

# Metropolis Street Racer FAQ/Driving Guide Final

by Wolf Feather

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METROPOLIS STREET RACER: DRIVING GUIDE

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San Francisco: Fishermans Warf: Short: Francisco West  
San Francisco: Fishermans Warf: Short: Leavenworth South  
San Francisco: Fishermans Warf: Short: Embarcadero East III  
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San Francisco: Fishermans Warf: Medium: Francisco East  
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San Francisco: Fishermans Warf: Long: Embarcadero West  
San Francisco: Fishermans Warf: Long: Embarcadero West II  
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San Francisco: Financial District: Short: Washington West III  
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San Francisco: Financial District: Medium: Sansome South  
San Francisco: Financial District: Medium: Market West II  
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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  
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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  
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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  
Tokyo: Asakusa: Short: Shin-Nakamise Kita  
Tokyo: Asakusa: Short: Eki-Iriguchi Minami  
Tokyo: Asakusa: Short: Chikatetsu-Noriba Minami  
Tokyo: Asakusa: Short: Senso-ji Kita  
Tokyo: Asakusa: Short: Shin-Nakamise Minami  
Tokyo: Asakusa: Short: Asakusa Ni-Chome Kita  
Tokyo: Asakusa: Short: Asakusa-Chuo Minami  
Tokyo: Asakusa: Short: Kanko-Annai Nishi  
Tokyo: Asakusa: Short: Akeido Higashi  
Tokyo: Asakusa: Short: Asakusa Eki Minami  
Tokyo: Asakusa: Medium: Umamichi Minami  
Tokyo: Asakusa: Medium: Nuchi Sumida-Gawa Kita  
Tokyo: Asakusa: Medium: Hato-bus Noriba Kita  
Tokyo: Asakusa: Medium: Nakamise Kita  
Tokyo: Asakusa: Medium: Asakusa Elementary  
Tokyo: Asakusa: Medium: Koen Nishi  
Tokyo: Asakusa: Medium: Senso-ji Iriguchi Kita  
Tokyo: Asakusa: Medium: Beer-Biru Tonneru  
Tokyo: Asakusa: Medium: Koen Kita  
Tokyo: Asakusa: Long: Kenko-Center Higashi  
Tokyo: Asakusa: Long: Nishi Sumida-Gawa  
Tokyo: Asakusa: Long: Beer-Biru Minami  
Tokyo: Asakusa: Long: Asakusa Challenge  
Tokyo: Asakusa: Long: Asakusa Eki-Iriguchi  
Tokyo: Asakusa: Long: Sumida-Gawa North  
Tokyo: Asakusa: Long: Koen Minami  
Tokyo: Asakusa: Long: Asakusa Ni-Chome  
Tokyo: Asakusa: Long: Asakusa Zenki

Tokyo: Shibuya: Short: Eki-Higashi-Guchi  
Tokyo: Shibuya: Short: Fukushimaikan Higashi  
Tokyo: Shibuya: Short: Plaza-Mae Minami  
Tokyo: Shibuya: Short: Shibuya Ichi-Chome Kita  
Tokyo: Shibuya: Short: Hachiko-Mae Higashi  
Tokyo: Shibuya: Short: Route 246 Nishi  
Tokyo: Shibuya: Short: Shibuya Ichi-Chome Minami  
Tokyo: Shibuya: Short: Youbinkyoko-Mae Higashi  
Tokyo: Shibuya: Short: Eki Kita-Koukashita Nishi  
Tokyo: Shibuya: Medium: Shibuya Hotel-Mae Kita  
Tokyo: Shibuya: Medium: Marui Kousaten Minami  
Tokyo: Shibuya: Medium: Syobo-syo Kita  
Tokyo: Shibuya: Medium: Eki Minami Guchi  
Tokyo: Shibuya: Medium: Miyashita-Koen Nishi  
Tokyo: Shibuya: Medium: Shibuya Kita  
Tokyo: Shibuya: Medium: Seibu-Mae Minami  
Tokyo: Shibuya: Medium: Shibuya Marui Kita  
Tokyo: Shibuya: Medium: SegaWorld Minami  
Tokyo: Shibuya: Long: Koen-Dori Nishi  
Tokyo: Shibuya: Long: Shibuya Marui Minami  
Tokyo: Shibuya: Long: West Bus Depot South  
Tokyo: Shibuya: Long: Shibuya Challenge  
Tokyo: Shibuya: Long: Eki-Minami Koukashita  
Tokyo: Shibuya: Long: Tokyo Denryoku-Mae Kita  
Tokyo: Shibuya: Long: Shibuya Kuyakusho-Mae Minami  
Tokyo: Shibuya: Long: Shibuya Zeniki  
Tokyo: Shinjuku: Short: Business Gai Nishi  
Tokyo: Shinjuku: Short: Eki Bus Noriba Kita  
Tokyo: Shinjuku: Short: Odakyu Nishi-Gawa  
Tokyo: Shinjuku: Short: Ohme Kaido Higashi  
Tokyo: Shinjuku: Short: Odakyu Nishi  
Tokyo: Shinjuku: Short: Bus Noriba Kita  
Tokyo: Shinjuku: Short: Nishi Shinjuku Kita  
Tokyo: Shinjuku: Short: Higashi Dori Minami  
Tokyo: Shinjuku: Short: Chuo-Dori Higashi  
Tokyo: Shinjuku: Short: Business Gai Minami  
Tokyo: Shinjuku: Short: Shinjuku Challenge  
Tokyo: Shinjuku: Short: Shinjuku Gard Minami  
Tokyo: Shinjuku: Medium: Shinjuku Hodokyo Shita  
Tokyo: Shinjuku: Medium: Bus Rotary Kita  
Tokyo: Shinjuku: Medium: Nishi Guchi Bus Noriba  
Tokyo: Shinjuku: Medium: Kosyu Kaido Nishi II  
Tokyo: Shinjuku: Medium: Kita Dori Higashi  
Tokyo: Shinjuku: Medium: Shinjuku Restaurant Higashi  
Tokyo: Shinjuku: Medium: Shinjuku Minami-Guchi  
Tokyo: Shinjuku: Medium: Tocho Dori Minami  
Tokyo: Shinjuku: Medium: Tocho Kita-Dori Higashi  
Tokyo: Shinjuku: Medium: Nishi Shinjuku 2 Chome  
Tokyo: Shinjuku: Medium: Tocho-Dori Higashi  
Tokyo: Shinjuku: Medium: Eki Nishi-Guchi Minami  
Tokyo: Shinjuku: Long: Shinjuku Ni-Chome Nishi  
Tokyo: Shinjuku: Long: Nishi Shinjuku EkiKita  
Tokyo: Shinjuku: Long: Eki Nishi-Guchi Kita  
Tokyo: Shinjuku: Long: Higashi Dori Kita II  
Tokyo: Shinjuku: Long: Ohme Kaido Nishi  
Tokyo: Shinjuku: Long: Shinjuku-Gard Minami  
Tokyo: Shinjuku: Long: Nishi Shinjuku Ni-Chome  
Tokyo: Shinjuku: Long: Kosyu Kaido Nishi  
Tokyo: Shinjuku: Long: Ohme Kaido Nishi II  
Tokyo: Shinjuku: Long: Sumitomo-Biru Higashi

Tokyo: Shinjuku: Long: Nishi Shinjuku Restaurant

Tokyo: Shinjuku: Long: Shinjuku Zeniki

Diagrams

Contact

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#### 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  
ABCDEFGHIJKLMNPOQRSTUVWXYZabcdefghijklmnopqrstu

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#### PERMISSIONS

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#### 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 the basics of Metropolis Street Racer, racing tips, and detailed driving instructions for all the circuits in the game. Obviously, the driving instructions comprise the bulk of this game guide. Information has also been taken from my General Racing/Driving Guide with appropriate modifications.

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KUDOS

Kudos are essentially 'points,' and are used for advancement purposes in Metropolis Street Racer. Completing events results in gaining Kudos; canceling out of an event, collisions (with barriers and/or other vehicles), and failure to achieve all the goals of an event result in losing Kudos.

Should the goals of an event be successfully completed, Kudos are awarded in a particular order. First, Kudos based upon skill in the event are shown. Next, Kudos based upon the player's racing style (i.e., amount of drifting) are added. Finally, Kudos are taken away for penalties (banging barriers and other cars) incurred during the event; in the rare case that the event was completed without incurring a single penalty, a small Kudos bonus is granted.

Some events award Jokers upon successful completion. The player can then use a Joker at will in entering any event. Jokers double the number of Kudos AWARDED OR LOST in an event. Should the player successfully complete the goals of a given event in which a Joker has been used, the doubling of Kudos only occurs AFTER any penalties have been detracted for the event.

Note that if a player has incurred numerous penalties during an event but has indeed achieved ALL the goals of the event, it is indeed possible that the event will be signaled as completed, but the player will receive a NEGATIVE Kudos score for that event. In this scenario, if a Joker was used, the negative score will also double, bringing down the player's total (complete-game) Kudos score even further.

In each event, a player can 'gamble' upon the event's outcome to hopefully attain more Kudos. This 'gambling' awards more Kudos if ALL of the goals of the event are attained, but results in losing Kudos should NOT all of the goals be attained.

Kudos are important for more than simply a single event. Kudos are cumulative in Street Racing mode. Players must reach a particular number of Kudos to unlock events within a chapter, and to unlock specific chapters as well. To this end, Jokers can be extremely beneficial when a player needs just a few more Kudos to unlock the next event or chapter. Also important in this 'large picture' view of the game is the amount of negative Kudos in events, as negative Kudos inherently hurt the over number of Kudos, which can negatively impact the unlocking of new events and chapters.

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ACQUIRING CARS

The player begins the game without any cars, so one must be acquired. Metropolis Street Racer presents a unique method of acquiring cars. In most racing games, players can either simply choose from initially-available vehicles, or use initially-granted money to buy a car to use at the beginning of the game. In Metropolis Street Racer, however, players

are required to 'challenge' for a car. This is done by first selecting the desired car, completing the first set of customization features, then completing the challenge itself. Should the challenge be completed, the player completes the final set of customization features, then can begin using that vehicle in the game.

Challenging for a car entails completing a lap at a given circuit in less than the posted lap time for the desired car. In challenging, however, there are no Kudos awarded or detracted, so there is no true penalty for banging barriers or clipping a corner. This also means that, if a player cannot complete a challenge cleanly, the barriers can be used to help stop a sliding car or to force the car to corner even better.

At the beginning of the game, a player has three slots in the garage (one car can be held in each slot). By progressing through the game, additional garage slots can be earned, up to a total of six garage slots.

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#### EVENTS

There are numerous types of events in Metropolis Street Racer. Each chapter is comprised of ten events, with several event types repeated in each chapter.

**Challenge:** There are various types of Challenge events in MSR. A popular Challenge event is to pass a given number of cars within a specific time limit. Another is to earn a minimum number of Kudos in the event; it is in these events where using a Joker (if available) can be extremely beneficial. Another type of Challenge is to lap another car within a specific period of time. Still another involves speed: either attaining a minimum top speed, or attain a minimum AVERAGE speed.

**Hot Lap:** In Hot Lap events, time is of the essence. In one Hot Lap format, the player must complete at least one lap below the posted goal time. In the other Hot Lap format, the player must maintain an AVERAGE lap time under the posted goal time.

**One-on-one:** Here, the player competes against one other vehicle. However, unlike a Street Race, the player can either give the competing car a head start (which results in more Kudos for winning the event) or a hindrance of up to sixty seconds (resulting in fewer Kudos for winning the event).

**Street Race:** These are races against up to five competitors. For successful completion, a player must only finish at any position OTHER than last place... unless the player has 'gambled' and raised the stakes of the event.



Timed Run: In a Timed Run event, the player must complete a given number of laps within the posted time. However, beyond the initial chapters, Timed Run events often include numerous rounds (races at several circuits, which are sometimes located in two or all three cities included in the game).

Events in Metropolis Street Racer are also color-coded to give players a quick visual reference of their progress through the various modes of gameplay.

Dark Gray: This indicates an event which has not yet been unlocked. In Quick Race Mode, the name of each Dark Gray venue is not given.

Red: In Street Racing Mode, only, this color indicates that a player has failed an event. This may be due to abandoning the event (canceling out), or to not achieving ALL the objectives of the event.

White: White is used to indicate an event which has been unlocked (or which is initially available), but in which the player has yet to participate.

Yellow: In Street Racing Mode, Yellow indicates that a player has successfully achieved ALL goals for the event; unless a minimum number of Kudos are required as one of the goals of an event, even those events at which the player earned a NEGATIVE Kudos score but achieved ALL other (non-Kudos) goals will be designated with a Yellow color. In Time Trials Mode and Quick Race Mode, Yellow indicates that the player has used that event venue at least once.

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## MUSIC

While not a necessary part of the game, the music is certainly worth mentioning. This ranges from jazz to rock to pop to country and beyond.

What makes the music so special is its presentation in the form of (simulated) radio broadcasts, as if the player is listening to the radio (music, traffic and weather updates, commercials, etc.) while participating in the many events. Each city has its own set of radio stations, each selected at random by the CPU upon entering a race and localized for each city; this also means that the radio announcers in Tokyo actually do speak in Japanese. The radio announcers (and, to some extent, the music itself) really adds to the 'localization' factor for each city, so that events in Tokyo really FEEL as if they are taking place in Tokyo, events in San Francisco really FEEL as if they are taking place in San Francisco, and events in London really FEEL as if they are taking place in London.

However, the music itself is not truly localized in Tokyo, as there is NO Japanese-language music used in Metropolis Street

Racer (only songs in English, plus a few instrumentals). This is a severe defect in the planning and creation of the game. While English-language music is certainly played on Japanese radio stations, the absolute lack of Japanese-language music is a GLARING omission which does detract somewhat from the otherwise excellent localization effort of the game's developers.

Here are the radio stations per city:

London

- 99.5FM: West Central One (top hits past and present)
- 100.4FM: The Underground (dance/trance)
- 101.6FM: Capital Jazz (jazz)

San Francisco

- 101.0FM: Rock 101 (rock music)
- 104.3FM: The Roadhouse (country)
- 105.9FM: K-Vibe

Tokyo

- 76.9FM: J-Mix (jazz/funk)
- 78.5FM: Yamanote Broadcasting
- 102.0FM: Tokio 102

In Options -> CD/Radio Player, players can access ALL the music in Metropolis Street Racer. The main means of song access is via an interface simulating an in-car radio with a built-in multiple-CD changer. There is also a button to access ALL the music from a single screen. However, the entire CD/Radio Player feature is very poorly designed, making navigation very slow, cumbersome, and confusing :-)

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GAMEPLAY STRATEGIES

Here are some gameplay strategies to hopefully make the game a little easier and a lot more fun for players.

It is possible to begin a race with bonus Kudos. At the end of a race, jam on the emergency brake and force the car's back end to swing around (as in uncontrolled drifting tactics) just before crossing the Finish Line and continue doing this as the Finish Line is being crossed. At the start of the following race, the 'K' (Kudos) symbol will appear faintly, granting the player a few bonus Kudos to begin the race. This could be especially useful for those events which have a minimum Kudos level for passing. Note that the longer the 'uncontrolled' drift before crossing the Start/Finish Line, the bigger the Kudos gain will be.

Metropolis Street Racer uses circuits in three cities (Tokyo, London, and San Francisco); within each city, there are three areas with numerous circuits, and many of these circuits use parts of each other. Therefore, when racing on a 'new circuit,' players need to be aware of those areas where they have raced before, especially when racing at a particular venue in low-visibility conditions (primarily at night,

and/or in thick fog).

In many Hotlap events, the player must complete a full lap of a given circuit faster than the posted goal time, and only the fastest lap time counts in terms of awarding Kudos. However, the player must continue playing once the goal time has been achieved and complete the indicated number of laps. Therefore, once the goal time has been bested, the player can use the remaining laps to purposely slide (drift) the car around the circuit and collect as many style points as possible, thus raising the overall Kudos level attained at that event. This same tactic can be used in other events where the outcome is practically guaranteed, such as in the closing corners of a One-on-one event in which the player has a massive lead over the CPU-controlled car.

Learning to drift is crucial to success beyond the initial chapters of Metropolis Street Racer. Players unaccustomed to drifting tactics MUST become proficient in this technique as quickly as possible in order to amass more Kudos and unlock more races and chapters. I find it best to use both the normal brake and the emergency brake at once, then quickly releasing the emergency brake while still using the normal brake as necessary, ready to hit the accelerator... all this while steering and countersteering. This is admittedly rather tricky to learn, and drift racing is implemented a little differently across various racing games (largely dependent upon each game's physics engine), but this skill will definitely be beneficial to many games in the racing genre on multiple gaming platforms.

Beyond simply learning drift-racing tactics, learning to corner well at high and semi-high speeds will definitely pay tremendous dividends in Metropolis Street Racer. By learning to handle corners effectively, even slower, less powerful cars can be competitive with and even win consistently against the faster, more powerful vehicles in the game at those venues with a lot of corners and relatively short straightaways. This is especially important for tight corners in narrow raceways, such as the changing between the stone-covered paths near the even narrower bridge in St. James' Park in London.

Of the three cities in Metropolis Street Racer, San Francisco is the easiest to race in at night or during other low-visibility conditions. This is because of the relative straightforwardness of San Francisco compared to London and Tokyo: there are few obstacles in the middle of the raceways, relatively few protruding sections of sidewalk and fencing, few narrow sections, and a good amount of lighting for nighttime racing. Unlike London and Tokyo, San Francisco also features primarily right-angle corners (the Pacific Heights sector comprises EXCLUSIVELY right-angle corners), so there are relatively few surprises as to the corner radius at each turn, even when racing in a new area of the city for the first time. Therefore, since Metropolis Street Racer uses the DreamCast console's internal time and location settings to determine many of the lighting conditions in the game, players should do ONE of the following to ensure daytime races for both Tokyo and London:

- 1.) Determine at what time in the player's actual time zone is the best time to play Metropolis Street Racer so that events in San Francisco are held at night, while events in London and Tokyo are held during daylight. For players on the west coast of the United States and Canada, late at night (after 11:00PM) is the best time to play.
- 2.) When the game prompts for verification of the player's current time and location, the player can timeshift the game. This requires EXCELLENT knowledge of the world's time zones, which makes this option rather tricky.
- 3.) Adjust the time and location settings on the DreamCast console's internal settings (not suggested).

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#### 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.

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#### 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.

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#### 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.

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#### DRIVING INSTRUCTIONS PREVIEW: THE CITIES

Metropolis Street Racer uses numerous circuits in three world-famous cities: London, San Francisco, and Tokyo. Each city has its own idiosyncrasies to truly challenge players. Each city also includes circuits located in three different sectors of the city, and each sector often has its own idiosyncrasies to challenge players.

London: London's race venues often alternate between wide and narrow raceways (streets, paths, and even STAIRWAYS!!!). Even worse, many parts of the city have traffic circles around buildings and statues, and medians, traffic lights, and other obstacles are often located IN the raceways themselves. All this is extremely difficult to spot when racing at night and/or in thick fog. London is also characterized by numerous tight corners - often J-turns - with extremely narrow raceways.

San Francisco: San Francisco is best known for its extremely steep inclines, which has made it quite notable as a locale for television programs and for films. In video/console games, this city is also a popular venue for the same reason. However, only two of San Francisco's three sectors used in the game (namely Pacific Heights) make use of these steep inclines. These many inclines are generally tempered with brief flat areas as cross-streets intersect with the raceways; this can send cars airborne when heading downhill, and can make cornering extremely difficult in either direction. Fortunately, most of the corners in San Francisco are perpendicular turns, so there are relatively few surprises as to the corner radius of upcoming turns, even when an event takes place in an area of the city that the player has not yet explored in the city.

Tokyo: Those who TRULY love a challenge will find Tokyo to be the best possible locale in the game. Of the three cities in Metropolis Street Racer, Tokyo is by far the most difficult place to race, especially at night. There are not many hills to challenge the player, but - like London - the raceways often alternate between wide and narrow sections... with an emphasis on the VERY narrow sections in most areas. Even worse, there are A LOT of medians in Tokyo (some narrow, some wide), but many of them are virtually impossible to see even in clear daylight conditions until it is virtually too late to avoid them; therefore, it is extremely important that players truly memorize the exact layout of the circuits in Tokyo. Also, even during clear daylight conditions, there are some rather dark areas due to shadows, especially when passing underneath bridges. The best tips for safely



driving at high speeds in Tokyo are:

- 1.) Memorize each circuit's details, including those corners and barriers which protrude out into the raceway/street.
- 2.) Note the white and yellow traffic lane markers on the pavement, as they will often indicate that yet another median is forthcoming.

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#### DRIVING INSTRUCTIONS PREVIEW: THE NOTES

It is important to note that these detailed driving instructions are based upon these circuits' appearances in Quick Race Mode in their standard/normal configurations. This is important because within the Street Racing Mode, the events start and end at various points along each circuit, and many circuits are used in both their standard/normal configurations AND their mirror/reverse configurations. Therefore, players will sometimes need to 'finagle' these instructions for mirror/reverse configurations and for multiple (shifted) starting points.

Also, these detailed driving instructions were crafted using clear daylight conditions on each of the circuits in each city in the midday hour. Adjustments will need to be made by each player in order to account for low-visibility and wet-conditions racing, as these will inherently require longer braking zones, and wet-conditions racing will likely also cause the player's car to be somewhat slower.

The many race circuits in Metropolis Street Racer are presented in the following order in this guide:

City: Sector: Length: Name

The order of the circuits presented here is slightly different from that used in the game. I have instead listed the cities alphabetically, whereas Metropolis Street Racer lists the San Francisco circuits first, then the London circuits, then the Tokyo circuits.

Within each sector, the circuits are listed in order by length (short circuits first, then medium-length circuits, then long circuits). Finally, the circuit names are given in the order in which they appear in the Time Trials Mode and the Quick Race Mode of the game, NOT alphabetically.

This information should be helpful for players doing a quick scan of the guide to find the circuit(s) for which they need some help/tips/advice.

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#### LONDON: ST. JAMES' PARK: SHORT: QUEEN VICTORIA MEMORIAL

This is a purely circular 'circuit' encircling a tall white statue. Those quite familiar with the Circle Track license

tests in Gran Turismo 2 (on the PlayStation/PSOne) and Gran Turismo 3 (on the PlayStation2) will have absolutely no trouble with this venue. The trick here is to get up to a fast-yet-comfortable speed as quickly as possible, and then maintain a steady turning angle to match the circumference of the continual apex around the statue, lightly tapping the brakes as necessary.

Should the car start to drift to the outside, apply the brakes just slightly longer during the taps; should the car come too close to the continual apex, wait just a little bit longer between taps.

This is by far the easiest event venue in the game, and it is also rather fun :-)

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LONDON: ST. JAMES' PARK: SHORT: BUCKINGHAM GATE SOUTH

It may be best to consider this venue as a triangle with rounded corners. The first corner is the sharpest of the three turns here, and drifting the rear end of the car will definitely be required to maintain a fairly good speed here. The second and third corners are thus not quite as sharp, but players will definitely benefit from drifting in these corners as well. The raceway in the final corner is narrowed by barriers on the left-hand side, so players should be prepared to move through here single-file in a race if necessary.

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LONDON: ST. JAMES' PARK: SHORT: BUCKINGHAM GATE NORTH

This venue effectively merges Queen Victoria Memorial with Buckingham Gate South to form one single race venue. The first two corners are from Buckingham Gate South, right-hand turns which require drifting. Next is a semi-gentle left-hand corner, but not too much speed can be carried through here in order to set up the next section.

Now in the former Queen Victoria Memorial area, the raceway is a LONG steady right-hand corner around the tall white statue; this corner runs for well more than 270 degrees in total curvature. On exiting here, the course curves gently back to the left to the Start/Finish Line.

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LONDON: ST. JAMES' PARK: SHORT: GREAT GEORGE STREET EAST II

This venue can be considered as a rectangularized-oval, or as a rectangle with rounded corners. The Start/Finish Line is approximately halfway along the 'front straight.'

At the end of the 'front straight' is a statue atop a column in the middle of the raceway. This is immediately followed by descending STAIRS (?!?!?!?!?!?!), then the left-hand right-angle corner that is Turn 1. Shortly thereafter is a similar corner for Turn 2.

About 3/5 of the way along the 'back stretch,' the raceway

narrows by nearly half, with all traffic forced to merge to the left side of the raceway. Almost immediately afterward is the third left-hand ninety-degree corner, whose middle and exit are further narrowed by more barriers. The raceway then widens for the 'short chute' to Turn 4.

The final corner is the trickiest, as this is where traffic jams are most likely to occur at this venue. This is also a left-hand right-angle corner, but the raceway passes through a VERY VERY VERY VERY VERY narrow archway through which only ONE vehicle can pass at a time, thus forcing cars to pass through single-file. Even in clear daylight conditions, it is often difficult to truly spot the archway on approach, so FLAWLESS knowledge of this area of the circuit is key to winning. If any one car botches the approach to this archway, it is highly likely that the car will block the raceway, thus causing a massive pile-up of cars if there are competitors trailing closely.

Drafting is not necessary for this venue. However, the deeper a player gets into a lap, the more braking is required to safely negotiate each of the four corners.

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LONDON: ST. JAMES' PARK: SHORT: KING CHARLES STREET WEST  
This venue is largely 'L'-shaped, and uses much of Great George Street East II with an additional segment. The Start/Finish Line has also been moved to what would be the 'back stretch' of the Great George Street East II venue.

Beyond the Start/Finish Line, the raceway narrows nearly in half, as at the Great George Street East II venue. However, things differ here in that, almost immediately after the narrowing of the raceway, this venue turns to the right (ninety degrees) with a little more narrowing. After a very brief straightaway, there are a pair of consecutive left-hand right-angle corners through which the raceway widens a little each time; these can be taken as a single wide left-hand hairpin corner. This comprises Turns 1-3.

Turn 4 is identical to Turn 4 at Great George Street East II: a left-hand right-angle corner through the VERY VERY VERY VERY VERY narrow archway, and then onto the 'back stretch' of this venue. The final two corners are identical to Turns 1 and 2 at Great George Street East II, in that the column with the statue must be avoided and stairs descended at the entry to this final section.

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LONDON: ST. JAMES' PARK: SHORT: HOUSE GUARDS EAST  
This venue is more-or-less rectangular... mostly less. The raceway is marked with narrow archways and various obstacles which must be circumnavigated at high speeds and which will almost certainly cause problems at night and in other low-visibility racing conditions.

The approach to the first corner actually contains TWO obstacles in the roadway. The first, a tall column, is easy

to see. Almost directly behind it, however, is a tiny fenced area in the middle of the roadway directly at the entry of Turn 1. Those who pass these obstacles on the left will have a harder time getting through Turn 1, as the fenced-in area will block direct access to the corner itself, so it is best to pass these obstacles on the right; however, heavy braking will be required, and drifting the rear end of the car will certainly help. The exit of Turn 1 passes through a VERY narrow archway.

Ahead, another stone column can be seen in the roadway. Directly beyond it is a set of descending STAIRS, then the raceway takes a J-turn to the right. Drifting here will help to get through the corner faster, but may not be necessary if passing the column on the left (which provides the optimum racing line here).

The 'back stretch' has a dogleg to the left which can be taken at full throttle - but it is so short that it is possible to overshoot Turn 3, a right-hand J-turn which is extremely wide and will easily allow for four-wide racing action... but the next 'short chute' is too narrow for four-wide racing.

The 'short chute' passes through another VERY narrow archway just before the right-hand right-angle Turn 4. However, once on the 'front stretch,' there is still one more statue in the middle of the road way which must be avoided before reaching the Start/Finish Line.

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LONDON: ST. JAMES' PARK: SHORT: ST. JAMES' PARK WEST

This venue is essentially shaped like a long carrot (Ryo-Ohki, where are you!?!?!), so players should expect trouble at the 'point' of the circuit.

The 'front stretch' is the only lengthy section which can truly be taken at full acceleration. Except with the fastest of cars, the right-hand J-turn at the end of the 'front stretch' (the beginning of the 'top' of the carrot) can be taken with just a little braking if using a very wide racing line which perfectly hits the apex.

Coming across the 'top' of the carrot, the raceway doglegs slightly to the right. At this dogleg, smart players will begin braking for Turn 2, which enters the most difficult section of the circuit.

Turn 2 transitions from fairly wide roadway to fairly narrow park path. Further, the exit of Turn 2 passes between two metal columns or posts, as if a gate previously blocked access to the park. This can be a prime overtaking area by outbraking competitors, and it can also be a great place to simply ram other cars to take their position(s) just before entering the park. In any case, the columns/posts are so close together that only one car may pass at a time.

Once in the park, the path is bounded by fencing and twists back and forth, with a MAJOR twist forming a severe dogleg

beside a building. Even worse, this building blocks the left quarter of the raceway, making it even more difficult to carry any significant speed while attempting to clear the fence-protected apex of the tight right-hand dogleg.

The 'tip' of the carrot is the most difficult area. A large part of the difficulty here comes from attempting to find the proper braking point - which is made even more difficult because the path is covered with gravel... whereas the cars in Metropolis Street Racer are inherently equipped with tires designed for driving on pavement and cannot be changed under any circumstances :-). If the player can show the car enough, drifting through this tight right-hand hairpin can help to shed some time on a lap.

>From here, it is time to power the accelerator up the 'front stretch' to Turn 1!!!

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LONDON: ST. JAMES' PARK: SHORT: GREAT GEORGE STREET EAST  
This is the reverse/mirror configuration of House Guards East.

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LONDON: ST. JAMES' PARK: SHORT: ST. JAMES' PARK BRIDGE NORTH  
Races here begin by heading along the outer edge of St. James' Park toward the tall white statue used at the Queen Victoria Memorial venue. Once at the statue, the raceway essentially makes a left-hand right-angle turn, follows around the statue for ninety degrees, then makes another left-hand right-angle turn; in reality, it is best to treat this section as one LONG left-hand right-angle corner with a WIDE racing line that brushes up against the fencing surrounding the tall white statue. Shortly after passing out of this section, there will be another left-hand corner, this time opening onto a slightly-wider raceway with an angle of about 135 degrees.

Turn 3 ahead is tricky. This is a left-hand J-turn onto a narrow stone path through the park. While it is possible to run through the park side-by-side, this is not recommended - especially when passing over the short bridge (which narrows compared to the stone-covered pathways).

Shortly after leaving the bridge, there is a final left-hand corner, this time emerging onto pavement. This is another J-turn, but definitely much gentler than Turn 3. Shortly ahead is the Start/Finish Line.

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LONDON: ST. JAMES' PARK: SHORT: BIRDCAGE WALK WEST II  
This is essentially the reverse/mirror configuration of St. James' Park Bridge North. However, the Start/Finish Line has been moved much closer toward the tall white statue.

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LONDON: ST. JAMES' PARK: SHORT: GREAT GEORGE STREET WEST  
Events here begin on the section of House Guards East with the dogleg. The dogleg to the left can be taken at full throttle - but it is so short that it is possible to overshoot Turn 1, a right-hand J-turn which is extremely wide and will easily allow for four-wide racing action... but the next 'short chute' is too narrow for four-wide racing.

The 'short chute' passes through another VERY narrow archway just before the right-hand right-angle Turn 2. However, once on the 'back stretch,' there are several statues and fenced-in areas in the middle of the raceway which must be avoided.

After passing a small grassy square on the right, a pair of consecutive narrowed right-hand right-angle corners brings the traffic around to the opposite side of the square. The narrowed Turn 5 then heads to the left, back toward the 'front stretch,' with Turn 6 leading to the right and onto the 'front stretch' itself.

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LONDON: ST. JAMES' PARK: MEDIUM: ST. JAMES' PARK WEST II  
Events here begin in St. James' Park, with the Start/Finish Line positioned directly at the entrance to the narrow bridge. This means that in races, since the player always begins in last position, it would be wise to simply stay back and wait for the other cars to slot onto the bridge at the beginning of a race to avoid incurring Penalties and to ensure that the car does not become stuck in a traffic jam.

Shortly after clearing the bridge, the path transitions to pavement in Turn 1. This is a left-hand corner which is trickier than it appears on approach (especially at nighttime and in other low-visibility conditions) because the barrier on the inside of the corner juts outward a bit at the apex, meaning that those who are not paying attention will suddenly find themselves either at a standstill against this barrier or knocked askew in the raceway. For this reason, the traditional racing line through Turn 1 will NOT be productive. Slight braking is necessary to ensure avoiding this projection of the inside barrier.

Turn 2 will require moderate braking. This is a left-hand corner which is not particularly difficult, although the fencing along the raceway can trick the eyes... and the player's confidence. This opens onto a section which doglegs to the right and to the left.

Turn 3 transitions from fairly wide roadway to fairly narrow park path. Further, the exit of Turn 3 passes between two metal columns or posts, as if a gate previously blocked access to the park. This can be a prime overtaking area by outbraking competitors, and it can also be a great place to simply ram other cars to take their position(s) just before entering the park. In any case, the columns/posts are so close together that only one car may pass at a time.

Once in the park, the path is bounded by fencing and twists back and forth, with a MAJOR twist forming a severe dogleg

beside a building. Even worse, this building blocks the left quarter of the raceway, making it even more difficult to carry any significant speed while attempting to clear the fence-protected apex of the tight right-hand dogleg.

Turn 4 is a tight left-hand J-turn to connect with the path leading to the bridge and the Start/Finish Line. Because of the narrowness of the paths, this is an extremely difficult corner, and drifting will be required in order to carry any semi-respectable speed through this corner. The Start/Finish Line is almost adjacent to the exit of Turn 4.

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LONDON: ST. JAMES' PARK: MEDIUM: HOUSE GUARDS SOUTH II  
Shortly past the Start/Finish Line, the raceway turns to the right into St. James' Park, transitioning to the traditional stone path. The 'mouth' of the path is fairly wide here, about as wide as the paved raceway, but then narrows down twice - first to regular path width, then to the bridge width. Fortunately, this race circuit uses this same path all the way to the other side of the park, so there is no sharp turn after crossing the bridge.

Turn 2 is a right-hand corner which leads out onto a red raceway which is much wider than the path; only minor braking should be needed here... if any. After a fairly lengthy straightaway, Turn 3 is a gentle right-hand corner which leads onto a long section of flat-out acceleration with several slight doglegs several times around the perimeter of St. James' Park.

Turn 4 can be tricky due to all the speed gained through the dogleg section. This J-turn requires at least moderate braking, and perhaps drifting as well. Good speed is required out of Turn 4 on the final lap, as the Start/Finish Line is not very far beyond the exit of this last corner.

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LONDON: ST. JAMES' PARK: MEDIUM: ST. JAMES' PARK NORTH  
Events at this circuit begin in St. James' Park itself. This initial path twists a bit, with its major left-hand dogleg blocked partially on the right by the protrusion of a building; therefore, carrying a lot of speed through this section is obviously necessary, but carries far more risk than usual. This eventually leads onto red pavement at Turn 1, a right-hand J-turn which can take players by surprise.

After a straightaway which has several fades, Turn 2 is even trickier. This is a blind left-hand right-angle corner which seems fairly straightforward at first, but then the ascending STAIRS and the stone column in the middle of the raceway are revealed. A wide racing line is probably best here to gain a few more milliseconds to spot the column and plan a driving line around it.

Ahead, the raceway narrows and funnels traffic single-file through a VERY tiny stone archway, beyond which the raceway turns sharply to the right. Drifting will certainly help

with Turn 3 here.

After a VERY brief straightaway, the very barrier-narrowed Turn 4 heads to the right, where the roadway momentarily widens, then narrows, then widens again. Taking a wide line out of Turn 4 will result in cars banging the narrowing barrier beyond the corner exit; banging this barrier with excessive speed will almost certainly force the car into a spin. Drifting may help with Turn 4, but because the corner is so incredibly narrow and tight, players may want to think twice before engaging in drifting tactics here.

After a lengthy straightaway with several fades, the raceway turns to the right back into St. James' Park, transitioning to the traditional stone path. The 'mouth' of the path is fairly wide here, about as wide as the paved raceway, but then narrows down twice - first to regular path width, then to the bridge width. Just beyond the exit of the bridge, the raceway turns sharply to the right, with the Start/Finish Line just beyond the exit of this final corner.

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LONDON: ST. JAMES' PARK: MEDIUM: BIRDCAGE WALK EAST III

The first turn is a left-hand right-angle corner leading through a VERY narrow archway which can only accommodate one car. Once through here, the raceway widens somewhat. Ahead, the right-hand right-angle Turn 2 is preceded by a stone column in the middle of the raceway, itself followed by descending STAIRS; plenty of drift can be very beneficial here for corner exit.

Almost immediately after the dogleg to the left, the raceway itself makes a hard left turn (Turn 3) onto a stone path of St. James' Park. Once in the park, the path is bounded by fencing and twists back and forth, with a MAJOR twist forming a severe dogleg beside a building. Even worse, this building blocks the left quarter of the raceway, making it even more difficult to carry any significant speed while attempting to clear the fence-protected apex of the tight right-hand dogleg.

Turn 4 is a tight left-hand J-turn to connect with the path leading to the now-familiar bridge. Because of the narrowness of the paths, this is an extremely difficult corner, and drifting will be required in order to carry any semi-respectable speed through this corner.

Shortly after clearing the bridge, the path transitions to pavement in Turn 5. This is a left-hand corner which is trickier than it appears on approach (especially at nighttime and in other low-visibility conditions) because the barrier on the inside of the corner juts outward a bit at the apex, meaning that those who are not paying attention will suddenly find themselves either at a standstill against this barrier or knocked askew in the raceway. For this reason, the traditional racing line through Turn 5 will NOT be productive. Slight braking is necessary to ensure avoiding this projection of the inside barrier. Turn 5 opens onto a lengthy straightaway.



After a dogleg to the left, Big Ben is visible ahead between the buildings. Also visible are two sets of arrows: the nearest arrows point to the right, while the next set point to the left. It is easy to get confused here and assume that the first set of arrows indicate that the raceway is narrowing (this is especially true at night), but there actually IS a right-hand turn here. In fact, Turn 6 is extremely narrow, so extreme caution must be taken here, especially given the speed attained along the straightaway following Turn 5. After a very brief straightaway, there are a pair of consecutive left-hand right-angle corners (Turns 7 and 8) through which the raceway widens a little each time; these can be taken as a single wide left-hand hairpin corner. The Start/Finish Line is located at the exit of this tricky section.

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LONDON: ST. JAMES' PARK: MEDIUM: BIRDCAGE WALK EAST II  
This is essentially the reverse/mirror of Birdcage Walk East III, except that what would be the initial left-right section (up the steps and through a tiny archway) has been removed.

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LONDON: ST. JAMES' PARK: MEDIUM: CABINET WAR ROOMS NORTH  
Starting within St. James' Park, the first turn is indeed the trickiest of this circuit. From the Start/Finish Line, arrows can be seen pointing to the right, indicating a major corner to the right; however, the raceway really only makes a quick JOG to the right before continuing onward along a nearly-parallel trajectory. This is a rather significant jog, however, as the barrier blocks a direct path from stone path to red pavement.

After a very brief straightaway, the raceway comes to the tall white statue from Queen Victoria Memorial. The raceway heads around the statue to the right, ultimately making a total turn of roughly 270 degrees before continuing onward. This is a great place to pass those cars which carry too much speed into the statue area and find themselves sliding to the outside of the raceway; passes can then easily be made close to the continuous apex. After an all-too-brief straightaway, there is a turn to the left which requires slight braking.

A long straightaway ensues, allowing cars to attain fairly high speeds. This is a problem for the left-hand Turn 4, which then requires rather heavy braking due to all the speed. Cars which carry too much speed through Turn 4 will almost certainly bounce off the barrier at corner exit and spin violently.

After a few doglegs, Turn 5 transitions from fairly wide roadway to fairly narrow park path. Further, the exit of Turn 5 passes between two metal columns or posts, as if a gate previously blocked access to the park. This can be a prime overtaking area by outbraking competitors, and it can also be a great place to simply ram other cars to take their position(s) just before entering the park. In any case, the

columns/posts are so close together that only one car may pass at a time.

Once in the park, the path is bounded by fencing and twists back and forth, with a MAJOR twist forming a severe dogleg beside a building. Even worse, this building blocks the left quarter of the raceway, making it even more difficult to carry any significant speed while attempting to clear the fence-protected apex of the tight right-hand dogleg.

The Start/Finish Line is just beyond this protruding building.

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LONDON: ST. JAMES' PARK: MEDIUM: HOUSE GUARDS NORTH  
Forthcoming

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LONDON: ST. JAMES' PARK: MEDIUM: THE CENOTAPH NORTH  
Almost immediately beyond the Start/Finish Line, Turn 1 is a left-hand corner likely requiring just light braking if a fairly wide racing line is used. This opens onto a somewhat-lengthy straightaway, at the end of which the raceway turns to the left into St. James' Park, transitioning to the traditional stone path. The 'mouth' of the path is fairly wide here, about as wide as the paved raceway, but then narrows down twice - first to regular path width, then to the bridge width.

At the end of the path, the raceway exits St. James' Park and turns to the left (Turn 3). This is a fairly significant corner, but the apex cannot be cut due to a slightly-protruding barrier.

After a dogleg to the left, Big Ben is visible ahead between the buildings. Also visible are two sets of arrows: the nearest arrows point to the right, while the next set point to the left. It is easy to get confused here and assume that the first set of arrows indicate that the raceway is narrowing (this is especially true at night), but there actually IS a right-hand turn here. In fact, Turn 4 is extremely narrow, so extreme caution must be taken here, especially given the speed attained along the straightaway following Turn 3. After a very brief straightaway, there are a pair of consecutive left-hand right-angle corners (Turns 5 and 6) through which the raceway widens a little each time; these can be taken as a single wide left-hand hairpin corner.

This next straightaway is also fairly lengthy, and contains three obstacles in the raceway. The third obstacle makes turning left for Turn 7 very difficult, as it blocks what would be the optimal racing line. Making things more difficult is the fact that this blind corner turns and passes underneath a tiny archway cut into a building, so only one car can pass through at a time; this is a prime place for traffic jams.

Shortly past the archway, the raceway again turns to the

right. This corner can be taken flat-out. Ahead, just beyond the left-hand dogleg, is the Start/Finish Line.

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LONDON: ST. JAMES' PARK: MEDIUM: ST. JAMES BRIDGE SOUTH

This is essentially the same as The Cenotaph North, except that the left-right section through the building's archways comes one city block sooner (thus avoiding the obstacles in the raceway), and the Start/Finish Line is positioned just about where Big Ben can first be seen.

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LONDON: ST. JAMES' PARK: MEDIUM: HOUSE GUARDS SOUTH

Launching off the Start/Finish Line, there are two obstacles in the raceway which must be avoided. Immediately beyond the second of these obstacles, however, the circuit turns sharply to the right in an extremely narrow section which is likely to cause bottlenecks if any one car makes a mistake here. On corner exit, the raceway widens, then narrows, then widens again.

Ahead, the circuit continues to the right on a corner (Turn 2) which should require light braking. After two doglegs (one to the right and one to the left), the raceway itself makes a hard left turn (Turn 3) onto a stone path of St. James' Park. Once in the park, the path is bounded by fencing and twists back and forth, with a MAJOR twist forming a severe dogleg beside a building. Even worse, this building blocks the left quarter of the raceway, making it even more difficult to carry any significant speed while attempting to clear the fence-protected apex of the tight right-hand dogleg.

Turn 4 is a right-hand tight hairpin turn which WILL require drifting in order to carry good speed here and hopefully make a few passes on corner exit. It may be extremely difficult to judge the proper braking zone here, especially at night or in other low-visibility conditions.

After a lengthy straightaway, the circuit holds a double right-hand apex (Turns 5 and 6) followed almost immediately by a left-hand J-turn (Turn 7) toward a tiny covered archway through a building. Just beyond the archway, the circuit makes a perpendicular turn to the right, where another stone column must be avoided before attaining the Start/Finish Line.

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LONDON: ST. JAMES' PARK: MEDIUM: BIRDCAGE WALK WEST III

This event venue runs around the circumference of St. James' Park. As such, the straightaways are rather lengthy, requiring long braking zones before each corner. Also, except for the entry to and the exit from the traffic circle around the tall white statue, all corners are right-hand corners. This is a great race venue for those who prefer high speeds over technical driving.

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LONDON: ST. JAMES' PARK: LONG: BIRDCAGE WALK WEST

The 'front stretch' is an excellent and lengthy high-speed area. However, due to the incredible speeds attained here, the braking zone for the right-hand J-turn at Turn 1 will be EXTREMELY long. Once past Turn 1, there is a slight dogleg in the circuit.

Almost immediately after the dogleg to the left, the raceway itself makes a hard right turn (Turn 2) onto a stone path of St. James' Park. Once in the park, the path is bounded by fencing and twists back and forth, with a MAJOR twist forming a severe dogleg beside a building. Even worse, this building blocks the left quarter of the raceway, making it even more difficult to carry any significant speed while attempting to clear the fence-protected apex of the tight right-hand dogleg.

Turn 3 is a tight left-hand J-turn to connect with the path leading to the now-familiar bridge. Because of the narrowness of the paths, this is an extremely difficult corner, and drifting will be required in order to carry any semi-respectable speed through this corner.

At the end of the path, Turn 4 is a sharp right-hand J-turn transitioning back onto the pavement. Drifting will be required here to maintain some semblance of speed during this transition.

After a somewhat-long straightaway, the circuit narrows practically in half for the right-hand J-turn at Turn 5. This leads to the traffic circle from the Queen Victoria Memorial venue; this time, however, the raceway remains to the right side of the traffic circle, so it is possible to power out of Turn 5 and easily straightline this traffic circle through the dogleg at its end to the immense straightaway, with the Start/Finish Line appearing shortly past the traffic circle.

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LONDON: ST. JAMES' PARK: LONG: THE MALL EAST

A large part of this venue runs along the perimeter of St. James' Park, where a lot of speed can be attained. However, this is tempered by a technical section with obstacles in the raceway.

>From the Start/Finish Line, two obstacles (a stone column and a fenced-in area) make the right-hand perpendicular Turn 1 rather difficult. It is best to clear these obstacles on the left, as this provides a better (although certainly not optimum) racing line into Turn 1; drifting is also certainly a requirement here. However, the exit of Turn 1 passes through a VERY narrow archway through a building, so traffic jams can be quite common here.

Once past the archway, a stone column appears in the raceway ahead. The best racing line is to pass this column on the right, and descend the STAIRS while turning through this

left-hand right-angle corner. Shortly afterward, the circuit turns again to the right with a J-turn, bringing the cars now to the perimeter of St. James' Park.

After a lengthy straightaway, the next complex of right-hand corners can be tricky. The fencing in this area can play tricks on the eyes, causing the player to think the circuit is narrower than it actually is here, and that the 'short chute' between Turns 4 and 5 is longer than it actually is.

Once clear of Turn 5 (exiting the traffic circle), the longest straightaway at this venue awaits, providing an excellent opportunity to attain excessive speeds. It is important to carry as much speed as possible through Turn 5, or else competitors will be able to easily pass by. However, due to the incredible speeds attained here, the braking zone for the right-hand J-turn at Turn 6 will be EXTREMELY long.

Once past Turn 6, there is a slight dogleg in the circuit before the wide left-hand Turn 7. This leads up to a narrow archway, with the right-hand right-angle Turn 8 immediately following.

On exiting the final corner, it is important to get to the left side of the circuit as quickly as possible, both to avoid the stone obstacle in the raceway (beyond which is the Start/Finish Line) and to set up Turn 1 ahead.

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LONDON: ST. JAMES' PARK: LONG: WHITEHALL SOUTH  
Forthcoming

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LONDON: ST. JAMES' PARK: LONG: ST. JAMES CHALLENGE  
Forthcoming

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LONDON: ST. JAMES' PARK: LONG: THE MALL WEST IV  
This venue is a mixture of high-speed, lengthy straightaways and technical cornering. Much of the raceway runs along the perimeter of St. James' Park.

The opening straightaway is rather lengthy and contains a dogleg to the right, where the raceway passes between buildings. Just ahead are two sets of arrows to the left; the first simply indicates that the circuit is narrowing in half, whereas the second indicates Turn 1, a tight left-hand right-angle corner which is extremely narrow on exit due to a fenced-in area. Almost immediately upon exiting Turn 1, there is a similar turn to the left passing through a VERY narrow archway. Ahead, a tall stone column stands in the raceway just before descending STAIRS and the right-angle right-hand Turn 3.

The rest of this circuit now runs along the perimeter of St. James' Park. This straightaway contains two doglegs to the left, followed closely by an actual left-hand corner which

will require light or moderate braking. Strong power is needed through and out of Turn 4 to set up passing opportunities along this longest of straightaways at this venue.

At the end of the immense straightaway, the trickiest section of the circuit is at hand, as the raceway goes around the traffic circle from the Queen Victoria Memorial venue. This complex involves a 45-degree turn to the right, traveling approximately 270 degrees, straightening out, a 'short chute,' then a VERY narrow left-hand J-turn onto the straightaway containing the Start/Finish Line. Most likely, this tricky complex is where a race will be either won or lost.

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LONDON: ST. JAMES' PARK: LONG: PARLIAMENT STREET SOUTH

The circuit map for this venue looks incredibly similar the circuit map for The Mall West IV, but there are indeed differences here. The main differences are that:

- 1.) Parliament Street South actually runs through St. James' Park.
- 2.) Parliament Street South is run in the reverse direction compared to The Mall West IV.

The Start/Finish Line is at the dogleg leaving the area of buildings (facing away from Big Ben) and heading alongside St. James' Park. This opening straightaway is rather lengthy, which makes the traffic circle complex incredibly... complex.

The traffic circle complex involves a NARROW right-hand J-turn, a quick turn to the left, approximately 270 degrees to the right around the tall statue, and another turn to the left to leave the area. The fencing in this area can play tricks on the eyes, causing the player to think the circuit is narrower than it actually is here.

The next straightaway appears (on the circuit map) to run all the way to the end of St. James' Park along its perimeter but that is not the case. About 1/3 of the way along this perimeter, there is a NASTY right-left chicane onto a path through St. James' Park; unsuspecting players will be stopped in their tiremarks against a barrier while competitors fly past onto the path and into the distance. This is most likely where a race will be either won or lost.

Once on the path through St. James' Park, the first part of the path is a straightforward sprint. Then, however, comes the nasty dogleg with the protruding building. Shortly beyond this, the path exits onto red pavement and the raceway passes through a narrow archway, beyond which is a right-hand right-angle corner. Exiting this turn requires a wide racing line to get around a stone column in the raceway.

There are two more obstacles in the raceway. After passing a small grassy square on the right, a pair of consecutive narrowed right-hand right-angle corners brings the traffic around to the opposite side of the square. The following

narrowed corner then heads to the left, back onto the 'front stretch.'

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LONDON: ST. JAMES' PARK: LONG: THE FORTHCOURT SOUTH  
Forthcoming

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LONDON: ST. JAMES' PARK: LONG: BIRDCAGE WALK EAST  
Shortly beyond the Start/Finish Line are two obstacles in the raceway; a third appears later on this straightaway. It is best to pass all three obstacles on the right, to see up the best possible racing line for the left-hand Turn 1, which passes through a narrow archway. Shortly afterward, the raceway makes a right-hand turn through the widened Turn 2, then a dogleg to the left, then an actual slight-braking turn through the left-hand Turn 3 and onto the longest straightaway of the venue (running along the outer perimeter of St. James' Park), which in turns spills into the aforementioned tricky traffic circle complex.

Exiting the traffic circle complex, another lengthy straightaway ensues. After a dogleg to the left, Big Ben is visible ahead between the buildings. Also visible are two sets of arrows: the nearest arrows point to the right, while the next set point to the left. It is easy to get confused here and assume that the first set of arrows indicate that the raceway is narrowing (this is especially true at night), but there actually IS a right-hand turn here; in fact, the corner IS extremely narrow, so extreme caution must be taken here, especially given the speed attained along the straightaway following the traffic circle complex. After a very brief straightaway, there are a pair of consecutive left-hand right-angle corners through which the raceway widens a little each time; these can be taken as a single wide left-hand hairpin corner. The Start/Finish Line is located at the exit of this tricky section.

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LONDON: ST. JAMES' PARK: LONG: PARLIAMENT STREET SOUTH II  
After a dogleg to the left following the Start/Finish Line, Turn 1 transitions from fairly wide roadway to fairly narrow park path. Further, the exit of Turn 1 passes between two metal columns or posts, as if a gate previously blocked access to the park. This can be a prime overtaking area by outbraking competitors, and it can also be a great place to simply ram other cars to take their position(s) just before entering the park. In any case, the columns/posts are so close together that only one car may pass at a time.

Once in the park, the path is bounded by fencing and twists back and forth, with a MAJOR twist forming a severe dogleg beside a building. Even worse, this building blocks the left quarter of the raceway, making it even more difficult to carry any significant speed while attempting to clear the fence-protected apex of the tight right-hand dogleg.

Turn 2 is a tight left-hand J-turn to connect with the path leading to the now-familiar narrow bridge. Because of the narrowness of the paths, this is an extremely difficult corner, and drifting will be required in order to carry any semi-respectable speed through this corner.

Ahead, Turn 3 marks a transition from narrow stone path to wide pavement. A nice straightaway follows.

Next is a triple-apex right-hand complex (Turns 4-6) through the right side of the traffic circle. The first corner is a right-angle corner, with a 'short chute' up to the traffic circle itself. There are two other right-hand corners here, but the fencing can make it appear much trickier than it actually is. This complex empties onto the longest straightaway of the venue as it passes along the perimeter of St. James' Park.

At the end of the massive straightaway, the right-hand Turn 7 requires a LONG braking zone. This empties onto a left-hand dogleg, and then onto a widened left-hand Turn 8 to head toward a narrow archway. Just past the archway, the right-hand right-angle Turn 9 awaits.

This straightaway contains FOUR obstacles blocking the raceway. It is best to exit Turn 9 rather wide to pass the first obstacle on the left, then quickly cut to the right to pass the second and third obstacles. At the fourth obstacle, there is NO possibility of passing it on the left, so the only option is to keep tight to the right while passing through its narrow entry into the right-and right-angle Turn 10. Exiting Turn 10, the raceway widens, then narrows, then widens again.

Ahead is the final corner, a right-hand perpendicular turn which can be carried with great speed and only slight braking (if any). This leads up to the Start/Finish Line.

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LONDON: ST. JAMES' PARK: LONG: ST. JAMES CIRCULAR

Available ONLY in Time Attack Mode, this venue allows players to roam freely along those routes used in the St. James' Park sector of London.

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LONDON: TRAFALGAR: SHORT: CHARING CROSS ROAD SOUTH

Forthcoming

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LONDON: TRAFALGAR: SHORT: LEKESTER SQUARE NORTH

This oddly-shaped 'circle' venue is not really a circle, nor is it a square, nor is it an oval. However, it must really be approached in the same manner as Queen Victoria Memorial. There are also several buildings protruding away from the barriers.



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LONDON: TRAFALGAR: SHORT: NELSON'S COLUMN SOUTH

This is a highly-technical triangular-shaped venue with a median in the raceway at the Start/Finish Line. DRIFTING IS AN ABSOLUTE NECESSITY to even be somewhat competitive here.

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LONDON: TRAFALGAR: SHORT: TRAFALGAR SOUTH

The circuit map for Trafalgar South shows that this is a circular venue. The reality is that this is really a square-shaped venue with well-rounded corners. Turns 1 and 2 are somewhat narrow (not much, but enough to potentially surprise players), while Turns 3 and 4 are rather wide.

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LONDON: TRAFALGAR: SHORT: NELSON'S COLUMN NORTH

This is essentially an egg-shaped venue encircling Nelson's Column, using all right-hand corners. The outside barriers are NOT all flush together, which can create havoc for cars which come too close to the outer barriers. Turn 1 is fairly wide, while the other corners are all rather narrow.

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LONDON: TRAFALGAR: SHORT: ST. MARTINS NORTH

Like Nelson's Column North, this is essentially an egg-shaped venue. Each of the corners (to the left) are somewhat narrowed, with further narrowing of the raceway before the entry of Turn 2. A median appears between Turns 1 and 2. Also, Turn 1 is the sharpest of the corners here, and will likely require drifting.

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LONDON: TRAFALGAR: SHORT: STRAND NORTH

This venue is almost identical to St. Martins North, except that it is extended by one city block. Otherwise, everything listed for St. Martins North (above) applies equally to Strand North.

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LONDON: TRAFALGAR: SHORT: TRAFALGAR EAST

This is almost identical to Strand North, except that the westernmost end of the venue comes to a point. Just before the point, the raceway narrows. The point itself is an incredibly-sharp left-hand hairpin corner which will DEFINITELY require drifting.

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LONDON: TRAFALGAR: SHORT: COCKSPUR STREET EAST

For such a short event venue, this is indeed a tricky circuit. Essentially trapezoidal in nature, this venue uses all left-hand corners.

Ahead of the Start/Finish Line, a tall column stands in the middle of the raceway, which narrows as it passes the column. The column itself stands at the top of several groups of STAIRS, then the circuit heads to the left for Turn 1.

Ahead, there are a set of three archways in the raceway. The best racing line is to use the right-most archway, then perform Turn 2 by hitting the apex EXACTLY, as Turn 2 narrows tremendously. On exit, it is important to keep to the right, as there is a median in the raceway on corner exit.

The raceway narrows again just before Turn 3. Ahead, Turn 4 can be seen, but it is easy to overshoot the corner at night and in other low-visibility conditions. It is important to keep wide to the right exiting Turn 4 to avoid the obstacle in the middle of the raceway immediately before the Start/Finish Line.

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LONDON: TRAFALGAR: SHORT: PALL MALL EAST II

Pall Mall East II is even trickier than Cockspur Street East!!!

Here, the Start/Finish Line is located before the triple-archway. Again, it is best to use the right-most archway, then perform Turn 1 by hitting the apex EXACTLY, as Turn 1 narrows tremendously. IMMEDIATELY, drivers must get to the left for the right-hand Turn 2, which is a tight J-turn.

Turn 3 follows almost immediately. This left-hand J-turn is made even more difficult because of both the narrowness of the raceway and the fact that the barrier at the apex protrudes into the raceway itself, essentially forcing cars to 'turn right' before they can finally turn left here. This corner will DEFINITELY require drifting.

The ensuing straightaway narrows briefly and then widens again. Ahead, the left-hand right-angle Turn 4 can be seen, but it is easy to overshoot the corner at night and in other low-visibility conditions. It is important to keep wide to the right exiting Turn 4 to avoid the obstacle in the middle of the raceway on corner exit.

Turn 5 follows very quickly after Turn 4. Here, a tall column stands in the middle of the raceway, which narrows as it passes the column. The column itself stands at the top of several groups of STAIRS, then the circuit heads to the left for Turn 1, and on to the Start/Finish Line.

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LONDON: TRAFALGAR: MEDIUM: THE MALL WEST V

This is the reverse/mirror of Pall mall East II, with the Start/Finish Line moved to before the tight corner with the protruding barrier at the apex.

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LONDON: TRAFALGAR: MEDIUM: ADMIRALTY ARCH EAST

This is a reverse/mirror version of Cockspur Street East, except extended by one city block in its back side to include a fairly tight hairpin corner.

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LONDON: TRAFALGAR: MEDIUM: PALL MALL WEST

This is Admiralty Arch East with an additional hairpin corner, and the Start/Finish Line moved to between the two hairpins.

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LONDON: TRAFALGAR: MEDIUM: ST. MARTINS NORTH II

Turn 1 is a left-hand perpendicular corner which must be taken wide to avoid the column in the raceway on corner exit and to properly set up Turn 2.

Ahead, a tall column stands in the middle of the raceway, which narrows as it passes the column. The column itself stands at the top of several groups of STAIRS, then the circuit heads to the left for Turn 2.

Ahead, there are a set of three archways in the raceway. The best racing line is to use the right-most archway, as the circuit narrows and forces traffic to merge to the right upon passing through the archways. Ahead, a gentle double-apex left-hand section brings the traffic around Nelsons Column onto the 'front stretch,' which contains two brief narrow sections before the Start/Finish Line.

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LONDON: TRAFALGAR: MEDIUM: PALL MALL EAST

This is identical to St. Martins North II, except that the Start/Finish Line has been moved to DIRECTLY before the triple-archways, which are followed by a tight nasty left-right-left chicane before going around Nelsons Column.

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LONDON: TRAFALGAR: MEDIUM: REGENT STREET SOUTH

Regent Street South is fairly different from any of the preceding event venues in the Trafalgar sector of London. The first complex is a set of three gentle left-hand corners which continually narrow the raceway and transition onto red brick. Almost immediately, the raceway transitions to whiter blocks and turns to the right rather abruptly, requiring at least moderate braking. Almost immediately after that, the circuit cuts back abruptly to the left around a building, hiding an obstacle in the roadway, so a wide racing line is required around this building; then the exit of the corner narrows to force all traffic to merge to the left. (While drifting may indeed be beneficial for much of this initial complex, the worst part of the circuit has now been completed - whew!!!)

After a short straightaway, the circuit edges to the right just before a 135-degree left-hand J-turn (Turn 6). Fortunately, the raceway is a bit wider here, but drifting

will still be quite beneficial through this corner.

Ahead, Turn 7 is a left-hand right-angle corner whose optimum racing line is blocked by a statue in the raceway. By entering Turn 7 from the extreme far-right and hitting the apex flawlessly, it is possible to squeak by this statue without incident. Ahead, the raceway narrows, merging all traffic to the left at the Start/Finish Line.

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LONDON: TRAFALGAR: MEDIUM: TRAFALGAR CHALLENGE  
Forthcoming

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LONDON: TRAFALGAR: MEDIUM: REGENT STREET SOUTH II  
This is the same as Regent Street South, except that the right-left complex on the white blocks comes earlier. This is good in that it makes it easier to spot and thus get around the obstacle in the raceway at the end of this section.

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LONDON: TRAFALGAR: MEDIUM: CHARING CROSS EAST  
This is the reverse/mirror configuration of Regent Street South.

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LONDON: TRAFALGAR: MEDIUM: COVENTRY STREET WEST  
This is Regent Street South II with an additional left-right-left around a building. Plus, the Start/Finish Line has been moved to the transition point from red brick to pavement.

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LONDON: TRAFALGAR: LONG: IRVING STREET EAST  
This is the reverse of Coventry Street West, with the Start/Finish Line moved to the area with the white blocks.

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LONDON: TRAFALGAR: LONG: REGENT STREET NORTH II  
Almost directly beyond the Start/Finish Line is a lamppost in the middle of the raceway. Avoiding this, players should get to the far-left side of the raceway to set up the right-hand Turn 1, then get back to the right side to set up the left-hand Turn 2.

A number of gentle right-hand corners follow, sometimes with the raceway narrowing somewhat. At the median, take the right side, to better set up the following left-hand corner (Turn 6).

Turn 7 follows almost immediately - and, due to the statue in the raceway, there is almost no good way through this corner. The best thing to do (which is definitely NOT the optimal racing line thanks to the statue) is to approach from the far

left, then treat Turn 7 as a decreasing-radius corner to squeak past both the apex and the statue.

When the Sanyo sign on the side of the building can be seen, begin braking for the right-hand J-turn at Turn 8. Drifting will be required to maintain some speed here. The raceway fades slightly to the left on corner exit, and continues on to the Start/Finish Line.

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LONDON: TRAFALGAR: LONG: REGENT STREET SOUTH II  
This is the reverse/mirror of Coventry Street West with the Start/Finish Line alongside the added building.

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LONDON: TRAFALGAR: LONG: THE MALL WEST III  
This relatively high-speed circuit begins just before the transition from pavement to red brick entering the section with the white blocks. The first two corners are a right-left complex through the white-block area, with the lightpost in the middle of the raceway exiting the blind Turn 2. After a straightaway, a quick fade to the right precedes the left-hand J-turn at Turn 3, where drifting is probably a good idea to maintain speed.

This opens onto a long straightaway where great speeds can be attained. There are two obstacles in the raceway along the latter half of this straightaway; it is best to pass these on the right-hand side in order to have the best possible racing line for Turn 4. Immediately after the second obstacle (the tall stone column), the raceway descends STAIRS, then makes a perpendicular turn to the left.

Ahead is the triple-archway. This time, the middle archway is the best one to use, as the raceway narrows here from either side, forcing all traffic to merge to the center.

Once past the triple-archway, the circuit makes three gentle high-speed turns to the left. Due to narrowness from the left side, it is best to keep to the right until the exit of the third turn, where the circuit widens briefly but then narrows from the right side at the Start/Finish Line.

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LONDON: TRAFALGAR: LONG: REGENT STREET NORTH  
This is essentially a reverse/mirror configuration of The Mall West III with a shifted Start/Finish Line.

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LONDON: TRAFALGAR: LONG: CHARING CROSS ROAD NORTH  
This is essentially The Mall West III with a clockwise trip around Nelsons Column.

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LONDON: TRAFALGAR: LONG: THE MALL EAST II

At first glance at the circuit map, this appears to be just like The Mall West III. However, this is much trickier, especially at night or in other low-visibility conditions.

Turn 1 is a right-hand J-turn with a fade to the left on corner exit. Drifting through Turn 1 should help to maintain a semblance of speed, which can help in passing slower cars on corner exit.

Immediately after the obstacle in the middle of the raceway, the circuit makes its right-left bend through the white-block area. It is best to pass the lamppost on the left to provide a better racing line for Turn 2.

Now the circuit begins to get rather tricky (and, unfortunately, not in an SSX way). There is a nasty fade to the left immediately before Turn 3, which itself is a tight and narrow J-turn to the right around a protruding barrier (fencing) at the apex. Drifting is DEFINITELY required here to maintain a little more speed than any competitors. The circuit fades again to the right on corner exit.

Now at Nelsons Column, the circuit goes around it counterclockwise. It is best to not gain too much speed here for Turns 4 and 5, as Turn 6 is NASTY!!!

Immediately after Turn 5, the circuit heads back to the right. This is another J-turn, which leads to a widened raceway and the triple-archway. It is best to take the left-most or center archway, then get to the left side of the raceway to set up Turn 7.

This final corner must be taken wide, as it empties onto ascending STAIRS with a tall stone column at its center. After passing one more obstacle in the middle of the raceway, cars pass the Start/Finish Line.

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LONDON: TRAFALGAR: LONG: THE MALL WEST II  
Forthcoming

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LONDON: TRAFALGAR: LONG: TRAFALGAR CIRCULAR  
Available ONLY in Time Attack Mode, this venue allows players to roam freely along those routes used in the Trafalgar sector of London.

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LONDON: WESTMINSTER: SHORT: PARLIAMENT SQUARE CIRCULAR  
This is a circular venue with all corners to the left. The first turn is greatly narrowed compared to all the others.

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LONDON: WESTMINSTER: SHORT: PARLIAMENT SQUARE WEST

Forthcoming

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LONDON: WESTMINSTER: SHORT: PARLIAMENT SQUARE SOUTH

This is a rather technical venue for such a short circuit. Speed is definitely a detriment here.

The first 'corner' is actually made of multiple right-hand corners in a wide sweep around a building. It is best to keep to the left as much as possible here, as apexes tend to extend out into the raceway. This entire 'corner' runs for approximately 275 degrees, but it seems to go on for much, much, MUCH longer than that!!!! After the first 180 degrees, it is important to begin braking, for as soon as the first 'corner' ends, an incredibly tight left-hand hairpin challenges even the best technical drivers.

Immediately following the hairpin, the circuit begins an even wider right-hand triple-apex 'corner' with narrow turns through its long sweeping run. The end of this 'corner' fades to the left to the Start/Finish Line.

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LONDON: WESTMINSTER: SHORT: ST. THOMAS' NORTH

This circuit configuration will be repeated in similar fashion throughout the Westminster sector (two loops around buildings connected by a stretch of flat-out acceleration), so players would be smart to come to grips with this particular venue as similar tactics will come into use later on in the game.

The initial straightaway heads in one direction while across the left-side barrier, the circuit heads in the opposite direction. If cars are passing in the opposite direction (on the left), it may be difficult to hear if there are any cars approaching quickly from behind.

At the end of the short initial straightaway, the circuit makes three left-hand right-angle turns. The raceway is rather narrow, both for the straightaway and for these corners around a medium-tall building. After the third left-hand turn (275 degrees around the medium-tall building), the circuit continues to the right with another perpendicular turn, heading back along the initial straightaway but in the opposite direction. Throughout this entire segment, drifting can be beneficial in these tight, narrow corners.

After the short straightaway, the circuit widens greatly as it loops to the left around a larger building. This is a great place - and really the only viable place - to pass one or more cars, especially should they drift toward the outside of the loop. This section around the building can really be treated as a circular track similar to the Queen Victoria Memorial venue (but in the opposite direction). After a total radius of 360 degrees, there is another right-hand right-angle corner which ends with the Start/Finish Line.

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LONDON: WESTMINSTER: SHORT: LAMBETH BRIDGE EAST

This uses a similar configuration to St. Thomas' North.

Events here begin on a bridge crossing the Thames River. At each end of the bridge, cars must go clockwise around a small traffic circle, then get back onto the bridge and head the other way.

This is a rather straightforward venue overall.

Unfortunately, the only real chances of making any passes are at the traffic circles, because the raceway over the bridge (in either direction) is really too narrow for successfully making passes.

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LONDON: WESTMINSTER: SHORT: HOUSES OF PARLIAMENT SOUTH

After a left-hand perpendicular turn, the raceway widens briefly, then narrows greatly. Turns 2 and 3 are right-hand corners around a small building; these should probably be taken as a wide single hairpin corner.

Immediately following Turn 3 is a right-hand perpendicular corner to the left, followed immediately by a right-hand right-angle corner. Once the raceway narrows, another right-hand right-angle corner follows.

After a quick fade to the left, the raceway doubles back on itself to the right in an incredibly tight hairpin turn. There is some good swing-out area for this corner on exit, but the raceway narrows again very quickly for the Start/Finish Line.

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LONDON: WESTMINSTER: SHORT: A23 WEST

The initial straightaway heads in one direction while across the left-side barrier, the circuit heads in the opposite direction. If cars are passing in the opposite direction (on the left), it may be difficult to hear if there are any cars approaching quickly from behind.

At the end of the short initial straightaway, the circuit makes three left-hand right-angle turns. The raceway is rather narrow, both for the straightaway and for these corners around a medium-tall building. After the third left-hand turn (275 degrees around the medium-tall building), the circuit continues to the right with another perpendicular turn, heading back along the initial straightaway but in the opposite direction. Throughout this entire segment, drifting can be beneficial in these tight, narrow corners.

After the short straightaway, the circuit widens greatly as it loops to the left around a larger building. This is a great place - and really the only viable place - to pass one or more cars, especially should they drift toward the outside of the loop. This section around the building can really be treated as a circular track similar to the Queen Victoria Memorial venue (but in the opposite direction). After a



total radius of 275 degrees, there is another right-hand right-angle corner which leads onto a straightaway where speed can be attained... but this is not wise due to the nasty left-hand hairpin as the circuit doubles back upon itself and returns toward the large building circled previously. Once at the building, the circuit makes a final right-hand perpendicular turn to the Start/Finish Line.

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LONDON: WESTMINSTER: SHORT: PARLIAMENT SQUARE WEST II  
The initial left-hand right-angle corner allows for some swing-out room, but then the circuit narrows greatly again and leads onto a straightaway where speed can be attained. Speed is not a benefit here, however, as the circuit soon doubles back upon itself (to the right), allowing some generous swing-out room.

Shortly, the circuit turns to the left, then makes two turns to the right around a grassy square. The raceway around the square is rather wide, except for the second of these two right-hand corners. On exit, the raceway widens, then narrows again.

Speed can once again be attained, but is not suggested due to the tight hairpin ahead as the circuit doubles back upon itself (again, to the right). There is NO swing-out room here, however, to drifting is DEFINITELY a necessity here. The Start/Finish Line awaits upon corner exit.

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LONDON: WESTMINSTER: MEDIUM: MILBANK SOUTH  
Again, this is a circuit with a configuration similar to St. Thomas' North. The main difference here is that the traffic circles are rounded counterclockwise, and the straightaways are longer, wider, and contain multiple fades.

=====

LONDON: WESTMINSTER: MEDIUM: PARLIAMENT SQUARE EAST  
This is essentially Milbank South with an additional left-right chicane at one of the ends of the circuit (the end encircling a building and a grassy square).

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LONDON: WESTMINSTER: MEDIUM: WESTMINSTER BRIDGE EAST II  
This is essentially Milbank South running in clockwise fashion around a building and a grassy square.

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LONDON: WESTMINSTER: MEDIUM: LAMBETH PALACE ROAD NORTH  
This is essentially Milbank with a bus stop chicane around a building just following the traffic circle (the other end loops clockwise around a wide building).

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LONDON: WESTMINSTER: MEDIUM: LAMBETH BRIDGE WEST

This time, the Start/Finish Line is on a bridge over the Thames River. Once on the other side, there is a traffic circle, but the raceway turns to the right and onto a long straightaway with numerous fades. At its end, traffic circles a grassy square in a counterclockwise direction, then heads back along the same straightaway in the opposite direction to the traffic circle, which is also taken counterclockwise before crossing the river via the same bridge. After encircling the traffic circle on the other sound (again, in a counterclockwise direction), the cars get back on the bridge to meet the Start/Finish Line.

=====

LONDON: WESTMINSTER: MEDIUM: WESTMINSTER BRIDGE EAST

This is a TRUE circuit - no traffic circles, no doubling back, etc. This venue runs along both sides of the Thames River, making use of two bridges.

The initial 'straightaway' is almost constantly in movement. It is four lanes wide, so there should be no problems in making passes. However, there are several medians along this initial 'straightaway,' and these are incredibly difficult to spot at nighttime and in other low-visibility conditions; therefore, it may be best to try to keep to either the left or the right on this 'straightaway.'

The other straightaways are much more STRAIGHT, especially the bridges. The four left-hand corners, however, can be tricky, with some narrowing and others fairly wide.

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LONDON: WESTMINSTER: MEDIUM: WESTMINSTER CHALLENGE

Forthcoming

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LONDON: WESTMINSTER: LONG: BRIDGE STREET WEST

This odd venue is roughly shaped like a yoke that might be put on a beast of burden to help with plowing on a farm. The ends of the 'yoke' can be rather tricky, although high speeds can be attained on the bridge over the Thames River.

Quickly after the Start/Finish Line, the circuit doubles back upon itself (to the left). Once alongside Big Ben, it turns to the right and heads out across the Thames River.

On the other end of the bridge, the circuit turns to the right and narrows. After a brief straightaway, the raceway loops 275 degrees counterclockwise around a medium-tall building before turning to the right back upon itself and heading for the now-familiar wide building, where the circuit loops around counterclockwise for 275 degrees before heading to the right again, back across the bridge.

On the other end of the bridge, the circuit makes a 180 degree loop around the grassy square, then a right-hand right-angle turn to the Start/Finish Line.

=====

LONDON: WESTMINSTER: LONG: OLD PALACE YARD NORTH

This is another TRUE circuit. In fact, this is Westminster Bridge East with two main changes:

- 1.) The circuit is run in reverse/mirror configuration.
- 2.) The traffic circles, building, and grassy square at each of the four corners of the circuit are now looped in a clockwise direction.

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LONDON: WESTMINSTER: LONG: WESTMINSTER BRIDGE EAST IV

This is Westminster Bridge East with several changes:

- 1.) The most significant change is that the raceway uses only HALF the actual roadway. The positive aspect of this is that there are no medians with which players must contend.
- 2.) There are several 'switches' between halves of the roadway. This is essentially a precursor to the events held in Tokyo.
- 3.) Only two buildings and one traffic circle are looped (counterclockwise).

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LONDON: WESTMINSTER: LONG: WESTMINSTER BRIDGE EAST III

This is Lambeth Bridge West run in reverse configuration (taking the traffic circles and buildings in a clockwise direction).

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LONDON: WESTMINSTER: LONG: NEW PALACE YARD SOUTH

Forthcoming

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LONDON: WESTMINSTER: LONG: ABINGDON STREET SOUTH

This odd venue is roughly shaped like a yoke with long extensions and a short bar over the shoulders. This is run with the loops taken in a clockwise direction.

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LONDON: WESTMINSTER: LONG: WESTMINSTER CIRCULAR

Available ONLY in Time Attack Mode, this venue allows players to roam freely along those routes used in the Westminster sector of London.

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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.

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SAN FRANCISCO: FISHERMANS WARF: SHORT: COLUMBUS NORTH  
Forthcoming

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SAN FRANCISCO: FISHERMANS WARF: SHORT: BEACH EAST  
Forthcoming

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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.

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SAN FRANCISCO: FISHERMANS WARF: SHORT: LEAVENWORTH SOUTH  
This is a purely rectangular circuit run in a counterclockwise direction with virtually no elevation changes.

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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.

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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.

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

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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.

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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.

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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.

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SAN FRANCISCO: FISHERMANS WARF: MEDIUM: JEFFERSON EAST II

This is Jefferson West III run in reverse with a shifted Start/Finish Line.

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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.

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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.

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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.

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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.'

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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.

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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.

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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.

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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 block 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.

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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.

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SAN FRANCISCO: FISHERMANS WARF: LONG: FISHERMANS CHALLENGE  
Forthcoming

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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.

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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.

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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.

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SAN FRANCISCO: FISHERMANS WARF: LONG: EMBARCADERO WEST II  
Forthcoming

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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.

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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.

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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.

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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.

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SAN FRANCISCO: FINANCIAL DISTRICT: SHORT: WASHINGTON EAST III

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

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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.

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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.

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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.'

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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.

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SAN FRANCISCO: FINANCIAL DISTRICT: MEDIUM: SANSOME SOUTH II

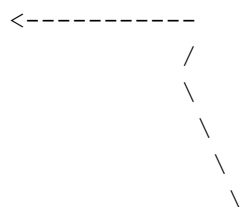
One city block beyond the Start/Finish Line, Turn 1 is a right-hand right-angle corner. Quickly thereafter, the circuit makes a wide left-hand hairpin corner.



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.

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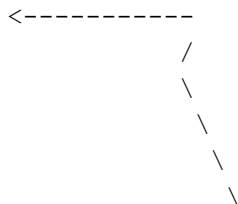
SAN FRANCISCO: FINANCIAL DISTRICT: MEDIUM: SANSOME SOUTH III  
Turn 1 is a right-hand right-angle corner, followed quickly by the left-hand wide hairpin corner at Turn 2.

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.

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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.

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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 chicane leads onto a long straightaway which gains a median; it is best to keep to the right side of the median here. At the end of the median, the circuit makes a right-hand 45-degree turn (Turn 8); braking will be needed due to the narrowness of the raceway (from either side of the median) on corner entry, plus the fact that the raceway does not widen much on corner exit.

At the end of the ensuing straightaway is a pair of right-hand right-angle corners (Turn 9 and 10). These are so close together that they can be considered as a wide sweeping hairpin corner.

One city block later. the circuit makes a left-hand right-angle turn (Turn 11). After a medium-length straightaway, the circuit makes a right-hand 135-degree J-turn onto a narrower street.

Here, the corners are all right-angle corners and all come rather quickly. This section runs left-right-left-right with only one city block separating each of these corners.

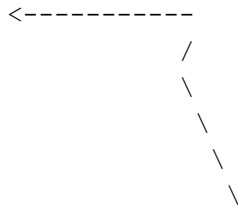
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SAN FRANCISCO: FINANCIAL DISTRICT: MEDIUM: EMBARCADERO NORTH  
This rather technical circuit begins with a right-angle left-hand corner onto a narrower road followed IMMEDIATELY by a left-hand right-angle corner onto an even narrower alleyway. A pair of right-hand perpendicular corners brings the traffic around a building, then the left-hand Turn 5 leads onto a straightaway. What a way to begin a lap at Embarcadero North!!!!

The next section requires good rhythm. This is a left-right-left-right complex of perpendicular corners all separated by only a single city block each. This then gives way to a left-hand 135-degree J-turn followed almost instantly by a left-hand 45-degree corner (Turn 11). Again, good rhythm through this section is key to success, especially if attempting to make passes.

After a short straightaway, the circuit turns to the right ninety degrees (Turn 12). Then comes the trickiest section. Turns 13 and 14 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 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!!!!!!

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SAN FRANCISCO: FINANCIAL DISTRICT: LONG: STUART NORTH  
Forthcoming

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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.

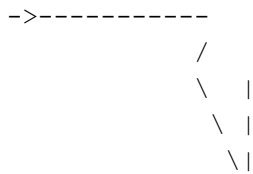
The next straightaway also has two pedestrian bridges, about one city block apart. After the first pedestrian bridge, the raceway jogs slightly to the left. After the second pedestrian bridge, Turn 7 is a right-hand right-angle corner. Drifting may be desired here. Almost immediately after Turn 11 is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

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SAN FRANCISCO: FINANCIAL DISTRICT: LONG: FINANCIAL CHALLENGE  
Forthcoming

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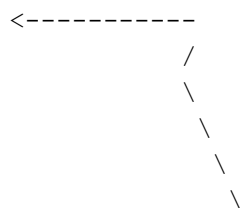
SAN FRANCISCO: FINANCIAL DISTRICT: LONG: DAVIS SOUTH II  
The Start/Finish Line is directly at the exit of the final corner (Turn 15) of this event venue. To begin events here, the cars actually form up in the corner itself.

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.

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

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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.

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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).

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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.

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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.

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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.

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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.

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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.

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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.

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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.

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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.

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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.

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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.

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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.

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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.

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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.

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

Forthcoming

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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.

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#### 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.

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#### 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.

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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.

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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.

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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.

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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.

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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.

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TOKYO: ASAKUSA: SHORT: SHIN-NAKAMISE KITA

This is a triangle-shaped venue run in a clockwise direction. Turn 2 is definitely the sharpest of the corners, although ALL corners are J-turns. As such, all three corners will require drifting tactics.

The straightaway between Turns 3 and 1 is only two lanes wide, whereas the other two straightaways are each four lanes wide.

=====

TOKYO: ASAKUSA: SHORT: EKI-IRIGUCHI MINAMI

This is roughly a trapezoidally-shaped venue run in a counterclockwise direction. The initial straightaway is definitely the widest part of this event venue.

At the end of the initial straightaway is a bridge for (subway?) trains; the left-hand Turn 1 immediately follows. Turn 1 is a nasty J-turn of roughly 150 degrees onto a narrow alleyway; drifting will almost certainly be required here, but even drifting may be too dangerous here due to the incredibly-tight proximity of the barriers and the buildings heading into the alleyway.

The straightaway between Turns 1 and 2 is nearly non-existent before the circuit heads to the left at the 30-degree Turn 2. This leads onto another tight, narrow alleyway; however, unless encumbered by traffic, it should be fairly easy to clear Turn 2 at full acceleration.

Turn 3 is a 45-degree left-hand corner leading out of the alleyways and back onto normal, wide city streets. However, the straightaway between Turns 3 and 4 is virtually non-existent leading to the 135-degree J-turn at Turn 4.

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TOKYO: ASAKUSA: SHORT: CHIKATETSU-NORIBA MINAMI

The Chikatetsu-Noriba Minami event venue is another mixture of wide (four lanes) city streets and tight (single-lane) alleyways. Turn 1 is a right-hand corner just a little more than ninety degrees in radius; however, the circuit transitions from the wide city streets to the tight alleyways here, so precision driving is required to avoid incurring any Penalties for collisions here.

Almost as soon as drivers have recovered from Turn 1, the left-hand Turn 2 is ready to take them by surprise. Turn 2

is a left-hand corner leading onto another narrow alleyway. The corner itself, however, is twice as wide as the alleyways, so the temptation to swing out a bit on cornering here will result in colliding with the fencing at the outside of the entrance to this second tight alleyway.

Almost as soon as drivers have recovered from Turn 2 comes the right-hand 135-degree J-turn at Turn 3. This transitions back onto the wide city streets, allowing for plenty of room for drifting tactics exiting the narrow alleyways.

After the longest straightaway of the Chikatetsu-Noriba Minami venue is the right-hand J-turn at Turn 4. This is a 135-degree corner onto the initial straightaway, which is also four lanes wide.

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TOKYO: ASAKUSA: SHORT: SENSO-JI KITA

This is a fairly-rectangular event venue, part of which runs through a traditional Shinto shrine area. Players truly need to become quite familiar with this traditional Shinto shrine area, as it is often used for events held in the Asakusa sector of Tokyo.

The initial straightaway is fairly narrow, only two lanes wide. This lessens very briefly to a single lane through a small gateway-type structure at the Start/Finish Line. Almost immediately afterward is the right-hand Turn 1, which opens onto a city street which is four lanes wide.

At the next intersection, the circuit turns to the left onto a narrower street which is only two lanes wide. Ahead, the circuit turns to the right and re-enters the traditional Shinto shrine area with a straightaway which is even tighter but can still accommodate two-abreast racing with small cars.

The very end of this straightaway through the shrine area provides two possibilities.

- #1.) The easiest and fastest possibility is to keep going ahead toward the temple itself, turning right at Turn 4 just in front of the temple itself.
- #2.) However, immediately coming out of the covered section of the straightaway, drivers may wish to make the quick and TIGHT right-left chicane around a smaller building. This will make the final right-hand turn to the Start/Finish Line EXTREMELY tight, but if there is an accident ahead clogging the main raceway just in front of the temple, this is a viable alternate route.

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TOKYO: ASAKUSA: SHORT: SHIN-NAKAMISE MINAMI

This is a rectangular-shaped venue run in a clockwise direction. Turn 1 leads onto the narrow covered passage through the traditional shrine area. However, Turn 2 comes well before reaching the temple itself; those who forget this fact will definitely bang the barrier at Turn 2 and lose several positions in a race.

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TOKYO: ASAKUSA: SHORT: ASAKUSA NI-CHOME KITA

All corners at Asakusa Ni-Chome Kita are right-hand turns; all corners are J-turns except Turn 2. The straightaway between Turns 2 and 3 is only two lanes wide; the same is true for the straightaway between Lanes 3 and 4, but the lanes themselves are a bit wider here.

=====

TOKYO: ASAKUSA: SHORT: ASAKUSA-CHUO MINAMI

The initial straightaway is two lanes wide. This can be important for Turn 1, a right-hand J-turn opening onto a street which is four lanes wide, thus allowing for plenty of swing-out room while drifting for this corner.

Turn 2 is a 45-degree right-hand corner immediately before the overhead subway bridge; in fact, going underneath the bridge instantly results in slamming into a barrier. However, Turn 2 leads onto a single-lane alleyway; the slightest mistake here will result in a Penalty for colliding with the buildings on either side.

After an all-too-short straightaway, Turn 3 is a left-hand 45-degree corner onto yet another single-lane alleyway. The protrusions of the barriers into the raceway here can cause trouble, so it is not really possible to fly through this area at top acceleration.

Exiting the alleyway is Turn 4, a right-hand 135-degree J-turn leading onto a four-lane city street. Drifting tactics will help to maintain a good amount of speed here, and the 'extra' three lanes of width will permit good swing-out room.

Turn 5 is a right-hand corner of a little more than ninety degrees. Drifting tactics may be useful here, but this corner leads onto the initial two-lane straightaway.

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TOKYO: ASAKUSA: SHORT: KANKO-ANNAI NISHI

This is Shin-Nakamise Minami with a shifted Start/Finish Line.

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TOKYO: ASAKUSA: SHORT: AKEIDO HIGASHI

Immediately past the Start/Finish Line, Turn 1 is a right-hand right-angle corner which leads onto the tight, narrow covered passageway of the Shinto temple grounds. At the steps of the temple, the circuit makes another right-hand right-angle turn for Turn 2, opening onto the longest straightaway of the Akeido Higashi event venue; this straightaway widens to two full lanes on a city street once the circuit has left the temple grounds.

At the end of the long straightaway is the right-hand J-turn for Turn 3. Due to the length of the preceding straightaway,

Turn 3 will have a rather lengthy braking zone. Drifting tactics will definitely be of use in conquering Turn 3.

>From the exit of Turn 3, the subway bridge can be seen ahead. The right-hand 45-degree Turn 4 is IMMEDIATELY in front of this bridge. A pristine racing line is needed to avoid the protrusion of the apex into the raceway, especially since Turn 4 leads back into the section of narrow single-lane alleyways.

Ahead, Turn 4 is another right-hand corner. While less than 45 degrees in radius, the protrusions of the barriers and the fencing can wreak havoc for those who attempt to speed through this section at full acceleration. Turn 4 leads onto the initial straightaway, which is not much wider than the single-lane alleyway area.

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TOKYO: ASAKUSA: SHORT: ASAKUSA EKI MINAMI

This is a triangular event venue run in a counterclockwise direction. All three corners are left-hand J-turns, but Turn 3 is the sharpest corner of the three turns. Drifting tactics will be useful for Turns 1 and 2, but essential to keeping up momentum throughout Turn 3.

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TOKYO: ASAKUSA: MEDIUM: UMAMICHI MINAMI

This is a rectangularly-shaped venue run in a clockwise direction. All corners are right-hand right-angle corners; while drifting tactics are not essential, they can be helpful at Umamichi Minami.

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TOKYO: ASAKUSA: MEDIUM: NUCHI SUMIDA-GAWA KITA

JUST BEFORE entering the traditional Shinto shrine area, Turn 1 is a left-hand right-angle corner shortly beyond the Start/Finish Line. This leads onto a short four-lane straightaway. Turn 2 is a right-hand right-angle corner leading onto a two-lane straightaway. Shortly afterward, the right-angle left-hand Turn 3 empties onto the covered narrow straightaway leading out of the temple grounds.

Turn 4 is a left-hand right-angle corner onto wider (four-lane) city streets. Shortly afterward is the left-hand right-angle Turn 5; with a wide racing line, Turn 5 can be safely cleared without any braking or drifting. Turn 5 empties onto the longest straightaway of this event venue, so the braking zone for the left-hand 135-degree Turn 6 (the final corner) will be rather lengthy.

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TOKYO: ASAKUSA: MEDIUM: HATO-BUS NORIBA KITA

This is a triangularly-shaped event venue run in a counterclockwise direction. While there appear to be only three corners on the circuit map, 'Turn 2' is a double-apex corner, with the second apex much longer and much gentler

than the first. The first and last corners will certainly require drifting tactics.

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TOKYO: ASAKUSA: MEDIUM: NAKAMISE KITA

At the end of the short initial two-lane straightaway is the left-hand right-angle Turn 1, leading onto a four-lane city street. Turn 2 is a right-hand right-angle corner leading onto a two-lane city street (although these lanes themselves are fairly wide compared to the lanes throughout the rest of the Nakamise Kita event venue). Turn 3 is a right-hand J-turn (of approximately 100 degrees) leading onto a short four-lane-wide city street.

Just beyond the subway bridge is the right-hand Turn 4, with a radius of approximately sixty degrees. This empties onto a VERY narrow two-lane street, but the apex of Turn 4 protrudes somewhat into the raceway, so caution is definitely required here.

After an almost non-existent straightaway, Turn 5 is a thirty-degree left-hand corner onto a single-lane alleyway. The apex protrudes into the raceway here as well, making full-speed driving virtually impossible in this section of the circuit.

Turn 6 is a gentle left-hand corner back onto the wide four-lane city streets of Asakusa. Once again, beware the protrusion of the apex; since Turn 6 opens onto such a wide street, a wide racing line is certainly optimal here.

Turn 7 is a right-hand 135-degree J-turn onto another city street which is also four lanes wide. It is important to keep a wide racing line through Turn 7 and keep to the left side of the ensuing short straightaway to create the optimal racing line for the right-hand right-angle Turn 8, which leads through the narrow covered passageway of the temple grounds. The right-hand right-angle Turn 9 is immediately at the end of the covered passageway, and leads to the Start/Finish Line.

=====

TOKYO: ASAKUSA: MEDIUM: ASAKUSA ELEMENTARY

The Start/Finish Line is located within the covered passageway through the temple grounds. At its end, the circuit turns to the left (a right-angle corner) onto a four-lane city street for Turn 1. Shortly afterward is Turn 2, a left-hand 135-degree J-turn onto another wide city street; drifting tactics must almost certainly be employed here. This is followed almost immediately by the right-hand 45-degree Turn 3, leading into the single-lane narrow alleyway section of Asakusa.

At the end of the alleyway is the 45-degree right-hand Turn 4, leading onto a two-lane street. Almost immediately afterward is the left-hand 45-degree Turn 5, leading back onto the four-lane city streets.

Turn 6 is a left-hand J-turn onto a two-lane street; drifting tactics will be needed here. At the end of the straightaway, Turn 7 is the left-hand right-angle corner at the steps of the temple.

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TOKYO: ASAKUSA: MEDIUM: KOEN NISHI

The Start/Finish Line is located within the covered passageway through the temple grounds. At its end, the circuit turns to the left (a right-angle corner) onto a four-lane city street for Turn 1. Shortly afterward is Turn 2, a left-hand 135-degree J-turn onto another wide city street; drifting tactics must almost certainly be employed here.

Turn 3 is a right-hand 45-degree corner onto a narrow two-lane street. Almost immediately afterward is the left-hand 45-degree Turn 4 with a protruding apex; Turn 4 exits onto a single-lane alleyway.

Almost immediately afterward is the left-hand 45-degree Turn 5, leading back onto the four-lane city streets.

Turn 6 is a left-hand J-turn onto a two-lane street; drifting tactics will be needed here. At the end of the straightaway, Turn 7 is the left-hand right-angle corner at the steps of the temple.

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TOKYO: ASAKUSA: MEDIUM: SENSO-JI IRIGUCHI KITA

Turn 1 is a right-hand J-turn opening onto a four-lane city street. Ahead is an overhead subway bridge; the 45-degree right-hand Turn 2 is immediately beyond this subway bridge and leads onto a narrow two-lane street. At the second intersection ahead, the circuit makes a left-hand J-turn onto a wide four-lane city street, making drifting tactics quite useful here.

Ahead is the right-hand J-turn for Turn 4, leading onto another four-lane city street; drifting tactics should be used for Turn 4. One city block later is the right-hand perpendicular corner leading back onto the covered passageway of the temple grounds. At the steps of the temple itself is the right-hand right-angle Turn 6, leading onto the long initial straightaway.

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TOKYO: ASAKUSA: MEDIUM: BEER-BIRU TONNERU

This is a rectangularly-shaped event venue with a slight nose-shaped protrusion along one side. This is also the first event venue in Asakusa to make use of the curving tunnel, a section that players will need to know very well. Also, from the Start/Finish Line, briefly looking back will reveal a large carrot atop a building; this will be a good landmark to use when racing counterclockwise on those Asakusa circuits making use of the tunnel.

Turn 1 is a right-hand right-angle corner. This leads onto a

four-lane city street which is incredibly long. After a long braking zone, Turn 2 is a right-hand right-angle corner leading to a four-lane bridge over the river. On the other side of this bridge is the right-hand right-angle Turn 3 which opens onto a two-lane straightaway almost directly underneath an elevated highway.

The road 'underneath' the elevated highway bends to the left just before the right-hand right-angle Turn 5, which opens onto the two-lane road which will curve around to the left through a tunnel (forming Turn 6). Almost as soon as the raceway exits the tunnel is the right-hand right-angle Turn 7, leading onto the initial straightaway (over a bridge) and to the Start/Finish Line.

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TOKYO: ASAKUSA: MEDIUM: KOEN KITA

The Start/Finish Line is located near the beginning of a four-lane bridge over a river. On the opposite side is the left-hand right-angle Turn 1, which opens onto another four-lane city street. Ahead, Turn 2 is a 45-degree corner to the right IMMEDIATELY in front of the overhead subway bridge; Turn 2 leads onto a narrow two-lane street. Almost immediately afterward is another right-hand right-angle corner, this time onto another two-lane street.

At the end of this section is the left-hand right-angle Turn 4, leading onto a four-lane city street. Ahead is the 45-degree left-hand Turn 5, which can be taken at full acceleration as it leads onto another four-lane city street.

Across the bridge over the river, look on the upper-left side for the gigantic carrot atop a building; before the building, look for an elevated highway. IMMEDIATELY on the other side of the elevated highway is the left-hand right-angle Turn 6. This opens onto a two-lane street which enters a tunnel and curves to the right (Turn 7). Exiting the tunnel, the circuit makes a left-hand right-angle turn (Turn 8) onto a two-lane street. Finally, at the end of this lengthy straightaway is the left-hand right-angle Turn 9, leading to the Start/Finish Line just beyond corner exit.

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TOKYO: ASAKUSA: LONG: KENKO-CENTER HIGASHI

The circuit map for Kenko-Center Higashi makes this event venue look identical to the medium-length Koen Kita event venue, but there are indeed a few differences. Most notably, there are no narrow alleyways to contend with at Kenko-Center Higashi.

The initial straightaway is four lanes wide. Ahead is the 45-degree left-hand Turn 1, which can be taken at full acceleration as it leads onto another four-lane city street.

Across the bridge over the river, look on the upper-left side for the gigantic carrot atop a building; before the building, look for an elevated highway. IMMEDIATELY on the other side of the elevated highway is the left-hand right-angle Turn 2.



This opens onto a two-lane street which enters a tunnel and curves to the right (Turn 3). Exiting the tunnel, the circuit makes a left-hand right-angle turn (Turn 4) onto a two-lane street. At the end of this lengthy straightaway is the left-hand right-angle Turn 5, leading onto a four-lane bridge over the river. On the other side of the bridge is the left-hand right-angle Turn 6.

Ahead, the black-and-yellow right turn sign/barrier can be seen. Note that this is WELL before the overhead subway bridge. This corner (Turn 7) is a 105-degree turn onto a two-lane street leading back toward the shrine area. However, just before entering the temple grounds is the left-hand right-angle Turn 8, which leads back toward the Start/Finish Line.

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TOKYO: ASAKUSA: LONG: NISHI SUMIDA-GAWA

The Start/Finish Line is on a bridge over the river, with the cars facing the building with the massive carrot at its top. Turn 1 is the left-hand right-angle corner between the massive carrot and the overhead highway. Turn 1 leads onto the two-lane street which then enters the tunnel and curves to the right (Turn 2); the left-hand right-angle Turn 3 is immediately upon exiting the tunnel.

At the end of the long two-lane straightaway is the left-hand right-angle Turn 4, which leads onto a wide four-lane bridge. At the end of this bridge is another right-angle left-hand corner (Turn 5) onto another four-lane road.

Turn 6 is a right-hand 45-degree corner coming WELL before the overhead subway bridge; this corner opens onto a two-lane street headed back toward the shrine area. Just before entering the temple grounds, however, the raceway makes a left-hand right-angle turn onto a four-lane city street to form Turn 7.

One city block later is the left-hand right-angle Turn 8, going back to a narrow two-lane street; almost immediately afterward is the 45-degree left-hand Turn 9, which leads onto a single-lane alleyway. Almost immediately afterward is the right-hand 135-degree J-turn for Turn 10, back onto a four-lane city street. At the end of this street is the left-hand right-angle Turn 11, leading back to the Start/Finish Line.

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TOKYO: ASAKUSA: LONG: BEER-BIRU MINAMI

The Start/Finish Line is at the end of a bridge over the river. Looking back, players can see the gigantic carrot behind them.

Immediately after the Start/Finish Line, the circuit fades slightly to the left; one city block later, the circuit makes a right-hand right-angle turn into the long covered passageway at Turn 1. IMMEDIATELY at the end of this covered passageway is the right-hand right-angle Turn 2 onto a two-lane street. One city block later, the circuit makes a left-

hand right-angle turn onto a four-lane city street.

After two city blocks, the circuit makes a right-hand right-angle corner (Turn 4) onto a two-lane city street; the lanes here are rather wide, so this is really a 'three-lane' city street. After two city blocks, the raceway makes a left-hand right-angle corner at Turn 5 onto yet another four-lane city street. At the next intersection, Turn 6 is a right-hand right-angle corner leading onto a four-lane bridge over the river. At the end of the bridge is the right-hand right-angle Turn 7, which leads onto the two-lane street almost directly underneath the elevated highway.

The road 'underneath' the elevated highway bends to the left just before the right-hand right-angle Turn 8, which opens onto the two-lane road which will curve around to the left through a tunnel (forming Turn 9). Almost as soon as the raceway exits the tunnel is the right-hand right-angle Turn 10, leading onto the initial straightaway (over a bridge) and to the Start/Finish Line.

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TOKYO: ASAKUSA: LONG: ASAKUSA CHALLENGE  
Forthcoming

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TOKYO: ASAKUSA: LONG: ASAKUSA EKI-IRIGUCHI  
>From the Start/Finish Line on a bridge over the river, look on the upper-left side for the gigantic carrot atop a building; before the building, look for an elevated highway. IMMEDIATELY on the other side of the elevated highway is the left-hand right-angle Turn 1. This opens onto a two-lane street which enters a tunnel and curves to the right (Turn 2). Exiting the tunnel, the circuit makes a left-hand right-angle turn (Turn 3) onto a two-lane street. Finally, at the end of this lengthy straightaway is the left-hand right-angle Turn 4, leading across another bridge over the river.

At the end of the bridge is the left-hand right-angle Turn 5. A few city blocks later is the left-hand obtuse-angle Turn 6, which can be taken at full acceleration with a pristine racing line; care must be taken, as Turn 6 leads onto a narrow two-lane street leading back to the temple complex.

At the steps of the temple is the left-hand right-angle Turn 7. The raceway narrows for the covered passageway area. Halfway along the covered passage is the left-hand right-angle Turn 8 leading onto a two-lane-lane street. One city block later, the raceway heads back to the right for the right-angle Turn 9, then ahead is the left-hand 45-degree full-acceleration Turn 10 onto the bridge which contains the Start/Finish Line.

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TOKYO: ASAKUSA: LONG: SUMIDA-GAWA NORTH  
Sumida-Gawa North is a relatively fast event venue, with really no tricky sections and plenty of long straightaways.

It is due to the length of the straightaways that drifting tactics can be quite useful here, as that will allow cars to carry more speed through the generally-perpendicular corners.

>From the Start/Finish Line on a bridge over the river, look on the upper-left side for the gigantic carrot atop a building; before the building, look for an elevated highway. IMMEDIATELY on the other side of the elevated highway is the left-hand right-angle Turn 1. This opens onto a two-lane street which enters a tunnel and curves to the right (Turn 2). Exiting the tunnel, the circuit makes a left-hand right-angle turn (Turn 3) onto a two-lane street. Finally, at the end of this lengthy straightaway is the left-hand right-angle Turn 4, leading across another bridge over the river.

At the end of the bridge is the left-hand right-angle Turn 5. A few city blocks later is the left-hand obtuse-angle Turn 6, which can be taken at full acceleration with a pristine racing line; care must be taken, as Turn 6 leads onto a narrow two-lane street leading back to the temple complex.

At the steps of the temple is the left-hand right-angle Turn 7. The raceway narrows for the covered passageway area. At the end of the covered passageway is the left-hand right-angle Turn 8, flowing out onto a four-lane street which will lead to the Start/Finish Line.

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TOKYO: ASAKUSA: LONG: KOEN MINAMI

Here, the Start/Finish Line is located at the beginning of a bridge over the river. One city block beyond the bridge (and the quick fade to the left) is the right-hand Turn 1, a right-angle corner onto the temple grounds.

At the steps of the temple is the right-hand right-angle Turn 2. Just after leaving the grounds is the right-angle right-hand Turn 3, leading onto a four-lane street. Several city blocks later is the left-hand right-angle Turn 4 onto a narrow two-lane street. Almost immediately after Turn 4 is the left-hand 45-degree Turn 5 onto a very narrow single-lane alleyway; the apex protrudes into the raceway, so a somewhat-wide racing line and plenty of cautious braking is needed here. Almost immediately after Turn 5 is the left-hand 45-degree Turn 6 back onto a four-lane city street; again, the apex protrudes into the raceway, but since Turn 6 empties onto such a wide city street, a wide racing line is extremely easy to accomplish here.

Several city blocks later is the right-hand Turn 7, a right-angle corner leading onto the second bridge over the river. On the other side of this bridge is the right-hand right-angle Turn 8 which opens onto a two-lane straightaway almost directly underneath an elevated highway.

The road 'underneath' the elevated highway bends to the left just before the right-hand right-angle Turn 9, which opens onto the two-lane road which will curve around to the left through a tunnel (forming Turn 10). Almost as soon as the raceway exits the tunnel is the right-hand right-angle Turn

11, leading onto the initial straightaway (over a bridge) and to the Start/Finish Line.

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TOKYO: ASAKUSA: LONG: ASAKUSA NI-CHOME

Asakusa Ni-Chome is a relatively fast event venue, with virtually no tricky sections and plenty of long straightaways. It is due to the length of the straightaways that drifting tactics can be quite useful here, as that will allow cars to carry more speed through the generally-perpendicular corners.

The Start/Finish Line is located at the halfway point of the longest straightaway of the Asakusa Ni-Chome event venue. This makes the braking zone for the right-hand right-angle Turn 1 (leading onto a four-lane bridge over the river) rather lengthy on a hotlap. On the other side of this bridge is the right-hand right-angle Turn 2 which opens onto a two-lane straightaway almost directly underneath an elevated highway.

The road 'underneath' the elevated highway bends to the left just before the right-hand right-angle Turn 3, which opens onto the two-lane road which will curve around to the left through a tunnel (forming Turn 4). Almost as soon as the raceway exits the tunnel is the right-hand right-angle Turn 5, leading onto another four-lane bridge over the river.

One city block beyond the bridge (and the quick fade to the left) is the right-hand Turn 6, a right-angle corner onto the temple grounds. At the steps of the temple is the right-hand right-angle Turn 7. Just after leaving the grounds is the right-angle right-hand Turn 8, leading onto a four-lane street.

At the end of this long street is the left-hand J-turn Turn 9, requiring plenty of drifting to maintain speed. This leads onto the four-lane straightaway leading to the Start/Finish Line.

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TOKYO: ASAKUSA: LONG: ASAKUSA ZENKI

Available ONLY in Time Attack Mode, this venue allows players to roam freely along those routes used in the Asakusa sector of Tokyo.

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TOKYO: SHIBUYA: SHORT: EKI-HIGASHI-GUCHI

Despite the inexplicable protrusion on the circuit map, this is a more-or-less oval-shaped event venue run in a counterclockwise direction. As at most event venues in Shibuya and Shinjuku, there are plenty of medians to make events much more difficult than they really need to be >:-(

The Start/Finish Line is at the entrance of Turn 1, a left-hand hairpin corner. The corner itself is narrower than the straightaway leading to Turn 1, and is essentially semi-blind due to the barriers forming the apex.

Coming out of Turn 1, the raceway widens to a four-lane city street. However, the third lane almost literally disappears, replaced by a bus shelter, while the right-most lane goes to the right around this bus shelter.

Immediately afterward is the left-hand Turn 2, another narrowed hairpin corner which leads onto the other four-lane city street forming this event venue.

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TOKYO: SHIBUYA: SHORT: FUKUSHIKAIKAN HIGASHI

Fortunately, medians are lacking at this triangularly-shaped event venue run in a clockwise direction. The Start/Finish Line is at the exit of Turn 3, which leads onto a four-lane city street.

Ahead, Turn 1 is a right-hand J-turn leading onto an ascending two-lane city street. At its top is the right-hand J-turn at Turn 2, which marks the crest of the Fukushimaikan Higashi event venue as it turns onto another two-lane city street which descends to the right-angle right-hand Turn 3.

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TOKYO: SHIBUYA: SHORT: PLAZA-MAE MINAMI

Back at the bus station, the Start/Finish Line is actually at the mid-point of a quick left-right chicane!!!

After a quick fade to the right is the left-hand hairpin corner for Turn 1. This leads onto a three-lane city street with a fourth lane on the right side of the raceway; this fourth lane then goes a little further to the right and around a large median. After the median, the three other lanes (forming the main part of the raceway) all slide one lane to the right to rejoin the right-most lane.

To the left at the end of this straightaway are two support pillars for the overhead covered pedestrian bridge. After the SECOND pillar is the left-hand right-angle Turn 2. It is important to note that the corner is after the SECOND pillar because this is not always the case for events held in Shibuya.

The narrowed left-hand hairpin corner for Turn 2 is rather dark, even in clear conditions in the midday hour, due to the lengthy shadows. It will be difficult to spot darker-colored cars here, so it is important to instead look for brake lights and/or tire smoke from wheel lock.

Turn 2 leads out onto another three-lane city street. Remember that the Start/Finish Line is at the mid-point of the chicane.

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TOKYO: SHIBUYA: SHORT: SHIBUYA ICHI-CHOME KITA

The Start/Finish Line is located along a 'straightaway' which is actually a long extended curve. It is important to keep to the right side of this 'straightaway' to set up the best possible racing line for Turn 1.

The left-hand Turn 1 is a right-angle left-hand corner leading to a dip underneath a bridge. At the top of the dip is the left-hand right-angle Turn 2, which requires a wide racing line to avoid the median bisecting the following four-lane city street.

At the end of the median is the left-hand right-angle Turn 3. This leads onto the four-lane city street which contains the Start/Finish Line.

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TOKYO: SHIBUYA: SHORT: HACHIKO-MAE HIGASHI

This is a roughly-rectangular event venue back at the bus station area. Events here are run in a clockwise direction.

The end of the initial three-lane straightaway has a bus shelter on the right, with the right-most lane going around it. It is best to keep to the main raceway (the left-most lanes), as they provide the best racing line for the right-hand right-angle Turn 1.

The 'short chute' between Turns 1 and 2 dips underneath a bridge. Due to the inherent darkness (because of the shadows), it will be difficult to spot darker-colored cars here, even during clear conditions in the midday hour.

At the top of the dip is the right-hand right-angle Turn 2. Note that the initial barrier on the inside gives away BEFORE the actual corner, so look instead for the second barrier (the white barrier with the red trim) to pick the apex point for Turn 2.

The next straightaway is three lanes wide, and continually fades from side to side.

Turns 3 and 4 are also right-angle right-hand corners.

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TOKYO: SHIBUYA: SHORT: ROUTE 246 NISHI

Forthcoming

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TOKYO: SHIBUYA: SHORT: SHIBUYA ICHI-CHOME MINAMI

This is a fairly-straightforward rectangularly-shaped event venue run in a clockwise direction. Most straightaways are four lanes wide. Turn 2 is a J-turn, whereas Turn 3 is about 65 degrees. Beware the median in the middle of the raceway at the exit of Turn 3.

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TOKYO: SHIBUYA: SHORT: YOUBINKYOKO-MAE HIGASHI

This is another fairly-straightforward rectangularly-shaped event venue, but this time it is run in a counterclockwise direction. The 'front stretch' and the 'back stretch' are both four lanes wide, whereas the two 'short chutes' are two lanes wide. Turn 2 is the highest elevation of the Youbinkyoko-Mae Higashi event venue; Turn 4 is the lowest elevation of the Youbinkyoko-Mae Higashi event venue.

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TOKYO: SHIBUYA: SHORT: EKI KITA-KOUKASHITA NISHI

The Start/Finish Line is on a four-lane city street just beyond the exit of the final corner of this event venue. ahead, Turn 1 is a left-hand 45-degree corner leading up a slightly-ascending two-lane city street. At the crest of the hill is the right-hand J-turn, which empties onto another two-lane city street which descends a little more abruptly. Turn 1 can be handled at full acceleration, but drifting tactics WILL be required to maintain much speed throughout Turn 2.

At the base of the hill is the right-hand right-angle Turn 3. It is easy to overlook this corner, however, as its outside barrier (painted green and white) tends to blend in with the other colors in this area of the event venue. Care must be taken to use a wide racing line for Turn 3, as there is a thin median bisecting the four-lane raceway at the exit of this corner.

At the end of the median is the right-hand right-angle Turn 4; this is a somewhat-protracted corner, so a wide racing line is best to avoid inadvertently banging the inside barrier here. After the short chute is the right-hand right-angle Turn 5; the Start/Finish Line is at the exit of Turn 5.

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TOKYO: SHIBUYA: MEDIUM: SHIBUYA HOTEL-MAE KITA

This is a more-or-less triangularly-shaped event venue run in a clockwise direction. The Start/Finish Line is near the top of the venue (which is at Turn 3). The initial straightaway is a semi-steep descent all the way from Turn 3 down to Turn 1. Turn 2 is a nasty right-hand J-turn which begins the long, slow, gentle ascent to Turn 3. Except the initial straightaway, the other 'straightaways' each contain several multi-directional fades... some of which are indicated with easily-visible arrows.

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TOKYO: SHIBUYA: MEDIUM: MARUI KOUSATEN MINAMI

There are two thin consecutive medians bisecting the four-lane the initial straightaway; the Start/Finish Line is near the beginning of the first median on the right-hand side of the raceway.

Turn 1 is a left-hand 135-degree J-turn onto a two-lane city street; drifting tactics will definitely be needed here.

After an almost non-existent straightaway is the left-hand 45-degree Turn 2 (leading onto another four-lane city street), which can be taken at full acceleration.

Turn 3 is a left-hand right-angle corner onto a two-lane city street. After a brief straightaway, Turn 4 is a left-hand right-angle corner leading to the Start/Finish Line and the initial straightaway; the best racing line here is a wide line out of Turn 4 to avoid the medians in the middle of the raceway on corner exit.

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TOKYO: SHIBUYA: MEDIUM: SYOBO-SYO KITA

The Start/Finish Line is near the bottom of a steep two-lane incline. Turn 1 is a left-hand 105-degree corner at the crest of the circuit; drifting tactics may be useful here.

The straightaway coming out of Turn 1 is several lanes wide, beginning the long, slow descent of the circuit. Turn 2 is a left-hand 75-degree corner; slight or perhaps moderate braking will be needed here to ensure avoiding the barriers.

At the bottom of the circuit is the left-hand right-angle Turn 3. There are a pair of consecutive medians bisecting this four-lane raceway, so a wide racing line out of Turn 3 is best.

At the end of the second median is the left-hand right-angle Turn 4, leading to a short chute underneath a subway bridge. Unfortunately, even in clear conditions at the midday hour, it is EXTREMELY dark underneath this bridge due to the shadows, so quickly spotting darker-colored vehicles will be virtually impossible; look instead for brake lights and/or tire smoke from wheel lock.

The right-hand right-angle Turn 5 is immediately on the other side of the bridge (back in the sunlight if competing in clear daylight conditions). After a short straightaway is the left-hand right-angle Turn 6, which begins the upward trend of the raceway and leads directly to the Start/Finish Line.

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TOKYO: SHIBUYA: MEDIUM: EKI MINAMI GUCHI

Returning to the bus station area, this is a U-shaped event venue. The Start/Finish is immediately at the exit of Turn 6, which cars beginning events here lined up IN Turn 6 itself.

The initial straightaway is three lanes wide. Turn 1 is a right-hand hairpin corner with the raceway doubling back upon itself; the hairpin corner itself is only about two lanes wide, but it opens up onto a FIVE-LANE city street.

The circuit then makes a semi-wide swing to the right (Turn 2). On the other side of the two-lane dip (underneath the subway bridge) is the right-hand Turn 3, leading onto a three-lane city street.



Like Turn 1, Turn 4 is a right-hand hairpin corner with the raceway doubling back upon itself; the hairpin corner itself is only about two lanes wide, but it opens up onto a three-lane city street.

Halfway along the ensuing straightaway, the raceway has a left-right mini-chicane. Then comes the left-hand right-angle Turn 5, leading to another two-lane dip underneath the subway bridge.

Finally is the left-hand Turn 6. This is actually a J-turn with an immediate swing back to the right to straighten out just as cars pass underneath the Start/Finish Line.

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TOKYO: SHIBUYA: MEDIUM: MIYASHITA-KOEN NISHI

At the end of a long four-lane straightaway, the left-hand right-angle Turn 1 has two racing lines. There is a median bisecting the four-lane dip, so it is best to use a TIGHT racing line for Turn 1 to make the left-hand right-angle Turn 2 much easier; using a wide racing line at Turn 1 turns Turn 2 into a VERY nasty J-turn.

After another long straightaway, the left-hand right-angle Turn 3 opens onto a four-lane city street bisected by a median. A wide racing line for Turn 3 will avoid the median and set up a good racing line for the left-hand right-angle Turn 4.

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TOKYO: SHIBUYA: MEDIUM: SHIBUYA KITA

Virtually ALL corners at Shibuya Kita are J-turns. As such, drifting tactics will need to be employed for EVERY CORNER.

The Shibuya Kita event venue begins with the Start/Finish Line near the beginning of the initial three-lane straightaway. This is a fairly short straightaway up to the left-hand J-turn at Turn 1. This passes underneath a bridge, where it is VERY dark even in clear daylight conditions in the midday hour.

Immediately on the other side of the bridge is the right-hand J-turn for Turn 2. There is a median in the middle of this four-lane raceway, but there really is no 'optimal' racing line here. A tight racing line at Turn 2 will make the right-hand J-turn at Turn 3 easier, whereas a wide racing line in Turn 2 (the better racing line) will require a MUCH sharper cornering angle at Turn 3 because the end of the median is so close to the corner itself.

After a quick two-lane straightaway, the circuit heads back to the left at Turn 4 with a J-turn. This leads onto a four-lane street, which makes a right-hand J-turn (Turn 5) onto a two-lane city street which ascends to the right-hand J-turn at Turn 6, the highest elevation of this event venue.

Following Turn 6, the circuit heads steeply back downhill (on

a two-lane city street) to the right-hand right-angle Turn 7. The Start/Finish Line is almost immediately upon corner exit.

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TOKYO: SHIBUYA: MEDIUM: SEIBU-MAE MINAMI

This is a rectangularish-shaped event venue run in a counterclockwise direction. The end of the initial four-lane straightaway is bisected by a thin median. The 'short chute' between Turns 3 and 4 is a four-lane dip bisected by support pillars for the overhead subway bridge. Also, the 'back stretch' has a fast right-left chicane about 2/3 of the way along its length.

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TOKYO: SHIBUYA: MEDIUM: SHIBUYA MARUI KITA

This is an elongated version (elongated by one city block) of Seibu-Mae Minami run in a clockwise direction, and with the Start/Finish Line positioned alongside the first median. Also, the raceway underneath the subway bridge is reduced to two lanes, as ALL traffic is forced into the same two lanes.

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TOKYO: SHIBUYA: MEDIUM: SEGAWORLD MINAMI

The 'initial straightaway' actually comprises Turns 1 and 2 as well. Turn 1 is a left-hand corner, while Turn 2 is a right-hand corner. Both Turn 1 and Turn 2 are sixty-degree corners which can generally be taken at full acceleration... but this really does require a PRISTINE racing line and DRY racing conditions with CLEAR visibility. Especially in wet conditions (whether during the day or at night), this is a particularly difficult section of the circuit due to the high speeds which are usually attained along this 'initial straightaway.'

Turn 3 is a right-hand J-turn which will definitely require drifting tactics. Following Turn 3, the circuit heads steeply back downhill (on a two-lane city street) to the right-hand right-angle Turn 4, which leads onto a three-lane city street. After TWO city blocks (the straightaway makes a dogleg to the right after the first city block), the circuit makes a left-hand J-turn onto a two-lane street underneath a pair of subway bridges.

After this brief section, the raceway heads back to the right again with another J-turn (Turn 6) onto a four-lane city street bisected by a thin median. Following this are two right-hand right-angle corners connected by a four-lane 'short chute.' The Start/Finish Line is shortly beyond the exit of Turn 8.

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TOKYO: SHIBUYA: LONG: KOEN-DORI NISHI

This is a rather odd event venue which will likely prove to be difficult to master.

The Start/Finish Line is at the top of a short but steep

descending two-lane city street into the left-hand Turn 1, a J-turn which will require some drifting. The next section is a three-lane city street which curves gently to the right (Turn 2), and then suddenly makes a tight right-hand right-angle turn (Turn 3) onto a four-lane straightaway initially bisected by a thin median; a wide racing line is best for the Turns 2-3 complex.

The four-lane straightaway out of Turn 3 is the longest straightaway of the Koen-Dori Nishi event venue... and it also contains numerous fades in the section near the bus station. VERY good knowledge of this section of the circuit will be required in order to speed through this area at full acceleration without banging the barriers.

At the end of this long straightaway is the right-hand hairpin corner marking Turn 5. It is best to keep a wide racing line here and go to the left side of the bus shelter on corner exit; trying to go to the right side of this bus shelter would result in a tighter, slower racing line. However, along this three-lane straightaway, it is important to NOT build up too much speed, as the circuit makes a left-hand sixty-degree turn at the first intersection (Turn 6); the three-lane city street also makes a slow, steady ascent up to the right-hand NASTY J-turn at Turn 7, which opens up to the Start/Finish Line.

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TOKYO: SHIBUYA: LONG: SHIBUYA MARUI MINAMI

There are two consecutive thin medians bisecting the four-lane initial straightaway; the Start/Finish Line is at about the midpoint of the first median, with all cars beginning events here on the right side of the initial median.

Turn 1 is a left-hand J-turn requiring drifting tactics. The brief ensuing straightaway is VERY dark as the cars pass underneath a subway bridge; even in clear daylight conditions at midday, it will be VERY difficult to spot darker-colored cars underneath this bridge.

IMMEDIATELY after the bridge is the right-hand J-turn marking Turn 2, opening onto a short three-lane straightaway. After one city block, the circuit makes a right-angle left-hand turn (Turn 3) onto a two-lane straightaway and climbs a steep hill up to the highest elevation in the Shibuya sector at the left-hand J-turn for Turn 4.

After two city blocks on a two-lane city street comes the left-hand J-turn for Turn 5. TWO city blocks later, the raceway makes a right-hand right-angle turn (Turn 6) onto a four-lane city street.

After two city blocks, the circuit makes a pair of left-hand right-angle corners back onto the initial straightaway. It is important to use a wide racing line exiting Turn 8, as that will ensure avoiding the median at corner exit and also set up the optimum racing line for Turn 1 if on a hoptlap.

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TOKYO: SHIBUYA: LONG: WEST BUS DEPOT SOUTH

This is a VERY tricky event venue. Those who love technical racing circuits will LOVE West Bus Depot South!!!!

The Start/Finish Line begins in the area with the dip underneath a wide subway bridge at one end of the bus station area. The raceway is four lanes wide, bisected by the support pillars for the bridge; cars begin events here lined up on the right side of the support pillars.

Turn 1 is a NASTY left-hand J-turn with an IMMEDIATE dogleg back to the right. Neither racing line is really optimal here, but the racing line from the left side of the support pillars (through the dip area) is slightly faster. On corner exit, the two left-most lanes diverge to the left around a bus shelter, then all four lanes rejoin on the other side.

The straightaway out of Turn 1 is the longest straightaway of the West Bus Depot South event venue. The straightaway ends with two consecutive thin medians... FAR beyond Turn 1; therefore, drivers will need to use a LONG braking zone for Turn 2. It is best to stay to the right side of the medians for the optimal racing line for Turn 2.

Turn 2 is a right-angle left-hand requiring drifting tactics. The brief ensuing straightaway is VERY dark as the cars pass underneath a subway bridge; even in clear daylight conditions at midday, it will be VERY difficult to spot darker-colored cars underneath this bridge.

Immediately after Turn 2, the raceway makes a gentle curve to the left for Turn 3. However, it is important to keep as close to the apex as possible here, as the right-hand J-turn for Turn 4 quickly wisks cars up a steep two-lane slope.

At the crest of this slope is Turn 5, a left-hand J-turn onto a gently-descending three-lane city street. At its base is the right-hand sixty-degree Turn 6, which can be tricky at full acceleration (especially in wet conditions).

Once back in the bus station area, there is a nasty and fast left-right chicane just before the final corner. The colors of the barriers here blend in VERY well with the surrounding area, so it can be VERY tricky to actually spot the raceway here.

The left-hand right-angle Turn 7 is the final corner of this event venue.

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TOKYO: SHIBUYA: LONG: SHIBUYA CHALLENGE

Forthcoming

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TOKYO: SHIBUYA: LONG: EKI-MINAMI KOUKASHITA

The Start/Finish Line here is located at the exit of the bus station area. The 'initial straightaway' actually comprises

Turns 1 and 2 as well. Turn 1 is a left-hand corner, while Turn 2 is a right-hand corner. Both Turn 1 and Turn 2 are sixty-degree corners which can generally be taken at full acceleration... but this really does require a PRISTINE racing line and DRY racing conditions with CLEAR visibility. Especially in wet conditions (whether during the day or at night), this is a particularly difficult section of the circuit due to the high speeds which are usually attained along this 'initial straightaway.'

Turn 3 is a right-hand J-turn which will definitely require drifting tactics. Following Turn 3, the circuit heads steeply back downhill (on a two-lane city street) to the right-hand right-angle Turn 4, which leads onto a three-lane city street.

After one city block is Turn 5, a left-hand J-turn onto the VERY dark straightaway underneath a subway bridge. Immediately on the other side of this subway bridge is the right-hand J-turn for Turn 6; keep wide on this corner to avoid the two consecutive thin medians bisecting this four-lane street.

As this straightaway enters the bus station area, there is a NASTY right-left chicane (Turns 7 and 8). This chicane is rather difficult to spot due to the colors of the barriers blending in TOO well with the surrounding area. Once past the chicane, it is important to keep to the left of the bus shelter which bisects the raceway.

Turn 9 is a right-hand J-turn leading to the dip. Using a wide racing line here is best, both for Turn 9 AND Turn 10.

On the other side of the dip is the right-hand right-angle Turn 10. This is a somewhat-extended corner, so it is best to keep somewhat wide through Turn 10.

As the raceway leaves the bus station area, there is another fast right-left chicane (Turns 11 and 12). The Start/Finish Line immediately follows.

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TOKYO: SHIBUYA: LONG: TOKYO DENRYOKU-MAE KITA

This is almost exactly the reverse/mirror configuration of the Eki-Minami Koukashita event venue, with a shifted Start/Finish Line.

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TOKYO: SHIBUYA: LONG: SHIBUYA KUYAKUSHO-MAE MINAMI

This is almost identical to Tokyo Denryoku-Mae Kita, with a shifted Start/Finish Line.

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TOKYO: SHIBUYA: LONG: SHIBUYA ZENIKI

Available ONLY in Time Attack Mode, this venue allows players to roam freely along those routes used in the Shibuya sector of Tokyo.

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TOKYO: SHINJUKU: SHORT: BUSINESS GAI NISHI

This is a tiny rectangularly-shaped event venue run in a counterclockwise direction. All corners are right-angle corners.

Turn 1 leads to a straightaway underneath a pedestrian plaza. There is a short steep descent, a flat section, then a short steep rise back to street level. This straightaway is only two lanes wide.

Following Turn 2 is a four-lane street. However, the right-most lane (the swing-out area for the exit of Turn 2) disappears halfway to Turn 3.

At the entry of Turn 4, a thin median (which is VERY difficult to spot, even during clear daylight conditions during the midday hour) bisects the four-lane raceway. Turn 4 exits onto the initial four-lane straightaway.

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TOKYO: SHINJUKU: SHORT: EKI BUS NORIBA KITA

This event venue has three lanes all the way around.

Turn 1 is a left-hand hairpin corner. Drifting tactics can be great here for style points and for maintaining a good amount of speed.

Turns 2 and 3 form a quick right-left chicane. However, at the transition point for the chicane, the left-most lane disappears and a new lane is added to the right side of the raceway. This is not so bad here at the Eki Bus Noriba Kita event venue, but when this chicane is used as part of much longer circuits, this chicane can be exceedingly brutal at high speeds.

Turns 4 and 5 are a pair of left-hand right-angle corners connected by a short straightaway. Turn 5 leads onto the initial straightaway and the Start/Finish Line.

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TOKYO: SHINJUKU: SHORT: ODAKYU NISHI-GAWA

This is a tricky triangularly-shaped event venue run in a counterclockwise direction. All straightaways are four lanes wide, but each is also bisected by one or more WIDE medians. Therefore, it is best to maintain either only-wide or only-tight racing lines here.

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TOKYO: SHINJUKU: SHORT: OHME KAIDO HIGASHI

This is a rectangularly-shaped event venue run in a clockwise direction. All corners are right-hand right-angle corners. All straightaways are four lanes wide; however, the exits of

Turn 1 and Turn 3 have thin, brief medians bisecting the raceway.

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TOKYO: SHINJUKU: SHORT: ODAKYU NISHI

All straightaways here are four lanes wide, but there are plenty of medians to cause potential trouble... especially at nighttime and in other low-visibility conditions.

The initial straightaway is bisected by a wide median. The exits of Turn 2, Turn 3, AND Turn 4 all have medians bisecting the raceway as well. Therefore, as at Odakyu Nishi-Gawa, it is best to maintain either only-wide or only-tight racing lines here.

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TOKYO: SHINJUKU: SHORT: BUS NORIBA KITA

This is another somewhat-tricky event venue.

The initial straightaway is a four-lane city street bisected by a WIDE median. Cars will begin events here on the left side of the median.

Turn 1 is a right-hand right-angle corner. Because of the WIDE median bisecting the four-lane raceway at corner exit, it is best to maintain a wide racing line here. After one city block, the median ends and the raceway narrows to three lanes.

Now comes the aforementioned chicane, but approached this time from the reverse. This is a fast right-left chicane (Turns 2 and 3) which really requires some braking beforehand in order to keep from banging the barriers. Just beyond this chicane is the right-hand hairpin corner (Turn 4) .

Halfway along this straightaway, the raceway doglegs to the left AND a thin median appears to bisect the raceway. However, due to a bridge over the beginning of the median, the dark shadows here make the median very difficult to spot even in clear daylight conditions during the midday hour, so it is best to keep a TIGHT racing line here for the dogleg.

Turn 5 is a right-hand J-turn leading to the Start/Finish Line. Since the initial straightaway is also bisected by a WIDE median, it is best to keep a wide racing line through Turn 5. This is made a little more difficult as the raceway narrows by half in Turn 5.

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TOKYO: SHINJUKU: SHORT: NISHI SHINJUKU KITA

The initial straightaway is an incredible FIVE lanes wide, providing plenty of opportunity to pass multiple cars at once without any collisions. Turn 1 is a right-hand 45-degree corner onto a four-lane city street bisected by a thin median; shortly thereafter is Turn 2, another right-hand 45-degree corner onto a four-lane city street bisected by a wide median. Turn 1 can be handled easily at full acceleration

(primarily if using a tight racing line), whereas Turn 2 will require at least minor braking to avoid banging the barriers and/or the median.

After one city block comes the right-hand right-angle Turn 3. This turns onto a SIX-lane city street bisected by a wide median. Drifting through this corner using a wide racing line is probably best, although the inside racing line is also quite serviceable as well.

At the end of this straightaway is the right-hand right-angle Turn 4 onto a four-lane city street. At the next intersection is the left-hand right-angle Turn 5 onto another four-lane city street.

At the end of the pedestrian plaza (on the right side of the raceway), Turn 6 is a right-hand right-angle corner onto a short SIX-lane straightaway bisected by a thin median. The barrier really protrudes into the corner itself, so a tight racing line is best. The median only lasts for the first half of the straightaway; immediately beyond the barrier, it is important to get to the far-left side of the raceway to set up the right-hand right-angle Turn 7, which opens onto the initial straightaway and the Start/Finish Line.

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TOKYO: SHINJUKU: SHORT: HIGASHI DORI MINAMI

The initial straightaway at Higashi Dori Minami is four lanes wide; actually, this city street is eight lanes wide, but only the four right-most lanes are used for this circuit configuration. This is important information to remember for the final corner of this event venue.

Turn 1 is a left-hand right-angle corner onto an EIGHT-lane city street bisected by a wide median; a wide racing line is best here.

Turns 2 and 3 form a quick left-right chicane onto a three-lane street. Minor braking should be employed here to assure keeping the car from ramming the barriers.

Just beyond the chicane is the left-hand right-angle Turn 4, opening onto a six-lane city street bisected by a wide median. At the end of this city block is the left-hand right-angle Turn 5, leading onto a four-lane city street with NO medians :-)

At the end of this long straightaway is the left-hand right-angle Turn 6. This is a tricky corner, because it at first appears on approach that cars can go to either side of the median at the exit of Turn 6. However, once actually IN the corner itself, it becomes very evident that the street on the left side of the median has been blocked off; those who have already committed to using this barricaded side of the street will incur Penalties for ramming the barrier here. Therefore, it is IMPERATIVE to use a wide racing line here at Turn 6.

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TOKYO: SHINJUKU: SHORT: CHUO-DORI HIGASHI

Almost immediately beyond the Start/Finish Line, the raceway makes a slight fade to the left as it passes underneath a pedestrian bridge. This point marks the beginning of two consecutive wide medians bisecting the four-lane raceway. Using the left side of this city street is probably best.

At the end of the second median is the left-hand right-angle Turn 1. This leads onto an EIGHT-lane city street also bisected by a median. Halfway along this straightaway, the circuit fades again a little bit to the left. If using the right side of the raceway here, it is imperative to keep to the two left-most lanes, as the two right-most lanes will be barricaded beginning just beyond the fade.

Turn 2 is a left-hand 45-degree corner which can generally be taken at full acceleration. The following four-lane city street is bisected initially by a thin median.

Turn 3 is a left-hand right-angle corner onto a six-lane city street which is also bisected by a median. After one city block, the circuit heads back to the right (Turn 4) with a perpendicular corner onto a short three-lane city street.

Turn 5 is the left-hand hairpin corner. This is followed immediately by the quick right-left chicane (Turns 6 and 7), which leads to the Start/Finish Line.

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TOKYO: SHINJUKU: SHORT: BUSINESS GAI MINAMI

The circuit map for Business Gai Minami looks VERY daunting. While this definitely is a rather technical event venue, it is really fairly easy (or at least fairly predictable) in the overall scheme of things, since by the time players unlock this particular event venue, they should already be quite familiar with the various sections of this circuit from other venues in Shinjuku; it is now simply a matter of putting those various sections together into a single circuit.

The initial straightaway is six lanes wide, but is bisected by a wide median. At the end of this straightaway is a right-hand right-angle corner onto a three-lane city street with NO medians. Shortly thereafter is the now-familiar left-hand hairpin corner (Turn 2), followed by the quick right-left chicane (Turns 3 and 4). At the end of this city block, the circuit makes a left-hand right-angle turn to mark Turn 5.

One city block later is the right-hand 45-degree Turn 6, where the four-lane city street is suddenly bisected by a thin median; the beginning of this median is rather difficult to see - even in clear daylight conditions during the midday hour - due to the shadow cast by the overhead pedestrian bridge. Ahead is the left-hand 45-degree Turn 7; if on the right side of the median, the raceway will be quickly reduced to one single lane at Turn 7.

Shortly following Turn 7, the circuit makes a left-hand

right-angle turn at Turn 8. This will lead traffic underneath the pedestrian plaza, with the left-hand right-angle Turn 9 on the other side.

One city block later is the right-hand right-angle Turn 10. One city block beyond that is the left-hand right-angle Turn 11, leading onto the initial straightaway and its wide median.

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TOKYO: SHINJUKU: SHORT: SHINJUKU CHALLENGE  
Forthcoming

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TOKYO: SHINJUKU: SHORT: SHINJUKU GARD MINAMI  
The initial straightaway is three lanes wide and only one city block in length, with the Start/Finish Line at the mid-point of this initial straightaway.

Turn 1 is a right-hand right-angle corner onto a city street which is six lanes wide and bisected by a wide median. A wide racing line is best for Turn 1, as that provides a better racing line for the right-hand right-angle Turn 2, which opens onto a four-lane city street.

After one city block, the raceway turns to the left with a perpendicular Turn 3 onto another four-lane city street. At the end of the pedestrian plaza (on the right side of the raceway) is the right-hand right-angle Turn 4; there is a thin median bisecting this six-lane straightaway at corner exit, and a tight racing line (while employing drifting tactics) is best here. At the end of this single city block, the right-hand right-angle Turn 5 brings traffic onto the next straightaway, which is four lanes wide.

At the end of the pedestrian plaza (again, on the right side of the raceway), the circuit makes a left-hand 45-degree corner for Turn 6. The raceway is instantly reduced to three lanes here, so it is best to either keep to the left-most lanes approaching Turn 6, or tighten the racing line for Turn 6.

After a quick fade to the right comes the right-hand right-angle Turn 7. This is a four-lane city street bisected by two consecutive wide medians. At the end of the second median is the right-hand right-angle Turn 8 onto a three-lane straightaway. Once city block beyond that is the left-hand right-angle Turn 9, leading back onto the initial straightaway and its wide median.

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TOKYO: SHINJUKU: MEDIUM: SHINJUKU HODOKYO SHITA  
The Start/Finish Line is located near the entry to the now-familiar chicane in Shinjuku. Turns 1 and 2 mark the right-left chicane, with Turn 3 marking the right-hand hairpin corner. One city block later, the circuit makes a left-hand right-angle corner at Turn 4 onto a six-lane city street

bisected by a wide median.

After one city block comes the right-hand right-angle Turn 5 onto a four-lane city street. After another city block comes the left-hand right-angle Turn 6 onto yet another four-lane city street.

At the end of the pedestrian plaza (on the right side of the raceway) is the right-hand right-angle Turn 7; there is a thin median bisecting this six-lane straightaway at corner exit, and a tight racing line (while employing drifting tactics) is best here. At the end of this single city block, the right-hand right-angle Turn 8 brings traffic onto the next straightaway, which is four lanes wide.

At the end of the pedestrian plaza, there is a quick fade to the right. There is also a thin median which begins at this fade, which is obscured heavily by dark shadows caused by the overhead pedestrian bridge; these dark shadows thus make it VERY difficult to see the beginning of the thin median and WILL cause trouble until this section of the circuit is committed VERY well to memory.

One city block beyond the fade, the circuit makes a left-hand right-angle turn (Turn 9) onto a three-lane city street. At the end of this single city block is the final corner (Turn 10), a right-hand right-angle corner back toward the Start/Finish Line and the imminent chicane.

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TOKYO: SHINJUKU: MEDIUM: BUS ROTARY KITA

The Start/Finish Line is located on the longest straightaway of the Bus Rotary Kita event venue, just before the slight left-hand fade. At the end of this VERY long four-lane straightaway is the left-hand J-turn marking Turn 1; due to the immense length of this initial straightaway and the tremendous speeds which will be achieved here, Turn 1 requires a VERY long braking zone.

Turn 1 empties onto a short three-lane city street. At the end of the single city block is the left-hand right-angle Turn 2, which opens onto a four-lane city street bisected by a wide median; a tight racing line is best here due to the upcoming chicane.

This chicane is not THE chicane, but rather a left-right (Turns 3 and 4) coming into what is THE hairpin at many other event venues here in the Shinjuku sector of Tokyo. Slight or moderate braking will need to be employed here in order to keep from banging the barriers at this chicane.

Two city blocks later, the circuit makes a left-hand 45-degree corner (Turn 5) underneath a pedestrian bridge. A thin median begins underneath this pedestrian bridge, and it is very difficult to spot due to the dark shadow cast by the bridge itself.

One city block later comes the final and most difficult corner of the Bus Rotary Kita event venue. This is a NASTY

left-hand J-turn (Turn 6) which will DEFINITELY require drifting tactics. What makes this corner particularly difficult is that there is a thin median at both corner entry AND corner exit. Exiting Turn 5, it may be best to use the left side of the median; in Turn 6, it will be SLIGHTLY easier to then 'slide' to the right side of the next median.

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TOKYO: SHINJUKU: MEDIUM: NISHI GUCHI BUS NORIBA

The initial straightaway begins as a five-lane city street, with the Start/Finish Line in this five-lane section. However, it quickly shrinks to only three lanes in width as the two left-most lanes are barricaded. After a quick fade to the right, the raceway opens up once again to five lanes in width... but then shrinks down to four lanes in width immediately before Turn 1.

Turn 1 is a left-hand right-angle corner onto a six-lane city street. Halfway along this short straightaway, a thin median bisects the raceway; going to the left of the raceway provides the best possible racing line here.

Turn 2 is then a left-hand right-angle corner onto a four-lane city street. At the end of the pedestrian plaza (on the left side of the raceway), Turn 3 is a right-hand right-angle corner onto another four-lane city street. After a single city block, the left-hand right-angle Turn 4 empties onto a six-lane city street bisected by a wide median.

At the end of this median, the circuit makes a right-hand right-angle corner (Turn 5) onto a three-lane city street. Next come the left-hand hairpin (Turn 6) and the chicane (Turns 7 and 8).

Ahead, at the dark shadow cast by the overhead pedestrian bridge, the circuit fades to the left, and the four-lane city street is suddenly bisected by a wide median; due to the dark shadows here, it is almost impossible to see the median on approach, so good knowledge of this area of the circuit is key to success. It is also best to go to the right side of this wide median, as this will create a better racing line for Turn 9.

After the two consecutive wide medians comes the left-hand right-angle Turn 9. This leads back onto the initial five-lane straightaway and the Start/Finish Line.

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TOKYO: SHINJUKU: MEDIUM: KOSYU KAIDO NISHI II

The Start/Finish Line is located on a city street which is EIGHT lanes wide. However, for a distance of several city blocks, there are four lanes running in each direction, separated only by a thin white fence.

One city block beyond the Start/Finish Line is the left-hand right-angle Turn 1; this leads onto a city street with four NARROW lanes - this is about two-thirds of the width of the initial straightaway. At the end of this straightaway is the

right-hand right-angle Turn 2, leading onto a six-lane city street bisected by a wide median; a wide racing line is best here.

At the end of the median is the left-hand right-angle Turn 3 onto a four-lane city street. After one city block comes a pair of right-hand right-angle corners (Turns 4 and 5) separated by a three-lane city street.

Next comes the chicane (Turns 6 and 7), opening onto an EIGHT-lane city street (just beyond what should be the hairpin corner) which is bisected by a wide median. It is best to use the left side of the raceway here, as this provides a much better racing line for Turn 8 ahead.

At the end of the median comes the right-hand right-angle Turn 9. It is important to keep a WIDE racing line here, as only the left-most four lanes of this eight-lane city street are used; this is because the right-most four lanes will soon have traffic coming in the opposite direction.

At the end of this longest straightaway of the Kosyu Kaido Nishi II event venue comes a SHARP and NASTY right-hand hairpin corner (Turn 10) as the circuit doubles back upon itself. One city block later is the Start/Finish Line.

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TOKYO: SHINJUKU: MEDIUM: KITA DORI HIGASHI  
Forthcoming

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TOKYO: SHINJUKU: MEDIUM: SHINJUKU RESTAURANT HIGASHI  
The initial straightaway is four lanes wide and is also the single longest straightaway of the Shinjuku Restaurant Higashi event venue. Due to the immense length of this initial straightaway, Turn 1 will have a LONG braking zone; given that the Start/Finish Line is near the end of the initial straightaway, it can provide a good marker for the braking zone for Turn 1.

Turn 1 is a nasty left-hand J-turn onto a three-lane raceway; drifting tactics will DEFINITELY be required here. After a few city blocks, the circuit makes a left-hand right-angle corner (Turn 2) onto an EIGHT-lane city street bisected by a wide median; it is best to keep to the right side of this median, which avoids the need to merge to the right later.

After the median comes the now-familiar right-left chicane (Turn 3 and 4). This is followed one city block later by the left-hand right-angle Turn 5.

After another city block, the raceway doglegs to the right at Turn 6. This occurs underneath a dark pedestrian bridge which obscures the beginning of the thin median which bisects the four-lane street. It is best to keep to the right side of this thin median.

Ahead is the left-hand 45-degree Turn 7. The right side of

the raceway (to the right of the thin median) cuts down to a single lane briefly at Turn 7, then the median ends to provide uninterrupted four-lane racing alongside the pedestrian plaza (on the left side of the raceway).

At the end of the pedestrian plaza is the left-hand right-angle Turn 8 onto a six-lane city street. Halfway along this brief straightaway, a thin median bisects the raceway; it is best to keep to the left-hand side of the median, as this makes the left-hand right-angle Turn 9 a bit easier.

At the end of the pedestrian plaza (on the left side of the raceway) is the right-hand right-angle Turn 10. This leads onto the four-lane initial straightaway. At the next intersection, this city street fades slightly to the left.

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TOKYO: SHINJUKU: MEDIUM: SHINJUKU MINAMI-GUCHI

The Start/Finish Line is at the mid-point of the second-longest straightaway at the Shinjuku Minami-Guchi event venue.

Turn 1 is a right-hand right-angle corner onto a four-lane straightaway bisected by a thin median; it is best to use a wide racing line through Turn 1 to get to the left side of this median. One city block later comes the left-hand right-angle Turn 2, which also has a thin median at its exit. This median quickly gives away to provide an unfettered four-lane city street. However, the right-hand right-angle Turn 3 quickly follows.

This is now the single longest straightaway at the Shinjuku Minami-Guchi event venue. Note that this six-lane city street is 'bisected' by a thin raised 'platform.' For most circuit configurations making use of this particular straightaway, this platform holds thin fencing to form numerous consecutive medians with varying-width gaps; other barriers then force traffic from one side of this city street to the other. These raised 'platforms' can be crossed now - with some difficulty - but players may wish to try slaloming through the gaps as a means of 'practicing' for when the barriers are in place.

At the end of this lengthy straightaway is the right-hand right-angle Turn 4; this opens onto a city street which is four lanes wide. After a few city blocks is the right-hand dogleg forming Turn 5, opening onto a four-lane city street running alongside the pedestrian plaza (on the left-hand side of the raceway).

At the end of the pedestrian plaza is the right-hand right-angle Turn 6, leading onto another four-lane city street. After a single city block, the raceway makes a left-hand right-angle corner onto a six-lane city street bisected by a wide median.

At the end of this section is a right-hand right-angle corner marking Turn 8. Next quickly comes a left-right chicane (Turns 9 and 10) opening onto an EIGHT-lane city street

bisected by a wide median; it is important to keep to the left side of this median to set up the best possible racing line for the final corner.

After the median is the right-hand right-angle Turn 11. This opens onto the initial straightaway.

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TOKYO: SHINJUKU: MEDIUM: TOCHO DORI MINAMI

This is the Shinjuku Minami-Guchi event venue run in reverse. The only change is that the long straightaway which formerly had the raised platforms now has the fencing on them, forcing all traffic to the right-most three lanes of the straightaway; there is no need to switch from one side of the street to the other here.

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TOKYO: SHINJUKU: MEDIUM: TOCHO KITA-DORI HIGASHI

The Start/Finish Line is near the beginning of the initial straightaway, which is a city street which is four lanes wide. At the end of the pedestrian plaza (on the right-hand side of the raceway) is a quick fade to the right. A thin median bisects the raceway beginning at this fade; it is best to keep to the right side of this thin median.

At the end of the thin median is the right-hand 45-degree Turn 1. Whereas the previous fade can be easily handled safely at full acceleration, Turn 1 requires moderate braking to keep from banging the barriers due to all the speed carried into this corner.

Ahead is the left-right chicane marking Turns 2 and 3. Moderate braking will again be needed. It is best to swing wide to the left exiting Turn 3 to avoid the wide median bisecting this six-lane straightaway.

After one city block is the right-hand right-angle Turn 4, leading onto a three-lane raceway. This is the second-longest straightaway at this event venue, so Turn 5 will require a LONG braking zone.

Turn 5 is a right-hand right-angle corner leading to a brief straightaway which is one city block long and four lanes wide; this straightaway is bisected by a thin median. It is best to keep to the left of this thin median (thus requiring a wide racing line exiting Turn 5).

Then comes the left-hand right-angle Turn 6. There is also a thin median bisecting the raceway at the exit of Turn 6; it is best to keep a tight racing line here to stay on the left side of this new thin median. This thin median disappears halfway to Turn 7.

Turn 7 is a right-hand right-angle corner which leads onto the single-longest straightaway in Shinjuku. This time, a tight racing line is REQUIRED, as the left side of this six-lane street is barricaded. While racing along this lengthy straightaway, traffic will twice be forced to switch to the

opposite side of the street; these switching points can be very difficult to spot at nighttime and in other low-visibility conditions.

At the end of this lengthy straightaway is the right-hand right-angle Turn 8, leading onto a four-lane city street. Due to the immense length of the previous straightaway, a LONG braking zone is necessary for Turn 8.

After several city blocks, there is a left-hand right-angle turn (Turn 9) onto a six-lane city street initially bisected by a thin median; a tight racing line is best here. One city block later, the raceway makes its final corner (a right-hand right-angle turn) onto the initial straightaway.

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TOKYO: SHINJUKU: MEDIUM: NISHI SHINJUKU 2 CHOME

The initial straightaway is four lanes wide, and the Start/Finish Line is located near its end. The initial corner is a left-hand 45-degree corner onto a four-lane street bisected by a thin median. This thin median can be difficult to spot due to the dark shadow cast by the overhead pedestrian bridge; it is best to keep tight to the left here, and begin braking immediately out of Turn 1.

After a single city block is the left-hand 135-degree J-turn marking Turn 2. This is another four-lane city street bisected by a thin median. In the corner itself, it is best to slide as far to the right side as possible, as this will be a better racing line than trying to stay tight to the apex. SEVERE braking and some drifting will be required for Turn 2.

After a single city block is the right-hand right-angle Turn 3. This leads onto a four-lane city street alongside the pedestrian plaza (on the right-hand side of the raceway). At the end of the pedestrian plaza is a 30-degree left-hand fade.

At the end of this straightaway is the left-hand right-angle Turn 4 onto the longest straightaway in Shinjuku. This time, traffic MUST use a wide racing line, as the three left-most lanes are barricaded. Fortunately, there is NO switching between sides of the street for this event venue, so players can fly along this straightaway at full acceleration with no need to worry about high-speed maneuvers (unless passing other cars).

At the end of this immense straightaway is the left-hand right-angle Turn 5. Halfway along the next straightaway (which is four lanes wide), a thin median bisects the raceway; it is best to keep to the right-hand side of this thin median.

Next comes the right-hand right-angle Turn 6, which opens onto a brief straightaway with four lanes bisected by another thin median; a tight racing line is best here, keeping to the right-hand side of this new thin median. At the end of this median is the left-hand right-angle Turn 7 onto the three



left-most lanes of a six-lane city street.

After two city blocks, traffic is suddenly forced to the three right-most lanes of this six-lane city street. Fortunately, this switch is very well-marked - unlike the switches required in many circuit configurations making use of the longest straightaway in Shinjuku.

After two more city blocks comes the left-hand right-angle Turn 8. This opens onto an EIGHT-lane city street bisected by a wide median. A wide racing line is best.

At the end of the median comes a quick left-right chicane (Turns 9 and 10). It is best to brake somewhat before entering the chicane to ensure avoiding the barriers, which are VERY difficult to miss at high speeds.

This chicane opens onto the initial straightaway; the Start/Finish Line is near its end.

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TOKYO: SHINJUKU: MEDIUM: TOCHO-DORI HIGASHI

The initial straightaway is three lanes wide and four city blocks in length; the Start/Finish Line is at the mid-point of this initial straightaway.

Turn 1 is a left-hand right-angle corner onto a city street which is EIGHT lanes wide and bisected by a wide median; a wide racing line is best here. At the end of the median is THE chicane in Shinjuku (Turns 2 and 3), a fast right-left onto a three-lane city street. At the end of this city block is the left-hand right-angle Turn 4 onto another three-lane city street.

After a single city block is the right-hand 45-degree Turn 5 onto a four-lane city street bisected by a thin median. This thin median is difficult to spot due to the shadows from the overhead pedestrian bridge. A tight racing line is best here; this corner can be safely cleared at full acceleration, but it is probably best to brake at least slightly.

At the end of this single city block, the median disappears as the raceway makes a left-hand 45-degree turn (Turn 6). This corner can be cleared at full acceleration. Note that those who used the right side of the thin median between Turns 5 and 6 will have their raceway reduced to a single lane just before entering Turn 6, but this corner can still be cleared safely at full acceleration nonetheless.

After a single city block comes the left-hand right-angle Turn 7, leading onto a short six-lane straightaway. At the end of this straightaway is a thin median bisecting the raceway; keeping to the right side of this thin median provides the best possible racing line for the right-hand 45-degree Turn 8 onto a five-lane city street.

At the end of this straightaway is the left-hand right-angle Turn 9, leading onto the longest straightaway in Shinjuku. A TIGHT racing line is required here, as the right-most three

lanes of this lengthy city street are initially barricaded. There will be two switching points along this straightaway. Turn 10 will require a LONG braking zone due to the immense length of this straightaway.

Turn 10 is a left-hand right-angle corner onto a four-lane city street. Halfway along this straightaway, a thin median bisects the raceway; keep to the right here.

Turn 11 is a right-hand right-angle corner onto a four-lane city street bisected by another thin median; keep a tight racing line here.

After a single city block, the raceway makes a left-hand right-angle corner onto the initial straightaway.

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TOKYO: SHINJUKU: MEDIUM: EKI NISHI-GUCHI MINAMI

This final event venue in Shinjuku begins on a six-lane city street bisected by a wide median. Traffic begins on the right-most three lanes; after two city blocks, traffic is suddenly diverted to the left-most three lanes. Two city blocks later comes the right-hand right-angle Turn 1, leading onto a single city block with a four-lane straightaway bisected by a thin median; keeping to the left side of the thin median is best for Turn 2, a left-hand right-angle corner leading onto a four-lane city street initially also bisected by a single thin median.

At the end of this straightaway is the right-hand right-angle Turn 3, leading onto the single longest straightaway in Shinjuku. Traffic MUST use a wide racing line here, as the three right-most lanes are initially barricaded. ALL THREE SWITCHING POINTS ARE USED, so players can expect to be making several high-speed maneuvers along this lengthy straightaway.

At the end of this immense straightaway is the right-hand right-angle Turn 4 onto a five-lane city street; this corner will require a LONG braking zone. After several city blocks is the right-hand 45-degree Turn 5, which can be taken at full acceleration as it leads onto a four-lane straightaway alongside the pedestrian plaza (on the left-hand side of the raceway).

At the end of the pedestrian plaza is the left-hand right-angle Turn 6, leading onto a four-lane city street. After a single city block, the raceway makes a right-hand 45-degree turn at Turn 7; there is a thin median bisecting the four-lane raceway here, and it is best to keep to the right side of this thin median. After a single city block is the left-hand 45-degree Turn 8 onto a three-lane city street.

One city block later is the right-hand right-angle Turn 9 onto a three-lane city street. Then comes THE chicane (Turns 10 and 11), a fast right-left chicane. At the exit of the chicane, keep to the left side of the wide median.

After the median comes the right-hand right-angle Turn 12 onto the initial straightaway.

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TOKYO: SHINJUKU: LONG: SHINJUKU NI-CHOME NISHI

The initial straightaway for the first long-length event venue in Shinjuku happens to also be the longest straightaway in Shinjuku. All traffic begins on the right-hand side of the raceway, and will switch to the opposite side of the raceway twice.

At the end of the longest straightaway in Shinjuku, the circuit makes a right-hand right-angle turn at Turn 1; this leads onto a five-lane city street. Several city blocks later comes the left-hand 45-degree Turn 2 onto a four-lane city street initially bisected by a thin median; it is best to keep to the left of this thin median while passing through this corner at full acceleration. One city block later comes the right-hand right-angle Turn 3, leading onto another four-lane city street with the pedestrian plaza just to the right of the raceway.

At the end of the pedestrian plaza is the left-hand 45-degree Turn 4. It is best to keep a wide racing line here to avoid the wide median bisecting this six-lane city street. After a quick fade to the right is the right-hand right-angle Turn 5; a wide racing line is best here to get to the left side of the wide median bisecting the four-lane city street at the exit of Turn 5.

Turns 6 and 7 are THE right-left chicane; remember to brake slightly on approach to help avoid the barriers. Keeping to the left of the next wide median will make the right-hand right-angle Turn 8 much easier.

Now on the three right-hand lanes of a six-lane median-bisected city street, traffic will be forced to the three left-most lanes ahead. Two city blocks beyond this switching point is the right-hand right-angle Turn 9, leading onto a four-lane city street bisected by a thin median; keep to the left of this median. Next is the left-hand right-angle Turn 10, leading onto another four-lane city street initially also bisected by a thin median; use a tight racing line here to keep to the left side of this thin median.

Turn 11 is the final corner, a right-hand right-angle corner leading onto the initial straightaway. A TIGHT racing line is required here, as the three left-most lanes of this lengthy straightaway are initially barricaded.

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TOKYO: SHINJUKU: LONG: NISHI SHINJUKU EKIKITA

This event venue is essentially the reverse/mirror configuration of Shinjuku Ni-Chome Nishi with two exceptions:

- 1.) The shifted Start/Finish Line
- 2.) Instead of going AROUND the pedestrian plaza, the raceway runs UNDERNEATH the pedestrian plaza.

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TOKYO: SHINJUKU: LONG: EKI NISHI-GUCHI KITA

This is the Nishi Shinjuku Ekikita configuration with two exceptions:

- 1.) The shifted Start/Finish Line
- 2.) Instead of going UNDERNEATH the pedestrian plaza, the raceway runs AROUND the pedestrian plaza.

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TOKYO: SHINJUKU: LONG: HIGASHI DORI KITA II

The initial straightaway is six lanes wide and bisected by a wide median. The Start/Finish Line is at the mid-point of this initial straightaway.

The first three corners are a left-right-left section each separated by a single three-lane city block each; the exit of Turn 3 requires a wide racing line to avoid the wide median bisecting the four-lane raceway. Turn 4 is a left-hand right-angle corner requiring a wide racing line to also avoid the wide median bisecting the ensuing four-lane raceway.

Shortly beyond Turn 4, the raceway narrows to only three lanes, then fades to the right onto a four-lane city street alongside the pedestrian plaza (on the left-hand side of the raceway). At the end of the pedestrian plaza is the left-hand right-angle Turn 5, leading onto a six-lane city street bisected at the end by a thin median; it is important to keep to the right side of this thin median, as it provides a better racing line for the right-hand 45-degree Turn 6 onto a five-lane city street.

Several city blocks later is the left-hand right-angle Turn 7, leading onto the longest straightaway in Shinjuku. A TIGHT racing line is required for Turn 7, as the three right-most lanes are initially barricaded. However, traffic will twice be forced to switch to the opposite side of this long straightaway.

At the end of the lengthy straightaway is the left-hand right-angle Turn 8, leading onto a four-lane city street which will eventually become bisected by a thin median; it is best to keep to the right side of this median. At the end of the thin median is the right-hand right-angle Turn 9 onto another four-lane city street bisected by a thin median; again, it is best to keep to the right side of this thin median.

Turn 10 is the left-hand right-angle corner one city block beyond Turn 9; this opens onto a three-lane raceway. Two city blocks later is the left-hand right-angle Turn 11 onto a city street comprised of four NARROW lanes. At the end of this straightaway is the right-hand right-angle Turn 12, leading onto the initial four-lane straightaway and its bisecting wide median.

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TOKYO: SHINJUKU: LONG: OHME KAIDO NISHI

The Start/Finish Line is located near the end of the five-lane straightaway from the pedestrian plaza to the longest

straightaway in Shinjuku. Turn 1 is thus the left-hand right-angle corner leading onto the longest straightaway in Shinjuku. A TIGHT racing line will be required for Turn 1, as the three right-most lanes are initially barricaded. All three switching points are used along this lengthy straightaway, allowing plenty of opportunity for players to hone their high-speed maneuvering skills.

At the end of the lengthy straightaway is the left-hand right-angle Turn 2, leading onto a four-lane city street which will eventually become bisected by a thin median; it is best to keep to the right side of this median. At the end of the thin median is the right-hand right-angle Turn 3 onto another four-lane city street bisected by a thin median; again, it is best to keep to the right side of this thin median.

Turn 4 is the left-hand right-angle corner one city block beyond Turn 3; this opens onto a three-lane raceway. Two city blocks later, the raceway switches to the right-hand side of the wide median. Two city blocks beyond the switching point is the left-hand right-angle Turn 5; it is best to keep to the right side of the wide median here.

Turns 6 and 7 form a fast left-right chicane just beyond the wide median. It is best to use moderate braking here to ensure keeping off the barriers.

Ahead is the right-hand right-angle Turn 8, leading onto a short three-lane city street. Next comes the left-hand right-angle Turn 9; it is best to keep a wide racing line to avoid the wide median here at corner exit.

Turn 9 is a left-hand right-angle corner requiring a wide racing line to also avoid the wide median bisecting the ensuing four-lane raceway.

Shortly beyond Turn 9, the raceway narrows to only three lanes, then fades to the right onto a four-lane city street alongside the pedestrian plaza (on the left-hand side of the raceway). At the end of the pedestrian plaza is the left-hand right-angle Turn 10, leading onto a six-lane city street bisected at the end by a thin median; it is important to keep to the right side of this thin median, as it provides a better racing line for the right-hand 45-degree Turn 11 onto the initial straightaway.

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#### TOKYO: SHINJUKU: LONG: SHINJUKU-GARD MINAMI

One city block beyond the Start/Finish Line is a quick left-right chicane (Turns 1 and 2) onto an eight-lane city street; keep to the left side of the wide median when exiting the chicane. At the end of this median is the right-hand right-angle Turn 3 onto a three-lane straightaway; after two city blocks, the traffic is forced to the left side of the wide median.

At the end of this section is the right-hand right-angle Turn 4 onto a four-lane city street bisected by a thin median; it

is best to keep to the left side of this thin median. After a single city block is the left-hand right-angle Turn 5 leading onto another four-lane straightaway which is initially also bisected by a thin median; it is best to use a tight racing line here to keep to the left-hand side of this thin median.

At the end of this straightaway is the right-hand right-angle Turn 6 onto the longest straightaway in Shinjuku. Interestingly, there are no barricades here, only the slightly-raised 'platforms' lining the middle of this lengthy six-lane straightaway.

At the end of the lengthy straightaway is the right-hand right-angle Turn 7 onto a five-lane city street with a slight fade to the right about halfway along its length.

At the end of this straightaway is the left-hand right-angle Turn 8 onto a four-lane city street which is soon bisected by a thin median; it is best to keep to the right side of this thin median. At the end of this thin median is the right-hand 45-degree Turn 9 onto a six-lane city street with a WIDE median; it is best to keep to the right side of this median as well. Ahead is the right-hand right-angle Turn 10 onto a four-lane street with a wide median; in Turn 10, it is best to slide to the outside of the corner to get to the left side of the median at the exit of Turn 10.

At the end of the second wide median is the right-hand right-angle Turn 11. From the left side of the wide median, this will be a somewhat-tight corner, so drifting tactics will definitely need to be employed here.

At the end of the three-lane city block is the left-hand right-angle corner leading onto the initial straightaway.

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TOKYO: SHINJUKU: LONG: NISHI SHINJUKU NI-CHOME

Nishi Shinjuku Ni-Chome is a particularly-technical event venue with numerous corners throughout the first half of a lap. Good speeds can be attained in the latter half of a lap, however, providing a good opportunity for both speed experts and cornering experts to win events at this event venue :-)

The circuit begins with THE fast right-left chicane (Turns 1 and 2). At the next intersection, the circuit turns to the left (Turn 3) onto a three-lane straightaway; at the next intersection, the circuit turns to the left again (Turn 4) onto another three-lane straightaway. After a single city block, the raceway makes a right-hand right-angle corner (Turn 5) onto a four-lane street bisected by a wide median; a tight racing line is best here to get on the right side of the wide median at the exit of Turn 5.

At the end of the wide median is the right-hand right-angle Turn 6, leading onto a four-lane city street. A single city block later is the left-hand right-angle Turn 7 leading onto yet another four-lane city street.

Next is the right-hand right-angle Turn 8. This leads onto the straightaway underneath the pedestrian plaza. On the other side of this steep dip is the left-hand right-angle Turn 9, leading onto a four-lane city street. At the end of the pedestrian plaza, Turn 10 is a left-hand right-angle corner onto a six-lane city street which is eventually bisected by a thin median; it is best to keep to the right side of this thin median. At the end of the thin median is the right-hand 45-degree Turn 11, leading onto a city street which is five lanes wide.

Several city blocks later is the left-hand right-angle Turn 12. This leads onto the single longest straightaway in Shinjuku, but the barriers in the middle of the street have been removed.

At the end of the lengthy straightaway is the left-hand right-angle Turn 13, leading onto a four-lane city street which will eventually become bisected by a thin median; it is best to keep to the right side of this median. At the end of the thin median is the right-hand right-angle Turn 14 onto another four-lane city street bisected by a thin median; again, it is best to keep to the right side of this thin median.

Turn 15 is the left-hand right-angle corner one city block beyond Turn 14; this opens onto a three-lane raceway. Four city blocks later is the final corner (Turn 15), a left-hand right-angle corner leading onto the initial straightaway; it is best to keep to the right side of the wide median on corner exit.

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TOKYO: SHINJUKU: LONG: KOSYU KAIDO NISHI  
Forthcoming

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TOKYO: SHINJUKU: LONG: OHME KAIDO NISHI II  
This event venue begins on the single longest straightaway in Shinjuku. The barricades are in place here, and all three switching points are used, with the Start/Finish Line located at the mid-point between the first and second switching points.

At the end of the lengthy straightaway is the left-hand right-angle Turn 1, leading onto a four-lane city street which will eventually become bisected by a thin median; it is best to keep to the right side of this median. At the end of the thin median is the right-hand right-angle Turn 2 onto another four-lane city street bisected by a thin median; again, it is best to keep to the right side of this thin median.

Turn 3 is the left-hand right-angle corner one city block beyond Turn 2; this opens onto a three-lane raceway. Two city blocks later is the left-hand right-angle Turn 4 onto a city street comprised of four NARROW lanes. At the end of

this straightaway is the right-hand right-angle Turn 5 onto a four-lane city street bisected by a wide median; a wide racing line is best here to get to the left side of the wide median. At the end of the wide median is the right-hand right-angle Turn 6 onto a three-lane city street.

Turn 7 is then the left-hand hairpin corner, with THE chicane following (Turns 8 and 9). After one city block is the left-hand right-angle Turn 10 onto a three-lane city street. Next is the right-hand 45-degree Turn 11 underneath the pedestrian bridge; keep hard to the right to avoid the thin median bisecting the four-lane raceway here. Next comes the left-hand 135-degree J-turn marking Turn 12; it is best to keep a wide racing line here while using plenty of drift to avoid the thin median at the exit of Turn 12. Turn 13 is a right-hand right-angle corner leading onto a four-lane city street alongside the pedestrian plaza.

Next is the right-hand right-angle Turn 14. This leads onto the straightaway underneath the pedestrian plaza. On the other side of this steep dip is the left-hand right-angle Turn 15, leading onto a four-lane city street. At the end of the pedestrian plaza, Turn 16 is a left-hand right-angle corner onto a six-lane city street which is eventually bisected by a thin median; it is best to keep to the right side of this thin median. At the end of the thin median is the right-hand 45-degree Turn 17, leading onto a city street which is five lanes wide.

Several city blocks later is the left-hand right-angle Turn 18, which requires a wide racing line since the left-most three lanes have been barricaded. This leads onto the single longest straightaway in Shinjuku, which for this event venue also happens to be the initial straightaway. The Start/Finish Line is located at the mid-point between the first and second switching areas.

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#### TOKYO: SHINJUKU: LONG: SUMITOMO-BIRU HIGASHI

Events here begin on a four-lane city street. Just beyond the Start/Finish Line is Turn 1, a left-hand 45-degree corner underneath an overhead pedestrian bridge where a thin median forms to bisect the four-lane city street. Keep to the left of this thin difficult-to-see median.

After one city block is the right-hand right-angle Turn 2, which opens onto a wider city street with a wide median. It is best to keep wide to the left here to avoid the wide median. Between Turns 2 and 3, the raceway fades to the right.

Turn 3 is a right-hand right-angle corner leading onto a four-lane city street bisected by two consecutive wide medians. Again, keep a wide racing line here to avoid the wide medians. The ensuing straightaway makes a quick fade to the right at the end of the second wide median.

Next is Turns 4 and 5, forming THE fast right-left chicane in Shinjuku. It is best to use moderate braking before the



chicane to ensure keeping off the barriers. On exiting the chicane, it is best to keep to the left-hand side of the next wide median.

Turn 6 is the right-hand right-angle corner at the end of the wide median. This leads onto a three-lane city street which lasts for four city blocks.

Turn 7 is a right-hand right-angle corner leading onto a four-lane city street bisected by a thin median; it is best to keep a wide racing line in Turn 7 to stay to the left-hand side of this thin median. Turn 8 is the left-hand right-angle corner one city block later onto yet another four-lane city street also initially bisected by a thin median; it is best to use a tight racing line here to stay on the left side of this new thin median.

Turn 9 is the right-hand right-angle corner leading onto the single longest straightaway in Shinjuku. There are no barricades here, so drivers will have unfettered access to the entire six-lane width of this immense straightaway.

At the end of the immense straightaway is the right-hand right-angle Turn 10, leading onto a five-lane city street. Ahead is the right-hand 45-degree Turn 11 onto a four-lane city street. Turn 12 is a right-hand right-angle corner onto another four-lane city street.

One single city block later is the left-hand right-angle Turn 13 leading onto a four-lane city street bisected by a wide median; it is best to use a wide racing line to stay on the right-hand side of this wide median. At the next intersection is Turn 14, a right-angle left-hand corner leading onto the initial straightaway.

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TOKYO: SHINJUKU: LONG: NISHI SHINJUKU RESTAURANT

This is essentially the reverse/mirror configuration of the Sumitomo-Biru Higashi event venue, except that:

- 1.) the Start/Finish Line has been shifted
- 2.) the raceway goes around and then UNDER the pedestrian plaza

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TOKYO: SHINJUKU: LONG: SHINJUKU ZENIKI

Available ONLY in Time Attack Mode, this venue allows players to roam freely along those routes used in the Shinjuku sector of Tokyo.

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DIAGRAMS

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

Ascari Chicane (at Monza):

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Bus Stop Chicane (Variant I - Wide Chicane):

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Bus Stop Chicane (Variant II - Narrow Chicane):

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Decreasing-radius Corner:

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Hairpin Corner:

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Increasing-radius Corner:

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J-turn

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Quick-flicks (Variant I - Wide Chicane):

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Quick-flicks (Variant II - Narrow Chicane):

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Sample Circuit Using Some of the Above Corner Types Combined:

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- Major Kusanagi, \_Ghost in the Shell\_

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

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