



Ferrari 312/67

36-valve V-12

'67 Monaco/Dutch/Belgian GP

Ferrari 312/67

In 1966 season F1 regulations changed to allow naturally aspirated 3.0L engine. 1.5L turbo engines were also allowed, but no team used them until Renault in late 70's. Ferrari made first 312/66 (312=3-litre, 12-cylinder) engine car for 1966 season, but the engine was rather heavy and low on power and especially on torque.

For start of 1967 season Ferrari made 312/67 version which had less weight (around 548 kg) and was one of the lightest car of the grid in 1967. Compared to last year car the car had some improvements. Chassis was around 50kg lighter and it had more horsepower and torque. Compared to other cars in 1967, it was still one of the less powered cars on grid and had lower torque than the competition.

This rF2 version is simulating the car in all good and bad way very accurately. Compared to BT20, the car is noticeable more powerful (about 90 bhp more) than BT20, but the handling isn't the most precise. Car's chassis is a bit rear heavy (40 kg heavier engine than in BT20), and the car doesn't use engine as stressed member. Fuel tank is located at front, so notice that heavy fuel load will change car balance more to front.

This car is based on early Ferrari 312/67 which was 36-valve V-12 engine. Later of that year at Monza there was also version with more powerful 48-valve V-12 engine (about 410 bhp @ 10500 rpm)

Car info

Weight: 548Kg

Weight on rear tires: 63%

Chassis: semi-monocoque, fibreglass and aluminium body panels

Engine: Ferrari Tipo 218, 2,989 cc

Engine location: Mid, longitudinally mounted

Engine power: 390 bhp @ 10000 rpm

Engine torque: 285 Nm @ 9000 rpm

Transmission: Ferrari type 589 5-speed, manual

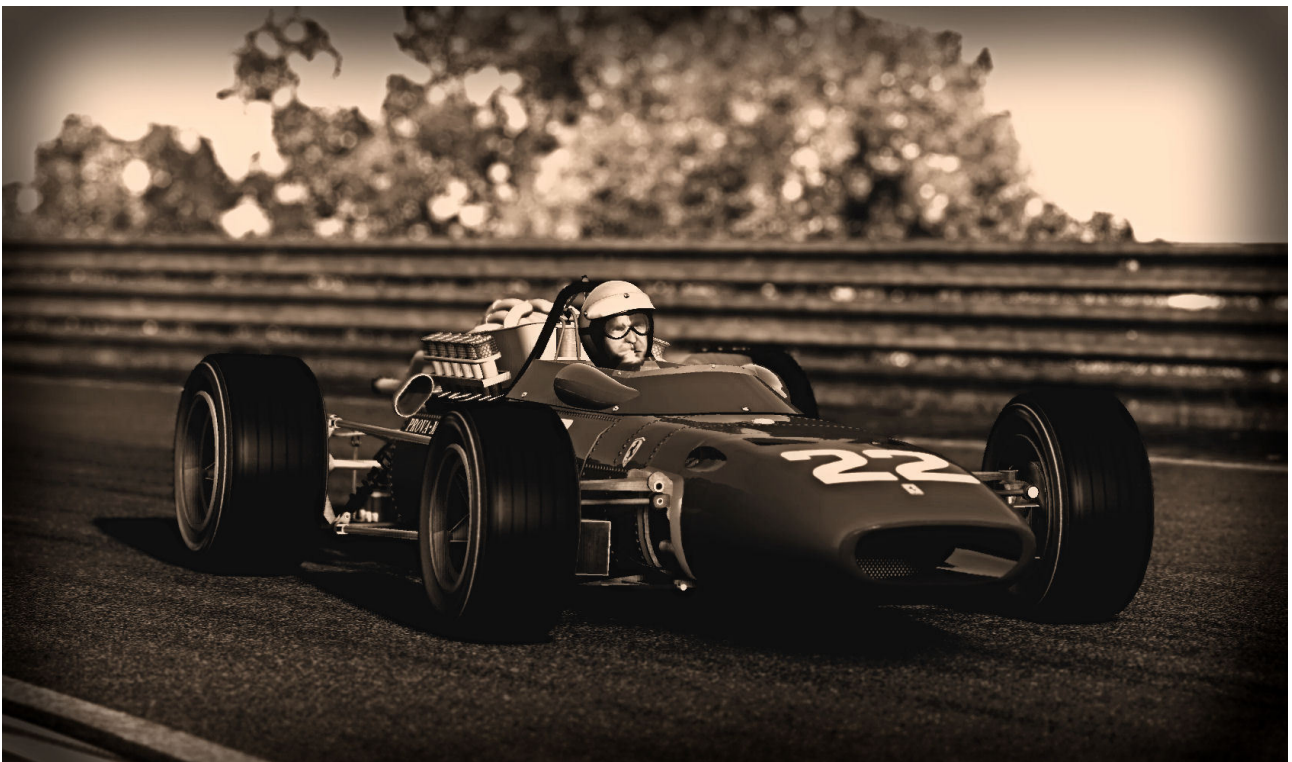
Tires: Firestone Bias Ply

Reliability: Good

Fuel tank position: In front of driver

Fuel tank: 160L

Fuel: Shell



Tips for driving

1) "Under braking my rear end looses!"

You need to brake earlier to corner and use brake more smoothly. Never lock your tires and use heel and toe.

2) "I loose rear while acceleration"

You are too heavy on gas pedal. You need to smoothly apply gas to avoid wheelspin. On tracks like Monaco (uphill section after first turn) you should go it almost half the gas whole way up. In sim racing it's hard to notice, but you are already going almost 200km/h in tight and very bumpy streets of Monaco.

3) "I need setup for this track"

Back in 1967 setup changed were quite rare. Default setup is made very friendly for beginners, so if you have problems on some tracks, just keep practicing more with default setup. Good reading for basic setup:

<https://i.pinimg.com/736x/aa/48/7b/aa487b2185e5788f9ed0bf0c5145f7f3--sim-racing-corsa.jpg>

4) "This car is too hard to drive"

Year 1967 was special in F1. Cars had double the power compared to 1965 cars, but the chassis were still not made for these beast, expect Lotus 43/49 and BRM P83 that use engine as stressed member. Cars don't have any downforce help from wings (BT20 reported to have even small uplift) and tires were just low grippy Bias Ply (and not even slicks!). Good tip for being better driver is to start slowly and brake early. After 200 laps you are more confident with your car and can start to push it to more to limits. Don't expect to be fast straightaway, but build your knowledge of car and learn the limits of the car in time. Its worth it :)



Tips for AI

Aggression:

Use very low aggression (I use 0%) You can test with different settings. Usually the higher it is, more AI makes stupid mistakes

AI speed:

These are recommended settings for AI speed in these tracks. AI runs good with these settings, and makes realistic lap times. If you are slower/faster, you can of course change these settings. But these are the ones I use for now.

Monaco '66

103% AI

Belgium '66

113% AI

Brianza

113% AI

AI limiter:

Keep this at 0%, if you don't have any reason to use it.



Power/Torque curve

