MISTRAL

P1 SIM

BMW

WRT
w-racingteam.com

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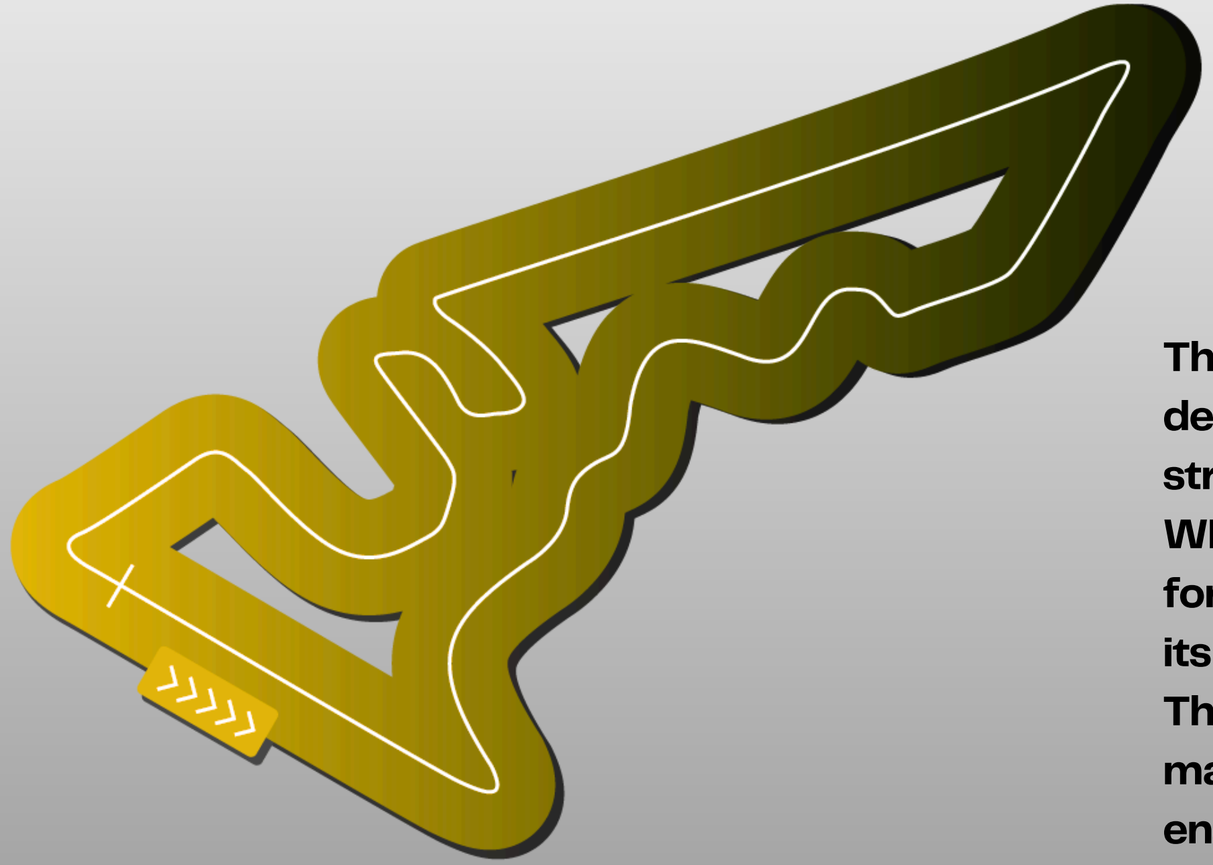
An ideal pedal set for your favorite simulations

The P1 SIM Mistral pedal set provides the precision required to replicate the intricate energy management of the BMW M Hybrid V8. 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

MISTRAL



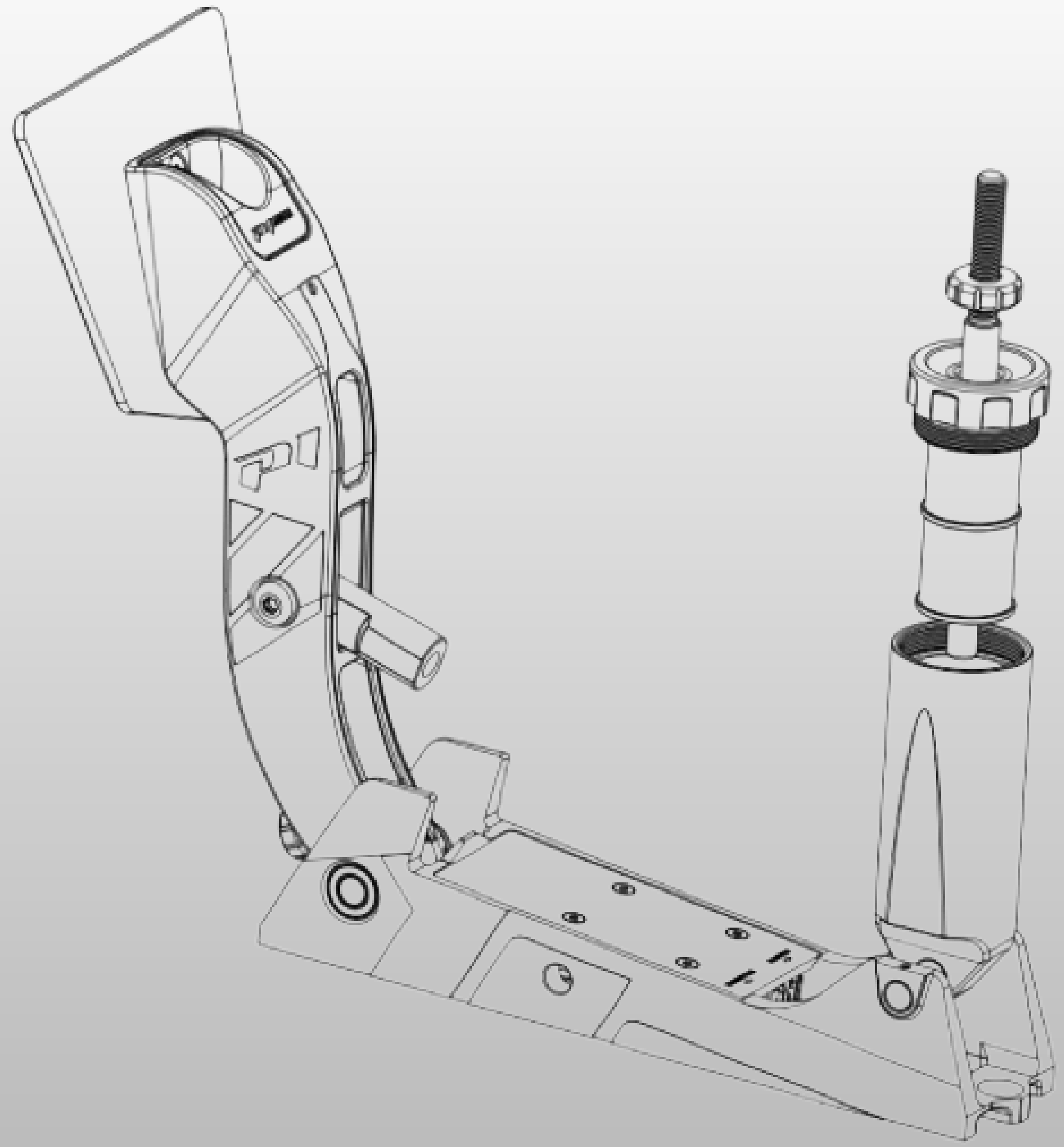
Circuit of the Americas (COTA)

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.

push lap.
garage

MISTRAL

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 BMW M Hybrid V8 pedal configuration.

BMW

HYPER CAR

MISTRAL

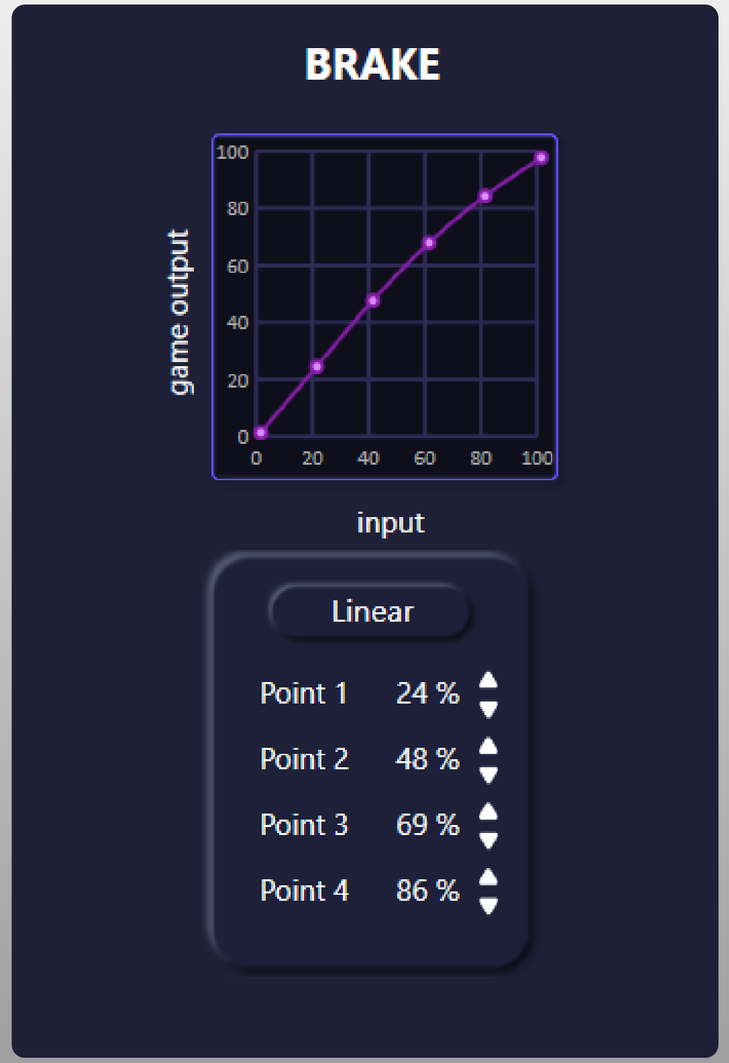
Brake to Win: When Energy Becomes a Strategy

The hybrid technology integrated into prototypes such as the BMW M Hybrid V8 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.

push lap .
garage

MISTRAL



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 BMW M Hybrid V8 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.

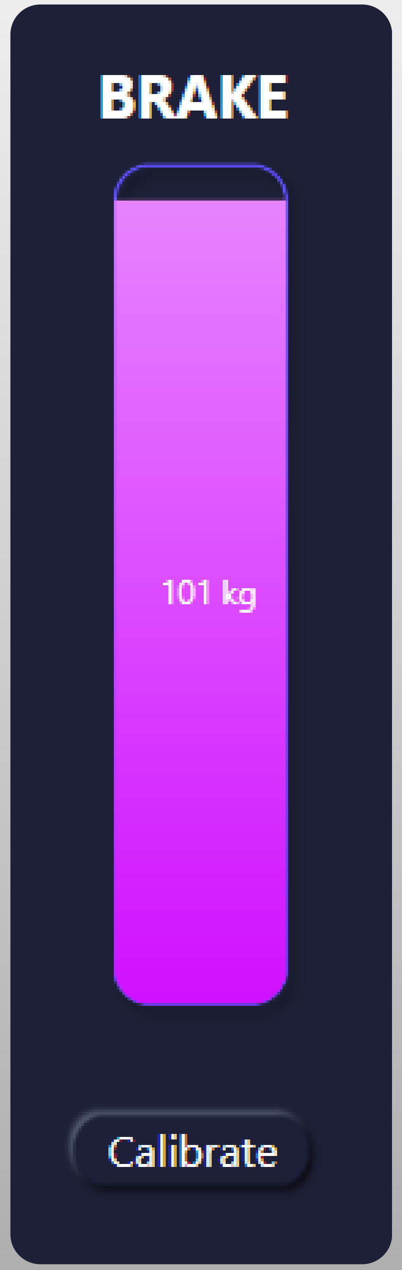
Point 2 – 48% of the Pedal Travel Transition to More Intense Braking: At this stage, the braking pressure increases significantly.

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.

push lap .
garage

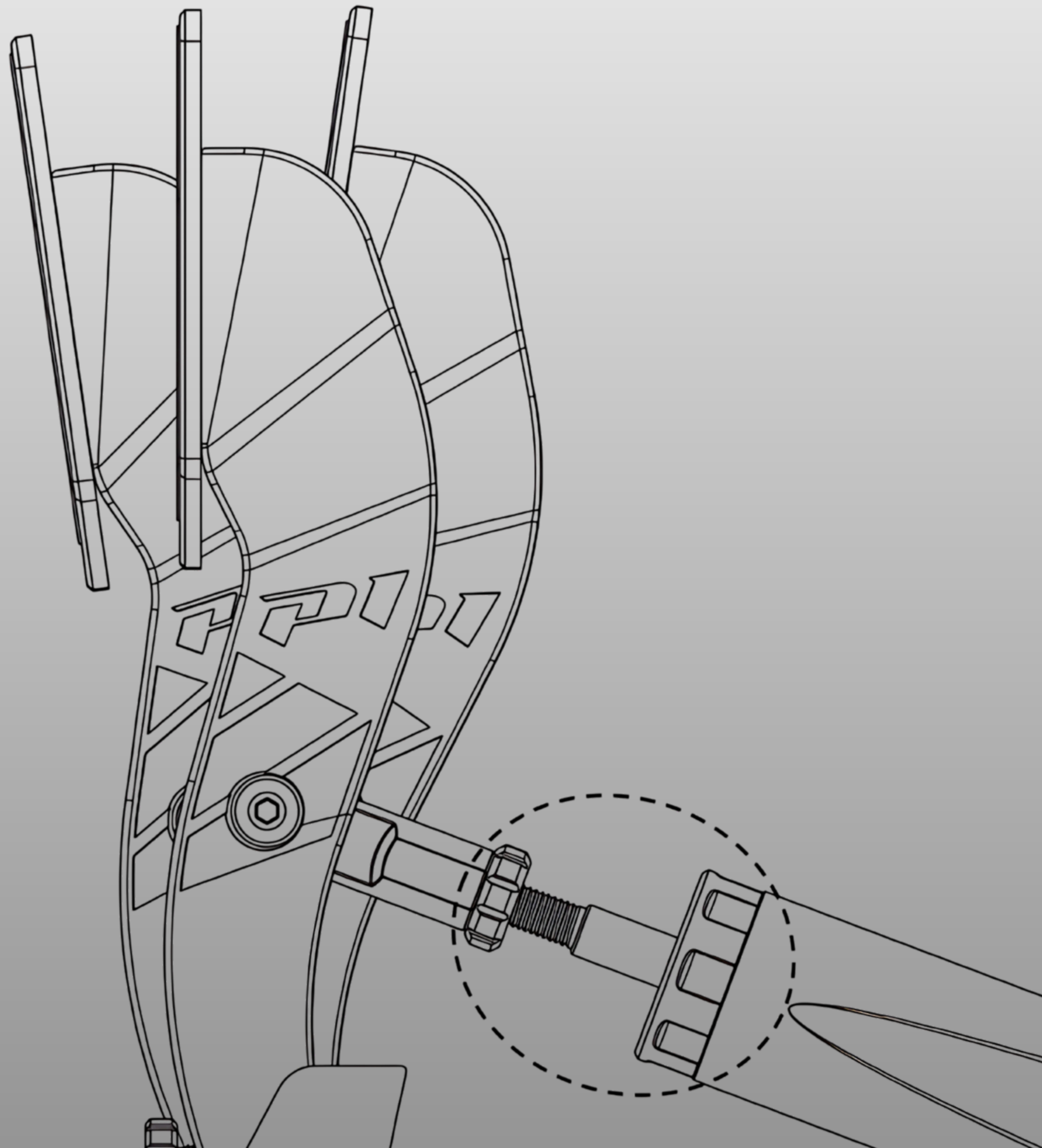
MISTRAL



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 HARD and VERY HARD brake rubbers, while still maintaining a usable range on the brake pedal.

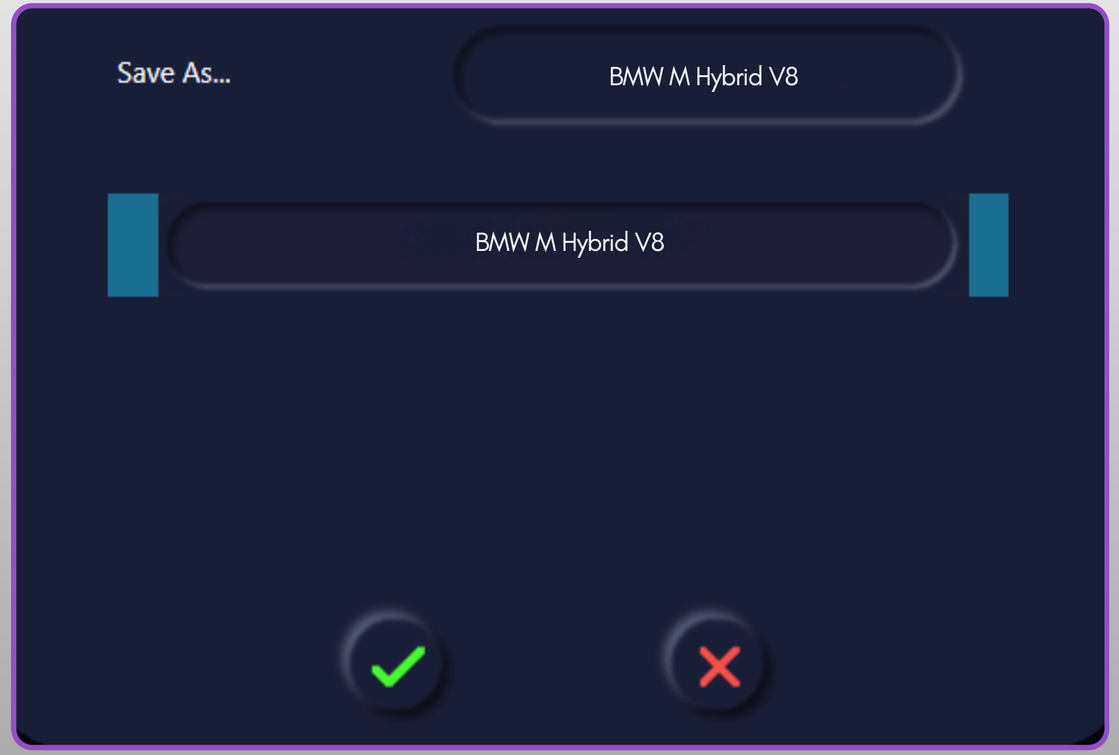
Max Pedal Force 101 kgf (84%)

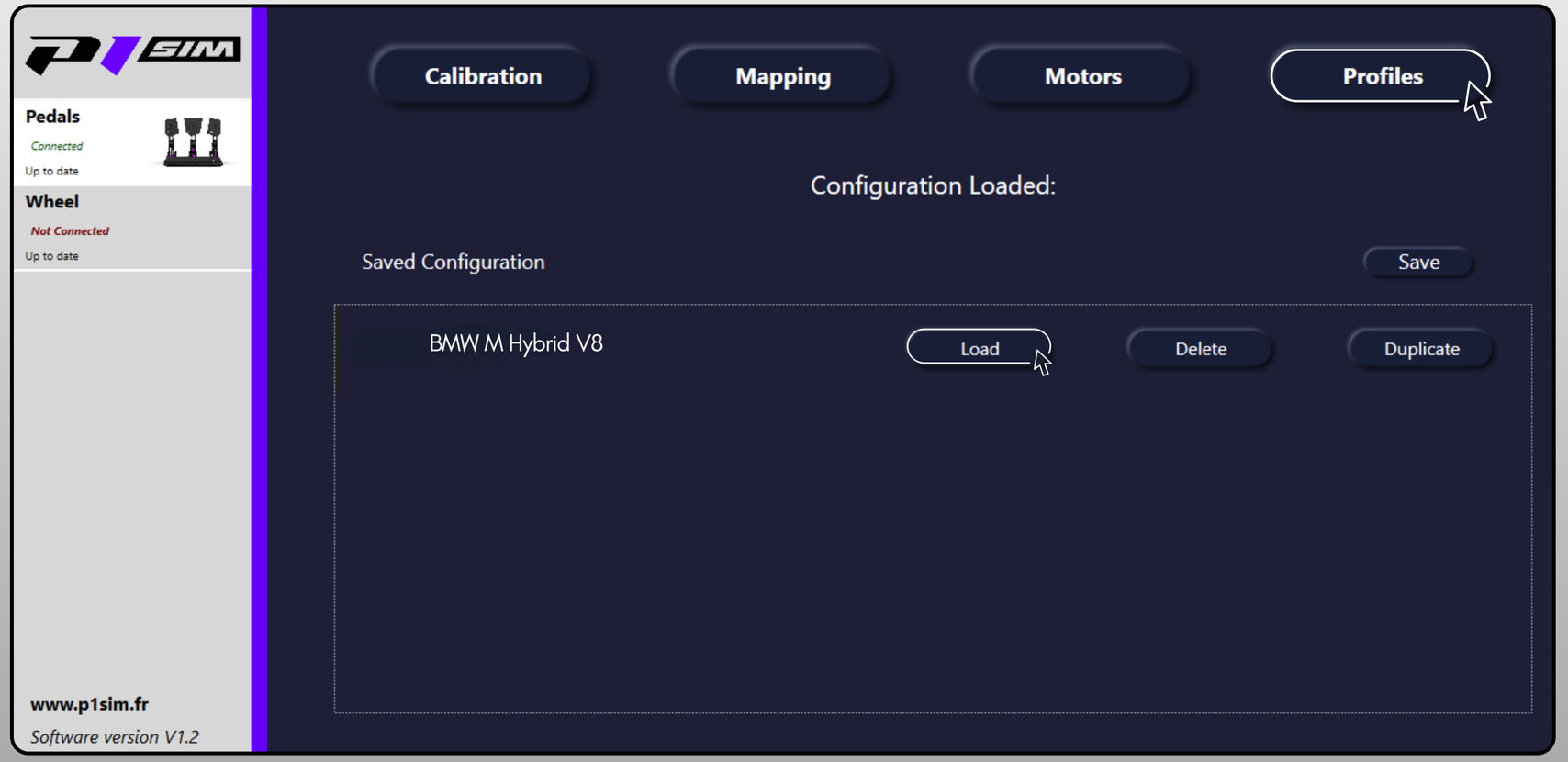


push lap. garage

Save your profile to SimHub

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



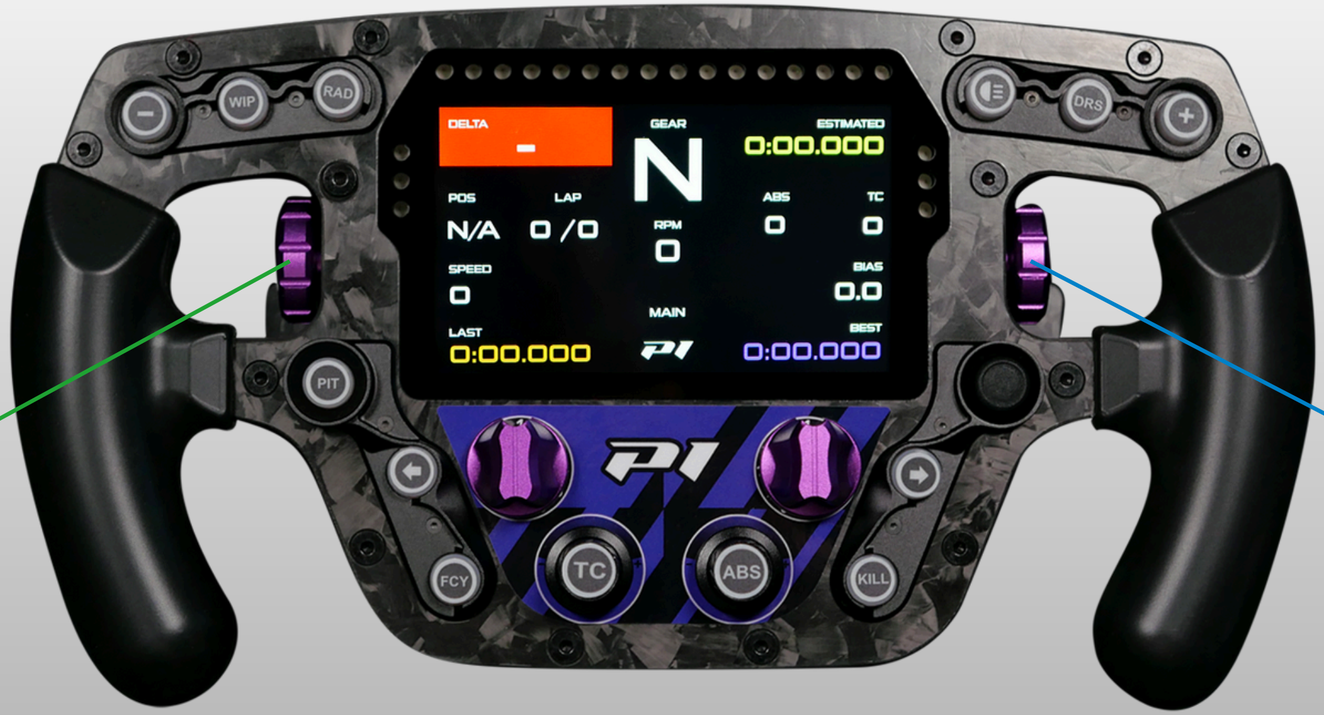


Attention : before each on-track session, make sure to preload your favorite setup in the software.

APEX

EAU ROUGE

P1 SIM



Increment Regeneration

Decrement Regeneration

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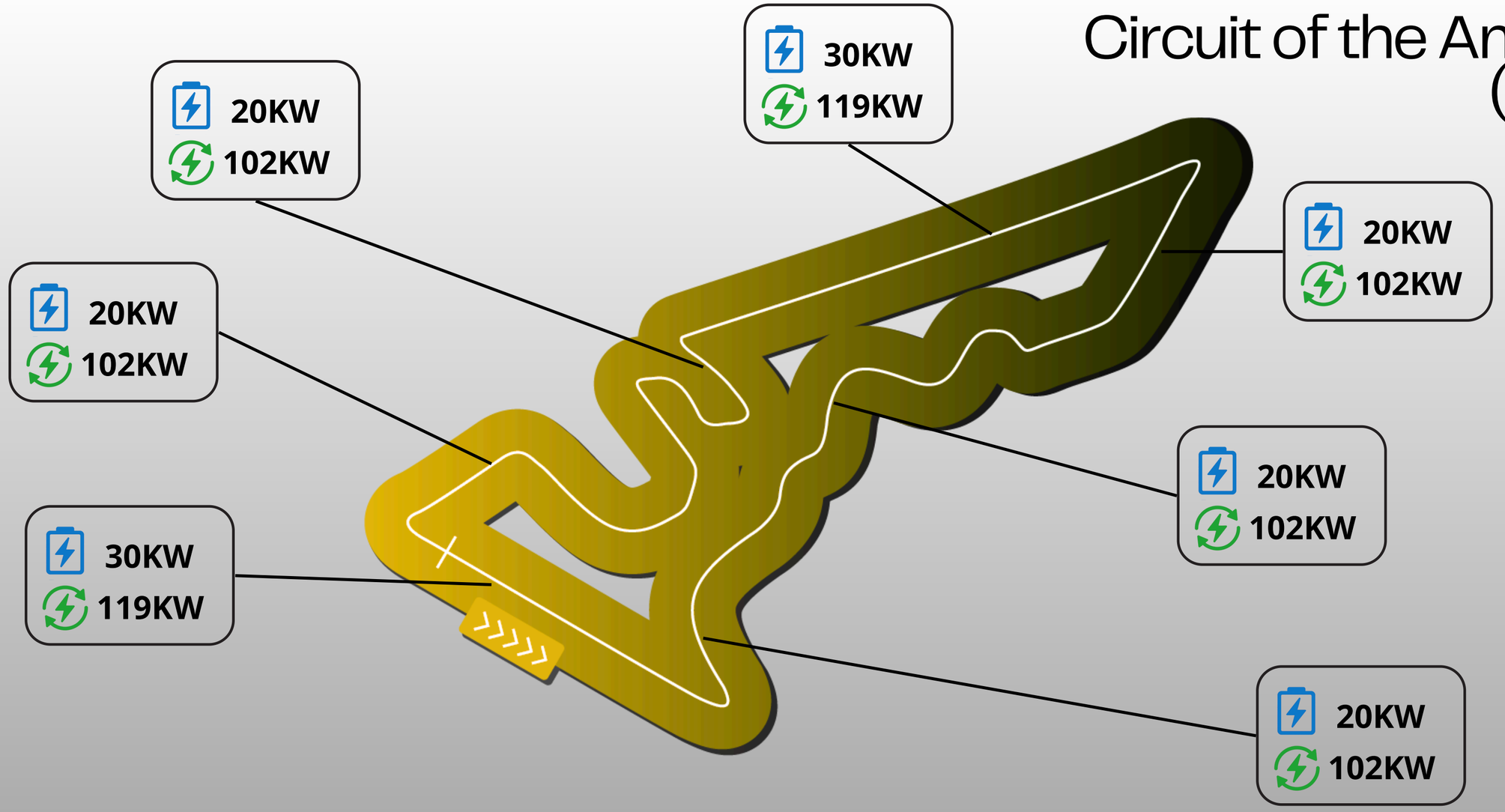
Increment Motor Map

Decrement Motor Map

push lap. garage

Circuit of the Americas (COTA)



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Optimal REGEN / MOTOR MAP settings based on corner type

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P1 SIM

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 **420°** to ensure you're using the full capabilities of the BMW M Hybrid V8.
Use the same steering rotation on your direct drive base.

STEERING SETTINGS

Steering Wheel Range	420°
Use Steering Wheel Range From Vehicle	Off
Steering Wheel Maximum Rotation	420°
Use Steering Wheel Maximum Rotation from Driver	Off
Exaggerate Yaw	0.0%
Look Ahead	0.0%

push lap. garage

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LE MANS ULTIMATE

THE OFFICIAL GAME OF THE FIA WORLD ENDURANCE CHAMPIONSHIP

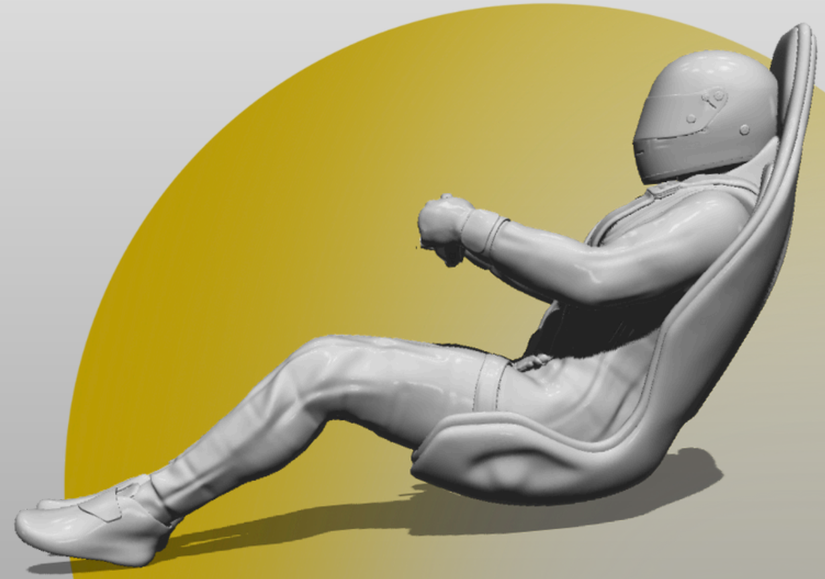
What does this feature allow you to adjust ?

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 86 / -2 *

* FOV Default 49

push lap. garage

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THE OFFICIAL GAME OF THE FIA WORLD ENDURANCE CHAMPIONSHIP

Evolution of temperatures in the carcass and on the surface of the tire as a function of the driver's seat adjustment.

Seat position / Default setup / New tires for each two-lap session *

* FOV Default 49 / First lap exiting the pits / Second lap in qualification mode.

	Tyre pressures				Tyre surface temps				Tyre carcass temps			
	FL avg	FR avg	RL avg	RR avg	FL avg	FR avg	RL avg	RR avg	FL avg	FR avg	RL avg	RR avg
102 / 0	163.64 Kpa	163.18 Kpa	163.57 Kpa	163.29 Kpa	77.1C	69.5C	67.3C	65.0C	78.7C	77.5C	78.0C	77.4C
102 / 0	165.54 Kpa	163.57 Kpa	164.47 Kpa	163.49 Kpa	92.9C	81.0C	73.5C	72.1C	88.7C	83.7C	84.8C	82.6C
50 / 0	164.65 Kpa	163.78 Kpa	164.36 Kpa	163.99 Kpa	85.8C	70.7C	71.0C	68.7C	81.0C	78.9C	79.8C	79.0C
50 / 0	166.99 Kpa	164.23 Kpa	165.45 Kpa	164.46 Kpa	99.5C	87.7C	79.3C	75.8C	92.5C	85.4C	87.1C	84.9C
150 / 0	164.10 Kpa	163.66 Kpa	164.09 Kpa	163.82 Kpa	80.8C	73.8C	70.4C	68.5C	80.4C	79.2C	79.8C	79.1C
150 / 0	165.58 Kpa	163.92 Kpa	164.72 Kpa	163.87 Kpa	86.3C	77.6C	72.4C	70.4C	88.7C	84.4C	85.3C	83.3C
86 / -2	163.91 Kpa	163.48 Kpa	163.96 Kpa	163.65 Kpa	75.1C	71.7C	68.4C	66.1C	79.6C	78.5C	79.2C	78.5C
86 / -2	165.18 Kpa	163.92 Kpa	164.58 Kpa	163.69 Kpa	89.2C	81.6C	74.9C	72.4C	87.6C	84.5C	85.0C	83.0C

push lap.
garage

MISTRAL

LE MANS ULTIMATE

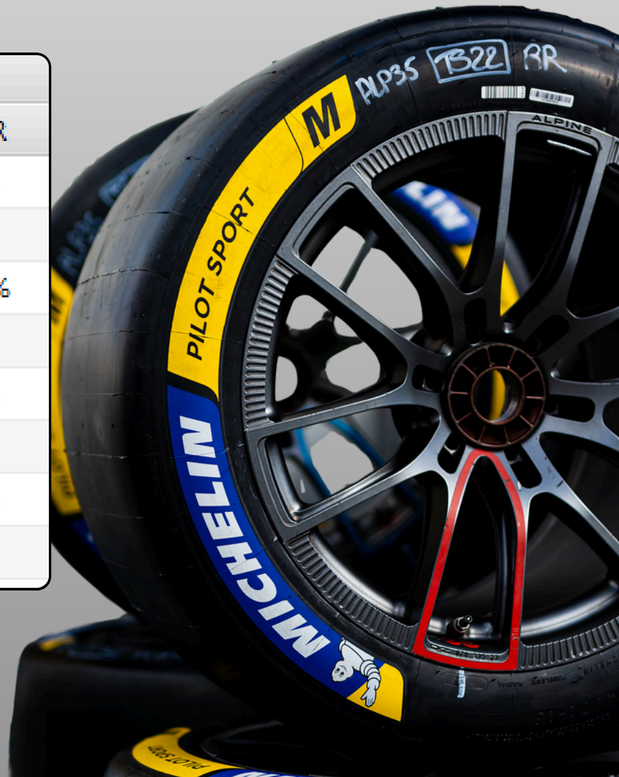
THE OFFICIAL GAME OF THE FIA WORLD ENDURANCE CHAMPIONSHIP

Evolution of temperatures in the carcass and on the surface of the tire as a function of the driver's seat adjustment.

Seat position / Default setup / New tires for each two-lap session *

* FOV Default 49 / First lap exiting the pits / Second lap in qualification mode / With tire wear in %

	Tyre surface temps				Tyre carcass temps				Tyre wear			
	FL avg	FR avg	RL avg	RR avg	FL avg	FR avg	RL avg	RR avg	FL	FR	RL	RR
102 / 0	77.1C	69.5C	67.3C	65.0C	78.7C	77.5C	78.0C	77.4C	2.634 %	2.000 %	2.132 %	2.145 %
102 / 0	92.9C	81.0C	73.5C	72.1C	88.7C	83.7C	84.8C	82.6C	2.688 %	2.008 %	1.777 %	1.984 %
50 / 0	85.8C	70.7C	71.0C	68.7C	81.0C	78.9C	79.8C	79.0C	3.053 %	2.123 %	1.889 %	2.085 %
50 / 0	99.5C	87.7C	79.3C	75.8C	92.5C	85.4C	87.1C	84.9C	2.790 %	2.118 %	1.919 %	1.940 %
150 / 0	80.8C	73.8C	70.4C	68.5C	80.4C	79.2C	79.8C	79.1C	2.484 %	1.861 %	1.822 %	1.858 %
150 / 0	86.3C	77.6C	72.4C	70.4C	88.7C	84.4C	85.3C	83.3C	3.155 %	1.735 %	1.625 %	1.709 %
86 / -2	75.1C	71.7C	68.4C	66.1C	79.6C	78.5C	79.2C	78.5C	1.869 %	1.861 %	1.770 %	1.823 %
86 / -2	89.2C	81.6C	74.9C	72.4C	87.6C	84.5C	85.0C	83.0C	2.251 %	1.764 %	1.676 %	1.694 %



push lap. garage

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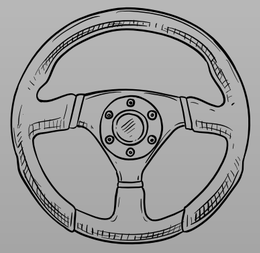
ClubSport DD

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

Essential Settings for Le Mans Ultimate



420°

FOR	**100**
FEI	**100**
MPS	**PULSE**

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P1 SIM

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