

# 37¾ Mile Isle Of Man Mountain Course ENVIRONMENT OPTIONS



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IN CAR



RATE: 0x

## ENVIRONMENT EFFECTS

### HOW THIS SYSTEM WORKS.

These Environment Effects work as a simple texture set substitution system, all contained within a Folder inside your Track Folder called "Environments". Each effect is explained in detail below.

GPL doesn't "read" files in Track Folder SUB folders, but it does read loose files in the main Track Folder, in preference to files captured in the "DAT" file. So this system works by substituting loose individual texture sets from unread sub folders, to become the files within the main Track Folder given preference by the GPL.exe. Simple!

So, what are these "EFFECTS" ? [ To See Images, scroll down a bit. ]

#### 1] THREE DIFFERENT TRACK LIGHTING OPTIONS

#### 2] MOUNTAIN MIST PATCHES and/or GROUND FOG PATCHES

#### 3] CORNER SPEED AND DIRECTION ARROWS DISPLAYED

#### 4] TRACK LOCATION NAMES DISPLAYED

You can have any combination you want.

You can retain the default sunny lighting textures, with no Ground Fog, no Mountain Mist , no Speed and Direction Arrows and no Track Location Names;

OR;

You can have any of the three lighting options coupled with your choice of any/all of; Ground Fog, Mountain Mist, Speed and Direction Arrows and Track Location Names;

### ITS UP TO YOU.

All textures in this track, especially these "Environment Fog/Mist sets" were made/tested using an LCD monitor set to standard Windows 7 default/NVidia default colour settings running fairly high definition 1920 X 1200 pixel resolution. If you use non standard Colour/Gamma settings, or lower resolutions on your monitors, they may not display as well as I have intended!

I have to say that I had no reservations making any of these effects except for the corner arrows. Apart from those, all these effects do, IMHO, is add value and enjoyment to the experience of learning and driving this Course.

Adding Speed and direction "Cheats" goes against the grain for a purist, however I recognise that a little initial help to stay on the Course without crashing at every second turn, could be useful for many, saving a lot of frustration and perhaps saving some people from giving up on such a long Course because initially, it may appear just too difficult.

Think of them this way. When you first start riding a bike as a child, you start with a set of training wheels to keep upright, but it becomes a more satisfying experience when you can get rid of them! It may just surprise you how soon you stop relying on these "cheats" and when you do, you will have the means to make them "go away".

Have fun, but please read the rest of this document first!.

Jim Pearson.

## 1] TRACK LIGHTING OPTIONS

Isle of Man weather can be variable, given its location in the northern maritime environment of the Irish Sea.

It is quite often sunny/clear on much of the lower parts of this 37¾ mile/61km course, while remaining cloudy/misty on the Mountain and high spots like Cronk-Y-Voddy. [ This Mountain Course rises from 5 metres above sea level at Ramsey up to 428 metres high at the crest of Hailwood Rise].

Some of the lower lying "Glens" and towns can also retain localised ground fog, especially during early morning practice sessions.

Be assured that riders have practiced and sometimes raced in such marginal visibility and when there are still wet patches on the road under the trees. I have an "on-Bike" video of Cameron Donald from 2010 riding in Mist/Fog at The Cronk, 13th, Kirk Michael, Alpine and parts of the Mountain, while other parts of the Course were in full sun, all on the same lap. In recent years the limitation for riders has been related to whether Rescue Helicopters are able to fly.

Accordingly, I have tried to make some representative manual weather options for this GPL track, so you can change the ambience/time of day driving experience, with or without some light Mountain Mist and/or lingering patches of Ground Fog, located only on very specific parts of the Course.

Mountain Mist and Ground Fog are depicted as lighter / denser patches with clearer sections between. This attempts to replicate real riding / driving during marginal visibility. In blanket Mist or Fog, riding / driving under fast practice / race conditions would not be viable and activity would be stopped on the Course.

### USING ONE OF THE THREE LIGHTING OPTIONS:

Default weather loaded in the track represents a "Bright Sunny" June day around Noon. No Mountain Mist. No Ground Fog Patches. Be assured that the light can be this bright here and colours quite intense on good summer days. I have the digital images to prove it!

Also please be aware that the sky always shows more intense/darker colour as you look higher, so the cockpit view seen on the steepest climbs; eg out of the Gooseneck, is realistically vivid /saturated!

The "Lower Light" option is meant to represent earlier morning or late afternoon light conditions, perhaps typical of real life practice sessions. Some people may prefer this more subdued set for normal use.

The "Dark Stormy" option I think works particularly well with "Mountain Mist Patches and/or Ground Fog Patches" turned on. Rather atmospheric and meant to approximate light you might find just before or after rain.



Bright Sunny [ Default ] Environment [ Approach to Ballaugh Bridge]



Lower Light Morning or Evening.



Dark & Stormy.

#### USING ANY OF THE THREE TRACK LIGHTING OPTIONS

Open the "Environment" Folder within your main Track Folder.

Copy/Paste/Overwrite ALL INDIVIDUAL FILES from WITHIN one of the three "Track Lighting" sub folders of your choice, back loosely into the main Track Folder.

**DO NOT JUST COPY THE WHOLE YELLOW SUB FOLDER!!!**

To revert to the original default sunny environment, copy/paste all the files WITHIN the "Bright Sunny" folder into your main Track Folder and overwrite the files there.

## 2] OTHER EFFECTS

The other effects described below each have their own discrete texture sets in sub folders within the "Environments" Folder.

"Turn on" folder files apply visible textures to fixed 3do's in the track.

"Turn off" folder files substitute very small fully transparent textures with the same file names to the same 3do's, rendering them invisible when driving. NB: Turning off these effects will provide some frame rate improvement on marginal systems.

**CARE: DO NOT JUST COPY THESE YELLOW FOLDERS INTO THE MAIN TRACK FOLDER. ALWAYS COPY THE FOLDER'S CONTENTS [ INDIVIDUAL FILES ] INTO THE MAIN TRACK FOLDER, OVERWRITING EXISTING FILES, FOR THIS SYSTEM TO WORK IN GPL!!**

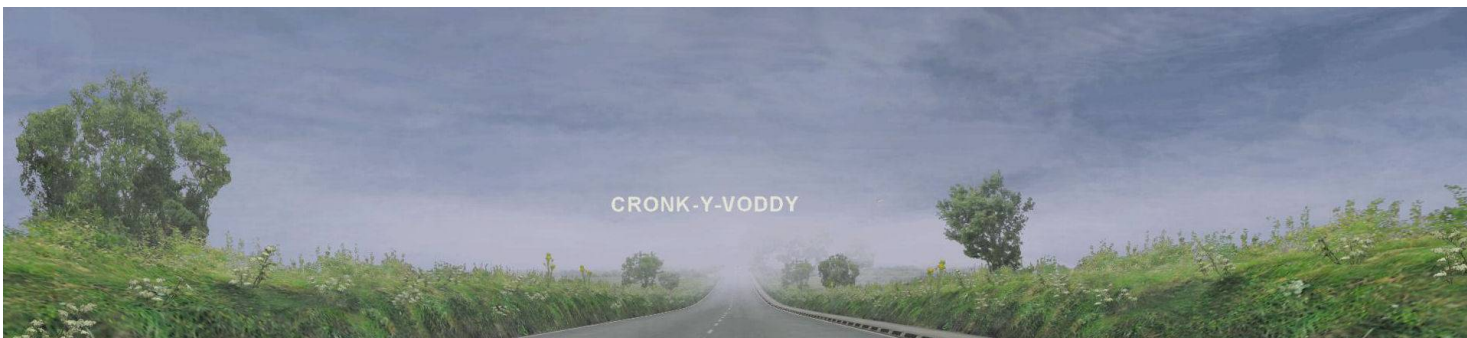
### MOUNTAIN MIST PATCHES

These Mountain Mist Patches are located only;

On Creg Willy's Hill, Cronk-Y-Voddy and at The 11th/Drinkwater's; plus on the Mountain, from just beyond Guthries to The 32nd



Mist at Lambfell Beg, top of Creg Willy's.



Mist on Cronk-Y-Voddy.



Mist in Drinkwater's [ The 11th ]

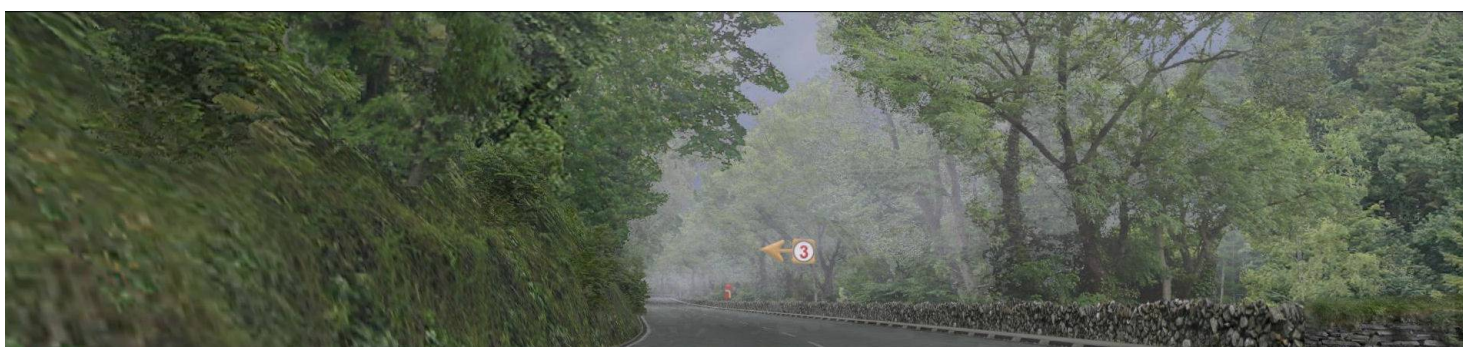
## GROUND FOG PATCHES

Variable sized Patches of Ground Fog are located;

At Laurel Bank, in Glen Helen, Barregarrow, The 13th, in Kirk Michael Village, from Bishop's Court to Alpine, in Kerrowmoar, Glen Duff, Glentramman, Sky Hill and at Ramsey Hairpin.



Fog approaching Laurel Bank.



Fog in Glen Helen.



Fog In Kirk Michael



Fog leaving Kirk Michael.

## HOW TO USE MOUNTAIN MIST OR GROUND FOG OPTIONS.

You can turn on/off either of these effects independently of each other or have both.

To turn MOUNTAIN MIST PATCHES on in the locations shown above, copy/paste ALL the INDIVIDUAL FILES from WITHIN the "Mountain Mist Turn On" folder, into your main Track Folder, overwriting existing files.

To turn GROUND FOG PATCHES on in the locations shown above, copy/paste all the INDIVIDUAL FILES from WITHIN the "Ground Fog Turn On" folder, into your main Track Folder, overwriting existing files.

To turn OFF either of these two effects [ make them invisible ], copy/paste all the INDIVIDUAL FILES from within the relevant "Turn Off" folder into your main Track Folder, allowing these to overwrite existing files.

## CORNER SPEED AND DIRECTION ARROWS DISPLAYED

There are five differently numbered, angled and coloured corner direction arrows placed above the track, for both left and right hand bends, broadly indicating RELATIVE recommended entry speed or even recommended gear.

Red [1] represents the tightest corners and Green [5] being a fast sweeper.

To turn CORNER SPEED AND DIRECTION ARROWS on, copy/paste ALL the INDIVIDUAL FILES from WITHIN the "Corner Arrows Turn On" folder, into your main Track Folder, overwriting existing files.

To turn them OFF [ make them invisible ], copy/paste all the INDIVIDUAL FILES from within the "Corner Arrows Turn Off" folder into your main Track Folder, allowing these to overwrite existing files.



Descent to Quarter Bridge.



Approach to Greeba Castle.



Leaving Kirk Michael [ First yellow line apex ]



Birkin's [ Rhencullen ]



Snugborough.



## TRACK LOCATION NAMES DISPLAYED

About 2 metres above the track these labels show you the common names given to relevant locations around the track without restricting your view, for ease of familiarisation.

To turn TRACK LOCATION NAMES on, copy/paste ALL the INDIVIDUAL FILES from WITHIN the "Location Names Turn On" folder, into your main Track Folder, overwriting existing files.

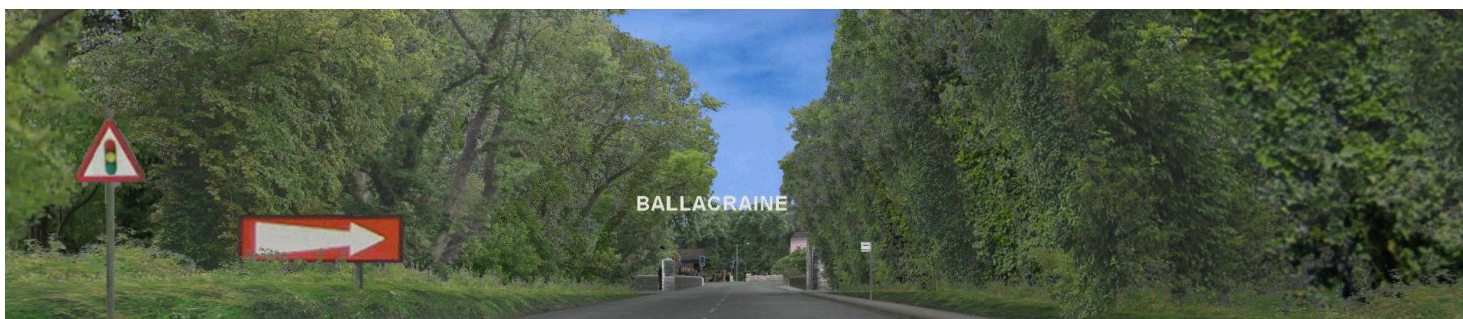
To turn them OFF [ make them invisible ], copy/paste all the INDIVIDUAL FILES from within the "Location Names Turn Off" folder into your main Track Folder, allowing these to overwrite existing files.



St Ninian's



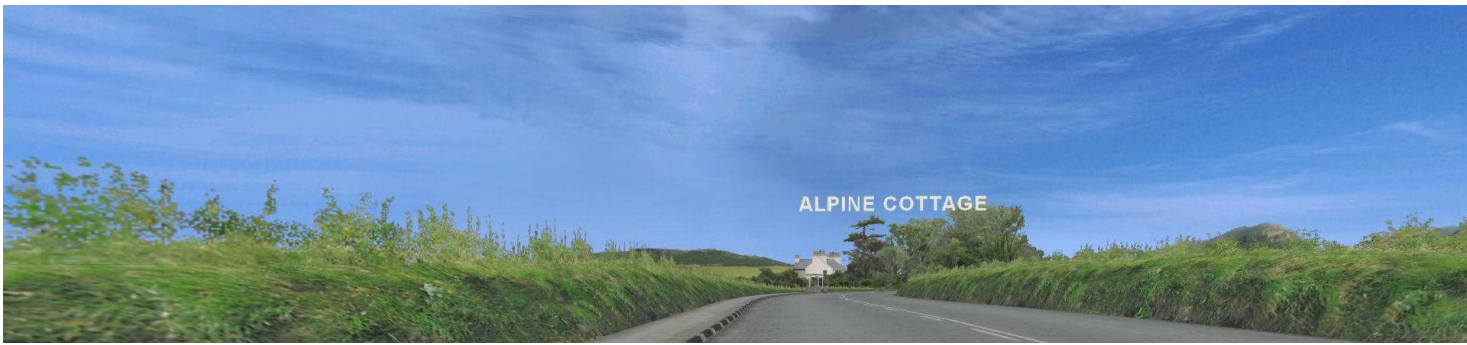
Gen Vine



Ballacraine



Lyndhurst



Alpine



Gwen's

Jim Pearson.  
August 2017

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