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1. Contact
[NDTD 1]

To be able to contact Stephen "Warhawk" Harris please drop me an e-mail at gamefaqswarhawk [at] gmail [dot] com, with any questions, comments or any information that you may believe that I may have missed in this guide. Please don't send any hateful mail because I will not tolerate it because it can be considered harassment, so please make sure you know what you want to ask / comment before you send the e-mail to me. Be sure to have "NASCAR: Dirt to Daytona" in the subject so I don't accidentally delete the e-mail. This includes sending e-mails with some picture which may be inappropriate. Please if you send me any e-mails with any kind of vulgar language such as the "f" word.

You may also like me on Facebook to know about any future plans I will have with guide writing and all. Any questions asked on the page I will try my

best at answering to the best of my knowledge about any of the guides I have done in the past, and yes even if it's a question on that game I done one for. Even if it is to ask me what I plan of doing next and all.

<http://www.facebook.com/WarhawkFAQs>

Donation

Also, If you found this walkthrough useful and would like to make a small donation on PayPal. The e-mail is the same as above warhawkfaqs@ymail.com and I will not force anyone to donate but is up to the reader if they choose to.

o-----o
| 2. Version History |
| [NDTD 2] |
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Version: 1.45 [03.05.2007]

-Added more to Contact Information and trying to make guide look a tad better

Version: 1.46 [03.27.2007]

-Minor Update to Career

Version: 1.5 [05.14.2007]

Minor update to guide

Version: 1.5 [11.21.2007]

Minor Contact Update

Version 2.0 [05.26.2012]

-Remodeled the guide a little and updated Contact Info

Version: Final [06.07.2012]

-Added GameCube controls

-Finished Beat the Heat

-Updated Modified section of Career

Version: Final [01.01.2013]

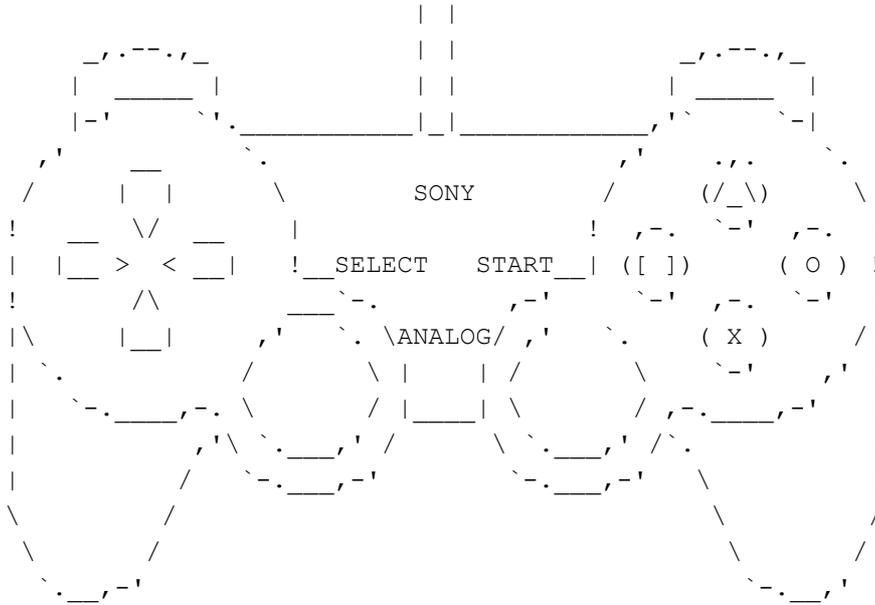
-Updated Contact Info

-Gave guide new look

3. Controls

[NDTD 3]

| Part One: PlayStation2 Controls |
| [NDTD 3.1] |
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Menu Controls

Control	Function
D-Pad	Navigate Up / Down
X	Accept
Triangle	Previous Screen

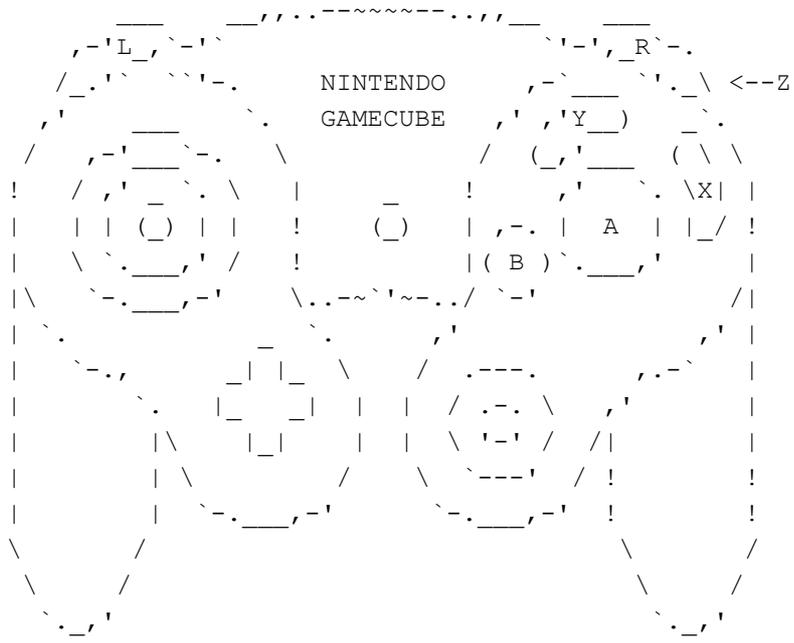
Game Controls

Control	Function
L1	Downshift [Manual Trans.]
R1	Upsshift [Manual Trans.]
L2	Toggle Race Info [Leaderboard / Laps]
R2	Toggle Car Info [Damage / Tire Wear]
D-Pad	Steer Left / Right
Triangle	Change Camera Angle
Square	Brake / Reverse
X	Acclerate
Circle	Toggle Rear View Mirror
Start	Pause Game

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| Part Two: GameCube Controls |
|           [NDTD 3.2]         |
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Menu Controls

Control	Function
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Control Pad	Navigate Up / Down
R Button	Accept
Z Button	Previous Screen

Game Controls

Control	Function
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Control Pad	Stick Steering
Control Pad	Steering
A Button	Upshift [Manual Trans.]
B Button	Downshift [Manual Trans.]
X Button	Toggle Race Info [Leaderboard / Laps]
Y Button	Toggle Rear View Mirror
Z Button	Switch camera view
L Button	Brake / Reverse
R Button	Accelerate
Start / Pause	Pause Menu

Anoka

Location: Anoka City, North Carolina
Distance: 0.250 miles
Track Type: Short Track
Banking in Turns: 6*
Website: N/A

Strategy:

Racing at any dirt track can be bit tricky since you can slide while you go through the turns. All the dirt tracks are less then a mile long so I'll go about providing strategies for each of the tracks starting with this one; Anoka. As you come out of turn 4 at Anoka you will be around 66 as you head onto the frontstretch. Before you go about entering turns 1 - 2 you should be able to reach around 78MPH before entering turns 1 - 2. As you go through turns 1 - 2 you want to be around 65 - 66 as try to be down by the grass but not up on the grass since you can spin out if you do so. As you get on the backstretch it's just like any other track drift up by the wall if possible and you should be able to reach 78 before you enter turns 3 - 4. As you go through turns 3 - 4 you want to be around 63 - 66 as you go through the turns and back onto the fronstretch.

Baxter

Location: Farmington, North Carolina
Distance: 0.500 miles
Track Type: Short Track
Banking in Turns: 8*
Website: N/A

Strategy:

This track I like to think of like a dirt version of Las Vegas but it's a mile shorter than Vegas. As you come out of turn 4 you want to be around 85 before going onto the fronstretch towards the line. When you go down the frontstretch you should be able to reach around 97 before entering turns 1 - 2. As you go through turns 1 - 2 you want to be around 85 - 88 as you get ready to go downt the backstretch. As you go down the backstretch drift up by the wall as close as you can without scraping it and losing speed instead. When you go down the backstretch you should be able to reach at around 93 before entering turns 3 - 4. You want to take turns 3 - 4 at around 85 - 86 and down by the grass but remember don't go up on the grass.

Dundas

Location: Northfield, North Carolina
Distance: 0.375 miles
Track Type: Short Track
Banking in Turns: 13*

Strategy:

Dundas is one of the tracks that's less than a half a mile in length and may take some skill to get around this track. As you come out of turn 4 you want to be at around 62 as you head onto the frontstretch. As you go down the frontstretch you should be able to reach at around 84 before heading through turns 1 - 2. When you go through turns 1 - 2 you want to be at around 71 - 73 going through turns 1 - 2. As you exit turn 2 you want to see about drifting up by the wall if you like to. As you race down the backstretch you should be able to reach at around 84 before you race through turns 3 - 4. As you race through turns 3 - 4 you want to be around 70 - 73 going through the turns; then onto the frontstretch once again.

Eagan

Location: Eagan, North Carolina

Distance: 0.500 miles

Track Type: Short Track

Banking in Turns: 6*

Website: N/A

Strategy:

Eagan is another track that is exactly a half mile in length but it's not the length of the track it's how you can managed to get around the track as fast you can especially at this track. As you race out of turn 4 you want to be around 91 heading onto the frontstretch to the line. As you race down the frontstretch you should be able to reach a speed at around 99 before heading through turns 1 - 2. When you race through turns 1 - 2 you want to be at around 92 - 95 through the turns and entering the backstretch. As you race down the backstretch you want to drift up the wall but not too close unless you want to go about hitting the wall; and you should be able to reach a speed of around 100 before racing through turns 3 - 4. When you race through turns 3 - 4 you want to be around 92 - 95 through the turns but be careful like all the other dirt tracks not to go too low or you may end up losing control of your car.

Hastings

Location: Hastings, North Carolina

Distance: 0.250 miles

Track Type: Short Track

Banking in Turns: 25* & 18*

Website: N/A

Strategy:

Hastings I like to think of like a dirt version of Bristol but it doesn't have the banking like Bristol does nor is it as long as Bristol either. This is one track in which you want to see about being extra careful at getting around since it's only a quarter of a mile in length. As you come out of turn 4 you want to be at around 74 at the exit of turn 4 heading onto the frontstretch. As you head down the frontstretch you won't have much time before you have to go through turns 1 - 2. Before heading into turns 1 - 2 you should be able to reach at around 84 before you go through the first 2 turns at this track. As you race through turns 1 - 2 you want to be at around 70 - 72 before heading down the backstretch which is the same length as the frontstretch. As you race down the backstretch you should be able to reach at least 83 before racing through turns 3 - 4. When you race through turns 3 - 4 you want to be

around 72 - 74 going through turns 3 - 4.

Kenyon

Location: Kenyoun, North Carolina

Distance: 0.375 miles

Track Type: Short Track

Banking in Turns: 8*

Website: N/A

Strategy:

Kenyon is one of those tracks that can prove to be a challenging track to try to stay in the lead whenever you do a race here. As you race out of turn 4 you want to be at around 86 as you race onto the frontstretch. When you race down the frontstretch you should be able to get up to at around 90 before racing through turns 1 - 2. As you go through turns 1 - 2 you want to be at around 82 - 86 going through the turns heading onto the backstretch. As you race down the backstretch you want to be able to reach at around 93 before racing through turns 3 - 4 and back onto the frontstretch. When you race through turns 3 - 4 you want to be at around 84 - 86 going through the turns and back onto the frontstretch across the line.

Kingsfield

Location: Kingsfield, South Carolina

Distance: 0.375 miles

Track Type: Short Track

Banking in Turns: 15*

Website: N/A

Strategy:

To get around Kingsfield you want to come out of turn 4 at around 63 heading onto the frontstretch. As you race down the frontstretch you should be able to reach at around 80 before racing through turns 1 - 2. When you race through turns 1 - 2 you want to be at around 68 - 74 and then onto the backstretch. As you race down the backstretch you should be able to reach at around 80 before heading through turns 3 - 4 and then back onto the frontstretch. As you race through turns 3 - 4 you want to be at around 68 - 74 and then back onto the frontstretch.

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| Part Two: NASCAR Modified |
| [NDTD 4.2] |
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Crystal Lake

Location: Crystal, Connecticut

Distance: 0.75 miles

Track Type: Short Track

Banking in Turns: 12*

Website: N/A

Strategy:

Crystal Lake is a type of track that the layout seems to be similar to that

of Martinsville or New Hampshire. No, this is not the Crystal Lake from the Friday the 13th movies with the crazed Jason wondering around the area. As you come out of turn 4 you want to be at around 129 heading onto the frontstretch. When you race down the frontstretch you should be able to reach at around 142 before going through turns 1 - 2. As you go through turns 1 - 2 you should be at around 130 - 132; then heading onto the backstretch. As you race down the backstretch you may want to drift up by the wall and you should be able to reach at around 142 before heading through turns 3 - 4. When you race through turns 3 - 4 you want to be at around 131 - 133 going through the turns heading back onto the frontstretch once again.

Dennison

Location: Dennison, Connecticut

Distance: 0.75 miles

Track Type: Short Track

Banking in Turns:

Website: N/A

Strategy:

Dennison can be quite a fun track to race at even though that it's a short track. Lap times at Dennison can be quite quick only 12 - 15 seconds to get around this quarter mile track. As you race out of turn 4 you want to be at around 103 onto the not so long frontstretch. When you race down the frontstretch you should be able to reach at around 112 before heading through turns 1 - 2. As you go down the backstretch you may drift up by the wall but it won't be very long since the straights are quite short here and you will reach at around 113 before racing through turns 3 - 4. When you race through turns 3 - 4 you want to be around 104 - 106 and back onto the frontstretch once again.

Elk River

Location: Elk River, Pennsylvania

Distance: 1.00 Mile

Track Type: Speedway

Banking in Turns: Various

Website: N/A

Strategy:

Elk River is like a weird shaped track but it does have the usual 4 turns to get around this track. As you race out of turn 4 you want to be at around 102 onto the frontstretch. When you race down the frontstretch you should be able to reach at around 126 before racing through turns 1 - 2. As you race through turns 1 - 2 you want to be at around 108 - 116 before heading to turn 3. As you go through turn 3 you want to be at around 122 - 124 and onto the backstretch. When you race down the backstretch you should be able to reach at around 131 before racing through turn 4 and onto the frontstretch again. As you race through turn 4 you want to be at around 100 - 102 and back onto the frontstretch to the line.

Mankato

Location: Mankato, Connecticut

Distance: 0.633 Miles

Track Type: Short Track
Banking in Turns: 14*
Website: N/A

Strategy:

Mankato is another short track that can be a bit of a fun track to race at as well. when you race out of turn 4 you want to be at around 112 heading onto the frontstretch. As you race down the frontstretch you want to drift up by the wall and should be able to reach at around 126 before heading through turns 1 - 2. When you race through turns 1 - 2 you want to be at around 110 - 112 going through the turns onto the backstretch. As you race down the backstretch you want to do the same as on the frontstretch drift up by the wall. You want to reach at around 126 before heading through turns 3 - 4. As you race through turns 3 - 4 you want to be at around 110 - 112 and back onto the frontstretch.

Martinsville

Location: Martinsville, Virginia	Front Stretch: 800 ft.
Distance: .526 miles	Back Stretch: 800 ft.
Track Type: Short Track	Website: www.martinsvillespeedway.com
Banking in Turns: 12*	

Strategy:

When racing at Martinsville you don't want to wait til around the last minute to brake but you want to brake at a certain point of the track so you can go about getting through the turns with ease. As you come out of turn 4 you should be around 80 - 84 MPH as you exit turn 4 onto the frontstretch to the start/finish line. Since both stretches are only 800 ft. you won't have much time before you will have to brake again for turns 1 - 2. Use the paint on the walls to help you know when to brake for the entering of the turns. For example where it has NASCAR Racing Cup Series ends to start braking for turns 1 - 2. Before you start to brake you should be able to reach around 108 MPH and once you get to the end of where it has NASCAR Racing Cup series to brake for turns 1 - 2 to around 74 - 80 MPH through turns 1 - 2.

As you exit off of turn 2 going down the backstretch, but you'll have to do like you done on the front stretch. The only problem is that you'll have to use a different paint on the wall as a marker to slow down for turns 3 - 4. Just like on the frontstretch you should be able to reach around 105 - 108 MPH, before going into turns 3 - 4. Look for part of the concrete wall in black and use the end of that as a marker to slow down for turns 3 - 4. Like in turns 1 - 2 slow down to around 74 - 80 MPH but should be able to gain a bit of speed as you exit out of turn 4 down the frontstretch again.

New Hampshire

Location: Loudon, New Hampshire	Front Stretch: 1,500 ft.
Distance: 1.058 miles	Back Stretch: 1,500 ft.
Track Type: Speedway	Website: www.nhis.com
Banking in Turns: 12*	
Banking on Straights: 2*	

Strategy:

New Hampshire is a track that is similar to Martinsville but the only thing

that makes this track different from Martinsville is that this track is paved while Martinsville is paved with concrete. With the relatively long straights at this track you don't want to get a blown engine before entering the turns because nobody likes getting a blown engine that can result in a DNF. As you come out of turn 4 you want to be around 110 - 115 as you come out of turn 4 onto the frontstretch to the line. Before you head into turns 1 - 2 you should be able to reach around 140 MPH before heading through turns 1 - 2. As you slow down to take turns 1 - 2 you want to slow down to around 114 - 118 MPH but the 113 - 117 MPH from turn 1 to turn 2 but get back on the gas around the middle to exit of turn 2. Now you are going down the backstretch which you want to slide up by the wall going down the backstretch heading to turns 3 - 4. Just like the frontstretch you should be able to reach around 136 - 140 MPH before heading into turns 3 - 4. As you approach turns 3 - 4 you want to slow down to around 114 - 118 MPH but you'll want to do the same as mentioned on how to take turns 1 - 2 as you go through the turns back onto the frontstretch onto the frontstretch again.

Richmond

Location: Richmond, Virginia

Front Stretch: 1,290 ft.

Distance: .750 miles

Back Stretch: 860 ft.

Track Type: Short Track

Website: www.richmondracewaycomplex.com

Banking in Turns: 14*

Banking on Front Stretch: 8*

Banking on Back Stretch: 2*

Strategy:

Richmond International Raceway is a fast short track that can be a fun place to race at besides Bristol Motor Speedway. As you race off of turn 4 you should exit turn 4 at around 105 - 108 MPH heading down the frontstretch heading towards the line. You may have to brake around a 100 ft. before heading into turns 1 - 2. Before heading into turns 1 - 2 you will reach around 131 MPH before you head through turns 1 - 2. As you slow down to go through turns 1 - 2 you want to slow down to around 102 - 106 MPH as you go through turns 1 - 2, then onto the backstretch sliding as close to the wall as possible. As you head down the backstretch you should be able to reach around 128 MPH before heading into turns 3 - 4. You want to brake around a 100 ft. before the yellow line at the beginning of turn 3 to around 102 - 106 MPH as you head back to the line for a lap around RIR.

Welch Valley

Location: Welch Valley, New York

Distance:

Track Type: Road Course

Banking in Turns: Various

Website: N/A

Strategy:

Welch Valley is the only road course on the Modified schedule. This is one unique road course and can be a bit of a challenge for some people. As you race out of turn 8 you want to be at around 108 heading onto the frontstretch. As you race through turn 1 you want to slow down to at around 93 - 95 going through turn 1. As you exit turn 1 you should be able to reach at around 120 - 125 before going through turn 2. When you race through turn 2 you want to be at around 115 through the turn. As you race out of turn 2

you should be able to reach at around 100 - 105 before heading through turn 3. When you go through turn 3 you want to slow down to about 90 - 95 going through turn 3. As you set up to take on turn 4 you want to be at around 96 - 100 before having to go through turn 5. When you race through turn 5 at around 91 with turn 6 not that long after turn 5. As you go through turn 6 you want to be at around 83 - 85 going through turn 6. Then you will have turn 7 a little after turn 6 but it's a little longer than you think. As you race through turn 7 you want to be at around 86 - 90 going through turn 7. Be careful turn 8 [and the last] is not long after 7, so as you approach the last turn at Welch Valley you want to take the turn at around 100 - 105.

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| Part Three: NASCAR Craftsman Trucks |
|           [NSTD 4.3]           |
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California

Location: Fontana Cali.	Banking on Back Straight: 3*
Distance: 2.0 miles	Front Straight: 3,100 ft.
Track Type: Oval	Back Straight: 2,500 ft.
Banking in Turns: 14*	Website: www.californiaspeedway.com
Banking on Front Straight: 11*	

Strategy:

California is a track with not very much banking which allows for long green flag racing. As you exit out of turn 4 you should be around 165 - 167 MPH as you head towards the start/finish line. As you race down the frontstretch you can be able to reach around 180 MPH before entering turns 1 - 2. When you start to brake into turns 1 - 2 you should be around 165 - 167 MPH, then as you exit turn 2 be sure to race up near the wall as you head down the backstretch. You will reach to around 179 MPH before braking for turns 3 - 4, and when you enter turns 3 - 4 drop your speed to around 166 - 167 MPH. As you exit turn 4 you should be around 175 MPH and gaining as you exit turn 4 racing to the start/finish line.

Darlington

Location: Darlington, South Carolina	Front Stretch: 1,229 ft.
Distance: 1.366 miles	Back Stretch: 1,229 ft.
Track Type: Superspeedway	Website: www.darlingtonraceway.com
Banking in Turns: 25*	
Banking on Straights: 2*	

Strategy:

Alright let's get to the strategy of how to get around this legendary track. When you exit turn 4 heading onto the frontstretch you want to be around 140 - 142 MPH heading towards the start/finish line. When you head down the frontstretch to turns 1 - 2 of a speed around 163 MPH before entering turns 1 - 2. As you go through turns 1 - 2 slow down to around 143 - 146 MPH by the time you exit out of turn 2. As you race down the backstretch be up by the wall but be sure not to try getting your Darlington stripe. Before you head in turns 3 - 4 you should be able to get a speed of around 169 MPH. As you brake to go through turns 3 - 4 slow down to around 140 - 143 MPH as you come out of turn 4 to the start/finish line.

Daytona

Location: Daytona Beach, Florida Front Straight: 3,800 ft.
Distance: 2.5 miles Back Straight: 3,400 ft.
Track Type: Superspeedway Website: www.daytonaintlspeedway.com
Banking in Turns: 31*
Banking on Tri-Oval: 18*
Banking on Straight: 3*

Strategy:

Let's get on with on how to get around the Daytona International Speedway. As you come out of turn 4 you want to be around 181 MPH as you go onto the frontstretch towards the start/finish line. As you head down the frontstretch you should be able to reach around 185 MPH before going into turns 1 - 2. At Daytona you don't need to brake going through the turns at a track like this. All you want to do is be down by the yellow line as you go through turns 1 - 2 at around 182 - 183 MPH through the turns. As you exit turn 2 you want to be up by the wall as you go down the backstretch reaching a speed to around 188 MPH before going in turns 1 - 2. You want to go through turns 3 - 4 like you did when you went through turns 1 - 2 at around 183 MPH. Once you exit turn 4 you should be around 185 by the exit of the turn heading to the start/finish line.

Dover Downs

Location: Dover, Delaware Front Stretch: 1,076 ft.
Distance: 1.0 miles Back Stretch: 1,076 ft.
Banking in Turns: 24* Website: www.doverdowns.com
Banking on Straights: 9*

Strategy:

Alright let's get to how to get around the track known as "The Monster Mile" Dover Downs. As you race coming out of turn 4 you want to be around 140 - 142 MPH as you come off onto the frontstretch. As you go down the frontstretch you will reach around 159 MPH before you brake to enter turns 1 - 2. When you slow down to go through turns 1 - 2 brake to around 140 - 143 MPH to get through turns 1 - 2. As you exit turn 2 slide safely up by the wall as you go down the backstretch. You will reach around 160 MPH before entering turns 3 - 4, and when you go through turns 3 - 4 slow down to around 140 - 143 as you go through turns 3 - 4, be sure on the exit of turn 4 to get on the gas and hit it.

Homestead-Miami

Location: Homestead, Florida Front Stretch: 1,760 ft.
Distance: 1.5 miles Back Stretch: 1,760 ft.
Banking in Turns: 6* Website: www.homesteadmiamispeedway.com
Banking on Front Straight: 2*

Strategy:

As you come out of turn 4 you want to be around 146 - 148 MPH as you set up to go down the frontstretch. Before heading into turns 1 - 2 you should be able to get up to around 166 MPH and as you head through turns 1 - 2 you want to be around 146 - 148 MPH. As you exit turn 2 at 145 or better heading down the backstretch you should be able to reach 166 MPH just like when you were on the

frontstretch before entering turns 3 - 4. You want to take turns 3 - 4 like turns 1 - 2 around 146 - 148 MPH, and then back onto the frontstretch.

Kansas

Location: Kansas City, Kansas Banking on Front Stretch: 10*
Distance: 1.5 miles Banking on Back Stretch: 5*
Track Type: Speedway Website: www.kasasspeedway.com
Banking in Turns: 15*

Strategy:

Kansas is a 1.5 mile tri oval speedway that is similar to Chicago but you probably won't be able to go through the turns like you can at Chicago. As you race out of turn 4 you will want to be around 144 - 146 MPH as you go down the frontstretch to the start/finish line. You will reach around 166 MPH before entering turns 1 - 2 and as you go through turns 1 - 2 you want to be around 145 - 146 MPH. As you exit out of turn 2 you want to race up by the wall, as you go down the backstretch. You should be able to reach up to around 166 MPH before entering turns 3 - 4. When you go through turns 3 - 4 you want to be around 145 - 146 MPH through those turns because if you go around 148 - 150 MPH you will most likely hit the wall before you exit turn 4.

Las Vegas

Location: Las Vegas, Nevada Front Stretch: 2,275 ft.
Distance: 1.5 miles Back Stretch: 1,572 ft.
Track Type: Speedway Website: www.lvms.com
Banking in Turns: 12*
Banking on Front Stretch: 8*
Banking on Back Stretch: 5*

Strategy:

Like I said this is a flat 1.5 mile track that may be a bit tricky getting good lap times at but it's knowing how to get good speed through the flat turns. As you come out of turn 4 you want to be around 138 - 140 MPH as you go down the frontstretch to the line. As you go down the frontstretch you should be able to reach around 167 MPH before heading into turns 1 - 2. When you get ready to go through turns 1 - 2 you want to slow down to around 141 - 144 MPH to get onto the backstretch. As you get on the backstretch get by the wall as you go towards turns 3 - 4. You should be able to reach around 165 MPH before you head into turns 3 - 4 but when you brake to go through turns 3 - 4 slow down to around 141 - 144 MPH going through turns 3 - 4 as you head back onto the frontstretch heading to the line.

Martinsville

Location: Martinsville, Virginia Front Stretch: 800 ft.
Distance: .526 miles Back Stretch: 800 ft.
Track Type: Short Track Website: www.martinsvillespeedway.com
Banking in Turns: 12*

Strategy:

When racing at Martinsville you don't want to wait til around the last minute to brake but you want to brake at a certain point of the track so you can go

about getting through the turns with ease. As you come out of turn 4 you should be around 70 - 75 MPH as you exit turn 4 onto the frontstretch to the start/finish line. Since both stretches are only 800 ft. You won't have much time before you will have to brake again for turns 1 - 2. Use the paint on the walls to help you know when to brake for the entering of the turns. For example where it has NASCAR Racing Cup Series ends to start braking for turns 1 - 2. Before you start to brake you should be able to reach around 116 MPH and once you get to the end of where it has NASCAR Racing Cup series to brake for turns 1 - 2 to around 67 - 75 MPH through turns 1 - 2.

As you exit off of turn 2 going down the backstretch, but you'll have to do like you done on the front stretch. The only problem is that you'll have to use a different paint on the wall as a marker to slow down for turns 3 - 4. Just like on the frontstretch you should be able to reach around 114 - 116 MPH, before going into turns 3 - 4. Look for part of the concrete wall in black and use the end of that as a marker to slow down for turns 3 - 4. Like in turns 1 - 2 slow down to around 67 - 75 MPH but should be able to gain a bit of speed as you exit out of turn 4 down the frontstretch again.

Michigan

Location: Brooklyn, Michigan	Front Stretch: 3,600 ft.
Distance: 2.0 miles	Back Stretch: 2,242 ft.
Track Type: Speedway	Website: www.mispeedway.com
Banking in Turns: 18*	
Banking on Front Stretch: 12*	
Banking on Back Stretch: 5*	

Strategy:

Michigan International Speedway isn't a hard track to get the hang of because with the 18* in the turns it can produce some exciting and/or fast laps at this 2.0 mile track. As you race out of turn 4 you want to be around 165 - 168 MPH as you head onto the frontstretch to the start/finish line. Before heading into turns 1 - 2 you should be able to reach around 180 MPH but as you get ready into head into turns 1 - 2 you want to slow down to around 168 - 172 MPH through turns 1 - 2 going onto the backstretch. When you head down the backstretch sling up near the wall but before you enter turns 3 - 4 you should reach around 180 MPH before heading into turns 3 - 4. As you go through turns 3 - 4 slow down to around 168 - 170 MPH going through turns 3 - 4 as you head back to the start/finish line.

New Hampshire

Location: Loudon, New Hampshire	Front Stretch: 1,500 ft.
Distance: 1.058 miles	Back Stretch: 1,500 ft.
Track Type: Speedway	Website: www.nhis.com
Banking in Turns: 12*	
Banking on Straights: 2*	

Strategy:

New Hampshire is a track that is similar to Martinsville but the only thing that makes this track different from Martinsville is that this track is paved while Martinsville is paved with concrete. With the relatively long straights at this track you don't want to get a blown engine before entering the turns because nobody likes getting a blown engine that can result in a DNF. As you come out of turn 4 you want to be around 110 - 115 as you come

out of turn 4 onto the frontstretch to the line. Before you head into turns 1 - 2 you should be able to reach around 149 MPH before heading through turns 1 - 2. As you slow down to take turns 1 - 2 you want to slow down to around 106 - 112 MPH but the 102 - 105 MPH from turn 1 to turn 2 but get back on the gas around the middle to exit of turn 2. Now you are going down the backstretch which you want to slide up by the wall going down the backstretch heading to turns 3 - 4. Just like the frontstretch you should be able to reach around 145 - 148 MPH before heading into turns 3 - 4. As you approach turns 3 - 4 you want to slow down to around 106 - 112 MPH but you'll want to do the same as mentioned on how to take turns 1 - 2 as you go through the turns back onto the frontstretch onto the frontstretch again.

Phoenix

Location: Avondale, Arizona

Front Stretch: 1,179 ft.

Distance: 1.0 miles

Back Stretch: 1,551 ft.

Track Type: Short Track

Website: www.phoenixintl Speedway.com

Banking in Turns 1&2: 11*

Banking in Turns 3&4: 9*

Banking on Straights: 0*

Strategy:

Since this track is a little tricky particularly that you can get around this track fast except that you'll have to be careful getting out of the turns such as turn 2. As you race out of turn 4 you want to be around 120 - 125 MPH heading onto the frontstretch towards the line. Before slowing down for turns 1 - 2 you should be able to reach around 146 MPH before entering turns 1 - 2. As you brake to go through turns 1 - 2 you want to slow down to around 105 - 107 MPH as you reach the backstretch up by the wall. As you go down the backstretch you will reach a speed of around 141 MPH before heading into turns 3 - 4. As you get ready to brake to enter turns 3 - 4 you want to slow down to around 112 - 127 MPH as you go through the turns as you head back onto the frontstretch towards the line.

Richmond

Location: Richmond, Virginia

Front Stretch: 1,290 ft.

Distance: .750 miles

Back Stretch: 860 ft.

Track Type: Short Track

Website: www.richmondracewaycomplex.com

Banking in Turns: 14*

Banking on Front Stretch: 8*

Banking on Back Stretch: 2*

Strategy:

Richmond International Raceway is a fast short track that can be a fun place to race at besides Bristol Motor Speedway. As you race off of turn 4 you should exit turn 4 at around 98 - 106 MPH heading down the frontstretch heading towards the line. You may have to brake around a 100 ft. before heading into turns 1 - 2. Before heading into turns 1 - 2 you will reach around 133 MPH before you head through turns 1 - 2. As you slow down to go through turns 1 - 2 you want to slow down to around 98 - 106 MPH as you go through turns 1 - 2, then onto the backstretch sliding as close to the wall as possible. As you head down the backstretch you should be able to reach around 133 MPH before heading into turns 3 - 4. You want to brake around a 100 ft. before the yellow line at the beginning of turn 3 to around 96 - 106 MPH as you head back to the line for a lap around RIR.

Texas

Location: Fort Worth, Texas
Distance: 1.5 miles
Track Type: Speedway
Banking in Turns 1&2: 24*
Banking in Turns 3&4: 8*

Banking on Straights: 5*
Front Stretch: 2,250 ft.
Back Stretch: 1,330 ft.
Website: www.texasmotorspeedway.com

Strategy:

Racing at the Texas Motor Speedway can be quite fast to race at, but you don't want to carry too much speed through the turns unless you want to hit the wall. As you come out of Turn 4 you want to be around 168 MPH, as you head towards the start/finish line. You will reach around 176 MPH before heading into Turn 1, but when you go through turns 1 - 2 at around 168 - 172 MPH through the turns. As you exit out of turn 2 you should be able to reach to around 177 MPH before entering Turn 3. When you approach Turns 3 - 4, you want to do the same as you did in Turns 1 - 2 but you may want to slow down a bit to around 168 - 170 MPH as you go through turns 3 - 4. As you exit turn 4 you want to be smooth on the exit of the turn as you head to the start/finish line.

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| Part Four: NASCAR Cup |
| [NDTD 4.4] |
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Atlanta

Location: Hampton, GA
Distance: 1.54 miles
Track Type: Speedway
Front Stretch: 1,415 ft.

Banking on Straightaways: 5*
Back Stretch: 1,320 ft.
Banking in Turns: 24*
Website: www.atlantamotorspeedway.com

Strategy:

As you come out of turn 4 you should be around 174 - 176 MPH as you exit the turn towards the start/finish line. As you go down the frontstretch you should be able to reach around 193 - 195 MPH before entering turns 1 - 2. When you go through turns 1 - 2 be sure to let off the gas before enter in the turns to around and keep your speed steady to around 174 - 176 MPH through the turns. As you exit turn 2 you want to get near the wall but not real close to where you end up scraping the wall and whatnot. Before you enter turns 3 - 4 your speed should reach to around 192 MPH before entering those turns. Just like you did in turns 1 - 2 let off the brake a bit until you get down to around 174 - 176 MPH but a tip that I can give is to keep it steady on the brake not just through turns 3 - 4 but as well as turns 1 - 2.

Bristol

Location: Bristol, Tennessee
Distance: .533 miles
Track Type: Short Track
Banking in Turns: 36*
Banking on Straightaways: 16*

Front Straight: 650 ft.
Back Straight: 650 ft.
Website: www.bristolmotorspeedway.com

Strategy:

Let's get to the point to how to get around this short but fast race track. As you race out of turn 4 you want to be around 115 - 119 if you manage to get out of turn 4 at those speeds. As you go down the frontstretch across the start/finish line and before you enter turns 1 - 2 you might be able to reach to around 140 - 142 maybe a few MPH under that. As you brake to enter the turns 1 - 2 slow down to around 115 - 119 MPH. As you exit turn 2 to head down the backstretch just like any other track be sure not to hit the wall or you'll loose speed. As you go down the backstretch you should get to around 140 MPH before braking for turns 3 - 4. When you go through turns 3 - 4, you want to be around 115 - 119 through the turns. As you exit turn 4 do the same as you did on the backstretch but this time to the start/finish line.

California

Location: Fontana, California

Distance: 2.0 miles

Track Type: Oval

Banking in Turns: 14*

Banking on Front Straight: 11*

Banking on Back Straight: 3*

Front Straight: 3,100 ft.

Back Straight: 2,500 ft.

Website: www.californiaspeedway.com

Strategy:

California is a track with not very much banking which allows for long green flag racing. As you exit out of turn 4 you should be around 169 - 171 MPH as you head towards the start/finish line. As you race down the frontstretch you can be able to reach around 200 MPH before entering turns 1 - 2. When you start to brake into turns 1 - 2 you should be around 168 - 173 MPH, then as you exit turn 2 be sure to race up near the wall as you head down the backstretch. You will reach to around 199 MPH before braking for turns 3 - 4, and when you enter turns 3 - 4 drop your speed to around 168 - 172 MPH. As you exit turn 4 you should be around 175 MPH and gaining as you exit turn 4 racing to the start/finish line.

Darlington

Location: Darlington, South Carolina

Distance: 1.366 miles

Track Type: Superspeedway

Banking in Turns: 25*

Banking on Straights: 2*

Front Stretch: 1,229 ft.

Back Stretch: 1,229 ft.

Website: www.darlingtonraceway.com

Strategy:

Alright let's get to the strategy of how to get around this legendary track. When you exit turn 4 heading onto the frontstretch you want to be around 143 - 145 MPH heading towards the start/finish line. When you head down the frontstretch to turns 1 - 2 of a speed around 177 MPH before entering turns 1 - 2. As you go through turns 1 - 2 slow down to around 145 - 160 MPH by the time you exit out of turn 2. As you race down the backstretch be up by the wall but be sure not to try getting your Darlington stripe. Before you head in turns 3 - 4 you should be able to get a speed of around 180 MPH. As you brake to go through turns 3 - 4 slow down to around 132 - 142 MPH as you come out of turn 4 to the start/finish line.

Daytona

Location: Daytona Beach, Florida
Distance: 2.5 miles
Track Type: Superspeedway
Banking in Turns: 31*
Banking on Tri-Oval: 18*
Banking on Straight: 3*

Front Straight: 3,800 ft.
Back Straight: 3,400 ft.
Website: www.daytonaintlspeedway.com

Strategy:

Let's get on with on how to get around the Daytona International Speedway. As you come out of turn 4 you want to be around 182 MPH as you go onto the frontstretch towards the start/finish line. As you head down the frontstretch you should be able to reach around 197 MPH before going into turns 1 - 2. At Daytona you don't need to brake going through the turns at a track like this. All you want to do is be down by the yellow line as you go through turns 1 - 2 at around 187 - 190 MPH through the turns. As you exit turn 2 you want to be up by the wall as you go down the backstretch reaching a speed to around 196 MPH before going in turns 1 - 2. You want to go through turns 3 - 4 like you did when you went through turns 1 - 2 at around 196 MPH. Once you exit turn 4 you should be around 188 by the exit of the turn heading to the start/finish line.

Dover Downs

Location: Dover, Delaware
Distance: 1.0 miles
Banking in Turns: 24*
Banking on Straights: 9*

Front Stretch: 1,076 ft.
Back Stretch: 1,076 ft.
Website: www.doverdowns.com

Strategy:

Alright let's get to how to get around the track known as "The Monster Mile" Dover Downs. As you race coming out of turn 4 you want to be around 145 - 146 MPH as you come off onto the frontstretch. As you go down the frontstretch you will reach around 170 MPH before you brake to enter turns 1 - 2. When you slow down to go through turns 1 - 2 brake to around 144 - 147 MPH to get through turns 1 - 2. As you exit turn 2 slide safely up by the wall as you go down the backstretch. You will reach around 170 MPH before entering turns 3 - 4, and when you go through turns 3 - 4 slow down to around 144 - 147 as you go through turns 3 - 4, be sure on the exit of turn 4 to get on the gas and hit it.

Homestead-Miami

Location: Homestead, Florida
Distance: 1.5 miles
Banking in Turns: 6*
Banking on Front Straight: 2*

Front Stretch: 1,760 ft.
Back Stretch: 1,760 ft.
Website: www.homesteadmiamispeedway.com

Strategy:

As you come out of turn 4 you want to be around 146 - 147 MPH as you set up to go down the frontstretch. Before heading into turns 1 - 2 you should be able to get up to around 180 MPH and as you head through turns 1 - 2 you want to be around 146 - 148 MPH. As you exit turn 2 at 145 or better heading down the backstretch you should be able to reach 180 MPH just like when you were on the frontstretch before entering turns 3 - 4. You want to take turns 3 - 4 like turns 1 - 2 around 146 - 148 MPH, and then back onto the frontstretch.

Infineon

Location: Sonoma, California

Distance: 2.0 miles

Track Type: Road Course

Website: www.infineonraceway.com

Strategy:

When you race at this track you want to have good acceleration because that is one of the keys to doing well at a track like Infineon Raceway. As you come out of turn 10 you want to be around 30 - 63 MPH going through the hairpin hugging the turn but not too much because you don't want to hit the tires, as you head to the start/finish line. As you cross the line there'll be a small turn to the left [turn 1] around 121 MPH as you approach turn 2 you want to be around 88 - 91 MPH going through turn 2. Turn 3 isn't that far off because you'll have to slow down to around 40 - 45 MPH going through turn 3 then onto a small stretch to turn 4. Turn 4 slow down to around 88 - 90 MPH and turn 4 isn't far off from turn 5. To take turn 5 well slow down to around 54 - 59 MPH as you go down another stretch to turn 6. Before you approach turn 6 you want to start slowing down just a few feet before entering turn 6 and go through the turn at least 68 - 71 MPH while the next turn, turn 7 will come quickly.

This is one of the tight turns at this 1.949 mile road course in which you have to slow down to around 45 - 53 MPH to go through this turn. Next you'll have to take on the ESSES at around 80 - 102 MPH through those set of turns, before taking on turn 8. As you approach turn 8 you want to slow down to around 135 MPH going through the turn and then have to set up for turn 9 at around 94 - 96 MPH. After you get through turn 9 you will now have to get set up for turn 10 [last turn] which is a hairpin. You will have to slow down just a few feet before pit road, to around 30 - 63 MPH as you go through turn 10. Once you have gone through the last turn now it's time to head back to the start/finish line.

Kansas

Location: Kansas City, Kansas

Distance: 1.5 miles

Track Type: Speedway

Banking in Turns: 15*

Banking on Front Stretch: 10*

Banking on Back Stetch: 5*

Website: www.kasasspeedway.com

Strategy:

Kansas is a 1.5 mile tri oval speedway that is similar to Chicago but you probably won't be able to go through the turns like you can at Chicago. As you race out of turn 4 you will want to be around 148 - 150 MPH as you go down the frontstretch to the start/finish line. You will reach around 182 MPH before entering turns 1 - 2 and as you go through turns 1 - 2 you want to be around 148 - 150 MPH. As you exit out of turn 2 you want to race up by the wall, as you go down the backstretch. You should be able to reach up to around 179 MPH before entering turns 3 - 4. When you go through turns 3 - 4 you want to be around 163 - 170 MPH through those turns because if you go around 146 - 148 MPH you will most likely hit the wall before you exit turn 4.

Las Vegas

Location: Las Vegas, Nevada

Distance: 1.5 miles

Track Type: Speedway

Banking in Turns: 12*

Banking on Front Stretch: 8*

Banking on Back Stretch: 5*

Front Stretch: 2,275 ft.

Back Stretch: 1,572 ft.

Website: www.lvms.com

Strategy:

Like I said this is a flat 1.5 mile track that may be a bit tricky getting good lap times at but it's knowing how to get good speed through the flat turns. As you come out of turn 4 you want to be around 145 - 148 MPH as you go down the frontstretch to the line. As you go down the frontstretch you should be able to reach around 182 MPH before heading into turns 1 - 2. When you get ready to go through turns 1 - 2 you want to slow down to around 145 - 148 MPH to get onto the backstretch. As you get on the backstretch get by the wall as you go towards turns 3 - 4. You should be able to reach around 179 MPH before you head into turns 3 - 4 but when you brake to go through turns 3 - 4 slow down to around 145 - 148 MPH going through turns 3 - 4 as you head back onto the frontstretch heading to the line.

Lowe's (Charlotte)

Location: Concord, North Carolina

Distance: 1.5 miles

Track Type: Speedway

Banking in Turns: 24*

Banking on Front Stretch: 5*

Front Stretch: 1,952 ft.

Back Stretch: 1,360 ft.

Website: www.lowesmotorspeedway.com

Strategy:

A lap at Lowe's Motor Speedway can be fast around this 1.5 mile D-shaped oval. As you head out of turn 4 be careful that you don't let the car get loose coming out of the turn. You want to exit turn 4 at around 170 - 172 MPH heading down the frontstretch towards the start/finish line. You may be able to reach around 188 - 190 MPH before heading into turns 1 - 2 and as you do brake to around 168 - 170 through turns 1 - 2 as you go onto the backstretch. As you race down the backstretch you should be able to reach around 190 - 192 MPH before you go through turns 3 - 4, and as you brake to go through turns 3 - 4 slow down to around 170 - 172 MPH but like I said for exiting turn 4 be sure not to get loose coming out of the turn because you really don't want that to happen.

Martinsville

Location: Martinsville, Virginia

Distance: .526 miles

Track Type: Short Track

Banking in Turns: 12*

Front Stretch: 800 ft.

Back Stretch: 800 ft.

Website: www.martinsvillespeedway.com

Strategy:

When racing at Martinsville you don't want to wait til around the last minute to brake but you want to brake at a certain point of the track so you can go about getting through the turns with ease. As you come out of turn 4 you should be around 75 - 80 MPH as you exit turn 4 onto the frontstretch to the start/finish line. Since both stretches are only 800 ft. you won't have much

time before you will have to brake again for turns 1 - 2. Use the paint on the walls to help you know when to brake for the entering of the turns. For example where it has NASCAR Racing Cup Series ends to start braking for turns 1 - 2. Before you start to brake you should be able to reach around 121 MPH and once you get to the end of where it has NASCAR Racing Cup series to brake for turns 1 - 2 to around 68 - 76 MPH through turns 1 - 2.

As you exit off of turn 2 going down the backstretch, but you'll have to do like you done on the front stretch. The only problem is that you'll have to use a different paint on the wall as a marker to slow down for turns 3 - 4. Just like on the frontstretch you should be able to reach around 120 - 121 MPH, before going into turns 3 - 4. Look for part of the concrete wall in black and use the end of that as a marker to slow down for turns 3 - 4. Like in turns 1 - 2 slow down to around 68 - 76 MPH but should be able to gain a bit of speed as you exit out of turn 4 down the frontstretch again.

Michigan

Location: Brooklyn, Michigan	Front Stretch: 3,600 ft.
Distance: 2.0 miles	Back Stretch: 2,242 ft.
Track Type: Speedway	Website: www.mispeedway.com
Banking in Turns: 18*	
Banking on Front Stretch: 12*	
Banking on Back Stretch: 5*	

Strategy:

Michigan International Speedway isn't a hard track to get the hang of because with the 18* in the turns it can produce some exciting and/or fast laps at this 2.0 mile track. As you race out of turn 4 you want to be around 172 - 176 MPH as you head onto the frontstretch to the start/finish line. Before heading into turns 1 - 2 you should be able to reach around 202 MPH but as you get ready into head into turns 1 - 2 you want to slow down to around 177 - 180 MPH through turns 1 - 2 going onto the backstretch. When you head down the backstretch sling up near the wall but before you enter turns 3 - 4 you should reach around 201 MPH before heading into turns 3 - 4. As you go through turns 3 - 4 slow down to around 178 - 180 MPH going through turns 3 - 4 as you head back to the start/finish line.

New Hampshire

Location: Loudon, New Hampshire	Front Stretch: 1,500 ft.
Distance: 1.058 miles	Back Stretch: 1,500 ft.
Track Type: Speedway	Website: www.nhis.com
Banking in Turns: 12*	
Banking on Straights: 2*	

Strategy:

New Hampshire is a track that is similar to Martinsville but the only thing that makes this track different from Martinsville is that this track is paved while Martinsville is paved with concrete. With the relatively long straights at this track you don't want to get a blown engine before entering the turns because nobody likes getting a blown engine that can result in a DNF. As you come out of turn 4 you want to be around 110 - 116 as you come out of turn 4 onto the frontstretch to the line. Before you head into turns 1 - 2 you should be able to reach around 158 MPH before heading through turns 1 - 2. As you slow down to take turns 1 - 2 you want to slow down to around

108 - 114 MPH but the 105 - 107 MPH from turn 1 to turn 2 but get back on the gas around the middle to exit of turn 2. Now you are going down the backstretch which you want to slide up by the wall going down the backstretch heading to turns 3 - 4. Just like the frontstretch you should be able to reach around 155 - 158 MPH before heading into turns 3 - 4. As you approach turns 3 - 4 you want to slow down to around 108 - 116 MPH but you'll want to do the same as mentioned on how to take turns 1 - 2 as you go through the turns back onto the frontstretch onto the frontstretch again.

North Carolina

Location: Rockingham, North Carolina Front Stretch: 1,300 ft.
Distance: 1.018 miles Back Stretch: 1,367 ft.
Track Type: Short Track Website: www.northcarolinaspeedway.com
Banking in Turns 1&2: 22*
Banking in Turns 3&4: 25*
Banking on Straights: 8*

Strategy:

Since this track is a little tricky particularly that you can get around this track fast except that you'll have to be careful getting out of the turns such as turn 2. As you race out of turn 4 you want to be around 132 - 136 MPH heading onto the frontstretch towards the line. Before slowing down for turns 1 - 2 you should be able to reach around 170 MPH before entering turns 1 - 2. As you brake to go through turns 1 - 2 you want to slow down to around 130 - 136 MPH as you reach the backstretch up by the wall. As you go down the backstretch you will reach a speed of around 169 MPH before heading into turns 3 - 4. As you get ready to brake to enter turns 3 - 4 you want to slow down to around 140 - 142 MPH as you go through the turns as you head back onto the frontstretch towards the line.

Phoenix

Location: Avondale, Arizona Front Stretch: 1,179 ft.
Distance: 1.0 miles Back Stretch: 1,551 ft.
Track Type: Short Track Website: www.phoenixintl Speedway.com
Banking in Turns 1&2: 11*
Banking in Turns 3&4: 9*
Banking on Straights: 0*

Strategy:

Since this track is a little tricky particularly that you can get around this track fast except that you'll have to be careful getting out of the turns such as turn 2. As you race out of turn 4 you want to be around 120 - 123 MPH heading onto the frontstretch towards the line. Before slowing down for turns 1 - 2 you should be able to reach around 154 MPH before entering turns 1 - 2. As you brake to go through turns 1 - 2 you want to slow down to around 100 - 104 MPH as you reach the backstretch up by the wall. As you go down the backstretch you will reach a speed of around 153 MPH before heading into turns 3 - 4. As you get ready to brake to enter turns 3 - 4 you want to slow down to around 118 - 120 MPH as you go through the turns as you head back onto the frontstretch towards the line.

Richmond

Location: Richmond, Virginia Front Stretch: 1,290 ft.
Distance: .750 miles Back Stretch: 860 ft.
Track Type: Short Track Website: www.richmondracewaycomplex.com
Banking in Turns: 14*
Banking on Front Stretch: 8*
Banking on Back Stretch: 2*

Strategy:

Richmond International Raceway is a fast short track that can be a fun place to race at besides Bristol Motor Speedway. As you race off of turn 4 you should exit turn 4 at around 107 - 110 MPH heading down the frontstretch heading towards the line. You may have to brake around a 100 ft. before heading into turns 1 - 2. Before heading into turns 1 - 2 you will reach around 145 MPH before you head through turns 1 - 2. As you slow down to go through turns 1 - 2 you want to slow down to around 92 - 104 MPH as you go through turns 1 - 2, then onto the backstretch sliding as close to the wall as possible. As you head down the backstretch you should be able to reach around 138 MPH before heading into turns 3 - 4. You want to brake around a 100 ft. before the yellow line at the beginning of turn 3 to around 92 - 104 MPH as you head back to the line for a lap around RIR.

Talladega

Location: Talladega, Alabama Front Stretch: 4,300 ft.
Distance: 2.66 miles Back Stretch: 4,000 ft.
Track Type: Superspeedway Website: www.talladegasuperspeedway.com
Banking in Turns 1 & 2: 33*
Banking on Front Stretch: 18*
Banking on Back Stretch: 2*

Strategy:

Talladega Superspeedway was built to be the fastest, most competitive racetrack on the NASCAR circuit. This can be a fast track to get around and let's get to on how to get around this 2.66 mile racetrack. As you come out of turn 4 you want to be around 187MPH as you head through the tri-oval and to the start/finish line. Before you head into turns 1 - 2 you should be around 196MPH before heading in to turns 1 - 2. As you race through turns 1 - 2 you want to be around 190 - 191MPH. When you exit out of turn 2 you want to drift up towards the wall heading down the backstretch. Before you enter turns 3 - 4 you should be able to reach around 198MPH before heading in turns 3 - 4. When you race through turns 3 - 4 you want to be around 192 - 194MPH while racing through turns 3 - 4, then head through the frontstretch and the tri-oval then finally cross the start/finish line. That's how you get around Talladega Superspeedway.

Texas

Location: Fort Worth, Texas Banking on Straights: 5*
Distance: 1.5 miles Front Stretch: 2,250 ft.
Track Type: Speedway Back Stretch: 1,330 ft.
Banking in Turns 1&2: 24* Website: www.texasmotorspeedway.com
Banking in Turns 3&4: 8*

Strategy:

Racing at the Texas Motor Speedway can be quite fast to race at, but you

don't want to carry too much speed through the turns unless you want to hit the wall. As you come out of Turn 4 you want to be around 170 MPH, as you head towards the start/finish line. You will reach around 195 MPH before heading into Turn 1, but when you go through turns 1 - 2 at around 175 - 177 MPH through the turns. As you exit out of turn 2 you should be able to reach to around 194 MPH before entering Turn 3. When you approach Turns 3 - 4, you want to do the same as you did in Turns 1 - 2 but you may want to slow down a bit to around 173 - 175 MPH as you go through turns 3 - 4. As you exit turn 4 you want to be smooth on the exit of the turn as you head to the start/finish line.

Watkins Glen

Location: Watkins Glen, New York

Distance: 2.454 miles

Track Type: Road Course

Website: www.theglen.com

Strategy:

Racing at Watkins Glen can be fun to race at because it isn't anything like Infineon Raceway where there's like a turn almost every time after you make one. As you come out of turn 11, you want to be around 92 - 95 MPH as you go onto the frontstretch to the start/finish line. To be able to brake good enough for turn 1 start to brake just a few feet before you see the markers [3 2 1]. As you get ready for turn 1 you'll be able to reach to around 156 MPH, and then you'll have to slow down to around 70 - 71 MPH to take on turn 1. After you have made it through turn 1, then you'll have to get ready for turn 2 with turn 3 not long after that. When you get ready to go through turn 2 slow down to around 118 - 120 MPH going through turn 2, but with turn 3 slow down to around 120 - 122 MPH [don't be suprised if you have to slow down a bit more]. Then you have to get through turn 4 at around 146 - 150 by the exit out of turn 4 going down one of two stretches, on this 2.454 mile road course.

Now you have to get ready for the "Inner Loop" where turns 5, 6, 7, 8 are located. There will be markers in preparation to slow down for this "Inner Loop" starting with 600 [representing 600 ft.]. Start slowing down just a bit before the marker to around 86 - 89 MPH to take turns 5 - 6 with turns 7 - 8 not long after 5 - 6. You want to try to go through turns 7 - 8 at around 96 - 100 MPH before entering turn 9. To get through turn 9 good, keep your speed around 101 MPH and when you exit turn 9 get on the brake to around 110 MPH on the exit on the second stretch of this road course. You should be able to reach around 95 MPH before entering turn 10, but when you get ready for turn 10 start to slow down between the end of concrete wall and the 300 ft. marker. When you do slow down to around 80 - 84 MPH going through turn 10 and onto a small stretch before turn 11. As you get ready for turn 11 slow down to around 85 - 88 MPH through turn 11 to go to the start/finish line again.

--Strategies based on the default car set-ups for each individual tracks--

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 | Part One: NASCAR Weekly |
 | [NDTD 5.1] |
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Driver	Car #	Sponsor
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Alan Anderson	428	Jets Performance Parts
John Bean	463	Bemidji Tune
David Brandt	456	Crazy Edkins
Ainsley Campbell	482	Wakowski
Dan Diamond	471	Medici & Sons
Joe Fazioli	424	Enock Electric
Ted Finger	402	Peerless
Rick Reedman	486	Flat Rock
Jeff Fulton	450	Hastings Community Bank
Jost Ginter	408	4 Corners
Al Grimstead	444	CPD Credit Union
Peter Henlce	468	Cross Roads Tracking
Ralph Higgins	480	McCabe Auto Body
Mark Hunter	429	Dagget's Trucking
Matthew Kato	425	Sun Valley
Grant McBain	484	Baxter Construction
Sam Peterson	459	Alliance
John Rafter	442	Whiteman's
Erick Truet	434	Brwon Construction
Zach Zins	476	ABC Building Supply

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 | Part Two: NASCAR Modified |
 | [NDTD 5.2] |
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Driver	Car #	Sponsor
-----	-----	-----
William Anderson	369	Blazing Steakhouse
Greg Brown	311	Valley Gasoline
John Bundy	399	Tiger Farm Equipment
David Canepa	324	River Valley
Daniel Casper	392	Sarah's Laugh Factory
Mike Hameseth	316	Live Wire
John Justin	302	Tri-Star
Mark Kamazawa	383	Jimmy F's
Jason Kausch	356	Canyon Home & Garden
Francis Lee	327	Freeway
Andy MacNamera	373	Justice Coffee
Clark Oakenfold	375	Eric Jones Towing
Jeff Ondich	313	Hammersmith
Luis Rivas	362	Rainbow
Hall Robb	382	Southern
Danny Seamon	377	Daly Kids
Phil Shields	386	Harris Pawn
Gray Soros	321	Legare
Jason Sullivan	342	Mankato Wheel & Tire

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 | Part Three: Craftsman Truck |
 | [NDTD 5.3] |
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Driver	Truck #	Truck Make	Sponsor
-----	-----	-----	-----
Rich Bickle	16	Ford	N/A
Dick Blaha	235	Dodge	Shine's
Bob Brandt	241	Ford	Firecracker
Harrol Brundy	299	Ford	Gallop Inc.
Matt Crafton	88	Chevrolet	Menard's
Rick Crawford	14	Ford	Circle Bar
Aaron Deeming	282	Chevrolet	Amazon Juices
Bobby Dotter	08	Chevrolet	Conquer Terrorism
Henry Ferris	221	Chevrolet	Silverback Motor Oil
Brendan Gaughan	62	Dodge	NAPA Auto Parts
Keith Harvego	215	Chevrolet	Kar-Bon Professionals
Bobby Hamilton	4	Dodge	N/A
Chris Hoff	291	Chevrolet	Apollo
Pat Hurley	218	Chevrolet	Quany-X
Dan Inman	268	Chevrolet	Accu-Cut
Chris Lee	264	Dodge	Rocketz Sports Equipment
Bill Lester	8	Dodge	Dodge
Travis Krapvil	60	Ford	Cat Rental
Randy MacDonald	72	Chevrolet	Greenfiled Truck Center
Mitch Mellons	277	Dodge	Deeming Dentures
Mark Nilson	203	Ford	Jersey Pro
Lance Norich	90	Chevrolet	Express
Lee Philips	237	Chevrolet	RED ON Paint & Finish
Max Powers	229	Ford	Nayar
Alex Pragman	253	Chevrolet	TT Industry
Robert Pressley	18	Dodge	Dodge
Evan Rattner	205	Chevrolet	Indigo Frog
Michael Rattner	224	Ford	Torgue Tools
Justin Sands	275	Ford	MacConnel's Lumber
Andy Schneider	285	Ford	Bickle Bars
Dennis Setzer	46	Chevrolet	Acxiom
Ken Schrader	52	Dodge	Ferederated Parts
Tod Skarecky	296	Ford	Fast Finish
Jason Small	07	Chevrolet	Be Drug Free
Larry Tate	248	Dodge	Cross Bar House Building
Nick Vigier	258	Dodge	Tonga Toy Stores
Jon Wood	50	Ford	NAVY

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 | Part Four: Winston Cup |
 | [NDTD 5.4] |
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Driver	Car #	Car Make	Car Model	Sponsor
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John Andretti	43	Dodge	Intrepid	Cheerios
Casey Atwood	7	Dodge	Intrepid	Sirius Radio

Dave Blaney	77	Ford	Taurus	JASPER Engines
Jeff Burton	99	Ford	Taurus	CITGO
Ward Burton	22	Dodge	Intrepid	Caterpillar
Kurt Busch	97	Ford	Taurus	Rubbermaid
Dale Earnhardt Jr.	8	Chevrolet	Monte Carlo	Dale Earnhardt Jr.*
Jeff Gordon	24	Chevrolet	Monte Carlo	DuPont
Robby Gordon	31	Chevrolet	Monte Carlo	Cingular Wireless
Bobby Hamilton	55	Chevrolet	Monte Carlo	SquareD
Kevin Harvick	29	Chevrolet	Monte Carlo	GM Goodwrench
Dale Jarrett	88	Ford	Taurus	UPS
Matt Kenseth	17	Ford	Taurus	DeWalt
Bobby Labonte	18	Pontiac	Gran Prix	Interstate Batteries
Terry Labonte	5	Chevrolet	Monte Carlo	Kellogg's
Sterling Marlin	40	Dodge	Intrepid	Sterling Marlin*
Mark Martin	6	Ford	Taurus	Pfizer
Ryan Newman	12	Ford	Taurus	ALLTEL
Steve Park	1	Chevrolet	Monte Carlo	PENNZOIL
Richard Petty**	43	Pontiac	Gran Prix	STP
Ricky Rudd	28	Ford	Taurus	Havoline
Elliott Sadler	21	Ford	Taurus	Motorcraft
Hermie Sadler	02	Chevrolet	Monte Carlo	Hermie Sadler
Ken Schrader	36	Pontiac	Gran Prix	M&M's
Mike Skinner	4	Chevrolet	Monte Carlo	Kodak
Tony Stewart	20	Pontiac	Gran Prix	HOME DEPOT
Mike Wallace	33	Chevrolet	Monte Carlo	APR
Rusty Wallace	2	Ford	Taurus	RUSTY WALLCE*

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| *: Real Sponsor is beer/drug related |
| **: Unlocked through beating Beat the |
| Heat |
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| NOTE: All drivers shown above are only drivers available in the FAST |
| ACTION mode |
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|                                     6. BEAT the HEAT |
|                                     [NDTD 6] |
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In this section of my NASCAR Dirt to Daytona FAQ for the Sony PlayStation2 version, you can find information about each of the challenges. Not only you will be able to get information about the challenge but also the requirements to pass the challenge, along with a good strategy to be able to beat the challenge and walk away with a trophy. Let's BEAT THE HEAT!!!!

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| Part One: Basics |
| [NDTD 6.1] |
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In this section of Beat the Heat, there are challenges that starts you off with the Beat the Heat challenges. The challenges that you have to do here is

just having you getting used to the other series that are featured in Dirt to Daytona:

I. Dundas Dirt

Driver:

Track: Dundas Fairgrounds

Requirements: 16.300 sec. - Gold
 16.600 sec. - Silver
 17.000 sec. - Bronze

Strategy:

For this challenge you'll need to get through turns 3 - 4 as quickly as possible. You'll start off on the backstretch heading towards turns 3 - 4 and you should be able to get through the turns at around 86 before you dive off through the turns. As you go through the turns you may want to drop your speed down to at around 67 - 69 going through turns 3 - 4. When you exit turn 4 you should be at around 68 - 71 at the exit of the turn.

II. New Hampshire Mods

Driver: Jeff Ondich

Track: New Hampshire

Requirements: 16.300 sec. - Gold
 16.600 sec. - Silver
 17.000 sec. - Bronze

Strategy:

This challenge requires you to get through turns 3 - 4 at New Hampshire International Speedway in a Modified. You'll be set up ready to dive off into turns 3 - 4 New Hampshire and you should be at 138 before diving off into the turns. As you go through turns 3 - 4 take the speed down to around 108 - 112 and you should exit turn 4 at around 118 to the line.

III. Martinsville Truckin'

Driver: Ken Schrader

Track: Martinsville

Requirements: 12.300 sec. - Gold
 12.600 sec. - Silver
 13.000 sec. - Bronze

Strategy:

This time you'll take the wheel of Ken Schrader's #52 Federated Auot Parts Chevrolet through turns 3 - 4 at Martinsville. You'll head down the backstretch reaching 115 before heading through turns 3 - 4. As you go through the turns you want to be at around 68 - 72 in the turns and heading back onto the frontstretch.

IV. Mankato Madness

Driver: Unknown

Track: Mankato

Requirements: Pass 3 Cars - Gold
Pass 2 Cars - Silver
Pass 1 Car - Bronze

Strategy:

This challenge is different from the previous three that you have already completed. This time you'll race at Mankato in a Modified with one lap to pass 3 cars to be able to take the Gold, or at least a trophy. The first car should be easy to pass on the outside groov, while the next car you should be able to pass while going down the backstretch, and the last car in turns 3 - 4 on the outside.

V. Passing at Dover

Driver: Jon Wood

Track: Dover Downs

Requirements: 1st - Gold
2nd - Silver
3rd - Bronze

Strategy:

Just like the previous challenge but like this time its in a truck at Dover "The Monster Mile". You'll need to pass 3 trucks to be able to earn the gold for this challenge. The first truck you should be able to pass by the middle to exit of turn 2, the next truck you should be able to pass by or before you enter turn 3, while the last truck you should be able to pass by the time you get out of turn 4.

VI. Cup Draft

Driver: Rusty Wallace

Track: Talladega

Requirements: 49.200 sec. - Gold
49.600 sec. - Silver
50.500 sec. - Bronze

Strategy:

This is one of the challenges that can be a bit tricky to get through if you want to pass this challenge you have to draft behind Ryan Newman to get the best possible lap. There isn't really much that I can to provide a strategy for this challenge except for to stay behind him drafting as much as you can to get that real good lap time.

In this section of Beat the Heat, there are six challenges that deal with the NASCAR Weekly series. The challenges featured in this section deals with what drivers may/may have faced during their time in the NASCAR Weekly series:

I. Excitement at Eagan

Driver: Joe Fazioli
Track: Eagan
Requirements: 1st - Gold
 2nd - Silver
 3rd - Bronze

Strategy:

The first challenge in the Dirt chapter of Beat the Heat can be easy for some people to pass. You'll need to pass 9 cars within 2 laps if you want to get the Gold trophy. You should be able to take the lead on the backstretch on the final lap, but if you are able to pull it off like that you should be able to get within a lap and a half to almost the 2 laps.

II. The Power Slide

Driver: Alan Anderson
Track: Baxter
Requirements: 14.2 sec. - Gold
 14.5 sec. - Silver
 15.0 sec. - Bronze

Strategy:

For this challenge you'll need to power slide through turns 1 - 2 at Baxter Fairgrounds. You should be able to reach 97 before you powerslide through turns 1 - 2 and be careful that you don't hit anything or go up on the grass; or you'll be disqualified. As you powerslide through the turns you want to be around 88 - 92 and the challenge will end around halfway down the backstretch.

III. The Anoka Polka

Driver: Rick Reedman
Track: Anoka
Requirements: 1st - Gold
 3rd - Silver
 5th - Bronze

Strategy:

This is one interesting challenge in the Dirt chapter. At the start of the

challenge you'll start 14th and you have to work your way to the front by any means necessary. If you can you may be able to get past most of the cars with no problem while a few you may want to shove out of the way to get past them.

IV. Rear Bumper Tactics

Driver: Al Grimstead

Track: Dundas

Requirements: 1st - Gold
3rd - Silver
5th - Bronze

Strategy:

This is probably one of the hardest challenges that you'll come across. In this challenge you're car is all roughed up and the objective is to try to hold off any cars that will try to pass you. You have 3 laps to hold them off and if you manage to hold them all off within those 3 laps then you have proven yourself worthy.

V. Hope at Hastings

Driver: John Rafter

Track: Hastings

Requirements: 1st - Gold
3rd - Silver
5th - Bronze

Strategy:

This is a fun challenge and maybe one of the easiest to get through. With one lap left you have to make it through a last lap wreck which will happen in turns 1 - 2. To be able to get through the wreck you want to be able to dodge the cars that are involved as best as possible. If you manage to find a clean path to use to get through the wreck you should be good for a good finish that you need to get to earn a trophy.

VI. Baxter Disaster

Driver: Dan Diamond

Track: Baxter

Requirements: 1st - Gold
3rd - Silver
5th - Bronze

Strategy:

Another difficult challenge that you have to face within the Beat the Heat section of NASCAR Dirt to Daytona. At the start of the challenge you'll be spinning out of control and you have to regain control of the car then be able to get a good finish to earn a trophy for this challenge. Once you have

managed to regain control of the car you want to be at least 86 - 88 through the turns to be able to gain anything substantial on the leader. You should be able to start catching up to the leaders and hopefully be able to pass them without much of a problem.

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| Part Three: Modified |
|      [NDTD 6.3]      |
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In this section of Beat the Heat, there are six challenges that deals with the Featherlite Modified series. The challenges featured in this section deals with what drivers may/may have faced during their time in the Featherlite Modifieds:

I. Danger at Dennison

Driver: John Bundy

Track: Dennison

Requirements: 1st - Gold
 3rd - Silver
 5th - Bronze

Strategy:

Things just couldn't get any worse at Dennison. The leaders ended up tangling a little too much and the both spin causing a multi-car wreck in front of you. If you want a good shot at getting through this challenge without much of a hassle you want to go down low [way low] so you can mostly avoid most of the cars as possible. If you manage to avoid most of them the leader shouldn't be that far off so you can go about passing him without much problem and you should be able to be awared with the Gold but if you able to finish 2nd a Silver trophy isn't bad but you can always try again.

II. Easy Does it

Driver: Daniel Casper

Track: Elk River

Requirements: 1st - Gold
 2nd - Silver
 3rd - Bronze

Strategy:

This sure can be one difficult challenge to master since the track that was chosen for this challenge which is Elk River. The track has a weird layout in which I say that this can be such a difficult challenge for most people. As you start off you want to head down low [way low] to be able to get around the first car or two but be careful since if you hit anything the challenge is automatically failed. To be able to pass the last car you may want to be able to do the same like you did in turn 1 and you should want to do the same in turn 4, but you don't want to hit the wall as well as the car that you're trying to pass may end up hitting you.

III. Master the Gulch

Driver: Hall Robb
Track: Welch Valley
Requirements: 16.9 - Gold
 17.4 - Silver
 17.75 - Bronze

Strategy:

This is a simple challenge to do but this is another challenge if you hit anything the challenge is automatically failed. For this challenge you have to make it through 3 turns in the shortest amount of time possible. If you manage to get through the turns really good then you may end up being successful at Welch Valley.

IV. Pedal to the Metal

Driver: Francis Lee
Track: Crystal Lake
Requirements: 1st - Gold
 2nd - Silver
 3rd - Bronze

Strategy:

Another challenge that can be a bit easy to get through for most of us who have played this game in and out so much. You have 1 lap to try to pass 9 cars at Crystal Lake; and you should be able to slice and dice your way through traffic so fast that you wonder how come it was so easy.

V. Rubbin' at Richmond

Driver: Andy MacNamera
Track: Richmond
Requirements: 1st - Gold
 3rd - Silver
 5th - Bronze

Strategy:

Another challenge which the car is a bit beat up and you have to go about holding off anyone that may make an attempt to pass you. If you know how to get around Richmond in a Modified real good with a beat up car than this challenge will be much of a breeze to you but if you're not then you may have a bit of a time trying to get through it. You have 3 laps to try to hold off anyone that makes that attempt to make it around you, can you make it through it without much of a problem

VI. One for the Road

Driver: Gray Soros
Track: Welch Valley
Requirements: 1st - Gold
 2nd - Silver
 3rd - Bronze

Strategy:

As you start off in this challenge you'll be 5.5 seconds behind the leader and you have to try to remember back to the challenge at Welch Valley that you have done earlier. If you remember be sure to use whatever you may have learned there and try to apply them while doing this challenge. You only have one lap to try to catch the leader and see if you can go about passing him or be passed by people behind you. There is only one thing that may stand in your way and that is lap traffic that you may have to get around on your way to make it up to the leader to pass him.

o-----o
| Part Four: Truck |
| [NDTD 6.4] |
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In this section of Beat the Heat, there are six challenges that deals with the Craftsman Truck series. The challenges featured in the Truck section of Beat the Heat is what could happen during a Truck race or how drivers may know, how to make it up to the front of the pack real fast:

I. Norhteast Beast

Driver: Ken Schrader
Track: New Hampshire
Requirements: 1st - Gold
 3rd - Silver
 5th - Bronze

Strategy:

For the first challenge in the truck chapter you have to get through a last lap crash New Hampshire. You will have to make it through without any damage or you'll fail the challenge. You may want to try to get through the the wreck as smooth as possible and since the wreck is in turns 1 - 2. You need to find a clear path so you can go about getting through the wreck without much hassle.

II. Sling Shot

Driver: Bobby Dottor
Track: Daytona
Requirements: 1st - Gold
 3rd - Silver
 5th - Bronze

Strategy:

This is definitely a worthy and quite a challenge for anyone who does this Beat the Heat Challenge. You have 4 laps at Daytona to try to go from 35th all the way up into the Top-5 within those 4 laps. The thing that you want to do is draft with anyone that you can hook up as much as you can but if you try to get too close or try to spin anyone out you can lose precious time on trying to catch the leader. Drafting is the only way that you will be able to get up to the front within the 4 laps and hopefully you should be able to get a really good finish at the end of this challenge.

III. Truck, meet Apron

Driver: Robert Pressley

Track: California

Requirements: 1st - Gold

3rd - Silver

5th - Bronze

Strategy:

In this challenge your truck went down to the apron of the track and your truck spins out of control. You must regain control of the truck quickly as possible and if you end up causing a couple other trucks to spin while you were regaining control of the truck may help you out in a way. If you are lucky you may be able to stay in the Top-10 if possible and may be able to help you out in getting a good finish at the end. You have 4 laps to try to get back up to speed as well as trying to get back up there in the lead and hopefully be able to win this challenge.

IV. Lucky 7's

Driver: Bobby Hamilton

Track: Las Vegas

Requirements: 1st - Gold

3rd - Silver

5th - Bronze

Strategy:

This is a really interesting challenge. You will have a really big lead but you will have to make one more pitstop before the race is over. You should make that pitstop on the lap that the challenge starts so you don't have to worry about making it after two laps after it started. When you make your pitstop you want to slow down to 45 so you don't end up getting black flagged for speeding on pit road. The best bet to go is to take 2 tires along with a can of gas so you can be able to get out a bit quicker. Once you are able to get back to action you will be at around 15th in the race and you don't have much time to try to get back up there to the front to see about winning the race. You want to see about being fast through the turns so you can possibly go about winning it or at least get a really good finish.

V. Sprint to the Finish

Driver: Jon Wood
Track: Martinsville
Requirements: 1st - Gold
 3rd - Silver
 5th - Bronze

Strategy:

For this challenge you will just get out of your pitstall and back to the action at Martinsville. They say that you want to finish well and this challenge will teach you on that moving up through the field isn't always easy especially when you have to deal with lap traffic. Lap traffic is one thing that you have to worry about in this challenge which may prove yourself worthy to make it up to the front and even into the lead if you manage to. You'll have to pass trucks up high down low, you decide on how you want to go about passing the lap traffic and go about making your way through the field along with the lap traffic.

VI. Texas Two-Step

Driver: Brendan Gaughan
Track: Texas
Requirements: 1st - Gold
 3rd - Silver
 5th - Bronze

Strategy:

For the final challenge in the truck chapter you will have to make a pitstop and of course the truck seems to be a bit banged up. You will have a bit of a good lead over the competition but when you make your pitstop you want to see about making sure that you can stay in the lead so you can be sure that you can make it past this challenge without a problem. When you make your pitstop you want to see about taking 2 tires along with a can of gas and don't worry about having any damage fixed because you don't want to lose this challenge whatsoever. You should be able to come out still in the lead and hopefully it should be a breeze once you get back out on the track and get that trophy that you want to get.

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| Part Five: Cup |
| [NDTD 6.5] |
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In this section of Beat the Heat, there are six challenges that deals with the Winston Cup. The challenges that are featured in this section you are put in the drivers seat of challenges that the Drivers of the Winston Cup Drivers may or might've had gone through:

I. Sterling Performance

Driver: Sterling Marlin
Track: Darlington
Requirements: 1st - Gold
 3rd - Silver
 5th - Bronze

Strategy:

For the first challenge in the Cup chapter you take control of the 40 car at Darlington. You'll start in 23rd place and you have 4 laps to try to break into the Top-5. This challenge can be either easy or mediocre for people depending on how well you take this challenge, and besides you'll have the best car in the pack. With that said it may make it a better for you to get through this challenge without much hassle. You want to get around each car as fast as possible since you only have 4 laps to make it possible to reach 5th place or higher to ensure a trophy.

II. Stay in the Draft

Driver: Dale Earnhardt Jr.
Track: Daytona
Requirements: 1st - Gold
 3rd - Silver
 5th - Bronze

Strategy:

This challenge seems quite similar to the Sling Shot! challenge that you done in the Truck chapter of the Beat the Heat challenges. Instead of starting 35th like in the truck challenge you'll start 23rd and you have at around 4 laps to try to get up to the front. This challenge is supposed to be a recreation of the 2001 Pepsi 400 at Daytona when Dale Jr. won that emotional race, but the way Monster Games put this challenge made it look more like the Daytona 500 rather than the Pepsi 400. The only thing that I can say about getting through this challenge is to draft with anyone that you can and not to get into anyone such as spinning them out nor getting real close to their rear bumper since you may loose time on the leader. If you can apply what you done in the Sling Shot! challenge from the truck chapter this should be a bit easy or it may be a little harder than that challenge.

III. Darlington Dandy

Driver: Jeff Gordon
Track: Darlington
Requirments: 1st - Gold
 3rd - Silver
 5th - Bronze

Strategy:

This challenge can be easy depending how you look at this challenge. In one of the races in 2002 at Darlington Jeff Gordon managed to get through a major wreck without a scratch on the paint. When this challenge starts off so does

the wreck and the moment that you can get control of the car you want to drift down to the bottom of the track but you have to make sure not to hit anyone that may drift downwards such as Dale Jarrett. If you end up hitting him or vice versa the challenge is over and you'll have to start all over again. Like I said to be able to avoid most of the cars involved in the wreck you'll want to drift down at least to the apron of the track to avoid the majority of the ones involved in the wreck.

IV. Fragle Lead

Driver: Ken Schrader

Track: Bristol

Requirements: 1st - Gold

3rd - Silver

5th - Bronze

Strategy:

Here is another challenge that will test your skills again with a bit of a banged up car again. You will take control of the #36 M&M's at Bristol and you should know the drill with those challenges similar to this since you have the lead and you'll need to hold off anyone that may try to pass you within 3 1/2 laps. If you can manage to hold off everyone who makes an attempt to pass you within the amount of time then you have proven yourself again in holding off other racers with a bit of a banged up car.

V. Sensitive Lead

Driver: Ryan Newman

Track: Talladega

Requirements: 1st - Gold

3rd - Silver

5th - Bronze

Strategy:

Now this has to be one of the most difficult challenge that you'll faced in any of the Beat the Heat challenges that you have done so far. At the start of this challenge you'll have one huge lead over Tony Stewart but there is only one problem. You're tires are on the verge of blowing so you will have to take it much slower than usual and try not to have any of them blowing before you have a chance to get to pit road to change those four tires. A speed that you want to be is at around 165 - 170 around the track until you are coming out of turn 4 then you may want to start slowing down by letting off the gas; then maybe putting on the brakes. You want to make sure to slow down to 65 or slower since the pit road speed limit is only 65. Once you get on pit road you only want to take on 4 tires. After your crew put the fresh tires on and you exit pit road back on the track you should still be in the lead but the pack is coming starting with Tony Stewart. If you want to guarantee a top spot finish you may want to race very aggressively by doing whatever it takes to keep the lead. If you can manage to do so then you should be able to get a good finish in this challenge.

VI. Spin-Doctor

Driver: Tony Stewart

Track: Infineon

Requirements: 1st - Gold
 3rd - Silver
 5th - Bronze

Strategy:

This is the last challenge in the Cup chapter and this time the challenge is at the twisty road course Infineon Raceway. It's the last lap and a nudge from Dale Jarrett sends you spinning and you have to go about getting back whatever positions that you have lost back once you have regained control of the car. Once you have done that you can go about paying back the favor to Jarrett for making you spin like that and this should be a easy challenge to get past. This challenge may be a little hard if you aren't much of a road course person but if you really like racing at road courses then this challenge should be easy for you then.

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| Part Six: Advanced |
| [NDTD 6.6] |
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In this section of Beat the Heat, there will be the last four challenges that you have to do to complete the whole Beat the Heat of NASCAR: Dirt to Daytona. If you can prove yourself worthy in these challenges you will be able to get a reward for your effort in beating all of the challenges, no matter what trophy you have recieved:

I. Midwestern Hospility

Driver: Dan Diamond

Track: Kenyon

Requirements: 1st - Gold
 3rd - Silver
 5th - Bronze

Strategy:

This challenge is usually hard to deal with because you start this challenge you see your car spinning out. You must get control of it very quickly if you want a chance to beat this challenge and get a trophy. A tip that I can give is to have the left analog stick pointing to the left and your thumb on the accerator button. If you can do it you should be able to get going without getting hit real hard [but you might end up hitting one of the other drivers like Kato] before you get up to speed. The way of getting through the turns is not to let off the gas and try to get through the turns just by using the analog stick [without going on the lift of the track]. You should be able to get enough speed to gain some speed some time to catch the Top-3 or Top-4 drivers. You should be able to make a move to get the Gold on the last lap in the last turn if you are lucky enough to be able to be around that position.

II. Overexposure

Driver:

Track: Martinsville Raceway

Requirements: 1st - Gold
 2nd - Silver
 3rd - Bronze

Strategy:

There are 10 laps to go from 10th up to the lead, but there's only one thing that you have to be careful with. The right front tire is on the verge of being quite damaged. Though you have to be careful on not to make any contact with the wall nor the competition if you want a shot at getting the gold in this challenge. You can go hard into the turns but try not to get into any of the traffic as you go about trying to go hard in the turns. I'd advise not to go hard as you try to pick up spots but try going to the high side of the turns if you can to try to pick up valuable spots. Once you get to at least 3rd or 4th and not hitting anything you should be able to charge up driving as deep as you can in the turns without much trouble assuming you know how to handle it. You should have at least 4 - 5 laps by the time you get to 3rd or 4th more enough if you can carry good speed through the turns and straights. If you can it should be smooth sailing through this challenge.

III. The Desert Trial

Driver: Travis Krapvil

Track: Phoenix Int'l Speedway

Requirements: 1st - Gold
 2nd - Silver
 3rd - Bronze

Strategy:

This beat the heat challenge should be easy since you have fresher tires than anyone else on the track. You will have to make it from 25th spot to try to get into the top 3 before the 5 laps are done with. As you head into turn 1 try to get as low as possible [even if you have to go below the yellow line] to gain around 5 - 10 spots in Turn 1. Once you get through turn 1 you can then probably be able pick up spots like crazy but when it comes down to the last lap and a half you'll will most likely have only one more car to pass to be able claim the gold. The only way to pass the last driver is to try to get through the turns as fast as you can possibly can to pass him and get the gold.

IV. The Lowe Down

Driver: Steve Park

Track: Lowe's Motor Speedway

Requirements: 1st - Gold
 2nd - Silver

Strategy:

This may be a difficult challenge for most people to try to beat. In this challenge requires you [and everyone else] to make 1 last pitstop before the race is over. The best way on beating this challenge and possibly getting the gold is to pit on the first advantage you get (i.e.: after exiting turn 4 to head into the pits but you must slow down to 55 MPH so you don't get black flagged). The best options to go with will be: 1/2 Gallon [14], Two Tires, Don't Repair Damage and that should be about it for the pit stop. Once back out on the track you will be -1 lap to the leader but you should be able to pick up that time as everyone else makes their pitstops. Of course with only two worn tires you will have to slow down more as you would if you had with four tires but if you get the lead you would be able to get a good 3 - 5 second lead over second.

Dale Earnhardt Jr. will try to gain up right behind you but you will have to try to keep him behind you if you want to get the gold for the FINAL Winston Cup [Beat the Heat] challenge. You can spin Earnhardt Jr. out but that is total up to how you go about getting the challenge done but there might be a chance that Jr. may spin out on his own if you happen to be going around lap traffic on the front stretch.

o-----o
| NOTE: After you have managed to get a bronze trophy or better in each of |
| the challenges, Richard Petty should be available among the Winston |
| Cup Drivers |
o-----o

o-----o
| 7. Race the PRO [PRO Trainer] |
| [NTD 7] |
o-----o

This mode allows you to race against various drivers at their best track or tracks. Depending on how well the driver is at the track makes it harder for you to beat them at that certain track. Some drivers may have more than one track, here you'll find the drivers and the track/tracks that they are best at. Including a strategy on how to beat the pros, along with their best time:

MIKE SKINNER

Texas Motor Speedway
His Time: 29.973 sec.
My Time: 28.790 sec.

Strategy:

The strategy on beating Mike Skinner at Texas is to try to get a great lap to beat him. In order to get a lap to beat Mike Skinner is to try to get through turns 1 - 2 as well as turns 3 - 4, to get to around 176 - 177 MPH. When you go through turns 1 - 2 you would like to try to be as low in the

turns but when you exit them you want to drift up near the wall heading down the backstretch. You should be able to reach around 195 MPH before you reach the entrance to turn 3. Of course you want to do the same in turns 3 - 4 as explained for turns 1 - 2 but this time you'll come out of turn 4 heading through the tri-oval of this D-shaped track. If you can execute this whole strategy you can guarantee a chance of beating Mike Skinner.

Dover Downs International
His Time: 22.741 sec.
My Time: 22.739 sec.

Strategy:

Dover Downs will be a totally different when you went against Skinner at Texas. One thing that you have to do is try to stay as low through all 4 turns. The best speed range to get through the turns at Dover Downs is to try to have the speed around 143 - 145 MPH, but as you exit turn 2 you want to try to get up near the wall and be able to reach around 170 - 179 MPH. Get through the turns around 143 - 145 MPH. As you exit turn 4 do the same as I explained for the backstretch. If you manage to get around the speed range mentioned you will be able to beat Mike Skinner at Dover Downs "The Monster Mile".

RUSTY WALLACE

Bristol Motor Speedway
His Time: 16.010 sec.
My Time: 15.999 sec.

Strategy:

Of course, this is the fastest short track on the NASCAR circuit and Rusty is one of the masters of short track racing. The way to beat Rusty Wallace at Bristol is to find the best line at Bristol but the big thing is to try to get good amount of speed through the turns. The best speed to go through the turns at Bristol to ensure a good chance of beating Rusty is trying to get through the turns at around 113 - 115 MPH through all four turns. Here's a good tip that you can use if you want to increase your chance of victory against Rusty is to try to stay as low to the bottom of the race track as possible.

California Speedway
His Time: 39.594 sec.
My Time: 39.319 sec.

Strategy:

Rusty Wallace won at California in the 2001 NAPA 500. This is a 2-Mile

speedway and getting around this track may sometimes be a little tricky. This is one of the tracks where a possibility of running wide open may occur but when trying to beat Rusty at California you have to be careful on how you get through the turns at this track. To be able to get through turns 1 - 2 to ensure a time better than Rusty's you have to try to get through those turns at least 172 - 174 MPH. Then when you go down the backstretch you'll almost reach 200 MPH but you'll have to try to be around the low side to halfway of the track in turns 3 - 4. To be able to get through turns 3 - 4 you would have to try to drop your speed to around 171 - 173 MPH. With going through the turns at those speeds and you could have a possibility of beating Rusty at California.

RYAN NEWMAN

Las Vegas Motor Speedway
His Time: 33.096 sec.
My Time: 32.974 sec.

Strategy:

Now you have to go against Ryan Newman, "2002 Rookie of the Year". You must go against Ryan at the 1.5 speedway of Las Vegas, a track that is flat in turns and can produce long green flag racing. Goint against Newman at this track may be hard doing but it takes time trying to beat Ryan Newman because like I said it is hard to beat him. Of course some are wondering on how to beat Ryan at this track and with practice you shall beat him. There is one trick that you can do in order to beat Newman at Vegas, is that when you start try to get good enough speed as you leave turn 4 and head to the start/finish line to start the session against Ryan. When you approach turn 1 try to drive a bit hard into turn 1 but slow down to around 146 - 147 MPH and try to get a good enough run down the backstretch. When you get ready to enter turn 3 do the same as mention for turn 1 but this time you may end up slowing down to around 145 - 147 MPH. If you can do this good enough you can beat Ryan Newman but be careful that he doesn't end up beating you to the line.

DAVE BLANEY

Michigan International Speedway
His Time: 38.426 sec.
My Time: 38.363 sec.

Strategy:

This is another one that is hard but isn't as hard as it is when you faced Ryan Newman at Las Vegas. This time you have to face Dave Blaney but be careful he will put up a real good fight at this 2-Mile speedway where there are several grooves to choose from at this track. Trying to get through the

turns can be a little tricky just like when you went against Rusty at California but at Michigan that you can get more speed through the turns. The best way to get around this 2-Mile speedway and possibly beat Dave Blaney you can try to get up to at least 200 - 201 MPH before entering turns 1 - 2 but try to reduce your speed to around 179 - 181 MPH, then get by the wall while going down the backstretch. You'll probably get to around 200 MPH but you can dive in Turns 3 - 4 a bit hard but reduce your speed like in turns 1 - 2. If done right you should be able to beat Blaney to the line.

Lowe's Motor Speedway
His Time: 30.325 sec.
My Time: 29.978 sec.

Strategy:

Going against Blaney may be a little easier at the Lowe's Motor Speedway. Once you come out of turn 4 heading to the start/finish line to start the five lap session against Blaney you'll want to try to get speed to around 193 MPH but you'll have to slow down to around 169 - 173 MPH into turn 1 and accerlate once you begin to exit turn 2. Head down the backstretch and you should be able to reach around 194 MPH but you'll have to slow down again once you get to turns 3 - 4. Do the same as in turns 1 - 2 be around 169 - 173 MPH and beat Blaney to the start/finish line.

STERLING MARLIN

Daytona International Speedway
His Time: 48.549 sec.
My Time: 47.226 sec.

Strategy:

This must be one of the easiest of all the drivers in the Race the Pro (Pro Trainer). Sterling Marlin a 2-Time Daytona 500 winner ('94 - '95) isn't much of a challenge if you're real good racer at Daytona. Once you cross the start/finish line to start the session against Sterling Marlin and as you enter turns 1 - 2 try to stay low to the yellow line in the turns. The speed that you may try to be around as you go through the first two turns should be around 186 - 189 MPH. Exit out of turn 2 and try to be by the wall once you exit turn 2. Go down the backstretch and you should be able to reach around 195 - 196 MPH before entering turns 3 - 4. Go through turns 3 - 4 like you done with turns 1 - 2 and you should be able to beat Sterling Marlin very easily.

STEVE PARK

Texas Motor Speedway
His Time: 28.913 sec.
My Time: 28.823 sec.

Strategy:

The strategy on beating Steve Park at Texas is to try to get a great lap to beat him. In order to get a lap to beat Steve Park is to try to get through turns 1 - 2 as well as turns 3 - 4, to get to around 176 - 177 MPH. If you can execute the turns at those given speeds you have a good chance of beating Steve Park.

Dover Downs International
His Time: 22.753 sec.
My Time: 22.725 sec.

Strategy:

Dover Downs will be a totally different when you went against Park at Texas. One thing that you have to do is try to stay as low through all 4 turns. The best speed range to get through the turns at Dover Downs is to try to have the speed around 143 - 145 MPH. If you manage to get around the speed range mentioned you will be able to beat Steve Park at Dover Downs "The Monster Mile".

KURT BUSCH

New Hampshire International Speedway
His Time: 29.559 sec.
My Time: 29.343 sec.

Strategy:

Ah, New Hampshire "The Magic Mile", a 1.058 mile track which is similar to Martinsville but the straights are longer than those of Martinsville. When you come out of turn 4 getting ready to face Kurt Busch you must get a good amount of speed but you'll have to slow down to around 104 - 106 MPH entering turn 1 and once you get to the middle of the turns 1 - 2 get back on the throttle. Then you'll go down the backstretch and when you reach turns 3 - 4 do the same as explained for turns 1 - 2, then you'll get back on the throttle in the middle. You can then go down the frontstretch and you should beat Kurt Busch by about a -0.2 - -0.5 seconds ahead of him.

Championship Mode is similar to the Single Race section except that you can compete for the Championship for the certain series (example: Competeing for the Winston Cup Championship or the Featherlite Championship). Depending on the series that you choose the number of races can vary and it all depends with the difficulty setting that you choose that can provide a challenge for you. Each series have their own distinct point system that is different but the bonus points awarded for leading laps is the same [5 points for leading a lap and 10 for leading the most].

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|                                     |
|                               9. Point System                               |
|                               [NDTD 9]                                   |
|                                     |
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```

For those who are not familiar with the point systems for each of the four series in NASCAR Dirt to Daytona. In each series every driver is awarded with points no matter where you finish, BUT the lower you finish the less amount of points you receive and may diminish your chances of winning the championship. For those who are wondering how many points are awarded for the place of your finish are listed below be series:

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o-----o
| Part One: Dirt series |
|       [NDTD 9.1]     |
o-----o
```

These are the points rewarded to the drivers at the end of each race and when you are doing a championship season. Depending on where you finish you'll get points and with each race completed the points earned will be added to what you already have. The points add up after each race you complete in both Championship and Career Modes. You can you lead a lap you can earn bonus points in which I explained earlier. Here is the list of points:

1st - 100	11th - 37
2nd - 90	12th - 33
3rd - 82	13th - 29
4th - 74	14th - 25
5th - 65	15th - 21
6th - 61	16th - 17
7th - 56	17th - 13
8th - 51	18th - 9
9th - 46	19th - 3
10th - 41	20th - 1

```
o-----o
| Part Two: Modifieds |
|       [NDTD 9.2]     |
o-----o
```

These are the points rewarded to the drivers at the end of each race and when you are doing a championship season. Depending on where you finish you'll get points and with each race completed the points earned will be added to what you already have. The points add up after each race you complete in both Championship and Career Modes. You can you lead a lap

you can earn bonus points in which I explained earlier. Here is the list of points:

1st - 180	11th - 130
2nd - 170	12th - 127
3rd - 165	13th - 124
4th - 160	14th - 121
5th - 155	15th - 118
6th - 150	16th - 115
7th - 146	17th - 112
8th - 142	18th - 109
9th - 138	19th - 106
10th - 134	20th - 103

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o-----o
| Part Three: Truck series |
|           [NDTD 9.3]     |
o-----o
```

These are the points rewarded to the drivers at the end of each race and when you are doing a championship season, depending on where you finish you'll get points and with each race completed the points earned will be added to what you already have. The points add up after each race you complete in both Championship and Career Modes. You can you lead a lap you can earn bonus points in which I explained earlier. Here is the list of points:

1st - 175	16th - 115	31st - 70
2nd - 170	17th - 112	32nd - 67
3rd - 165	18th - 109	33rd - 64
4th - 160	19th - 106	34th - 61
5th - 155	20th - 103	35th - 58
6th - 150	21st - 100	36th - 55
7th - 146	22nd - 97	
8th - 142	23rd - 94	
9th - 138	24th - 91	
10th - 134	25th - 88	
11th - 130	26th - 85	
12th - 127	27th - 82	
13th - 124	28th - 79	
14th - 121	29th - 76	
15th - 118	30th - 73	

```
o-----o
| Part Four: Winston Cup series |
|           [NDTD 9.4]         |
o-----o
```

These are the points rewarded to the drivers at the end of each race and when you are doing a championship season. Depending on where you finish you'll get points and with each race completed the points earned will be added to what you already have. The points add up after each race you complete in both Championship and Career Modes. You can you lead a lap you can earn bonus points in which I explained earlier. Here is the list of points:

1st - 175	16th - 115	31th - 70
-----------	------------	-----------

2nd - 170	17th - 112	32th - 67
3rd - 165	18th - 109	33th - 64
4th - 160	19th - 106	34th - 61
5th - 155	20th - 103	35th - 58
6th - 150	21st - 100	36th - 55
7th - 146	22nd - 97	37th - 52
8th - 142	23rd - 94	38th - 49
9th - 138	24th - 91	39th - 46
10th - 134	25th - 88	40th - 43
11th - 130	26th - 85	41st - 40
12th - 127	27th - 82	42nd - 37
13th - 124	28th - 79	43rd - 34
14th - 121	29th - 76	
15th - 118	30th - 73	

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|                                     |
|                               10. Career Mode |
|                               [NDTD 10]      |
|                                     |
o-----o

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o-----o
| Part One: Introduction to Career |
|           [NDTD 10.1]           |
o-----o

```

The Career Mode is much different than that of NASCAR Thunder 2003. You start off in the NASCAR Weekly Series and race in series of 10 races. To be able to start competing in the NASCAR Featherlite Modifieds, you must win the Championship in the Weekly series once. Then you'll start getting sponsor deals for the Featherlite Modifieds and you must then do the same to move up in the Featherlite series if you want compete race in the Trucks. Of course you have to do the same in the trucks to be able to compete in the Winston Cup (the highest NASCAR League).

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o-----o
| Part Two: Getting Started |
|           [NDTD 10.2]           |
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```

To get started in Career Mode in NASCAR Dirt to Daytona you must choose "Career" from the Main Menu (where it has the options: FAST ACTION, CAREER, and LOAD DATA). When you start you'll have to create a NASCAR Driver's License by filling out the following:

```

Name [First and Last]
Nickname
Date of Birth
Hometown

```

Once you're done filling out your NASCAR Driver's License then you should be able to start your Career in Dirt to Daytona. You will start out with a small amount of money which is \$800 and should be a considerable amount to start with. [NOTE: The amount you start out with may vary on the DATE of BIRTH you enter. Credit: Nate Luke]

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| Part Three: Sponsorships |
|           [NTD 10.3]     |
o-----o

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Sponsors are a main key in Career Mode. When you start off in Career Mode you have to sign sponsors, so you can earn more money besides what you earn after a race. It usually depends on the sponsor on how much they will be giving you but with the main sponsor (Primary Sponsor) will have a goal set for you to try to accomplish for that season in the certain series. Each year you'll be given a number of letters for sponsorships at the beginning of each season. If you don't participate in a certain series for quite some time you'll start losing your sponsors.

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| Part Four: Prices for Parts for Dirt Series |
|           [NTD 10.4]                       |
o-----o

```

Here is a price listing for all the parts for the upgrades for the following sections of your car Engine, Suspension, Aerodynamics, and Exhaust plus descriptions for each on how they can help you perform better on the track. These you can purchase to help make your performance out on the track much better and maybe start winning races, running competitively, and win championships. Here is the price list for the Dirt series:

```

o-----o
|           Engine Part           |      Cost      |
|-----|-----|
| IV Iron Block                   | $    850 |
| IV Iron Broad Bore              | $  1,250 |
| IV Aluminum                     | $  2,500 |
| Binter Big Block                | $  3,500 |
| Binter Big Block EX             | $  5,000 |
| IV Aluminum Pro                 | $  6,075 |
| XR-8 Performance Block          | $ 10,000 |
o-----o

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o-----o
|           Suspension Part       |      Cost      |
|-----|-----|
| Stage 1 Advanced Balance       | $    775 |
| State 2 Balanced               | $  2,500 |
| Stage 2 Advanced               | $  2,750 |
| Stage 3 Balanced               | $  5,000 |
| Stage 3 Advanced               | $  6,250 |
| Stage 4 Balanced               | $  9,500 |
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|           Aero Parts            |      Cost      |
|-----|-----|
| Big D 100cm Spoiler            | $    400 |
| Big D 100cm Spoiler Big Chin  | $  1,300 |
| Big D 150cm Aero Package       | $  3,500 |
| Big D 150cm Big Chin           | $  5,250 |
| Big D Composite Spoiler        | $  1,300 |
o-----o

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Exhaust Parts	Cost
Basic 100mm	\$ 675
Rough Boy Exhaust	\$ 2,500
Rough Boy LW	\$ 4,000
Power 150mm	\$ 4,900
150mm Elite	\$ 6,350

 Stats / Info on Engine Upgrades

IV Iron Block

A simple but cheap performance engine that provides a slight performance in horsepower

Power: 262 hp
 Peak: 5664 rpm
 Redline: 6622 rpm
 Weight: 3568 lbs.

 IV Iron Broad Bore

Similar to its cheaper brother, this engine boosts a broader power band

Power: 264 hp
 Peak: 5424 rpm
 Redline: 6622 rpm
 Weight: 3552 lbs.

 IV Aluminum

This engine provides a significant reduction in weight as well as an improved redline. Like most aluminum parts, durability is average to poor.

Power: 268 hp
 Peak: 5592 rpm
 Redline: 7482 rpm
 Weight: 3406 lbs.

 Binter Big Block

While this engine is not the most

technologically advanced available, its durability and power make it very popular choice for many teams.

Power: 280 hp
Peak: 5472 rpm
Redline: 7224 rpm
Weight: 3568 lbs.

Binter Big Block EX

Big power, great durability, and a broad power band make this engine almost the best available -- only its heavy weight keeps it from being a premier power plant

Power: 280 hp
Peak: 5472 rpm
Redline: 6880 rpm
Weight: 3536 lbs.

IV Aluminum Pro

This engine that's the XR-8 in performance. It's only serious shortening is a lack of durability. For drivers who can stay out of trouble, this is a good engine.

Power: 280 hp
Peak: 5136 rpm
Redline: 8170 rpm
Weight: 3406 lbs.

XR-8 Performance Block

The best money can buy. A stellar performer in all categories. Many drivers find they need to change their gear ratios in order to take advantage of this engine's high redline

Power: 286 hp
Peak: 5040 rpm
Redline: 8342 rpm
Weight: 3406 lbs.

Stats / Info on Suspension Upgrades

Stage I Advance Balance

While inexpensive, this suspension upgrade will only guarantee faster lap times for a driver able to drive a very loose car

Front Grip: 8.3
Rear Grip: 8.4
Weight: 3438 lbs.
Durability: 9.7

Stage 2 Balance

A significant upgrade of capable of improving a car's handling, while at the same time keeping the vehicle easy to control.

Front Grip: 8.4
Rear Grip: 9.2
Weight: 3406 lbs.
Durability: 10.0

Stage 2 Advanced

While using the same level of technology as the Stage 2 Balanced, this upgrade focuses more reducing car under-steer while at the same time improving overall grip

Front Grip: 8.7
Rear Grip: 9.0
Weight: 3406 lbs.
Durability: 10.0

Stage 3 Balanced

This upgrade provides a nearly ideal blend of balance, light weight, and traction.

Front Grip: 9.3
Rear Grip: 9.7
Weight: 3373 lbs.
Durability: 10.0

Stage 3 Advanced

A very difficult suspension upgrade to master. Its lack of stability and durability make this upgrade difficult to

use for all but the best drivers

Front Grip: 9.7

Rear Grip: 9.4

Weight: 3341 lbs.

Durability: 10.0

Stage 4

The best money can buy. Superlative
in all areas.

Front Grip: 10.0

Rear Grip: 10.0

Weight: 3341 lbs.

Durability: 10.0

Stats / Info on Aerodynamics Upgrades

Big D 100cm Spoiler

While adding some weight this package
gives increased stability as well as a
slightly more aerodynamically efficient
shape.

Front Downforce: 4.1

Rear Downforce: 7.2

Drag: 7.0

Weight: 5325 lbs.

Big D 100cm "Big Chin"

A large front thin spoiler creates better
turn-in but can cause a car to become
slightly more difficult to drive at high
speeds. Front end collisions can be more
costly.

Front Downforce: 6.1

Rear Downforce: 7.3

Drag: 6.7

Weight: 3341 lbs.

Big D 150cm Aero package

Carefully designed underbody
aerodynamics along with large front and
rear spoilers create a wonderful
combination of less drag while still
increasing downforce.

Front Downforce: 6.7
Rear Downforce: 8.2
Drag: 6.5
Weight: 3308 lbs.

Big D 150cm "Big Chin"

Almost identical to the 100cm "Big Chin"
but with big, lighter spoilers

Front Downforce: 9.1
Rear Downforce: 8.5
Drag: 6.0
Weight: 3325 lbs.

Big D composite spoiler

Advanced composite materials and clever
use of aerodynamics make this package a
virtual must for drivers hoping to take
home the championship.

Front Downforce: 10.0
Rear Downforce: 10.0
Drag: 5.0
Weight: 3282 lbs.

Stats / Info on Exhaust Upgrades

Basic 100mm

Improvements in both power and weight
make this exhaust a bargain

Power: 280 hp
Peak Torque: 5136 rpm
Redline: 8170 rpm
Weight: 3341 lbs.

Rough Boy Exhaust

A tough exhaust system that also allows
for an increase in the car's redline

Power: 282 hp
Peak Torque: 4920 rpm
Redline: 8342 rpm
Weight: 3406 lbs.

Rough Boy LW

While not as tough as its heavier counterpart, the LW is an improvement in all other categories

Power: 285 hp
Peak Torque: 4920 rpm
Redline: 8342 rpm
Weight: 3308 lbs.

Power 150mm

Garage gurus with carefully chosen gear ratios will be able to take this narrow power band exhaust system and wring nearly as much performance out of it as the more expensive Elite system

Power: 294 hp
Peak Torque: 5136 rpm
Redline: 8342 rpm
Weight: 3341 lbs.

175mm Elite

A wonderful, if expensive exhaust system

Power: 294 hp
Peak Torque: 4896 rpm
Redline: 8428 rpm
Weight: 3308 lbs.

o-----o
| Part Five: Prices for Parts for Modified Series |
| [NDTD 10.5] |
o-----o

Here is a price listing for all the parts for the upgrades for the following sections of your car Engine, Suspension, Aerodynamics, and Exhaust plus descriptions for each on how they can help you perform better on the track. These you can purchase to help make your performance out on the track much better and maybe start winning races, running competitively, and win championships. Here is the price list for the Modified series:

Engine Part	Cost
Blue Flame Iron I	\$ 15,500
Whitehaul 350	\$ 19,999
Flue Flam LFX	\$ 24,900
Rough Boy 350	\$ 31,500

Mach II Aluminum	\$ 43,000
Mach III Advanced	\$ 65,000

Suspension Part	Cost
Stage I Basic	\$ 8,750
Stage I Balanced	\$ 10,500
Stage I Advanced	\$ 12,500
Stage II Balance	\$ 36,000
Stage II LW	\$ 42,500
Stage II Advanced	\$ 36,000
Stage III MAX Racing	\$ 57,500

Aero Parts	Cost
Razman Aero Pack	\$ 5,000
Roughboy 350	\$ 12,500
Razman Pro Aero	\$ 17,500
Tongston & Young Gold	\$ 25,000

Exhaust Parts	Cost
RXR Racing Base System	\$ 6,600
RXR Racing RW	\$ 11,000
Roughboy Krackon Exhaust	\$ 19,500
RX Racing Lxi	\$ 22,000
RXR Straight Ace	\$ 30,000
RSR MAX Racing	\$ 37,000

 Stats / Info on Engine Upgrades

Blue Flame Iron I

Durable but heavy, this inexpensive engine supplies many rookie Featherlite drivers with some much needed horsepower.

Power: 247 hp
 Peak Torque: 4485 rpm
 Redline: 6970 rpm
 Weight: 2727 lbs.

 Whitehaul 350

This high tech engine focuses on light weight and for the price an incredibly broad power band. The high rev limit

on this car often requires a change of gear ratios.

Power: 283 hp
Peak Torque: 4173 rpm
Redline: 8075 rpm
Weight: 2636 lbs.

Rough Boy 350

Like other rough boy products this one is built to last. Other benefits include high horsepower and a moderate increase in redline. Weight is the primary drawback.

Power: 318 hp
Peak Torque: 4173 rpm
Redline: 7225 rpm
Weight: 2688 lbs.

Mach II Aluminum

Light weight and gobs of power must be balanced against the fragility and cost of this high tech power plant.

Power: 322 hp
Peak Torque: 4446 rpm
Redline: 7990 rpm
Weight: 2610 lbs.

Mach III Advanced

It's not cheap but if you're looking for an engine that excels in every way the Mach III is without peer

Power: 332 hp
Peak Torque: 4056 rpm
Redline: 8245 rpm
Weight: 2610 lbs.

Stats / Info on Suspension Upgrades

Stage I Basic

This suspension package was originally designed for a famous crew chief's son. It was found to be so helpful in stabilizing the often tricky modifieds that is now produced commercially.

Front Grip: 8.0
Rear Grip: 8.7
Weight: 2714 lbs.
Durability: 1.0

Stage I Balanced

A nice blend of performance and price
make this package one of the most
popular available.

Front Grip: 8.1
Rear Grip: 8.5
Weight: 2708 lbs
Durability: 10.0

Stage I Advanced

In the right hands, this is the fastest of the
Stage I suspension improvements.
HIGHLY RECOMMENDED.

Front Grip: 8.3
Rear Grip: 8.3
Weight: 2610 lbs
Durability: 10.0

Stage II Balanced

This package is much like the Stage I
Balanced excet for the higher
quality components, which improves both
weight and grip.

Front Grip: 8.9
Rear Grip: 9.1
Weight: 2688 lbs.
Durability: 10.0

Stage II LW

This Stage II package uses the lightest
components available which allows for
unprecedented weight-savings.
Durability, however is greatly reduced.

Front Grip: 8.9
Rear Grip: 9.1
Weight: 2610 lbs
Durability: 10.0

Stage II Advanced

This package is much like the Stage I Advanced except for the use of higher quality components, which improves both weight and grip.

NOTE: A higher redlining engine or a great adjustment may be needed with this upgrade.

Front Grip: 9.0
Rear Grip: 9.0
Weight: 2688 lbs
Durability: 10.0

Stage III MAX Racing

Perfectly tuned with the most advanced components available only drivers who like their cars incredibly loose will find anything to complain about.

NOTE: A higher redlining engine or a gear adjustment may be needed with this upgrade.

Front Grip: 10.0
Rear Grip: 10.0
Weight: 2610 lbs
Durability: 10.0

Stats / Info on Aerodynamics Upgrades

Razman Aero Package

Cheap and delicate, the basic Razman package has been losing popularity for some time.

Front Downforce: 5.2
Rear Downforce: 5.8
Drag: 7.5
Weight: 2662 lbs.

Rough Boy 350

Another highly durable Rough Boy part, the 350 is a heavy aero package but has

good downforce and drag coefficients, all at a reasonable price.

Front Downforce: 6.7
Rear Downforce: 7.3
Drag: 6.5
Weight: 2649 lbs.

Razman Pro Aero

A fine aero package, though it sacrifices some stability for top performance.

Front Downforce: 8.5
Rear Downforce: 7.6
Drag: 6.0
Weight: 2631 lbs.

Tongston & Young Gold

Composite material and advanced aerodynamic research have delivered an apparent paradox more downforce while at the same time less drag. A brilliant upgrade other than its steep price.

Front Downforce: 10.0
Rear Downforce: 10.0
Drag: 5.0
Weight: 2610 lbs.

Stats / Info on Exhaust Upgrades

RXR Racing Base System

Cheap but effective. This base system is not the best, but it is the cheapest.

Power: 329 hp
Peak Torque: 4120 rpm
Redline: 8160 rpm
Weight: 2668 lbs.

RXR Racing LW

This LW's strongest quality is its weight. However, it also confers reasonable gains in both power and torque.

Power: 332 hp
Peak Torque: 4050 rpm

Redline: 8245 rpm
Weight: 2610 lbs.

Rough Boy Kraken Exhaust

Unbelievable durability is the calling card of this exhaust system. Drivers headed into an endurance race often choose this system over more expensive ones.

Power: 331 hp
Peak Torque: 4095 rpm
Redline: 8160 rpm
Weight: 2714 lbs.

RXR Racing Lxi

While it doesn't pack the power of some of the less expensive exhaust systems, the Lxi more than makes up for this with a broad power band and sky high redline. Experience in the garage is a must to get the most of this upgrade.

Power: 327 hp
Peak Torque: 3978 rpm
Redline: 8457 rpm
Weight: 2610 lbs.

RXR Racing Strait Ace

The less expensive cousin of the RXR Max, the Strait Ace provides all the qualities top races need to win.

Power: 342 hp
Peak Torque: 3982 rpm
Redline: 8372 rpm
Weight: 2623 lbs.

RXR MAX Racing

High tech, but high cost - if you can afford it, this is the exhaust system to get.

Power: 350 hp
Peak Torque: 3900 rpm
Redline: 8500 rpm
Weight: 2610 lbs.

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o-----o
| Part Six: Prices for Parts for Truck Series |
|                               [NTD 10.6]                               |
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Here is a price listing for all the parts for the upgrades for the following sections of your car Engine, Suspension, Aerodynamics, and Exhaust plus descriptions for each on how they can help you perform better on the track. These you can purchase to help make your performance out on the track much better and maybe start winning races, running competitively, and win championships. Here is the price list for the Truck series:

```

o-----o
|           Engine Part           |      Cost      |
|-----|-----|
| Performance DX                  | $ 25,000 |
| Mach 1 Big Torque               | $ 70,000 |
| Rouch Boy Big Torque            | $ 125,000 |
| Mach II Thin Wall               | $ 160,000 |
| Mach II Performance             | $ 21,000 |
| VR-3 Truck Elite                | $ 29,000 |
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o-----o
|           Suspension Part       |      Cost      |
|-----|-----|
| Soft Grip                       | $ 18,500 |
| Advanced Balance Type I        | $ 65,000 |
| Rough Boy Type II              | $ 118,000 |
| R&P Lightweight                 | $ 180,000 |
| Rough Boy Type III             | $ 240,000 |
| Cupriderm Systems              | $ 350,000 |
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o-----o
|           Aero Parts           |      Cost      |
|-----|-----|
| Wind Tunnel Stage I            | $ 22,000 |
| Wind Tunnel Stage II           | $ 69,000 |
| Wind Tunnel Stage II Adv.      | $ 95,000 |
| Wind Tunnel Stage III         | $ 150,000 |
o-----o

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o-----o
|           Exhaust Parts        |      Cost      |
|-----|-----|
| Free Flow I                    | $ 18,000 |
| Free Flow II Short Course      | $ 59,000 |
| Free Flow II LW                 | $ 148,000 |
| Free Flow II Pro                | $ 196,000 |
| Free Flow III                   | $ 265,000 |
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Stats / Info on Engine Upgrades
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With solid overall performance traits, and a very reasonable price, the Performance DX is almost guaranteed to improve your finishing position.

Power: 551 hp
Peak: 6420 rpm
Redline: 8084 rpm
Weight: 3849 lbs.

Mach I Big Torque

A cheap knock off of the Rough Boy Big Torque, the Mach I is actually a very decent motor, despite its relative fragility. Its broad power band makes it especially useful on short courses.

Power: 552 hp
Peak: 6300 rpm
Redline: 8256 rpm
Weight: 3876 lbs.

Rough Boy Big Torque

The Rough Boy Big Torque is the most durable truck engine available. This durability does come at a price of both weight and peak power.

Power: 556 hp
Peak: 6300 rpm
Redline: 8256 rpm
Weight: 3910 lbs.

Mach II Thin Wall

This high tech engine is both light and cheap. However, it's also delicate and has a narrow power band. Given its relatively low price compared to the other premier truck engines this can be a good choice for a clean driver.

Power: 552 hp
Peak: 6420 rpm
Redline: 7998 rpm
Weight: 3740 lbs.

Mach II Performance

The Mach II Performance is a well rounded engine, with all the performance a driver needs to make it to the winner's circle.

Power: 578 hp
Peak: 6360 rpm
Redline: 8170 rpm
Weight: 3774 lbs.

VR-3 Truck Elite

The VR-3 company only makes one engine, but when it is as good as the Elite there's not much reason for anything else. Power, reliability, this engine has it all.

Power: 591 hp
Peak: 6300 rpm
Redline: 8256 rpm
Weight: 3740 lbs.

Stats / Info on Suspension Upgrades

Soft Grip

By both decreasing weight and improving contact patch size, the Soft Grip can be a huge benefit in the ultra-competitive truck league.

Front Grip: 8.1
Rear Grip: 8.1
Weight: 3706 lbs.
Durability: 3.8

Advanced Balance Type I

Like other Advanced Suspension upgrades, the Type I does a great job of improving maximum grip, but can cause the truck to become quite unstable especially on short courses.

Front Grip: 8.2
Rear Grip: 8.0
Weight: 3699 lbs.
Durability: 3.7

Rough Boy Type II

Tough and durable, yet heavy, the Rough
Boy Type II is a great suspension for
long, tough races, where a little rubbing
can't be avoided.

Front Grip: 8.3
Rear Grip: 8.3
Weight: 3818 lbs.
Durability: 6.3

R&P Lightweight

Almost the opposite of the Rough Boy
Type II, the R&P is a favorite part of many
expert drivers.

Front Grip: 8.3
Rear Grip: 8.3
Weight: 3366 lbs.
Durability: 2.9

Rough Boy Type III

For the driver who prefers to win by
attrition rather by speed, the Rough
Boy Type III gives you enough speed to
take the lead and enough strength to
fight off anyone who tries to take it back!

Front Grip: 8.8
Rear Grip: 8.8
Weight: 3774 lbs.
Durability: 6.3

Cupiderm Systems

The lightest, most advanced parts
available, runed through extensive
computer modeling, give the Cupiderm
suspension system an unprecedented
level of performance.

Front Grip: 8.7
Rear Grip: 8.7
Weight: 3434 lbs.
Durability: 4.9

Stats / Info on Aerodynamics Upgrades

Wind Tunnel Stage I

While not cheap, wind tunnel testing is a must, especially for success at larger tracks like Daytona and Michigan.

Front Downforce: 4.8
Rear Downforce: 4.8
Drag: 7.7
Weight: 3434 lbs.

Wind Tunnel Stage II

For a moderate one-time cost this upgrade improves car stability at high speeds, as well as lowering drag - a must for success at Daytona.

Front Downforce: 5.2
Rear Downforce: 5.2
Drag: 7.3
Weight: 3400 lbs.

Wind Tunnel Stage II Advanced

In addition to lower drag and greater downforce, this upgrade shifts the balance of the car forward improving turn in, especially on larger faster tracks.

Front Downforce: 5.5
Rear Downforce: 4.9
Drag: 7.3
Weight: 3400 lbs.

Wind Tunnel Stage III

The final stage of wind tunnel testing provides the highest level of performance available.

Front Downforce: 5.5
Rear Downforce: 5.5
Drag: 7.0
Weight: 3366 lbs.

Stats / Info on Exhaust Upgrades

Free Flow I

For a very low price the Free Flow I gives

modest improvements all around.

Power: 564 hp
Peak Torque: 6420 rpm
Redline: 8170 rpm
Weight: 3485 lbs.

Free Flow II Short Course

The designers of the Free Flow II Short Course focused their energies on a broad power band. This brings great results on short courses which require a driver to stay in 4th gear through a large range of speeds.

Power: 565 hp
Peak Torque: 6360 rpm
Redline: 8170 rpm
Weight: 3485 lbs.

Free Flow II LW

The Free Flow II light weight is a mid level exhaust system. Its light weight and decent power are somewhat offset by a lack of durability.

Power: 569 hp
Peak Torque: 6330 rpm
Redline: 8127 rpm
Weight: 3417 lbs.

Free Flow II Pro

While expensive, the Free Flow II Pro provides large gains in both power and weight.

Power: 572 hp
Peak Torque: 6432 rpm
Redline: 8153 rpm
Weight: 3434 lbs.

Free Flow III

Large gains in both power band and peak power coupled with light weight make the Elite the best Exhaust system available, if you can afford the price.

Power: 578 hp

Peak Torque: 6360 rpm
 Redline: 8170 rpm
 Weight: 3400 lbs.

```

o-----o
| Part Seven: Prices for Parts for Winston Cup Series |
|                                     [NDTD 10.7]                                     |
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```

Here is a price listing for all the parts for the upgrades for the following sections of your car Engine, Suspension, Aerodynamics, and Exhaust plus descriptions for each on how they can help you perform better on the track. These you can purchase to help make your performance out on the track much better and maybe start winning races, running competitively, and win championships. Here is the price list for the Cup series:

```

o-----o
|           Engine Part           |           Cost           |
|-----|-----|
| Performance RC                   | $    30,000 |
| Target Thin Wall                 | $    52,000 |
| Target LW                       | $   980,000 |
| Rough Boy Power MAX              | $ 1,200,000 |
| Target Pro-X                    | $ 1,700,000 |
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o-----o
|           Suspension Part       |           Cost           |
|-----|-----|
| Stage I Basic                   | $    22,000 |
| Stage I Balance                 | $   350,000 |
| Stage II Basic                  | $   500,000 |
| Stage II Balance                | $    60,000 |
| Stage II Advanced LW           | $   750,000 |
| Stage III Rough Boy            | $ 1,000,000 |
| Final Grip System              | $ 1,250,000 |
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```

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o-----o
|           Aero Parts            |           Cost           |
|-----|-----|
| Wind Tunnel Stage I             | $   225,000 |
| Wind Tunnel Basic               | $   225,000 |
| Wind Tunnel Advanced            | $   350,000 |
| Wind Tunnel Stage II           | $   750,000 |
| Wind Tunnel Stage II Adv.      | $   850,000 |
| Wind Tunnel Stage III          | $ 1,250,000 |
o-----o
  
```

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o-----o
|           Exhaust Parts         |           Cost           |
|-----|-----|
| Potter Racing Basic            | $    19,000 |
| Potter Racing LW               | $    31,000 |
| Potter Racing AE 1.1          | $   650,000 |
| Potter Bay Exhaust             | $   775,000 |
| Potter Racing AE Final         | $ 1,110,000 |
o-----o
  
```

Stats / Info on Engine Upgrades

Performance RC

With a good price to performance ratio the RC remains a popular engine despite its aging technology.

Power: 612 hp
Peak: 5136 rpm
Redline: 8084 rpm
Weight: 3878 lbs.

Target Thin Wall

Light weight, reasonable horsepower, and a modest price make this a very popular engine for many mid-level Cup teams.

Power: 612 hp
Peak: 5184 rpm
Redline: 8127 rpm
Weight: 3780 lbs.

Target LW

The Target LW is not only the lightest engine available, but it also boosts significant increases to horsepower and power band. However, like other lightweight engines, its durability is questionable.

Power: 626 hp
Peak: 5312 rpm
Redline: 8127 rpm
Weight: 3745 lbs.

Rough Boy Power MAX

Rough, tough, and full of horsepower, only the Power-Max's high weight keeps it from being the ultimate motor.

Power: 651 hp
Peak: 5035 rpm
Redline: 8265 rpm
Weight: 3920 lbs.

Target Pro-X

NASCAR engine builders have been working on a push rod V-8's for more than 40 years. The Target Pro-X is the culmination of that research. Simply put, it is the finest NASCAR Cup League engine ever built.

Power: 655 hp
Peak: 5040 rpm
Redline: 8256 rpm
Weight: 3780 lbs.

Stats / Info on Suspension Upgrades

Stage I Basic

The Stage I Basic helps time the difficult to drive NASCAR Cup car. By increasing traction at the rear of the car, maximum traction is not greatly increased. The car is, however, much more stable especially on shorter, more technical tracks.

Front Grip: 8.0
Rear Grip: 8.3
Weight: 3920 lbs.
Durability: 7.0

Stage I Balance

A significant first step in creating a competitive car, the Stage I Balanced provides crucial gains in peak traction as well as a modest weight loss.

Front Grip: 8.2
Rear Grip: 8.2
Weight: 3916 lbs.
Durability: 6.9

Stage II Basic

While significantly more expensive than the Stage I Basic, the Stage 2 model boasts increased peak traction as well as additional weight loss, all while increasing durability.

Front Grip: 8.2

Rear Grip: 8.6
Weight: 3850 lbs.
Durability: 7.3

Stage II Balance

This upgrade is sure to put a smile on any driver's face. Large increases in grip, coupled with significant weight reduction, ushers in a whole new level of handling.

Front Grip: 8.4
Rear Grip: 8.4
Weight: 3832 lbs.
Durability: 7.2

Stage II Advanced BW

This lightweight suspension package moves the balance of the car forward, creating the highest level of peak grip among the stage II upgrades. The lightweight materials used, however, seriously hamper durability.

Front Grip: 8.5
Rear Grip: 8.3
Weight: 3640 lbs.
Durability: 6.0

Stage III Rough Boy

Rough, tough, and high tech all describe the Stage 3 Rough Boy. Due to its durability, this suspension is the choice of many top NASCAR drivers, despite being heavier than the Final Grip System.

Front Grip: 8.7
Rear Grip: 8.7
Weight: 3920 lbs.
Durability: 9.3

Final Grip System

This is the premiere suspension package for the NASCAR Cup league. It greatly decreases the unsprung mass of the car, which provides scalpel like handling.

Front Grip: 8.7

Rear Grip: 8.7
Weight: 3640 lbs.
Durability: 8.0

Stats / Info on Aerodynamics Upgrades

Wind Tunnel Stage I

A good reduction in drag means this relatively cheap upgrade can dramatically improve top speed at some of the larger tracks.

Front Downforce: 4.6
Rear Downforce: 4.6
Drag: 7.7
Weight: 3710 lbs.

Wind Tunnel Basic

Like other Basic level upgrades, the Stage I Basic improves stability but at the cost of peak traction levels.

Front Downforce: 4.0
Rear Downforce: 5.2
Drag: 7.7
Weight: 3710 lbs.

Wind Tunnel Advanced

By increasing the size of the front air dam relative to the rear spoiler, this upgrade increases peak traction, but can cause the car to become unstable at high speeds.

Front Downforce: 4.9
Rear Downforce: 4.3
Drag: 7.6
Weight: 3710 lbs.

Wind Tunnel Stage II

A good balance between price and performance make this upgrade immensely popular with up and coming Cup teams.

Front Downforce: 5.2
Rear Downforce: 5.2
Drag: 7.0

Weight: 3640 lbs.

Wind Tunnel Stage II Advanced

Excellent balancing allows a driver using this upgrade to achieve excellent peak grip levels. Durability and stability, however, suffer.

Front Downforce: 5.5
Rear Downforce: 4.9
Drag: 7.0
Weight: 3640 lbs.

Wind Tunnel Stage III

Representing the pinnacle in aerodynamic research this upgrade may not be absolutely necessary to win a championship, but a certainly provides a huge advantage, especially at many of the high-dollar races like the Daytona 500.

Front Downforce: 5.5
Rear Downforce: 5.5
Drag: 7.0
Weight: 3640 lbs.

Stats / Info on Exhaust Upgrades

Potter Racing Basic

A cheap yet popular part, the Potter Racing Basic improves the car in a number of ways, though none are terribly significant.

Power: 636 hp
Peak Torque: 5104 rpm
Redline: 8204 rpm
Weight: 3710 lbs.

Potter Racing LW

Light weight and great power make this upgrade look like a bargain, but notice the narrow power band and extreme fragility. This makes for a great long track car but can prove problematic on short courses.

Power: 651 hp
Peak Torque: 5131 rpm
Redline: 8179 rpm
Weight: 3640 lbs.

Potter Racing AE 1.1

Expensive but well-rounded, the 1.1 has good characteristics all the way around.

Power: 644 hp
Peak Torque: 5064 rpm
Redline: 8230 rpm
Weight: 3675 lbs.

Potter Bay Exhaust

Heavy and durable, a high and wide power band, but significant weight. A good exhaust to consider, especially if you find your car is getting beat up out there on the track.

Power: 649 hp
Peak Torque: 5035 rpm
Redline: 8179 rpm
Weight: 3780 lbs.

Potter Racing AE Final

Potter Racing's premiere Exhaust system that AE Final has it all: great power, good reliability and significant weight reduction.

Power: 651 hp
Peak Torque: 5035 rpm
Redline: 8265 rpm
Weight: 3640 lbs.

o-----o
| 11. FAQs |
| [NDTD 11] |
o-----o

These are questions that I've seen on both the Nascar Thunder 2003 and Nascar Dirt to Daytona boards for a while:

Q: Which game is better Nascar Dirt to Daytona or Nascar Thunder 2003?

A: There is not a definite answer to this question. It can depends on your tastes on which one you may enjoy playing and other characteristics

that you may find in one of them or the other. To me I like both Nascar Dirt to Daytona & Nascar Thunder 2003 equally.

Q: What are the differences in Career Modes in Nascar Dirt to Daytona and Nascar Thunder 2003?

A: The differences between the Career Modes in both games is that in Nascar Dirt to Daytona is that you start your Career off in NASCAR's Dirt series (known as the Weekly Series) then work your way up to the Modifieds, to the Trucks and finally the highest NASCAR League the "Winston Cup" series. You can still be able to race in each of the other series even when you managed to get into other series to earn more money. Then you'll have to wait 'til you get to the Truck Series to be able to start hiring pit crew but in Nascar Thunder 2003 you can hire your pit crew right there and then. In Nascar Thunder 2003's Career Mode it focus's more on the Winston Cup and try to earn a name for yourself as you try to win 8 championships within 20 years.

Q: How can I move onto other series such as the Modifieds, Craftsman Trucks, or the Winston Cup in Career?

A: The only way you can get into the Modifieds, Trucks or the Winston Cup in Career Mode of Nascar Dirt to Daytona is that you must win a championship in the Weekly series to do so. Once you done that you'll get some sponsor deals to run in the Modifieds, and you must try to win a championship in there to get into the trucks. When you accomplished the goal of winning the championship in the Trucks, then you will be able to get some deals for a ride in the Winston CUp League. Of course you can still run in each series but if you don't run in a certain series (like the WEEKLY SERIES) you'll lose the sponsor that you had on the car.

Q: Why aren't all the tracks for the series like in the Winston Cup and the Craftsman Trucks not all in the game?

A: The reason that they didn't manage to put in all the tracks that the Winston Cup and the Craftsman Trucks, is most likely due to when they tried getting licensing for these tracks. Whoever says that EA Sports beating them to it is a BS artist.

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| 12. Credits / Legal Notice |
| [NDTD 12] |
o-----

Here I would like to list of where you can find the walkthrough for this game as well as who had a part of making it possible. If you find this walkthrough on any site other than the ones that are allowed be sure to e-mail me to let me know about it.

+=====+	+=====+
Allowed Sites	Banned Sites
-----	-----
GameFAQs: www.gamefaqs.com	CheatCC: www.cheatcc.com

o-----o
Credits
Me : for writing this guide for NASCAR Dirt to Daytona
CJayC : for posting this guide on Game FAQs
IGN : for posting this guide on IGN
osered : for PlayStation controller ASCII
Nate Luke : pointing out amount of cash you start off with in
Career
Osrevad : for ASCII Art for GameCube controller
o-----o

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End of Document. 2003, Stephen "Warhawk" Harris.

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