

# EOAA

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[Thursday 26 February 2009 03:39 AM] **[Automatic refresh disabled due to inactivity]**  
[Mon 12:00] <[Rich\\_A](#)> woohoo 500 genuine members, that's quite something huh ..  
[Mon 10:02] <[Isjse racing EOAA](#)> yep - i can see the ads, cheers  
[Mon 03:08] <[Rich\\_A](#)> Nice, wish I could afford something like that! Can you all see the new google ads? Might need to clear cache if not, also updated landing page.  
[Sun 21:15] <[Isjse racing EOAA](#)> guys - just got my new focus st (2.5l turbo), blistering pace, excellent car  
[Sun 08:50] <[SpaceFox](#)> sounds good  
[Sat 13:29] <[Rich\\_A](#)> Live standings is on again. 😊  
[Sat 13:13] <[Rich\\_A](#)> Have learned lot of techniques lately for search engine optimization and I

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Topic: MoTeC guide (Read 1289 times)



#### Rich\_A

Richard Allanby #101  
ADMINISTRATOR  
Super forum member



Offline

Posts: 971



#### MoTeC guide

« on: Friday 09 May 2008 04:29 PM »

#### Download : mi2\_pro\_1.01.0082.rar

Don't use a more new version of this program, use this version only.

#### Download : rFactorDAQPluginSetup\_1.3.2.exe

Install this in your root rFactor folder i.e. *X:\Program Files\rFactor*. After installing this there is a *DataAcquisitionPlugin.ini* in rFactor root i.e. *X:\Program Files\rFactor*. Rename this file to *DataAcquisitionPluginBAKUP.ini* then download the attached *DataAcquisitionPlugin.rar* and extract the *DataAcquisitionPlugin.ini* to *X:\Program Files\rFactor*.

The next thing to do is to create a folder where MoTeC can dump it's log files. I use this path *X:\Program Files\MoTeC\Logged data\rFactor* i.e create new folder in *X:\Program Files\MoTeC* and name it *Logged data*, create another folder in the *Logged data* folder and name it *rFactor*. The *DataAcquisitionPlugin.ini* must include the path (but it doesn't create the folders, the folders must exist first i.e. you must create the *Logged data* folder and *rFactor* folder). The attached *DataAcquisitionPlugin.ini* uses the following path ..

Log File Output Path="D:\Program Files\MoTeC\Logged data\rFactor" ; MoTeC log files will be written here

The rest you can leave as it is. Sometimes you might want to disable and enable logging manually which is done using the Activation Toggle Key="". Make sure it's logging files by browsing to *X:\Program Files\MoTeC\Logged data\rFactor*, the log files are .ld and .ldx files.

Download the attached rFactor EOAA MoTeC profile V1.00.rar and extract the rFactor EOAA folder to

X:\Program Files\MoTeC\i2\1.0\Profiles. Browse to X:\Program Files\MoTeC\i2\1.0\Profiles\rFactor EOAA and create a desktop shortcut for rFactor EOAA Project.mtcprj. Open rFactor EOAA Project.mtcprj, go to File then Open Log File, then you can browse to X:\Program Files\MoTeC\Logged data\rFactor and it will display all logged sessions. Highlight a session then press Open.

There are four sections, Brakes, Driver, Suspension and Tyres. For fuel per lap use Driver and the Lap report tab. The Val Chng gives how much fuel is used per lap. For Suspension I like to keep damper velocities within about 250 and 300. Positive velocities are for bump and negative velocities are for rebound. For actual suspension travel it's a bit odd but 0.00 is 100% rebound.



Tyre pressure can be optimised. Open the tbc tyre file for your car with notepad, the tbc files can be found in D:\Program Files\rFactor\GameData\Vehicles\EOAA GTE season 1. Each of the three compounds has settings for front and rear. This line OptimumPressure is the line to use to work out optimum pressures. But first open MoTeC, go to Tyres and then look at the tyre loads tab. The average value is in green. This is the equation for working out optimum pressures.

Average load x second value in OptimumPressure + first value in OptimumPressure.


So if we had an average load of 4000, well for OptimumPressure=(90.0, 0.0230) the equation would be ..

$$4000 \times 0.23 + 90 = 182 \text{ kPa}$$

If you go to tyre pressures you'll see what your average pressures are (green). If you're average pressure is below the optimum for your average load well pressures need to be increased. Running the tyres at optimum pressure increases tyre wear because it tends to wear the inside of the tyres. It's also very quick, especially over a single lap. I recommend running a few kPa above optimum for races though.

-  DataAcquisitionPlugin.rar (1.53 KB - downloaded 85 times.)
-  rFactor EOAA MoTeC profile V1.00.rar (163.58 KB - downloaded 217 times.)

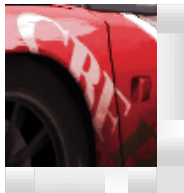
« Last Edit: Sunday 01 June 2008 03:12 PM by Rich\_A »

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Team representative for Caldbeck Fells Racing

**Rich\_A**  
Richard Allanby #101  
ADMINISTRATOR  
Super forum member  
  
 Offline

Posts: 971





 **Re: MoTeC guide**  
« Reply #1 on: Sunday 01 June 2008 03:14 PM »

Have finished the section at the end of first post about optimising tyre pressures.

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Team representative for Caldbeck Fells Racing

**Luis Nabais**  
Junior forum member  
  
 Offline

Posts: 7




 **Re: MoTeC guide**  
« Reply #2 on: Saturday 08 November 2008 12:06 AM »

**Quote**

Tyre pressure can be optimised. Open the tbc tyre file for your car with notepad, the tbc files can be found in D:\Program Files\rFactor\GameData\Vehicles\EOAA GTE season 1. Each of the three compounds has settings for front and rear. This line OptimumPressure is the line to use to work out optimum pressures. But first open MoTeC, go to Tyres and then look at the tyre loads tab. The average value is in green. This is the equation for working out optimum pressures.

Tire load doesn't appear in green to me. I can't find it. Can you help me, with a screenshot or something?

Thanks 😊

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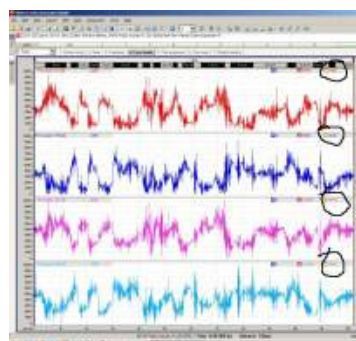


**Rich\_A**  
Richard Allanby #101  
ADMINISTRATOR  
Super forum member  
★★★★★  
Offline

**Re: MoTeC guide**  
« Reply #3 on: Saturday 08 November 2008 02:19 AM »



Posts: 971



rFactor tyre loads.jpg (446.31 KB, 750x731 - viewed 93 times.)

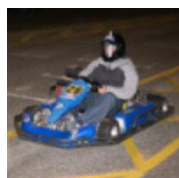
Logged

Team representative for Caldbeck Fells Racing

**Luis Nabais**  
Junior forum member  
★★★  
Offline

**Re: MoTeC guide**  
« Reply #4 on: Saturday 08 November 2008 01:19 PM »

Posts: 7



Thanks a lot 😊

I'm learning about MoTeC. It's really for pro's, but I only want the basic info: fuel, tyres, temperatures...

Something I found weird is that, on the track, I had the idea that 1 lap costs about 3L of fuel, but MoTeC tells me 6.5 or so. I have to check if it was just me who didn't saw correctly or it's really a flaw or something. I'll check it later.

Thanks again.

Logged



**Dan Minton**  
Junior forum member  
★★★  
Offline

**Re: MoTeC guide**  
« Reply #5 on: Wednesday 12 November 2008 02:19 PM »

Posts: 4

Thanks Rich 😊 ..Just did all the above fingers crossed it will work.

Logged

**Dan Minton**  
Junior forum member  
☆☆☆  
Offline

Posts: 4



**Re: MoTeC guide**  
« Reply #6 on: Wednesday 12 November 2008 05:33 PM »

**Quote**

After installing this there is a DataAcquisitionPlugin.ini in rFactor root

I take it thats the config settings file?

Im not getting the womens voice saying "data acquisition enabled" is that a problem .

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**Luis Nabais**  
Junior forum member  
☆☆☆  
Offline

Posts: 7



**Re: MoTeC guide**  
« Reply #7 on: Wednesday 12 November 2008 05:36 PM »

*Quote from: Dan Minton on Wednesday 12 November 2008 05:33 PM*

I take it thats the config settings file?

Im not getting the womens voice saying "data acquisition enabled" is that a problem .

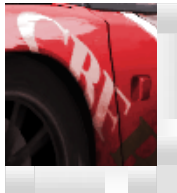
Check the Wav paths at DataAcquisitionPlugin.ini, in rFactor root.

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**Rich\_A**  
Richard Allanby #101  
ADMINISTRATOR  
Super forum member  
☆☆☆☆☆  
Offline

Posts: 971



**Re: MoTeC guide**  
« Reply #8 on: Wednesday 12 November 2008 06:27 PM »

If you drop the DataAcquisitionPlugin.ini provided in DataAcquisitionPlugin.rar and have the plugin installed it ought to work. Key G disables hardware plugins, maybe you pressed it by accident.

Logged

Team representative for Caldbeck Fells Racing

**Luis Nabais**  
Junior forum member  
☆☆☆  
Offline

Posts: 7



**Re: MoTeC guide**  
« Reply #9 on: Thursday 13 November 2008 12:52 AM »

I didn't understand quite well the suspension part. How do I get the suspension right, the springs, fast rebound, slow rebound and stuff? All Damper Velocities have to be at 0? Mine are all negative, about -8.2 and -8.4 at front and -13.8 and -16.7 at rear. I have to reduce springs until these values get to 0? 😞

If I'm wrong (and I'm almost sure I am), please give me a hint 😊 😊



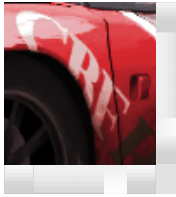
Thanks a lot 😊

Logged



**Rich\_A**  
Richard Allanby #101  
ADMINISTRATOR  
Super forum member  
★★★★★  
Offline

Posts: 971



**Re: MoTeC guide**  
« Reply #10 on: Thursday 13 November 2008 01:38 AM »

It's more a matter of driving and deciding how you want the car to be. Softer springs give more grip exiting slow turns, stronger springs more responsive and usually give more grip in faster turns. Generally speaking a softer spring requires stronger bump dampers and softer rebound dampers. Dampers are only about balancing weight transfer and minimizing damper velocities. Negative values means you're reaching the bump stops I think, perhaps using packers? I don't use packers at all normally but a few for the MC12 and Lister can be good, it reduces suspension travel and so prevents them bouncing so much but I prefer to start with none, get a good balance with the fast dampers then add a few packers if I think they are needed. In the real world I think they aim for about 250mm/s but this isn't possible at most rFactor tracks if the surface is too bumpy. Anything between 250mm/s and 400mm/s is fine.

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Team representative for Caldbeck Fells Racing

**Dan Minton**  
Junior forum member  
★★★  
Offline

Posts: 4

**Re: MoTeC guide**  
« Reply #11 on: Thursday 13 November 2008 07:11 AM »

Its working fine now, thanks for your help. 😊

Logged

**Luis Nabais**  
Junior forum member  
★★★  
Offline

Posts: 7



**Re: MoTeC guide**  
« Reply #12 on: Thursday 13 November 2008 11:44 AM »

**Quote from: Rich\_A on Thursday 13 November 2008 01:38 AM**

It's more a matter of driving and deciding how you want the car to be. Softer springs give more grip exiting slow turns, stronger springs more responsive and usually give more grip in faster turns. Generally speaking a softer spring requires stronger bump dampers and softer rebound dampers. Dampers are only about balancing weight transfer and minimizing damper velocities. Negative values means you're reaching the bump stops I think, perhaps using packers? I don't use packers at all normally but a few for the MC12 and Lister can be good, it reduces suspension travel and so prevents them bouncing so much but I prefer to start with none, get a good balance with the fast dampers then add a few packers if I think they are needed. In the real world I think they aim for about 250mm/s but this isn't possible at most rFactor tracks if the surface is too bumpy. Anything between 250mm/s and 400mm/s is fine.

Ok thanks for the information 😊 I'm trying to get at least a medium quality setup for DBR9, tonight's race at Suzuka in PTSims.net 😊

Logged







**Dan Minton**  
Junior forum member  
☆☆☆  
 Offline  
Posts: 4



**Re: MoTeC guide**  
« Reply #13 on: Thursday 13 November 2008 07:42 PM »

Unfortantly i wont be racing at Suzuka tonight , got a league race else where.

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