# MISTRAL

P1 SIM


PORSCHE

GT3 R

# MISTRAL

P1 SIM

## The P1 SIM Mistral pedal set offers the precision and consistency required to master the braking dynamics of the Porsche 911 R LMGT3.

With refined control over your brake curve, you can replicate the aggressive yet stable braking style characteristic of the rear-engine Porsche layout. This level of modulation transforms each braking zone into an opportunity—allowing you to manage weight transfer, prevent premature ABS engagement, and carry more speed into corner entry.

Whether you're pushing for pole at Portimão or managing traffic in a WEC endurance stint, the Mistral pedal set delivers a confident, race-ready feel that helps you extract the full potential of the 911 GT3 R.

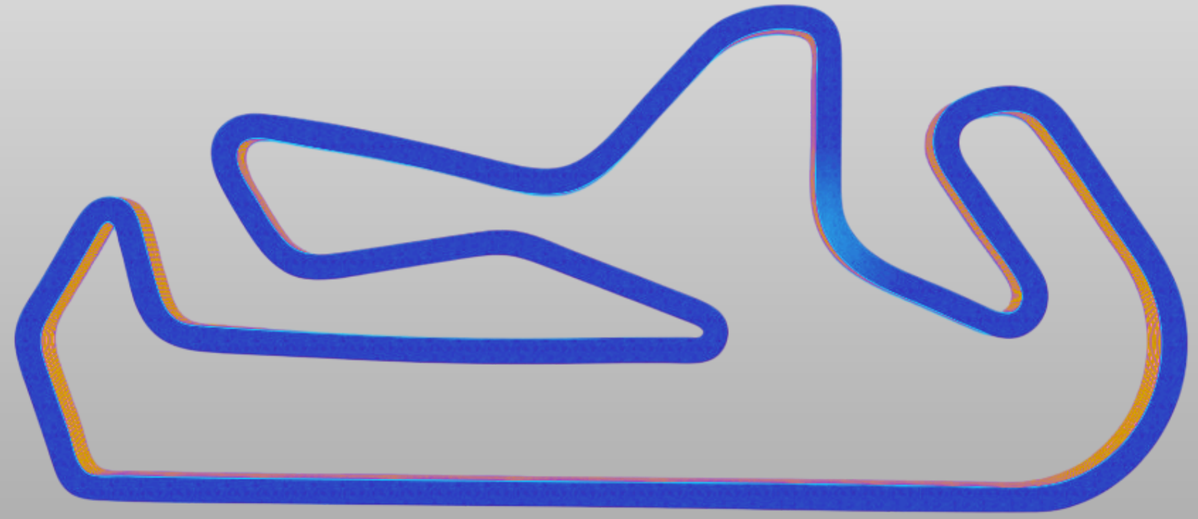
push lap.
garage

P1 SIM

MISTRAL

PORSCHE GT3 R

# Autódromo Internacional do Algarve



**Stretching over 4.6 km, the Portimão circuit combines long straights, blind crests, and dramatic elevation changes.**

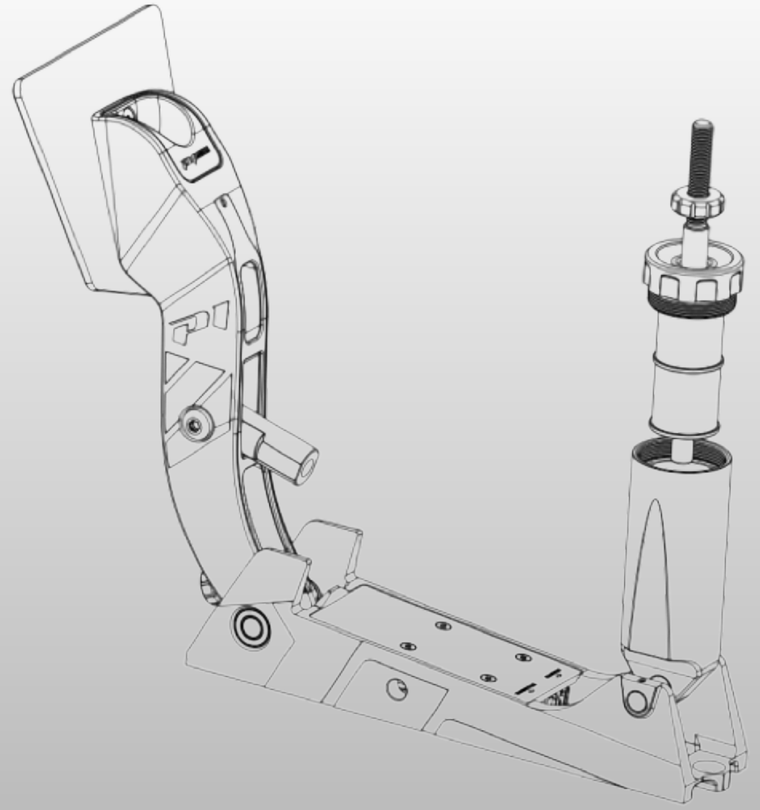
**Portimão is known for its abrasive tarmac and constant elevation shifts, challenging both consistency and car balance over long stints. It's a demanding stage where every corner rewards commitment, smart braking, and precise weight transfer control.**

push lap. garage

MISTRAL

# Brake rubbers

**The choice of elastomers mostly depends on your preferred pedal feel. As a general guideline, the LMGT3 category—especially with the Porsche 911 GT3 R—works best with SOFT to VERY HARD compounds, allowing you to fine-tune modulation and replicate the firm, progressive resistance of a real GT3 endurance pedal setup.**



PORSCHE GT3 R


LM GT3


push lap.
garage

MISTRAL

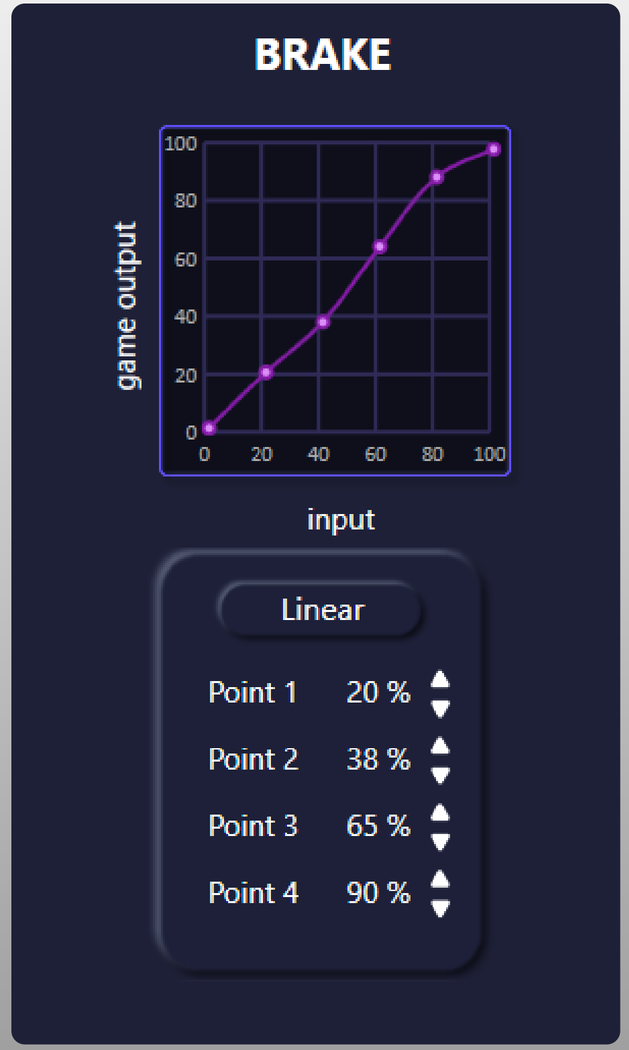
## Brake to Win: When Control Becomes Your Strategy

The **Porsche 911 R LMGT3** isn't about hybrid systems or futuristic aero—it's about mastering the fundamentals. With its rear-engine layout and mechanical grip-focused design, every braking phase becomes a test of balance and commitment. Precise brake modulation is key to managing weight transfer, avoiding excessive ABS engagement, and extracting maximum cornering speed. In sim racing, replicating this behavior brings you closer to the raw, analog feel of GT endurance racing—where control and consistency outweigh pure power.

# Every press of the brake pedal is a chance to shift balance and unlock lap time.

push lap.
garage

# MISTRAL



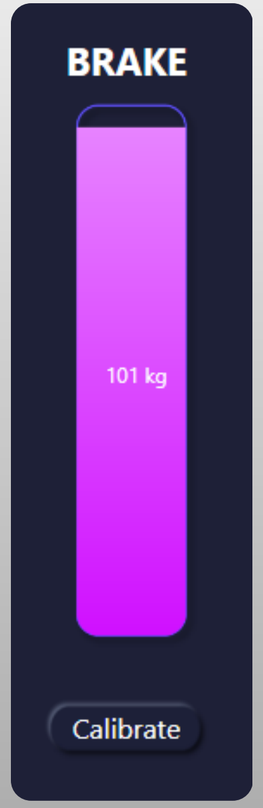

**A personalized braking curve with the P1 SIM Mistral lets you fine-tune pedal pressure throughout each braking phase—perfectly matching the precision and consistency demanded by the Porsche 911 GT3 R in endurance racing.**

- Point 1 : Braking begins with a smooth but assertive input—typically around 85–90% pedal pressure—to load the front tires and initiate deceleration without immediately triggering ABS. This is especially important into Turn 1 and the hairpin at Turn 5, where controlled entry is key to maintaining front-end grip on corner approach.

- Points 2 & 3 : As speed bleeds off, slightly easing off the pedal—down to 70–80%—helps keep the car balanced and stable, avoiding abrupt weight transfer that could trigger ABS or cause understeer. This modulation is critical in flowing sections like Turns 8–9 or the descent into Turn 13, where overly aggressive braking can disrupt the car's line.

- Point 4 : If grip allows—or if you need to correct mid-corner trajectory—you can briefly increase pressure back toward 90–95%, particularly before the final turn (Turn 15). Here, a last controlled stab at the brake helps tighten the line and maximize rotation without compromising traction at corner exit.

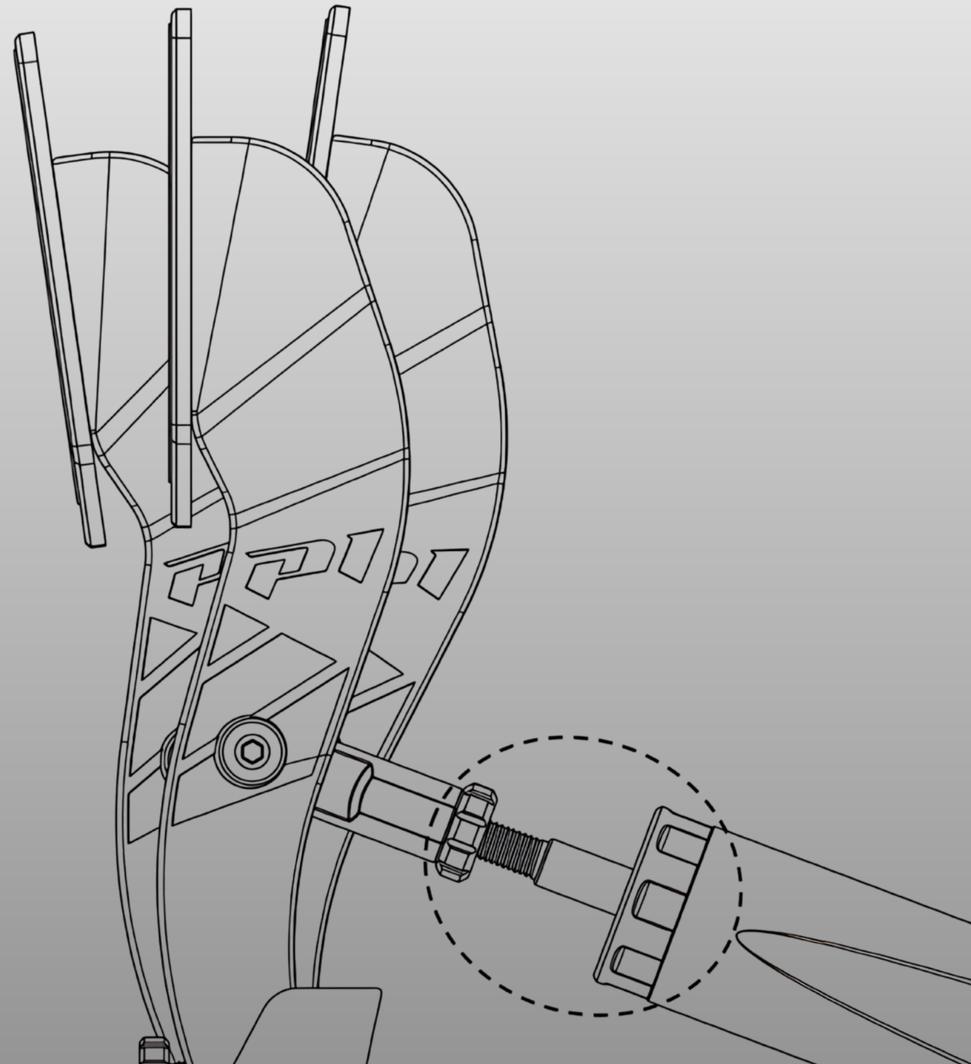
MISTRAL




Calibration depends on your driving comfort. Real-world values shouldn't be the priority, as G-forces are absent in your simulator. Adjust this parameter based on your driving position to find depth and precision in pedal movement.

101 kg corresponds to comfortable braking when using SOFT and VERY HARD brake rubbers, while still maintaining a usable range on the brake pedal.

| | |
|---|---|
| Max Pedal Force | 101 kgf (84%) |

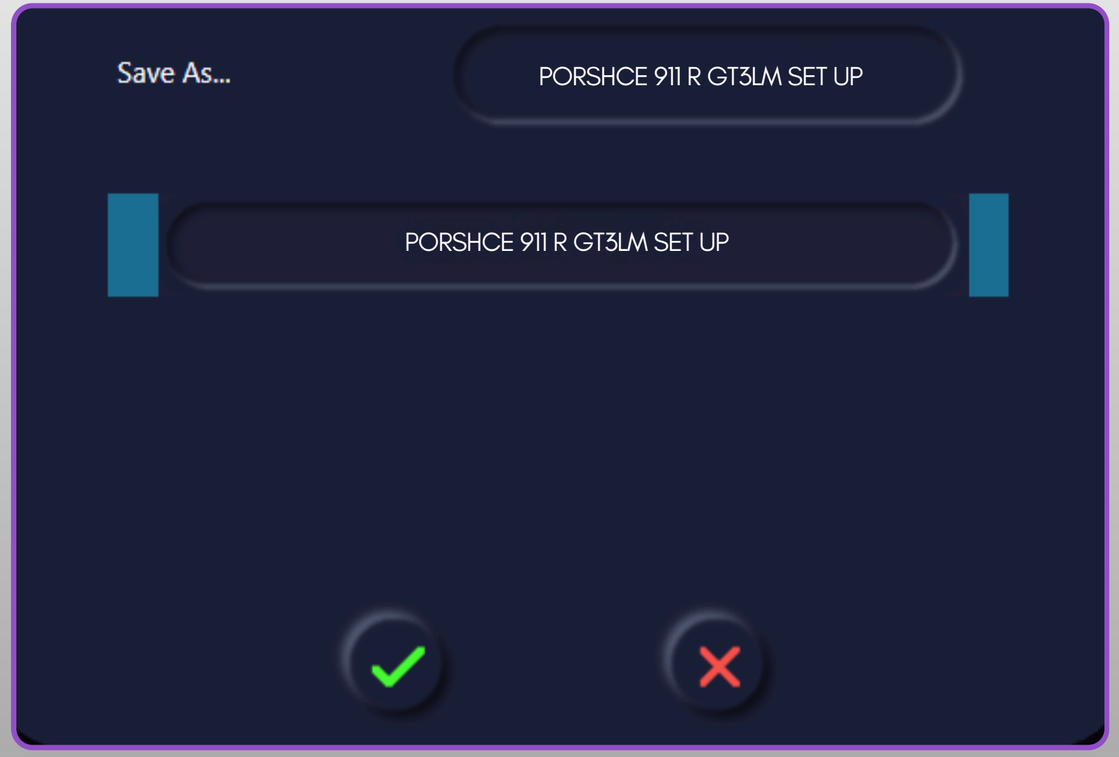


push lap. garage

MISTRAL

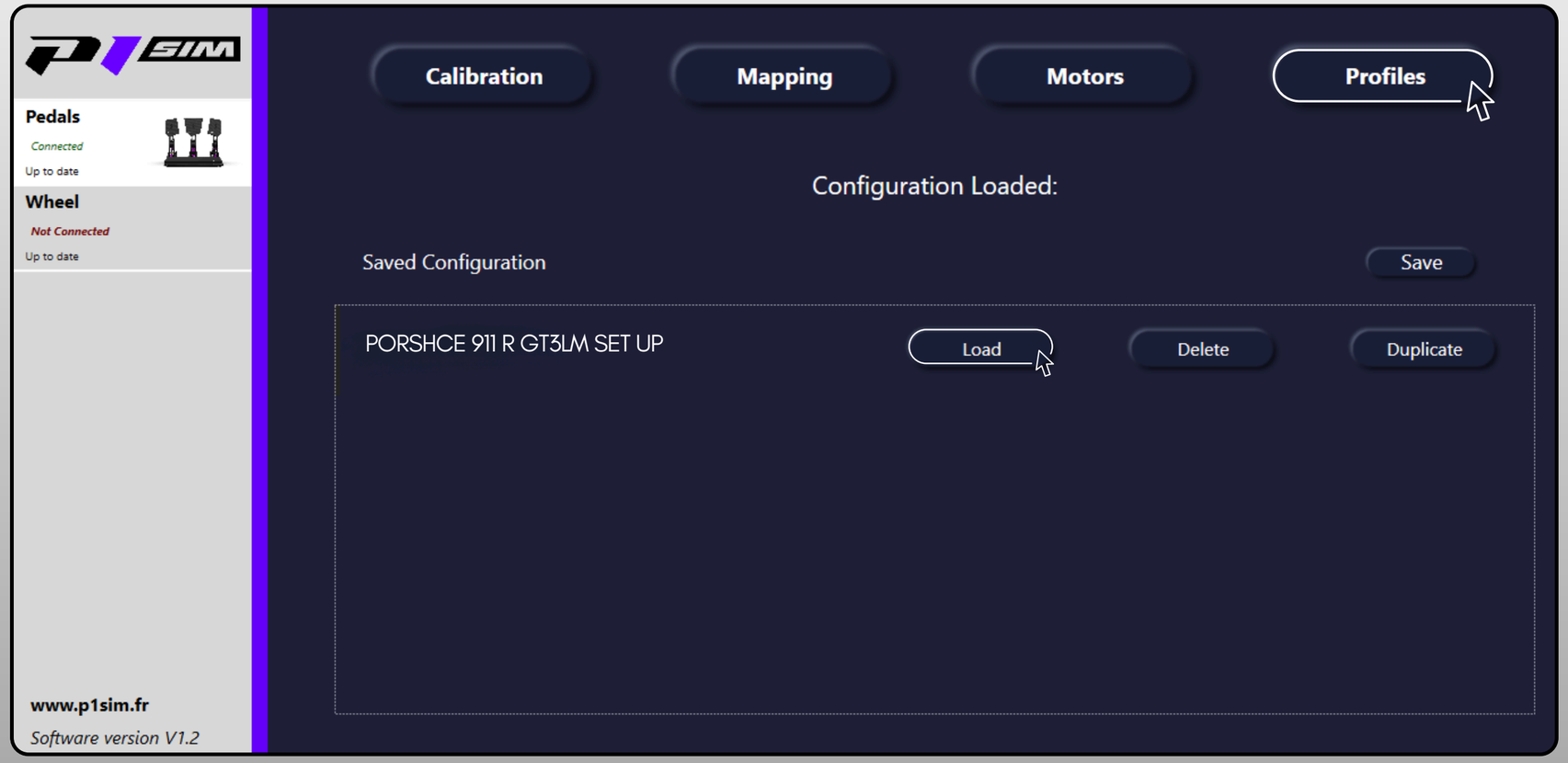
# Save your profile to SimHub

To get the most out of each vehicle, don't hesitate to build a complete setup library.




push lap.
garage

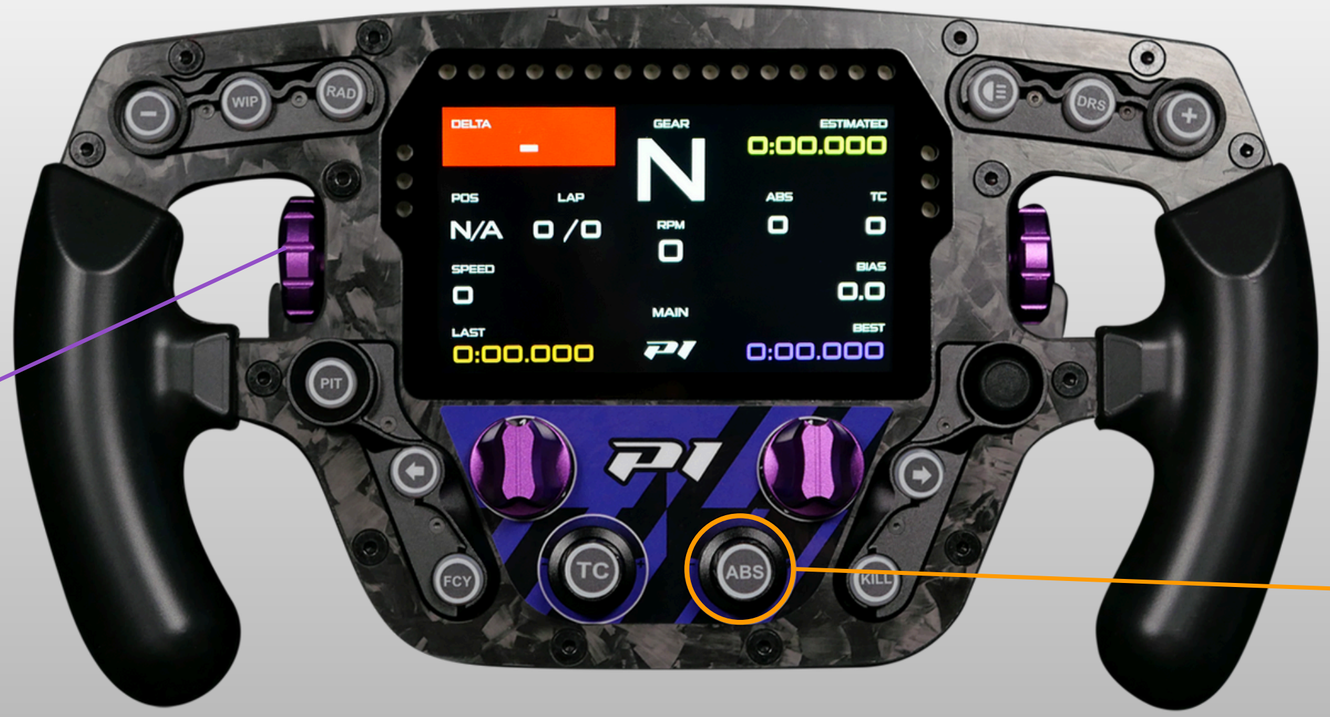
# MISTRAL




**Attention : before each on-track session, make sure to preload your favorite setup in the software.**

# APEX EAU ROUGE

P1 SIM




Brake Bias Forward

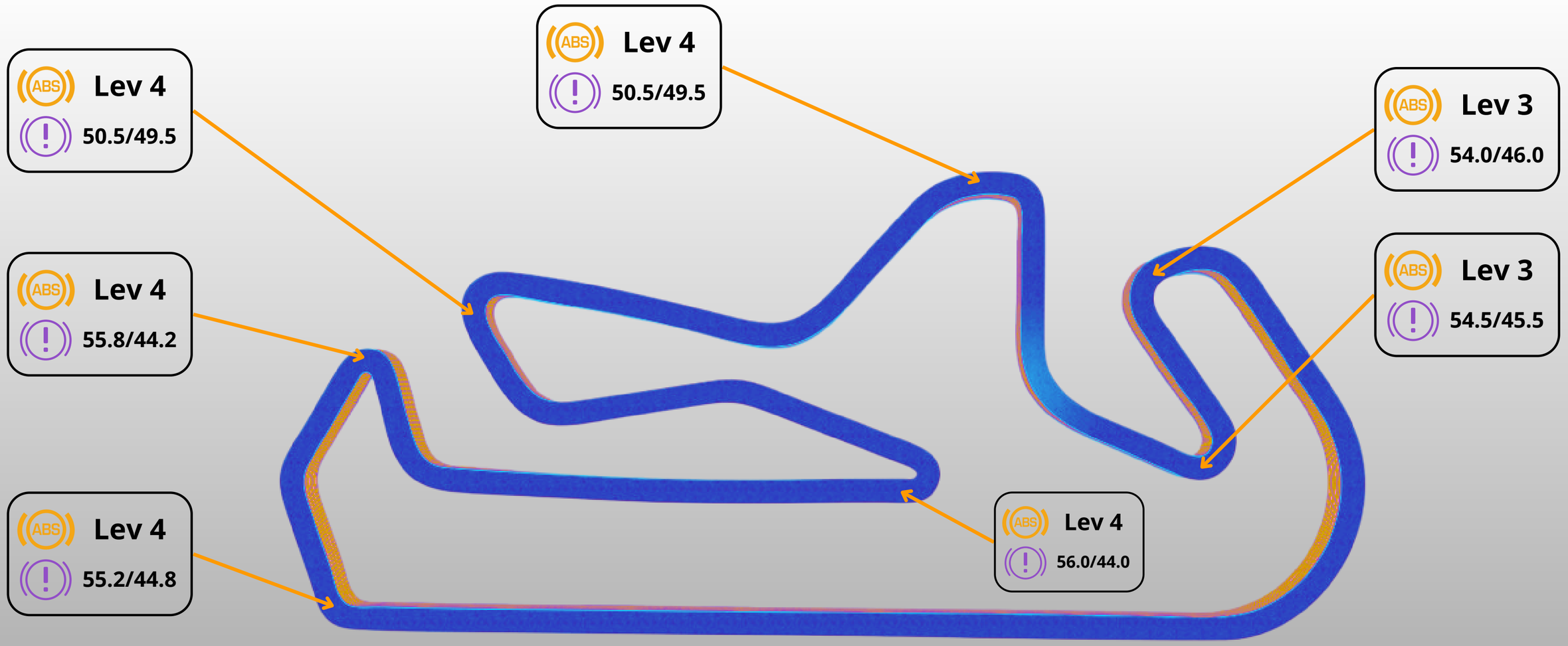
Brake Bias Backward

PORSCHE GT3 R

Onboard ABS Increase

Onboard ABS Decrease

push lap. garage

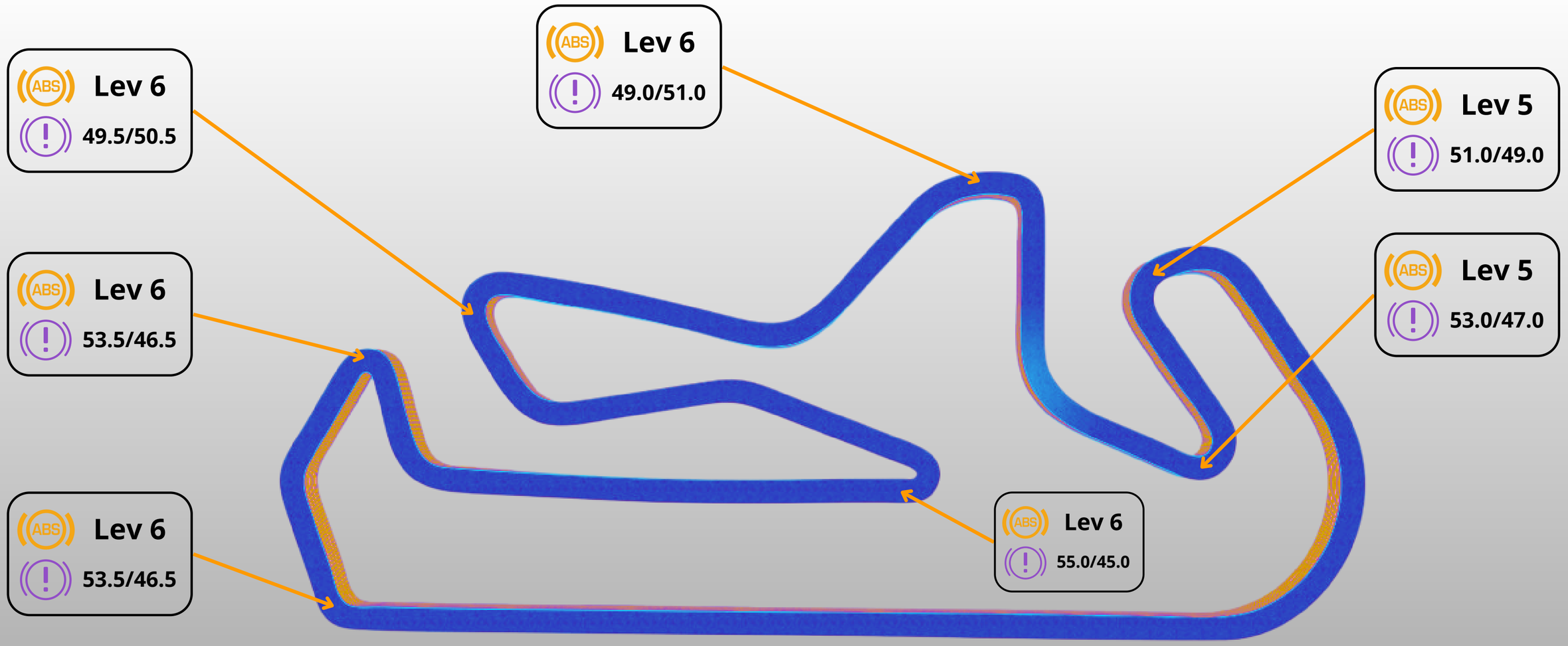



# MISTRAL

Optimal settings based on corner type for **Brake Bias** / **ABS**

**ABS (** 1 – 3 Oversteer) ( 4 – 6 Balanced ) (7– 9 Understeer )

push lap.
garage




# MISTRAL

Optimal settings based on corner type for **Brake Bias** / **ABS**

**ABS (** 1 – 3 Oversteer) ( 4 – 6 Balanced ) (7– 9 Understeer )

push lap. garage

# MISTRAL

LE MANS ULTIMATE

THE OFFICIAL GAME OF THE FIA WORLD ENDURANCE CHAMPIONSHIP

## Recommended settings in the simulation

**The settings are provided as a guideline and may vary depending on your direct drive base and your position in the cockpit.**

---

| | |
|---|---|
| **Force Feedback Strength** | 64 |

You can use the 1080° rotation or AUTO mode, but it's preferable to set the rotation to **600°** to ensure you're using the full capabilities of the **PORSCHE 911 R GT3LM** Use the same steering rotation on your direct drive base.

### STEERING SETTINGS

| | |
|---|---|
| **Steering Wheel Range** | 600° |
| **Use Steering Wheel Range From Vehicle** | Off |
| **Steering Wheel Maximum Rotation** | 600 |
| **Use Steering Wheel Maximum Rotation from Driver** | Off |
| **Exaggerate Yaw** | 0.0% |
| **Look Ahead** | 0.0% |

push lap. garage

MISTRAL

# LE MANS ULTIMATE

THE OFFICIAL GAME OF THE FIA WORLD ENDURANCE CHAMPIONSHIP

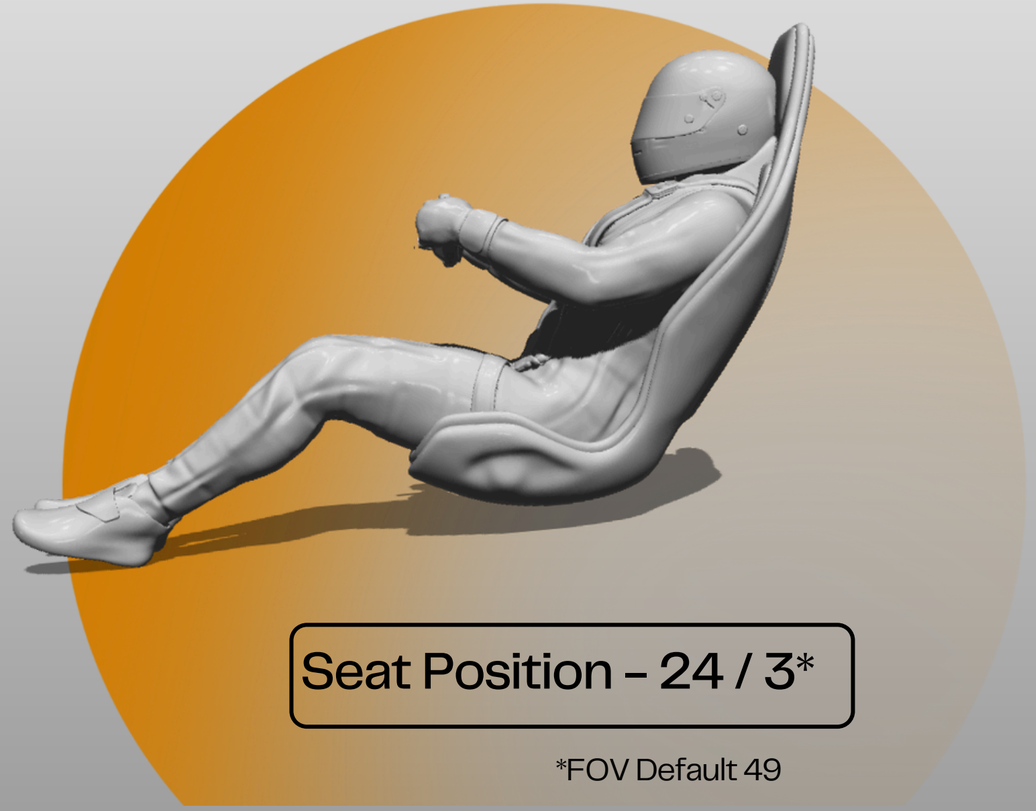
## What does this feature allow you to adjust ?

**Adjusting the driver's position refines the game's force feedback, enhancing and balancing the effects.**

- Adjust Seat Forward
- Adjust Seat Backwards
- Adjust Seat Up
- Adjust Seat Down

Steering Wheel Off

Caution ! For better force feedback, please remove the steering wheel.



Seat Position – 24 / 3*

*FOV Default 49

push lap. garage

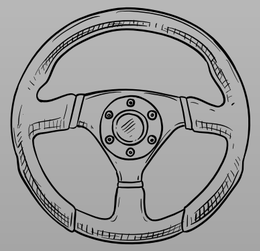
MISTRAL

# ClubSport DD

For your information, here are some guidelines on the optimal settings for the 12 Nm ClubSport DD base.

**Essential Settings for Le Mans Ultimate**

**FFB**
**51**



**600°**

| | |
|---|---|
| FOR | **100** |
| FEI | **100** |
| MPS | **PULSE** |

push lap.
garage

# MISTRAL

P1 SIM


push lap.
garage