

MISTRAL

P **SIM**



LMP2



MISTRAL

P1 SIM

The P1 SIM Mistral pedal set offers the precision and consistency required to master the braking dynamics of an LMP2 car.

With refined control over your brake curve, you can achieve the precise and stable braking necessary for the high-speed demands of an LMP2 car. This level of modulation transforms each braking zone into an opportunity—allowing you to manage weight transfer effectively, prevent premature ABS engagement, and carry optimal speed into corner entry.

Whether you're pushing for a fast lap at Interlagos or managing traffic during a WEC endurance race, the Mistral pedal set delivers a confident, race-ready feel that helps you extract the full potential of your LMP2 car.

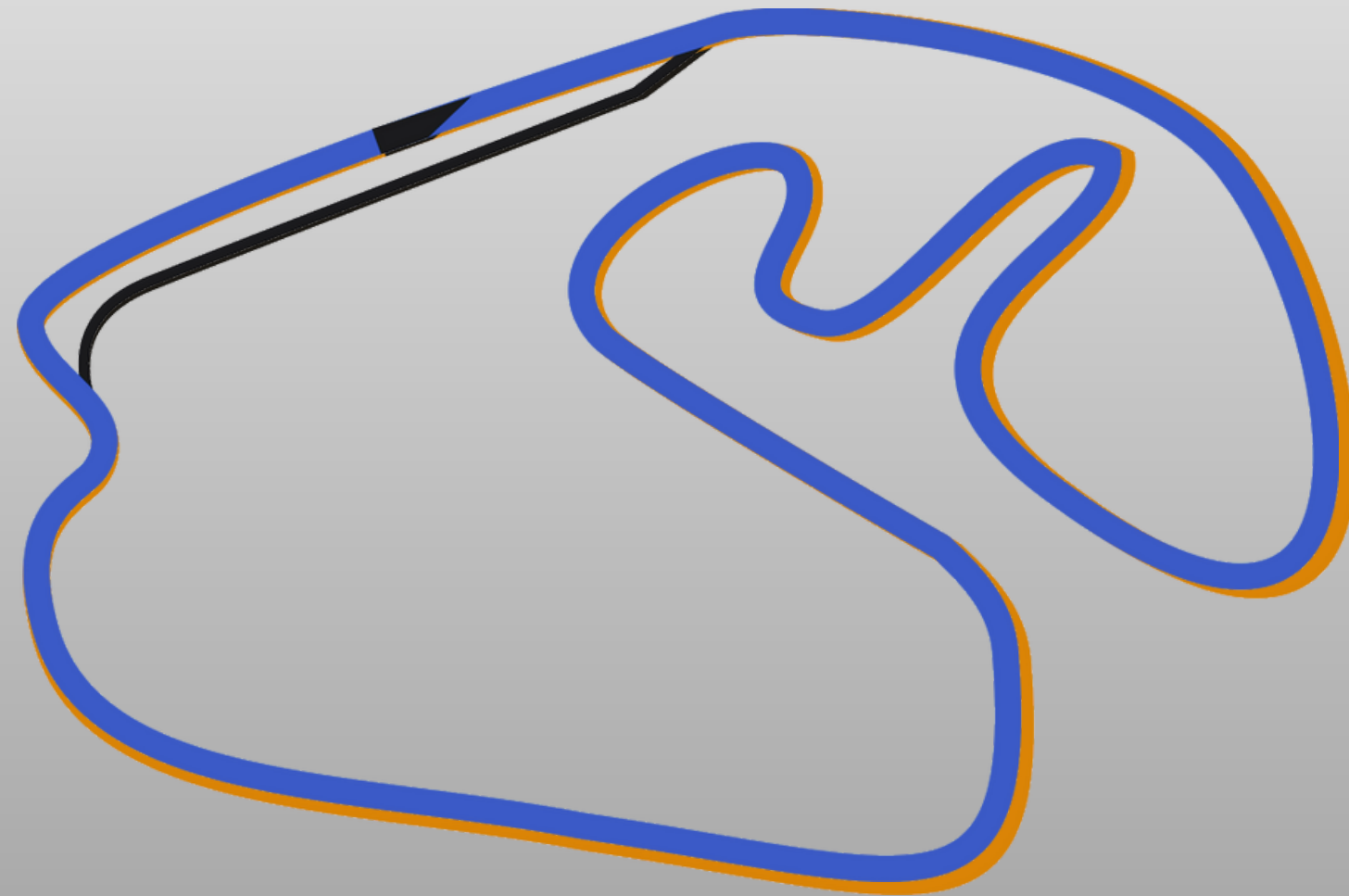
push lap .
garage

P1 SIM



Interlagos

Autódromo José Carlos Pace

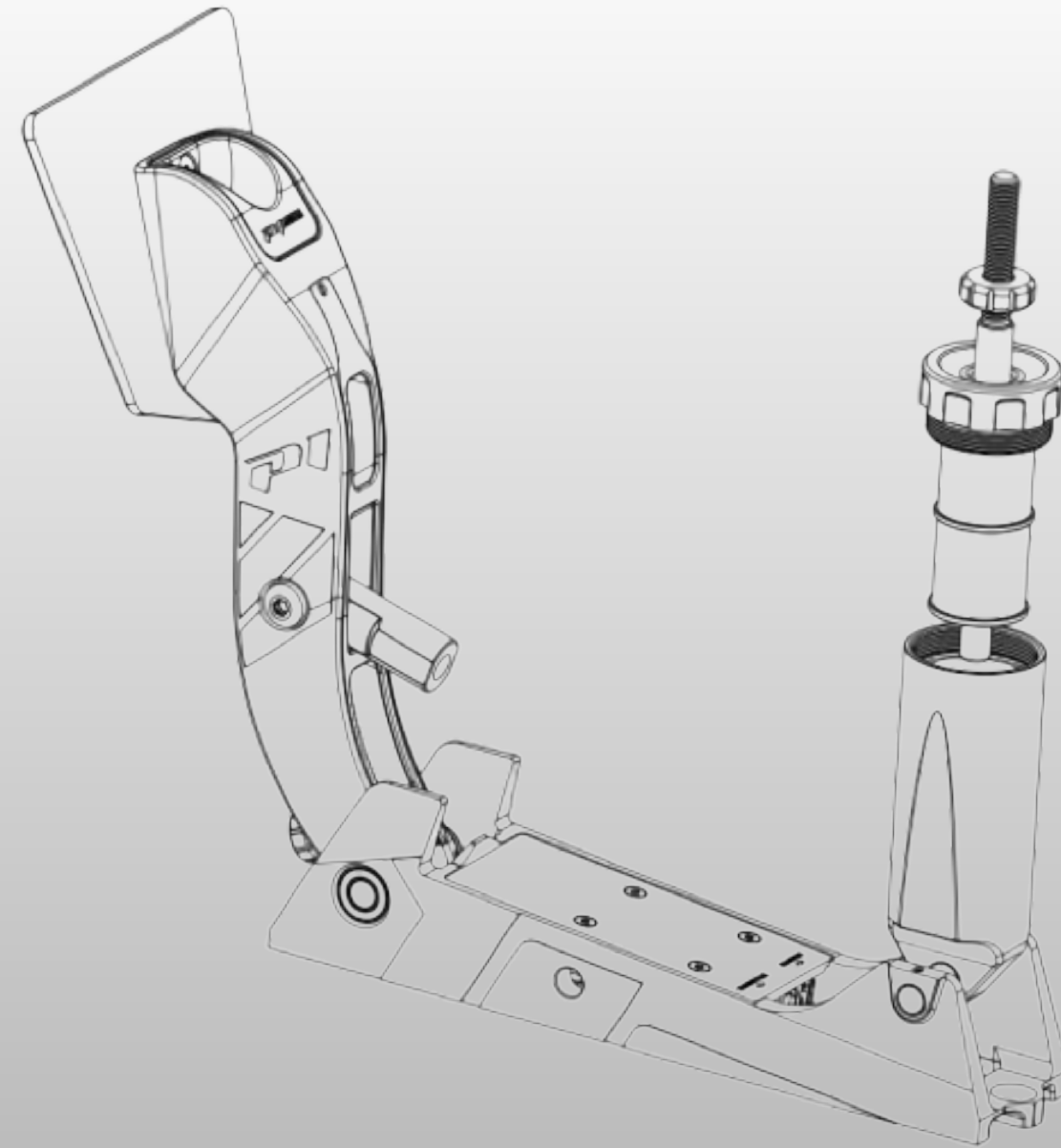


Stretching over 4.309 km, the Interlagos circuit combines medium-length straights, technical sections, and notable elevation changes.

Interlagos is known for its challenging tarmac and varied elevation shifts, testing 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.

Brake rubbers

The choice of elastomers mainly depends on your driving comfort. As a general guideline, the LMP2 category typically requires **HARD** or **VERY HARD** compounds to replicate the stiffness and responsiveness needed for the braking demands of an LMP2 car.



LMP2

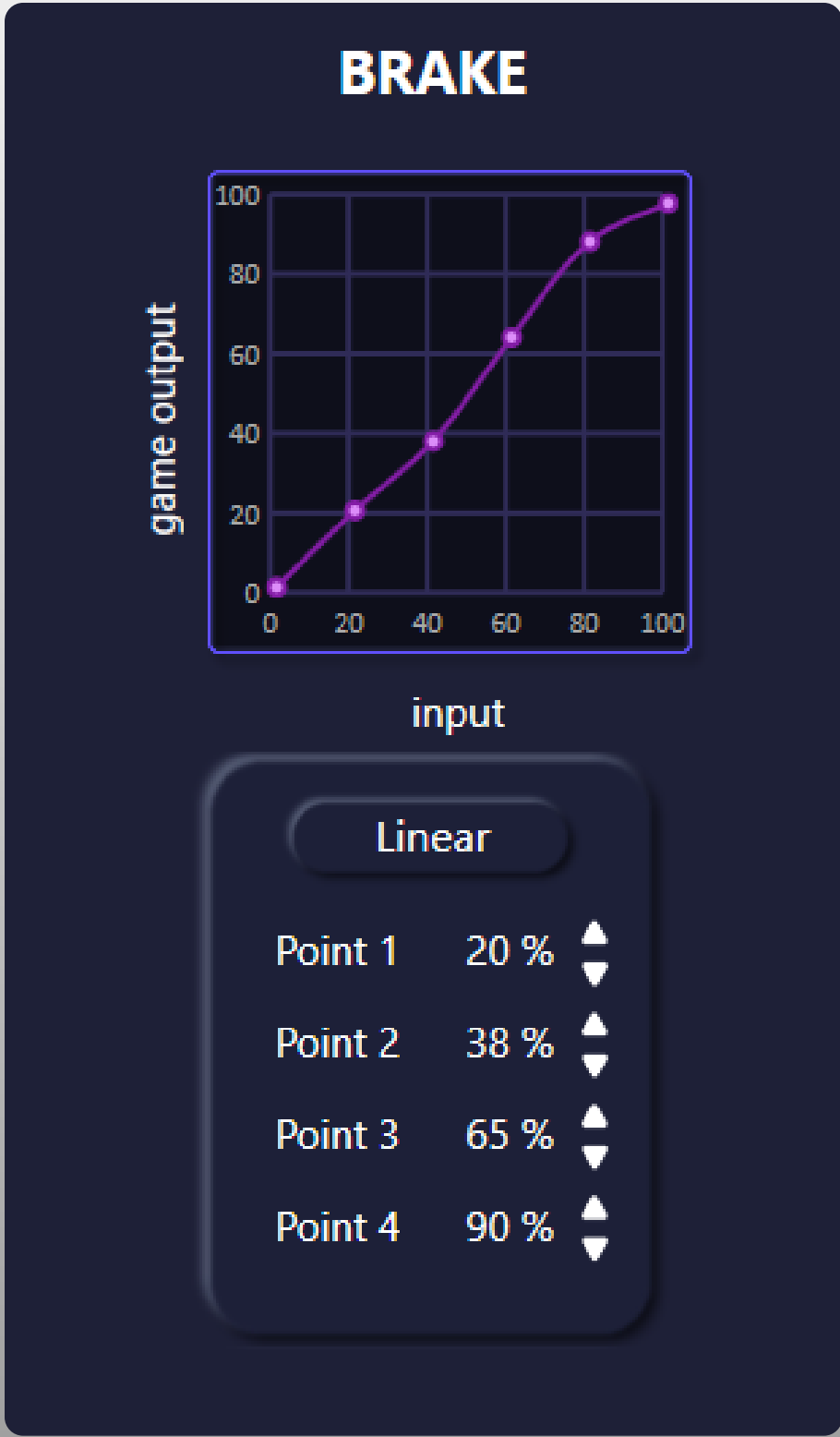


Brake to Win: When Control Becomes Your Strategy

The **LMP2** isn't about hybrid systems or futuristic aero—it's about mastering the fundamentals of high-speed endurance racing. With its focus on mechanical grip and aerodynamic efficiency, 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 prototype endurance racing—where control and consistency are crucial for performance.

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





Point 1 – 20% of Pedal Travel:

- Initiation Phase: This point marks the beginning of braking, where gentle pressure is applied to start transferring weight to the front of the car. At Interlagos, this is crucial for tight corners like Turn 1 (Senna S) and Turn 4 (Pinheirinho), where a progressive approach helps stabilize the car before more intense braking.

Point 2 – 38% of Pedal Travel:

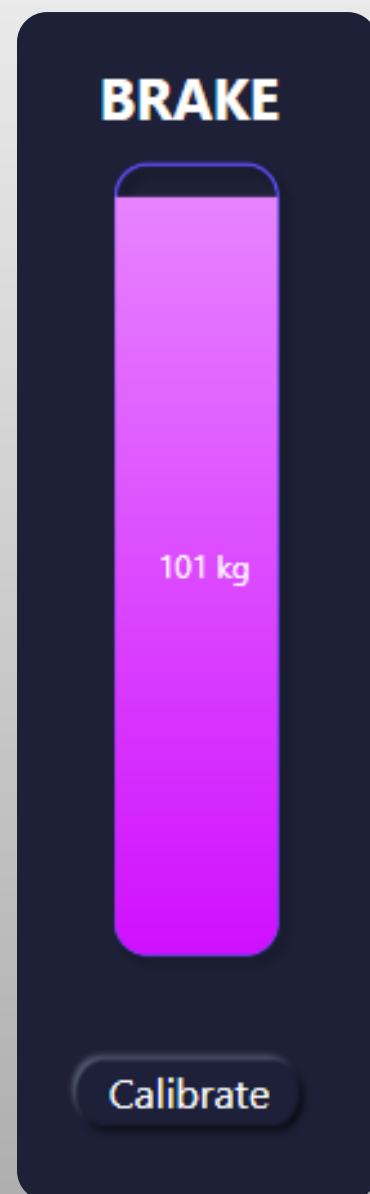
- Transition to More Intense Braking: At this stage, the braking pressure increases significantly. This is particularly useful for sections of the track where rapid deceleration is needed, such as before tight corners or downhill sections. At Interlagos, this could be applied when approaching corners like Turn 12 (Juncao), where good braking management is essential to maintain the racing line.

Point 3 – 65% of Pedal Travel:

- Maximum Control Phase: Here, the braking pressure reaches its peak. This phase is crucial for intense braking zones on the circuit, allowing the car to decelerate rapidly while maintaining grip. At Interlagos, this would be used in the approaches to the most demanding corners, such as Turn 1 and Turn 12, where the car needs to be slowed down significantly before turning.

Point 4 – 90% of Pedal Travel:

- Release Phase: At this point, the braking pressure starts to decrease, allowing the car to turn naturally and prepare for the exit of the corner. This is essential for corners where a clean exit is crucial to maintain speed on the following sections of the circuit. At Interlagos, this could be applied when exiting corners like Turn 15 (Arquibancadas), where a good exit allows for a strong approach to the start-finish straight.

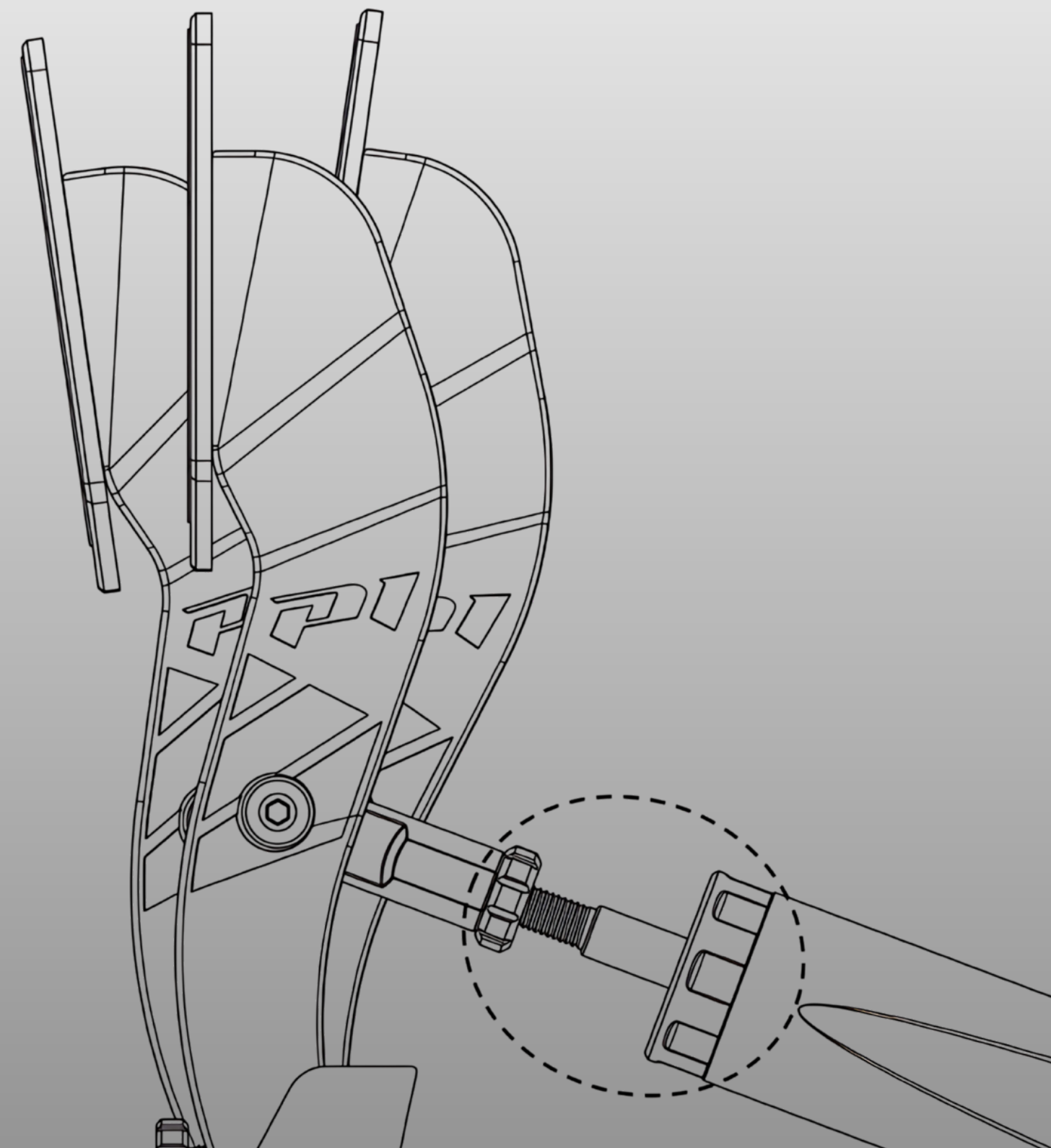


Calibration depends on your driving comfort. Real-world values shouldn't be the priority, as G-forces are absent in your simulator. Adjust this parameter based on your driving position to find depth and precision in pedal movement.

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

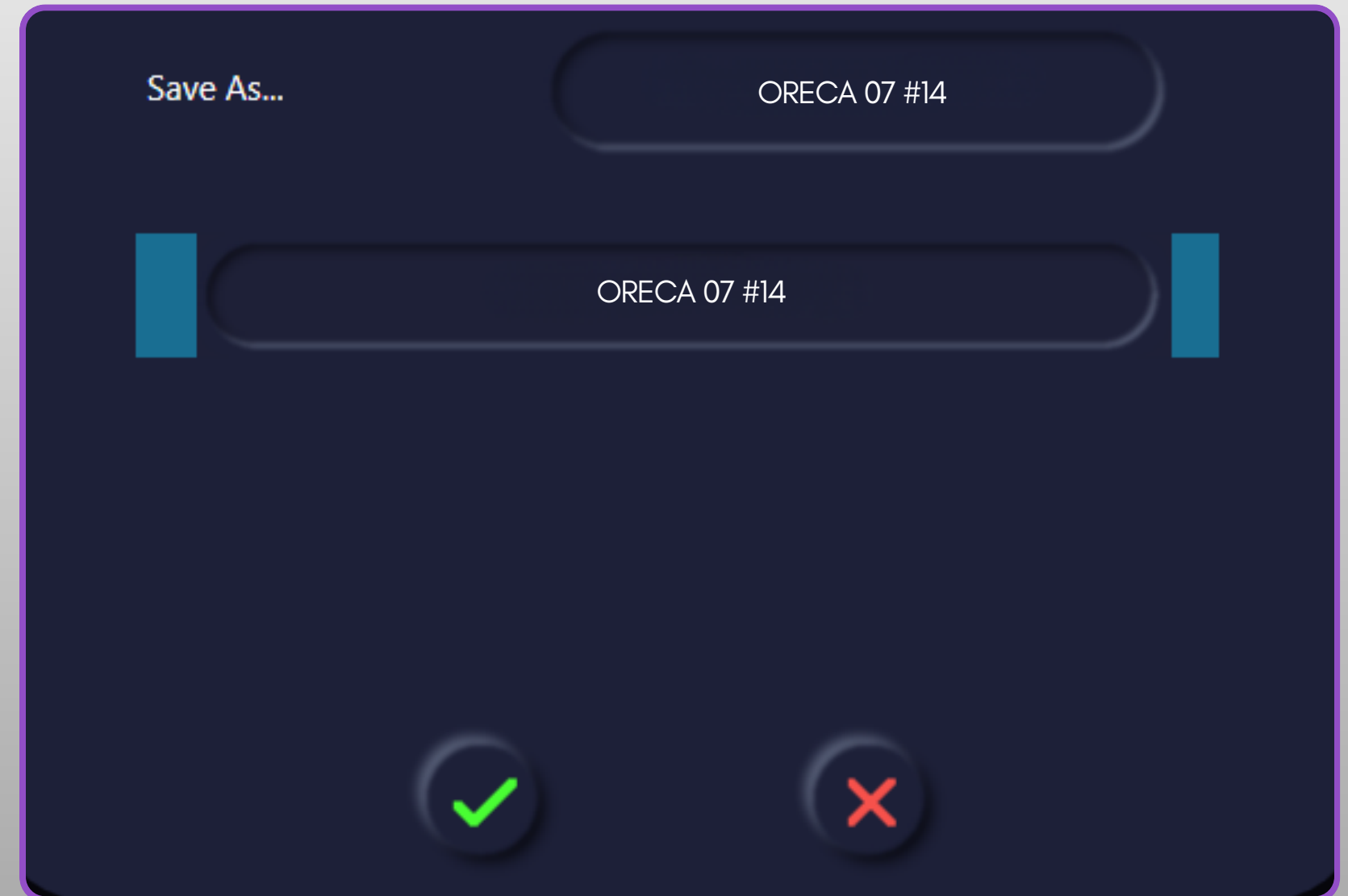
Max Pedal Force

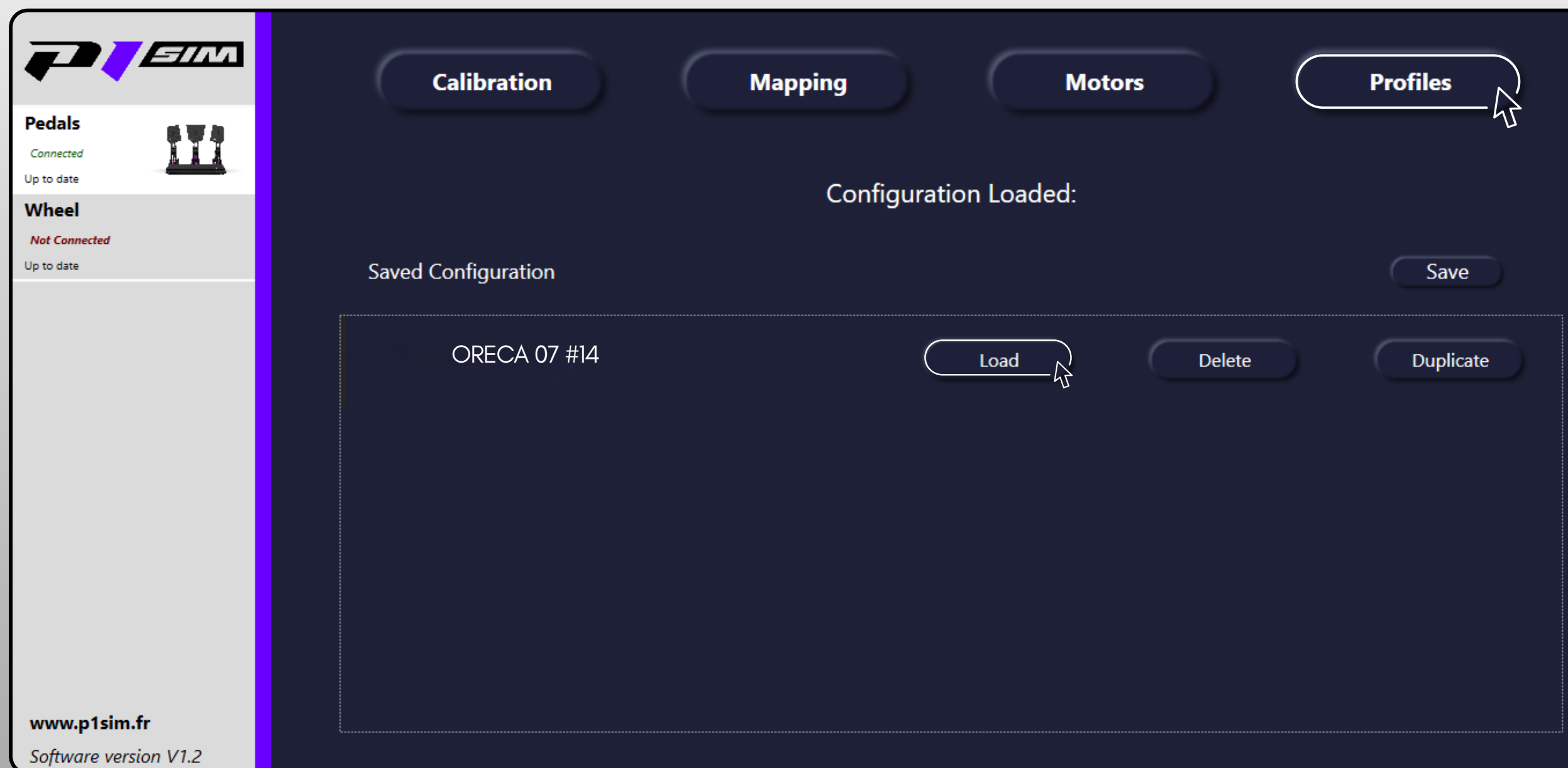
101 kgf (84%)



Save your profile to SimHub

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



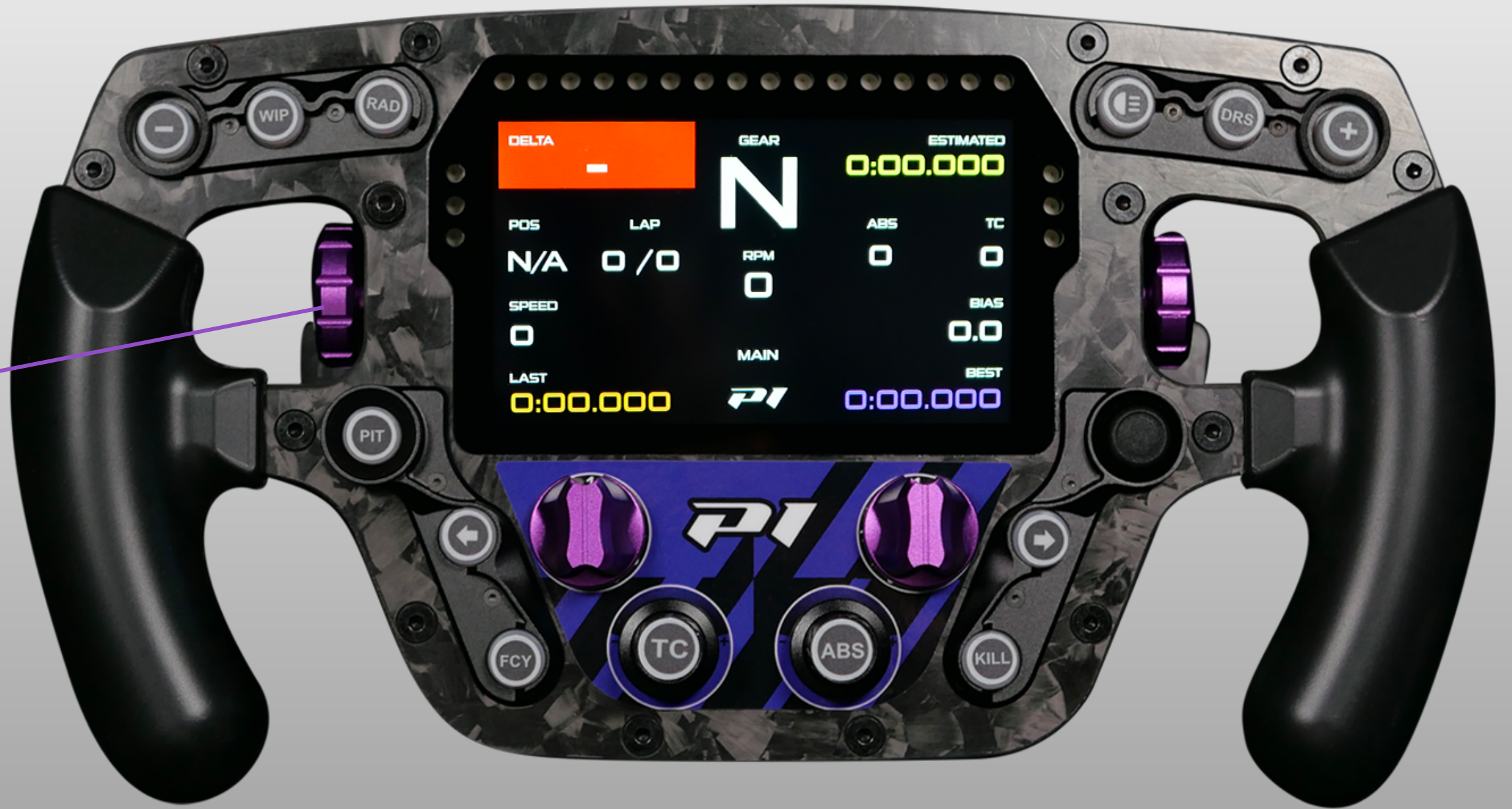


Attention : before each on-track session, make sure to preload your favorite setup in the software.



Brake Bias Forward

Brake Bias Backward



⚠
51.9/48.1

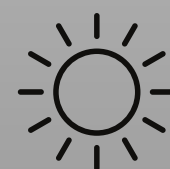
⚠
51.4/48.6

⚠
51.4/48.6

⚠
52.4/47.6

⚠
52.4/47.6

⚠
51.4/48.6



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



49.5/50.5

50.0/50.0

49.5/51.5

50.5/49.5

50.0/50.0

49.0/51.0

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P/SIM



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

push lap.
garage



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 **350°** to ensure you're using the full capabilities of the **ORECA LMP2**. Use the same steering rotation on your direct drive base.

STEERING SETTINGS

Steering Wheel Range	350°	◀ ▶
Use Steering Wheel Range From Vehicle	Off	☐
Steering Wheel Maximum Rotation	350°	◀ ▶
Use Steering Wheel Maximum Rotation from Driver	Off	☐
Exaggerate Yaw	0.0%	◀ —————▶
Look Ahead	0.0%	◀ —————▶

LMD 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

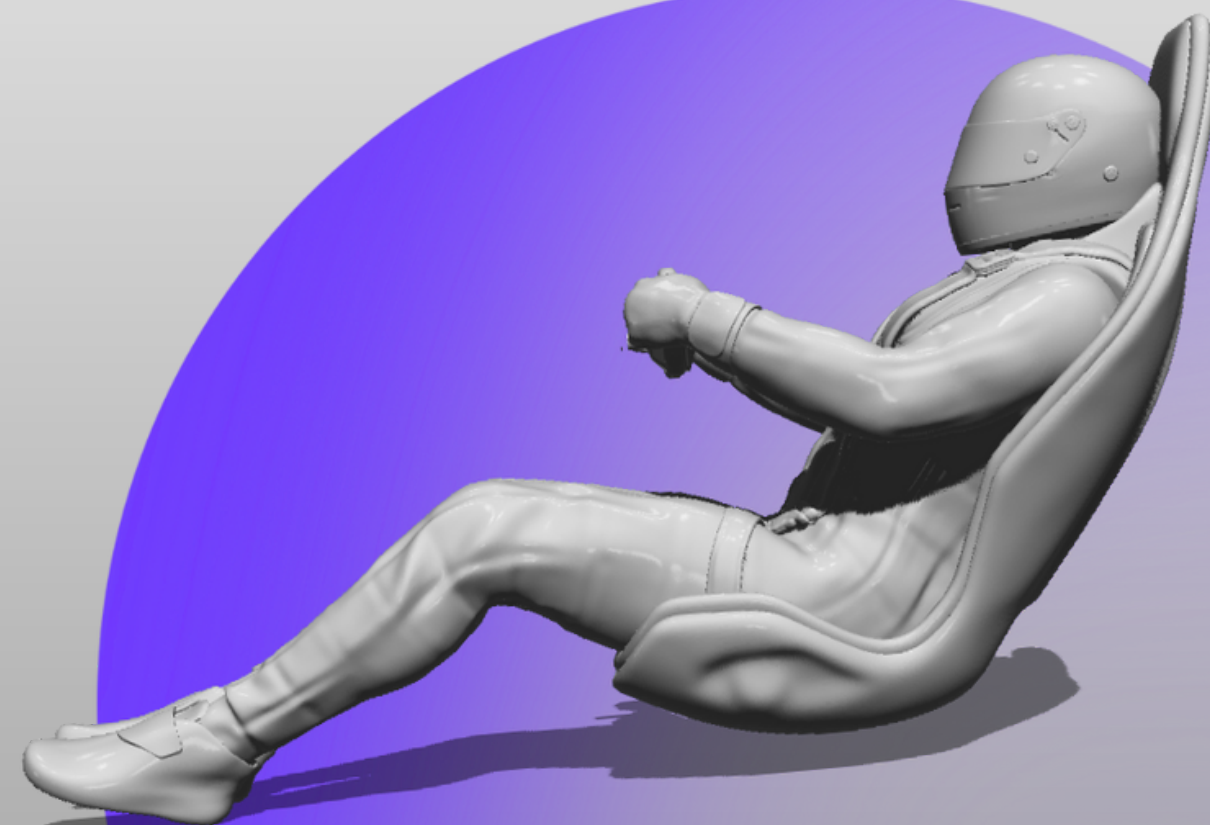
Adjust Seat Up

Adjust Seat Down

Steering Wheel

Off ◀ ▶

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



Seat Position 123 / 0 *

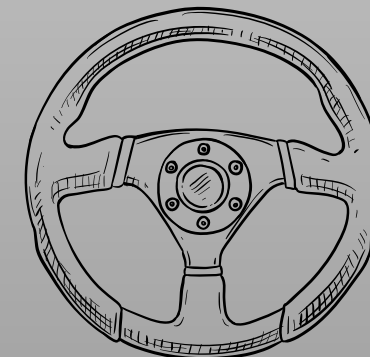
*FOV Default 49

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



350°

FOR	100
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FEI	100
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MPS	PULSE
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MISTRAL



push lap.
garage
