

Magneto

ISSUE

8

WINTER
2020

B O N N E V I L L E

THE LAND OF SPEED



CKX ON PORSCHE 959 | LAND-ROVER 001 | CZECH FERRARI COLLECTION | 50 GREATEST COACHBUILDERS | McLAREN F1

£10.00 | WINTER 2020



PRINTED IN THE UK

Sims put on the style

Beautifully crafted eClassic simulators combine tech and heritage to deliver the ultimate at-home drive



WE KNOW THAT simulators can provide hours of entertainment and the chance to learn iconic race circuits – particularly out of season and, dare we say it, through pandemic lockdowns. But none has truly captured the feel of a classic car. TCCT, the organisation behind the new eClassic simulators, has set out to change that situation.

These brand-new simulators are designed to react more like classics, whether for leisurely ‘drives’ or for racing; they have three pedals and a gearstick, rather than the usual two pedals and paddleshift, and the simulators sound and move around in the way that an historic car would. Even the materials used are more appropriate – the steering wheels are large by simulator standards, at 30cm diameter, and wood rimmed with alloy spokes. The upholstery is trimmed in classic style and the gearknobs are wood or alloy.

However, the two new eClassics also look completely different from other simulators, because they were designed by Zagato and Pininfarina – the first time the legendary Italian styling houses have worked together. The two created their simulators in parallel, with neither knowing what the other was designing.

You’ll see that the Sportiva by Pininfarina is more traditional in style, while the Elio Z by Zagato (in the name of current CEO Andrea’s father, Elio) features an alloy machine-turned fascia and a cutaway body revealing a superleggera-esque structure. Wraparound simulator screens on both versions help with the immersive experience, and also show classic-style instruments and a view down an unmistakably historic bonnet. They are car-sized, too – much larger than you might think from the pictures to the left.

The simulators were developed using state-of-the-art Formula 1 technology, working with Assetto Corsa for the software and Racing Unleashed for the hardware. Buyers will be able to have the simulators programmed to match specific cars or choose existing profiles, which already include the Alfa 33 Stradale, Cobra, 250GTO and GT40.

Purchasers will automatically become part of TCCT’s eClassic Racing Club. This will connect them with other members to drive together and to organise races, in “the spirit of the Scuderie, where the drivers were to tell the story of Sunday’s events and talk about the next race,” explains the TCCT team.

‘Programmed cars already include the 33 Stradale, Cobra, 250GTO and GT40’

“The Zagato and Pininfarina simulators were not born to replace classic cars, but to allow you to enjoy them even more. You participate in events (with costs, risks, inconveniences and time dedicated) but with the joy of being there. But between one event and another you can continue to drive and have fun. You can also prepare yourself if the appointment is serious, on the track, such as at Le Mans and Goodwood.”

TCCT’s first eClassic simulators will be delivered in 2021. Those who sign up in 2020 will be considered as Founding Members, granting further benefits in the community. More at www.tcct.com/eclassic.

FROM TOP LEFT
Zagato’s Elio Z simulator features a cutaway body revealing a superleggera-style structure, while Pininfarina’s Sportiva has a more traditional design.