

WTCR Cup - Lauf #5

Geschrieben von DFAlex - 08.09.2019 20:50

<http://www.malzbierbude.de/images/stories/events/2019/WTCR/20190913.png>

Fahrzeug/Car/Class: Touring Car Class
Strecke/Track: Zhuhai International Circuit
Datum/Date: 13.09.2019
Event Start: ab 20:00 Uhr
Quali: 3x 15min.
Runden/Laps: 3x 11 Runden
Tires: X2
Wetter/Weather: >>>klick

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Beispiel Einschreibung:

DFAlex / BMW 320 TC (E90) - Wildgersen Racing #50

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Einschreibung:

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Dede2602\Renault MEgane RS\#42

Bad Dan\Megane RS\Monster Energy #86

Christian / BMW 320 TC (E90) - Mist Engineering n Â° 72

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Geschrieben von Dede2602 - 09.09.2019 06:20

Dede2602\Renault MEgane RS\#42

I am BACK! B)

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Geschrieben von BadDan - 09.09.2019 12:21

Bad Dan\Megane RS\Monster Energy #86

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Geschrieben von Christian Dauger - 10.09.2019 11:56

BMW 320 TC (E90) - Mist Engineering n° 72

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Geschrieben von DfAlex - 12.09.2019 22:44

Hi,
wie schon befürchtet, darf ich nicht früher Feierabend machen...bin also leider raus...

LG
Alex

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Geschrieben von BadDan - 13.09.2019 15:04

Schade, sehr ärgerlich. :(

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Aw: WTCR Cup - Lauf #5

Geschrieben von trex - 13.09.2019 15:15

Trex\Megane RS\Horsner Automotive #62

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Aw: WTCR Cup - Lauf #5

Geschrieben von BadDan - 13.09.2019 21:57

Sehr geile Rennen, auch gute Gastfahrer dabei.:woohoo:

@Chris, some very nice and close laps. B)

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Aw: WTCR Cup - Lauf #5

Geschrieben von Dede2602 - 13.09.2019 22:09

Ja, war geil heute und stets fair!
Tolle, enge Rennen. Gab zwar Lackkratzer, aber nicht eine Beule!

und hier nochmal: den kleinen "Crash" hat mein Podium Gott sei Dank überstanden.
:blush:

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Aw: WTCR Cup - Lauf #5

Geschrieben von Christian Dauger - 13.09.2019 22:25

3 great races ... by far the most fun I've ever experienced in the "modern" ... (not just because I won, huh !!)
What fightscheer:
What a pity, so few people ... I do not understand why!

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Aw: WTCR Cup - Lauf #5

Geschrieben von DFAlex - 13.09.2019 23:21

Moin,
Auswertung Aktualisiert.

LG
Alex

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Aw: WTCR Cup - Lauf #5

Geschrieben von wolle - 29.09.2019 17:17

MÃ¶chte mich gerne als Gastfahrer fÃ¼r das nÃ¤chste Rennen in BRNO anmelden.
Normalerweise mag ich diese kurzen Rennen nicht so sehr, aber wer weiÃ, vielleicht entdecke ich noch eine spÃ¤te Liebe.
Und das ganze Jahr Ã¼ber NOS ist ja auch etwas eintÃ¶nig. Ãfter mal was Neues. Soll ja auch dem Alzheimer vorbeugen.

Hab mir den Megane rausgesucht(Zavima Racing Team # 4), den kenn ich schon von der NOS. Ein tolles Fahrzeug.
Bei so einem Frontler muÃt du halt ziemlich viel Ã¼ber Bord werfen, was du so vom Setup kennst.
Hoffentlich laufen die Server bald wieder

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Aw: WTCR Cup - Lauf #5

Geschrieben von Susi Stoddart - 29.09.2019 19:34

wolle schrieb:

Hab mir den Megane rausgesucht(Zavima Racing Team # 4), den kenn ich schon von der NOS. Ein tolles Fahrzeug.
Bei so einem Frontler muÃt du halt ziemlich viel Ã¼ber Bord werfen, was du so vom Setup kennst.
Hoffentlich laufen die Server bald wieder

Setup Setup, einfach nur fahren ;)

iR hat vor kurzem mit dem Audi A3 auch ein TCR Fahrzeug im Angebot.

Bei der Suche nach Setuptips im iR Forum diese Klasse Bedienungsanleitung im Post eines Profis fÃ¼r den realen 3er Audi gefunden.

" Setting Adjustments; Standard Set-up - Audi RS 3 LMS SEQ User Manual "

<https://www.manualslib.com/manual/1483975/Audi-Rs-3-Lms-Seq.html?page=29#manual>

Kann auch als PDF gespeichert werden !

Info zum Umgang mit den Reifen:

Seems to be a lot of misunderstanding going on about how the tyres behave, and what things are useful and what aren't for qualifying and the race. So thought I'd share a little insight from my past week of driving and digging deep into the telemetry.

Next week if I have time I might put together some clips showcasing the qualifying weave.

Feel free to add to anything I may have missed.

Qualifying

Tyre warm up on your out lap is everything here, especially the rears.

A nice big burnout as you leave the pits will quickly get the fronts scrubbed. I even drag the handbrake a little while doing it. This is probably a little controversial, as compared to the real thing, its quite excessive. Don't sit on the spot for 5 minutes, just a rolling burnout as you leave, anything more, and you risk facing Nims ban hammer. It is important though, you need some temp in the fronts and an oversteery balance for the next part.

Just weaving left and right like you are on a casual Sunday drive is not very good. It will only add temp to the front tyres, but you need temp in the rears too! So what you need to do is get the rear sliding while you weave (hence the burnout). You can do this easily by adding just a little brake as you turn. It will take some practice though, its very easy to over do it and find yourself facing the wrong way or in the fence, so load up a test server and get weaving!

You can do some handbrake drifting if you wish, this is a real world tactic also. I personally find it way to inconsistent though, and half the time end up in the wall. So I prefer to just stick to the weaving, its just as effective once you get the hang of it.

Real hard braking works, but only because it is locking and unlocking the tyres on ABS. Just driving round riding the brakes is useless, so don't waste your time.

If you do spin out, just roll back onto the track and carry on, no big power skids or anything outrageous unless you want to risk a 1 week vacation.

Be aware, it is possible to over do it. The tyres work best at around 30kPa higher then their starting pressures (roughly 80-100C). If you heat them past that you will start losing grip. So at Laguna for example, one warm up lap and then a flying lap are enough to get the tyres into the window for the 2nd lap. 2 warm up laps heats them up too much.

Race

The basic gist of it is, the tyres have a window for which they are quick, but they settle at temperatures above that window and then start to wear more. Nothing you can do will change this (short of driving really slow). The only control we have is how quick the tyres reach that point and how long they stay in the "window".

So during the formation lap you have a choice.

You can weave and heat up the tyres for grip early in the race, useful for making an early break for it, or getting early positions, but you will run your fastest laps earlier and reach the running temps sooner, at which point you are going have to manage your wear, the more you push, the slower you will be at the end.

Or you can do nothing, you will struggle for the first few laps on cold tyres, but will have great pace for the mid race battles and will have a reasonable tyre to the end of the race if you manage it well.

Quick tyre management tips

The harder you are on the tyres early, the smaller your window will be.

Smooth isn't the only way to be fast, but smooth is good on tyres.

Using the ABS for braking is hard on the tyres, and will quickly add heat and wear to them.

Battling with someone is a surefire way to add heat and wear to the tyres. Choose your battles wisely, an early battle can cost you a lot more then 1 position in the long run.

There are a lot more nuances then this, but these are the key ones to be aware of.

Here is a simple graph showing the rise in tyre pressures (and thus temps) over a 20 minute run at Tsukuba

Na denn :)

Susi

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Geschrieben von BadDan - 29.09.2019 19:44

Und wie hilft das Wille jetzt bei seinem Megane in Project Cars 2? :blink:

Mal von dem Tipp mit "Fahren statt Setupschrauben" abgesehen.

Das ist tatsächlich so.

@Wolfgang, Automeldungen gehen immer erst im entsprechenden Thread, wenn Alex den neuen Lauf ankündigt.
Also jetzt. Alex hat die Ankündigung gepostet:

http://www.malzbierbude.de/component/option,com_fireboard/Itemid,99/func,view/catid,113/id,14404/lang,de/#14399

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