

MISTRAL

P / **SIM**



Proton
Competition



MISTRAL

P1 SIM

An ideal pedal set for your favorite simulations

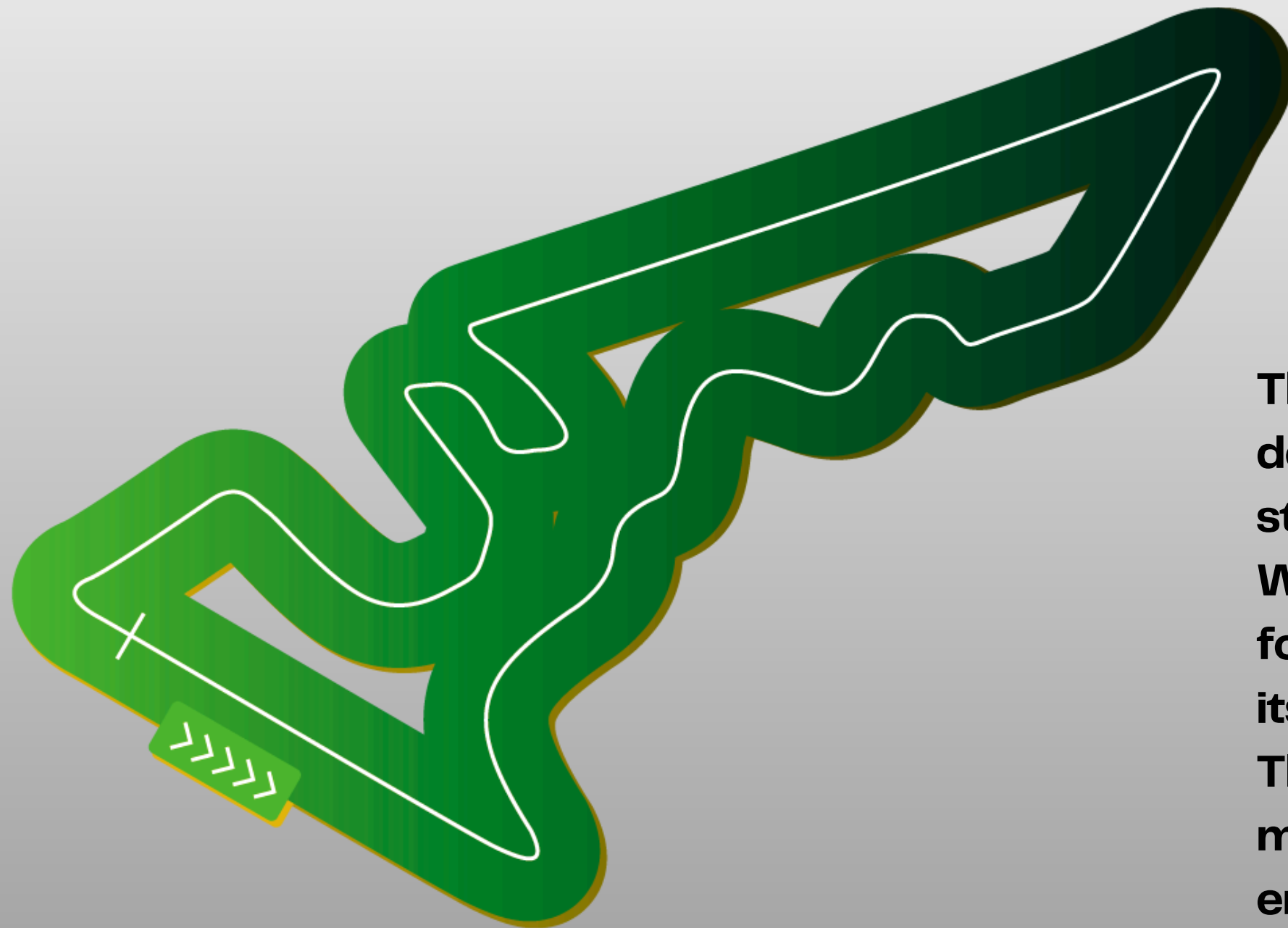
The P1 SIM Mistral pedal set provides the precision required to replicate the intricate energy management of the Porsche 963. By customizing your braking curve, you can control when and how energy is recovered, much like in a real hybrid prototype. This level of modulation turns your braking into a strategic asset—maximizing regeneration, maintaining stability, and achieving race-winning efficiency.

push lap .
garage

P1 SIM



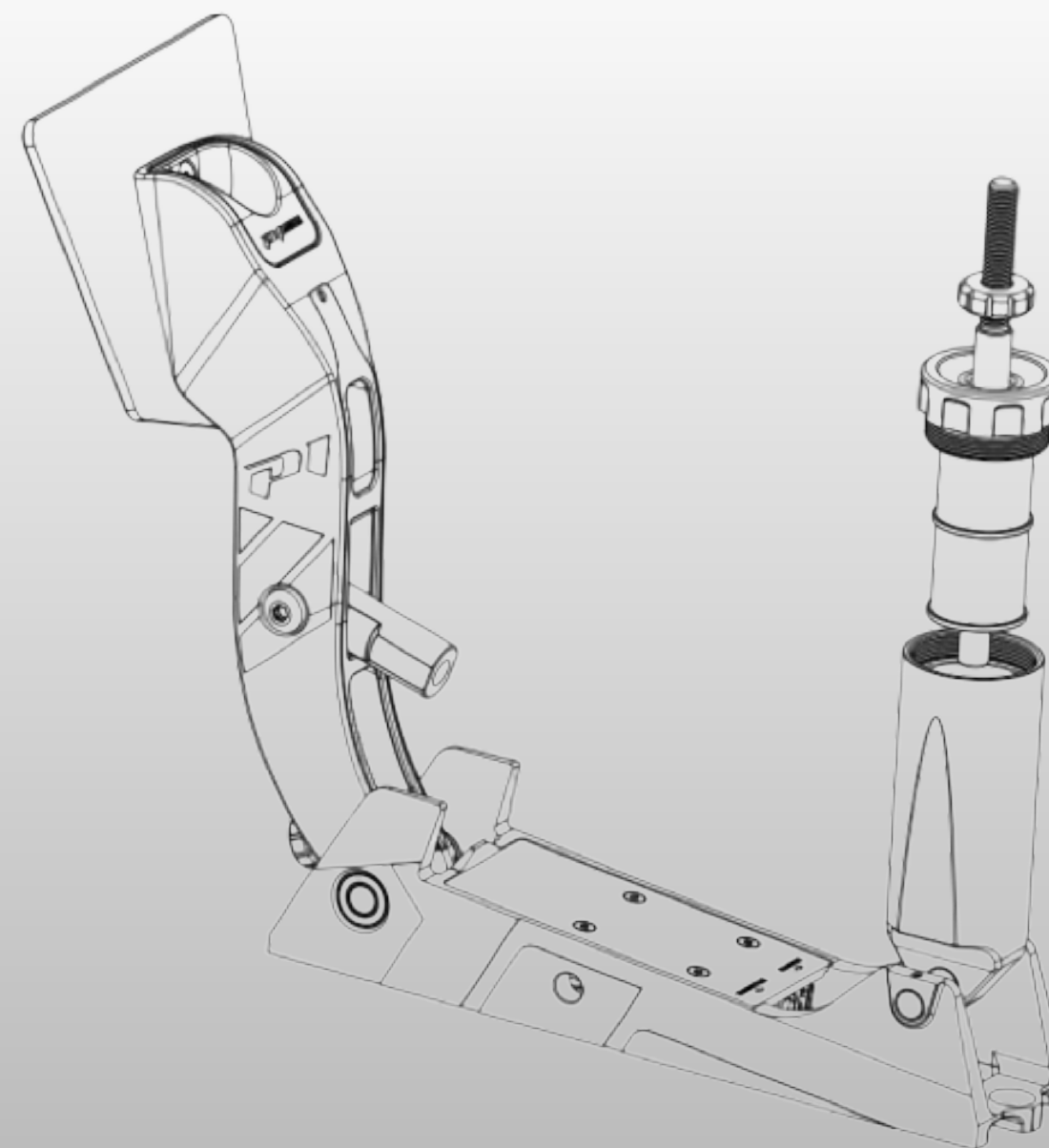
Circuit of the Americas (COTA)



The 5.5 km-long track in the USA is a technical and demanding circuit featuring a mix of high-speed straights and challenging corners. Added to the WEC calendar, it presents a significant challenge for Hypercars, which often run at full throttle along its lengthy straights, reaching impressive speeds. The layout tests the limits of both drivers and machinery, making it a thrilling venue for endurance racing.

Brake rubbers

The selection of elastomers primarily hinges on your desired driving comfort. Generally, for the HYPERCAR category, it is advisable to opt for HARD or VERY HARD compounds. These choices effectively mimic the rigidity characteristic of the Porsche 963's pedal configuration.



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**HYPER
CAR**

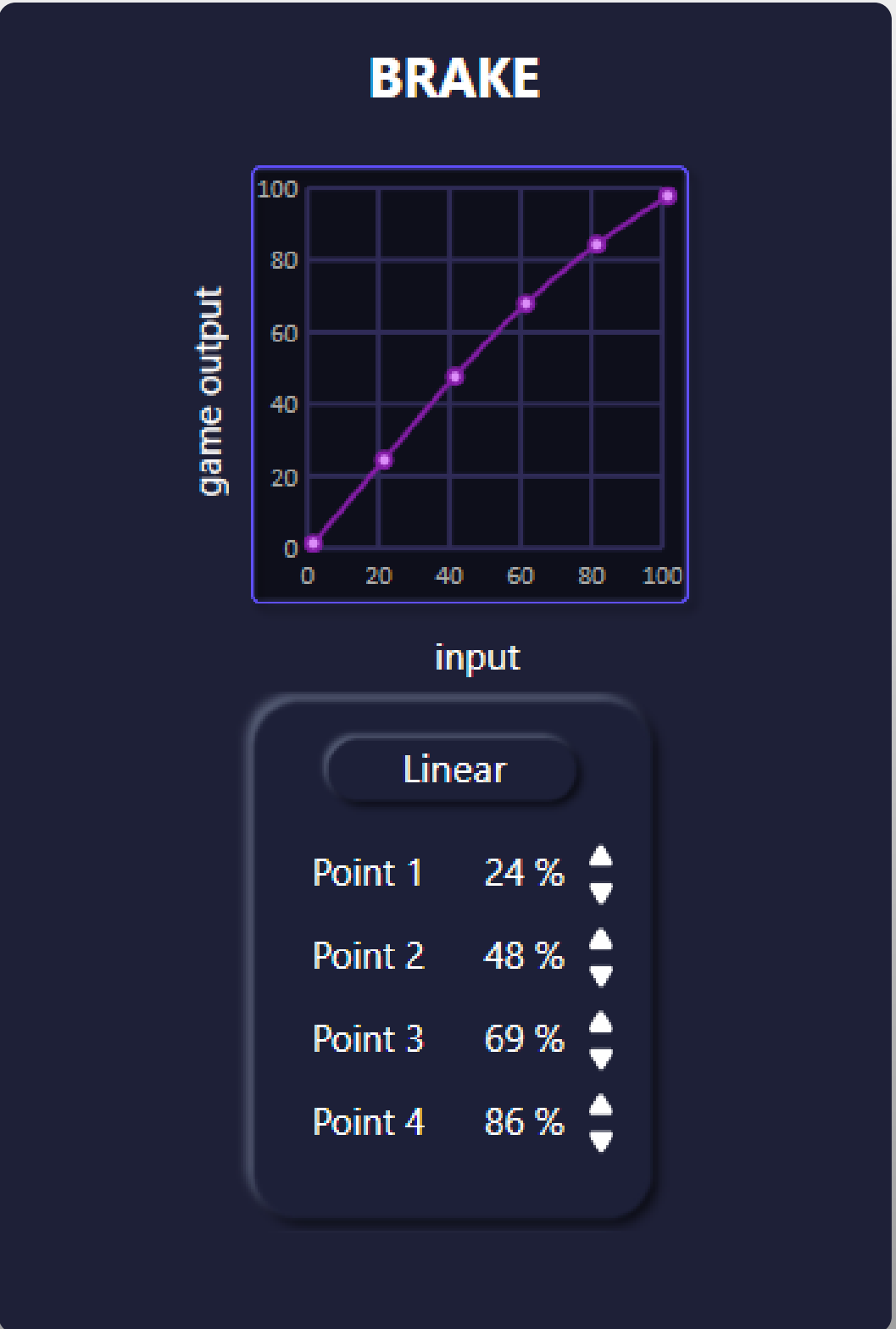


Brake to Win: When Energy Becomes a Strategy

The hybrid technology integrated into prototypes such as the Porsche 963 does more than enhance acceleration—it captures energy during each braking phase. With precise brake management, the driver plays a pivotal role in balancing performance, energy regeneration, and stability. Simulating this behavior in sim racing introduces a new era where the intelligence of pedal use is as crucial as engine power.

Every press of the
brake pedal is a chance
to charge watts and
unleash horsepower.





A personalized braking curve on the P1 SIM Mistral allows you to finely adjust pedal pressure throughout each braking phase—precisely mirroring how a hybrid system like the Porsche 963 manages energy regeneration.

Point 1 – 24% of the 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.

Point 2 – 48% of the Pedal Travel Transition to More Intense Braking: At this stage, the braking pressure increases significantly.

Point 3 – 69% of the Pedal Travel Maximum Control Phase: Here, the braking pressure reaches a high level for intense braking.

Point 4 – 86% of the Pedal Travel Release Phase: At this point, the braking pressure begins to decrease, allowing the car to turn naturally and prepare for the exit of the corner.

BRAKE

101 kg

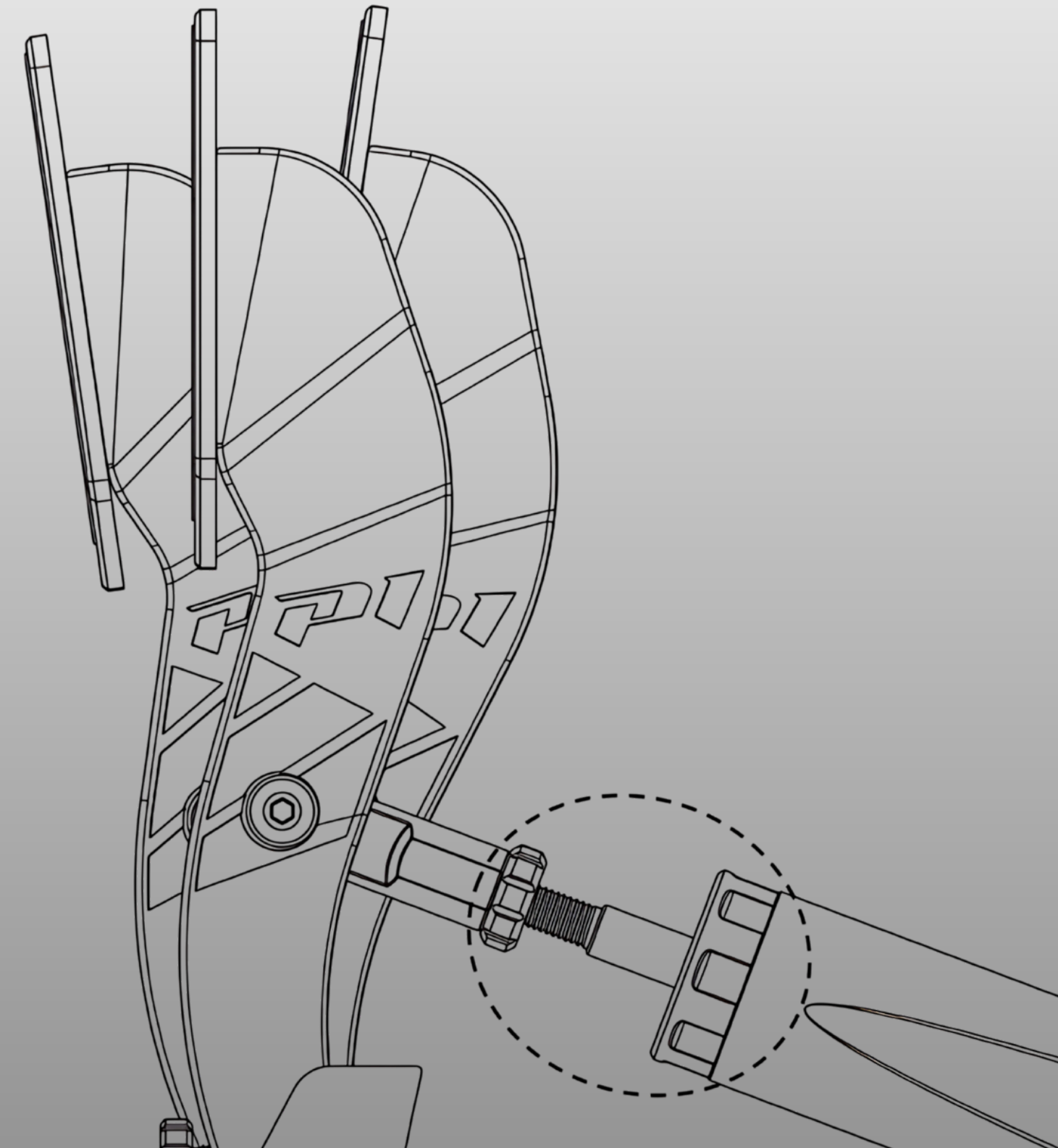
Calibrate

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.

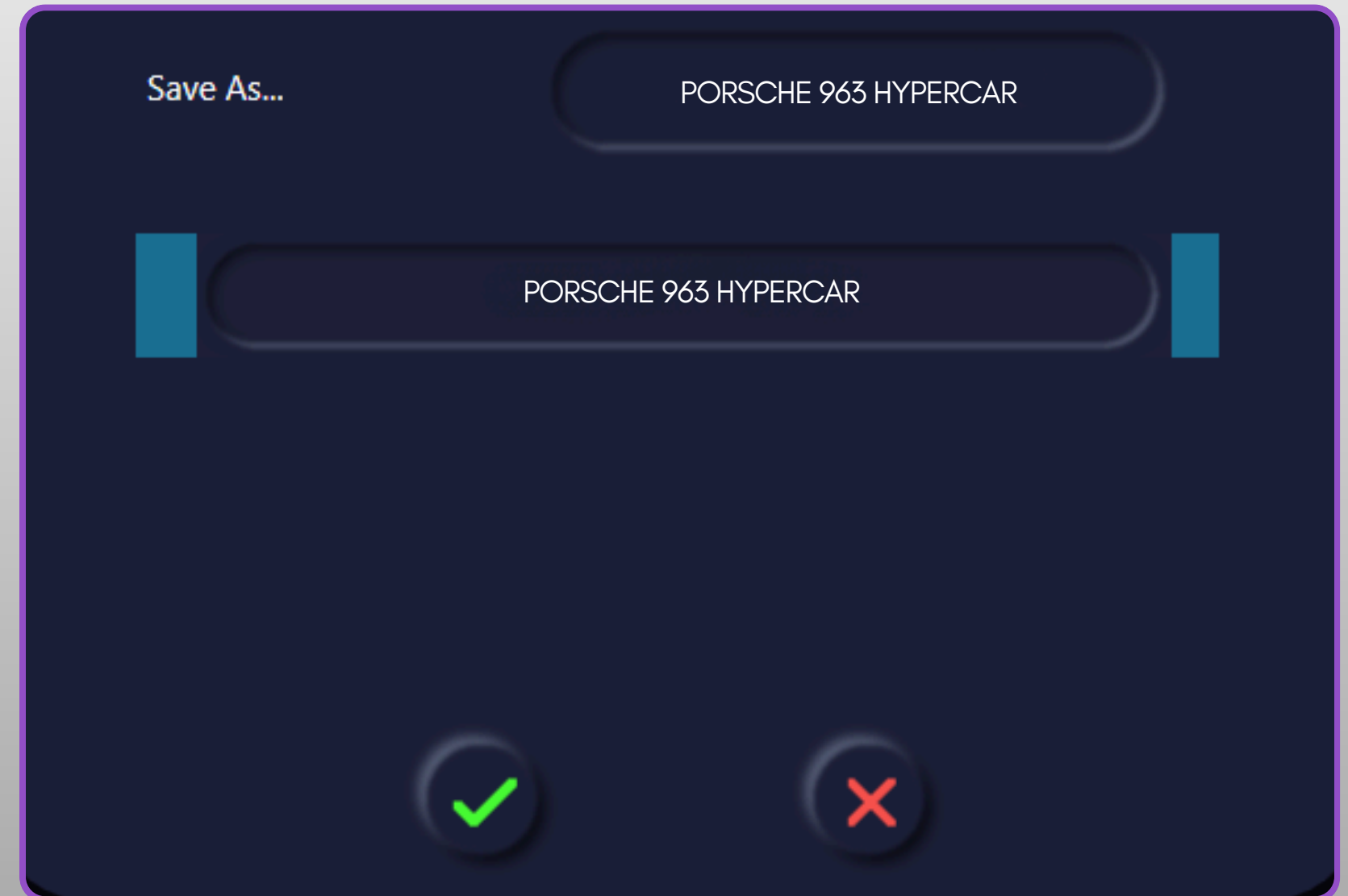
Max Pedal Force

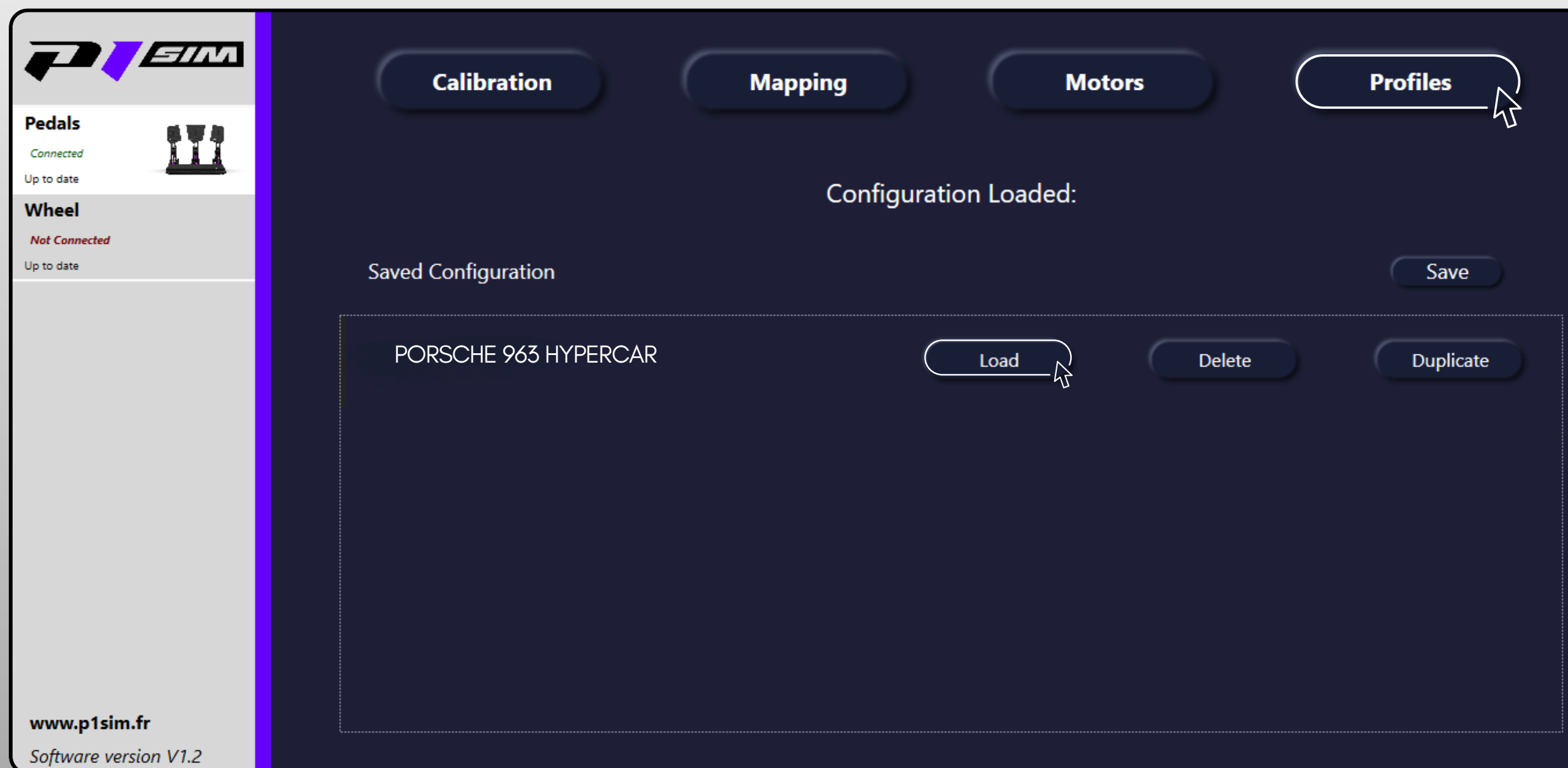
101 kgf (84%)



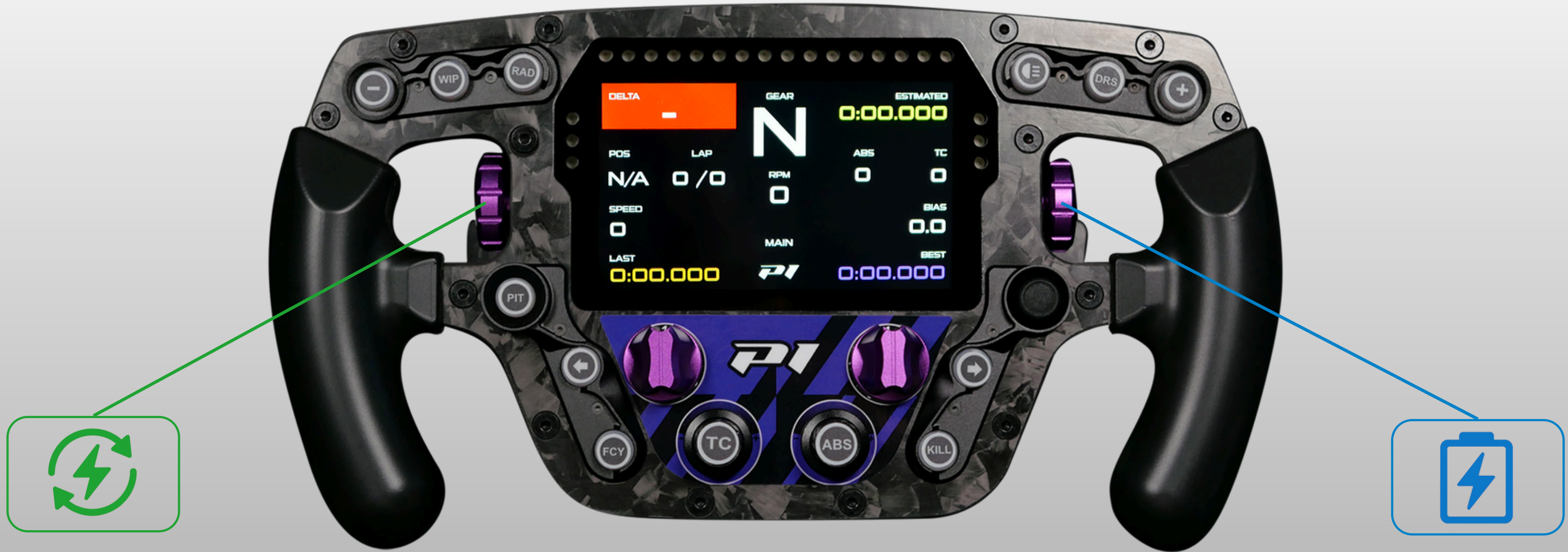
Save your profile to SimHub

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.



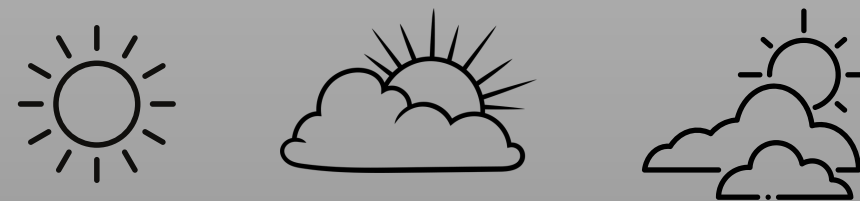
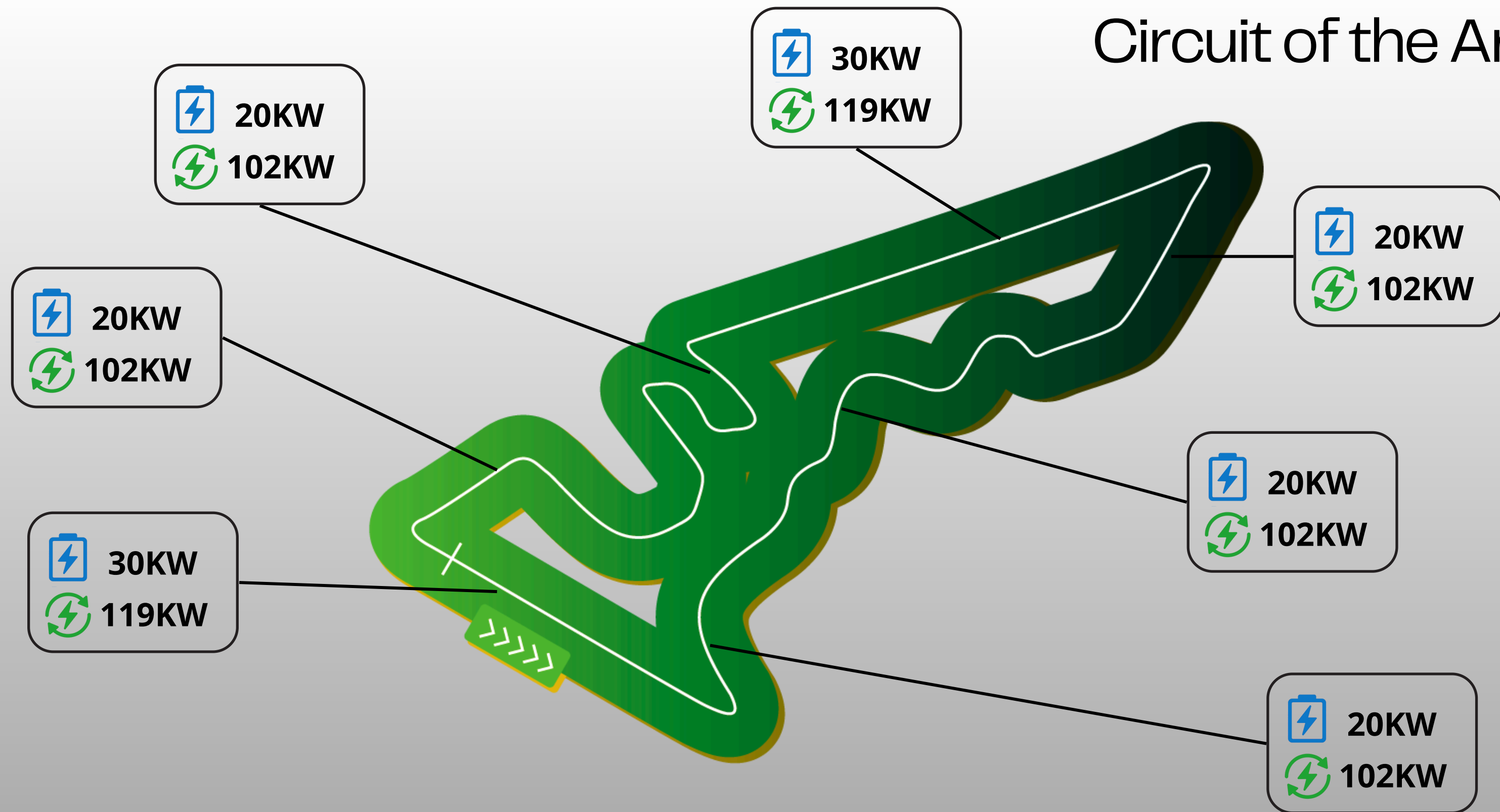
Increment Regeneration



Proton Competition

Increment Motor Map

Circuit of the Americas (COTA)





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 **550°** to ensure you're using the full capabilities of the **Porsche 963**.

Use the same steering rotation on your direct drive base.

STEERING SETTINGS

Steering Wheel Range	550°	<	>
Use Steering Wheel Range From Vehicle	Off	<input type="checkbox"/>	
Steering Wheel Maximum Rotation	550°	<	>
Use Steering Wheel Maximum Rotation from Driver	Off	<input type="checkbox"/>	
Exaggerate Yaw	0.0%	<	>
Look Ahead	0.0%	<	>

LM 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

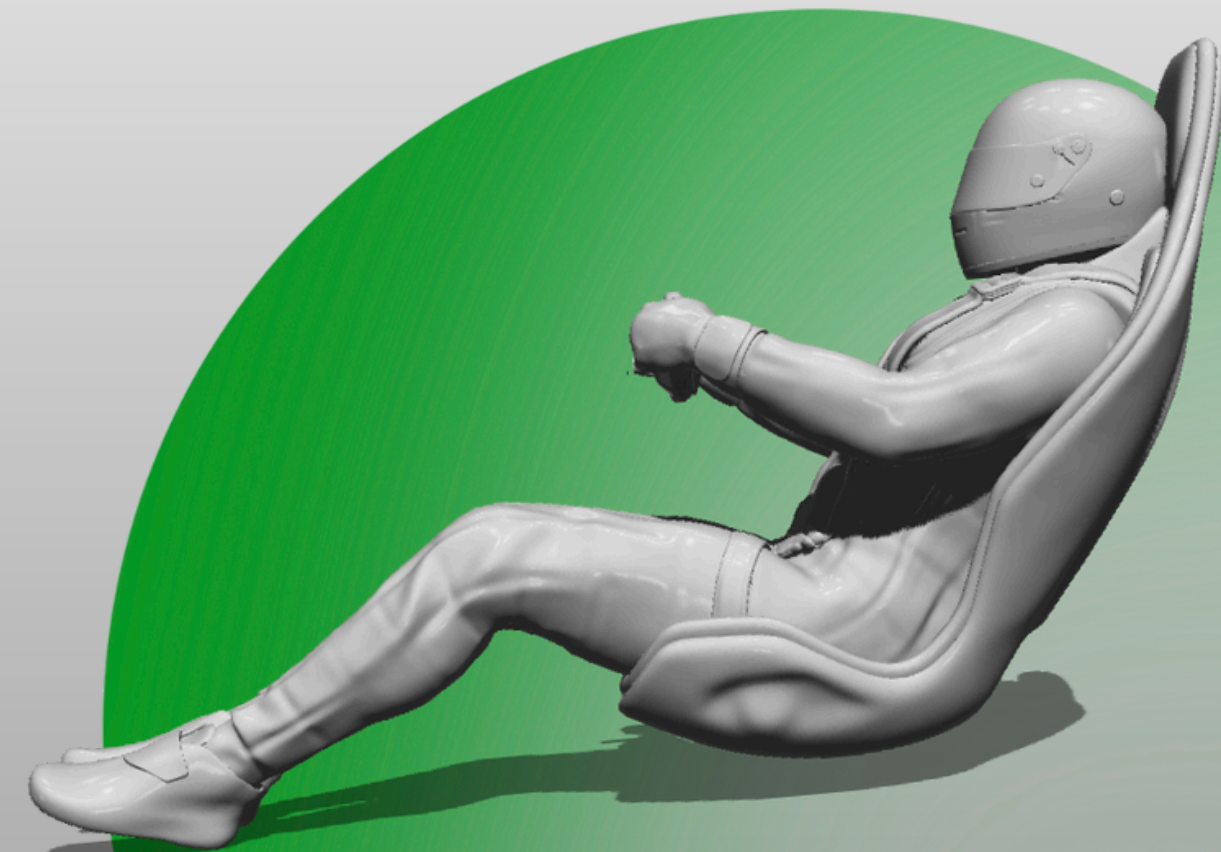
Adjust Seat Up

Adjust Seat Down

Steering Wheel

Off < >

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



Seat Position 13 / 0 *

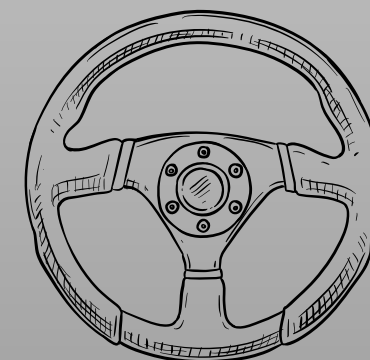
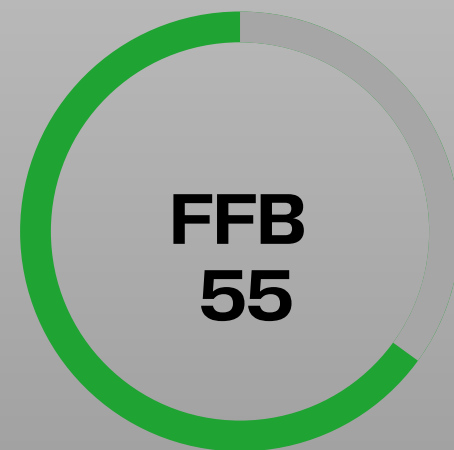
* FOV Default 49

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



550°

FOR **100**

FEI **100**

MPS **PULSE**

MISTRAL



push lap.
garage
