
Suzuka 1988

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Suzuka 1988 GTL

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Here is is Carrera.4's final masterpeace for the '88 F1-Season, Suzuka 1988.

Suzuka 1988 was build from the scratch for rFactor by Carrera.4 who kindly gave me his permisson to convert all his current and upcomming tracks to GTL/GTR2. A very BIG "Thank you so much" for this kind offer!

- My biggest respect for his fantastic work -

Pls. notice the original rF-Release Notes in this archive.

Weâ€™re offering the result of all our working hours to all of you free of charge but we ask for one single fee from your side:

Pls. give a little respect to all these working hours all of us spend for free for your entertainment!
This project is a â€œtake it as it is, or leave itâ€•-release, pls. see EULA for more detailed information.

What Wikipedia mentioned about Suzuka

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Designed as a Honda test track in 1962 by Dutchman John "Hans" Hugenholtz, Suzuka is one of few circuits in the world to have a "figure 8" layout, with the 1.2 km back straight passing over the front section by means of an overpass.

The circuit has been modified four times:

In 1983 a chicane was put at the last curve to slow the cars into the pit straight and the Degner curve was made into two corners instead of one long curve; the circuit was also made considerably safer in 1983 by adding more crash barriers, more run-off areas and removing straw bales leading into vegetation;

In 2002, the chicane was slightly modified, 130R (marked as 15 on the diagram) was also modified and some of the Snake curves were made a bit straighter and faster;

In 2003, the chicane was made slightly faster and closer to the 130R.

Following the fatality at the 2003 MotoGP round, Suzuka reconfigured the motorcycle variant of what is now known as the Hitachi Automotive Systems Chicane before the final turn, and added a second chicane, between the hairpin and 200R.

The circuit can be used in five configurations; the car full circuit, the motorcycle full circuit, the "Suzuka East," "Suzuka West car," and "Suzuka West motorcycle" configuration. The "East" portion of the course consists of the pit straight to the first half of the Dunlop curve (turn 7), before leading back to the pit straight via a tight right-hander. The "West" course is made up of the other part of the full circuit, including the crossover bridge; the straight leading to the overpass is used for the start/finish line and the grid. The chicane between the hairpin and 200R separates the West and full course sections between car and motorcycles.

The Degner-curve was named in honour of Ernst Degner.

FEATURES:

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- Working Start-/PitIn-/Pitoutlight
- Animated marshals
- Full featured GTL AIW for 36 cars
- Multi-Texture mapping for faked shadows (ambient occlusion)

CREDITS:

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- Carrera.4 for his fantastic rF version
- CY-33 for his Japan map

SPECIAL THANKS:

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- DutchDevil for getting me started in conversion issues
 - MotorfX and Greybrad for their kind AIW guidance
 - My lovely wife for all her patience and understanding.
- ..and all the guys I'm in contact due to conversion issues.

KNOWN ISSUES:

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- none

VERSION-HISTORY:

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- 2015-08-04
- initial GTL version

Have fun,
Der Dumeklemmer

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