

# Metropolis Street Racer San Francisco Driving Instructions Guide Final

by Wolf Feather

Updated on Dec 1, 2002

METROPOLIS STREET RACER: SAN FRANCISCO DRIVING INSTRUCTIONS  
GUIDE

by

Wolf Feather/Jamie Stafford  
FEATHER7@IX.NETCOM.COM

Initial Version Completed: November 15, 2002  
FINAL VERSION Completed: December 1, 2002

=====  
=====  
=====

## CONTENTS

Spacing and Length

Permissions

Introduction

Racing Tips: Braking

Racing Tips: Cornering

Racing Tips: Wet-weather Racing/Driving

San Francisco: Fishermans Warf: Short: Jones South

San Francisco: Fishermans Warf: Short: Columbus North

San Francisco: Fishermans Warf: Short: Beach East

San Francisco: Fishermans Warf: Short: Francisco West

San Francisco: Fishermans Warf: Short: Leavenworth South

San Francisco: Fishermans Warf: Short: Embarcadero East III

San Francisco: Fishermans Warf: Short: Jefferson East

San Francisco: Fishermans Warf: Short: Taylor South II

San Francisco: Fishermans Warf: Short: Taylor South

San Francisco: Fishermans Warf: Short: Taylor North II

San Francisco: Fishermans Warf: Medium: Jefferson West III

San Francisco: Fishermans Warf: Medium: Embarcadero East II

San Francisco: Fishermans Warf: Medium: Jefferson East II

San Francisco: Fishermans Warf: Medium: Francisco East

San Francisco: Fishermans Warf: Medium: Beach East III

San Francisco: Fishermans Warf: Medium: Beach East II

San Francisco: Fishermans Warf: Medium: Embarcadero East

San Francisco: Fishermans Warf: Medium: Taylor North

San Francisco: Fishermans Warf: Medium: Leavenworth North

San Francisco: Fishermans Warf: Medium: Hyde North

San Francisco: Fishermans Warf: Long: Jefferson West V

San Francisco: Fishermans Warf: Long: Hyde North III

San Francisco: Fishermans Warf: Long: Jefferson West

San Francisco: Fishermans Warf: Long: Fishermans Challenge

San Francisco: Fishermans Warf: Long: Jefferson West IV

San Francisco: Fishermans Warf: Long: Fishermans Warf East

San Francisco: Fishermans Warf: Long: Hyde North II

San Francisco: Fishermans Warf: Long: Embarcadero West

San Francisco: Fishermans Warf: Long: Embarcadero West II

San Francisco: Fishermans Warf: Long: Fishermans Circular  
San Francisco: Financial District: Short: Washington East  
San Francisco: Financial District: Short: Pine East  
San Francisco: Financial District: Short: Washington West III  
San Francisco: Financial District: Short: Davis South  
San Francisco: Financial District: Short: Merchant East II  
San Francisco: Financial District: Short: Merchant East  
San Francisco: Financial District: Short: Pine West  
San Francisco: Financial District: Short: Market South  
San Francisco: Financial District: Short: Davis North  
San Francisco: Financial District: Short: Washington East III  
San Francisco: Financial District: Short: Washington East II  
San Francisco: Financial District: Short: Market South II  
San Francisco: Financial District: Medium: Embarcadero North  
IV  
San Francisco: Financial District: Medium: Embarcadero South  
San Francisco: Financial District: Medium: Pine East  
San Francisco: Financial District: Medium: Davis North II  
San Francisco: Financial District: Medium: Stuart South  
San Francisco: Financial District: Medium: Embarcadero North  
II  
San Francisco: Financial District: Medium: Sansome South II  
San Francisco: Financial District: Medium: Sansome North V  
San Francisco: Financial District: Medium: Sansome South III  
San Francisco: Financial District: Medium: Sansome South  
San Francisco: Financial District: Medium: Market West II  
San Francisco: Financial District: Medium: Embarcadero North  
San Francisco: Financial District: Long: Stuart North  
San Francisco: Financial District: Long: Sansome North IV  
San Francisco: Financial District: Long: Market West  
San Francisco: Financial District: Long: Sansome North  
San Francisco: Financial District: Long: Market East  
San Francisco: Financial District: Long: Financial Challenge  
San Francisco: Financial District: Long: Davis South II  
San Francisco: Financial District: Long: Sansome North II  
San Francisco: Financial District: Long: Sansome North III  
San Francisco: Financial District: Long: Embarcadero North  
III  
San Francisco: Financial District: Long: Financial Circular  
San Francisco: Pacific Heights: Short: Octavia North II  
San Francisco: Pacific Heights: Short: Jackson East  
San Francisco: Pacific Heights: Short: Vallejo East  
San Francisco: Pacific Heights: Short: Pacific East II  
San Francisco: Pacific Heights: Short: Otvaia South II  
San Francisco: Pacific Heights: Short: Buchanan North  
San Francisco: Pacific Heights: Short: Octavia South  
San Francisco: Pacific Heights: Short: Gough South  
San Francisco: Pacific Heights: Medium: Octavia North  
San Francisco: Pacific Heights: Medium: Washington East IV  
San Francisco: Pacific Heights: Medium: Washington West  
San Francisco: Pacific Heights: Medium: Buchanan South  
San Francisco: Pacific Heights: Medium: Jackson East II  
San Francisco: Pacific Heights: Medium: Broadway West  
San Francisco: Pacific Heights: Medium: Buchanan South II  
San Francisco: Pacific Heights: Medium: Pacific Challenge  
San Francisco: Pacific Heights: Long: Pacific East  
San Francisco: Pacific Heights: Long: Gough North II  
San Francisco: Pacific Heights: Long: Washington West II  
San Francisco: Pacific Heights: Long: Jackson West  
San Francisco: Pacific Heights: Long: Gough North II

San Francisco: Pacific Heights: Long: Gough North III  
San Francisco: Pacific Heights: Long: Webster North  
San Francisco: Pacific Heights: Long: Pacific Circular  
Diagrams  
Contact

=====

#### SPACING AND LENGTH

For optimum readability, this driving guide should be viewed/printed using a monowidth font, such as Courier. Check for appropriate font setting by making sure the numbers and letters below line up:

1234567890123456789012345678901234567890123456789012  
ABCDEFGHIJKLMNOPQRSTUVWXYZabcdefghijklmnopqrstuvwxyz

=====

#### PERMISSIONS

This guide may ONLY be posted on FeatherGuides, GameFAQs.com, PSXCodez.com, F1Gamers, Cheatcc.com, Absolute-PlayStation.com, InsidePS2Games.com, RedCoupe, gamesover.com, CheatPlanet.com, The Cheat Empire, a2zweblinks.com, Gameguru, GameReactors.com, RobsGaming.com, cheatingplanet.com, CheatHeaven, IGN, vgstrategies.com, hellzgate, Games Domain, ps2fantasy.com, and neoseeker.com.

Permission is granted to download and print one copy of this game guide for personal use.

=====  
=====  
=====

#### INTRODUCTION

First, Metropolis Street Racer is definitely NOT for the casual racing gamer; those who view racing as continually standing on the accelerator until the race ends will DEFINITELY fail miserably in this game. While speed is needed to clear the many tasks in Metropolis Street Racer, the game focuses much more heavily upon racing skill and racing style, with Kudos (points) awarded or detracted based upon the player's performance.

Even accomplished racing gamers will find Metropolis Street Racer quite challenging. This is especially true for those who are not drift specialists, as drifting is essential in this game. Combined with the length of the game, this means that players will be returning to this game for a LONG, LONG, LONG, LONG, LONG time!!!

This guide is designed to present driving instructions for the San Francisco circuits in Metropolis Street Racer. Information has also been taken from my General Racing/Driving Guide with appropriate modifications.

=====  
=====  
=====

#### RACING TIPS: BRAKING

The first step in driving fast is knowing when, where, and how much to slow down (braking). The braking zone will differ somewhat for each car depending upon its strengths and weaknesses. It certainly helps for the player to try a Practice run to truly learn the circuits - including the braking zones - before engaging in the actual events.

When looking for braking zones, try to find a particular stationary object near the entry of each corner; it helps tremendously if this object is far enough away from the circuit that it will not be knocked over during a race. To begin, try using the brakes when the front of the car is parallel with the chosen stationary object. If this does not slow the car enough before corner entry or if the car slows too much before reaching the corner, pick another stationary object on the following lap and try again.

Cars with a higher horsepower output will inherently attain faster speeds, and will therefore require a longer braking zone than cars with a lower horsepower output.

A final note on braking: To the extent possible, ALWAYS brake in a straight line. If braking only occurs when cornering, the car will likely be carrying too much speed for the corner, resulting in the car sliding and/or spinning (a slide or spin can mean the difference between winning and ending up in last position at the end of a race.)

If nothing else, players should strive to become one of the best 'breakers' they possibly can. This will essentially force a player to become a better racer/driver in general once the player has overcome the urge to constantly run at top speed at all times with no regard for damages to self or others. Also, slowing the car appropriately will make other aspects of racing/driving easier, especially in J-turns, hairpin corners, and chicanes.

=====

#### RACING TIPS: CORNERING

Ideally, the best way to approach a corner is from the outside of the turn, braking well before entering the corner. At the apex (the midpoint of the corner), the car should be right up against the edge of the pavement. On corner exit, the car drifts back to the outside of the pavement and speeds off down the straightaway. So, for a right-hand turn of about ninety degrees, enter the corner from the left, come to the right to hit the apex, and drift back to the left on corner exit. See the Diagrams section at the end of this guide for a sample standard corner.

For corners that are less than ninety degrees, it may be possible to just barely tap the brakes - if at all - and be able to clear such corners successfully. However, the same principles of cornering apply: approach from the outside of the turn, hit the apex, and drift back outside on corner exit.

For corners more than ninety degrees but well less than 180 degrees, braking will certainly be required. However, for these 'J-turns,' the apex of the corner is not the midpoint, but a point approximately two-thirds of the way around the corner. J-turns require great familiarity to know when to begin diving toward the inside of the corner and when to power to the outside on corner exit. See the Diagrams section at the end of this guide for a sample J-turn.

Hairpin corners are turns of approximately 180 degrees. Braking is certainly required before corner entry, and the cornering process is the same as for standard corners: Approach from the outside, drift inside to hit the apex (located at halfway around the corner, or after turning ninety degrees), and drifting back to the outside on corner exit. See the Diagrams section at the end of this guide for a sample hairpin corner.

If there are two corners of approximately ninety degrees each AND both corners turn in the same direction AND there is only a VERY brief straightaway between the two corners, they may be able to be treated like an extended hairpin corner. Sometimes, however, these 'U-turns' have a straightaway between the corners that is long enough to prohibit a hairpin-like treatment; in this case, drifting to the outside on exiting the first of the two corners will automatically set up the approach to the next turn. See the Diagrams section at the end of this guide for a sample U-turn.

FIA (the governing body of F1 racing, World Rally Championship, and other forms of international motorsport) seems to love chicanes. One common type of chicane is essentially a 'quick-flick,' where the circuit quickly edges off in one direction then realigns itself in a path parallel to the original stretch of pavement, as in the examples in the Diagrams section at the end of this guide. Here, the object is to approach the first corner from the outside, hit BOTH apexes, and drift to the outside of the second turn.

FIA also seems to like the 'Bus Stop' chicane, which is essentially just a pair of quick-flicks, with the second forming the mirror image of the first, as shown in the Diagrams section at the end of this guide. Perhaps the most famous Bus Stop chicane is the chicane (which is actually called the 'Bus Stop Chicane') at Pit Entry at Spa-Francorchamps, the home of the annual Grand Prix of Belgium (F1 racing) and the host of The 24 Hours of Spa (for endurance racing).

Virtually every other type of corner or corner combination encountered in racing (primarily in road racing) combines elements of the corners presented above. These complex corners and chicanes can be challenging, such as the Ascari chicane at Monza. See the Diagrams section for an idea of the formation of Ascari.

However, in illegal street/highway racing, the positioning of traffic can 'create' the various corners and corner combinations mentioned here. For example, weaving in and out of traffic creates a virtual bus stop chicane (see the

Diagrams section at the end of this guide). Slowing may be necessary - it often is - depending on the distance between the vehicles. See the Sample Circuit Using Some of the Above Corner Types Combines in the Diagrams section at the end of this guide; note that this is a diagram for a very technical circuit.

At some race venues, 'artificial chicanes' may be created by placing cones and/or (concrete) barriers in the middle of a straightaway. This situation exists at numerous circuits in Tokyo.

One thing which can change the approach to cornering is the available vision. Blind and semi-blind corners require ABSOLUTE knowledge of such corners. Here is where gamers have an advantage over real-world drivers: Gamers can (usually) change their viewpoint (camera position), which can sometimes provide a wider, clearer view of the circuit, which can be especially important when approaching semi-blind corners; real-world drivers are obviously inhibited by the design of their cars and racing helmets.

Also important to cornering - especially with long, extended corners - is the corner's radius. Most corners use an identical radius throughout their length. However, some are increasing-radius corners or decreasing-radius corners. These corners may require shifting the apex point of a corner, and almost always result in a change of speed. Decreasing-radius corners are perhaps the trickiest, because the angle of the corner becomes sharper, thus generally requiring more braking as well as more turning of the steering wheel. Increasing-radius corners are corners for which the angle becomes more and more gentle as the corner progresses; this means that drivers will generally accelerate more, harder, or faster, but such an extra burst of speed can backfire and require more braking. See the Diagrams section at the end of this guide for sample images of a decreasing-radius corner and an increasing-radius corner.

For traditional road racing circuits, increasing-radius and decreasing-radius corners may not be too much of a problem; after several laps around one of these circuits, a driver will know where the braking and acceleration points are as well as the shifted apex point (should a shift be required). However, for stage-based rally racing, where the roads are virtually unknown and the driver knows what is ahead only because of the navigator's instructions (which - based upon notes - may or may not be absolutely correct), the unknown can cause drivers to brake more often and/or more heavily. This need for 'extra' braking is also tempered by the fact that in much of rally racing, corners are either blind or semi-blind, due to trees, buildings, and other obstacles to clear vision all the way around a corner.

One particularly interesting aspect of cornering is one which I honestly do not know if it works in reality (I am not a real-world racer, although I would certainly LOVE the chance to attend a racing school!!!), but which works in numerous racing/driving games I have played over the years. This aspect is to use the accelerator to help with quickly and

safely navigating sharp corners. This works by first BRAKING AS USUAL IN ADVANCE OF THE CORNER, then - once in the corner itself - rapidly pumping the brakes for the duration of the corner (or at least until well past the apex of the corner). The action of rapidly pumping the accelerator appears to cause the drive wheels to catch the pavement just enough to help stop or slow a sliding car, causing the non-drive wheels to continue slipping and the entire car to turn just a little faster. Using this rapid-pumping technique with the accelerator does take a little practice initially, and seems to work best with FR cars; however, once perfected, this technique can pay dividends, especially with REALLY sharp hairpin corners, such as several in London.

=====

#### RACING TIPS: WET-WEATHER RACING/DRIVING

Almost everything written to this point in the guide focuses solely upon dry-weather racing/driving conditions. In fact, most racing/driving games deal ONLY with dry-weather conditions.

Metropolis Street Racer simply will not allow a player to drive a circuit the same way in wet-weather conditions as in dry-weather conditions. The braking zone for all but the gentlest of corners will need to be extended, or else the car risks to hydroplane itself off the pavement.

Throttle management is also key in wet-conditions racing. Due to the water on the circuit, there is inherently less tire grip, so strong acceleration is more likely to cause undue wheelspin - which could in turn spin the car and create a collision. If a car has gone off the pavement, then the sand and/or grass which collect on the tires provide absolutely NO traction at all, so just the act of getting back to the pavement will likely result in numerous spins.

=====  
=====  
=====

#### SAN FRANCISCO: FISHERMANS WARF: SHORT: JONES SOUTH

This is a triangular circuit around a triangularly-shaped building. The Start/Finish Line is on a short descent. The 'straightaway' between Turns 1 and 2 is flat, while the climb up to Turn 3 is a slight incline.

Even though this is a triangular circuit, it is wide enough to be treated as a standard circular circuit. However, use of drifting tactics may be beneficial nonetheless.

=====

#### SAN FRANCISCO: FISHERMANS WARF: SHORT: COLUMBUS NORTH

\*\*\*Forthcoming\*\*\*

=====

#### SAN FRANCISCO: FISHERMANS WARF: SHORT: BEACH EAST

\*\*\*Forthcoming\*\*\*

=====

SAN FRANCISCO: FISHERMANS WARF: SHORT: FRANCISCO WEST

This is a highly technical venue for such a short circuit. What makes this circuit so difficult is the constant changing of elevation. Fortunately, all turns are left-hand right-angle corners.

The Start/Finish Line is located halfway up a steep ascent, making proper accelerating from a standing start crucial. Turn 1 itself is flat, but given the steep ascent on corner entry and the steep descent on corner exit, this is far more challenging than what one might initially expect.

After a short-but-steep descent, Turn 2 is again flat, but there is a major trick here. Immediately upon corner exit, the raceway is halved, with the right half (which continues to drop in elevation) blocked; traffic is thus forced up the LEFT half along a steep ascent. Because it is the LEFT half of the raceway which is used here, a standard racing line is virtually useless here. Treating Turn 2 like a J-turn combined with drifting tactics should help.

Turn 3 is a slight plateau on the ascent, but the circuit continues to climb slightly. Then, the raceway has a steep descent until Turn 4, which begins another steep ascent to the Start/Finish Line.

It is important to master this circuit, as it will come into play in various configurations in many of the circuits set in the Fishermans Warf sector of San Francisco.

=====

SAN FRANCISCO: FISHERMANS WARF: SHORT: LEAVENWORTH SOUTH

This is a purely rectangular circuit run in a counterclockwise direction with virtually no elevation changes.

=====

SAN FRANCISCO: FISHERMANS WARF: SHORT: EMBARCADERO EAST III

After the briefest of straightaways, the circuit doubles back upon itself (to the right). At the other end of the circuit, it ESSENTIALLY doubles back upon itself (again, to the right), but this time it is not quite a true hairpin corner, coming back at an angle. After the briefest of straightaways, there is a quick right-left chicane around a building leading back to the Start/Finish Line.

=====

SAN FRANCISCO: FISHERMANS WARF: SHORT: JEFFERSON EAST

Turn 1 is a left-hand right-angle corner leading to the edge of a single-block 'park' of grass and a few trees. Turns 2 and 3 are right-hand J-turns (120 degrees each) around this 'park,' with Turn 2 marking the crest of a small rise in elevation (the rest of the circuit is flat).



Turn 4 is a left-hand right-angle corner. From here, the rest of the circuit is rectangular with turns always to the right.

=====

SAN FRANCISCO: FISHERMANS WARF: SHORT: TAYLOR SOUTH II  
This event venue is roughly carrot shaped, although not nearly as pointed or 'tricky' as St. James' Park West in London's St. James' Park sector. The 'point' is nearly a true hairpin corner where drifting will definitely be of benefit, and the other two corners are nearly right-angle turns. All turns here are to the left.

=====

SAN FRANCISCO: FISHERMANS WARF: SHORT: TAYLOR SOUTH  
This is another rectangularly-shaped event venue, with all turns to the right.

=====

SAN FRANCISCO: FISHERMANS WARF: SHORT: TAYLOR NORTH II  
This is essentially Jefferson East run in reverse/mirror configuration and with the square area of the circuit instead elongated into a rectangle.

=====

SAN FRANCISCO: FISHERMANS WARF: MEDIUM: JEFFERSON WEST III  
Almost immediately beyond the Start/Finish Line, the circuit makes a right-hand right-angle turn. One city block later, this is repeated. At the next cross-street, the circuit turns to the left, then again to the right along the shorefront (which fades in various directions).

At the end of the shorefront, the circuit map indicates a right-hand double-apex corner with a total radius of about 160 degrees. It is best to treat this section as a single wide corner.

Eventually, the circuit will 'chicane' to the left and to the right to return to the Start/Finish Line.

=====

SAN FRANCISCO: FISHERMANS WARF: MEDIUM: EMBARCADERO EAST II  
The 'front stretch' is rather lengthy and contains several fades. Some of these fades are severe enough to almost be considered a chicane, and can easily catch unsuspecting players by surprise, especially in events held here at night or in other low-visibility conditions.

At the end of the 'front stretch,' there is a pair of left-hand perpendicular turns.

Along the 'back stretch,' well after the fade to the right, there IS a true chicane about halfway along its length. This is a quick right-left chicane which is made fairly difficult due to the speed picked up since leaving Turn 2. Just beyond

that, the circuit practically doubles back upon itself (to the left) and returns to the Start/Finish Line.

=====

SAN FRANCISCO: FISHERMANS WARF: MEDIUM: JEFFERSON EAST II  
This is Jefferson West III run in reverse with a shifted Start/Finish Line.

=====

SAN FRANCISCO: FISHERMANS WARF: MEDIUM: FRANCISCO EAST  
This is a fun circuit which is primarily rectangular in shape with a 'protrusion' along one side. Great speeds can be attained here, but great skill is also required for the 'protrusion.'

Turn 1 is a left-hand perpendicular corner two city blocks beyond the Start/Finish Line. From here, the circuit is absolutely flat for a long time, then the final city block of this straightaway takes an uphill climb. After the left-hand right-angle Turn 2, the circuit makes several steep inclines, broken only for the passage of the various cross-streets.

Turn 3 is not particularly flat itself, and opens onto a quick incline which then descends a little into Turn 4.

Here is the aforementioned 'protrusion.' At Turn 4, the raceway turns to the right (another perpendicular corner), but THE RACEWAY IS NARROWED BY HALF, so cars can realistically travel through here ONLY in single-file formation. After a brief-but-steep descent, the circuit doubles back upon itself (to the left) with little room for error and NO swing-out room, then turns once more to the right to continue its slow downhill trajectory.

Finally, Turns 7 and 8 are left-hand right-angle corners which lead back onto the 'front stretch.'

=====

SAN FRANCISCO: FISHERMANS WARF: MEDIUM: BEACH EAST III  
Two city blocks beyond the Start/Finish Line, the circuit makes a right-hand right-angle turn and begins a long ascent toward a wall with a set of arrows at its top. At the wall, the circuit turns to the left.

Now the tricky part: Turn 3. This is a right-hand right-angle corner which suddenly widens just before the actual corner itself. Turning too soon will result in a collision with the barrier while competitors pass by quickly. A wide racing line is best here.

Turn 3 exits onto another straightaway which makes an even steeper climb. At the top of this climb, Turn 4 is both flat and blind on approach; the distance to the corner can really only be judged by the amount of building that can be seen opposite the upcoming corner.

Turn 4 exits onto a steep downhill slope tempered several

times by mini-plateaux as cross-streets intersect with the raceway. Those who have played either Gran Turismo 2 (on PlayStation/PSOne) or Gran Turismo 3 (on PlayStation2) will definitely recognize the similarity with the Seattle Circuit II race venue in those games. Just like Seattle Circuit II, the very bottom of this steep decline (Turn 5) is a nasty right-hand turn leading onto a long straightaway, the end of which has the right-angle right-hand Turn 6 leading onto the 'front stretch' and the Start/Finish Line.

=====

SAN FRANCISCO: FISHERMANS WARF: MEDIUM: BEACH EAST II

This is Beach East III with the addition of two identical triangular left-right-left chicanes - one before the long uphill climb, and one after the descending narrow hairpin. Each time, the chicane is comprised of a left-hand perpendicular corner, a right-hand 135-degree corner, and a left-hand 45-degree corner. Of the two chicanes, the one following the descending narrow hairpin is the most difficult due to the continual downhill slope.

=====

SAN FRANCISCO: FISHERMANS WARF: MEDIUM: EMBARCADERO EAST

This is Embarcadero East II run in reverse, with the Start/Finish Line following the right-left chicane around a building.

=====

SAN FRANCISCO: FISHERMANS WARF: MEDIUM: TAYLOR NORTH

This venue is essentially Francisco East with a 'chicane' (right-left-left-right) around an entire city block. The Start/Finish Line is between the right-left of the 'chicane.'

=====

SAN FRANCISCO: FISHERMANS WARF: MEDIUM: LEAVENWORTH NORTH

By now, players should be quite familiar with the steep uphill/downhill section of the Fishermans Warf sector of San Francisco. While this is a slightly-new configuration, this familiarity means that there should be no surprises for players.

Here, the Start/Finish Line comes just after coming UP from the narrow hairpin. This short straightaway begins on a semi-steep uphill climb, making a good start at the beginning of a race rather important. This straightaway then descends slightly before the right-hand right-angle Turn 1 leads down the long multi-tiered mini-mountain to the right-hand perpendicular Turn 2.

Here is where the circuit differs a little from previous configurations. After a slight descent, the raceway turns to the left, then one city block later turns again to the right at Turn 4. Two city blocks later, the circuit turns to the right at Turn 5; after another four city blocks comes the right-hand Turn 6, which leads up to the narrow hairpin and the Start/Finish Line.

=====

SAN FRANCISCO: FISHERMANS WARF: MEDIUM: HYDE NORTH

This is similar to Leavenworth North, with the Start/Finish Line at the very bottom of the long downhill portion of the Leavenworth North circuit. The circuit is run in a clockwise direction, with the initial left-right much further along than at Leavenworth North.

=====

SAN FRANCISCO: FISHERMANS WARF: LONG: JEFFERSON WEST V

Run in a counterclockwise direction, the Jefferson West V event venue is a bit challenging, primarily along the 'back side' of the circuit.

Shortly after the Start/Finish Line, the circuit edges uphill, then makes the now-familiar left-hand perpendicular turn to the long multi-tiered uphill run reminiscent of Seattle Circuit in Gran Turismo 2 and Gran Turismo 3. At the very top of this hill (the corner with the tall white building), the raceway flattens out for Turn 2, whose exit begins a long downhill run (which makes Turn 2 particularly tricky).

After a quick steep descent, Turn 3 must be taken wide, as this comes to the narrow section. The raceway is halved here, with the slightly-descending right half used for the Jefferson West V circuit. After a very brief narrow section, Turn 4 widens to the right and continues the downhill trajectory of the venue.

Turns 5-7 form a triangular chicane. Turn 5 is a perpendicular left-hand corner, Turn 6 is a right-hand 135-degree corner, and Turn 7 is a left-hand 45-degree corner. Turn 6 will almost definitely require drifting, but the entire chicane is made even more difficult due to both the speeds entering the chicane and the fact that it continues downhill the entire time.

Almost immediately upon exiting the chicane, the raceway makes another left-hand right-angle turn. In coming onto this long straightaway, it is important to keep to the right, as the circuit briefly narrows on the left.

Four city blocks after Turn 8, Turn 9 heads to the left, then repeats itself one city block beyond. After another city block, Turn 11 heads to the right, emptying onto the 'front stretch' and the Start/Finish Line.

=====

SAN FRANCISCO: FISHERMANS WARF: LONG: HYDE NORTH III

After a city block, the circuit turns to the right; one city block later, it turns to the right again; one city block beyond that, it turns to the left. This opening segment is indeed quite busy, so clean passes in the corners can provide a good lead by the entry to Turn 4.

After an elongated city block, the circuit turns to the right again at Turn 4. Three city blocks beyond, it turns to the right once more for Turn 5; it is imperative to keep to the left in the final black before Turn 5 to avoid the narrowing from the right side of the raceway.

The circuit now slowly climbs uphill toward the tall wall, where the raceway heads left and narrows by half for Turn 6. The raceway widens and heads right for Turn 7, making a steep uphill climb to the crest of this event venue. Turn 8 (the crest) is flat, but the steep ascent on approach and the steep descent on exit combine with the blind nature of the corner to make this particularly troublesome.

After the long steep multi-tiered descent, the circuit makes a right-hand right-angle turn to the right. It is best to keep wide left on exit, however, as the following city block sees the venue make a 45-degree turn to the right; this is quickly followed by a 135-degree turn to the left (requiring drifting tactics) and emptying onto the Start/Finish Line. This final 'chicane' also rests at the final corner.

=====

SAN FRANCISCO: FISHERMANS WARF: LONG: JEFFERSON WEST

Shortly after the Start/Finish Line, the circuit turns to the left then heads back to the right one city block later. This empties onto a long straightaway with an easy right-hand fade, which should be a prime marker to begin braking for the upcoming tight right-left chicane (Turns 3 and 4) around a building. The chicane may require drifting tactics.

Shortly following the chicane, the circuit makes a hard left-hand near-hairpin. Drifting is DEFINITELY required here.

The 'back stretch' is rather lengthy and contains several fades. Some of these fades are severe enough to almost be considered a chicane, and can easily catch unsuspecting players by surprise, especially in events held here at night or in other low-visibility conditions.

Turn 6 is a left-hand right-angle corner which is actually more of a J-turn, and made even more difficult due to the speeds sustained along the 'back stretch.' One city block later, the circuit heads back to the right. After two elongated city blocks, the circuit turns to the left, then does the same again after one more city block. This leads onto the 'front stretch' and the Start/Finish Line ahead.

=====

SAN FRANCISCO: FISHERMANS WARF: LONG: FISHERMANS CHALLENGE

\*\*\*Forthcoming\*\*\*

=====

SAN FRANCISCO: FISHERMANS WARF: LONG: JEFFERSON WEST IV

This circuit begins on the steep uphill multi-tiered climb. This makes a good strong start very important to keep from falling behind from the very beginning of a race here.

At the top of this steep ascent is the left-hand Turn 1. Again, the very top itself is flat, whereas the exit of Turn 1 is a steep descent. This leads down to Turn 2, where the raceway narrows by half on exit, so cars must keep wide to the right coming out of Turn 2. After the right-hand Turn 3, the raceway will again widen.

Very quickly beyond Turn 3, the course makes a triangular chicane (Turns 4-6). This is a left-hand right-angle corner, a nasty right-hand 135-degree J-turn, and a 45-degree left-hand corner. The J-turn WILL require drifting to maintain some speed throughout the chicane. Very quickly after the chicane, the circuit turns to the left at Turn 7, where the circuit temporarily narrows from the left shortly beyond the corner exit.

Four city blocks beyond Turn 7, the circuit makes a right-hand right-angle turn at Turn 8. Ahead, the leftward-pointing arrows indicate the near-hairpin as the circuit practically doubles back upon itself; drifting WILL be needed here. At the end of the long fading straightaway, a left-right complex (Turns 10 and 11) brings the raceway away from the seaside itself.

After two elongated city blocks, the circuit turns left, then back to the right one city block later. At the top of the small rise, the circuit makes its final turn to the left, leading to the Start/Finish Line.

=====

SAN FRANCISCO: FISHERMANS WARF: LONG: FISHERMANS WARF EAST  
>From the Start/Finish Line (near the seaside), the circuit runs straight for a few city blocks before turning to the right and away from the seaside. Four city blocks later, the raceway heads to the right (Turn 2) and up the long incline toward the now-familiar wall.

At the wall, the raceway narrows by half as it turns to the left (Turn 3). Then immediately afterward is the right-hand hairpin (Turn 4, which WILL require drifting tactics) and the steep incline up to the widening left-hand Turn 5 at the top of the wall. After more of a steep incline and a brief descent, the raceway turns to the right for Turn 6 and heads down the long multi-tiered straightaway. At its bottom is the right-hand Turn 7, which itself can be tricky due to all the momentum gained in the long steep downhill run from Turn 6.

After two city blocks, Turn 8 heads to the left; one city block later, the raceway heads back to the right (Turn 9). After two elongated city blocks, another left-right complex (Turns 10 and 11) brings the raceway back along the seaside.

After a long straightaway with several fades (some which are more like rather violent and narrow doglegs), the near-hairpin at Turn 12 will require drifting tactics as the circuit nearly doubles back upon itself to the right. Shortly afterward is the quick right-left chicane around a

building, immediately after which comes the Start/Finish Line.

=====

SAN FRANCISCO: FISHERMANS WARF: LONG: HYDE NORTH II

After 1-1/2 elongated city blocks, a left-right complex (Turns 1 and 1) brings the raceway back along the seaside. After a long straightaway with several fades (some which are more like rather violent and narrow doglegs), the near-hairpin at Turn 3 will require drifting tactics as the circuit nearly doubles back upon itself to the right. Shortly afterward is the quick right-left chicane (Turns 4 and 5) around a building. A few city blocks beyond the dogleg, the circuit turns to the left (Turn 6) and away from the seaside.

Four city blocks later, the raceway heads to the right (Turn 7) and up the long incline toward the now-familiar wall. At the wall, the raceway narrows by half as it turns to the left (Turn 8). The raceway widens in Turn 9 as it continues the steep incline. At its top, the circuit turns to the right for Turn 10; since the approach is a steep incline, the corner itself is flat, and the exit is a steep descent, this corner can be VERY tricky, especially at night and in other low-visibility conditions. This leads onto the LONG downhill steep multi-tiered descent. At its bottom is the right-hand Turn 11, which itself can be tricky due to all the momentum gained in the long steep downhill run from Turn 10.

After two city blocks, Turn 11 heads to the left; one city block later, the raceway heads back to the right (Turn 12), with the Start/Finish Line just ahead.

=====

SAN FRANCISCO: FISHERMANS WARF: LONG: EMBARCADERO WEST

This is Hyde North II with a shifted Start/Finish Line and the usual two triangular chicanes thrown in.

=====

SAN FRANCISCO: FISHERMANS WARF: LONG: EMBARCADERO WEST II

\*\*\*Forthcoming\*\*\*

=====

SAN FRANCISCO: FISHERMANS WARF: LONG: FISHERMANS CIRCULAR

Available ONLY in Time Attack Mode, this venue allows players to roam freely along those routes used in the Financial District sector of San Francisco.

=====

SAN FRANCISCO: FINANCIAL DISTRICT: SHORT: WASHINGTON EAST

This is a rectangular event venue run in a clockwise direction around a building. The 'front stretch' is rather narrow compared to the other straightaways, which makes

drifting a slight need for Turn 4.

=====

SAN FRANCISCO: FINANCIAL DISTRICT: SHORT: PINE EAST

This is a slightly-longer, slightly-wider event venue run in a counterclockwise direction around an entire city block. The straightaways are all four lanes wide, providing plenty of room for entering and exiting corners at speed and for making passes as well.

=====

SAN FRANCISCO: FINANCIAL DISTRICT: SHORT: WASHINGTON WEST III

This is a slightly-longer squared venue run in a counterclockwise direction, with each side of the square two city blocks in length.

=====

SAN FRANCISCO: FINANCIAL DISTRICT: SHORT: DAVIS SOUTH

Getting away from the symmetrical event venues, Davis South begins with a pair of right-hand perpendicular corners around a building. After one city block, it then makes a 45-degree turn to the right. The next corner is a sharp J-turn bring the traffic back onto the 'Front Stretch.'

=====

SAN FRANCISCO: FINANCIAL DISTRICT: SHORT: MERCHANT EAST II

Turns 1 and 2 are left-hand right-angle corners around a tall building. Turn 3 is another left-hand right-angle corner, but is quickly followed by Turn 4, which leads onto a narrow alleyway where two-abreast racing is not suggested. At the end of the alleyway, a pair of left-hand perpendicular corners bring the cars back onto the 'front stretch.'

=====

SAN FRANCISCO: FINANCIAL DISTRICT: SHORT: MERCHANT EAST

Merchant East is essentially Merchant East II with all the instructions reversed (right becomes left; left becomes right).

=====

SAN FRANCISCO: FINANCIAL DISTRICT: SHORT: PINE WEST

Turn 1 is a right-angle right-hand corner. Shortly afterward, Turn 2 makes a 45-degree turn to the right, but almost immediately afterward comes the right-hand J-turn at Turn 3 requiring drifting tactics. Very quickly afterward, the circuit makes a left-hand right-angle turn to the left, then this is followed by a pair of right-angle right-hand corners leading back toward the Start/Finish Line.

=====

SAN FRANCISCO: FINANCIAL DISTRICT: SHORT: MARKET SOUTH

Market South is virtually the same as Pine West with a few longer straightaways and a shifted Start/Finish Line.



=====

SAN FRANCISCO: FINANCIAL DISTRICT: SHORT: DAVIS NORTH

Turn 1 is a right-hand J-turn which can benefit from some drift; however, keep to the outside on corner exit to ensure avoiding the median.

Turn 2 is a right-hand perpendicular corner, followed shortly by a left-hand right-angle corner, followed shortly by a right-angle perpendicular corner. All three of these turns can benefit from drifting tactics.

These final two corners can essentially be treated as one elongated corner. Turn 5 is a right-hand right-angle corner requiring some drift. This is followed instantly by Turn 6, which is a gentle 45-degree corner that can be taken at full acceleration as it leads traffic toward the Start/Finish Line.

=====

SAN FRANCISCO: FINANCIAL DISTRICT: SHORT: WASHINGTON EAST III

Washington East III is the reverse/mirror of Davis South.

=====

SAN FRANCISCO: FINANCIAL DISTRICT: SHORT: WASHINGTON EAST II

This is a counterclockwise-run triangular-shaped event venue with four corners (go figure!!!).

Turn 1 is a left-hand 45-degree angle corner which can itself be taken at top acceleration, but is best with moderate braking, as it is followed instantly by the left-hand right-angle Turn 2.

Ahead, the raceway jogs slightly to the left and transitions for one city block to red brick. At its end is Turn 3, which transitions back to pavement; moderate or heavy braking is required for this left-hand right-angle corner due to the speeds attained since Turn 2.

Halfway along this next straightaway, the raceway again jogs slightly to the left, PLUS a median appears in the middle of the raceway. Taking the right side of the raceway here provides a better racing line for the left-hand J-turn at Turn 4, although moderate braking and drifting tactics will still definitely be required here.

=====

SAN FRANCISCO: FINANCIAL DISTRICT: SHORT: MARKET SOUTH II

The 'front stretch' here has two medians with a small gap between them; the Start/Finish Line is located at this gap. On the opening lap, it may be best to cut through the gap to the right side of the second median so as to avoid any bottlenecks by the other cars and to also hopefully gain one or more race positions by the end of Turn 1. However, on subsequent laps, it is important to use the left side of the raceway to get by BOTH medians.

Turn 1 is a right-hand right-angle corner requiring moderate braking and perhaps some drift as well. A wide racing line is important here, as the next straightaway also has a median.

Turn 2 is a sixty-degree corner to the right which can generally be taken at full acceleration with the proper racing line. This leads onto a semi-long straightaway with a left-hand dogleg at its center.

Turn 3 is a wide right-hand hairpin corner. There is A LOT of room here for the corner itself, but it is best to keep as tight to the apex as possible in order to produce the lowest possible lap times. Drifting tactics should be used here.

Turn 4 is a left-hand right-angle corner onto the widest straightaway in the Financial District of San Francisco. Therefore, VERY light tapping of the brakes MAY be necessary here, but this corner can generally be taken at full acceleration by using a wide racing line on corner exit.

Turn 5 is a right-hand J-turn requiring moderate braking and perhaps some drift as well. It is important to keep a wide racing line exiting Turn 5, as it leads onto the 'front stretch' with its two medians.

=====

SAN FRANCISCO: FINANCIAL DISTRICT: MEDIUM: EMBARCADERO NORTH  
IV

This event venue has only two turns to the right, each a hairpin corner heading back the other direction along the edge of the Financial District. The long straightaways connecting these two hairpin corners contain minor fades to the right and left. Except for the short squarish and rectangular event venues, there is no easier circuit to be found anywhere in San Francisco!!!

=====

SAN FRANCISCO: FINANCIAL DISTRICT: MEDIUM: EMBARCADERO SOUTH  
Turn 1 is a left-hand 45-degree angle corner which can itself be taken at top acceleration, but is best with moderate braking, as it is followed instantly by the left-hand right-angle Turn 2.

Turns 3-6 are all right-angle corners to the left-right-left-right. Exiting Turn 5, however, drivers must take either a wide or a tight racing line to avoid the median in the raceway.

Turn 7 is a left-hand hairpin corner with A LOT of recovery room. This leads back toward the Start/Finish Line, which is located near the end of the straightaway.

=====

SAN FRANCISCO: FINANCIAL DISTRICT: MEDIUM: PINE EAST  
The 'front stretch' is bisected by a single long median. At

the beginning of an event here, the cars start from the right side of the median; this is the preferred side throughout the race, as it sets up a better racing line for Turn 1.

Turn 1 is a right-angle left-hand corner. Due to the median, this needs to be treated nearly like a J-turn.

After a long straightaway, the toughest complex of right-angle corners of the Pine East venue appears. Heavy braking is required for Turn 2, a left-hand corner onto a narrower street followed IMMEDIATELY by the left-hand Turn 3 as it leads onto a small alleyway. At the end of the alleyway, Turns 4 and 5 are right-hand corners around the building; Turn 6 ahead leads to the left onto the same street as before.

Turns 7 and 8 are both left-hand 45-degree corners which can be taken at top acceleration; while these corners are separated by the briefest of straightaways, they can essentially be approached as if this was a single elongated widened sweeping left-hand perpendicular corner. Due to the median along the 'front stretch,' however, it is important to keep wide to the right exiting Turn 8 to avoid the median bisecting the raceway.

=====

SAN FRANCISCO: FINANCIAL DISTRICT: MEDIUM: DAVIS NORTH II  
>From the Start/Finish Line, the straightaway has a dogleg to the right followed by another to the left; these can both be taken at full acceleration. However, the wide right-hand hairpin corner at Turn 1 quickly follows the second of the doglegs.

The circuit widens at the exit of Turn 1, and widens again at the exit of Turn 2, a left-hand J-turn which can be taken wide at (nearly-)full acceleration.

Ahead is Turn 3, a tight right-hand J-turn requiring drifting tactics; this corner leads onto a narrower street with a median. It is important to keep as wide as possible on corner exit here, as there are three medians (with tiny gaps between them) along the ensuing straightaway, but then the raceway is narrowed by half to force all cars to what was the left side of the medians... so it makes much more sense to start on the left side of these medians anyhow.

Turn 4 is a left-hand right-angle corner followed almost immediately by a right-hand right-angle corner. Quickly afterward, a right-hand perpendicular corner follows, which is itself quickly followed by a right-hand 45-degree corner (leading to the Start/Finish Line) which can be taken at full throttle; in fact, these final two corners can be handled as if they were one long extended sweeping J-turn.

=====

SAN FRANCISCO: FINANCIAL DISTRICT: MEDIUM: STUART SOUTH  
At the end of the long 'front stretch,' the circuit doubles back to the left upon itself; drifting tactics will be

required here in order to maintain any semblance of speed.

Ahead is the median-filled area. Turn 2 is a right-hand J-turn requiring both drift AND a wide racing line to keep to the left side of the median on corner exit. Turn 3 is a left-hand corner also requiring a wide racing line to get to the right side of its medians on corner exit.

Turn 4 is a left-hand J-turn which fortunately leads onto the widest street in San Francisco's Financial District. However, the fencing along the apex can be difficult to spot here, even in clear daylight conditions, so it is best to stay a little bit away from the apex so as not to ram it and incur a Penalty.

Turn 5 is a right-hand right-angle corner onto a slightly-narrower street. Ahead, Turn 6 is a wide sweeping left-hand hairpin leading onto the 'front stretch.'

=====

SAN FRANCISCO: FINANCIAL DISTRICT: MEDIUM: EMBARCADERO NORTH  
II

The end of the initial straightaway has a tight right-hand hairpin as the circuit doubles back upon itself. Then, roughly at the halfway point of the initial straightaway, the circuit makes a 100-degree left-hand turn (Turn 2) onto a very narrow raceway.

Ahead, there are three consecutive right-angle right-hand corners around a building. This brings the cars back to the narrow raceway, but heading back the other direction due to the left-hand right-angle Turn 6.

After one city block, the circuit turns back to the left again with a J-turn which will almost certainly require drifting tactics. The final corner, Turn 8, is another tight right-hand hairpin as the circuit doubles back upon itself. This leads back onto the initial straightaway.

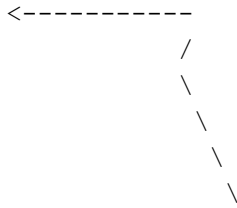
=====

SAN FRANCISCO: FINANCIAL DISTRICT: MEDIUM: SANSOME SOUTH II  
One city block beyond the Start/Finish Line, Turn 1 is a right-hand right-angle corner. Quickly thereafter, the circuit makes a wide left-hand hairpin corner.

At the end of the straightaway, there is a 45-degree left-hand corner which can generally be handled at full acceleration. However, this turns onto a straightaway with a set of medians; it is best to keep a tight line to stay to the left of these medians, as the right side of these medians will eventually be forced to merge with the left side anyhow.

At the end of this lengthy straightaway is a left-hand perpendicular corner (Turn 4). Due to the tremendous speeds attained since the hairpin (Turn 2), Turn 4 requires a LONG braking zone. After four city blocks, Turn 5 is also a right-angle left-hand corner.

After another lengthy straightaway, Turns 6 and 7 form the single trickiest chicane in the Financial District. The fencing is difficult to discern here, even in clear daylight conditions, but it IS there and it IS blocking any ability to straight-line this chicane. Cars are therefore REQUIRED to slow semi-significantly and make a fast right-left to follow the path indicated here:



This will fortunately lead toward the Start/Finish Line several city blocks ahead, but those who lose concentration here and ram the fencing at the second apex of the chicane will almost certainly lose races here.

=====

SAN FRANCISCO: FINANCIAL DISTRICT: MEDIUM: SANSOME NORTH V  
At the end of the initial straightaway are a pair of overhead pedestrian bridges; the left-hand right-angle Turn 1 immediately follows these pedestrian bridges. Note that these pedestrian bridges may be difficult to spot at night or in other low-visibility conditions.

After one city block (and another overhead pedestrian bridge), the circuit makes two right-hand perpendicular turns (Turns 2 and 3) around a building. After one city block, the raceway doubles in width but is divided by a median; getting to the left side of this median provides a better racing line for Turn 4.

At the end of the third median, the circuit turns to the right with a right-angle corner. This is followed one city block later by a left-hand perpendicular corner (Turn 5).

After one city block, the raceway widens as it makes a 45-degree turn to the right. One city block later, it makes a right-hand 135-degree J-turn requiring drifting tactics; beware the apex here.

The final five corners are all right-angle corners heading left-right-left-right-right. Except the final right-right (separated by a single city block), these corners are all separated by 2-3 city blocks.

=====

SAN FRANCISCO: FINANCIAL DISTRICT: MEDIUM: SANSOME SOUTH III  
Turn 1 is a right-hand right-angle corner, followed quickly by the left-hand wide hairpin corner at Turn 2.

After the straightaway, the circuit makes a 45-degree turn to the left. It is important to start wide but make a TIGHT racing line to keep to the left of the median on corner exit, since the traffic on the right of the median will be forced

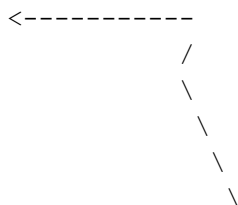
to merge to the left anyhow.

At the end of this lengthy straightaway, there is a right-angle left-hand turn onto another long straightaway. A similar turn (Turn 5) follows. This is quickly followed by a right-hand perpendicular corner, then a left-hand J-turn (135 degrees) onto the wide initial straightaway.

=====

SAN FRANCISCO: FINANCIAL DISTRICT: MEDIUM: SANSOME SOUTH

At the end of the initial straightaway, Turns 1 and 2 form the single trickiest chicane in the Financial District. The fencing is difficult to discern here, even in clear daylight conditions, but it IS there and it IS blocking any ability to straight-line this chicane. Cars are therefore REQUIRED to slow semi-significantly and make a fast right-left to follow the path indicated here:



Those who lose concentration here and ram the fencing at the second apex of the chicane will almost certainly fall VERY far behind in races here.

Ahead, Turn 3 is a right-hand right-angle corner. Quickly thereafter, the circuit makes a wide left-hand hairpin corner (Turn 4).

At the end of the longest straightaway at this event venue, Turn 5 is a left-hand elongated 45-degree turn with a protruding apex, so braking will definitely be required here. One city block later, Turn 6 is a left-hand right-angle corner.

After two city blocks, the circuit makes a right-hand perpendicular turn (Turn 7). Two city blocks later is a left-hand perpendicular corner. One city block beyond is a right-hand perpendicular corner (Turn 9), followed one city block later by the left-hand perpendicular Turn 10. Three city blocks beyond THAT is the final corner, a right-angle left-hand corner leading toward the Start/Finish Line.

=====

SAN FRANCISCO: FINANCIAL DISTRICT: MEDIUM: MARKET WEST II

>From the Start/Finish Line, the first complex is one city block ahead. This is a left-right-right complex of perpendicular corners around a building.

Just ONE city block beyond the initial complex is essentially an elongated Bus Stop chicane, a right-left-left-right around a building.

At last, a chance to breathe (somewhat). The Bus Stop



After a straightaway, Turn 15 heads to the right (another perpendicular corner), This is soon followed by a pair of left-hand perpendicular corners which can essentially be treated as a single wide sweeping left-hand hairpin corner.

At the end of the final straightaway, the circuit makes a 45-degree turn to the left, but the apex protrudes just enough to cause A LOT of trouble. It is best to keep a wide racing line to get to the right side of the median on corner exit. At the end of the median, traffic on the right side of the median is forced to merge to the left. The Start/Finish Line and YET ANOTHER treacherous lap of the Embarcadero North event venue await!!!!

=====

SAN FRANCISCO: FINANCIAL DISTRICT: LONG: STUART NORTH  
\*\*\*Forthcoming\*\*\*

=====

SAN FRANCISCO: FINANCIAL DISTRICT: LONG: SANSOME NORTH IV  
The initial straightaway has several medians with tiny gaps between them. At the start of a race, get to the right side (through a gap) as quickly as possible to try to avoid the other cars.

Turn 1 is a right-hand 45-degree corner which can be taken at full acceleration; the racing line from the right side of the medians (along the initial straightaway) is slightly more difficult due to a slightly-protruding apex, but can still be cleared fairly easily at top speed. Turn 2 ahead is a right-hand 135-degree J-turn requiring drift as it leads onto a narrower street, so an approach from the far-left on corner entry is key.

Next is a section of consecutive right-angle corners all separated by a single city block each. These corners are left-right-left-right. Good rhythm is imperative here.

Several city blocks ahead, the raceway turns to the left (Turn 7) with a perpendicular corner. A pair of right-hand right-angle corners (Turns 8 and 9) brings the traffic around a tall building and onto a long straightaway.

At the end of this long straightaway are two overhead pedestrian bridges. The left-hand perpendicular Turn 10 is just beyond the second pedestrian bridge. It is important to begin braking well before the actual corner due to the speeds attained along the straightaway.

The next straightaway also has two pedestrian bridges, about one city block apart. After the first pedestrian bridge, the raceway jogs slightly to the left. After the second pedestrian bridge, Turn 11 is a right-hand right-angle corner. Drifting may be desired here. Almost immediately after Turn 11 is the 45-degree right-hand Turn 12, which can be taken at full acceleration.



Turn 13 sees the raceway narrow by half. The circuit turns onto a street with a median, but - unlike other circuits in the Financial District which also use this street - ALL traffic is forced to the left side of the median here; therefore, a wide racing line will ensure that drivers do not get caught ramming the median or the barrier blocking the right side of the median.

After one city block, the circuit turns to the left onto the initial straightaway and its medians. Due to the medians, it is best to use a wide racing line here for this right-angle corner, as it is a faster racing line and will also avoid the median.

=====

#### SAN FRANCISCO: FINANCIAL DISTRICT: LONG: MARKET WEST

This technical event venue begins with a left-hand perpendicular corner followed one city block later by a right-hand perpendicular corner. Those with excellent cornering skills can get a good lead on the rest of the competitors by the exit of Turn 2.

After several city blocks, the circuit makes a right-hand right-angle turn to the right (Turn 3), then turns to the left at the end of the building on the left (Turn 4), then almost immediately back to the right with another perpendicular corner (Turn 5).

At the end of this straightaway are two overhead pedestrian bridges. The left-hand perpendicular Turn 6 is just beyond the second pedestrian bridge. It is important to begin braking well before the actual corner due to the speeds attained along the straightaway.

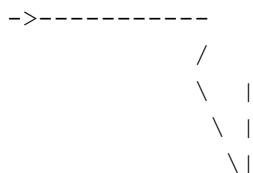
The next straightaway also has two pedestrian bridges, about one city block apart. After the first pedestrian bridge, the raceway jogs slightly to the left. After the second pedestrian bridge, Turn 7 is a right-hand right-angle corner. Drifting may be desired here. Almost immediately after Turn 11 is the 45-degree right-hand Turn 8, which can be taken at full acceleration.

Turn 8 leads onto the longest straightaway of the Market West event venue. There is a dogleg to the right followed by a dogleg to the left. Both doglegs can be handled at full acceleration with ease.

Turns 9 and 10 are a pair of consecutive right-hand perpendicular corners; they are close enough that they can be treated as a single right-hand wide sweeping hairpin corner. Shortly afterward, the circuit makes a left-hand right-angle corner onto the widest street of San Francisco's Financial District.

The next section is tricky. Turns 11-13 form the reverse/mirror configuration of the single trickiest chicane in the Financial District, with an additional left-hand 135-degree J-turn. The fencing is difficult to discern here, even in clear daylight conditions, but it IS there and it IS

blocking any ability to straight-line this chicane. Cars are therefore REQUIRED to slow semi-significantly and make a fast right-left to follow the path indicated here:



Those who lose concentration here and ram the fencing at the second apex of the chicane will almost certainly far VERY far behind in a race.

One block beyond this complex, Turn 14 is a right-hand 45-degree corner which can be taken at full acceleration. However, beyond that is the right-hand 135-degree J-turn; this final will require drift.

Turn 16 is a left-hand right-angle corner, followed one city block later by the right-hand right-angle Turn 17. This leads to the Start/Finish Line.

=====

#### SAN FRANCISCO: FINANCIAL DISTRICT: LONG: SANSOME NORTH

Turn 1 is a left-hand right-angle corner. Since there is not much distance between the Start/Finish Line and Turn 1, cars will tend to bunch up here at the start of a race.

Turns 2 and 3 are left-hand perpendicular corners around a tall building. This leads onto a long straightaway. At the end of this straightaway are two overhead pedestrian bridges. The left-hand perpendicular Turn 4 is just beyond the second pedestrian bridge. It is important to begin braking well before the actual corner due to the speeds attained along the straightaway.

One city block beyond Turn 4, the circuit makes a pair of right-hand perpendicular corners around another building. One block later (Turn 7), the circuit turns to the left with another right-angle corner; the exit is onto a straightaway with a median, so a wide racing line here is both fast and required to avoid the median.

The right-hand Turn 8 is a 45-degree corner which can be taken at full throttle. This is an increasing-radius corner, so the actual corner itself will seem to go on forever before the raceway finally straightens itself out once more. Therefore, beware the barrier on the inside of the corner; it can be used as a guide, but due to the increasing radius of the turn, drivers should not get too close to it.

Turns 9 and 10 are a pair of consecutive right-hand perpendicular corners; they are close enough that they can be treated as a single right-hand wide sweeping hairpin corner. Shortly afterward, the circuit makes a left-hand right-angle corner onto the widest street of San Francisco's Financial District.

Ahead, Turn 12 is a right-hand 45-degree angle corner. This can be taken at full acceleration, but one city block later is a right-hand perpendicular corner, so it is best to begin braking before Turn 12 through the apex of Turn 13.

One city block later, the circuit turns to the left (Turn 14); two city blocks later, it turns again to the right and back toward the Start/Finish Line. Turns 14 and 15 are both perpendicular corners.

=====

SAN FRANCISCO: FINANCIAL DISTRICT: LONG: MARKET EAST  
This is Market West in reverse/mirror configuration with the Start/Finish Line shifted to the long straightaway along the edge of San Francisco's Financial District.

=====

SAN FRANCISCO: FINANCIAL DISTRICT: LONG: FINANCIAL CHALLENGE  
\*\*\*Forthcoming\*\*\*

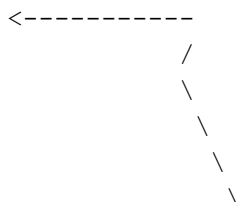
=====

SAN FRANCISCO: FINANCIAL DISTRICT: LONG: DAVIS SOUTH II  
The Start/Finish Line is directly at the exit of the final corner (Turn 15) of this event venue. To begin events here, the cars actually form up in the corner itself.

One city block beyond the Start/Finish Line (and thus beyond the final corner of this event venue), Turn 1 is a left-hand right-angle turn. Two city blocks later, the circuit makes a right-hand right-angle turn to the right. After four city blocks, Turn 3 is a right-angle left-hand corner. About five city blocks beyond that, Turn 5 is a left-hand perpendicular corner followed shortly by the right-hand perpendicular Turn 6.

Next comes the tricky sections. First, the circuit makes a 135-degree left-hand J-turn (Turn 7). Immediately afterward, Turn 8 is a left-hand 45-degree corner. After one city block, the circuit makes a right-angle turn to the right (Turn 9).

Then comes the trickiest section in the Financial District. Turns 10 and 11 form the single trickiest chicane in the Financial District. The fencing is difficult to discern here, even in clear daylight conditions, but it IS there and it IS blocking any ability to straight-line this chicane. Cars are therefore REQUIRED to slow semi-significantly and make a fast right-left to follow the path indicated here:



Those who lose concentration here and ram the fencing at the

second apex of the chicane will almost certainly far VERY far behind in a race.

After a straightaway, Turn 12 heads to the right (another perpendicular corner), This is soon followed by a pair of left-hand perpendicular corners (Turns 13 and 14) which can essentially be treated as a single wide sweeping left-hand hairpin corner.

At the end of the long straightaway, the circuit makes a left-hand 45-degree turn to the left. The Start/Finish Line is here immediately AT corner exit.

=====

SAN FRANCISCO: FINANCIAL DISTRICT: LONG: SANSOME NORTH II  
\*\*\*Forthcoming\*\*\*

=====

SAN FRANCISCO: FINANCIAL DISTRICT: LONG: SANSOME NORTH III  
This is a somewhat-technical event venue with a few long straightaways to gain speed and momentum. Those who perform well at the Grand Prix of Monaco in F1-based games should likely perform well at Sansome North III.

The initial straightaway is really quite long. This makes the braking zone for Turn 1 rather lengthy. Look for the two overhead pedestrian bridges (these may be difficult to spot at nighttime or in other low-visibility conditions); one full city block beyond the second pedestrian bridge is the left-hand right-angle Turn 1.

One city block later, the circuit makes another left-hand right-angle turn (Turn 2); one block beyond is Turn 3, a right-hand right-angle corner. Yet another city block beyond that is the right-angle right-hand Turn 4.

Turn 5 is rather tricky. This is a right-hand 45-degree corner, but the sidewalk and the fencing at the apex protrudes out into the raceway; even worse, the sidewalk and fencing are difficult to spot even in clear daylight conditions at midday :-). Therefore, slight braking and a wide racing line will help to ensure that this corner is cleared safely.

Following Turn 5 is a rather lengthy straightaway along the edge of San Francisco's Financial District. This is a great place to pass any slower cars encountered in the first section of the circuit. Due to the length of this straightaway, Turn 6 will also have an insanely-long braking zone.

Turns 6 and 7 are a pair of right-hand right-angle corners which are actually close enough to be considered as a single wide right-hand hairpin corner. Again, due to the length of the preceding straightaway, Turn 6 will also have an insanely-long braking zone.

After a short straightaway, Turn 8 is a left-hand right-angle

corner emptying onto the widest street in the Financial District. Therefore, it should be possible to use a wide racing line to safely clear this corner without resorting to braking. Employing drifting tactics for this corner will result in a good number of Style-based Kudos at the end of each event here.

Turn 9 is a right-hand 135-degree J-turn. Due to the length of the preceding straightaway, Turn 9 will also require a long braking zone.

Turns 10-13 require a great sense of rhythm and timing, as these are all consecutive perpendicular corners separated by a single city block. This is a left-right-left-right section of the circuit.

Turns 14-16 form a left-right-right section around a tall, wide building. These are all perpendicular corners.

=====

SAN FRANCISCO: FINANCIAL DISTRICT: LONG: EMBARCADERO NORTH  
III

Shortly beyond the Start/Finish line, this final true event venue in the Financial District (no events are held at Financial Circular) narrows significantly as the circuit makes a left-hand right-angle turn. One city block later, Turn 2 widens greatly with a left-hand perpendicular corner, but due to the median in the raceway, a wide racing line through Turn 2 will permit the maximum amount of speed to be carried through the corner and into the ensuing straightaway.

Turn 4 is a right-hand 45-degree corner which can be taken at full acceleration. It is best to edge to the left as much as possible before reaching the corner itself, as this is a decreasing-radius corner.

Turn 5 is a right-hand 135-degree J-turn. Mind the braking zone for Turn 5.

After two city blocks, Turn 6 is a left-hand right-angle corner. This is followed two city blocks later by the right-angle right-hand Turn 7. Four city blocks later is the perpendicular right-hand Turn 8.

Once again, this is the long straightaway with the two overhead pedestrian bridges near its end. Turns 9-13 (a left-right-right-left-left section) follow just beyond the second pedestrian bridge. All these corners here are right-angle corners. Note that the raceway between Turns 12 and 13 is incredibly narrow.

Turn 14 is a right-hand hairpin corner. Drifting tactics will be required here.

The longest straightaway of the Embarcadero North III venue ensures. Just after the quick dogleg to the right is the final corner, a right-hand hairpin turn (Turn 15).

=====

SAN FRANCISCO: FINANCIAL DISTRICT: LONG: FINANCIAL CIRCULAR  
Available ONLY in Time Attack Mode, this venue allows players  
to roam freely along those routes used in the Financial  
District sector of San Francisco.

=====  
=====  
=====

SAN FRANCISCO: PACIFIC HEIGHTS: SHORT: OCTAVIA NORTH II  
All corners in San Francisco's Pacific Heights sector are  
right-angle corners.

This circuit is run in a clockwise direction around a single  
city block. The Start/Finish Line is halfway up the steep  
incline between Turns 4 and 1. The circuit crests at Turn 2  
and bottoms out at Turn 4, which makes these two turns  
(especially Turn 2) particularly tricky - especially at  
nighttime and in other low-visibility conditions.

=====

SAN FRANCISCO: PACIFIC HEIGHTS: SHORT: JACKSON EAST  
All corners in San Francisco's Pacific Heights sector are  
right-angle corners.

This circuit is run in a counterclockwise direction around a  
single city block. Turn 3 is the crest of the circuit, but  
there is not much of a change in elevation.

=====

SAN FRANCISCO: PACIFIC HEIGHTS: SHORT: VALLEJO EAST  
All corners in San Francisco's Pacific Heights sector are  
right-angle corners.

This circuit is run in a clockwise direction around a single  
city block. The straightaway from Turn 1 to Turn 2 has a  
semi-steep descent; the straightaway from Turn 3 to Turn 4  
has a semi-steep ascent.

=====

SAN FRANCISCO: PACIFIC HEIGHTS: SHORT: PACIFIC EAST II  
All corners in San Francisco's Pacific Heights sector are  
right-angle corners.

This circuit is run in a counterclockwise direction around a  
single city block. The straightaway from Turn 3 to Turn 4 is  
a steep descent; the circuit makes a steady, gradual ascent  
from Turn 4 to Turn 3.

=====

SAN FRANCISCO: PACIFIC HEIGHTS: SHORT: OTVAIA SOUTH II  
All corners in San Francisco's Pacific Heights sector are  
right-angle corners.

This circuit is run in a counterclockwise direction around a

single city block. The Start/Finish Line is located on a semi-steep descent. The straightaway from Turn 2 to Turn 3 has a semi-steep ascent.

=====

SAN FRANCISCO: PACIFIC HEIGHTS: SHORT: BUCHANAN NORTH  
All corners in San Francisco's Pacific Heights sector are right-angle corners.

This is a rectangular-shaped circuit run in a counterclockwise direction. The straightaway from Turn 2 to Turn 3 is a steep downhill run, whereas the rest of the circuit makes a gradual ascent.

=====

SAN FRANCISCO: PACIFIC HEIGHTS: SHORT: OCTAVIA SOUTH  
All corners in San Francisco's Pacific Heights sector are right-angle corners.

This is another rectangular-shaped circuit, run in a counterclockwise direction. The Start/Finish Line is shortly after Turn 4 and on a straightaway with a semi-steep downhill run. The straightaway from Turn 2 to Turn 3 is a semi-steep hill climb.

=====

SAN FRANCISCO: PACIFIC HEIGHTS: SHORT: GOUGH SOUTH  
All corners in San Francisco's Pacific Heights sector are right-angle corners.

This is another rectangular-shaped circuit, run in a clockwise direction. The Start/Finish Line is shortly after Turn 4 and on a straightaway with a semi-steep hill climb. The straightaway from Turn 2 to Turn 3 is a semi-steep downhill run.

=====

SAN FRANCISCO: PACIFIC HEIGHTS: MEDIUM: OCTAVIA NORTH  
All corners in San Francisco's Pacific Heights sector are right-angle corners.

This is a rectangular-shaped circuit run in a clockwise direction. The Start/Finish Line is located along the short straightaway at the 'bottom' of the circuit. Following Turn 1 is a steep hill climb three city blocks in length. Following Turn 3 is a steep downhill run three city blocks in length.

=====

SAN FRANCISCO: PACIFIC HEIGHTS: MEDIUM: WASHINGTON EAST IV  
All corners in San Francisco's Pacific Heights sector are right-angle corners.

This is a rectangular-shaped circuit run in a counterclockwise direction. The straightaway (three city

blocks in length) from Turn 4 to Turn 1 is a steep downhill descent; the rest of the circuit makes an uphill climb, with the steepest section along the straightaway (three city blocks in length) between Turns 2 and 3).

Note that the exit of Turn 4 has three medians. Therefore, either a very wide or a very tight racing line is required here.

=====

SAN FRANCISCO: PACIFIC HEIGHTS: MEDIUM: WASHINGTON WEST  
All corners in San Francisco's Pacific Heights sector are right-angle corners.

Immediately following the Start/Finish Line is the left-hand Turn 1. From here, the circuit descends slightly to the right-hand Turn 2 one city block away. After a flat city block comes the right-hand Turn 3. One city block beyond that is the left-hand Turn 4, which leads onto a steep descent of one city block.

Turn 5 is a right-hand corner leading onto a relatively-flat straightaway lasting two city blocks. Turn 6 is then a left-hand corner leading onto a steep uphill climb for three city blocks.

The final city block of this straightaway has three medians just before the right-hand Turn 7. Whether passing the medians on the left or on the right, a very tight racing line will be required for this right-hand corner.

Following Turn 7 is a straightaway lasting for two city blocks. The first city block is a very negligible descent, whereas the drop in elevation is much more noticeable in the second city block of this straightaway.

Turn 8 is a right-hand corner leading to the Start/Finish Line.

=====

SAN FRANCISCO: PACIFIC HEIGHTS: MEDIUM: BUCHANAN SOUTH  
All corners in San Francisco's Pacific Heights sector are right-angle corners.

The initial straightaway of the Buchanan South event venue is the longest straightaway of the circuit. Therefore, the braking zone for the right-hand Turn 1 will be rather lengthy. The entire straightaway makes a very gentle descent into Turn 1.

Turn 1 marks the beginning of a long, steep, uphill climb. Turn 2 (one city block later) is a right-hand corner; one city block beyond that is the left-hand Turn 3.

The final city block of this straightaway has three medians just before the right-hand Turn 4. Whether passing the medians on the left or on the right, a very tight racing line will be required for this right-hand corner.



Following Turn 4 is a straightaway lasting for two city blocks. The first city block is a very negligible descent, whereas the drop in elevation is much more noticeable in the second city block of this straightaway.

Turn 5 is a right-hand corner beginning a long descent. Along the three city blocks of the ensuing straightaway, the drop in elevation is more and more pronounced with each passing city block. At the end of this straightaway is the right-hand Turn 6, which leads onto the initial straightaway.

=====

SAN FRANCISCO: PACIFIC HEIGHTS: MEDIUM: JACKSON EAST II  
All corners in San Francisco's Pacific Heights sector are right-angle corners.

The Start/Finish Line is located on a steep downhill descent. At the very bottom of this initial straightaway is the left-hand Turn 1, which marks the lowest elevation of the Jackson East II event venue.

After three city blocks, Turn 2 is a left-hand corner. This is repeated one city block later with Turn 3. After another city block is the right-hand Turn 4.

This next straightaway continues the gentle uphill climb begun at Turn 1. This straightaway lasts for two city blocks before the left-hand Turn 5, which leads onto a two-block straightaway continuing the gentle uphill climb to the left-hand Turn 6.

Note that the exit of Turn 6 has three medians. Therefore, either a very wide or a very tight racing line is required here. The Start/Finish Line is at the end of the third median.

=====

SAN FRANCISCO: PACIFIC HEIGHTS: MEDIUM: BROADWAY WEST  
All corners in San Francisco's Pacific Heights sector are right-angle corners.

The Start/Finish Line is located along a gentle uphill climb. Turn 1 (one city block beyond the Start/Finish Line) is a left-hand corner. One city block beyond is the right-hand Turn 2. One city block beyond that is the left-hand Turn 3, which leads onto a much steeper ascent for one city block before lessening the grade of the slope for the second city block. Following this is the left-hand Turn 4.

Note that the exit of Turn 4 has three medians. Therefore, either a very wide or a very tight racing line is required here.

The run from Turn 4 to Turn 5 is a steep downhill run lasting for three city blocks. At the bottom of this straightaway, Turn 5 is a left-hand corner marking the lowest elevation of the Broadway West event venue.

Turn 6 is a right-hand corner leading onto the initial straightaway.

=====

SAN FRANCISCO: PACIFIC HEIGHTS: MEDIUM: BUCHANAN SOUTH II  
All corners in San Francisco's Pacific Heights sector are right-angle corners.

The Start/Finish Line is located along the steep/semi-steep uphill climb leading to Turn 1, which has the three medians on corner exit. As usual, Turn 1 marks the highest elevation of the event venue.

After a steep descent for two city blocks, Turn 2 is a right-hand corner opening onto a brief straightaway (lasting for one city block) with a much gentler downhill slope. Turn 3 is a left-hand corner leading onto a steep straightaway (for two city blocks) to the lowest elevation of the Buchanan South II event venue at the left-hand Turn 4.

One city block beyond Turn 4 is the left-hand Turn 5. This leads onto a steep uphill climb for one city block before the right-hand Turn 6. After a semi-steep ascent for two city blocks comes the left-hand Turn 7, which leads onto a steep ascent for three city blocks.

Turn 8 is a left-hand corner leading steeply up to the Start/Finish Line.

=====

SAN FRANCISCO: PACIFIC HEIGHTS: MEDIUM: PACIFIC CHALLENGE  
All corners in San Francisco's Pacific Heights sector are right-angle corners.

\*\*\*Forthcoming\*\*\*

=====

SAN FRANCISCO: PACIFIC HEIGHTS: LONG: PACIFIC EAST  
All corners in San Francisco's Pacific Heights sector are right-angle corners.

The Start/Finish Line is located at the halfway point along the initial straightaway, which makes a semi-steep uphill climb along its entire length. This is also the longest straightaway of the Pacific East venue, so a long braking zone will be required for Turn 1 when on a hotlap.

Turn 1 is a left-hand corner leading onto a steeper ascent. After two city blocks, the circuit turns to the left again at Turn 2. After a gentler ascent for one city block, the circuit heads to the right at Turn 3. One city block later is the left-hand Turn 4, which continues to uphill climb for another two city blocks to Turn 5, the left-hand corner marking the highest elevation of the Pacific Heights sector of San Francisco. (Remember that there are the three medians on the exit of Turn 5.)

After a steep drop in elevation for two city blocks, the circuit heads to the right for Turn 6. The grade of the ascent lessens significantly for one city block to the left-hand Turn 7, then the elevation drops quickly again for one city block to the left-hand Turn 8 (marking the lowest elevation of the Pacific Heights sector).

Turn 8 leads onto the initial straightaway, a long gentle uphill climb lasting for four city blocks. The Start/Finish Line is located two city blocks beyond Turn 8.

=====

SAN FRANCISCO: PACIFIC HEIGHTS: LONG: GOUGH NORTH II

All corners in San Francisco's Pacific Heights sector are right-angle corners.

The initial straightaway is a semi-steep hill climb for two city blocks, with the Start/Finish Line located just before the halfway point of this straightaway. At its end is Turn 1, a left-hand corner leading steeply up to the right-hand Turn 2 one city block later.

Turns 3-6 form a left-left-right-left section of continual gentle hill climbs. Each corner is separated by a single city block.

Following Turn 6 is the final two city blocks leading up to the highest elevation of the Pacific Heights sector at the left-hand Turn 7. Note that there are the three medians awaiting at the exit of Turn 7.

Following a steep downhill descent for two city blocks, the right-hand Turn 8 leads gently for one city block down to the left-hand Turn 9, which leads more steeply for two city blocks down to the left-hand Turn 10.

After a gentle ascent for one city block comes the left-hand Turn 11. This leads onto a steep ascent for one city block before the right-hand Turn 12, which leads onto the initial straightaway and the Start/Finish Line.

=====

SAN FRANCISCO: PACIFIC HEIGHTS: LONG: WASHINGTON WEST II

All corners in San Francisco's Pacific Heights sector are right-angle corners.

One city block beyond the Start/Finish Line, Turn 1 is a left-hand corner continuing the gentle downward slope of the Washington West II event venue. This is followed by a pair of right-hand corners, each separated from the previous corner by a single city block.

After a gentle descent along a medium-length straightaway lasting for three city blocks comes the left-hand Turn 4. The descent becomes a bit steeper for one city block to the right-hand Turn 5, which makes the final gentle downhill run (lasting for two city blocks) to the lowest elevation of this

event venue at the right-hand Turn 6.

Turn 6 empties onto a steep hill climb for two city blocks before the right-hand Turn 7. After another city block, the circuit turns to the left at Turn 8. The following straightaway is the steepest of all, lasting for two city blocks and hosting the three medians in the second city block of this straightaway.

At the highest elevation of the Pacific Heights sector of San Francisco, Turn 9 is a right-hand corner made even tighter than usual due to the medians. After a relatively-gentle descent for two city blocks, Turn 10 is a right-hand corner leading to the Start/Finish Line.

=====

SAN FRANCISCO: PACIFIC HEIGHTS: LONG: JACKSON WEST  
All corners in San Francisco's Pacific Heights sector are right-angle corners.

This is identical to Washington West II, with a shifted Start/Finish Line.

=====

SAN FRANCISCO: PACIFIC HEIGHTS: LONG: GOUGH NORTH II  
All corners in San Francisco's Pacific Heights sector are right-angle corners.

The Start/Finish Line is halfway up a steep incline. At the end of the initial straightaway is the right-hand Turn 1, which empties onto a gently-climbing straightaway lasting for three city blocks.

Turns 2-7 are all separated by a single city block each and all continue to gentle upward trend of the Gough North II event venue. This is a left-right-left-left-right-left section. Strong rhythm and timing are key to success here; drifting may also be a good idea through this section of the circuit.

The straightaway after Turn 7 continues the upward trend for the final two city blocks to the highest elevation of the Pacific Heights sector, which turns left at Turn 8. Remember the medians on corner exit.

After a steep descent for two city blocks, the circuit makes a right-hand turn at Turn 9. After a gentle descent for one city block, the left-hand Turn 10 leads onto the final steep descent (lasting for three city blocks) of a hotlap at this venue.

The left-hand Turn 11 marks the lowest elevation of the Pacific Heights sector. After one city block of gentle ascent, the circuit makes its final turn at the left-hand Turn 12, which leads to the Start/Finish Line on the steeply-ascending initial straightaway.

=====

SAN FRANCISCO: PACIFIC HEIGHTS: LONG: GOUGH NORTH III

All corners in San Francisco's Pacific Heights sector are right-angle corners.

The Start/Finish Line is halfway up a steep incline. At the end of the initial straightaway is the right-hand Turn 1, which empties onto a gently-climbing straightaway lasting for three city blocks. Turn 2 then is a left-hand corner, leading onto a straightaway continuing the gentle uphill climb for another two city blocks.

Turns 3-5 form a left-right-left complex, with each corner separated by a single city block. The Gough North III event venue continues its gentle upward slope throughout this complex.

The straightaway after Turn 5 continues the upward trend for the final two city blocks to the highest elevation of the Pacific Heights sector, which turns left at Turn 6. Remember the medians on corner exit.

After a steep descent for two city blocks, the circuit makes a right-hand turn at Turn 7. After a gentle descent for one city block, the left-hand Turn 8 leads onto the final steep descent (lasting for three city blocks) of a hotlap at this venue.

The left-hand Turn 9 marks the lowest elevation of the Pacific Heights sector. After one city block of gentle ascent, the circuit makes its final turn at the left-hand Turn 10, which leads to the Start/Finish Line on the steeply-ascending initial straightaway.

=====

SAN FRANCISCO: PACIFIC HEIGHTS: LONG: WEBSTER NORTH

All corners in San Francisco's Pacific Heights sector are right-angle corners.

This is the reverse/mirror configuration of the Gough North III event venue.

=====

SAN FRANCISCO: PACIFIC HEIGHTS: LONG: PACIFIC CIRCULAR

All corners in San Francisco's Pacific Heights sector are right-angle corners.

Available ONLY in Time Attack Mode, this venue allows players to roam freely along those routes used in the Pacific Heights sector of San Francisco.

=====  
=====  
=====

DIAGRAMS

This section contains the diagrams referred to earlier in the guide.

Ascari Chicane (at Monza):

```
*
 *
  *
   *
    ***
     *
      *****
```

Bus Stop Chicane (Variant I - Wide Chicane):

```
*****
              *          *
              *****
```

Bus Stop Chicane (Variant II - Narrow Chicane):

```
*****
              *****
```

Decreasing-radius Corner:

```
->*****
              *
              *
              *
              *
              *
              *
<-*****
```

Hairpin Corner:

```
->*****
              *
<-*****
```

Increasing-radius Corner:

```
->*****
              *
              *
              *
              *
              *
              *
<-*****
```

J-turn

```
*****
              *
              *
              *
              *
```

Quick-flicks (Variant I - Wide Chicane):

```
*****
              *
              *****
```

Quick-flicks (Variant II - Narrow Chicane):

```
*****
              *****
```

Sample Circuit Using Some of the Above Corner Types Combined:

```

*****|*****      *****
*      |->      *      *      *
*      **      ***      *
*      *      **      *
*      *      *      *      *
*      *      *      *      *****
*      **      *      *      *
*      *      *      *****
*****      *
*****

```

Standard Corner:

```

*****
*
*
*
*
*
*
*
*

```

U-turn:

```

->*****
*
*
*
<-*****

```

Virtual Bus Stop Chicane:

```

+++++
Car #1  ->->->->->->  Car #3
Player Path: ->->->->->->  Car #2  ->->->->->->->->
+++++

```

```

=====
=====
=====

```

CONTACT

For rants, raves, etc., contact me at FEATHER7@IX.NETCOM.COM; also, if you have enjoyed this guide and feel that it has been helpful to you, I would certainly appreciate a small donation via PayPal (<http://www.paypal.com/>) using the above e-mail address.

To find the latest version of this and all my other PSX/PS2/DC/Mac game guides, visit FeatherGuides at <http://feathersites.angelcities.com/>

```

=====
=====
=====

```

```

=====
Wolf Feather      Jamie Stafford
=====

```

Just as there are many parts needed to make a human a human, there's a remarkable number of things needed to make an individual what they are.

- Major Kusanagi, \_Ghost in the Shell\_

=====

What isn't remembered never happened. - \_Serial Experiments Lain\_

=====

This document is copyright Wolf Feather and hosted by VGM with permission.