

Intro to GT Legends

GT Legends is the ultimate historic racing simulation bringing back the legendary spirit of the 60s and 70s. From the famous Mini Cooper to the muscular Corvette Stingray and fire breathing BMW CSL, GT Legends is the first game featuring all the legends of classic car racing. In decades past, these mythical machines regularly met in fierce combat on race tracks across the world. This was the time when race cars were nasty, super-powered brutes. It took no less than fearless man-handling and wit to survive the hard wheel to wheel racing that define their era.

Their moment of glory has since passed, to be found only in the pages of motor sports history and legend, until now. Recently the FIA decided to bring these machines back to the international racing scene and a new generation can experience these legendary cars once again. Enter the FIA GTC-TC European series for historic GT and Touring cars. Coming to an international racing venue near you, the FIA GTC-TC series features massive fields of classic GTs and Touring cars being raced in wheel to wheel combat with incredible levels of fervor and action.

The FIA runs three different championships for these cars: TC65: Touring Cars up to 1965, GTC65: Grand Touring Cars up to 1965, and GTC-TC76: Grand Touring and Touring Cars up to 1976 with the odd prototype thrown in for good measure. In GT Legends we're starting you out with two low powered 60s Touring cars: A Mini Cooper and a Ford Cortina GT. You can start racing these cars and get to grips with the art of drifting these old beasts before graduating to the more powerful 60s GTs and fire breathing 70s machine with their huge slick tires.

Race and collect over ninety legendary GT and Touring cars of the 60s and 70s across some of Europe's most challenging and famous circuits. Enter cup challenges and build up your garage of amazing classic competition machines. Race your hard earned collectables in online competitions and show off your latest unlocked rides. Only the best drivers get to drive the fastest and most desirable cars!

Power sliding action is the name of the game here; get ready to burn some rubber!



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Setup and Driving Guide

Getting to know GTL - A general driving guide by Doug Arnao

Doug competed in IMSA, SCCA and FIA events from 1985-1998. He won 3 successive SCCA Championships (89'-91') in a Porsche 914/6 including a string of 30 wins with 7 lap records. In 1989, he finished 3rd in the Porsche Cup USA competition.

All racecars benefit from a common set of driving techniques, regardless of the car's individual traits. In GT Legends, there are many different types of cars and to get the most out of each one you will start by using the same driving tactics to get you up to speed on the race track. It's once you approach the edge of the speed envelope that the individual car's characteristics really start to take over and demand different styles. Here are some general driving techniques that will help you get up to speed no matter which car in GTL you choose.

First and foremost, as the driver, you need to be smooth. Smooth on all controls and with all reactions. This includes the steering, acceleration, shifting, and brakes - both on and off. Your job is to do as little as possible to upset your vehicle's dynamic balance (as the car is transitioning from one state to another). Jerky, rapid movements to the controls unload the cars weight off the tires at the times when you need that weight the most - attempting to negotiate a corners at reasonably high speeds. The use of the steering wheel to actually turn-in, and carry a clean smooth line with proper apex, is the first thing to master. Each track has a dark "groove" caused by the many cars laying down rubber on the fast line. Use it to guide yourself around the track until you learn the line completely.

The throttle and brake pedals are the most misunderstood parts of car handling for the novice. Applying just the right amount of power to balance the chassis while gradually accelerating the car thru the corner is important to learn. Imagine an egg between your foot and the throttle pedal and try not to break it. Squeeze the throttle - never slam it down. While the lower powered cars in GTL are hard to upset with too much throttle, some of the higher powered front engine cars, like the Cobras, are downright evil without some throttle discipline.

Braking is also something that needs to be thought about once your line and throttle techniques have you moving along at a good pace. The idea is to hold off applying the brakes until the last second, while not going in so far as to over shoot the corner entrance. Be smooth with the brake application. Don't just run up to the 100M board and slam the brakes on. It too needs to be done smoothly - with some progression when you push the pedal down - in a squeezing action. Too abruptly and the wheels will lock and your braking distance will increase. Remember, a rolling tire will stop the car better than a locked, sliding tire. Getting off the brakes, once into the entrance of the corner, is also important and needs to be done with some progression. Also the timing of it is crucial. The novice should do all his braking in a straight line from beginning to end, and not start turning into the corner until the brakes are completely off. An advanced technique called "trail-braking" entails trailing off the brakes smoothly as you are turning into the corner. This is combined with a later initial brake thus extending the straight deeper into the corner. It also helps the car turn in when understeer is the cars natural trait. A front-wheel drive car, like the Mini Cooper, will benefit greatly from this and is almost required to get the most out of this little giant killer.

There is a wide choice of cars in GTL to choose from. Each is painstakingly modeled physically as well as visually. The real life attributes of the 90 plus cars available in this racing simulation can be separated into the following groups and natural traits:

Front Engine, Live rear axle

Mustang, GT350, Falcon, Shelby Cobras.

Understeers, slides easily. The higher powered American iron cars feel very heavy to steer and slide around very easily. Can be fun and reasonably fast if done in a controlled manner. Delicate throttle control is very important to balance these bigger beasts.

Alfa, GTA, Cortina, Austin-Healey 3000, Jaguar MK2, Ford Capris, Ford Escort.

The British and European version cars are more direct, but with less power and mass, do less power sliding and more pure sliding.

Front Engine, Independent rear axle

Corvette, BMW CSL, TVR, Ferrari 275, Jaguar XKE, Lotus Elan, Lotus Elite, Mercedes 300SL.

Neutral to slight understeer, medium weight. These are more the classic European sports cars. Handle very predictably. Requires no real tricks to drive and are well balanced overall packages with no overly dominant traits. The independent rear makes for great grip in all cornering states. Braking is usually excellent.

Mid-Engine

Porsche 914, Porsche 906, Pantera, Ford GT-40.

Neutral Handling. Turns very quickly because of its central weight bias. Will spin easily if you are not smooth with the controls. Can be very fast if driven properly.

Rear Engine

Porsche 911, Abarth 1000TC, Renault Alpine.

Drives nicely up to the limit. Can become unpredictable once the rear starts to slide. The rear weight bias gives it a pendulum effect. Great forward traction when accelerating.

Front Wheel Drive

Austin Mini-Cooper.

Very easy to drive. In general it's always trying to understeer as the front wheels do most of the work. Any over-driving results in the front pushing off the road first. When in doubt use the throttle to pull you out of trouble. Trail braking can help this car if mastered.

