

## GPL 1966 Can-Am Mod - Sound Set

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1966 Can-Am engines

The basic construction of all CA66 cars are V8 induction engines with 2 valves per cylinder. manufactured by Chevrolet, Ford and Oldsmobile.

In theory those engines have a different sound due to their firing order and of course other features of the engine layout.

Firing order of a Chevy V8:

Firing order: 1-8-4-3-6-5-7-2

Rotation: clockwise

[https://www.youtube.com/watch?v=NBxgDbvoeqE&list=PLzigTAOM7u-UJPLD2Zn484jp71Z\\_K3\\_sd](https://www.youtube.com/watch?v=NBxgDbvoeqE&list=PLzigTAOM7u-UJPLD2Zn484jp71Z_K3_sd)

You may surely like this demonstration ;)

<https://www.youtube.com/watch?v=JZju-bXMyus>

Onboard Lola T70 Chevrolet V8:

<https://www.youtube.com/watch?v=A59ViKFoMyA>

Firing order of a Ford V8 is demonstrated in this video:

[https://www.youtube.com/watch?v=3T\\_OKcAxp-I](https://www.youtube.com/watch?v=3T_OKcAxp-I)

Firing order: 1-5-4-2-6-3-7-8

Rotation: counterclockwise

Onboard Lola T70 Ford small-block V8:

<https://www.youtube.com/watch?v=ckHKHbjlvA>

Oldsmobile V8 engines for most of 1955 through 1981:  
Firing Order: 1-8-4-3-6-5-7-2  
Rotation: counterclockwise  
Onboard Rover SD1 ( Oldsmobile based V8 in race action )  
<https://www.youtube.com/watch?v=r41i4uOXx8M>

The firing order is important for temperature balance, bearing load, engine vibrations and backpressure in the exhaust.  
These factors are responsible for the main engine sound character. Also important is the exhaust and induction layout.

For the 1966 Can-Am series we have two main Chevrolet engine capacities based on the small-block:

Chevy engine 327 ci ( Chaparral 2E, McLaren Elva M1A ) to 333 ci ( Lola, McLaren-Elva Mk2 and McLaren M1B-early season) and Chevy engine 359 ci ( Lola ) to 361 ci ( McLaren M1B-late season )

We have two main Ford engine capacities:  
Ford engine small-block 289 ci ( McLaren-Elva Mk2 ) to 305 ci ( Lola )  
Ford engine big-block 427 ci ( Lola )

We have two Oldsmobile engine capacities:  
Oldsmobile engine small-block 271 ci ( Huffacker Genie )  
and for the advanced trainer car a 215 ci Rover V8 based on an Oldsmobile engine is simulated.

The basic trainer car is running with a V6 engine.

I believe You will like to use both trainer cars to improve Your track experiences and driving skills.

These sound files are intended to reflect the different capacities with more or less their "thunder".

All files are made from scratch with extractions from the original onboard recordings and tweaked in endless sessions to render their main character in one file and with a natural appearance over a preferable rev-range.

Also original skid and shifter sounds are extracted and tweaked for usage in GPL.

The default wind noise is louder than we used to have in GPL before, because it shall work together with the noises that came with the engine sound extractions. I couldn't filter all unwished for "hiss noises" out of the engine recordings.

On the other hand, we can see that there must have been much ambient noise in those open thunder-cars. You will find different files for wind, skid and shifter to switch volume as you prefer. Just backup the current file and then rename the file that you would like before you start to test.

The main intention was to have credible and authentic sound immersion for this mod. It shall give fun and a race car feeling.

IMPORTANT ADVICE !!!

It is highly recommended to use neutral settings for your soundcard !!!  
Do yourself a favor with the equalizer set in a flat position. No EAX, or stuff like that which only makes the sounds "spacy".

If you must use headphones it will help to displace them a bit from your ears.  
Be aware of your volume settings !!! Loud noises may be dangerous for your health !!!

The sound spectrum of these mighty noisy engines need some distance between the sound source and your ears.

Better you use speakers, but I'm not responsible for the trouble you will get with your neighbors or family.

Many thanks to all involved editors and have much fun with the GPL 1966 Can-Am Mod !

Wolfgang