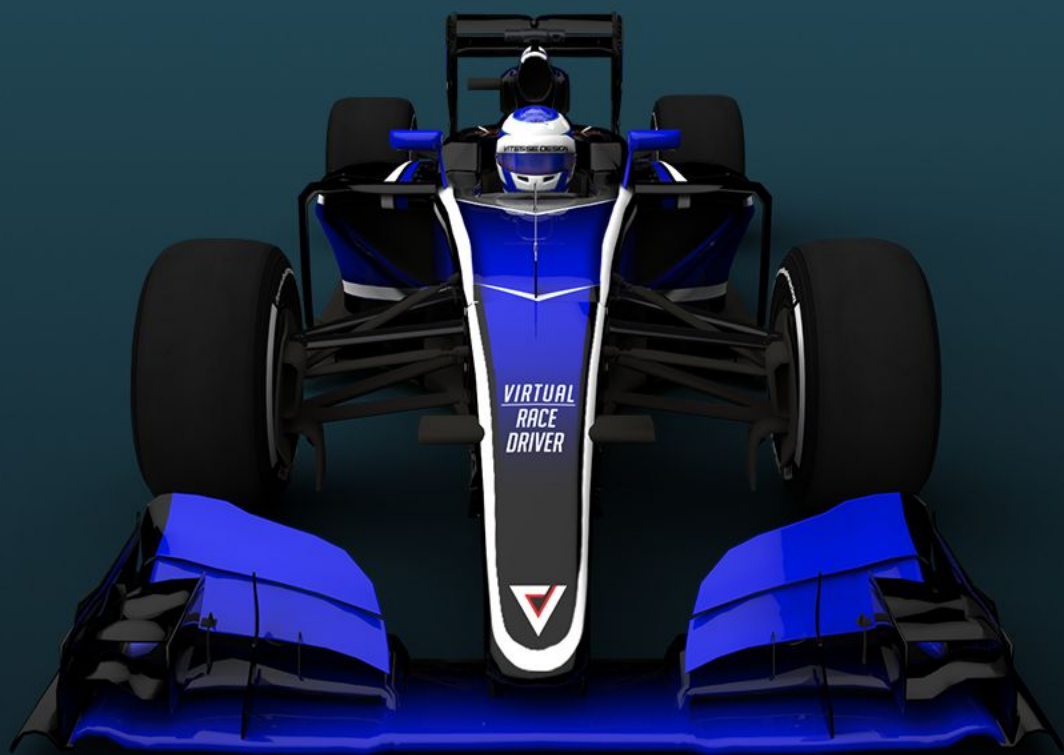


VIRTUAL RACE DRIVER



SIM RACING PERFORMANCE GUIDE

FEATURING THE WORLD'S FASTEST SIM RACERS

CHRIS NEWMAN

Disclaimer

VIRTUAL RACE DRIVER

By Chris Newman

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Introduction

The majority of sim racers trying to become an elite sim racer never make it, they can spend years trying to figure out the techniques needed to make it into the elite ranks, but most will never figure out how and give up trying after years of frustration.

The elite sim racers of this world have figured out how to perform at a world class level, through years of trial and error learning and developing their skills to enable them to compete in the highest ranks in sim racing.

In this guide you will find some of the world's fastest sim racers sharing with you the same techniques that they have learned and developed over years of competitive sim racing.

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Bruno Do Carmo



Highly regarded as the fastest Sim Racer in Brazil with 10 championship titles in iRacing and R Factor

Show your support

Bruno Do Carmo

Focus on details

Mika hakkinen once said that the difference with ayrton senna, was that he focused on details, more than any other driver. I try to do the same thing in sim racing. There are countless elements that can make you faster and better, and you need to work hard to find and enjoy 100% of these elements. This is where you can have an advantage over your opponents. Maybe it is an early or late gear shift, a different line, a minimal angle change on the wing, even your steering wheel configuration. Being as comfortable as possible when driving, this can bring you a few tenths advantage. No matter if the wattage is minimal, and you prefer something more secure. To get out of mediocrity, you need to do your best.

Practice correctly, based on the best

Many virtual drivers ask me for help, because after they run 100 - 200 laps they are still 1-2 seconds slower than the fastest sim racers, excluding setup element. It is pure driving, if you can not get better after 20-30 laps you need to find out where you are going wrong, and where you can

Bruno Do Carmo

improve. Throughout my experience in sim racing, i developed a great capacity for observing onboard laps, where i notice the smallest difference, which can hide precious tenths. This tip i always give to all sim racers that come to me. Every time i went slower than any other sim racer, i watched their on board lap (it is a feature that most simulators have) tirelessly, to fully understand their fastest lap. Analysing their braking, racing line, corner entry and exit, weight transfer, car balance, as much as possible, and try to do the same back on track. Once you understand what to do it is easy to see what you are doing wrong, and improvement comes naturally.

Josh Muggleton



**2014 Australian GT Academy champion,
world time attack challenger, production
race car driver.**

Show your support

Josh Muggleton

Getting started

Before thinking about being truly competitive in a sim/game, you need to work out how that particular sim/game operates. By that i mean you need to learn how the psychics behave, what you can and cannot do with the car to make or lose time. Pick your favorite car in game and go to your favorite track (the one you feel most comfortable with), keep turning laps until you are consistent enough to be within 1 or 2 tenths of each lap.

Make a plan

When preparing for a race, make sure you have practiced enough to cover all scenarios, when will you pit? How much fuel do you need? Will you need to take tyres?, having a plan before the race will make driving the race easier

Walk away

We all get to that point where our improvement either

Josh Muggleton

flatlines or falls away. That is the time to stop, leave it for the night, leave it for a few days, you will be thinking about it during that break and all of a sudden an idea will come into your head “what if i try this?” what if i change this setting?”, that's when you need to go back to the sim and try again.

Setups

Learn how to make setups. This is key to becoming truly fast. Learn how setups work and learn what you want from a car to suit your driving style. It's all well and good to jump on a forum and grab someone else's setup and go fast but 9 out of 10 times that setup will not be suited to your driving style. Look at other peoples setups and see what they are doing to get some idea, but build your own or change theirs to make the car do what you want it to do. You want the driving process to be as natural as possible. By this i mean you want a setup that is adapted to your authentic driving style, not adapting your driving style to suit someone else's setup. If you nail the first point you will always be quicker than the second point.

Josh Muggleton

Keep it fun

Sometimes it's just not your day. There will be days when you just want to get on the sim and drive but for some reason you are not driving well and keep making mistakes. That's ok this is the time to realise that nothing good is going to come from pushing on as you will get frustrated and angry. Use this time to have fun, to work on a setup option or try driving a different car. We all do this because we want to have fun, don't forget that. Make some time to enjoy sim racing and forget about being competitive for a day.

Braking

Braking in race conditions is one of the trickiest things to get right, which is also why it is one of the areas that can give you the greatest advantage in lap time. Depending on the vehicle if it has ABS and also the setup of the car, can require a different approach car to car, and also turn to turn. Generally, braking into a turn should be in a straight line for maximum efficiency and see your first application

Josh Muggleton

of the brake be the hardest, slowly bleeding off pressure into the apex of the corner. This is the ideal scenario, however this is subject to change depending on track surface wet or dry, dusty or clean, bumps or undulation in the braking zone, or radius of the corner. These conditions could see lower brake pressure carried for longer to not induce locking or instability (typical for wet conditions), constantly changing brake pressure to avoid locking of wheels (to counteract bumps and dips under braking), or carrying a lower brake pressure to begin with if the wheels are not straight before applying more brake pressure as the road straighten. As you can see, it is a fine art to get right, but practice and experimenting with different techniques will see improvements in lap time and consistency.

Acceleration

Applying the throttle correctly is critical to getting a good exit out of a corner , tyre life, and also lap time. Generally

Josh Muggleton

The rule is, don't touch the throttle until you know you do not have to get back off it. Depending on the car's power level, and also its grip level (whether from AWD, slick tyres or wet conditions), the application of the throttle will vary, however a smooth, linear push of the pedal as you unwind steering lock is ideal. This means that the more steering lock you have on, the less throttle pressure should be applied, but as you unwind steering lock, you can apply more throttle. Again this is an ideal situation which process may be quicker or slower depending on the car and grip levels. Minimising wheelspin is the key factor here, because if the wheels are spinning, you are losing forward momentum which means you are losing time. To master this skill you need to be smooth on the throttle and also with your steering inputs to not upset the car and maximise the tyres grip on the road.

Mental attitude

As with any sport, mental attitude plays a big part in your performance on track. Being focused on the job and not

Josh Muggleton

Distracted by your surroundings will see an improvement in your performance and also more consistency in your driving. Train for this by practicing with distractions. Have some music playing really loud in the background, drive with the game sound turned off and in silence, drive in a pitch black room, drive with your dog in the room playing with his toys, drive with as many distractions as you can to train your brain to focus on the driving and not what is going on around you. This will help with being focused for big races, or for when something out of your control happens. You will be able to ignore the distractions and focus on the task at hand.

Finding the best racing line

The best racing line is the one which enables you to carry the most speed possible in the key areas of the track to get the best lap time. This may mean that you need to sacrifice a certain corner in order to maximise the next corner which may lead onto a long straight, or one to protect yourself from a passing zone into the next corner.

Josh Muggleton

Generally there is only one fast line around a track, however this may vary from driver to driver according to their driving style. Experiment with different lines around a track which suit you, and then compare lap times and corner speeds to determine the fastest way for you to get around the track.

Smoothness

As touched on briefly in the acceleration tip, smoothness in your driving comes from practice and proper technique, but it also helps to imagine that your steering wheel is connected to your throttle and brake pedals by a piece of string. In an ideal situation, the application of either pedal is directly connected to the amount of steering percentage you are using. How they are connected, again this is in an ideal situation, is that when you have 100% brake applied, your steering angle should be 0%, and when you have 100% throttle applied, you should have 0% steering angle. Now this is affected by a number of things such as tyre grip etc, but ideally this is what you should be aiming for, and if you follow this principle, your driving will become much smoother. So for the braking side,

Josh Muggleton

coming into the braking zone you should have maximum braking force applied in a straight line (0% steering angle), as you trail brake into a corner you would release the brake at the same rate that you apply steering lock in the manner that once you have full steering lock on required for the corner, your brake percentage should be at zero and you are thinking about applying throttle. As discussed earlier, once applying throttle percentage, your steering should unwind at the same rate as the throttle is applied until you are at 100% throttle and 0% steering angle.

Vision - where to look

Vision is key to driving fast, and also to knowing what is happening, and what is going to happen around you. While you need to look at what is happening directly in front of you, you need to learn to ignore the cars around you to some degree and focus on your point of reference such as braking markers and turn in point. This may mean looking past or through the car ahead. Attacking a corner requires your vision to focus on many areas one after the

Josh Muggleton

other in quick succession. Firstly you need to look for your braking marker, while you are doing this you may need to check your mirrors for the car behind to see if they are going to attempt a pass on you which could require you to move your braking marker forward or back. Once you have processed that information and decided how you are going to take the corner, you need to look for your turn in point and apex, immediately after you have sighted these and started to turn, you need to be looking all the way through the corner for your exit apex (where you want the car to end up after the corner). And finally once you headed towards your exit point you start to look at the tachometer or shift lights for when to change up and then straight away for your next braking marker. Keeping in mind that all of these steps happen in a matter of seconds, you can appreciate how vital vision and quick decision making is to your driving and race craft. Your vision must continually shift from point to point and never stay fixed on one thing for too long. Looking at your braking marker for too long can result in you missing your turn in point and the apex, looking in your mirror too long can result in you missing your

Josh Muggleton

turn in point and the apex, looking in your mirror too long can result in missing your braking marker and running wide, looking at the apex too long can result in you choking up the corner and not using all the track on exit which will hurt your lap time and also your terminal speed down the next straight. It is something that only comes with practice, and something which changes dramatically when you are on track by yourself, or surrounded by cars in a race.

Aday Coba Lopez



16x iRacing championship winner

Show your support

Aday Coba Lopez

Braking, the key

We all know brake hard and late, but really the hard part is only just enough stop, and take advantage of the inertia of the car to go faster on the turn. Once you get to control this, you are going to be very fast.

Winning championships

Championships are usually long, everyone knows who wins the most races, but few drivers realize the importance of being regularly. Focus on rate every race without taking unnecessary risks, only fight with rivals that can win the championship, it is not necessary to win every race, obviously the more you win the easier it will be to become champion. But keep an open mind, calculating all the possibilities of each race, and acting correctly. If you can apply all these tips, you will be a strong candidate for the title. For my part I have 16 titles in iRacing, and I have not always been the fastest.

Florian Woithe



**Drives for Pure Racing team in
iRacing, 2013 German GT Academy
finalist**

Show your support

Florian Woithe

Getting started with a track

When you are just learning a new track open an offline server and get used to the track. You do not want to be a threat to others as you do not know all of the braking and acceleration points yet. When you find your marks on the track keep lapping until you start setting consistent lap times. You should start this process with full fuel and then as the fuel burns off you can lap faster and faster and find your limits. When you are setting consistent laps you can start playing with your gearing. Sometimes a higher gear can be faster than a lower gear around corners because you are rolling faster since the engine braking is not slowing you down. But be aware when you are going around a corner in a higher gear you need to brake earlier for that corner.

Consistency and setup

My recommendations for setup is start with the base

Florian Woithe

setup and when you start lapping consistently start with the setup of the car. Consistency is the most important thing you need to have before making any changes. When you can run 10-15 laps within a time of 0,5-0,7 seconds (depending on the track ie nordschleife about 1- 2 seconds) you can start with the setup. If you start this before being consistent then you will never know if you're Just improving your driving or if the setup is working. You can find many guides on the internet that show you how to setup a car. So have a look around and find one. Making a setup of a car presupposes some knowledge of vehicle dynamics but again you can find this information in the many setup guides. When you have a better knowledge of how a vehicle behaves you will know what to do when the car understeers during acceleration or oversteers during braking. Some cars have many options and you can change many things and get a similar result. Don't change loads of things at the same time just change one thing go out and test it then you will know if that change has worked. As soon as you have found your setup go on track with other people and see how the setup works in

Florian Woithe

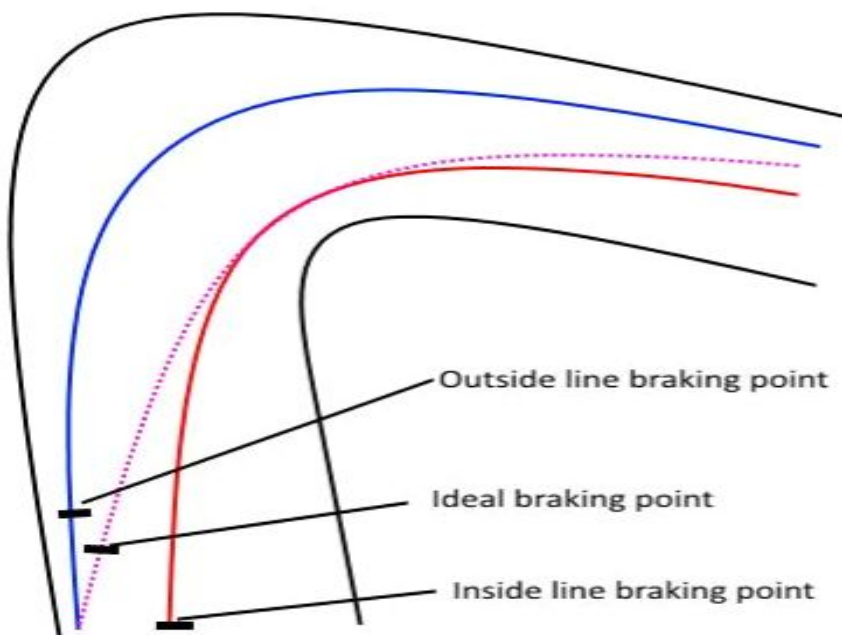
slipstreams. Then if needed you can make more changes to your setup for when you are racing with other cars.

Sprint racing

For a sprint race it is very important to make a good qualifying setup. This setup is different to your full fuel setup since the car is much lighter without fuel. Depending on where the fuel tank is the car can be very understeering or oversteering. Since you are consistent now you should try and find the limits in a couple of laps. In qualifying you should make a slow outlap and heat the tires up to the right temperature before the final corner of the out lap before you go onto your timed lap. But do not push to hard as you can overheat the tires to much. To get heat in the tires on the out lap wave your car from side to side. Then push the last corner to the limit on to your flying timed lap. A sprint race is usually between 20 minute to an hour. If you have a pitstop during the race make sure you know where the pit entrance is

Florian Woithe

exactly so you do not leave any time on the table during a pitstop. When racing you have to fully concentrated because everybody is pushing to the limits during the race. During a race because you're racing with other cars you can not always be on the ideal racing line. When you are coming up to a corner you might be side by side with another car so you should take the outside line or the inside line. Your braking point will differ depending on your line.



Florian Woithe

Endurance racing

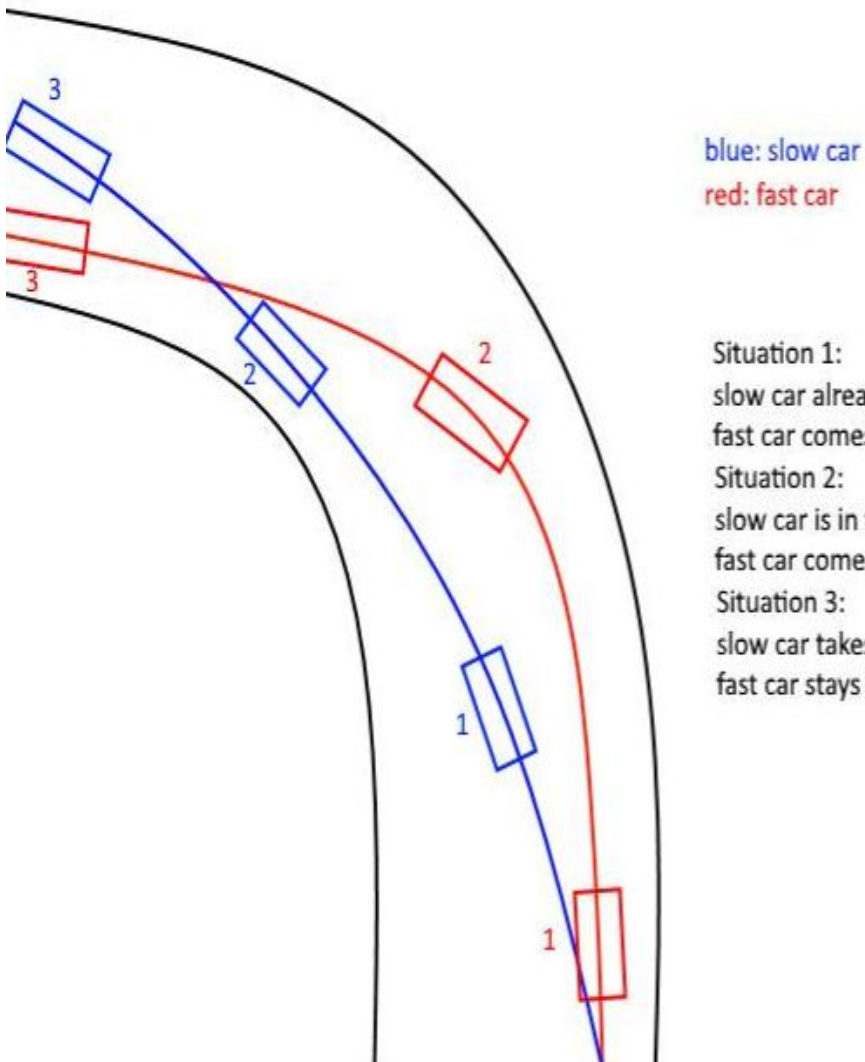
An endurance race is typically between 3-24 hours long. Usually you have driver changes during such a race, this is because your concentration usually dips after a stint. The mental preparation for such a race is very important. Sometimes you should let people past you and follow in their slipstream to help you save fuel during your stint. This will enable you to have a shorter pit stop because you need less time in the pits to fuel up. Or even make less pit stops during the race. You can also improve your fuel saving by short shifting and lift and coasting. Short shifting: exiting a corner and changing up a gear earlier than normal, this way you do not take the full rake of the engine power saving you fuel. (Be aware some sims do not calculate this correctly). Lift and coast: after a straight you lift off the accelerator 50-150 meters earlier than normal, doing this also enables you to brake later and still have the speed on corner entry. In an endurance race you might be racing with different classes of car so you need to learn how to overtake slower cars and to keep an eye on your mirror and let faster cars pass. It is very helpful if you have spotters for such races. With different classes you should learn how to find your way through traffic without losing too much time. For example if you

Florian Woithe

reach a slower car on track you can brake earlier for the next corner and drive instead of the ideal line (outside - inside - outside). A different line (inside-inside-inside). Or brake later and choose (outside-outside-inside). There are many ways to make such an overtake you should practise this with some friends to find the fastest way to pass. If you are the one who is about to get overtaken, you can show the car behind that you intend to let him pass. For example on a straight by Leaving the ideal line and tapping your brakes so they see your brake lights this will tell them that you are letting them past. If a faster car is trying to pass you when you are in a corner keep on the ideal line so they can pass on the outside. If you leave the ideal line then they might crash into the back of you or have to brake very hard. This will irritate some drivers. I have added some pictures explaining different lines for overtaking on the following pages.

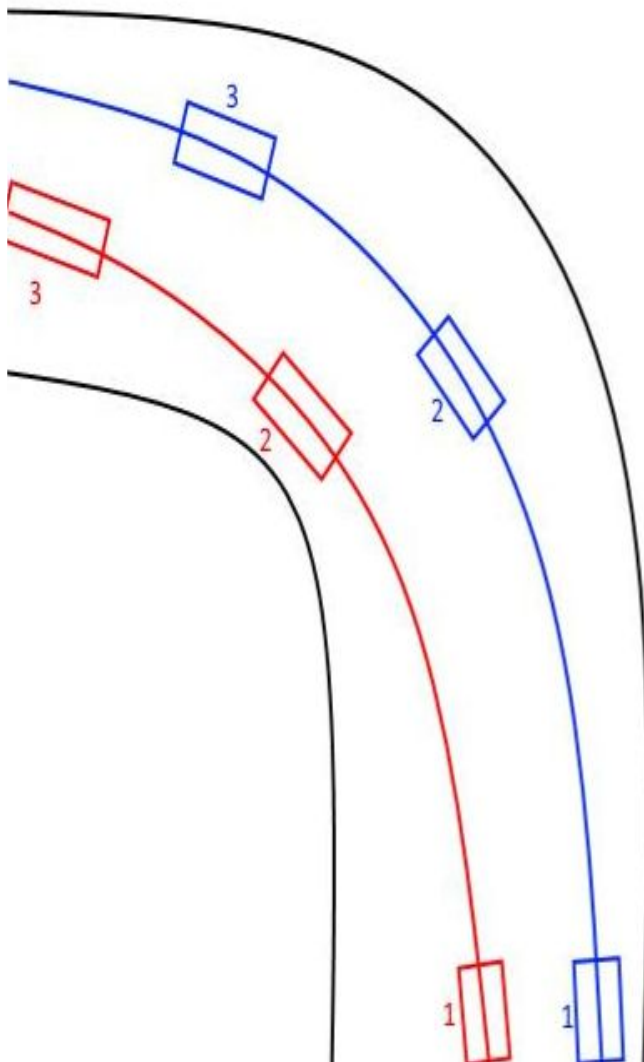
Florian Woithe

Overtaking examples



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Overtaking examples

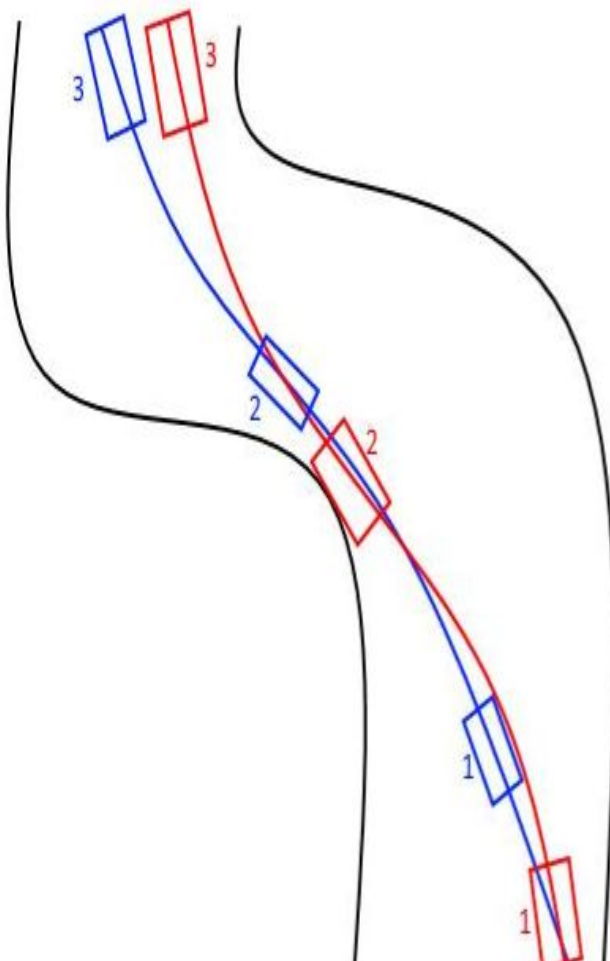


blue: slow car
red: fast car

- Situation 1:
both cars reach the braking point
at the same time
- Situation 2:
slow car stays outside
fast car stays inside
- Situation 3:
slow car still outside
fast car inside (has already overtaken
and can head to ideal line again)

Florian Woithe

Overtaking examples



blue: slow car

red: fast car

Situation 1:

slow car already enters the multiple corners

fast car comes from behind

Situation 2:

slow car drives ideal line

fast car stays behind and prepares to stay inside in next corner

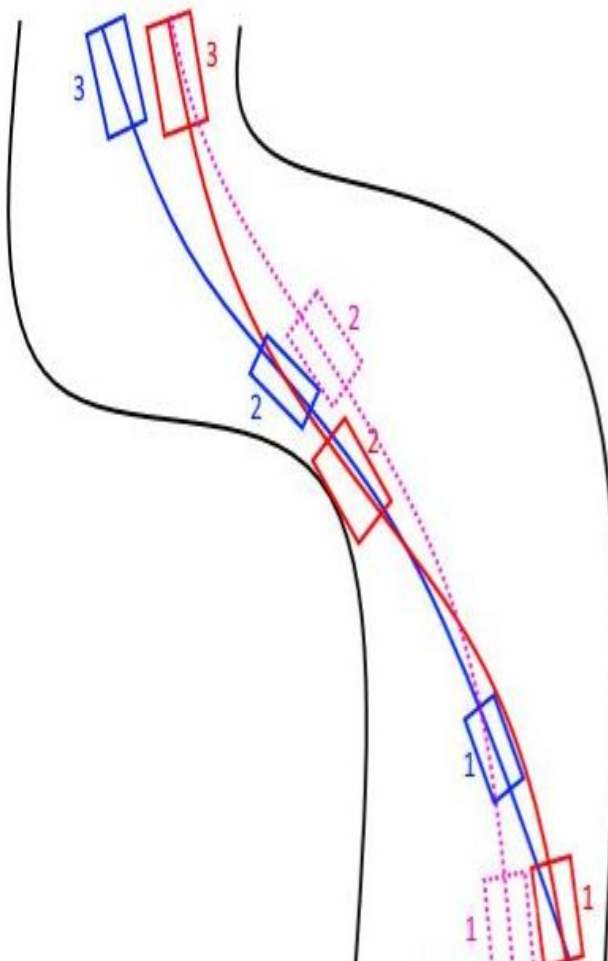
Situation 3:

slow car still has ideal line

fast car overtakes inside as prepared in Situation 2

Florian Woithe

Overtaking examples



blue: slow car

red: fast car

Situation 1:

slow car already enters the multiple corners

fast car comes from behind

Situation 2:

slow car drives ideal line

fast car stays behind and prepares to stay inside in next corner

Situation 3:

slow car still has ideal line

fast car overtakes inside as prepared in Situation 2

pink: alternative line for fast car

Situation 1 backing up

Situation 2 acceleration point out of the corner.

This alternative line gives you more exit speed at Situation 3

Florian Woithe

Mind preparation

Getting mentally prepared for a race is maybe one of the hardest things to do. Some people try to shield themselves of their environment by listening to music, some drive their fastest rounds by talking with their colleagues by Teamspeak for example. One of the most important situations in a race is the start. That is the moment where most of the drivers have a high pulse, very sweating hands and sometimes also shaking hands and feet. This feelings usually stay for the first one or two laps, there are many cars around you and you try to get out in the best possible position. So what can you do in this situation. My personal favourite is autogenous training. Not during the race, but an hour before the race you can bring yourself down to the full concentration you need. One minute before race start you can breath deeply in and out and remember to fully concentrate on your skills. During the race when you have done some laps you will get in a kind of tunnel, this is usually the time when you are doing your fastest lap times. Especially in a Endurance race this situation is easier to get into. In a sprint race you have to calm down yourself to get into this mental situation. Usually when you get to the end of the

Florian Woithe

race or when you are fighting with someone you will be pushed back to reality and will have less concentration. In this situations it is very helpful when you have got a teammate that brings you down and tells you once a lap to concentrate (best time to talk is usually on a straight, never do it during curves or fighting situations). If you do not have a teammate try to breath in and out deeply and keep yourself calm. These feelings will get better from race to race, but you might never get rid of it totally.

Nick McMillen



**Works racing driver for Nissan after
winning the 2013 US GT Academy
competition**

Show your support

Nick McMillen

Focus on consistency

No matter if it's a 20 minute sprint race or the 24 hours of lemans, consistency almost always wins the race. A format that i've come to enjoy to help consistency is taking an hour long session and splitting it into 3 parts. First is a 20 minute session for timed practice laps to learn the car, track, braking points and more. Then take 10 minutes to run a faster session where you can find a quick and consistent pace. From your ten minute session take your fastest lap and apply it to your final 30 minute session. The final session will be a total of 30 minutes with a focus purely on consistency, more of a race simulation. For the 30 minute session take your fastest lap from the second session and try to be within half of a second of the fastest lap EVERY LAP. this will help you to focus on consistency and force you to learn to drive a pace that is manageable for an entire race without taking any major risks. In the end you will learn how to find a good pace for each session you enter and will continue to get quicker and more comfortable with driving at the

Nick McMillen

limit consistently.

Join a racing League

In my personal experience, i gained the most skill and enjoyment from joining an online racing league. There are many different leagues you can find with each racing sim from iracing to gran turismo. Many of these racing leagues have weekly practice sessions and races which generally bring out better drivers and competition. You will learn much faster competing with other drivers who are focused on having fun, competitive, and clean races. Most of the time you are racing with similar cars and / or classes where learning race craft and consistency is essential to making it to the top step of the podium.

Philipp Schallenberg



2014 European GT Academy finalist

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Philipp Schallenberg

Nurburgring

Because the nurburgring is a track of its own, it requires special attention when getting to know it. If you want to master it, it requires months of track time, including races and training sessions with different cars and weather conditions., traffic, and prerequisites at the track. The most often races driven at the nurburgring are driven as endurance races, so you should focus on your psychology and traffic management instead of pure racing speed.

Nurburgring Psychology

Try to broaden your view towards the end of the race and deal with pressure from behind or an opportunity to overtake in a rational manner. Use a slower person in front of you to save fuel and tyres, and always leave the option to overtake at kesselchen or the dottinger hohe. The same applies to the other case: if you are followed by a faster car, keep your racing line and drive your pace, but let him through if they are too aggressive. Don't go to

Philipp Schallenberg

full speed in the first laps and try to save up tyres and concentration for later moments in your stint.

Nurburgring Traffic management

Before joining a big endurance race you need to learn how to deal with traffic, as only certain spots of the “ring” are made to overtake or let traffic through. Nurburgring amateurs don't lose the time with their racing speed, but rather in inefficient, nervous, and aggressive overtaking scenes. It is recommended to drive races in a slower car and a faster car in order to comprehend and anticipate other drivers behavior. During overtaking across different classes it is important that the slower car stays on its line and only makes space where it is not dangerous for the follower. Also the follower needs to set clear signs to communicate not to overtake at a certain place. The driving and overtaking aspect can not be copied from other tracks as it needs to be relearned. Understanding the overtaking aspect can be enhanced by watching onboard film from 24h races at the “ring”.

Max King



**2015 international GT Academy
finalist**

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Max King

Learning Curves

Sim racing is not an easy thing to be good at right of the bat, nor is real racing. Having an experienced background in both, I believe it takes lots of practice to really hone your skill. Sim racing takes the same route as real racing, learning the car, learning the track, and being able to be comfortable with everything going on is key. Just like maintaining your equipment in a real car you'll need to do the same with your sim racing equipment. You always want to make sure your wheel has the right force feedback setting that is best for you. What I learned at GT Academy wants me to bring this up. I was never that absolute fastest online nor did I have an HD TV to get the full details of the track, but when everyone in GT Academy was put in the exact same equipment it showed that setup was a huge part of other people's success. I never really adjusted my equipment that much at home but that experience made me adjust my wheel from then on.

Max King

Hitting Your Marks

When driving a new track and new car, always learn the track first and figure out what lines you want to run and be sure to pick out marks. If you've ever watched a racing interview the chances are you heard a driver say "I was out there consistently hitting my marks". Marks can mean braking points, turn in points, apexes, throttle on points, and limits of your input. When you're starting to push you want to be consistent so you know what you can do better. Visualize your marks and plan what is going to happen on a straight before the corner. I always do this, "I'm going to brake here, bleed off and turn in, hit apex here and roll into the throttle, unwind the steering and focus on the next corner". I use this thinking every time I do anything racing oriented. By repetition and commitment this should become second nature over time.

Competition

Racing will always be a competitive sport whether it's

Max King

virtual or real. In sim racing there are always leagues getting started with a variety of different types of cars to choose from. If you ever wonder how good you are you should join a league. Being in a competitive environment will make you a better driver. Following faster people is called “going to school” and usually if the guy you’re following is quick you’re naturally going to follow what he does and get faster. When you see someone take a corner a quicker way, try to remember what he did so you could do it every lap and get faster. Competition is one of the best ways to learn how to go fast and become a better driver with some racecraft. Racecraft is good to have when you’re racing because it’s one thing to be quick but it’s another to be able to pass and battle another driver for a position and be safe doing it. When you’re racecraft is good you’ll get respect from other drivers and take another step to being the best driver you can be.

Jorge Montanes



**iRacing World Championship Grand Prix
Series competitor**

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Jorge Montanes

Aggressiveness level

Race with the correct amount of aggressiveness. In a long endurance race you should be more cautious with the other cars and with the track limits than in sprint races. A lot of things can happen if there is more than one hour to go.

Be patient in multi class racing (as faster class car)

If you are in the faster class car, you may need to pass a slower car in the braking point of a corner. But if you need to “dive bomb” on him losing your braking point to manage the overtake, better not to do it. You will lose more time in the corner than you'd lose behind him and a big accident can happen too. Passing a slower class car side by side in a corner could also be slower than waiting for the next straight. You have to evaluate the speed difference and then make the correct choice.

Jorge Montanes

Racing as slower class car in multiclass racing

Keep the normal driving line when a faster car is approaching to you. You must be predictable in any moment for them, and avoid confusion. You can lift in the straight if you know he is going to pass you in the braking point, and this way you don't have to do the corner side by side, so you'll earn some time by lifting as you can use all the soon and the rest of the field didn't stop still. In this case it is better to save tyres and stay out until most of the cars go pit.

Studying the car ahead

When we are behind another car we can be faster than it. In this case, try to see in which part of the circuit you are faster than that car and try to overtake there. If you are slower than the car ahead, you should try to learn from his driving line and braking points, in order to be faster.

Jorge Montanes

Tactic slow down

Sometimes it is impossible to overtake the car ahead of us. Driving very close to it's rear end will let us try to pass it if that driver commits a minimal mistake. On the other hand, that close driving action will overheat our tyres and engine. I recommend to slow down a bit, and drop to around one second behind and take some fresh air. Then we can try it again with fresher tyres and recovering the gap quickly. That will create a negative feeling in your rival as he will see how fast you are, so he may make more mistakes.

Aurelien Mallet



**7 x French Forza Motorsports champion,
Formula E race off Pro series champion**

Show your support

Aurelien Mallet

Self-control

First you have to learn the game, to know exactly your strength and weakness, and practice on your weakness to eliminate them. Then you have to determinate your goal, this will be your main motivation. Stick with it until you achieve your goal. But it can takes years to do it, so don't be too hurry. Train hard, there's no secret you can't be at the top without training. According to me I prefer training offline and then online when I have a good feeling with the car. You have to be confident, and keep calm to avoid mistakes while you are competing. If you are getting angry, you'll lose your concentration and then do mistakes that was possible to avoid. Last thing is managing the pressure and turn it into a strength. There is only one way to make this possible, the experience: the more you compete at the highest level, the more you will be able to manage the pressure and use it as a strength against your competitors

Thiago Almeida



**3 years as a professional formula/spec
pilot and one of Brazil's best Sim Racers**

Show your support

Thiago Almeida

Practice until you feel good with the car/track combo

To get the training I need to define the main points of the combo. The amount of downforce that i will use, if the proposal of the track has too much or too little grip etc. Having done that I try to understand the definition of each turn. I try to understand the best way to hit each apex of each turn. As I like to say, I try to " bite the apex " as much as possible. The next step is to repeat the maximum laps as I can in the most relaxed way possible so that I can get used to my muscle memory (developing a more enhanced one).

Make your own setup

I believe it is mandatory that all pilots understand the "science" of the sport. Even pilots who do not have prior knowledge about the aero / mechanical behaviors begin to

Thiago Almeida

understand those concepts over time. The virtual racing allows you to develop a car very easily.

Let it roll

" Let the car roll ." This is a phrase that more experienced pilots constantly repeat for the younger ones. It is not a completely clear concept to understand. But the concept revolves around the maximum amount of inertia that your weight can carry over a certain quotient of friction (grip). To find out what that is the grip limit at every turn I need to repeat it several times . Just muscle memory can teach me the fastest way to make certain turn. Sometimes to let the car roll, or, to let the car carry more speed while making a turn, means to brake earlier. Sometimes "Let the car roll" means "don't do anything". It is a complicated concept for new pilots but it is without doubt the biggest difference of a fast driver to an extremely fast driver.

Thiago Almeida

Braking points

Some people like to determine points on the track as your braking points. I do not like to do that. The only way I can reach the limit of a turn is if I left my eye already at the apex of the turn. I need to look to the apex before entering the turn. And in case of blind turn or being very close to someone in front I try to anticipate my muscle memory. Funny how I can not adjust my muscle memory. Since I established it I can not change it anymore.

Only one car

There are people who like racing because of the sound , the smell , energy etc. But other people are passionate about the sport. For what the sport provides. The dispute. It is not a cooperative sport. So it takes dedication if you are happier being competitive. Training in different

Thiago Almeida

cars end up confusing your muscle memory. Some drivers can easily have good performances in different cars within a short time period. But they probably do not have the best possible performance that they could have.

Racing thoughts

After making sure all of my performance I go to a race. This usually happens after about two or three days of training. During qualifying I try to do something better than I did during training. I try to extrapolate my limits. I was taught that the position at the beginning of the race is about 80 % of the race. At the beginning of the race my focus is on trying to get rid of confusion. The next step is try to nail my pace.

Configure your simulator

Try to find the best configuration to your PC / VGA / Wheel / Ingame configs.

Thiago Almeida

Find your optimal braking configs

Not only bias, but your force factor as well. Try to fully understand the concept of it.

Nikodem Wisniewski



**Professional sim racer racing for the
leading sim racing team in Poland,
FEEDER Sport Poland. GT Academy
Europe 2015 finalist**

Show your support

Nikodem Wisniewski

Setups

First of all, the very first thing you need to do, and do it with best knowledge, is setup. For me simracing is basically 50% setup, 30% practice, and only 20 % skills. If you want be a pro driver, you need to learn how to do a perfect setup, fitted for you. Of course, you can check setups from other drivers, but in that way, you wouldn't do a big progress. After many hours in garage, try to do as best lap as possible on that one concrete setup, and then, if you think you can change something - change it and test it.

Reaching your limit

Somebody need to do 10 laps to achieve the same result, when you have to do it twice more. But it's normal thing, don't worry about it. For example, I'm reaching my limit ridiculously fast, but it doesn't mean that I'm fastest in the world. Truth is, that more practice means better times, better consistency, better tire wear, everything. If you

Nikodem Wisniewski

have enough, stop driving, and give a rest. Another day can be a lot better for you.

Frustration

Frustration is one of the worst thing in sim racing, because you are asking yourself, how the hell somebody can be so much faster than you? Keep calm, the best drivers are the best, because they practiced a lot, or figured out how to set a car. If the series have aids on, try it. Maybe will be better, find what is the best for you. Sim racing is really specific, almost everything depends on your personality, individuality. Don't trust other drivers if something is better/faster. Of course try it, but maybe completely opposite set is better for you?

Pure speed is not everything

The other thing is, that sim racing is not the pure pace. It's

Nikodem Wisniewski

really more complicated, especially when the new sims are made. Everything is so advanced, from tyre wear, weather, grip level to immeasurable setups. So that's the same thing as in real racing. Fastest drivers are not the best sometimes, much depends on your team, your strategy, your knowledge about opponents.

Des Foley



2012 European GT Academy runner up

Show your support

Des Foley

Take regular breaks

Practice regularly for appropriate amounts of time when you are getting up to speed with a new car or track. Three 20 minute sessions with a ten minute break between each session would be more beneficial than staying at it for 1 hour straight. We are all guilty of this as it can become addictive chasing that one lap but rarely are we rewarded. Giving your body and mind a chance to process everything will do wonders for you. Sure there are times when you need to play for an hour or two straight say if you are competing in an endurance event you will need to practice stints that are quite long so you know your concentration can hold up, but for initial learning stages take it one step at a time.

Commit to one car

Sticking with a particular car rather than jumping between loads of different models will help you as well. If you want to excel on a series like iracing you can not compete with

Des Foley

the best in your class if you keep driving different cars and changing your style. Get into the mindset of committing to a car and mastering it. Driving something with high downforce requires a completely different style to that of a classic open wheeler that is over powered at the rear. So until you know a car inside out i would advise against racing in multiple series at once. That is of course if you are taking it very seriously and setting definitive goals. If you are casual and just doing it for fun then playing around with different cars is fine.

Learning a new car and track

When learning a new car and track combo for the first time start with a race setup and high fuel. The first goal should be completing laps without incidents and being consistent. It doesn't matter if you are 2 - 10 seconds off the ultimate pace initially, being able to string the laps together without constantly making mistakes will ultimately lead to big improvements in a short space of

Des Foley

time. Going out with a loose qualifying set up, chasing an amazing lap straightaway will usually end in tears and is not the best way to learn. After doing a few stints consistently then empty the tank and have a go at a flying lap or two.

Seat time

In the end seat time is what makes you faster. If you play for ten hours a week you will have most definitely learned more than someone with the same skill level who played for two hours. But most importantly as i've mentioned it is how you use your time behind the wheel that is key. Staring at a screen for 2 hours without a break constantly crashing is not going to help you improve as much as you would by setting time limits and goals and sticking to them.

Michael Conti



Youngest NPAS pole winner (14)

Youngest NPAS race winner (15)

Finished 2nd in the 2012 NPAS points' standings

Finished 4th in the 2013 NPAS points' standings

Won the 2014 NPAS championship

6-time race winner in the NPAS

Proud (and official!) ambassador of the Old World Industries family of products.

Show your support

Michael Conti

Don't Become a Jack-of-All-Trades, Do Become a Master-of-One

Throughout my six years of competitive racing on the iRacing service, I've seen far too many aspiring sim-racing greats get lured into a trap-a trap that hinders sim racers' progress far and wide. Because of iRacing's tiered license system, racers seem to find it necessary to run every imaginable series during their time in each respective class. While many feel that this broadens one's racing knowledge, it does just the opposite. Think of it this way-in real life racing, an up-and-coming driver usually runs one series at a time. On the oval side of things, most modern day racers begin with Legend Cars, then move to Late Models, which are then immediately preceded by K&N stock cars. This one-vehicle tiered structure allows young racers to focus on one vehicle at a time, while mastering each vehicle along the way before moving up to the next. Well, at least that's how it's

Michael Conti

supposed to go, but recently, we've seen corporate dollars drive racers up the ladder, when sometimes they were not quite ready to take that next step. Their results reflect that. However, I digress. With iRacing's wide array of cars, many of which are placed at the same level as others, many racers run more than one car at a time, on a constant basis. For example, someone who has just earned their "C" class license has the option to run, speaking solely about the oval portion of the service, NASCAR Camping World Trucks, Street Stocks, and Silver Crown cars. These three vehicles, while all fun in their own right, are on three different ends of the vehicle dynamics' spectrum (Trucks, heavy, high horse power; Street Socks, heavy, low horsepower; Silver Crown cars, light, incredible power-to-weight ratio). When racers devote their time to all of these vehicles while they race in iRacing's "C" class series, they are only allowing 1/3 of the amount of time necessary to master each individual vehicle. This leads to frustration due to lack of results, which more often than not, then spirals into

Michael Conti

dissatisfaction with the service in general. Now, personally, I hate preaching to the choir, so to speak. I think that everyone has their own way of learning, albeit mechanical, situational, or instructional. With that said, there is only one best way to progress up the iRacing ladder and make it into either the NASCAR PEAK Antifreeze Series or the iRacing World Championship Grand Prix Series-stick to one and only one vehicle at a time, while keeping in mind that the big picture is to either drive a NASCAR Sprint Cup Series stock car or a Honda F1 vehicle. Disclaimer: if you are reading this and have no aspirations to make it to the top tier series of iRacing at some point in your sim racing career, then the following might not pertain to you! As a NASCAR PEAK Antifreeze Series competitor, six-time winner and 2014 series champion, I'd like to share my path to the top:

Legend Cars: one season

Late Models: one season

Michael Conti

NASCAR Trucks: three seasons

NASCAR Xfinity Cars: one season

NASCAR Sprint Cup Cars:

ongoing since 2011!

As you can see, I devoted at least one season to each individual vehicle, whilst only racing one vehicle competitively at a time. Now, that isn't to say that I didn't dabble in other vehicles along the way, but when I was focused on mastering each vehicle, I did my best to only drive that vehicle. What might stand out the most about my sim racing career path is my time spent racing Trucks, which was three times that of any other series. Why, you may ask? Because with the Trucks, I truly believed that, as the intro series into the NASCAR Big 3, I needed to devote my greatest amount of time to learning NASCAR race craft and vehicle dynamics in that series before moving up into Xfinity or Cup Cars. I cannot stress how important it was that I spent so much time in the Class "C" truck series. Without that added time, I would not

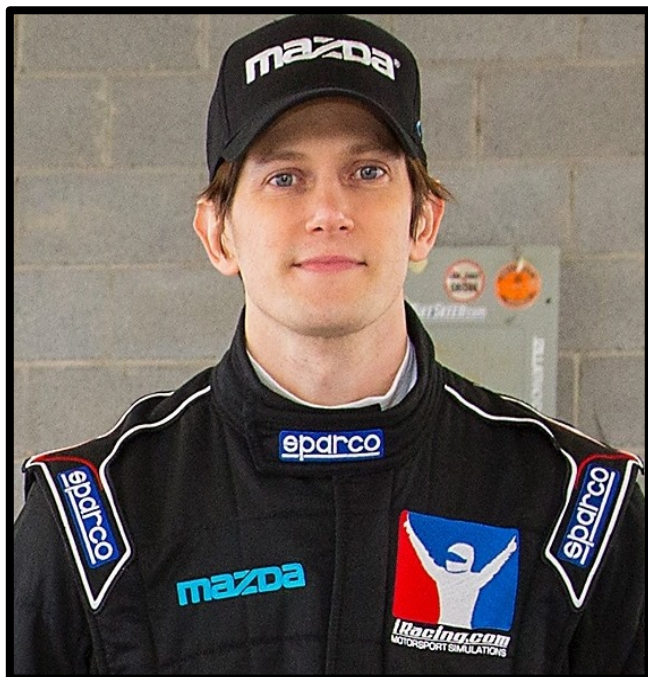
Michael Conti

have gotten to where I am today. With all of that said, my biggest advice to you, the aspiring sim racer, is to first and foremost always have fun! If you find that iRacing is becoming more a job to you than a hobby that you thoroughly enjoy, take some time off-it'll only make you better when you return to the sim. To reiterate, there are many ways to progress up the iRacing ladder, being that there are many disciplines that one can race in. However, knowing the oval portion of the service so well, the path that is layed out above is the best path to make it to the NASCAR PEAK Antifreeze Series. Spending an adequate amount of time in each vehicle along the way, while learning the dynamics behind the vehicles, i.e. experimenting with different setup parameters, will put you miles ahead of the racer that becomes a jack of all cars, and a master of none. Do not fall into the trap that thousands of sim racers have fallen into before you. Their experience, coupled with mine, is why taking the lessons learned from this book and following the advice given by the folks who have contributed to this guide will give

Michael Conti

you an advantage over your sim racing competition. Good luck and we will see you on the track!

Glenn McGee



**Mazda factory driver and Iracing mazda
world champion**

Show your support

Glenn McGee

Mental edge

I have always tried to maximise the racing simulator as not only a learning tool, but as a way to strengthen my mental toughness. Racing is probably the most mental dependant sport in the world. Once you have reached a certain level in your driving, you should be focusing on developing the proper mental strength and responses; the main goals are to program your mind to be calm in all situations; so that you can execute at 100% of your ability whilst also taking on any pressure, whether it is someone attacking from behind on the last lap to win a world championship, or trying to put together a flyer without throwing it off track. Another thing to help program your responses is that when you get in a crash with other driver or something makes you angry (in the sim or your street car) immediately!! Put it out of your head, forget it, try and have the smallest and quickest response time possible. Your job is to focus on winning races and performing at your best, and being angry is a distraction from this. This will help program you to respond calmly in any scenario.

Christian Szymczak



**Competed in the top ranks of GPL,
GTR2 and IRacing**

Show your support

Christian Szymczak

Focus on execution

Take your focus away from the stopwatch. Calmly concentrate on correct execution while ignoring your lap times. Good lap times will follow naturally from correct technique.

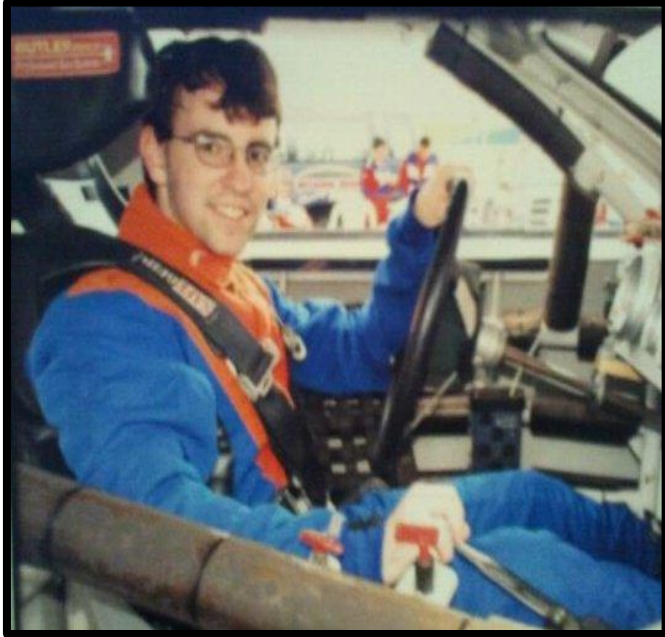
High speed brake marker

For corners with heavy braking zones try to pick a brake marker that is on the track surface itself. This will help you find a more accurate braking zone.

Brake release point

Most of the time gained on a road course will be in the braking zones and corner entry. Braking at the right moment is important, but the brake release point is equally important. Make sure your brake release point enables you to roll maximum speed into the corner.

Andrew Fayash



**6 years in NASCAR Peak Antifreeze
series in Iracing, 5 years real life dirt
racing experience, inaugural Iracing
Daytona 500 top split winner**

Show your support

Andrew Fayash

Oval racing. Picking your battles

One of the most important things in real and sim racing is knowing when to race someone with all you have got, and when to concede a position without a fight. Running side by side or battling for a spot is always slower than when you are hitting your marks normally and being able to use the whole width of the track to race, and it is also harder on your tires. If you don't think you can hold someone off long enough to finish the race, or for their lap times to fall off enough to where you can break away, you should let them go as soon as it is convenient. You will give up less time overall and keep your tires cooler for when you really need to push it. Also practice and optimise letting people go without really giving up anymore time than the couple of car lengths difference.

Oval racing. Over the limit practice

If you are trying to get used to a vehicle you can not get comfortable with, or if practice has reached the point

Andrew Fayash

where it begins to feel like a job rather than fun, take a break from the norm and make it fun again. One giant advantage of sim racing over real racing is in practice we can crash without concern, take advantage of the lack of risk. Push your car to its absolute edge and go past it, get the car out of shape, drift, make mistakes and focus on trying to make a proper recovery. Get a teammate/friend or two and get them to join you, have them race you overly aggressive, bump you at times, put you in tight situations, and do your best to survive these situations or at least to minimise the damage when it goes wrong. This is a great way to relieve the stress of normal practice while still perfecting your abilities behind the wheel.

Oval racing. Situational awareness and wreck avoidance

Knowing exactly where people are around you, there pace vs yours, and there tire situation vs yours are some of the most important parts of racing. These are things you

Andrew Fayash

should make a habit of being aware of, to the point you are subconsciously aware of them without having to constantly check your mirrors or pay specific attention to. I've always taken a lot of pride in wreck avoidance and staying out of trouble in racing it is one of the most overlooked skills to have in racing and i can not stress how important it is. Always be looking ahead, details are important here, especially with cars that have limited visibility and/or are hard to see through when behind one. Knowing where your "exits" are for situations, in oval racing especially you should have a lot of options. Don't be afraid to dart to the apron if your clear low and slow the car down so that it does not come right back up on track into the mess. When in doubt focus on braking (but not locking up) and down shifting as if you are just trying to pit; and if someone is behind you, stagger yourself out of their lane before initial braking. This way even if they "blindly" follow you, they will know something is going on. This will make them more aware and less likely to rear end you as a lack of reaction time to your braking.

Fabio Ramalhinho



2015 European GT Academy finalist

Show your support

Fabio Ramalhinho

Getting started

First you need to find both a good steering wheel and pedals. It is very important to have good equipment but remember there is no need to go all the way to the top range. You can find very good material for a fraction of the price of the ultra expensive brands and the best examples are the logitech g29 and the thrustmaster t300. Second you need to find the right place to put the equipment and if you want to save money you could make your own rig like i did when i was training for GT academy. Third is about the training gear. I know you are not risking your life on a simulator, but if you want to succeed in real racing as well you need to get used to things like wearing racing gloves and racing shoes. Don't worry i will not recommend you a racing suit or a HANS device. My recommendation for wearing racing shoes has to do with the fact that with shoes you get better levels of strength due to proper muscle activation on the leg, which does not occur if you drive barefoot. Getting used to racing shoes will also benefit muscle memory to a

Fabio Ramalhinho

point that when you get the chance to drive a real racing car you will not feel much difference. The purpose of wearing gloves is mainly about maintaining the precision levels during long runs. As time goes by the friction increases the temperature and this causes you to sweat, so if you don't wear gloves the surface of the steering wheel will become slippery. Now it is time for you to start looking for the software and fortunately you have a lot to choose from. You could choose a simulator with membership or paid content like Iracing or Race Room or you could go with a more commercial type of software like Gran Turismo Sport, Assetto Corsa or project cars. After you have chosen your preferred simulator you need to start working in order to get the best out of it. i recommend you start with a single 30 minute training session a day with your favourite car or a car you know well and then slowly progress to an hour or even 2 hour training sessions. During these longer sessions i encourage you to simulate pit stops or to actually pit to add some fuel or to change tires. These pit stops are also an important aspect of this training method as you have time to drink some water. If you are not aware

Fabio Ramalhinho

dehydration can impair your attention span, your memory and motor skills. When you are heading to a familiar race track you already know where to brake, the trajectory, the bumps, etc. but approaching a new track is a fun challenge and you need to learn the race track like the palm of your hand. The quicker the better. So to learn the track you can analyse the track map in game, take some slow laps around the track and/or watch videos on YouTube this is very useful to learn the trajectory or racing line but also to know your braking points. On braking points: you need to learn some reference points and these reference points can be a distance board, a tree, or even marks on the asphalt. I say this because you need to be consistent on braking points without hesitating and you achieve this by memorising a reference point that will be perceived by your peripheral vision. But remember, like in real racing reference points can change or disappear for various reasons (destroyed by another car, shadows, sun, or even water marks on the asphalt) so you need to be alert to adapt at any time. Then you can start gradually increasing your approach speed. To be fast you must keep your right foot on the throttle

Fabio Ramalhinho

until the last moment before you hit the brake pedal, doing this will reduce the amount of time you spend coasting. Apply the necessary amount of brake pressure to slow down the car without locking up the brakes and slowly release the brake pressure so you can turn into the corner without missing the apex. In order to not destabilize the car you need to be smooth with the steering and keep a check on your foot. What i mean is you need to be gentle with your throttle application because you do not want to spin the car or lose any traction from over doing your throttle application during your fast lap. Advice: aim for consistency. You need to maintain your lap times consistently within 0.5 - 0.6 seconds or even closer to your fastest lap. This is easier with fuel consumption and tire degradation turned off but to get the real experience i recommend turning them on. During your runs it is also kind of fun to simulate real life behaviors like watching your mirrors and checking the temperatures and pressures. Yes, current racing games are this accurate so take advantage of this. When you realise you are consistent on lap times you can start pushing even more and taking more risks to get that

Fabio Ramalhinho

extra tenth without over driving your car. You can apply this training method to all simulators but i recommend you choose just one game because each has its own algorithm (physics, car behaviour, tire model, etc). And it will take you a lot more time to master more than one. Basicly you would need to quit your dayjob and dedicate more than 8 hours a day to maintain a good level across all simulators. It is important to accept that some sim racers adapt quicker in certain situations than others and there is no magic formula to being fast. Something that helped me while training for GT Academy was the online races, so you should join a online racing league when you think you are ready. All i can say is practice makes perfect.

Physical and mental preparation

In order to perform at your best level hour after hour in both Sim Racing and real racing you need to be mentally and physically fit. On the simulator you are not dealing with G-Forces but if you get the chance to drive a real race car you will feel it and if your body can not sustain

Fabio Ramalhinho

such acceleration and deceleration you will lose your focus and eventually lose control of the car. Current Sim Racing steering wheels have such strong force feedback that your arms and shoulders can get sore and even your back as well. Recent developments on the pedals have made them withstand great amounts of pressure and if your muscles are not ready to do the job it will lead to soreness. To cope with these situations you need to prepare your body and brain to tough and fast. If you do not do any physical activity already you should think about starting. If you already play some sports Then you should focus on training your brain specifically for racing. If you are not into sports but would like to take them up to improve your Sim and real racing performance then i can mention a few things you could start doing. First though you need to know what type of activity you like doing most. Running? Swimming? Triathlon? Once you find your preferred activity you should start doing it on a regular basis. remember , if you are new to any kind of physical exercise you must take it slow with low intensity and volume workouts because you do not want to injure yourself.

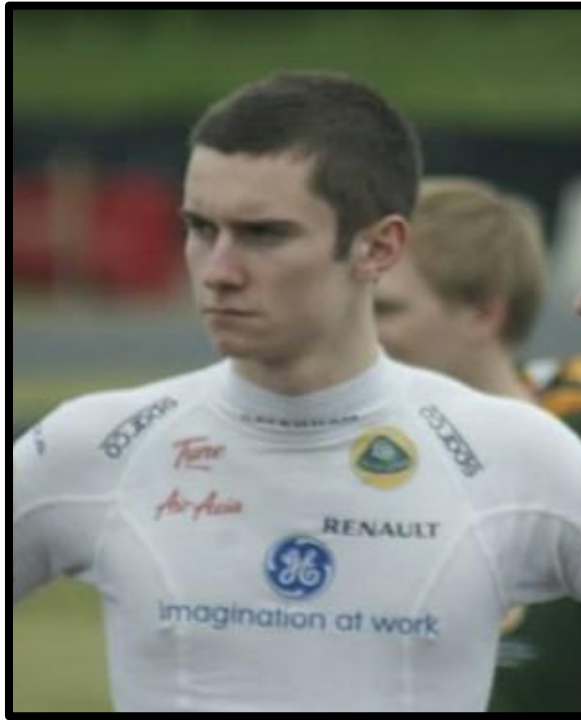
Fabio Ramalhinho

These types of aerobic workouts will improve your cardiovascular system, increase your oxygen levels and lowering your heart rate and blood pressure. In other words your body will be much more efficient under stress. In conjunction with aerobic exercises you should do some strength workouts as well. I recommend doing exercises with your own body weight things like push ups, crunches, planks, inverted rows, burpees, squats, prone back extensions, and mountain climbers. It's ok if you already have joined a gym but pay attention to the weights you are lifting because racing drivers are not seeking hypertrophy. In order for you to improve your muscle resistance you need to lower the weight to a point that you can endure a lot of repetitions per set. Advice: keep yourself well hydrated before, during and after workouts because it will help your muscles to recover between workouts and it will keep you alert as i said on the previous topic. The mental preparation is one of my favourite topic. You are already training your brain aerobics and strength training but here i will explain how you can train your brain separately. We are living in the age of technology so you need to take advantage of all the

Fabio Ramalhinho

gadgets at your disposal. You have a lot of different apps you can download into your mobile phone that can help train your brain in different areas such as calculation, visual memory, speech memorization and reaction. If you train your brain like you train your body you will get massive improvements in processing capacity and that will be translated into your driving. I also recommend coordination and reaction exercises where you train both your brain and body to be in perfect balance. A pro racing drivers favorite tool is the BATAK but unfortunately most people can not afford one of these. One exercise i like to do to train my reaction and coordination is to bounce a tennis ball off a wall at close range with a table tennis racquet in each hand and not let the ball hit the floor. Another exercise requires an assistant. This assistant stands behind you both facing the wall and they throw a tennis ball towards the wall in different directions and you have to try and catch it with one hand.

Josh Martin



**Scottish #1 Sim racer,
7x World Record Lap Time Holder,
Sponsored by Thrustmaster**

Show your support

Josh Martin

Overtaking

100% of Drivers will overtake in their racing career, but only around 30% know how to do it properly. When it comes to overtaking, set your move up as early as possible, ideally on the corner before, get yourself into as strong a position as possible with exit speed and hold your line. If you're going to be the last of the late brakers, then be sure to focus on the gap and not the other driver otherwise you will crash. Don't forget that a switchback can be just as powerful as outbraking, and it oftens saves your tyres from locking up as well

Free Practice is Free laptime

There's a saying that "Stars are made when the stadium is empty and the lights are out" and this principle is the same in racing. When it comes to a race weekend, make the most of free practice to build your pace up for Race Day. Whilst the glamour of being on the podium is not present, being comfortable with a track can give you seconds of advantage over other drivers in the field

Josh Martin

especially if you've done high fuel runs and know how the car will handle at it's heaviest. Find a limit, push beyond it, and then reign it in if you need to, this way you can guarantee to be quicker than those who jump straight into qualifying.

Jimbo Garner



2015 European GT Academy finalist

Show your support

Jimbo Garner

Time trialing

Having come from an on-track background, being a regular track day goer and experienced karter, I assumed when starting online time trials, I would be fast straight away due to my real-life experience. This was not the case. First things first, get yourself a sim racing wheel. Very few top level time trial drivers use a controller. The finesse and smoothness of a wheel and pedal set is invaluable in not just setting fast lap times, but enjoying your sim racing experience. Being a top level time trial driver takes practice. In order to qualify for Gt Academy 2015, I drove online time trials for 2 hours per day, 5 – 6 days per week, for 11 months. I focused on one time trial for 2 weeks at a time, before moving on. Generally, I would improve around 2 tenths per day during the first few days, and 1 tenth per day for the next few days towards the end of the 2 week period, some days I wouldn't improve at all. Staying mentally relaxed is essential for grinding time trials. It's very easy to get frustrated! in order to be truly alien fast in time trials, you need to learn how the game physics work, and then exploit them. The techniques you will have to use to climb the world leader boards may not necessarily be techniques you could get away with in real life. Whatever

Jimbo Garner

works and makes you faster in the game, everyone else will do, so you must learn to also. Some drivers will even tap the Handbrake (Or E Brake depending on your region) to gain an advantage. This is generally frowned upon amongst the best time trial drivers, but may be the difference between qualifying for a competition like GT Academy, or missing out. Time trialing is not like online racing. Many many restarts are required to achieve your ultimate lap time. Consistency is not essential, but does help you to maintain a rhythm of fast lap times when building up to an ultimate flying lap attempt. Brake markers are more important than ever in time trials, because if you are to set a lap time near the top of the leaderboards, the lap has to be absolutely inch perfect. After many hours of grinding one time trial combination, you will know exactly how to execute the fastest lap. Putting that lap together is very difficult. You will crash, you will ruin hundreds of perfect laps (That you cannot repeat), and you will not always fulfil your potential fastest lap time. Just remember, every lap is a little bit more experience needed to make you a faster sim racer.

Antoine Higelin



**iRacing World Championship Grand Prix
Series competitor**

Show your support

Antoine Higelin

Driving clean is fast

In my years i have discovered driving clean is fast

Braking

On the brakes, I try to avoid as much as I can to not lock my tyres or any types of slides so as to not destabilize the car on the mid-corner.

Mid-corner

After my braking is done, I enter into the corner as smooth as I can, then I keep a bit of throttle on to put more weight on the rear end.

Exit

As I've already got some throttle, I progressively push the accelerator to avoid any power-slides.

Featuring in this guide

If you are interested in featuring in this guide and you think you can add any advice, get in touch with me [@VirtualRDriver](#).

I am looking for elite individual sim racers and teams to share any advice possible to help people improve their skills in sim racing. You can add new advice and / or improve upon any advice that already features in the guide. By featuring in this guide you could potentially raise money from donations for yourself, your team, or for a charity you support. The more value the advice the more you could potentially raise from generous readers who value your input in this guide.

This guide will also be available in print edition in the near future, being distributed from amazon. It will feature the best advice from this digital version.



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