challenge for Sears in this 100-mile race was tyre wear. Sears therefore nursed the Galaxie from the start, keeping early leader Salmon’s Jaguar at arm’s length to win.

Any thoughts that the Galaxie might be beatable at a more twisty track were banished at Crystal Palace, the next BSCC round in June. Sears was joined by Gawaine Baillie's Galaxie and, while the second V8 qualified third and finished fourth, Sears comfortably beat Jaguar men Salvadori and Hill once again.

The Galaxie didn't take over without a fight but its biggest obstacles were off-track. Perhaps predictably, various technical questions about the American import were raised. The Galaxie's rollcage was one of the those, resulting in changes that weakened it so much that "in the event of an accident it would have been quite useless", according to Autosport at season's end. The car was withdrawn from the non-championship, six-hour Brands enduro, but the V8 invasion was here to stay despite the sniping.

There was yet more controversy. The Willment team was forced to convert the cars back to drum brakes over night after the RAC refused to let them run discs on the front, though the use of discs would become the norm. It made little difference and Sears reckoned the Galaxie's drums were decent anyway. He powered into the lead from the start and won by more than 5s. Salmon heroically led Baillie for two laps before the second Galaxie rumbled by to complete a 1-2. "Nothing could live with the titans," said Autosport.

Sears's winning streak in the championship finally came to an end at Brands Hatch in August. He suffered a flat tyre while battling for the lead, leaving soon-to-be-crowned F1 world champion Jim Clark to win – in another Galaxie, run by Alan Brown. Autosport was already convinced by the "splendid spectacle" the V8s provided: "It was Clark ahead of Sears, the two Ford Galaxie pilots wrestling at the wheel, working as never before." A hard-working Hill topped the Jaguars in second.



Ford Mustang 289 (credits: 3d conversion by Smallblock Hero, updates by DrDoomslab, skins by Pasta & RD community)



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

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

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

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

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

Hillman Imp

(credits: 3d conversion by DrDoomslab, skins by carmar, silent_gxg, Paintboxer)



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

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

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

For racing, if carburation was free, it could produce at least 110 bhp @ 8500 rpm. This Imp is fitted with a Jack Knight gearbox, twin DCOE 40 Carbs and LSD and wide minilite wheels. 998cc engine tuned to 110 hp and disk brakes added to front and rear.

IKA Torino

(credits: 3d model by Sergio Loro & Mad Agus, skins by Mad Agus & Pasta)



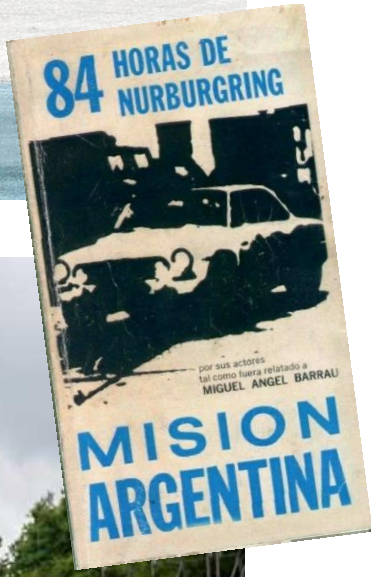
The IKA Torino is the most celebrated automobile in Argentine automotive history, and the GS 380 Nurburgring variant represents the pinnacle of its legend. Named in honor of an extraordinary endurance race at the Nurburgring Nordschleife in 1969, the Torino Nurburgring combined potent performance with a story of underdog achievement that captured the imagination of an entire nation.

IKA (Industrias Kaiser Argentina) developed the Torino based on the American Rambler platform, but the car was so extensively modified for the Argentine market that it became a unique creation. The body was designed by the Italian firm Pininfarina, creating a handsome coupe that blended European elegance with American proportions. The 3.8-liter inline-six engine, derived from Kaiser engineering, was developed to produce approximately 200 horsepower through triple Weber DCOE carburetors.

The Torino's claim to international fame came at the 1969 Nurburgring 84-Hour Marathon, a grueling endurance race that tested both car and driver to the absolute limit. An IKA factory team entered several Torinos against established European racing machinery from Porsche, BMW, and other manufacturers. Despite being virtually unknown outside South America, the Torinos performed sensationally, running at competitive pace and demonstrating remarkable reliability on the demanding Nordschleife circuit.

The IKA team's achievement at the Nurburgring was extraordinary by any measure. Running a previously unknown car from an unexpected country against the cream of European motorsport, the Torinos ran near the front of the field for much of the race. While they didn't win outright, their performance earned respect and admiration from the European racing establishment and generated enormous national pride in Argentina.




84 HORAS DE NURBURGRING
por sus actores
tal como fuera relatado a
MIGUEL ANGEL BARRAU
MISION ARGENTINA


nental
2:00
Gulf

Jaguar MkII

(credits: 3d conversion by Bonkers Design, enhanced by DrDoomslab and Dodge33 skins by Bonkers, Doyzza, AssettoAus)



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

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

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

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

Lotus Cortina (credits: 3d conversion: Smallblock Hero, updates by DrDoomslab& Dodge33, skins by Pasta & RD community)



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

The Gold Cup meeting at OultonPark saw the first International debut of the then recently homologated Lotus-Cortinas. Although not the outright winners, they were tremendously impressive, and finished third and fourth behind the Ford Galaxies of Dan Gurney and Graham Hill. But that was just the beginning, for the Lotus-Cortinas were still only running with 145bhp. For 1964, not only would Team Lotus get the job of running a British Championship effort, but F1 stars Jim Clark and Peter Arundell usually found time to drive the cars. At the time, Clark had just won his first F1 World Drivers' Championship crown. The story of the British season is easily told. Jim Clark started all eight rounds in the BRSCC series (somehow he found the time between F1 commitments), won every class, every time and even threw in three outright victories as well. The works Lotus-Cortinas were well-prepared and exceedingly fast, proving capable of winning a race outright if the Ford Galaxies absented themselves for any reason.

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

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


FORD TIMES
CASTROL CASTROL
146
146
BJH 417B

MG MG-A (Race)

(credits: 3d conversion by Velo, updates by DrDoomslab, skins by Sengue, FatCat123, Aleroy, Velo)



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

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

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

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

MG MG-B (credits: 3d conversion by Velo & Rex-T, updates by DrDoomslab, skins by Sengue, FatCat123, Aleroy,Velo)



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

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

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

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

Note: for BoP reasons the car has a rebored engine to 1975 cc with 180hp.

Porsche 356-A Speedster SCCA

(credits: 3d conversion by Team TC Legends , skins by Pasta)



At the 1955 Frankfurt Motor Show in September of 1955, Porsche released the 356A/1600 to the world with cabriolet, coupe and speedster bodies from Reutter. These were updated to better suit the improved gasoline and tire technologies of the period.

Extensive testing by the experimental department known as Versuchsabteilung resulted in numerous suspension and drive line mounting changes before the final 356A specification was decided. They softened the springs by removing leaves from the torsion cars and fitted stiffer dampers. This was done to take advantage of a more modern tire technology which allowed for a smaller-diameter 15-inch tire and a wider tread with reduced air pressures.

There was a time in post-war America when the terms “amateur sports car racing” and “Porsche” were virtually synonymous. They immediately generated the mental picture of a Speedster, and for good reason. Across the country—particularly on the West Coast—those little 356 “bathtubs” began filling smaller-displacement racing grids, elbowing aside the British cars that helped launch the sport on this side of the pond.

The bare-bones Porsche Speedster was everything an amateur racer could want. It was affordable, light, quick, had excellent handling, was easy to maintain, and was reliable. In the late 1950s and well into the 1960s, an owner could drive their workaday Speedster to a track, tape over the lights, slap on a number, go racing, peel off the tape and numbers, and then drive home again. The Speedster’s design and high-quality construction attracted the attention of many technically oriented enthusiasts, such as engineers and pilots.

Prince Skyline 2000GT

(credits: 3d model by MacedoSTI, skins by Sengue & Pasta)



In 1963, at the 1st Japan Grand Prix - Japan's first modern car race, held at the Suzuka Circuit - Prince suffered an unexpected and bitter defeat. It had been abiding honestly by a mutual agreement to voluntarily refrain from racing activities, but it was outmaneuvered by rival manufacturers, who has focused on enhancing user support. As a result, Prince's results were nothing short of abysmal.

Prompted by its sales companies, the entire company then focused on developing a new model for the 2nd Japan GP. On May 1, two days before the race, the Skyline 2000GT (S54) was launched. This model had a longer nose than the 1500 and was powered by Gloria's 6-cylinder, 1,988cc (Weber triple-carb) engine, so it was necessary to work round the clock to produce the 100-unit minimum required for GT approval in time for the race.

The Skyline took places 2 through 6, but the trophy was lost to a late-entry Porsche 904, so once again Prince suffered defeat. However, the story of how the 2000GT had put up a brave fight against a Porsche soon spread around the country and the "Skyline legend" was born.

"Skyline GT (S54A-1)" is a special machine that Prince Motors, Ltd. produced to win the 2nd Japan Grand Prix "GT-II Race" on May 3rd, 1964. It was manufactured by extending the wheelbase of Skyline 1500 (S50) by 200mm to mount the 6-cylinder "G7" engine originally for Gloria and was rolled out on May 1st to get entry qualifications. Actual race cars were equipped with "sports options" including Weber triple carburetors, the 5-speed close-ratio transmission, the non-slip differential, etc.

Although the winner was Porsche 904 (Carrera GTS), Skyline GTs ranked 2nd to 6th and impressed their high performance. After the race, "2000GT (S54B-2)" of 125ps was officially rolled out as catalog model in February 1965 to respond to the request from customers.

Volvo P1800

(credits: 3d model update by Marguek42, skins by Fatcat123)



The project to develop the P1800 kicked off in 1957, as Volvo realized they needed an attractive sports car to improve sales in Europe and in the United States. The project was overseen by Helmer Petterson, the man behind the successful earlier Volvo PV444. Interestingly, Helmer Petterson's son Pelle Petterson was in Italy working under Italian automotive stylist Pietro Frua at Carrozzeria Ghia. Ghia would be tapped to design the new Volvo, and the project was placed on the desk of Pelle Petterson – presumably the theory being that a Swedish car should be designed by a Swedish stylist. Petterson's design was so beautiful it would be approved for the next phase, the building of fully-functional prototypes. The car was based on the Volvo Amazon platform (the 122 series), and the first three prototypes were built between late 1957 and early 1958.

Once the car was approved for production Volvo began seeking partners to build the bodies as their own production capacity was insufficient. They approached Karmann in Germany and an agreement was made, but it would be scuppered at the last minute by Volkswagen. Volkswagen executives were concerned that the stylish new Volvo would take sales away from their own cars, including the Karmann Ghia. VW would forbid Karmann from taking on the job, and as they were Karmann's largest customer by quite some margin, they had little choice but to acquiesce. This was a catastrophic setback for the P1800 project and it very nearly led to it being cancelled for good. Fortunately, another constructor was found – Jensen Motors in England. Jensen would have the bodies made by Pressed Steel, with final assembly happening at the Jensen facility in West Bromwich, England. Production and sales began in 1961.

By 1963 Volvo decided to move the production in-house and built the cars in Sweden. They had sold 6,000 in two years, these were solid sales figures for the firm at the time, and it was clear to them that they were onto a winner. These Swedish built cars would be officially called the Volvo 1800S with the "S" standing for "Sweden," though all models in the series are often just referred to with the blanket "Volvo P1800" model name.

Bazza's recommended Force Feedback Settings

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

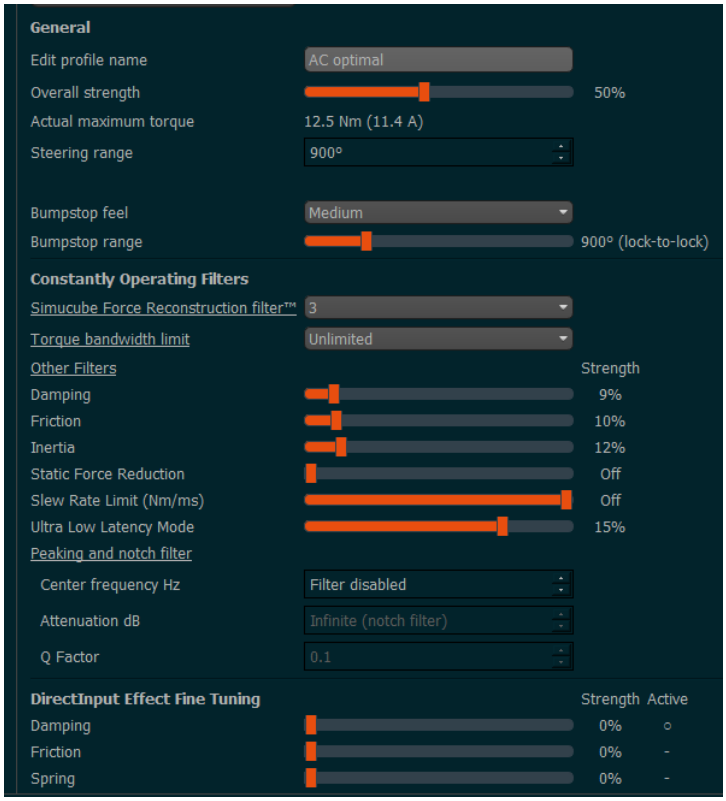
Next step was the Simucube Pro DD wheel. At the beginning I got less detail as with the TM300, but after a couple of days trying detail, fidelity and speed it far exceeded the TM. After this I started optimizing the FFB for the SC2 wheel. As I don't have a reference anymore, I hope the FFB is still there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

Thrustmaster T300:

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

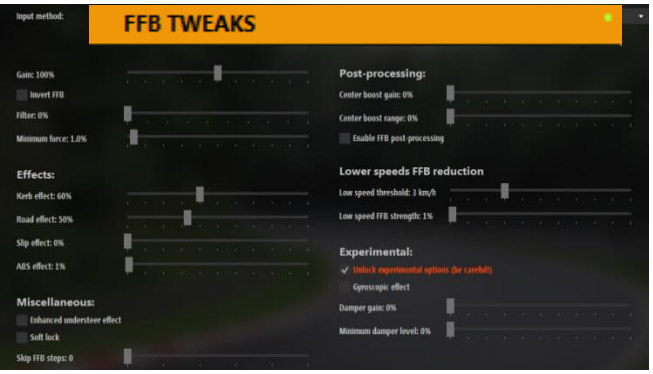


Simucube 2 Pro:



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 and you don't have to amp up the wheel to glacier melting Amperages.

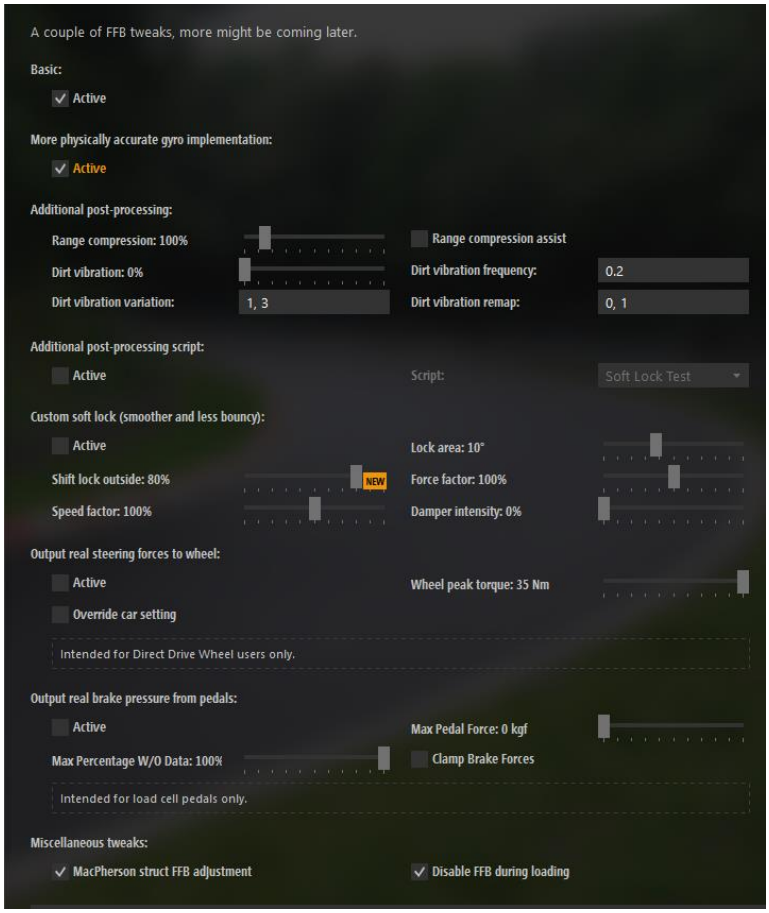


AC/ Content Manager → FFB Tweak →Enable Gyroscopic Effects

- Enable more physically accurate gyro
- Enable MacPherson strutFFB adjustment

AC Basic FFB settings:

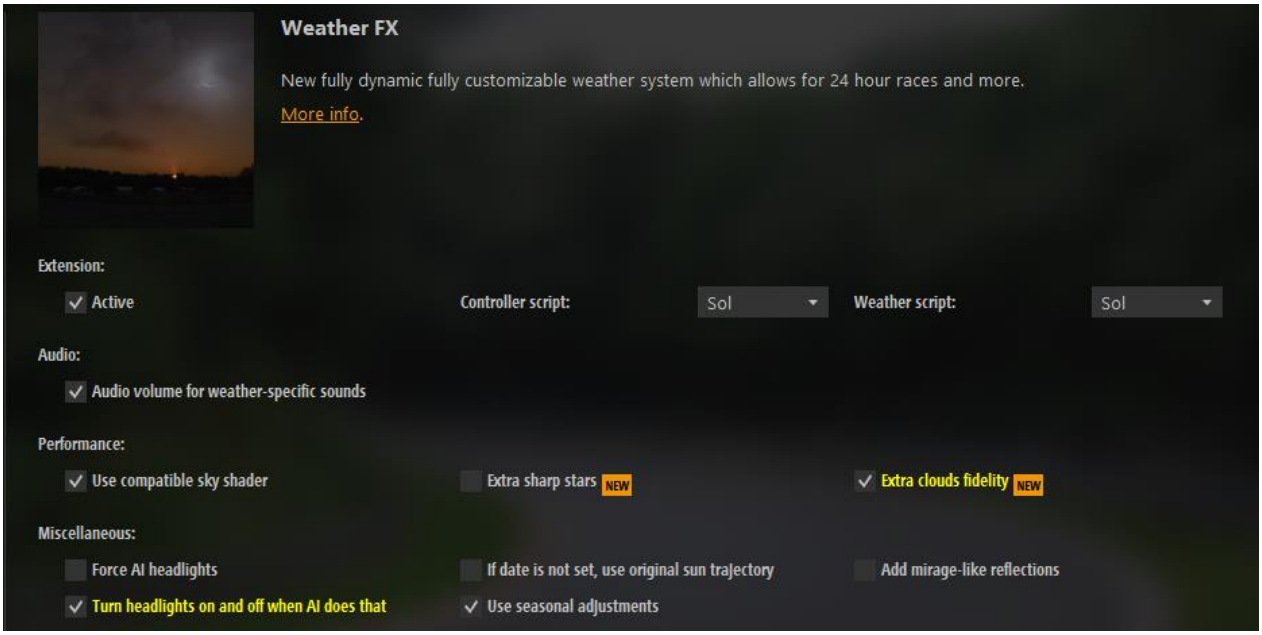
- Minimum force at 1% adds a tiny bit of 'compression' for the lowest forces. CM → CSP (Custom Shaders Patch) → FFB Tweaks → Active & Enable 'More physically accurate gyro implementation' ! → Traction Loss, under/oversteer are way more pronounced
- **Effects:** I prefer to add some road / kerb effect with DD, for more fidelity.



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:

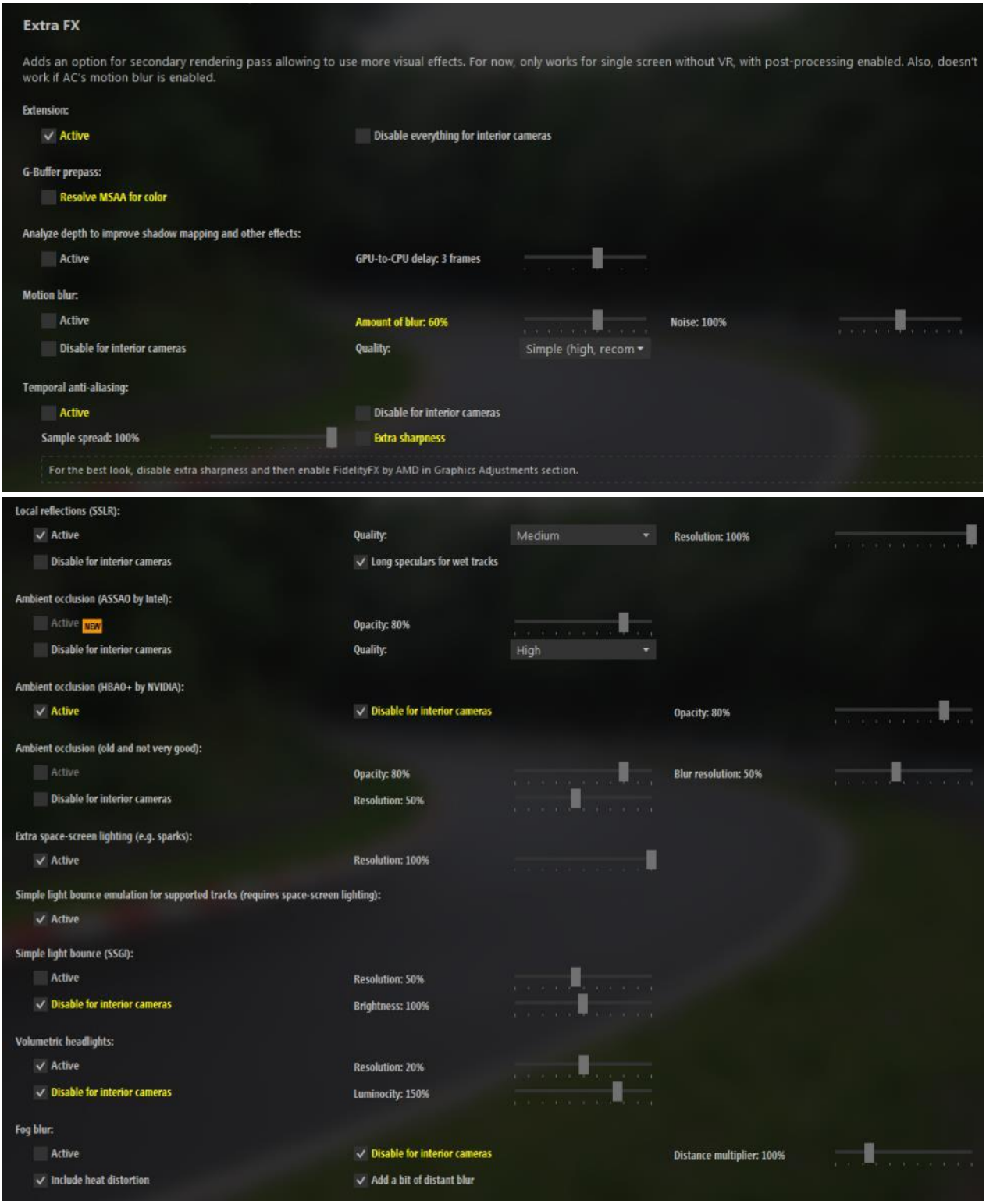




For the best visual experience: enable ExtraFX features in CSP:

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)



Preview WSC 69 Pack (upcoming release)

Featuring:

WSC 69: Lola T70 Mk3-b, Porsche 908/02 K, Porsche 908 LH, Porsche 917 and perhaps a few bonus cars….

WSC70-71: Ferrari 512S, M and CL, Porsche 917 K, LH, Porsche 917/20








DUNLOP
55
SHELL
MARTINI


DUNLOP
CIBIE
BOSCH
12
12


Shell
BOSCH
37
37
37
KONI
BORG & BECK


9
Castrol
FORD
9


SHELL
16
R-II
Nissan
16


SUNOCO
9
SUNOCO
9

Historic tracks:

Green Marked: Mostly shorter, curvy tracks very well suited for Touring Car racing

60's America Pack https://f3classictracks.sellfy.store/p/america-pack-1-greenwood-marlboro-vaca-valley/
Albi 60's https://www.overtake.gg/downloads/albi-1967.61910/
Aintree 62 https://www.overtake.gg/downloads/aintree-1962.61909/
Battenberg Ring https://www.racedepartment.com/downloads/battenbergring.51838/
60s Brands Hatch https://f3classictracks.sellfy.store/p/the-british-pack/
Bremgarten https://www.racedepartment.com/downloads/bremgarten-1950s.43576/
Bridgehampton https://www.racedepartment.com/downloads/bridgehampton-race-circuit.6604/
Bryar Motorsport Park https://www.racedepartment.com/downloads/bryar-motorsport-park.50320/
Bugatti Le Mans https://www.racedepartment.com/downloads/bugatti-circuit-1967.57045/
70's Buenos Aires (paid) https://f3classictracks.sellfy.store/p/1970-buenos-aires-ssa-for-assetto-corsa/
Cadours (paid) https://f3classictracks.sellfy.store/p/french-club-pack/
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/
60's Dalsland (paid) https://f3classictracks.sellfy.store/p/60s-dalsland-for-assetto-corsa/
Daytona 60's (paid) https://f3classictracks.sellfy.store/p/60s-florida/
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/
East London 1965 https://www.racedepartment.com/downloads/prince-george-circuit-1965.61928/
Elaintarharata 60s https://www.overtake.gg/downloads/elaintarharata-60s.61921/
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/
Flugplatz Niederstetten https://www.overtake.gg/downloads/flugplatz-niederstetten-1973.69661/
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/
Hockenheim 60's (short) https://f3classictracks.sellfy.store/p/fqkn/
Interlagos 75 https://sharemods.com/ncsfumg1hb1g/interlagos_1975_updated.7z.html
Imola pre '73 https://www.mediafire.com/file/saaemds16owfpb9/imola_pre_73.7z/file
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/
Le Mans 67 https://www.gtplanet.net/forum/threads/assetto-corsa-pc-mods-general-discussion.307899/post-13994953
Leipzig Stadpark Rennen (2021 update) http://www.mediafire.com/file/47fyyoo14kwcg2x/leipzig_stadtpark_v0.4.7z
Longford_1967 https://www.racedepartment.com/threads/longford-1967.90233/
70's Maggiolo (paid) https://f3classictracks.sellfy.store/p/1970-maggiolo-ssa-for-assetto-corsa/
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/
Monza 1000km https://www.racedepartment.com/downloads/monza-66-1000km-layout.62864/
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/
Motodrom Gelsenkirchen https://www.overtake.gg/downloads/motodrom-gelsenkirchen-1981-almaring.51711/
Nivelles-Baulers74 https://www.overtake.gg/downloads/nivelles-baulers-1974.70150/
Nordschleife_ 67 https://www.racedepartment.com/downloads/nurburgring-1967.28207/
Norisring 60's https://f3classictracks.sellfy.store/p/norisring-for-ac/
Oulton Park + https://www.mediafire.com/file/hpdqaosz52nwvv9/rt_oulton_park_1.7.7z/file
Oulton Park 60's add on https://www.overtake.gg/downloads/rt-oulton-park-early-1960s-skin.65201/
Paramount Ranch https://www.racedepartment.com/downloads/paramount-ranch-raceway.63066/
Pau 1967 https://www.assettoworld.com/track/circuit-de-pau-ville-1967
Pukekohe 60's (paid) https://f3classictracks.sellfy.store/p/60s-puke/
60's Prinzen Park https://www.racedepartment.com/downloads/60s-prinzen-park.65329/
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/
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/
Snetterton 1964	https://www.overtake.gg/downloads/snetterton-1964.61931/
Spa 66	https://mega.nz/file/UBcywTjY#7bHjTSptX1R016Y8y8za_9p5UAlOfcp01B2XMtInosw
Silverstone 67	OSRW 36 pitbox update add on for stock Kunos track and faster AI by Parrilla
Stardust 60's (paid)	https://f3classictracks.sellfy.store/p/60s-stardust-for-assetto-corsa/
Sebring 66	https://www.racedepartment.com/downloads/sebring-1966.53663/
Sudschleife	https://f3classictracks.sellfy.store/p/Kddf/
Suzuka 60's	https://f3classictracks.sellfy.store/p/60s-suzuka/
Targa Florio	https://www.patreon.com/abulzz
60's Thompson USA (paid)	https://f3classictracks.sellfy.store/p/60s-thompson/
Thomson Road	https://www.racedepartment.com/downloads/thomson-road-grand-prix.13694/
Tulln-Langenlebarn 1968	https://www.overtake.gg/downloads/tulln-langenlebarn-1968.73948/
Tripoli 1937	https://www.assettoworld.com/track/tripoli-1937
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/
Zeltweg 74-77	https://www.mediafire.com/file/amt1ninbcbhdcfg/Spielberg74and77_v2.5_by_ZWISS.rar/file
Zolder 1967	https://www.racedepartment.com/downloads/zolder-1967.62156/
Zandvoort 67 (paid)	https://www.f3classictracks.com/sandevoerde

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/
Kičevo https://www.overtake.gg/downloads/ki%C4%8Devo.17727/
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/
Livet Glen https://www.overtake.gg/downloads/livet-glen.70074/
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
Usce https://www.overtake.gg/downloads/u%C5%A1%C4%87e-beograd.25866/
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/

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
- 2old4forza https://2old4forza.com/ Discord: https://discord.gg/mrkBhVd
- Simracing Online: https://simracingonline.co.uk/forums/assetto-corsa.97/
  SROL Vintage AC Discord









