

DRM

Deutsche **Rennsport** Meisterschaft

Revival Ver 1.0

By

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Welcome to the DRM-REVIVAL 1.0 !!!!!

The Deutsche Rennsport Meisterschaft with all the group 5 cars, was a huge magnet for audiences at the end of the late 70's and early 80's.

Drivers like Hans Heyer, Hans Joachim Stuck, Rolf Stommelen, Harald Ertl made this race series. And also internationally known.

As a small child I was standing at the edge of the track, watching these monsters with big eyes, this time went by too fast. The memories are only a few and faded.

Luckily ISI created an excellent platform To race worldwide with these machines around the virtual racetracks , bringing the old cars with a "little" effort back to life.

BIG THANKX to ISI.

This rfactor mod should bring fun and joy.

The mod is aimed both for drivers which like to have a short relaxing ride on their favourite racetrack and for others who like to fight in tough league events for every 1/100 sec.

That smells like compromise , and it's true , we saw ourselves forced, to turn a blind eye here and there in term of Realism..

The DRM REVIVAL 1.0 isn't fully a „realism-MOD“. The platform is not able to calculate all the physics needed in realtime.

We therefore sought, to build the behavior in driving to be comprehensible for the player.

Next we want to speak about the most important settings in rFactor for the DRM-Revival mod.

Then we go briefly into any vehicle and explain the most important settings of the car.



GRAPHICS SETTINGS



In 2011 we assume that every simracer has a graphics card with 512 Ram and DX9 features.

The models of the FORD CAPRI and the BMW M1 are very detailed and will use a lot of the graphics card power especially.

We spent a lot of time and energy to develop the cars in that quality to bring the cars to the game. To fight against every type of car with a large starting field you have to pay attention to the following settings in the rFactor menu :

With a large starting field the level of detail for the opponents has to be middle.

Your own car should be on setting HIGH.

And if you have a powerfull graphics card set to MAX.



NOTE:

Below you see the level of detail of the FORD CAPRI and THE BMW M1 as the players car in cockpit view.

It depends on your graphics settings what will show up in the cockpit.

These settings are adjustable for all cars and aim for the league racers to save some power.

MAX



LOW



rF-FFB, REALFEEL , LEO

or , how can I cock up my driving



In the last 2 years of Physics development we were searching continuously for the ultimate drivers feeling in the case of using these plugins.

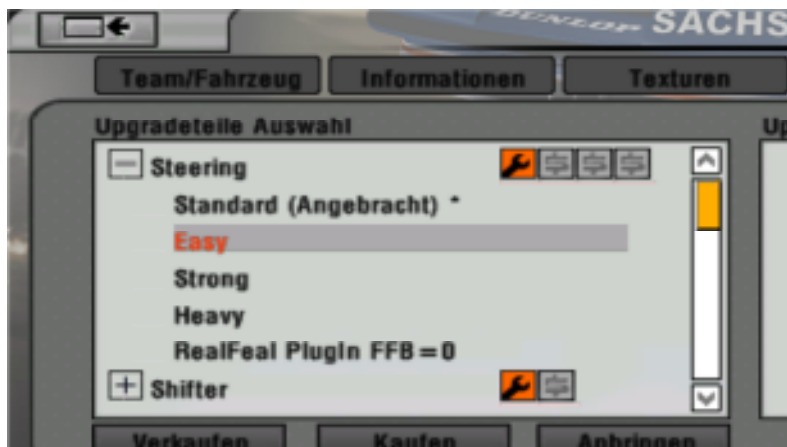
All DRM – REVIVAL cars are working well with the correct LEO or REALFEEL setting.

At the end of the development of this mod we were driving with the original ISI –FFB, sometimes we used the LEO-Plugin. The REALFEEL Plugin caused an ongoing discussion and produced the most different statements.

After sometime we took the REALFEEL out of the race because we were not satisfied with the results. For the LEO Plugin there is a folder on /SUPPORT/DRM which includes all INI files for all cars.

For installation and usage of the LEO plugin please read the instructions of the original author.

For every car you can choose the FFB settings in the upgrade menu.



SOUND



To have the same sound experience like we have
be sure to bring all sound levers in 1 row in your rFactor sound menu.



It doesn't matter if you have 50 % or only 5 % as volume set. The main task is to build one row from the sounds effects volume down to opponent volume. If you successfully follow that instruction than we hope you like the DRM sound as we like.

It took me over 2 years of intense research and work to have that result. It was very hard to find stuff about nearly all the cars.

Partially the sound is fictional, because we cannot use the audio or video material. And I think we have EVERY VIDEO and SOUNDFILE of the DRM.

Especially there are no onboard videos from the BMW's available , but i think the result speaks for itself....

THX to all youtube uploaders , motorsportvideo.tv, MPZ Race Videos, all moviemakers of the DRM races in the late 70's and 80's and especially 100octane.de for that only risky capri onboard video...

NIL

LET'S RACE



We need to watch on some peculiarities of rFactor, which ruins some league races now and in the past and has created anger between the simracers... but slowly

You are able to turn the H-shifter for every car over the upgrade menu.



What is the effect?

All given gearup, geardown ,clutch and double-clutch times are now to zero.

The player now must use the clutch, has to double-clutch and needs to use the H-shifter.... it's fun to drive when you have to control the times on your own and we don't want to cancel this option.

Unfortunately some players are using it in conjunction with some PLR settings for taking an advantage.

And what it's the result?

They use the paddles, there is no decreasing of the RPM during shifting and you push the gas full. Not the nice way !!!!!

There is no way to observe or prevent it in rFactor.

But we just force to the player to take their foot from the pedal...

The clutch slips and the car can't increase the speed.

That's what we were able to do....

Don't run before you can walk



or which information is helpfull

Now before you jump into the cockpit of your choice

Take care about all the temperatures like tires, oil, water and brakes.

It could happen very quickly that low brake cooling leads to overheated brakes .Or you transform the precious Turbo engine into a lump of alloy because of disregarding the motor temperatures.

Also the tires need a distance of 5-8 kilometers (3-5 miles) to build up a comfortable grip level, so take time.

Just gentle overrevving, easy with using the H-Shifter, doesn't harm the motor a lot but if you overrev the motor extremely and brutally you will bring the motor lifetime quickly to an end.

The adjustment of the shiftlight, signals to you the moment before the engine is damaged.

Everything should be noted, the mod is made for events ≥ 45 min for bringing all the disadvantages and advantages of each car in an equal way.

A LANCIA BETA MONTECARLO isn't able to win a qualify against a BMW M1 or FORD CAPRI TURBO.

But over the distance the advantages like the lower fuel consumption , tire wear and the different pitstop times will raise this car to a higher level.

And now....let's race



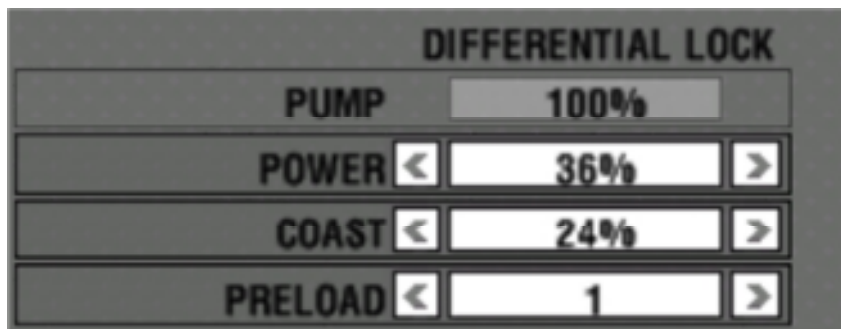
BMW 320 TURBO

The 320er Turbo is most agile but also the most nervous car in the field of the DRM REVIVAL MOD .

The car has a very precise steering range and the cornering speed is nearly the highest in the mod.

Important is the Gearbox and Brake BIAS which varies with the settings of the differential lock.

At the beginning I prefer a lower value of POWER and COAST.



To reach a high topspeed you were forced to set your rearwing on position 1 on various tracks.

That will change the balance of the car, brake BIAS, maybe the front stabilizers and the camber in the rear.

In this case the 320 needs a sensitive driver and will make you crazy sometimes.

But with the correct settings and a brave foot on the throttle pedal you are in the trunk of the "fat" guys.

Important Specs:

- | | |
|--|--------------------------------|
| - optimal tire temperature front/rear | 85/85 °C 185/185 °F |
| - brake temperature minimum/optimal/fading | 120/500/550 °C 248/932/1022 °F |
| - oil temperature optimal | 105 Grad C° 221 °F |
| - RPM the motor gets damage | 9.100 RPM |
| - Lifetime Motor | 11000 sec ~ > 3 hrs. |

Lancia Beta Turbo

A friend in all situations. The LANCIA is a very balanced, stable and unproblematic car. The car isn't superior in any discipline but the LANCIA is still everywhere.

In the beginning every player thought the LANCIA was to lame but take a look at the stopwatch, it isn't.

You need some balls to beat the other opponents but no anger, it works.

Set the rearwing nearly always to position 1, the main part in creating a setup is the acceleration.

Be sure to have control over the car at the end of a curve, the following parameter you have to remember.

- 1) weight distribution front / rear
- 2) stabilizer front
- 3) spring front

We wish you a lot of fun in tinkering the setup.

A tip in setting brake points.

You are much more slower in a Lancia than for example in a CAPRI, so that your Braking distance is much shorter and your brake point is much later...and so a collision could happen very fast.

Important Specs:

- | | |
|--|----------------------|
| - optimal tire temperature front/rear | 90/90 Grad C° |
| - brake temperature minimum/optimal/fading | 120/550/700 Grad C° |
| - oil temperature optimal | 107 Grad C° |
| - oil temperature the motor gets damage | 113 Grad C° |
| - RPM the motor gets damage | 8.950 RPM |
| - Lifetime Motor | 11000 sec ~ > 3 hrs. |

Added skins:



Some LANCIAS have other skins like dirty or „freshly cleaned“ , you will find them under –textures-

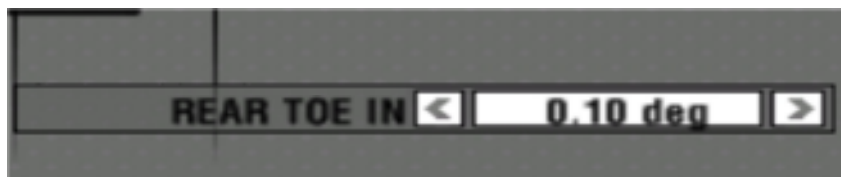
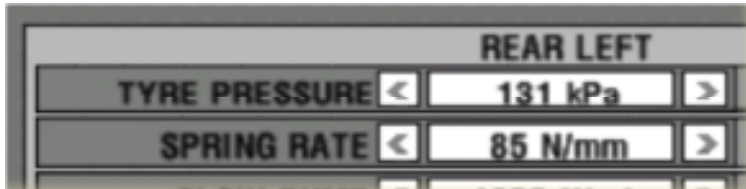
Ford Capri Turbo

At that time the CAPRI was the supercilious car inside the DRM and the first car ever, that was built with the wingcar principle.

We have to turn 2 blind eyes concerning simulation and realism. If we hadn't, all other cars had no chance.

But the CAPRI is still more than fast enough to beat all other cars of the DRM-REVIVAL-MOD. Just "carry" the car if want to run more than 100 km, like it was usual in the DRM.

The Rigid axle produces some more problems to the depleting tires instead of the cars with independent suspension. Be sure to an eye on the tires and be prepared to fix the tire pressure and the caster in the rear.



On some circuits it could be a certain inclination of the lower attenuation of the rear axle, but it's easy to fix.

A little note:

You don't have to be a professor in physics to analyse the telemetry datas, no, just look at the replay, choose a good angle of the camera and watch the car intensively. What happens with the suspension, with the wheels and so on. With a little knowledge you will reach correct conclusions.

Important Specs:

- | | |
|--|----------------------|
| - optimal tire temperature front/rear | 90/90 Grad C° |
| - brake temperature minimum/optimal/fading front | 120/450/560 Grad C° |
| - brake temperature minimum/optimal/fading rear | 120/350/500 Grad C° |
| - oil temperature optimal | 105 Grad C° |
| - oil temperature the motor gets damage | 115 Grad C° |
| - RPM the motor gets damage | 8.850 RPM |
| - Lifetime Motor | 11000 sec ~ > 3 hrs. |

Porsche 935 Turbo

Many of you know the old DRM-MOD, and they will wonder how easy to drive the PORSCHE now is.

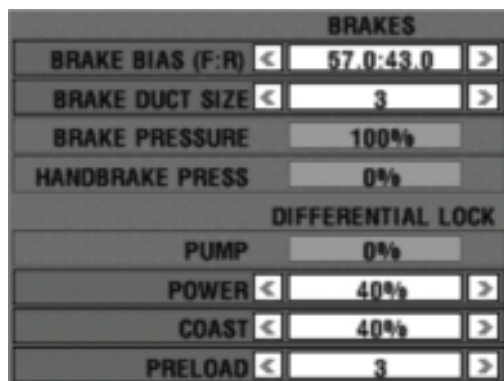
But don't be fooled. You have to give everything to beat all previous candidates.

Of course an advantage of the PORSCHE is the huge torque, the top speed and the suspension.

Everything gives the driver a good feeling all the time...

A disadvantage is the gearbox (only 4 gears) which will bring the PORSCHE on small tiny courses to the limit. Use the torque and the motor concept at acceleration out of corners, you will be amazed about the grip level under pressure. At the same moment the PORSCHE935 will loose the understeer effect when correctly setting the rear downforce .

A small tip that has helped with my driving style was always to be limited to the following.



set to rear

(picture shows original setup)

coast to 30 %
preload to 1

Set the rear downforce to 1 or 2 and you will ready for racing.

Important Specs:

- optimal tire temperature front/rear 90/90 Grad C°
- brake temperature minimum/optimal/fading front 120/420/520 Grad C°
- brake temperature minimum/optimal/fading rear 120/300/420 Grad C°
- oil temperature optimal 105 Grad C°
- oil temperature the motor gets damage 113 Grad C°
- RPM the motor gets damage 7900 RPM
- Lifetime Motor 11000 sec ~ > 3 hrs.

END AND THE FUTURE

Many thanks to all invited persons. Thanks for the help and time for bringing the cars into rFactor. There won't be a „DRM-Revival 1.0“ without you !!!!!

If you think that's all about the mod, nil !!!!!

We have started working on some new entries like the Toyota Celica Turbo, maybe the Ford Escort Turbo and the BMW 2002 Turbo. But they will come for rFactor2 and we will see you in rF2. ...no more DRM cars will coming to rF1

We wish all a lot of fun...

DRM-MODDING-TEAM



CREDITS

Videos, Screenshots and Skins

ck73

Sound and CAM-Files

NIL

3D-Mesh, Texture, Physic, InGame-Implementation and the rest
dmatzies

The 3D-Mesh of the BMW 320 Chassis

from faderone , thanks, great work

3D-Modell Lancia Turbo

modified 3D-Mesh ,Copyright by Codemasters/SimBim



POSTSCRIPT

PITSTOP TIMES

Here are the times you will spend for a pitstop. Sometimes rFactor adds some individual seconds depending on NOTHING like tire change or refueling.

BMW 320 TURBO

Tire change - 2 tires	22,5 sec
Tire change - 4 tires	32,5 sec
Refuel liter per second	3,1 Liter
frontwing reassembling	8,0 sec
rearwing reassembling	33,0 sec
Adjusting rearwing	11,0 sec
Repair chassis	8,5 sec
suspension fail, lost wheel ect.	80,0 sec

LANCIA BETA TURBO

Tire change - 2 tires	20,5 sec
Tire change - 4 tires	30,5 sec
Refuel liter per second	3,3 Liter
frontwing reassembling	7,0 sec
rearwing reassembling	45,0 sec
Adjusting rearwing	12,0 sec
Repair chassis	7,5 sec
suspension fail, lost wheel ect.	70,0 sec

BMW M1 TURBO

Tire change - 2 tires	21,5 sec
Tire change - 4 tires	40,5 sec
Refuel liter per second	3,0 Liter
frontwing reassembling	8,0 sec
rearwing reassembling	45,0 sec
Adjusting rearwing	12,0 sec
Repair chassis	10,5 sec
suspension fail, lost wheel ect.	85,0 sec



FORD CAPRI TURBO

Tire change - 2 tires	25,0 sec
Tire change - 4 tires	39,0 sec
Refuel liter per second	2,8 Liter
frontwing reassembling	8,0 sec
rearwing reassembling	35,0 sec
Adjusting rearwing	12,0 sec
Repair chassis	10,5 sec
suspension fail, lost wheel ect.	85,0 sec

PORSCHE 935 TURBO

Tire change - 2 tires	23,0 sec
Tire change - 4 tires	38,0 sec
Refuel liter per second	3,0 Liter
frontwing reassembling	12,0 sec
rearwing reassembling	35,0 sec
Adjusting rearwing	12,0 sec
Repair chassis	10,5 sec
suspension fail, lost wheel ect.	90,0 sec

If you have any question just contact me dmatzies@freenet.de