
Chevrolet Camaro II ETCC Release

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Brickyard Legends Team present :
Chevrolet Camaro II IMSA, TransAm, ETCC

Introduced in February 1970, the second-generation Camaro was produced through the 1981 model year, with cosmetic changes made in 1974 and 1978 model years. The car was heavily restyled and became somewhat larger and wider with the new styling. Still based on the F-body platform, the new Camaro was similar to its predecessor, with a unibody structure, front subframe, an A-arm front suspension, and leaf springs to control the solid rear axle. Road & Track picked the 1971 SS350 as one of the 10 best cars in the world in August 1971. RS, SS and Z28 performance packages gradually disappeared but the Z28 package was reintroduced in mid-year 1977, largely in response to enthusiast demand, first-time dominance over the Ford Mustang, as well as the success of its corporate stablemate, the Pontiac Trans Am. The 1980 and 1981 Z28 models included an air induction hood scoop with an intake door that opened under full throttle.

The Camaro was one of the vehicles in the SCCA-sanctioned Trans-Am Series. Chevrolet worked with Roger Penske to operate their unofficially factory-backed Trans Am team, winning the title in 1968 and 1969 with Mark Donohue. Jim Hall's Chaparral team replaced Penske for the 1970 season. Warren Agor of Rochester, NY, was the series' leading Camaro privateer, in his orange 13's. Bob Jane won both the 1971 and 1972 Australian Touring Car Championships at the wheel of a Camaro.

The Camaro was the official car of and used in the International Race of Champions starting in 1975 and lasting for 12 years until 1989. It was the first American car of the series succeeding the Porsche Carrera RSR. The Camaro also was the Indianapolis 500 Pace Car in 1967, 1969, 1982, 1993, 2009, 2010, and 2011. It also paced races at Daytona, Watkins Glen, Mosport in Canada, and Charlotte Motor Speedway. The Camaro was also a regular in the IMSA GT Series, Trans-Am series and in the European Touring Car Championship in many forms and classes.

The 2nd generation Camaro was raced in many forms of auto racing throughout the world. They won many championships and can be currently found in several series.

-mod is linked to GTC-TC-76 class and the Chevy Corvette
-there are 18 physics sets available :

TransAm

CHEVROLET_CAMARO_302N.HDC : 302ci cars (#1,2)
CHEVROLET_CAMARO_350N.HDC : 350ci cars (#5,6)
CHEVROLET_CAMARO_427N.HDC : 427ci cars (#1,2,5,6)
CHEVROLET_CAMARO_454N.HDC : 454ci cars (#1,2)
CHEVROLET_CAMARO76_350N : 1976, 350ci cars (#3,4)
CHEVROLET_CAMARO_427.HDC : 427ci cars (#1)

IMSA GT

CHEVROLET_CAMARO76_350.HDC : 350ci cars (#1)
CHEVROLET_CAMARO76_427.HDC : 427ci cars (#1)
CHEVROLET_CAMARO76_454.HDC : 454ci cars (#2)
CHEVROLET_CAMARO75_350.HDC : 1977 GTO, 350ci cars(#3)
CHEVROLET_CAMARO77_427.HDC : 1977 GTO, 427ci cars(#4)
CHEVROLET_CAMARO77_454.HDC : 1977 GTO, 454ci cars(#5)
CHEVROLET_CAMAROGTX_350.HDC : GTX cars, 350ci cars(#4)
CHEVROLET_CAMAROGTX_427.HDC : GTX cars, 427ci cars (#4)
CHEVROLET_CAMAROGTX_427M.HDC : GTX cars, 427ci cars (#6,7)
CHEVROLET_CAMAROGTX_454.HDC : GTX cars, 454ci cars (#5)

ETCC

CHEVROLET_CAMARO_GR2BB.HDC - Big Block Gr2 cars
CHEVROLET_CAMARO_GR2SB.HDC - Small Block Gr2 cars

- the mod is linked to GTC-TC-76 class and the Chevy Corvette

note : this is a "hybrid mod" - contains two mods merged, the Camaros with bubble arches mostly run at TransAm and the box-fendered Camaros that run at IMSA events. Separate structures are made due to the amount of different bumpers-wings available for the TA version, but physics-sounds-wheels used are common.

Credits :

- papag21 : 3d, mapping, file structure, templates, skins
- greg7 : physics, testing

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- kiwisteve : templates, skins
 - PATRICE LEBIEZ : skins
 - jandri : sounds
 - rallymaster : testing
 - Soze : research

Installation instructions:

- extract folder to X:/GTL/

Enjoy

Weiter geht's Die Admins!

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