Setups Geschrieben von LessThanSte - 01.04.2021 19:04 _____________________________________ Hello everyone. Just joined, after 4 or 5 years of not using GTR2 at all. Its nice to be back on the racetrack. When looking both on and off line earlier, its become apparent that all my setups seem to no longer work. Mostly thats gearing (where the ratios max out to about 50mph in 6th gear). I tried a few laps last night, for example at Sebring. I loaded up a Corvette setup from the online folder, but it was garbage (and topped out at about 100mph). So, with that in mind, i wondered if anyone had, or could share, a setup pack for some (or indeed all) of the main cars? Doesnt necessarily need to be track specific! Grateful for any input! Thanks Steve == Aw: Setups Geschrieben von Lahme Ente - 02.04.2021 11:05 _____________________________________ Optimum operating temperatures in GTR Tyres: In GTR there are different tyre manufacturers, so also different operating temperatures! They should be between 90Â°C and 100Â°C Engine: Nominally 90.0 -100.0Â°C Optimal 100.0Â°C Overheating from 103.0Â°C Brake system: Nominal 300Â° to 600Â°C Optimal 400Â°C == Aw: Setups Geschrieben von Lahme Ente - 02.04.2021 11:19 _____________________________________ Splitter - Rear wing The wing setting determines the aerodynamic downforce and thus also the top speed. The rear wing has more influence on top speed than the front wing, which is mainly responsible for the aerodynamic balance of the car. - Minimum wing with best possible top speed and acceleration, but pay attention to cornering speeds. - The wing setting depends on the driver's preferences. - The rear wing determines the downforce, the front wing the balance. == Aw: Setups Geschrieben von Lahme Ente - 02.04.2021 11:20 _____________________________________ Fuel Ground clearance: More fuel means more weight and therefore higher forces on the suspensions, test the ground clearance. More weight on the rear axle improves the handling towards controllability. Principles: - Fill up as much as you need. - Pay attention to tyre wear during the race (pit strategy). == Aw: Setups Geschrieben von Lahme Ente - 02.04.2021 11:20 _____________________________________ Differential It controls the distribution of forces between the left and right rear wheels. You can connect these two wheels rigidly (100%) or set them so that if one wheel loses traction (e.g. on grass), it is braked a bit to get full traction again. The 100% setting creates higher temperatures at the rear wheels, because when both wheels go through a curve, the outer wheel has to cover a longer distance than the inner one. Thus, with the setting locked (100%), you have a wheel that turns too fast in relation to its travel (friction). You can do the general setting, but you can also set the differentials for braking and acceleration separately, so you have the possibility to use the full potential of this technique. A 0% setting has all the advantages in acceleration (full throttle), but huge disadvantages in braking. 100% likes zero-throttle sections (braking), but hates accelerating because you often have spinning wheels. The main setting for me is usually the average of braking and accelerating. The differential preload indicates at what level of event (the point at which the differential kicks in) the differential starts to work. At low values it starts later (at zero not at all), at high it starts earlier. Principles: Differential lock at 0 - Zero-throttle oversteer = HIGH - With-throttle oversteer = ZERO Differential lock at 100% - Zero-throttle oversteer = ZERO - With-throttle oversteer = HIGH You do not set whether you want to oversteer or understeer, but when and how much! Separate settings for acceleration and braking: - High values for braking. - Low values for acceleration. == Aw: Setups Geschrieben von Lahme Ente - 02.04.2021 11:22 _____________________________________ Caster Adjusts the degree to which the tyres lean forward or backward (in the direction of travel) relative to the axle. Caster is responsible for directional stability. Principles: - Positive caster: good directional stability, but high steering effort required. - Negative caster: Less steering force, but more nervous on straights. == Aw: Setups Geschrieben von Lahme Ente - 02.04.2021 11:24 _____________________________________ Brakes The braking force cannot be high enough and therefore you should always choose the 100% setting, with a little feeling for the brake this is no problem. Only in the rain should you go down minimally to avoid overturning wheels. In the game you have to pay a little attention to your brake temperature, because with optimal temperature the things bite unbelievably (only little pedal use), but if you come straight out of the box, you can and must really push the pedal. Principles: - 400Â°C is the optimum temperature with the best braking power. == Aw: Setups Geschrieben von Lahme Ente - 02.04.2021 11:28 _____________________________________ Springs The springs create a basic ground clearance (soft springs - need more ground clearance) and an initial balance in the car (understeer). Springs store energy by absorbing or deflecting force. In GTR, springs are a good way to add or remove understeer or oversteer, so you can adjust your car to suit the track and your driving style. Principles: - soft spring - more grip - hard spring - quick reaction when turning etc. - hard spring in front - good reaction, lower ground clearance possible - soft spring at the rear - good traction - Always adjust basic balance with springs (compromise), not too hard at front or too soft at rear - Note ground clearance: soft spring, more ground clearance required == Aw: Setups Geschrieben von Lahme Ente - 02.04.2021 11:32 _____________________________________ Ground clearance and limiter The suspension travel limiter limits the suspension travel, so soft springs with low ground clearance can be used. But be careful too high limiters can cause problems on bumps, as the car can't swallow all the bump height and thus tends to bounce and hop. But they are a good remedy if, for example, you only touch down slightly on a wave, but the setup is otherwise very good, then you simply increase the limiters a little and the car no longer touches down at this point. Principles: - As low as possible. - A car that touches down breaks down, suddenly loses traction and sparks. - Use the limiter only for slight corrections. == Aw: Setups Geschrieben von Lahme Ente - 02.04.2021 11:36 _____________________________________ Damper Damper adjustment is the biggest challenge. A damper controls the rate at which the spring is loaded/unloaded (sprung in/sprung out) and it is 4-way adjustable. Adjustment options: Fast shock controls spring-in speed over bumps etc. Fast recoil controls deflection speed over bumps etc. Slow shock controls deflection speed over chassis pitch and roll. Slow recoil controls deflection speed with chassis pitch and roll. While the springs determine how far the vehicle tilts, the dampers determine the speed at which it tilts. They are used to fine tune the handling. A high value indicates a slow damper, a low value indicates a fast damper, i.e. a fast damper allows high spring in or spring out speeds. Principles: - Front damper as low (soft) as possible for best front grip. - Rear damper as high (hard) as possible for good high speed cornering stability - slow setting controls bounce weight (chassis pitch and roll) when weight is shifted - fast setting controls unsprung weight (tyres, wheels, brakes) over bumps - soft dampers good grip - hard dampers good high-speed cornering stability - Fast bump: soft setting Car does not bump as much, but it becomes more sluggish - slow bump: soft setting car becomes more docile, but again more sluggish - with soft springs, dampers that are too hard cause the spring not to be fully loaded and they are therefore neutralised. - the settings for shock and rebound should not be too far apart, as then the spring is loaded very slowly, for example, but can be very fast when unloaded, which can make the car undriveable. - The fast recoil damping should always be 1-3 parts higher than the shock damping. - The harder the springs, the harder the recoil damping should be. == Aw: Setups Geschrieben von Lahme Ente - 02.04.2021 11:37 _____________________________________ Stabilisers The inside wheels lose traction compared to the outside wheels, because the whole car "rolls" outwards (along the longitudinal axis) and thus the outside wheels are loaded with more weight. With the anti-roll bar you try to absorb this and get weight back onto the inside wheels of the corner. Principles: - Hard anti-roll bar - more direct steering behaviour - too hard at the front understeer - too hard at the rear - oversteer == Aw: Setups Geschrieben von Lahme Ente - 02.04.2021 11:41 _____________________________________ Tyres Camber Tyres are a fundamental component on a race car. Camber controls the position of the tread in relation to the road, i.e. negative camber and the wheels are tilted inwards at the top. We leave the positive camber to the oval racers, in Formula 1 and touring car racing only negative camber values are set. The front wheels need more camber than the rear. When going straight, the grip of the front wheels is not so important, but in curves the car leans and with an optimal camber setting (almost) the entire tyre surface is on the road. The rear wheels would prefer 0 degrees of camber, as this gives them full contact with the road surface when accelerating (straight ahead). But the rear wheels also lean into the curve and thus negative camber is also set at the rear. The camber setting is adjusted via the tyre temperatures, i.e. too high a temperature on the inner side indicates too much negative camber. Principles: - more negative camber at the front than at the rear - Never set positive camber, except in Nascar. - consider the correlation of tyre temperatures (toe-in, pressure, differentials, etc.) - the inner temperature should never be more than 10Â°C higher than the outer temperature Toe-in Toe-in is the static angle of the wheels (seen from above) to the car. Negative toe-in means that the wheels are positioned like an arrow in the direction of travel. A slightly negative toe-in on the front axle increases stability when driving straight (positive toe-in is again only suitable for oval tracks and Nascars), but affects braking behaviour. At the rear axle, you should only make small adjustments and here in a positive direction. Toe-in is a hotly debated topic and mainly depends on the driving style. However, a slightly negative toe-in at the front and a minimally positive one at the rear is a good starting setting. Principles: - slightly negative toe-in at the front minimally positive at the rear gives relative stability - negative toe-in gives good straight-line braking Pressure The pressure in the tyre increases constantly as the tyre temperature rises. The hotter the track, the lower the pressure should be so that even after a few laps (hot tyre) the tread remains flat and does not bulge in the middle. Principles (pressure): - high track temperature low tyre pressure - low tyre pressure better grip - higher tyre pressure higher top speed Important things to know about reading tyre temperatures You have to drive a few laps evenly to get representative tyre temperatures. == Aw: Setups Geschrieben von Lahme Ente - 02.04.2021 11:43 _____________________________________ Suspension settings Examples: Increase (harden) front and rear springs: The suspension becomes harder, the wheels may not be able to absorb all shocks, rolling resistance is increased. Increase front springs: Increases understeer, decreases oversteer, front rolling resistance is increased. Increase rear springs: Increases oversteer, decreases understeer, rear rolling resistance is increased. Decrease front and rear springs (adjust softer): The chassis becomes softer, the wheels can follow bumps better, increase traction, rolling resistance decreases. Decrease front springs: Increases oversteer, decreases understeer, front rolling resistance is reduced. Decrease rear springs: Increases understeer, decreases oversteer, front rolling resistance is reduced. == Aw: Setups Geschrieben von Lahme Ente - 02.04.2021 11:47 _____________________________________ Handling problems and solutions: (always make changes one at a time and test) Understeer in general: - If the front tyre temperatures are optimal and the rear are not, increase the rear anti-roll bar. - But if the front wheels are too hot, decrease the front anti-roll bar. - If the front tyre pressures are optimal, decrease the rear pressure. - Soften the front springs. Understeer in fast corners: - If front tyre temperatures are optimal, increase front downforce (increase splitter setting). - If front tyres are too hot, reduce rear downforce (reduce rear wing). Oversteer in general: - If the rear tyre temperatures are optimal and the front ones are too low, increase the front anti-roll bar. - If the rear tyre temperatures are too high, decrease the rear anti-roll bar. - If the rear tyre pressures are optimal, decrease the front ones. - Set rear springs softer. Oversteer in fast corners: - If rear tyre temperatures are optimal, increase rear downforce. - If rear tyre temperatures are too hot, decrease downforce at the front. Understeer at corner entry: - Harden front shock absorbers. - Reduce front toe-in. Understeer on exit of corner: - Rear shock absorbers harder. - Front rebound dampers softer. Oversteer on corner entry: - Rear ground clearance too high compared to front. Oversteer on exit of corner: - Too much rear toe-in. Instability when going straight: - Tyre pressure in one or more wheels too low. - Too little caster. - Too much toe-in. Too little speed on the straight: - Too much downforce. - Car is too high. - Check gearbox tuning Steering forces too high: - Too much caster. - Front tyre pressures too low. Car bottoms out: - Spring rates too low. - Shock absorbers too soft. - Too little suspension travel (suspension travel limiter). All tyres too hot: - Select harder tyre compound. Front wheels too hot -> understeer: - Increase front tyre pressure. Rear wheels too hot -> oversteer: - Rear tyre pressure too high. Insides or outsides too warm: - Adjust camber. Centre is hotter than the outsides: - Tyre pressure too high. == Aw: Setups Geschrieben von Lahme Ente - 02.04.2021 12:07 _____________________________________ LessThanSte schrieb: Hello everyone. Just joined, after 4 or 5 years of not using GTR2 at all. Its nice to be back on the racetrack. When looking both on and off line earlier, its become apparent that all my setups seem to no longer work. Mostly thats gearing (where the ratios max out to about 50mph in 6th gear). I tried a few laps last night, for example at Sebring. I loaded up a Corvette setup from the online folder, but it was garbage (and topped out at about 100mph). So, with that in mind, i wondered if anyone had, or could share, a setup pack for some (or indeed all) of the main cars? Doesnt necessarily need to be track specific! Grateful for any input! Thanks Steve Hello Steve. It's nice that you've found your way back to us. It is probably due to various changes such as vehicles, tracks or even yourself that setups no longer fit. Fact is, it's a lot of work and unfortunately not everyone likes to share their setups, for whatever reason. But it is clear that there are enough online setups and that some other setups from other tracks also fit quite well and the rest is up to you - for some of you here, this is certainly not an unknown aid that I am presenting here. I think we have all had it in our hands before or still do ;-) Maybe it will help you or one or the other of our racers here in KÃ¶lsch. By the way, we are looking forward to your setups in the online folder. Greetings Duck == Aw: Setups Geschrieben von SiamJambo - 02.04.2021 12:26 _____________________________________ Wie stell ick das Radio ein ? Alter Ente, haste jetz das Komplette Setup-Guide Ãœbersetzt oder wie :ohmy: :ohmy: B) Nice Also wenn ihm das nicht Hilft hat er kein Bock zu Fahren :lol: == Aw: Setups Geschrieben von [GCZ]BladeRunner74 - 02.04.2021 12:40 _____________________________________ Oft muss man auch nur das Getriebe neu Abstimmen. Die dÃ¤mpfer und so passen eigentlich auch noch von den alten Setups. PS:versuche siam schon im Forum zu Ã¼berholen :lol: == Aw: Setups Geschrieben von Lahme Ente - 02.04.2021 12:44 _____________________________________ SiamJambo schrieb: Wie stell ick das Radio ein ? Alter Ente, haste jetz das Komplette Setup-Guide Ãœbersetzt oder wie :ohmy: :ohmy: B) Nice Also wenn ihm das nicht Hilft hat er kein Bock zu Fahren :lol: Wo verdammt ist dieser kack Radio Knopf? Denn brauch ich auch:evil: == Aw: Setups Geschrieben von Lahme Ente - 02.04.2021 12:46 _____________________________________ SiamJambo schrieb: Alter Ente, haste jetz das Komplette Setup-Guide Ãœbersetzt oder wie :ohmy: :ohmy: B) Nice Ich bin dieser Sprache zwar mÃ¤chtig aber das selbst zu Ã¼bersetzten?! Bitte wofÃ¼r gibts Hilfen - geht doch viel schneller auch wenn es manchmal recht lustig ist was da so Ã¼bersetzt wird:P == Aw: Setups Geschrieben von francie1 - 04.04.2021 12:00 _____________________________________ Hi great Duck !!! But where is the set up ???? Hahaha :) :) :) Thanks to Admin for the organization of WEC Francie == Aw: Setups Geschrieben von Lahme Ente - 05.04.2021 13:31 _____________________________________ francie1 schrieb: Hi great Duck !!! But where is the set up ???? Hahaha :) :) :) Thanks to Admin for the organization of WEC Francie francie. You can always ask me for my setups, I'll be happy to pass them on - whether they're of any use to you will then become clear. Duck == Re:Aw: Setups Geschrieben von LessThanSte - 06.04.2021 20:28 _____________________________________ This is great, thanks so much. I'm not sure i have the time to spend creating setups, but it would be nice if there was a set of 'ok' setups for each track, or at least for each car (maybe a slow speed, medium speed and high speed setup) that could be used as a good base. If i create any, i'll upload (with a date in YYMMDD at the front for ease) ==
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