

# SIMRACING

THE DEFINITIVE **GUIDE**

**EXCLUSIVE  
VIDEOS!**



# SIMRACING

## The Definitive Guide

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1st Edition

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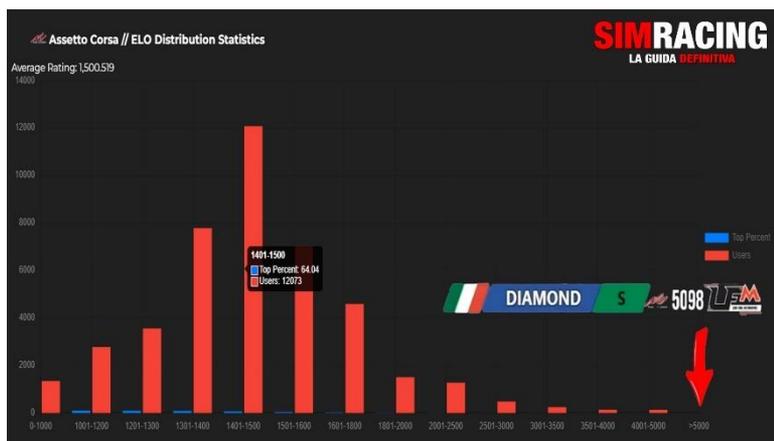
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## PREFACE



Have you ever wondered how the fastest drivers manage to go so fast? I have. And in my search for the answer, I wrote this book.

I'm Luca (IronN) Vinci, a simracing enthusiast just like you, and I currently compete on the Low Fuel Motorsport platform, **ranked 40th in the world on Aspetto Corsa**, with a rating of **5500**. As you can see in the chart, most users average around **1500 points**. This trend is similar across nearly all simulators, including iRacing.

I decided to write this book with the goal of helping those in this rating range (**and beyond**), in the hope of providing you with **practical tools to improve both your driving style and your approach to online racing**.

Since I was a kid, I've always loved racing games: I spent hours on early titles like **Gran Turismo**, **WRC**, and **Need for Speed**. But the real turning point came in **2009**, when a close friend suggested I buy a steering wheel (a **DFGT**) and try **NetKar PRO**.

It was **love at first sight**. I discovered a world, the world of pure simulation, and I never left it.

**NetKar PRO** (which we can consider the father of Assetto Corsa) offered very few cars, almost all of them single-seaters. I started joining the first public servers and, after just two weeks, I raced my first “**serious**” event with a community called **The Net Racers**. A guy from that group, after seeing me on track, asked me to join his team as a full-time driver.

**That championship was an absolute disaster.** I was using setups with way too much understeer, afraid of losing control of the car, and I had **zero experience** with organized online competitions.

In the **QR code** below, you'll find highlights from my very first league race, back in **2009**. Use your smartphone to scan it and access the footage.



I was in **first place...** but after just five laps, I had already **burned through my tires**. At the end of the race, I received a penalty for exceeding track limits with all four wheels **too many times**. My car just couldn't stay on the road anymore.

At that moment, I realized something important: there's no point in having a car or a driving style capable of doing just one fast lap. I needed to completely change my approach to sim racing.

**And that's exactly what I did through years of study, training, and competition.**

I'm not a perfect driver. I still have a lot to improve, and every time I fire up the simulator, **I try to learn from those faster than me** and continue refining my driving style.

*"Let me take a moment to thank you for choosing to spend part of your time reading this manual.*

***Time is the most valuable resource we have, and it should never be taken for granted.***

*Be aware that the process of improving as a driver **takes time**. Likewise, breaking bad habits on track is a path that requires **patience**. **Don't expect everything all at once**. **Focus on one concept at a time**.*

*A warm greeting to all the guys from **The Net Racers** community. I hope you're all doing well, it's been many years since that championship!*

*A special thanks to **Riccardo Frezza** and the team at **Mai Dire Camber**, whose work inspired the section of this book dedicated to setup.*

*Thanks also to everyone at the **Full Metal Gamers** community who encouraged me to complete this long project.*

**P.S. E. Cavalli... one day I'll be faster than you... but today is not that day!"**

Before we begin this journey into the world of simulation, there's something very important I want to highlight: **this manual has been reviewed by Eduardo Cavalli**. If you don't know who he is, just know that he's currently **ranked #1 in the world on Low Fuel Motorsport** (with a rating of **8600**) on Assetto Corsa. But he's not just a phenomenon in the sim world, he's also a **champion in the Brazilian touring car championship**, where he continues to prove his talent in real-life racing as well.

He's an outstanding person and an exceptional driver, someone capable of carrying the same **focus and speed from the virtual track to the real one**. His feedback and insights have added **tremendous value** to this manual, and I can't thank him enough for the time and passion he contributed to my project. He's also an **excellent simracing coach**, able to clearly explain and share the key secrets that really make the difference on track.

I'll tell you more about this in a dedicated chapter, because I truly believe that **targeted training and learning from stronger drivers** are some of the most powerful tools we have to grow even in the virtual world. It was very important to me that this book had **genuine approval from someone at the top**, because I believe it's essential to offer you not just my personal experience, but also the perspective of someone who truly represents **excellence**.

That's why I chose one of the **fastest simdrivers I know**. His review isn't just a prestigious signature. It's confirmation that the concepts explained in these pages **make practical sense**, have been **tested at the highest level**, and truly reflect what's needed to become competitive.

**Everything you're about to read is not based on theory or guesswork, but on real-world experience, concrete results, and ongoing comparison between those who push their limits every single day.**

You'll soon realize that **SIMRACING – The Definitive Guide** is a very different manual from the typical ones you'll find on the market today. Those tend to focus entirely on theory, often explained with **diagrams, graphs, or detailed tables**. And personally, I've never really liked them for that exact reason: **I find them cold and impersonal**.

Because simracing is something else entirely: **it's passion, emotion, adrenaline**. It's something that pulls you in, gets your heart racing, and that's the exact opposite of a lifeless list of dry concepts. That's what I've chosen to focus on: **turning knowledge into concrete action** to help you become **faster, more consistent, and more competitive, lap after lap**. And since I've always loved going against the grain, I chose a more **narrative and personal approach**.

Instead of filling the book with pages of graphs and charts, I focused on something more **practical and direct: QR codes that take you straight to the track**. The goal is to **show you exactly what the concepts mean, turning every idea into real images and examples** that will help you understand more clearly and above all, help you get faster.

I truly hope I've managed to pass all this on to you in the right way, and I can't wait to hear what you think because in the end, **your opinion is the only one that really matters**.

**Enjoy your reading.**

*"Please forgive me if this translation isn't perfect. I'm Italian, and I put more passion into racing than into my English!"*

## BEGINNER 0 – INTRODUCTION



Speed doesn't come from courage. It comes from understanding. Before you start pushing, you need to know exactly what you're doing.

Being fast on track means completing a lap in the shortest time possible, by maximizing grip, ideal lines, and car dynamics, with no waste. It's not about always going full throttle, but knowing **when to brake, how much to steer, and how to apply the throttle at every point of the circuit.**

A fast driver is someone who can maintain a steady pace, makes very few mistakes, and drives "clean", meaning without unnecessary movements or overcorrections. It's a balance between pushing to the limit and staying in control, always aiming to exit corners as fast as possible, which is **crucial for gaining time.**

A racetrack is made up of a series of elements that, combined, form a technical and diverse layout. Corners are the heart of any circuit: they can be slow, fast, tight, flowing, or linked together, and each one demands a different approach. Then there are straights, where top speeds are reached and overtakes are prepared. **Braking zones are key points where you can either gain time or make a move on an opponent.**

Kerbs, placed inside and outside the corners, help you use the full width of the track, but must be approached with precision. Then there are run-offs, chicanes, elevation changes, and surface variations, which make every track unique and constantly test your ability to adapt.

In simracing, **consistency is everything**. It's not enough to just set a fast lap or have a good race once in a while, you need to be fast and precise lap after lap, race after race. That consistency comes from smooth driving, which not only gives you speed, but also **control and safety**. Driving cleanly reduces mistakes, saves tire wear, and helps you react better to unexpected situations. On the other hand, drivers who are always on the edge with late braking, constant corrections, and overly aggressive lines tend to make more mistakes, overstress the car, and often lose more time than they gain. In a race, the real difference is made by those who can push hard **without ever losing their head**.

I'll be using **Assetto Corsa** as the reference simulator, as it's a great starting point for anyone getting into simracing. It offers a wide variety of cars and tracks, covering all kinds of experiences, from GT cars to open-wheelers, from real-life circuits to historic ones. It also has a very active community, with tons of free mod content, making it virtually endless. Another huge plus is the low price, which makes it accessible to anyone without big investment. It's a complete tool, perfect for both learning and constantly improving.

With the release of **Assetto Corsa EVO**, which will likely become one of the most used sims in the coming years, it makes even more sense to train using its predecessor. The two share a very similar driving feel and car behavior.

Different sims have different traits: some require more precise braking, some have punishing kerbs, others handle tires in slightly different ways, or have a terrible netcode. **There's no such thing as the perfect simulator**, each one has its own pros and cons. In fact, no current sim can fully reproduce real-world physics like aerodynamics or suspension oscillation. All of them include some level of simplification.

**So just focus on enjoying yourself. The war between fanboys is completely pointless.**

The truth is, if you learn a **solid and efficient driving method**, you'll be fast on any simulator, after a short adaptation phase.

To start simracing, you don't need a €5000 gaming PC. All you need is a system that can run the game smoothly at 60 FPS, even with medium settings. **What really matters is having a force feedback steering wheel**, because that's what allows you to feel what the car is doing, how the tires are behaving and when grip is about to be lost.

You don't have to spend a fortune: even an affordable wheel like the **Logitech G27 or G29** is more than enough to go fast, almost on par with thousand-euro setups. As for your screen, a TV or regular monitor is fine, what counts is having a clear view and low input lag. **Remember: what truly makes the difference in simracing is your driving skill. Everything else is secondary.**

I personally ran multiple tests comparing a **Logitech G27** (a cheap and outdated wheel) with a much more expensive, high-end setup built for advanced driving feel. The result was surprising: **lap times were practically identical.** The main difference was in the driving feel, higher-end gear offers more detailed and continuous feedback, which can slightly help in consistency and handling tough situations. But in terms of pure speed, you can go just as fast with a G27.

**Many people will hate me for saying this, but it's the truth.**

I say it because, after many years in simracing, I've seen countless people blame their wheel, their PC, or anything else just to avoid looking inward.

"I'm slow because my wheel sucks"; "If I had that setup I'd be just as fast"; "If I had those pedals I'd be quick too", phrases I've heard a thousand times. But the real issue usually isn't the hardware, **it's the mindset.**

People don't question themselves, they don't analyze their mistakes, and they don't truly try to improve. It's much easier to blame something external. But the biggest breakthrough happens when you start **acknowledging your limits, recognizing them, and working on them.**

**Questioning yourself is the only way to grow, in simracing, and in life.**

I'll start by teaching you the fundamentals, and then we'll move into more technical subjects, dividing this manual into five main sections:

**BEGINNER** – Core skills for fast on-track driving.

**AMATEUR** – Driving mistakes and corner types.

**PROFESSIONAL** – Advanced driving techniques.

**SETUP** – Methodology for car balance adjustments.

**ONLINE** – On-track behavior to maximize race results.

## BEGINNER 1 – USE THE FULL TRACK!



Want to gain seconds without taking more risks? Start using every inch of the track.

The first fundamental rule to go fast on track is to make full use of the available surface. That doesn't just mean "moving more to the left or right", it means following the ideal line that lets you approach each corner as smoothly and quickly as possible.

As you enter a turn, position yourself wide, aim for the apex (the innermost point of the corner), and exit wide, using the full width of the track. This approach allows you to carry more speed, avoiding unnecessary braking and steering corrections.

Kerbs, both inside and outside, can offer an advantage when used precisely, but they must be approached with care: overdoing it can cost you grip or stability.

In short, using the whole track isn't just about taking up space, it's about doing so strategically to **maximize speed and consistency lap after lap**. From a technical perspective, the benefits of using the full track are obvious. The most important one is **increasing the corner radius**, which reduces the amount of steering input needed, improving both cornering speed and car stability.

By taking advantage of the full width, you can enter corners with more confidence, and more importantly, exit with a better angle that allows for earlier and more efficient acceleration. This minimizes the need for harsh braking and reduces the lateral forces that slow the car down. The result is a smoother, faster, and more consistent driving style, with less time wasted correcting poor or narrow lines.

Kerbs can help extend your corner radius even further, letting you gain valuable tenths, especially in tight or technical sections of the track. **Using the entire width of the circuit gains you a surprising amount of time**, and that's exactly why I chose to talk about it first.

In the QR code, you'll find a video showing two laps of the Red Bull Ring in a Lamborghini Huracán GT3. In the first lap, I didn't use the full width of the track. In the second, I pushed closer to the limits, being careful not to invalidate the lap.



As you'll see, in the first lap I struggled with Turn 1. I braked at the usual spot, but because of the tighter line, I ran wide and lost precious time.

In the second lap, thanks to a wider trajectory, I was able to enter Turn 1 faster and get on the throttle earlier on exit. Overall, I gained time in every corner (watch the delta bar below the virtual mirror), improving by nearly two seconds over the previous lap. However, I did have a stability issue under braking into the final corner that cost me a few tenths, and here's why.

**When braking over kerbs, car stability can be compromised.** A kerb is an uneven surface that interrupts the uniform contact between the tires and asphalt, causing fluctuations in vertical load on the wheels. During braking, with the weight shifted forward, hitting the kerb can unsettle the balance of the car, leading to lockups, loss of traction, or instability when turning in.

In situations like this, having a sensitive driving touch is essential: **brake modulation must be precise, steering inputs smooth, and the car's reactions carefully read.**

**Being able to sense even the slightest loss of grip is what separates an effective driver from one who struggles to stay in control.**

## AM 3 – EARLY ACCESS



And no, this is not about a new racing simulator launching on Steam.

In this case, the term **early access** takes on a much more concrete and unfortunately negative meaning: it describes the tendency of certain drivers to “close” the corner too early, anticipating the apex.

This is another one of those aspects that can be difficult to spot for an untrained eye. The car is forced into a wider path, the natural rhythm of the corner is broken, and the exit, the most important point for gaining speed on the following section, is compromised.

Start with a key concept: the moment you begin steering determines the car's trajectory, influencing the corner radius and the apex position. Turning in too early shifts the apex toward the first part of the corner, creating a tighter radius at the beginning but a wider one in the second half. This often forces you to slow down or correct your line to avoid running wide, compromising exit speed.

On the other hand, a well-timed turn-in allows you to maintain a wider radius, with the apex positioned at the ideal part of the corner. This way, you **maximize speed** and improve stability, especially on exit, optimizing the entire corner.

**In the racing world, there is a well-known saying: “Slow in, fast out.”**

Your goal when approaching a corner should always be to think about the best radius that will let you get on the throttle as early as possible. This principle is the foundation of efficient, fast driving.

**Early access**, meaning entering the corner too soon and often too fast, goes in the opposite direction. Rushing into the corner may give the illusion of an aggressive approach, but in reality, it leads to a compromised line and a slow exit. This mistake is very common, even among experienced drivers (though usually to a lesser degree).

If you fail to recognize and correct it promptly, it can become deeply ingrained, turning into an automatic habit that's hard to eliminate.

Personally, I believe the main cause of this driving flaw is the **fear of running off track** and not being able to close the corner properly. This insecurity leads you to turn in too early, anticipating the apex in the hope of avoiding mistakes. Remember, you're in a simulator, not in real life: going off track, especially during practice, has no consequences, in fact, it's an opportunity to learn.

The real advantage of sim racing is exactly this: you can push beyond your limits without risk, to truly understand what the car can do and where its limits lie.

In the QR code below, I show you two complete laps at the **Nürburgring Sprint** circuit, driving a **Lotus Evora GTC**.



Forgive the less-than-perfect driving shown in the video. Adopting a style that's far from your own habits is not easy, I can assure you. I tried to exaggerate the concept to make it as clear as possible.

Pay particular attention to the changes in the delta during the second lap. You'll notice that, during corner entry, there is a slight delay compared to the previous lap. However, this is more than recovered on exit. This pattern repeats in almost every corner.

It's proof that **closing corners too early is counterproductive**: you sacrifice the exit and lose valuable time. A well-executed entry, on the other hand, ensures an effective exit, a crucial element for lap time.

This is even more important in corners leading onto a straight: a better exit allows you to carry more speed all the way to the next braking point, giving you a clear advantage over the entire stretch.

The only truly effective way to fix this bad habit is to train with awareness.

During practice, try to “open” the corners as much as possible and observe what happens. Only then will you truly realize the huge difference between hitting the optimal apex and doing it too early. Yes, there are corners that require an early entry, either to adapt to the track layout or to a specific driving style. But it cannot and must not become a rule applied everywhere. Knowing when to anticipate and when to wait for the right moment to turn in is one of the keys to improving pace and control.

I know how hard it is to change this tendency. Years ago, I struggled with the same problem, tending to anticipate corner entry almost everywhere. Over time, I learned to spot it and correct it, achieving **tangible improvements** in my lap times.

During practice sessions, where pressure was lower, I managed to avoid the mistake. But in qualifying or races, especially under stress, the old habit resurfaced. It took me at least a year of targeted work to solidify a more effective approach. But it was worth it.

Understand that until you correct this flaw, you won't be able to reach certain lap times, and as a result, you won't be competitive at higher levels.

By now, I think you're starting to see that there is no single technique or magical solution to go faster.

**Speed is the result of a combination of factors:** correct habits, refined driving techniques, and sensitivity in car management. All these elements together allow you to reach a certain performance level.

## SETUP 9 – RIDE HEIGHT



Now we deal with one of the most fundamental and, at the same time, delicate setup adjustments: the **car's ride height**. Often underestimated, this variable has a huge impact on drivability, stability, and overall on-track performance.

Ride height is the minimum distance between the car's floor and the track surface. In general, the goal is to keep the car as low as possible, because **lowering the center of gravity** improves stability and precision. A car closer to the ground reduces body roll and pitch, allows quicker direction changes, and keeps the tires in more consistent contact with the asphalt, increasing **mechanical grip**. The result is more precise handling and higher cornering speed.

But you can't overdo it. When the car is too low, you risk **bottoming out**, meaning the underbody makes contact with the asphalt during heavy compressions, such as under braking, in high-speed corners, or over bumps. Bottoming generates a sharp impact that compromises stability, damages the car (both in-game and in real life), and produces vibrations that distract you. To avoid this, lower the car until you notice the first signs of floor contact, then raise it slightly to leave a **safety margin**.

Another parameter to consider is **rake**, the difference in height between the front and rear.

A **positive rake**, where the rear is higher than the front, increases front downforce, improving turn-in but reducing stability and traction on exit. Even in sim racing, as in reality, **aerodynamics play a central role**, and a floor that's too high or too low can alter the distribution of downforce, worsening straight-line stability and cornering efficiency. Rake adjustment should always be evaluated carefully, based on the track and your driving style.

Ride height works in synergy with **springs** and **dampers**. If you lower the car without considering spring stiffness, you risk frequent floor contact. **Softer springs** require more height because they compress more. **Stiffer springs** allow you to keep the car lower without bottoming out. Everything is connected, and every adjustment influences the others.

Track type also makes a difference. On smooth, regular circuits, you can push for a very low ride height to get maximum aerodynamic load and a car glued to the asphalt. On bumpy circuits or tracks with many irregularities (like the Nürburgring Nordschleife), it's better to raise the car slightly to avoid constant bottoming that ruins the driving feel and damages the car.

## ONLINE 12 – DEFENDING THE POSITION



Before we start the chapter, I invite you to scan this QR Code, which links to a race I competed in at the Okayama circuit. For this occasion, we will analyze everything from the perspective of **Adam Galaxy**, a great driver, streamer, and friend.

*"Hey Adam! See? You made it into a book!"*



It's the last lap, after an entire race spent chasing Adam, who, with great determination and consistency, had absolutely no intention of letting me catch him. Finally, I manage to overtake him at Turn 1, right after the start/finish line. From that moment on, the real challenge begins: **defending the position until the checkered flag.**

I start pushing hard, but always with my eyes fixed on the rearview mirror. Having Adam behind means competing against an experienced and very fast driver. I knew perfectly well, after studying him for the whole race, exactly where he would try to pass: the long straight.

I also knew that if I could prevent him from passing there, I would most likely take the win, because overtaking in the other sections of this track is not particularly easy. Since we had a very similar pace in this race, attempting an overtake elsewhere would be a real gamble for him.

So, as I approach the right-hander that leads onto the straight, I start thinking about my strategy. In reality, it is very simple. I try to exit the corner very tight to remove even a small slipstream advantage in case he cannot perfectly copy my line, since it is rather unusual. Immediately after, I move as far to the right as possible, ready to defend.

He still manages to stay very close and, thanks to the slipstream, pulls alongside me on the left. But I give him **only the outside line**. As soon as I understand his direction, I start moving outward as well, trying to “steal” a few more centimeters of track that could help me set up the next corner, a tight right-hand hairpin.

The rest, you can see in the video. From that point on, my lines are as tight as possible, my track positioning almost like building a “wall,” and my focus is absolute on every inch of space. I do not relax for a second until I am certain he no longer has a chance to overtake.

This is my **defensive method**, and I use it **only** when it’s the last lap or I am fighting for an important position. Adopting this approach earlier in the race causes huge time loss, and it is absolutely counterproductive to defend by completely altering proper racing lines at the start of a race. If someone is faster and is overtaking you, let them go.

**You defend a position when it is truly worth it, not at the beginning of a race.**

Defending a position on track is an art that is as delicate as it is aggressive, requiring **clarity, awareness of your space, and above all, respect for your opponent**.

It is not about blocking at all costs, but about carrying out a series of **legitimate moves** to make life difficult for the driver behind and discourage their overtaking attempt.

The main rule to always remember is that **only one defensive move is allowed**, which means you can change your racing line to defend, but you cannot weave multiple times or move under braking in an unpredictable way. Apart from being unsporting, it is also dangerous.

The key to a good defense is **proper track positioning**. Sometimes you do not even need to brake later or take big risks, it is enough to place yourself on the correct line to prevent the opponent from finding space. In corner entry, taking the inside line is often the most effective choice. Even if you lose some mid-corner speed, you gain the advantage of forcing the attacker to stay on the outside, where the line is longer and grip is often lower. At that point, everything depends on the corner exit, you must be quick to return to the ideal line to prevent a counter-attack.

A good defender also knows how to **read the opponent**: they know where the other driver is faster, where they might try to pass, and they build their defense corner after corner. If, for example, you know your rival has great exit speed in a key section, you can slightly adjust your line there, sacrificing a bit on entry to exit stronger and deny them the chance to get alongside.

**Another crucial point: do not defend in every corner.**

Defending in places where there is no real overtaking opportunity is just a way to slow both of you down and perhaps even lose the position to another driver behind. You must choose where to defend and when it is better to simply hold your line and drive cleanly.

Finally, never forget that defending does not mean blocking unfairly. Leaving minimal but sufficient space is part of the game. Completely shutting the door or pushing someone off track is not part of clean defense, and in simracing as in real racing, it is something that sooner or later you will pay for.

**Defending well means being intelligent, precise, and aware, not just aggressive.** Often, those who can defend with class are also the best attackers, because they first learned what truly bothers the driver behind.

**“I’M LUCA, CURRENTLY RANKED 40TH IN THE WORLD ON LOW FUEL MOTORSPORT,  
ONE OF THE MOST COMPETITIVE SIMRACING PLATFORMS OUT THERE.  
IN THIS MANUAL, I’VE CONDENSED OVER 10 YEARS OF REAL SIMRACING EXPERIENCE  
WITH THE GOAL OF HELPING YOU BECOME FASTER, MORE CONSISTENT, AND MORE COMPETITIVE.”**

**INSIDE, YOU’LL FIND CLEAR EXPLANATIONS ON HOW  
TO IMPROVE YOUR ON-TRACK PERFORMANCE. ALONGSIDE THE WRITTEN CONTENT,  
YOU’LL FIND SCANNABLE QR CODES YOU CAN USE WITH YOUR SMARTPHONE.**

**YOU’LL THEREFORE HAVE ACCESS TO EXPLANATORY VIDEO CONTENT FOR EVERYTHING YOU READ.**

