

# 4bet curso

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## 4bet curso

Resumo:

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What live stakes are you playing?

5BB/100 is not a crusher at 50NL, solid win rate, but definitely not a crusher. At higher online stakes sure, but 50NL you can definitely beat for higher win rates, the thing is most people who can, move up.

The conventional

wisdom I've always heard from pros and coaches is in most public games up to 5/10 sometimes higher a win rate of 10BB/hr is pretty achievable for a strong player. Which is like 30BB/100.

The confusion I'm having about your confusion is you claiming to not see many fish, because that's the answer. Your average room's 2/5 players are exponentially worse than basically any sites 50NL population. Compared to your 50NL experience, you're not seeing wayyyyyy fewer 3-bets, check raises, bluffs, etc? A very significant portion of the LLS population is playing very simple strategies with little to no basis in good theory. It changes a little bit at 5/10 and higher, but also remember the best live cash players are invited and creating good games where these astronomical win rates are still possible at much higher stakes. Plenty people in the world making R\$250K+ a year and have no problem losing R\$10K-\$25K playing a few times a year.

The reasons players are way worse in live games:

- Online is much faster, the

losing players lose faster and then eventually quit faster.

- Live is slow enough they

can ignore the results. Most people are pretty bad at budgetting. You go to a live 1/2 table and the vast majority will claim "I'm a break even to small winner." In reality 90% of them aren't winning at all. But especially if you play once a week or less, it's easy to not notice how much you're actually losing.

- People who are prone to the

"online is rigged" thing tend to be worse players and prefer to play live.

- People who

play online are more likely to be motivated by actually winning long term whereas live players have a wider range of draws to the game -- they like socializing at the table,

they feel like live poker is cool whereas online poker is for nerds, they stumbled in drunk from the pits or the club, they're on vacation or a work trip, etc.

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Recreational players want to play for money that at some level feels significant when they win, and for most it seems like 1/2 2/5 does the trick for that. But online if you're a dedicated grinder you can make serious money at those stakes, so the recs do not stand a chance. They would have to play 10NL probably to even be sort of competitive and to them that feels like play money.

## 4bet curso :apostar em corrida de cavalos

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Tudo começou quando vi um anúncio em 4bet curso um site de apostas esportivas sobre uma suposta linha de atendimento do Bet365 no WhatsApp. Como um ávido fã de esportes e apostas online, fiquei muito entusiasmada com essa notícia e resolvi descobrir por conta própria se realmente existia essa opção de contato.

Na época, comecei pesquisando no Google utilizando palavras-chave como "Bet365 WhatsApp" e navegando por diversos sites brasileiros que abordavam o tema. Entretanto, a maioria dos resultados continham informações desatualizadas ou simplesmente incertas sobre o assunto.

Durante minha jornada, descobri que, realmente, o suporte via WhatsApp ainda não está disponível no Bet365, mesmo sendo um método utilizado por algumas outras casas de apostas.

Em vez disso, o Bet365 oferece um chat ao vivo em 4bet curso seu site, disponível 24 horas por dia, 7 dias por semana, são essa a única forma de contato disponível no site da empresa.

Ainda é possível encontrar diversos grupos no WhatsApp que se dizem relacionados ao Bet365 ou até mesmo divulgam alguns benefícios do atendimento via WhatsApp. No entanto, é essencial desconfiar dessas supostas mensagens e, principalmente, não compartilhar 4bet curso senha ou informações pessoais com estranhos.

Para quem realmente quer entrar em 4bet curso contato com o suporte do Bet365, a maneira mais segura e eficaz é através do chat ao vivo no site oficial da empresa. Antes de contatar o suporte, é possível consultar a frequentemente perguntas (FAQ) no site, onde podem ser encontradas respostas às dúvidas mais comuns sobre a marca.

## 4bet curso :site de apostar

Editor's Note: Sign up for Unlocking the World, our weekly newsletter. Stay informed about the latest developments in aviation, food and drink, accommodations, and other travel news.

"It is with great sadness that we must announce the death of a dream. Midnight Trains died today, surrounded by family and friends."

This was the message from Midnight Trains founder Adrien Aumont on May 31, marking the end of the company's vision to create a new network of luxury night trains connecting major European cities.

Europe had been on the brink of a potential night train revolution, as travelers sought out more

sustainable links between cities. The appeal of falling asleep in one city center and waking up in another, hundreds of miles away, has become increasingly attractive in an era of heightened environmental concerns and problematic air travel experiences.

However, despite the demand, startups like Midnight Trains face nearly insurmountable challenges in entering the market.

New "open access" rules that allow new operators to share Europe's rail network with existing state-owned railway companies were expected to open the doors for innovative ideas and routes. Consequently, several new operators emerged, proposing a web of new routes, cheaper fares, or more luxurious accommodations.

Nonetheless, only a few have managed to launch their services.

Sweden's Snälltåget, connecting Stockholm with Denmark and Germany, and Czech travel provider Regiojet, operating a handful of overnight routes in Central and Eastern Europe, are among the successful examples. European Sleeper, focusing solely on overnight travel, began its Brussels-Amsterdam-Berlin trains in 2024 and now serves Prague three times a week.

European Sleeper's experiences, including struggles to secure appropriate trains and schedules, offer cautionary lessons for other open-access operators. The company's ambition to launch a new route each year is hindered by a shortage of suitable coaches and the complexities of navigating national railway administrations, particularly in France.

Despite a compelling argument for "clean" air travel and the potential for night trains to encourage people to shift to rail travel on medium-distance routes, Midnight Trains was unable to secure the necessary financial backing. The European Union's rail market, while theoretically open to competition, has primarily opened up to itself, leaving new entrants at a disadvantage.

## Crescente demanda

Midnight Trains aimed to offer a deluxe "hotel on wheels" experience between Paris and Barcelona starting in 2025.

Long-term plans included serving 10 destinations radiating from Paris, including Milan/Venice, Florence/Rome, Hamburg, Berlin, and Copenhagen, as well as connections to Madrid, Porto, and Edinburgh via the Channel Tunnel.

Although Midnight Trains discussed options with various suppliers, it did not secure any suitable overnight vehicles, nor did it initiate the process of building or refurbishing them according to its proposed specifications. All prospective open-access train operators face a significant challenge in sourcing appropriate "pre-loved" rolling stock.

Advocates of open-access night trains are urging the European Union to facilitate the creation of new services by helping fund the procurement of specialized night train coaches, which could then be leased to train companies.

"European Sleeper demonstrates that demand for long-distance cross-border passenger rail, including night trains, is growing fast, and that such services can be operated in a commercially viable open-access manner," explains Brooks.

However, challenges persist beyond acquiring the trains. Traditional venture capitalists and infrastructure funds are not equipped to invest in risky, complex, long-term projects, and rail vehicle leasing companies are reluctant to invest in rolling stock without a guaranteed long-term operating contract.

Night trains are inherently complicated, labor-intensive, and expensive to operate, which has contributed to their decline since the 1970s.

"The effort required to get new sleeper trains up and running should not be underestimated," adds rail expert Mark Smith, better known as online rail travel guru The Man in Seat 61. "But ÖBB and start-ups such as European Sleeper are proving that it can be done."

Legacy railways have found it easier to deliver better overnight trains. ÖBB, working with Swiss

Federal Railways and Germany's Deutsche Bahn, has reinvigorated overnight routes linking hubs in Vienna and Zürich with cities in Germany, Austria, Italy, Hungary, Poland, Czechia, France, Belgium, and the Netherlands.

This success has encouraged other countries, including Italy, France, and Sweden, to re-examine overnight operations and propose new carriages to improve their offering.

Italian State Railways has ordered 70 new carriages for night trains, featuring high-quality cabins with en suite toilets and showers, some with double beds.

With the notable exception of Nightjet, European night train services have yet to meet expectations. Demand is growing, but the immense challenges of financing and setting up new operations are suppressing growth.

Formidable operational, political, and financial obstacles will not disappear overnight. A concerted effort by the EU and member states is required to deliver railways truly open to competition, ensuring the long-awaited revolution in European night trains can thrive.

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