

# F1 2000 Car Set-Ups Guide Final

by Wolf Feather

Updated on Jul 3, 2002

F1 2000: CAR SET-UPS GUIDE

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

Initial Version: July 3, 2002  
Final Version: July 3, 2002

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

## CONTENTS

- Spacing
- Permissions
- Introduction
- Settings
- Grand Prix of Australia: Albert Park
- Grand Prix of Brazil: Interlagos
- Grand Prix of San Marino: Imola
- Grand Prix of Great Britain: Silverstone
- Grand Prix of Spain: Catalunya
- Grand Prix of Europe: Nurburgring
- Grand Prix of Monaco: Monte Carlo (Temporary Street Circuit)
- Grand Prix of Canada: Gilles Villeneuve
- Grand Prix of France: Nevers Magny-Cours
- Grand Prix of Austria: Al-Ring
- Grand Prix of Germany: Hockenheim
- Grand Prix of Hungary: Hungaroring
- Grand Prix of Belgium: Spa-Francorchamps
- Grand Prix of Italy: Monza
- Grand Prix of the United States: Indianapolis
- Grand Prix of Japan: Suzuka
- Grand Prix of Malaysia: Sepang
- Contact Information

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

## SPACING

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

12345678901234567890123456  
ABCDEFGHIJKLMNPOQRSTUVWXYZ

=====

## PERMISSIONS

Permission is hereby granted for a user to download and/or print out a copy of this driving guide for personal use.

This driving guide may only be posted on: FeatherGuides, GameFAQs.com, flgamers.com, PSXCodez.com, Cheatcc.com, Games Domain, gamesover.com, Absolute-PlayStation.com, RobsGaming.com, InsidePS2Games.com, CheatPlanet.com, RedCoupe, The Cheat Empire, a2zweblinks.com, Gameguru, cheatingplanet.com, neoseeker.com, and vgstrategies.com. Please contact me for permission to post elsewhere on the Internet.

Should anyone wish to translate this driving guide into other languages (F1 2000 is also optimized for French and Spanish), please contact me for permission and provide me with a copy when complete (especially important so that I can improve my French and Spanish skills).

This driving guide is the result of well over 150 hours of gameplay and approximately 40 (fortunately nonconsecutive) hours of writing and editing. Plagiarism is therefore NOT tolerated!!!!!!

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

## INTRODUCTION

Most likely, if you play F1 2000, then you are at least a casual fan of Formula 1 racing, and have at least a basic knowledge of many or all of the currently-used F1 courses. What this guide presents is a set of tuning parameters for the various circuits which should provide a good basis for car set-up for each circuit.

Please keep in mind that these suggested car set-ups are just that: suggestions. These are designed with my personal aggressive driving style in mind. Therefore, the set-ups presented here will likely need to be tweaked for each player's comfort level and driving style.

=====

## SETTINGS

During the Test Day, Practice, and Qualifying sessions, sitting in the Pits and pressing the Start button brings up an options screen. Selecting "Car Setup" brings up dialogues to change Front Downforce, Rear Downforce, Gear Ratios, Steering Lock, Front Suspension, Rear Suspension, Brake Balance, and Ground Clearance (press the up and down buttons to switch between these dialogues). For convention, this driving guide will use the following system to show these settings:

Ground Clearance: -1

These dialogues show seven small boxes. The centermost box means a neutral setting (zero). The three boxes to the left mean progressively lower settings (negative), while the three

boxes to the right mean progressively higher settings (positive). The number indicates how many boxes in each direction the red square should move; a zero indicates a neutral setting. Each circuit will have suggested settings for the above dialogues to help stabilize the chosen car for that venue. These are just suggestions, largely based upon my rather aggressive driving style; experiment and find the car set-up which works best for your driving style for each course.

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

GRAND PRIX OF AUSTRALIA: ALBERT PARK

Front Downforce: -1  
Rear Downforce: +3  
Gear Ratios: -3  
Steering Lock: +3  
Front Suspension: +2  
Rear Suspension: +2  
Brake Balance: -1  
Ground Clearance: -2

=====

GRAND PRIX OF BRAZIL: INTERLAGOS

Front Downforce: +1  
Rear Downforce: +3  
Gear Ratios: -3  
Steering Lock: +3  
Front Suspension: +2  
Rear Suspension: +2  
Brake Balance: -1  
Ground Clearance: -1

NOTE: This suggested car set-up is for a high-downforce set-up, to take advantage of passing under braking on the lower part of the course.

=====

GRAND PRIX OF SAN MARINO: IMOLA

Front Downforce: +1  
Rear Downforce: +3  
Gear Ratios: -3  
Steering Lock: +3  
Front Suspension: +2  
Rear Suspension: +2  
Brake Balance: -1  
Ground Clearance: -2

=====

GRAND PRIX OF GREAT BRITAIN: SILVERSTONE

Front Downforce: -1  
Rear Downforce: +3  
Gear Ratios: -3  
Steering Lock: +3  
Front Suspension: +2

Rear Suspension: +2  
Brake Balance: -1  
Ground Clearance: -1

=====

GRAND PRIX OF SPAIN: CATALUNYA

Front Downforce: -1  
Rear Downforce: +3  
Gear Ratios: -3  
Steering Lock: +3  
Front Suspension: +2  
Rear Suspension: +2  
Brake Balance: -1  
Ground Clearance: -2

=====

GRAND PRIX OF EUROPE: NURBURGRING

Front Downforce: +1  
Rear Downforce: +3  
Gear Ratios: -3  
Steering Lock: +3  
Front Suspension: +2  
Rear Suspension: +2  
Brake Balance: -1  
Ground Clearance: -1

=====

GRAND PRIX OF MONACO: MONTE CARLO (TEMPORARY STREET CIRCUIT)

Front Downforce: +3  
Rear Downforce: +3  
Gear Ratios: -1  
Steering Lock: +3  
Front Suspension: +2  
Rear Suspension: +2  
Brake Balance: -1  
Ground Clearance: +1

=====

GRAND PRIX OF CANADA: CIRCUIT GILLES VILLENEUVE

Front Downforce: 0  
Rear Downforce: +3  
Gear Ratios: -3  
Steering Lock: +3  
Front Suspension: +2  
Rear Suspension: +2  
Brake Balance: -1  
Ground Clearance: -2

=====

GRAND PRIX OF FRANCE: NEVERS MAGNY-COURS

Front Downforce: +1  
Rear Downforce: +3  
Gear Ratios: -1  
Steering Lock: +3  
Front Suspension: +2

Rear Suspension: +2  
Brake Balance: -1  
Ground Clearance: -2

=====

GRAND PRIX OF AUSTRIA: A1-RING

Front Downforce: +1  
Rear Downforce: +3  
Gear Ratios: -1  
Steering Lock: +3  
Front Suspension: +2  
Rear Suspension: +2  
Brake Balance: -1  
Ground Clearance: -1

=====

GRAND PRIX OF GERMANY: HOCKENHEIM

Front Downforce: -2  
Rear Downforce: +2  
Gear Ratios: -1  
Steering Lock: +3  
Front Suspension: +2  
Rear Suspension: +2  
Brake Balance: -1  
Ground Clearance: -3

=====

GRAND PRIX OF HUNGARY: HUNGARORING

Front Downforce: +1  
Rear Downforce: +3  
Gear Ratios: -3  
Steering Lock: +3  
Front Suspension: +2  
Rear Suspension: +2  
Brake Balance: -1  
Ground Clearance: -1

=====

GRAND PRIX OF BELGIUM: SPA-FRANCORCHAMPS

Front Downforce: +1  
Rear Downforce: +3  
Gear Ratios: -3  
Steering Lock: +3  
Front Suspension: +2  
Rear Suspension: +2  
Brake Balance: -1  
Ground Clearance: 0

NOTE: A negative setting on Ground Clearance will increase overall speed due to less aerodynamic friction underneath the car, but will definitely result in bottoming out along the steep uphill fades through Eau Rouge.

=====

GRAND PRIX OF ITALY: MONZA

Front Downforce: -1  
Rear Downforce: +3  
Gear Ratios: -3  
Steering Lock: +3  
Front Suspension: +2  
Rear Suspension: +2  
Brake Balance: -1  
Ground Clearance: -2

=====  
GRAND PRIX OF THE UNITED STATES: INDIANAPOLIS

Front Downforce: +2  
Rear Downforce: +3  
Gear Ratios: -3  
Steering Lock: +3  
Front Suspension: +2  
Rear Suspension: +2  
Brake Balance: -1  
Ground Clearance: -2

NOTE ON SET-UP: All weekend long, teams were struggling with one major decision: to use a low-downforce set-up or a high-downforce set-up. The infield of the course has so many corners (and really only one straightaway of any mention) that it necessitated a high-downforce set-up for optimum speed and handling; the main Indy course requires drivers to stand on the throttle for nearly thirty seconds, thus requiring a low-downforce set-up to take maximum advantage of this extensive prime passing zone. The suggested set-up presented here is for a high-downforce set-up, to take advantage of the infield segment of the course. For those racing in Easy or Medium modes, you might still get passed on the main Indy course, but it is easy to block challengers from getting by. For those in higher racing modes, this may not be a good set-up to use. Experiment and find the set-up which works best for you - at Indy especially, but also at any other F1 course.

=====  
GRAND PRIX OF JAPAN: SUZUKA

Front Downforce: +1  
Rear Downforce: +3  
Gear Ratios: -3  
Steering Lock: +3  
Front Suspension: +2  
Rear Suspension: +2  
Brake Balance: -1  
Ground Clearance: -1

=====  
GRAND PRIX OF MALAYSIA: SEPANG

Front Downforce: +1  
Rear Downforce: +3  
Gear Ratios: -3  
Steering Lock: +3  
Front Suspension: +2  
Rear Suspension: +2

Brake Balance: -1  
Ground Clearance: -2

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

CONTACT INFORMATION

For questions, rants, raves, etc., contact me at:  
FEATHER7@IX.NETCOM.COM

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

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

=====

Wolf Feather      Jamie Stafford

=====

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

- Major Kusanagi, \_Ghost in the Shell\_

=====

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

=====