Release ABB TC70
Geschrieben von H1TM4N - 27.11.2017 19:55

So heute wird die TC70 mit leben gefÃ¼llt!

Simca Rallye gr2

http://www.altbierbude.de/component/option,com_remository/Itemid,0/func,fileinfo/id,2146/lang,de/

Renault R8 Gordini

http://www.altbierbude.de/component/option,com_remository/Itemid,0/func,fileinfo/id,2145/lang,de/

Mini 1275GT

http://www.altbierbude.de/component/option,com_remository/Itemid,0/func,fileinfo/id,2144/lang,de/

Honda Civic SB1 TS

http://www.altbierbude.de/component/option,com_remository/Itemid,0/func,fileinfo/id,2143/lang,de/

Fiat 128 Gr2

http://www.altbierbude.de/component/option,com_remository/Itemid,0/func,fileinfo/id,2142/lang,de/

Ford Escort 1300BDA

http://www.altbierbude.de/component/option,com_remository/Itemid,0/func,fileinfo/id,2141/lang,de/

Alpine A110

http://www.altbierbude.de/component/option,com_remository/Itemid,0/func,fileinfo/id,2140/lang,de/

Fiat Abarth 1000 TCR

http://www.altbierbude.de/component/option,com_remository/Itemid,0/func,fileinfo/id,2139/lang,de/

Viel Spass! Und Danke an Brickyard Legends Team & Shotaro!

Euer Admin Team

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Re:Release ABB TC70
Geschrieben von Monello1964 - 27.11.2017 20:01

Thank you for all

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Aw: Release ABB TC70
Geschrieben von delamontagne - 27.11.2017 21:12

Thanks,

Great new car class with great cars. Christmas came early this year.

B) :cheer: :woohoo:

==========

Aw: Release ABB TC70
Geschrieben von deepstrike - 28.11.2017 00:52

Da es mit zwei Skins vom Abarth 1000TCR Probleme gegeben hat, habe ich ein Update hochgeladen.
Sobald die Server neu gestartet sind und jeder seinen Update hat laufen lassen sollten die Skins funktionieren.

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Aw: Release ABB TC70
Geschrieben von Steve Settanta - 28.11.2017 07:59

Thanks guys...a big big present!!!
:cheer:

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Aw: Release ABB TC70
Geschrieben von orsopino - 28.11.2017 08:07

Buongiorno ,

das Update ist drauf ,

Bitte Updater nochmal anwerfen

please start Updater again

GruÃŸ

Andi

==========

Aw: Release ABB TC70
Geschrieben von Erel 68 - 29.11.2017 13:24

Kann es sein, dass beim Mini 1275 GT KAD irgendetwas bei den Getriebedateien nicht stimmt?

So, wie er jetzt ist, lÃ¤sst er sich nicht fahren.

Keine EndÃ¼bersetzungen vorhanden!

==========

Aw: Release ABB TC70
Geschrieben von MichaW - 29.11.2017 13:37

Wie muss ich denn das jetzt verstehen? Bin damit gestern zig Runden auf Kyalami75 gefahren, da war alles in Ordnung???

GlÃ¼ck auf!

==========

Aw: Release ABB TC70
Geschrieben von deepstrike - 29.11.2017 14:00

Komme gerade von Kyalami75.
Der Mini 1275GT KAD lÃ¤uft wie er soll.
Keine Probleme vorhanden.
Mit gutem Topspeed.

==========

Aw: Release ABB TC70
Geschrieben von Erel 68 - 29.11.2017 16:22

Komisch, da wird bei mir der Autoupdater wohl irgendetwas falsch gemacht haben. Werde noch einmal manuell von der Webside laden und sehen, wenn ich wieder zu Hause bin.

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Aw: Release ABB TC70
Geschrieben von rdjango - 29.11.2017 17:53

Hallo,

Fiat auf Brands Hatch und Simca auf Cadwell machen richtig Laune ;) ... :woohoo:

Ich habe eine Frage zu Simca Rallye 2 und 3:

Worin unterscheiden sich die beiden in diesem Mod? Es gibt nur 1 Motor und eine hdc-Datei fÃ¼r beide. Sind die Unterschiede nur optischer Natur bzw. andere Reifen usw.? Oder ist da doch ein anderer Vergaser oder Ã¤hnliches versteckt?

GruÃŸ

rdjango

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Aw: Release ABB TC70
Geschrieben von Targahorst - 29.11.2017 18:28

SchlieÃŸe mich der Frage an als alter SIMCA Treter, in echt gab es den Simca RII(Serie 86PS) nur als 1300, der 1150er war der Simca RI(Serie 60PS), der RIII war die letzte Evo Stufe mit den rechteckigen Lampen vorn!
Die fÃ¼r die Gr.2 genannten Leistungsdaten sind realistisch! Sound und Fahrverhalten ebenfalls

GroÃŸes Danke fÃ¼r die Simcas, jetzt kann ich mich endlich wieder auf der alten 75 Version des Rings austoben...

Frage: hab mir gestern die Brickyards FIAT 128 Gr.2 runter geladen, sind das die gleichen, die bereits mit dem upload gekommen sind?
Und wenn nicht, wo muss ich die in mein GTL einfÃ¼gen, damit es funzt?
GruÃŸ Horst

==========

Aw: Release ABB TC70
Geschrieben von MichaW - 29.11.2017 18:33

Hiho,

das sind die gleichen Fiat die hier im Updater sind. Und grundsÃ¤tzlich gilt: keine fremden Inhalte in die Budeninstallation packen. Falls doch, dann bitte nicht wundern wenn es Probleme gibt. Im Ã¼brigen gibts zu jedem Auto aus dem Updater auch einen Forumsbeitrag mit Readme, mehr als das was steht wissen wir auch nicht.

GlÃ¼ck auf!

Brickyard Legends Team present :
Simca Rallye gr2

When the Simca 1000 first landed in showrooms in 1961 it was marketed as an economy car for the masses. It was small, it had the aerodynamics of a shoebox and depending on the model purchased it had an engine displacement hovering above or below 1000 cubic centimeters. In short, there was nothing sporty about it. In the late 1960s though, the Renault 8 Gordini was a massive success both on the market and in competition. Simca saw an opportunity to compete against the 8 on the track and started developing a faster version of the 1000, one that would later wear the moniker 1000 Rallye.
Simcaâ€™s entry into the go-fast shoebox market was facilitated by a move from Renault: in 1970 the Renault 8 Gordiniâ€™s time had come and it disappeared from showroom floors, leaving its spot to the Renault 12 Gordini With a front engine and front wheel drive, the heavy 12 was diametrically opposed to the 8 and left scores of drivers longing for the rear-engined fun that the 8 provided. Joining the 8 Gordini in its grave was the Coupe R8 Gordini that so many young drivers had embraced as their sport and driving school. Simca launched the 1000 Rallye just in time to fill the gap left by the 8.
The starting point was the 1000 Simca, a logical choice for two reasons: first of all the Simca was the entry level model so using it as a base for the 1000 Rallye gave designers an advantage in price. Second, because of its utter lack of equipment it was the lightest model of the 1000 range. The Rallye was only available in red and had a flat black hood to help prevent glare from the sun. Inside it had a complete instrumentation and a bucket seat for the driver; the other three seats were standard Simca 1000 seats. Front disk brakes were standard and the whole package weighed 785 kilos, lighter than the 8 Gordini. Under the rear decklid was an 1,118 cubic centimeter water-cooled straight four good for 53 horsepower and 59 lb-ft. of torque mated to a four-speed manual transmission. While the Rallye wasnâ€™t quite the car Simca thought it would be, it provided a better-than-average starting point for the carâ€™s next evolution. The first major improvement was found under the rear decklid: in lieu of the 1,118cc unit Simca had fitted the 1100 Specialâ€™s 60 horsepower 1,294cc. With this new engine the Rallye 1 could meet Simcaâ€™s original requirements for the Rallye: it had a top speed of about 155 km/h and logged 37 seconds even for a standing kilometer. Compared to its predecessor the Rallye 1 had a stiffer suspension which added more of a sporty feel to the car while consequently giving it a less comfortable ride. But comfort be damned, the Rallye 1 was designed for the track.
The Simca Racing Team was launched at about the same time as the Rallye 1 and followed essentially the same guidelines as the Renault Gordini Cup that died with the 8 â€“ only Rallyes were allowed to compete and it served as a training school for new drivers who didnâ€™t have the cash to enter the exclusive circle of professional racing.
The Rallye 2 didnâ€™t replace the Rallye 1 but was built alongside of it as a more expensive and more powerful version. It was what most Simca enthusiasts call the ultimate evolution of the model. Several modifications were made to get more power out of the 1,294cc, including feeding it with two Solex carburetors. The compression ratio was bumped to 9:1 and the whole lot put out 82 hp. The Rallye 2 was good for a stunning 164km/h, logging 34 seconds to cover a standing kilometer. For the first time braking was assured by four disk brakes borrowed from the phased out 1200S. Better cooling was necessary so Simca relocated the radiator to under the front bumper, running coolant lines under the car to reach the engine bay. An extra grille was added in the front of the car to provide airflow; Rallye 2s are instantly recognizable because of it.
In 1977 Simca introduced the SRT 77 kit, available as a non-street legal option. Through various internal modifications the engineâ€™s output was pushed to a healthy 110 hp. A polyester body kit including fender flares and front and rear spoilers was mounted on the car. That same year the Rallye 2 got the square headlights that the rest of the 1000 lineup got.

As 1977 ended the 1000 saga was coming to an end, with regular-production models starting to look rather ancient and hanging on to life by a thread. Simca had one last trick up its sleeve before calling it quits, however.
The last evolution of the Simca 1000 was the Rallye 3. It was introduced in January of 1978 and precisely 1003 were built: 1000 for public consumption and three as test cars for Simca. Up until this point the Rallye series was made up of cars roughly comparable to the 205 GTi of the 1980s: take a mass produced car and make it quick without overdoing it. The Rallye 3 was different; it was a full-out race car made available to the public only for homologation purpose. It was essentially a street version of the SRT 77 kit that was available on the Rallye 2.
Mechanically speaking there were some differences between the two cars in order to meet new regulations in racing concerning noise and pollution levels. To lower emissions Simca fitted a new camshaft to the engine; a combination of longer gears (a feature often criticized at the time) and the addition of a second, generously-sized muffler made the Rallye 3 quiet enough to meet the regulations.
The familiar 1,294cc was still under the decklid but this time around it was fed by two Weber 40 carburetors. Power output was 103 hp, less than the 110 hp available in a Rallye 2 equipped with the SRT 77 kit because of the noise and pollution modifications. In spite of the small loss of power the Rallye 3 performed brilliantly. It achieved a standing kilometer in 32 seconds and had a top speed of 178 km/h. All of this came at the reasonable price of 30,500 francs.
The Rallye 3 was only available in white, though certain pre-production cars were finished in an attractive shade of light blue. It is worth noting that for the first time in the Rallye lineup the hood was painted the same color as the body. It had the square lights that the entire 1000 lineup adopted in 1977 and the outside trim (door handles, mirror, bumpers, etc) was flat black. On top of it all it had fender flares all around and model-specific 13â€• rims which were used again when Peugeot exhumed the Talbot brand in the early 1980s. Under the front bumper was a spoiler and it was possible to set up cooling ducts behind it to ventilate the front brakes. Finally, each car had a plaque on the dash engraved with its production number.
Rallyes of all kinds were often beat senseless in races and had very little value in the 1980s and the 1990s, showing up on used car lots for next to nothing and purchased by folks who flogged them even more. To add insult to injury the rust-proofing was approximate at best, prematurely claiming the life of numerous cars.

This mod is ment to be raced in (G)TC-76 class (Ford Escort 1300BDA, 1970 Fiat Abarth 1000TCR and upcoming Renault A110 1600/1800, Mini 1275GT and Alfa Romeo GTA gr2).

The mod has two sets of physics :
SimcaRallye1150cc.hdc - 1150cc engine
SimcaRallye1296cc.hdc - 1296cc engine

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Aw: Release ABB TC70

Geschrieben von rdjango - 29.11.2017 19:12

Hallo Micha,

okay, hatte ich vorher auch gelesen, leider nicht ganz verstanden wo im Mod Unterschiede zu finden sind. Ist aber auch nicht so wichtig ;)

GruÃŸ
rdjango

Edit meint die ersten vergleichbaren Zeiten sind praktisch identisch - also wohl kein wesentlicher Unterschied. Und ich meinte natÃ¼rlich den 2er mit 1300er Motor.

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Aw: Release ABB TC70

Geschrieben von Erel 68 - 29.11.2017 19:32

Problem gelÃ¶st!

Danke.

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Aw: Release ABB TC70

Geschrieben von susi stoddart - 29.11.2017 19:43

Targahorst schrieb:
SchlieÃŸe mich der Frage an als alter SIMCA Treter, in echt gab es den Simca RII(Serie 86PS) nur als 1300, der 1150er war der Simca RI(Serie 60PS), der RIII war die letzte Evo Stufe mit den rechteckigen Lampen vorn!
Die fÃ¼r die Gr.2 genannten Leistungsdaten sind realistisch! Sound und Fahrverhalten ebenfalls

Aber der artgerechte Einsatz ist ganz klar dieser :)

https://www.youtube.com/watch?v=bFAW6m4X5Xw

Gruss
Susi

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Aw: Release ABB TC70

Geschrieben von Targahorst - 29.11.2017 20:06

Danke fÃ¼r die inputs, tolles Video, wahrscheinlich aus France, Seealpen, Col de Turini usw....
Hoffe auf Ã¤hnliche Rallyepisten auch fÃ¼r GTL, hier gibts ja bisher nur die China Strecke oder die Targa Florio!

Wir sind mit den Simcas hauptsÃ¤chlich Rallyes in der Eifel und NÃ¼rburgring GLP und einzelne Bergrennen gefahren, das Foto war am Klingenring(Solingen) 77 oder 78
GruÃŸ Horst

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