

# Gran Turismo 2 Compendium

by John Culbert

Updated to v1.8 on Nov 26, 2000

GRAN TURISMO 2 COMPENDIUM (Sony Playstation)

version 1.8  
by John Culbert <tigeraid@fighters.net>  
October 2000

\*The Following work is dedicated to Canadian CART racecar driver Greg Moore, who was killed in a crash at Fontana California during the final race of the 1999 season, on October 31st. From a fellow Canadian racecar driver, rest in peace Greg, you will be missed. Please indulge me and read the end of the Compendium for my thoughts on this tragedy.\*

This FAQ and all my others can be accessed at the following sites:

<http://www.gamefaqs.com>  
<http://cars.drip.org>  
<http://www.fighters.net>

Wanna talk? You can contact me on IRC (Internet Relay Chat) as tigeraid, on channels #cars, #fighters.net, #vfhome, #tekken and #capcom.

## MARGIN CHECK

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1234567890  
.....

MONOSPACE, DAMMIT! :) If the dots above line up with the numbers above them, then you can read this document with ease. If they aren't lined up, the margins will be all screwy and generally make this a bitch to read. It was created using Editpad with "Break Lines" on, and as such it is best viewed by this.

## COPYRIGHT INFORMATION

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I'm getting sick of the bullshit going around with others stealing FAQ writer's hard work without permission or credit. A certain unmentionable gaming mag stole SFA2 stuff from me a while ago (\*ahem\*EGM\*cough\*hack), and on-line people who don't want to put effort into doing this stuff also copied from me (this means you, Davis!!) So here it is:

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#### 1.0 VERSION UPDATES

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- 0.5 - beta version of the Compendium, previewing Gran Turismo 2
  - 0.7 - still in beta. Changed info on GT2 being 2 discs (oops), added more cars to the car list, finished the (hopefully) confirmed tracks and courses list, and some more info on each manufacturer. Also added more resources.
  - 0.8 - Added list of confirmed artists for the Gran Turismo 2 soundtrack. Also some more info on Lister, and some various news updates.
  - 0.9 - added buncha info on some of the manufacturers, as well as little News tidbits.
  - 0.99 - KICK ASS CONFIRMED LIST OF CARS UPDATED! Sony Entertainment released another list of confirmed cars, tons more, including some real surprises--check it out in section 7.0!!!!
  - 0.9999 - info (from all the sources I could possibly find) to try and determine if the game has been delayed past december 7th... see section 2.0 below.
  - 0.9999b - welp december 7/8 is gone and no GT2... but Sony made another statement, and things may be looking up... see section 2.0.
  - 1.0 - The game is out as of December 16-18 in North America!! This update will begin the additions of actual strategy to this Compendium. Similar to my Gran Turismo Compendium, the Gran Turismo 2 Compendium will now feature the basics of driving, course strategies, prizes for each class, and any other information recieved as I progress in the game. Feel free to send me any information you have found and I will consider posting it in this document.
- NOTE: I WILL BE ADDING GAMESHARK CODES NEXT UPDATE!

1.2 - Confirmed Drag Racing has been removed from Gran Turismo 2 :(.... apparently it ended up being unfinished due to time constraints (if you can believe that crap), and that explains the presence of the Nissan drag cars and the Intrepid Pro Stock... oh well. On a lighter note, little odds and ends, typos and mistakes have been fixed, and GAMESHARK CODES HAVE BEEN ADDED. See section 16.0 for some info on how you can contribute your info to this Compendium!

1.4 - some general typos and mistakes fixed (oops), completed prize car list and added some submissions to section 16.0... let's keep 'em coming people!

1.6 - Revised Prize Car list and Arcade Mode Cars list, updated section 16.0 with reader submissions, and an example car review of my own. Also added Replay Views trick in section 3.0 and Garage Organization Trick in section 14.0.

1.7 - fixed silly mistake with Replay View trick, updated sponsor list and Prize Car List, and added some more GameShark codes. Also added some more car reviews and explained LSD, Traction and Yaw Control in section 13.0.

1.8 - added Course Strategies (11.0) and more car reviews in section 16.0. The "Car Rankings" list has been dropped from the Compendium, because I feel it's far too difficult to choose a top 5 or even a top 10 of the best FF, FR, MR, etc... car, as too many of the top cars in each class are so equal. We'll keep it to the car reviews in 16.0 this time...

## 2.0 INTRODUCTION

-----

Well, die-hard GT fans like myself already know that Gran Turismo 2 is the greatest racing game of all time. While retaining essentially the same game engine in terms of car physics and control, Sony has added to what we thought was close to a perfect game, to come up with GT2. It plays the same in terms of control, but has now been improved ten-fold. Gran Turismo 2 now offers nearly 600 cars from practically every manufacturer on the planet (and those that aren't here are missing for licencing reasons, which I'll discuss later), as well as special edition, race-spec, and rally cars. And THANKFULLY for us ol' domestic tuners who played the '67 427 Corvette and yearn for more, there are now many classic muscle and sports cars included. Not to mention a plethora of hidden cars that are difficult to aquire, but certainly worth the effort.

There's also the addition of several new tracks and courses, included an uphill climb at the legendary Pikes Peak, some dirt rally courses, and including our old favorite tracks from the original GT for over 20 tracks (that's almost 50 including the reverse tracks) in total to choose from.

And there's much more... needless to say I, along with every other GT fan, have awaited this game with drooling mouths. Read on racefans, this Compendium will fill you in on all the new goodies so far known about this highly anticipated game as well as detailed racing strategies.

## 3.0 NEWS AND FREQUENTLY ASKED QUESTIONS

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### MISSING CARS:

There are two very prominent types of cars missing in Gran Turismo 2, and one that's still kind of sketchy. In regards to Porsche and Ferrari, Electronic Arts as exclusive rights on both and therefore they cannot be featured in GT2... Note however that EA does not reserve the rights to RUF, a high performance

PORSCHE manufacturer--so Sony managed to find a back door, and RUF Porsches only are featured in Gran Turismo 2 ;). Ferrari appears to be a no go however.

The Third refers to the Chevrolet C5 Corvette. The C5 stands for 5th generation Corvette, built from 1997-2000 and featuring the awesome 345 horse (advertised, it's actually higher), all-aluminum LS1 5.7 L (346 cubic inch) V8. While it's not listed on the official cars list for GT2, reports are that it may still be in the game. Apparently, EA also owns the rights to the C5 Corvette, however others have mentioned seeing it in preliminary videos for Gran Turismo 2... From all accounts, it appears it indeed did not make the cut... maybe next time :/.

Oh and BTW, The Mercedes CLK GTR has been removed due to licencing conflicts, again with EA... the original beta screen shots showed it was in the game, but has apparently been removed. Mind you, gameshark hackers have found it buried in the code...

I suppose I should mention that Lamborghini is not in the game for similar licencing reasons.

#### SPECIAL MODES AND SPECIAL VEHICLES:

The new modes of racing in GT2 are, among others: Rally, Hill Climb, GT, and sportscar... they're all pretty self-explanatory.

Note: Sony made an official statement saying Drag Racing Mode was not completed and thus it's not in the game, despite the drag racing models.

Another early rumor was that SUVs would be included in the game. The rumor has been proved factual, with the existance of the Subaru Forester, Daihatsu Foroza and several others.

REPLAY VIEWS TRICK: to access the special views available during replays, press the Circle button (Hand Brake), then press Square (Brake) to cycle through the extra views. They include a copter cam from directly overhead, and cameras from all four corners of the car, facing rear and forward. You can also press throttle (X) to toggle the tach/readings and press again to get a set of gauges showing brake and throttle applied. Cool stuff.

#### SYSTEM INFO:

Gran Turismo 2 is TWO discs, arcade and simulation. As well, the NegCon and the various types of Steering Wheel periphirals are compatable, along with the usual digital and analog Playstation controllers.

#### SPONSORSHIPS:

Similar to GT1, but with far more, GT2 features several automotive sponsors on the cars and on the courses. Here is a confirmed list:

Advan	Alitalia	Alpine	Autobacs
BBS	BP	Brembo	Bridgestone
Castrol	Cibie	Denso	Dunlop
elf	Enkei	Esso	Exxon
Falken	Fet	Gulf	Havoline
Kenwood	Magnetti	Marelli	Masterfit
Michelin	Mobile	MOMO	Motul
Movistar	Oz	Pennzoil	Pirelli
Potenza	Puma	Quaker State	Rays
Red Line Racing	Red Line Synthetic	Speedline	Texaco
Total	Toyo Tires	Trampio	Valeo

## TUNER LIST:

Many popular in-house and aftermarket tuning companies are now featured in Gran Turismo 2. Here is the confirmed list:

AMG	Audi Sport
Fiat Auto	Corse
Ford Racing	HKS
Lister Sport	Lotus
Mazda Speed	Mine's
Mugen	Nismo
Ralliart	Spoon
STi	Tom's
TRD	TVR Racing
TWR Racing	

The Confirmed Modified models in the game are listed under Car List and Discussions. (eg. Mugen under Honda/Acura)

#### 4.0 THE GRAPHICS

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While Gran Turismo completely blew us away with its smooth graphics and attention to detail, it really was only using 75% of the Playstation's hardware capability. Gran Turismo 2, on the other hand is using basically 100% of the Sony platform's abilities, and you can see the even more amazing detail and smoothness in the game, apparent through the screen shots and videos currently available on line (see resources for locations).

Attention to detail certainly was paramount this time around. For example, in Gran Turismo the wheels on the car were basically a flat surface meeting with the sidewall of the tire. In Gran Turismo 2, the wheels look quite realistic and have the 3d appearance that shows their depth inward towards the hub. Other details such as badging and logos on the car are now easily made out from all camera angles and during the replays. The cars in the game also have a smoother, more refined look to them, and are also a little more balanced in terms of scaling, meaning they look more true to their real life counterparts in the way of size. Certainly pure eye candy.

The sound, needless to say, is pure heaven. Polyphony took the time to carefully record the exhaust notes of every single car in the game from the real thing, at each stage of acceleration, deceleration, revving, etc etc... Nothing like the sound of a Chevrolet smallblock in the 1969 Camaro Z28 in full song, to the tune of 6000 RPM ^\_^.

#### 5.0 NEW ADDITIONS TO GRAN TURISMO GAMEPLAY

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The real major jump in gameplay is in the form of modifying your ride, either for performance or aesthetics. For example, a new feature allows you to adjust the Limited Slip Differential... See section 12.0.

#### 6.0 THE TRACKS

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One of the more intriguing features now in GT2 is the variety of tracks and courses available. There are now 64 tracks available including the rally

courses, much improved over the original. The tracks include uphill tracks such as Pike's Peak, rally courses like Tahiti, some new street and road courses, legendary Grand Prix circuits like Laguna Seca, plus the original tracks from GT1.

Tahiti Road  
Midfield Raceway  
High Speed Ring  
Super Speedway  
Seattle Short Course  
Rome Short Course  
Red Rock Valley Speedway  
Seattle Circuit  
Rome Circuit  
Grindelwald  
Laguna Seca Raceway  
Apricot Hill Raceway  
Motorsports Land  
Trial Mountain Circuit  
Clubman Stage Route 5  
Grand Valley East  
Grand Valley Speedway  
Special Stage Route 5  
Autumn Ring  
Test Course  
Deep Forest Raceway  
Rome-Night  
Autumn Ring Mini

Rally Courses:

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Tahiti Dirt Road Route 3  
Smokey Mountain South  
Green Forest Roadway  
Smokey Mountain North  
Tahiti Maze  
Pikes Peak Hill Climb  
Tahiti Dirt Route 3 Reverse  
Smokey Mountain North Reverse  
Pikes Peak Downhill

## 7.0 CAR LIST AND DISCUSSIONS

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### 7.1 ALFA ROMEO

The 155 Touring Car is.... certainly interesting. A decent handler, it also revs around 14,000 RPM...

1998 145 2.0 Cloverleaf  
1998 156 2.0 TS 16V  
1998 156 2.5 V6 24V  
1998 166 2.0 TS 16V  
1998 166 2.5 V6 24V  
1998 166 3.0 V6 24V  
1998 GTV 2.0 TS 16V  
1998 GTV 3.0 V6 24V  
1998 Spider 2.0 TS  
1998 155 2.0 TS 16V  
1995 155 Touring Car

## 7.2 ASTON MARTIN

While the DB7 in GT1 was really not that impressive, it reappears again in GT2... the major addition here is in the form of the Aston Martin Vantage, an incredible concept car that can certainly compete with the Jaguars and such. The DB6, needless to say, is interesting to drive ;)...

DB6  
DB7 Volante  
DB7 Coupe  
Vantage

## 7.3 AUDI

One that I'm enjoying myself, with the ability to modify these great handling AWD Euro cars... the Quattro models in particular. The new S4 sleeper is also included, and can be tuned to 600+ horsepower with the turbo ;).

A3 1.8 T Sport  
A4 Avant 2.8 Quattro  
S3  
S4  
TT  
TT LM

## 7.4 BMW

Both the 5 and 3 series are available here, but unfortunately for you bimmer guys, the M cars didn't make it for some reason :/... (M5 was in Need For Speed 4... another EA licencing conflict?)

323ci Coupe (E46)  
323 Coupe (E36)  
323ti Compact (E36)  
328ci Coupe (E46)  
328i Sedan (E46)  
320ci  
528i Sedan  
740i Sedan  
840ci Sports

## 7.5 CHEVROLET

Thankfully they have expanded the Chevrolets in this game, featuring some classic muscle along with the current performance cars. While I'm happy the extra Camaros and Vettes are here, ESPECIALLY the spectacular 69 Z28 with the high-revving 302 smallblock, it's rather unfortunate that other new and old cars weren't included, like the 78-87 Monte Carlos, old Chevelles and Novas, etc...

But then AGAIN, the 195 mph ZR-1 with its all aluminum 32 valve DOHC 5.7 L V8 pushing 410 horsepower is also in, so maybe that'll satisfy me ;).

1997 Camaro Z28 Coupe LT1  
1997 Camaro SS LT1  
1996 Camaro Z28 30th Anniversary LT1  
1969 Camaro Z28



1996 Corvette Coupe LT4  
1996 Corvette Grand Sport LT4  
1967 Corvette Stingray 427  
1969 Corvette Stingray 427 (darn, it's "only" the L88, not the ZL-1 ;)  
1982 Corvette Stingray  
1995 Corvette ZR-1 LT5 (YESSSSSSSSSSSSSSSSSS!)

#### 7.6 CITROEN

Welp... it's... a Citroen... :) They offer a small selection of front wheel drive, low horsepower cars, as well as a nice rally car. The Citroen Xsara was also featured in Ronin, one of the ultimate car chase movies ever.

Saxo 1.6I VTS  
Saxo F2 Kit Car  
Xantia 3.0I V6  
Xsara 1.8I 16V  
Xsara Rallier

#### 7.7 DAIHATSU

A bunch of small, low horsepower cars, but certainly good bases for mild buildups. The Midget is... interesting...

1997 Mira, TX (2WD)  
1997 Mira, TX (AWD)  
1998 Mira TR (AWD)  
1990 Mira, TR-XX  
1990 Move, SR-XX (2WD)  
1997 Move, SR-XX (AWD)  
Move, SR-XX  
1998 Move Custom, AeroDown Custom  
1995 Move, CX  
1997 Opti, Club Sports (2WD)  
1997 Opti, Club Sports (AWD)  
1998 Opti, AeroDown Beex? AWD?  
1998 Storia, CX (2WD)  
1998 Storia, CX (AWD)  
1998 Storia, X4  
1998 Terioskid, Aerodown  
Midget II, D-type

#### 7.8 DODGE/CHRYSLER

Thankfully they've also expanded Dodge to not only include great classics like the Charger and Challenger, but also some of the more common late model cars like the Neon and the Avenger. RWD modified versions of the Avenger are quite popular in high classes of drag racing, and while we'll have to stick with the FWD formula in GT2, it's still capable of decent performance. When the Intrepid is Race modified, it becomes an NHRA Pro Stock dragster! ... just too bad it can only be modded to a cruddy 550 hp instead of the ~2000 in a Pro Stock :/.

Avenger ES  
Neon ACR  
Neon R/T  
Stratus ES  
Intrepid ES  
Viper GTS  
Viper GTS-R

1998 Viper GTS-R LM  
1999 STP TAISAN Viper JGTC  
Viper RT/10  
1971 Charger (Why not a '69 R/T?)  
Challenger  
Concept Car (Copperhead)  
Phaeton

#### 7.9 FIAT

Makes a mean rally car...

1998 500 Sporting  
1975 500R  
600 (Seicento)  
Barchetta  
Coupe 2.0 20V Turbo  
Punto GT

#### 7.10 FORD

While I (and most other car enthusiasts) find the new Mustang kinda ugly, and in stock form is still not near the performer as its LS1 competition from Chevy and Pontiac, it's good to see it in GT2, because there's a very large number of Mustang fans who modify these pony cars for handling and speed... I'll be interested to see what all can be done to it. I'm also happy to see the new Cougar in here, IMO the only stylish car currently made by Ford. It's also one of the best handling FWD cars on the planet, albeit an underpowered one... Oh and of course, the GT-40, an absolutely amazing GT racing car from the 60s is also in ;).

Note: by the way, race modding the 1999 Taurus SHO will get you a certain Valvoline-sponsored #6 Winston Cup Ford Taurus ;). Then again, like the Intrepid Pro Stock, it's looks only... it can only be modded to a pitiful 300+ hp, and it's still damn FWD... a total joke, unfortunate when it COULD have been a RWD car with a Naturally Aspirated, 358 cid smallblock V8 making over 750 hp ;). Oh, and in the "Fixed" SimMode Disc you swap from Sony, Mark Martin's paint scheme is not available, it's some generic Ford arrangement... bummer

1998 Cougar 2.5i 24V  
1967 Cougar XR-7  
Escort 1.8 Gti  
Escort RS200 Rally Car  
1999 Focus Rally  
Focus Ghia2.0  
Focus Zetec 1.8  
Contour Ghia X  
Ka  
Mondeo GhiaX  
Mondeo Touring Car  
Puma 1.7i DOHC  
1998 Mustang GT  
1999 Mustang GT  
1998 Mustang SVT Cobra  
1999 Mustang SVT Cobra  
1999 Mustang Saleen SR Widebody  
1999 Taurus SHO  
1967 GT-40  
1967 LM Gulf GT-40 (Race Version)  
GT90 Concept Car

## 7.11 HONDA / ACURA

Large variety of cars as usual, now including the new S2000 roadster, and some gay cars like the Beat and Life. Lotsa variety with the NSX, although race mods are not plentiful for the Acuras, which certainly sucks. BTW, Acura is in South City with the American manufacturers.

NSX '90,  
NSX '92,Type R  
1997 NSX  
1997 NSX, Type S  
1997 NSX, Type S Zero  
1995 Integra, SiR-G  
1995 Integra,Type R  
1998 Integra SiR-G  
1998 Integra Type R  
1995 NSX-R, GT2 LM  
1999 Mobil 1 NSX, JGTC  
1999 Raybryg NSX, JGTC  
1999 Takata NSX, JGTC  
1999 Castrol Mugen NSX, JGTC

1991 Prelude Si  
1991 Prelude Si VTEC  
1996 Prelude SiR  
1998 Prelude SiR  
1998 Prelude SiR S spec  
1996 Prelude Type-S  
1996 EK Civic,Ferio Si II  
1995 EK Civic,SiR-II  
1998 EK Civic,Type R  
1993 EG Civic,Si-R II  
1993 EG Civic,Ferio Si-R  
1998 EK Civic,Ferio Si  
1998 EK Civic,SiR  
1992 CR-X Del-Sol,VXi  
1992 Del-Sol,SiR  
1995 Del-Sol,VGi  
1995 Del-Sol, SiR  
CR-X EF-8,Si-R  
1996 Accord,Sedan SiR  
1996 Accord,Touring Wagon SiR  
1997 Accord,SiR-T  
1997 Accord,Wagon 2300VTL AWD  
1998 Accord,SiR-T  
1998 Accord,Wagon SiR  
Accord,Type-R  
1998 Z, Turbo  
1998 Logo,TS  
1997 Life,T type  
1998 Life,T type  
1991 Beat,Normal  
1992 Beat,verF  
1994 Beat,verZ  
1999 S2000

Mugen:

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Civic, Type-R  
Civic FERIO  
Integra, Type-R  
Prelude, Type-S

Accord, SIR-T  
Accord Wagon  
CR-X delsol  
Beat  
CR-X PRO2  
S2000  
Castrol Mugen Accord  
Castrol Mugen NSX

Spoon:

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Integra, Type-R  
Civic, Type-R  
S2000

#### 7.12 JAGUAR

Jaguar's now a part of the Ford family, but still produces some of the most spectacular sports cars on the planet... just a little more reliable and better crafted now ;).

XJ Sport 3.2  
XJR Vehicle  
XK180  
XK8 Coupe  
XKR Coupe  
XJ220 (GT Racer)  
XJR15 (Racer)

#### 7.13 LANCIA

Certain to dominate the Rally courses, Lancia's became popular in video games thanks to Sega Rally and Rally Cross.

Delta HF Integrale  
Delta HF Integrale Evoluzione  
Delta HF Integrale Rally Car  
Delta HF Integrale collezione  
1985 Delta S4  
Stratos (can you say RALLY!?! :)  
Y 1.2 16V

#### 7.14 LISTER

Only two cars in GT2 (do they even make anything other than the Storm in Real Life?). The Storm is, however, a very impressive car that will likely compete on the high side of factory races in the game. The Storm V12 features a 7.0 Litre V-12 engine producing 592 horsepower, easily capable of speeds over 200 mph, this should be in the same league of competition as the Viper GTS-R, Nissan R390, etc etc... just too bad it's so goddamn ugly :P.

Storm V12  
Storm GT

#### 7.15 LOTUS

Built as some of the lightest, best handling cars on the planet. The older Elan's and the classic Europa are lots of nostalgic fun. And, as in real life,

the Elises possess almost euphoric handling.

1964 Elan S2  
1974 Elan S4 Sprint  
1990 Elan S2  
Elise  
Elise 190  
Elise 135  
Elise GT1  
Motorsport Elise  
Esprit Sport 350 (YES!)  
Esprit V8 SE  
Esprit V8 GT  
Esprit GT1  
Europa

#### 7.16 MITSUBISHI

Including the new Legnum, a wide variety of cars throughout. The GTO uses its american name, the 3000gt, in Gran Turismo 2 now.

1992 3000GT (GTO)  
1995 3000GT (GTO),Twin Turbo  
1992 3000GT (GTO),SR  
1992 3000GT (GTO),Twin Turbo  
1995 3000GT (GTO),MR  
1995 3000GT (GTO),SR  
3000GT (GTO),twinturbo  
1999 3000GT (GTO),Twin Turbo  
1996 Galant,VR-G Touring  
1996 Galant,VR-4  
1998 Galant,VR-G  
1998 Galant,VR-4  
1998 Galant,Super VR4  
1997 Eclipse,GT  
1994 FTO,GR  
1994 FTO,GPX  
1997 FTO,GR  
1997 FTO,GPX  
1997 FTO,GP Version R  
1994 Lancer,Evolution  
1995 Lancer,Evolution III GSR  
1996 Lancer,Evolution IV GSR  
1998 Lancer,Evolution V GSR  
1998 Lancer,Evolution V RS  
1999 Lancer,Evolution VI GSR  
1999 Lancer,Evolution VI RS  
1998 Lancer,Evolution VI Rally Car  
1996 Mirage,ASTI RX  
1992 Mirage,Cyborg R  
1997 Mirage,ASTI RZ  
1998 Mirage,ASTI RX-R  
1997 Mirage,Cyborg-ZR  
1997 Legnum,ST  
1997 Legnum,VR-4 type-S  
1998 Legnum,ST  
1998 Legnum,VR-4 type-S  
1998 Legnum,Super VR4  
1997 Pajaro Mini,VR-II  
1998 Pajero Mini,Sport  
1990 Minica,Dangan ZZ  
1998 Minica,Pj

Mine's:

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Lancer, Evolution V

#### 7.17 MAZDA

Again, wide variety of cars, and thankfully includes the 97 RX-7 models and the kickass modified 99 RX-7! Unfortunately, the Miata when modded still isn't quite powerful enough... but still a hoot to drive.

Eunos Cosmo,13B TYPE-S CCS  
Eunos Cosmo,20B TYPE-E CCS  
1989 MX-5 Miata (Eunos Roadster),Normal  
1990 MX-5 Miata (Eunos Roadster),V-Special  
1992 MX-5 Miata (Eunos Roadster),R-Special  
1993 MX-5 Miata (Eunos Roadster),Normal  
1993 MX-5 Miata (Eunos Roadster),V-Special  
1993 MX-5 Miata (Eunos Roadster),R-Special  
Lantis,Coupe 2000 Type-R  
1991 FD Enfini RX-7,Type R  
1996 FD Enfini RX-7,Type RZ  
1996 FD Enfini RX-7,Type RB  
1996 FD Enfini RX-7,Touring X  
1990 FC Savanna RX-7 ,GT-X  
1990 FC Savanna RX-7 ,Enfini III  
1997 Demio,GL-X  
1997 Demio,GL  
1997 Demio,LX G Package  
1998 Demio,GL-X Special  
1999 Demo,GL-X  
1997 RX-7,Type RS  
1997 RX-7,Type RZ  
1997 RX-7,Type RB  
1997 RX-7,RS-R  
1998 RX-7,Type RS  
1998 RX-7,Type R  
1998 RX-7,Type RB  
Roadster,1.8 RS  
Roadster,1.8 VS  
Roadster,1.6 S Package  
1983 Savanna RX-7 GT-Turbo (SA22C),  
1989 Familia,Interplay 4-door Sedan  
1992 Familia (BG),GT-R  
1992 Familia (BG),GT-X  
1999 Familia,S-Wagon Sport 20  
1990 FC Savanna RX-7 ,Cabriolet  
1991 AZ-1,Normal  
1999 RE Amemiya Matsumoto-Kiyoshi RX-7, JGTC

#### 7.18 NISSAN

Now includes the new Silvia models, as well as the classic 240Z car (YES!)... I can't wait to modify one of these... just too bad you won't be able to do the best mod for a 280z... an EFI smallblock chevy ;).

1994 300ZX, 2by2 Version S  
1994 300ZX, 2by2 Version S Twin Turbo  
1994 300ZX, 2seater Version S

1994 300ZX, 2seater Version S Twin Turbo  
1971 Fairlady 240Z, HS30(240ZG)  
1998 300ZX, Version R 2by2  
1998 300ZX, Version R 2by2 Twin Turbo  
1998 300ZX, Version S 2seater  
1998 300ZX, Version S 2seater Twin Turbo  
1971 Skyline, GT-R(KPGC10)  
1984 Skyline, RS-X Turbo Intercooler(DR30)  
1987 Skyline, GTS-R(R31)  
1997 Skyline, (4door), GT-R Autech Version 40th Anniversary(R33)  
1989 Skyline, GT-R(R32)  
1991 Skyline, GT-R(R32)  
1993 Skyline, GT-R Vspec(R32)  
1994 Skyline, GT-R Vspec II(R32)  
1990 Skyline, GT-R Nismo(R32)  
1991 Skyline, GTS-t Type M(R32)  
1991 Skyline, GTS25 Type S(R32)  
1991 Skyline, GTS4(R32)  
1996 Skyline, GTS25t Type M(R33)  
1995 Skyline, GT-R(R33)  
1995 Skyline, GT-R Vspec(R33)  
1997 Skyline, GT-R(R33)  
1997 Skyline, GT-R Vspec(R33)  
1998 Skyline, 25GT TURBO(R34)  
1999 Skyline, GT-R(R34)  
1999 Skyline, GT-R V-spec(R34)  
Skyline (DR30),RS-X TURBO  
Skyline (R31),GTS-R  
1996 S14 Silvia,Q's  
1996 S14 Silvia,K's  
1995 S14 Silvia,Q's  
1995 S14 Silvia,K's  
1991 S13 Silvia,Q's 2000cc  
1991 S13 Silvia,K's 2000cc  
1988 S13 Silvia,Q's 1800cc  
1988 S13 Silvia,K's 1800cc  
S15 Silvia,Spec R  
S15 Silvia,Spec R Aero  
S15 Silvia,Spec S  
S15 Silvia,Spec S Aero  
S14 Silvia,K's Aero SE Sports Package  
1990 Primera,2.0Te  
1995 Primera,2.0Te  
1998 Primera,2.0Te-V  
1998 Primera,Wagon 2.0G-V  
1995 180SX,Type X  
180SX ,Type X  
180SX ,Type S  
1991 Pulsar,GTI-R  
1997 StageA, RS FOUR V  
1997 StageA,260 RS Autech Version  
StageA,RS FOUR V  
StageA,260 RS Autech Version  
Pulsar Serier,VZ-R(N1 Version)  
Pulsar Serier,VZ-R  
1997 R390 GT1, Race Car  
1997 R390 GT1, Road Car  
1998 R390 GT1, Race Car  
1998 R390 GT1, Road Car  
1998 Sunny,VZ-R  
1998 March,SuperTurbo  
1997 March,G#  
1998 Cube,X

Sileighty  
Nismo 400R  
Nismo GT-R LM, (Normal R33)  
Nismo GT-R LM, (Race R33)  
Nismo GT-R LM, (Race R34)  
1997 Zexel Skyline, JGTC  
1997 Kure R33, JGTC  
1997 300ZX-GTS, JGTC  
1999 Nismo Penzsoil GT-R, JGTC  
1999 Arta Zexel Skyline, JGTC  
1999 Calsonic Skyline, JGTC  
1999 Unisia Secs Skyline, JGTC  
1999 Zanavi Arta Silvia, JGTC  
1999 Daisin Silvia, JGTC  
Prince, Skyline 280, Type MR

HKS:

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180SX Drag Racer  
R33 Drag GT-R

Mine's:

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Skyline (R32.5), GT-R  
Skyline (R33), GT-R  
Skyline (R34), GT-R

Nismo (specific):

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GT-R, Autech Version Tuned by Nismo  
Stagea, 260RS Tuned by Nismo  
Nismo 270R  
Nismo 400R

#### 7.19 MERCEDES-BENZ

Big GT class cars like the CLK GTR are available, as well as the kickass little spitfires like the SLK 230.

The CLK GTR was removed at the last moment due to licencing conflicts with EA.

AMG C43  
AMG C55  
AMG E55  
A160 Avantgarde  
CLK 200 Sports  
CLK 320 Sports  
SLK 230 Kompressor

#### 7.20 PEUGEOT

Not much to say here... has their own specific Rally Cars though.

106 1.6 Rallye  
106 1.6 S16  
206 Gti  
306 Gti-6 2.0 (S16)  
206 Rally Car



306 S16  
306 Rally Car  
406 3.0 V6 Coupe  
406 Sedan  
406 Touring

#### 7.21 PLYMOUTH

Lotsa kickass classic musclecars including the ever-popular 'Cuda (minus the 426 Hemi for some ungodly reason), and the boxy sleeper Plymouth Belvedere GTX... mmmmm... nothing more fun than 2-player Trial Mountain with equal GTX's on Drift Mode ;).

Pronto Spyder  
1967 Belvedere GTX  
1971 Road Runner ("Muscle Car" at the dealership)  
Road Runner Superbird  
1970 'Cuda

#### 7.22 RENAULT

Prominent Euro manufacturer makes some kickass cars (despite not being very powerful), one even featured in the movie Ronin during one of its famous chase scenes.

Laguna V6  
Laguna Touring  
Clio II 16V  
Clio Sport V6 24V  
Megane 2.0 16V Coupe  
1998 Megane Rally Car  
Espace F1

#### 7.23 Mini / MG

Mini/MG is owned by the Rover corporation. I think it's safe to say the Mini Rally Car is the most overpriced car in the game :P.

Mini 1.3  
Mini Cooper 1.3i  
Mini Cooper 1275S MK1  
Mini Rally Car  
MGF

#### 7.24 RUF

Wow, is all I can say... we're got the likes of the CTR and CTR2, that alone is amazing. Cudos to Sony for finding a back door for Porsches ;).

BTR2  
BTR964  
Turbo R  
CTR Racing  
CTR  
Yellowbird

#### 7.25 SHELBY AMERICAN

Not only is the Series I in the game, but I think we can be satisfied alone with the 427 Cobra, one of the fastest American production sportscars ever built.

1967 Shelby Cobra 427 Roadster  
1966 Mustang GT350  
1968 Mustang GT500KR  
Series 1  
Shelby Daytona Coupe 427

#### 7.26 SUBARU

Much more variety than GT1, including Pleo, Rex and Impreza Rallier edition... this manufacturer is sure to be highly competitive in the Rally courses, they've won enough championships in real life :P. The Impreza 22b, basically a street-legal version of the WRC Impreza, is a rare used car and is definitely worth waiting for.

1995 Alcyone,SVX Version L  
1995 Alcyone,SVX S4  
1996 Legacy,Touring Sedan RS  
1996 Legacy,Touring Wagon GT-B  
1993 Legacy,Touring SPORTS RS  
1993 Legac,Touring Wagon GT  
Impreza,WRX-STi TypeR  
1996 Impreza,Sedan WRX  
1996 Impreza,Sedan WRX-STi versionIII  
1996 Impreza,Wagon WRX  
1996 Impreza,Wagon WRX-STi versionIII  
1995 Impreza,Sedan WRX-STi versionII  
1995 Impreza,Wagon WRX-STi versionII  
1994 Impreza,Sedan WRX  
1994 Impreza,Wagon WRX  
1997 Impreza,WRX Wagon  
1997 Impreza,WRX  
1997 Impreza,WRX Sti Ver.IV TypeR  
1997 Impreza,WRX Sti Ver.IV Wagon  
1997 Impreza,WRX Sti Ver.IV  
1998 Impreza,WRX Wagon  
1998 Impreza,WRX  
1998 Impreza,WRX Sti Ver.V TypeR  
1998 Impreza,WRX Sti Ver.V Wagon  
1998 Impreza,WRX Sti Ver.V  
1997 Legacy,Touring GT-B Limited  
1997 Forester, S-tb  
1998 Impreza,22B Sti Version  
1998 Legacy B4,RSK  
1998 Legacy Wagon,GT-B  
1997 Vivio,RX-R  
1997 Vivio,RX-RA  
1998 Pleo,RS  
1998 Pleo,RM  
1990 Rex,Supercharger VX  
1969 Subaru 360 Young SS  
1999 Impreza Rally  
1999 Cusco Subaru Impreza, JGTC

#### 7.27 SUZUKI

Includes their rally championship winning car the Escudo, as well as the Alto Works... interesting to see what all can be done to this rather limited manufacturer, over here in North America there's really not that

much variety on the street.

The Escudo, by the way, is so far considered the fastest car in the game... and just happens to be a rally car as well ;).

1997 Alto Works,RS/Z  
1997 Alto Works,Suzuki Sports Limited  
1998 Alto Works,RS-Z  
1990 Alto Works,RS/X  
1990 Selvo Mode,SR-Four  
1995 Cappucino  
1997 Wagon R,Turbo RT/S  
1997 Wagon R,Column FT  
1997 Wagon R,Aero RS  
1998 Wagon R,RR  
1998 Kei,S  
Cultus (Hill Climb car)  
Escudo (Hill Climb car)

#### 7.28 TOMMY KAIRA

Tommy Kaira is a high performance builder similar to RUF, in that they construct their own cars. They've constructed high(er) performance versions of cars like the Skyline GT-R, and have a large cult following in Japan with the ZZ Coupe. The import tuners go nuts for this one.

ZZ-S Coupe  
ZZ  
M30 (Tuned R31 Skyline)  
M30 (Tuned R32 Skyline)  
Tommy kaira R, (Tuned R33 Skyline)  
Tommy kaira R, (Tuned R34 Skyline)  
M13 (Tuned March)

#### 7.29 TOYOTA

Expanded even further, now includes the new Altezza and Aristo models, and the latest Celica. They also include Lexus now, including the kick-ass GS400. One of the fastest cars in the game is the Toyota GT-One, and the road car version can be modded over 900 horsepower.

1996 Starlet,Glanza V  
1996 Corolla Levin,BZG  
1996 Sprinter Trueno,BZG  
Corona Exiv,200GT  
1995 Celica,SS-II  
1995 Celica,GT-FOUR  
1992 Mark II,Tourer V  
1992 Mark II,Tourer S  
Chaser, Tourer V  
Chaser, Tourer S  
1995 Soarer, 2.5GT-T  
Soarer, 2.5GT-T VVT-i  
1996 MR2,G-Limited  
1996 MR2,GT-S  
1995 Supra,SZ-R  
1995 Supra,RZ  
1996 Supra,SZ-R  
1996 Supra,RZ  
MA70 Supra,GT Turbo Limited  
JZA70 Supra,TwinTurbo-R  
AE86 Corolla Levin,GT-Apex

AE86 Sprinter Trueno,GT-Apex  
1991 Aristo 3.0V  
Aristo,V300  
Aristo,S300  
1998 Starlet,Glanza V  
1998 MR2,G-Limited  
1998 MR2,GT-S  
Supra,SZ-R  
Supra,RZ  
Celica,SS-III  
1999 Celica, Mechanical Sports Version  
1999 Celica, Elegant Sports Version  
1997 Prius  
Caldina,GT-T  
Corolla Levin(A111),BZR  
Sprinter Trueno(A111),BZR  
Starlet(EP71)  
Starlet(KP61)  
1986 MR2 (AW11),1600G-Limited Supercharged  
MR SPIDER  
1983 Celica XX,2800GT  
1988 Celica(ST165),GT-FOUR  
1991 Celica (ST185),GT-R  
1991 Celica (ST185),GT-FOUR  
1991 Celica (ST185),GT-FOUR RC  
Altezza,RS200  
Altezza,AS200  
Altezza,280T  
Vitz,F  
1997 Corolla WRC  
1998 Corolla WRC  
Lexus SC400  
Lexus GS300  
Lexus GS400  
Lexus IS200  
1999 XYR (Detroit Motorshow Version)  
1967 2000GT  
1999 MR-S  
1997 MR-S (Toyota Motorshow Version)  
1998 GT-One, Road Car  
1999 GT-One, Road Car  
1999 GT-One, Race Car (TS020)  
Castrol Supra, GT  
1999 Castrol Tom's Supra, JGTC  
1999 Denso Sard Supra, JGTC  
1999 cdma one Cerumo Supra, JGTC  
1999 Weds Sport Celica, JGTC  
1999 Momo Corse-EApex MR2, JGTC  
1999 BP Apex Kraft Torueno, JGTC

Tom's:

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Angel T01  
T020, (MR2 Based)  
T111, (AE111 LEVIN Based)  
Supra, (JZA80 Based)

TRD:

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TRD 2000GT, (MR2 Based)  
Chaser, TRD Sports X30

TRD3000GT

### 7.30 TVR

More expanded throughout the Cerbera line, and now includes the Chimera... Fortunately, we also have the new Speed 12 available, the incredibly fast LM car previously seen in Test Drive 5 and 6.

Cerbera 4.2  
Cerbera 4.5  
Cerbera Tuscan Speed 6  
Chimera 4.2  
Chimera 4.5  
Chimera 5.0  
Griffith 500  
Griffith Blackpool B340  
Speed 12

### 7.31 VAUXHALL/OPEL

One of GM's divisions over in Europe... I still wish Holden was in DAMMIT :/. The Vectra is a 4 door sedan in either SiR trim or GSi high performance trim, with a 24 valve 2.5 V6. The Tigra is a pissy little version of a Geo Metro with a 116 valve 1.6 litre 4 cylinder. The Astra is a 3 door hatchback style car available in either the Sxi model featuring a 1.6 litre 16 valve 4 cylinder, or Sri high performance option with the 2.0 litre 16 valve powerplant. The Tigra Ice Rallyier is arguably the fastest rally car next to the Escudo.

Vectra GSi 2.5 V6  
Vectra Touring  
1995 Calibra Touring  
Tigra 1.6i  
1998 Tigra Ice Rally Car  
Astra Rally Car  
Astra SRi 2.0i 16v  
Corsa Sport 1.6i 16v

### 7.32 VECTOR

Truly exotic car manufacturer, some of the fastest cars in the world... Seems these are the only two models available. The M12 is an awesome Mid-engine car, the handling is so tight it's almost silly.

M12  
Weigert W8 Twin Turbo

### 7.33 VENTURI

"France's answer to Ferrari". The Atlantique is a bit of a handful for a RWD car, but has some great straightaway speed.

Atlantique 300 Bi-Turbo  
Atlantique 400GT  
1995 Atlantique 600 LM

### 7.34 VOLKSWAGON

VW has started gaining a serious performance aftermarket in the late 90s,

so it's a good thing it was included in GT2... unfortunately, we're not getting the VR6 Jetta....

Golf IV, GTi  
Golf IV, 2.3 V5  
Golf IV, GTi 1.8T  
Golf IV, V6  
Lupo, 1.4  
Beetle, 2.0 (New Model)  
Polo, 1.4 16V  
Beetle GT

## 8.0 CAR TYPES

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### 8.1 FRONT ENGINE, REAR WHEEL DRIVE

The classic drivetrain setup, it's not really that "efficient" or "economical" due to drivetrain losses and interior space (main reason why most manufacturers use FWD in street cars now), but it delivers the best acceleration and often top speed, so the majority of performance cars still use this type. As stated, the advantage to these cars is raw power, acceleration and speed. However the downside to these cars is that they tend to get "loose" in the turns; the back-end of the car wants to slide outward in the corner. This is due to a combination of power delivered to the rear wheels, as weight transfer wants to pull the ass of the car outward. This is known as oversteering.

Quick reflexes and experience are required to drive these cars, with great skill in "countersteering" (see section 10.2). However when it comes to accelerating out of the corner, and blowing them away down the straightaway, these cars are really fun to drive and the true cars of the masters. Many racecar drivers (like the great Mario Andretti) often comment that they prefer classic RWD to All-wheel drive and especially Front-wheel drive, as it offers the most overall control for the driver.

Beginner versions of Rear Wheel Drive cars include the Mazda Miata. Advanced cars in this class include the TVR Cerbera, Corvette and the ever-popular Dodge Viper.

### 8.2 FRONT ENGINE, FRONT WHEEL DRIVE

These are cars that have the engine located at their front, under the hood as you may normally see. However the thing to note is that the power is delivered to the FRONT WHEELS, not the rear wheels. Most conventional cars these days run FWD. On the one hand, Front Wheel Drive cars are much more efficient because they eliminate most of the drive train (eg. drive shaft, rear differential), thus reducing frictional horsepower. They are also economical in the minds of manufacturers because the localization of the drivetrain totally to the front allows them to maximize cabin space.

On the other hand the engines in FWD cars tend to make a lot less power because they are situated over the front wheels, which puts a strain on suspension and drivetrain components, as well as the issue of weight.

The disadvantage of the front wheel drives cars is caused by the delivery of power to the wheels that are steering, as well as the weight of the engine on them. FWD cars tend to have excellent turn-in characteristics because the rear-front weight transfer caused by braking increases traction. However from that point on, a FWD car tends to understeer in the corners because of the inertia of the weight on the front wheels combined with the torque delivery, meaning

the front end wants to drift to the outside of the corner.

The worst knock against FWD cars however is in the acceleration department. No matter how much horsepower they have, they are not as good as acceleration off the line or out of corners as RWD/AWD cars.

This is because weight transfers from the front of the car to the back during acceleration (by Newton's Law, an equal and opposite reaction to the force of acceleration). Thus, the front wheels lose traction. While it's not true that EVERY RWD/AWD car will out-accelerate EVERY FWD car, the fact remains that given similar conditions (like weight and horsepower), the RWD/AWD car will win the battle.

A FWD car's rear-end tends to stick like glue around the corner, since there is no power spinning the back wheels.

A loose condition can only be induced in a FWD car by a) locking up the wheels which, while inducing a slide, can slow the car too much and b) by seriously upsetting the chassis, usually by a very fast, sudden jerk of the steering.

Remember these techniques well, in case you find your FWD car in a position that requires a quick snap into a line. For this reason, proper apexing of the corner (see section 10.1) is required, especially when driving this kind of car. Also note that, due to this huge weight transfer onto the drive wheels, they will tend to wear quite fast and lose traction--this becomes a serious problem when running longer races.

Beginner versions of Front Wheel Drive cars include the Honda Civic and Mazda Demio A-Spec. Advanced cars in this class include the Mitsubishi Eclipse GT.

### 8.3 FRONT ENGINE, ALL WHEEL DRIVE

These are the best of both worlds above, really. All Wheel Drive vehicles are special because power from the engine is delivered to all FOUR wheels. Therefore, these cars have good acceleration, and more importantly they handle GREAT in the corner. They can hold a turn quite well for the same reason the FWD can, because weight transferred during braking applies traction to the front wheels. At the same time, they can accelerate well when weight is transferred to the rear wheels. Thus, the AWD cars tend to be the quickest THROUGH the corner.

An AWD car with a lot of inertia heading into a corner will be more likely to understeer, however similar techniques used with the FWD car can be used here to break it into an oversteer, because traction control prevents you from snapping the wheels loose with torque in most cases.

The one possible disadvantage to AWD is that, in most cases, the car weighs more than otherwise equal FWD or RWD cars. This is due to the additional drivetrain components.

Beginner versions of All Wheel Drive cars include the Nissan Pulsar. Advanced cars in this class include the Mitsubishi 3000GT Twin Turbo and the Suzuki Escudo.

### 8.4 MID ENGINE, REAR WHEEL DRIVE

These special cases are different from other RWD cars because the engine is mounted midway through the car, instead of at the front. These cars tend to handle the weight transfer into the corner much better, since they do not have the tremendous weight of the engine sitting at the front. This creates a weight distribution of 50/50 (althought some front engine/rwd cars can achieve this), minimizing weight transfer during oversteering OR understeering, creating a very neutral feeling. However the engine's weight is still situated closer to the REAR wheels, so it can sometimes cause excessive weight transfer and an oversteer under throttle.

## 8.5 REAR ENGINE, REAR WHEEL DRIVE

This is also a somewhat special case that exists with cars like the RUF Porsches. The weight of the engine is situated almost entirely over the rear wheels, creating a rear-biased weight distribution. On the plus side, this makes for absolutely insane acceleration, because front-rear weight transfer PLUS the engine places almost all the car's weight entirely over the drive wheels. This also ensures a very neutral feeling to start into the corner, if not a little bit of understeer due to lack of weight on the front wheels.

However, rear Engine cars experience what is sometimes referred to as "snap oversteer". The car will go through the corner very neutral, but if pushed hard enough the centrifugal force of cornering will eventually unload the weight of the engine to the outside of the corner. The problem here is that you've gone from a perfectly neutral cornering condition to a wild oversteer caused by most of the car's weight swinging outward. While this does sound serious, a good driver that has gotten used to this condition can not only correct early enough to maintain good speed, but can also create some wicked 4-wheel drifts ;).

## 9.0 BASICS OF DRIVING

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### 9.1 - AUTOMATIC TRANSMISSIONS

Acceleration with an Automatic Transmission is simple--step on the gas ;). Note however that starting from a static position (eg. beginning of race) still requires you to moderate your RPM... This of course also depends on your drive-train type. Generally, if you're running a RWD car, keep the RPM fairly low when the signal to go arrives--if your RPM is too high, you will crawl from the starting line smoking your tires off. Typically you keep RPM at this time around 3000 or so, less depending on your HP or gearing. If you're geared really high towards acceleration, you may want to begin as low as a 1000 RPM or so. You also have to keep turbo-lag in mind... turbo charged cars require you to keep the revs up no matter what, or throttle response will become nill for an agonizing moment.

When accelerating with Front Wheel Drive cars, you will rarely spin the tires without serious horsepower. Keep the RPMs up in the high range either way. Same goes for 4WD cars, though you usually get a little smoke out of these. Remember: smoking the tires a little when the green flag drops is not a problem, as long as you get up to speed quick enough. The RPM you start at is something you need to get a feel for, since it varies with every car, but generally 4WD and FWD allow you to basically pin it.

### 4.2 - MANUAL TRANSMISSIONS

Same notes about starting from a green flag, but some words on shifting are needed.

For those who don't know, a Manual Transmission will not change gears unless you tell it to, meaning you can start in 1st gear and if you don't shift, the car will redline and eventually stop gaining speed (and if this were real life, you'd over-rev the engine and blow it up too ;).

In the long run, a stick is a much better choice as it provides quicker acceleration (since you can shift a little later than an auto would, edging out that last little bit of HP in that gear).

A standard gets you through the corner faster too; an automatic with often stay



in a certain gear through a corner, and end up accelerating too slowly out of the corner. Downshifting for cornering allows you to accelerate much quicker out of the corners and gives improved response during and coming out of slides (and if you're not careful, can take ya for a loop too ;). Downshifting for a corner also causes the engine to act as a brake as well, aiding you in the slowing process.

To properly shift your gears, wait for the tach (tachometer, the gauge on the bottom right of your screen) to reach near redline, then shift up. If you wait too long and bring the RPM right up through redline, you may stop gaining horsepower and lose a bit of acceleration (and again, if this is real life, you'd blow the engine).

Sometimes however this helps during cornering, to keep it in a lower gear to prevent heading up into the wall. See section 10.0 for more info on cornering. So overall, the basic idea is to shift when the needle is entering the red ;).

#### 4.3 BRAKING

Whenever I try to teach beginners how to take a corner, the most common mistake they make is braking too late. Braking really should not be used TO corner, rather to slow heading INTO the corner.

Oftentimes when you brake during your turn, you will either slide out too much, or understeer and cause your car to drift up to the corner. Braking at high speeds usually results in uncontrollable sliding. My father's a fellow stockcar driver, and his philosophy on cornering is fairly simple: "If the wheels aren't rotating, you have no control", meaning that if the wheels are not rotating because you have applied the brakes, they will follow the inertia and slide in the direction the car is going, frequently towards the outside of the corner. And while threshold braking prevents total wheel lock up, the fact remains that the slower the tire is allowed to move, the less traction it can gain.

Thus, brakes should be used ENTERING the corner--I cannot stress this enough. Now, with the tweaking possible in Simulation Mode, allowing you to adjust the strength of your front and back brakes, this can be compensated for somewhat, but the basic idea still remains. This problem with braking is especially evident when driving RWD cars, because of the torque they generate through the corners combined with the weight transferring OFF of the drive wheels from braking. Either you will get very loose and lose control, or you will understeer and not be able to recover in time. Remember, BRAKE WHEN ENTERING THE CORNER, then turn and downshift when needed. This of course does not apply to brake-induced drifting, most often with FWD cars.

#### 10.0 DRIVING TECHNIQUES

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First a couple of notes:

-OUTSIDE/INSIDE: referring to the "outside" or "inside" of a turn--pretty straight-forward, the "outside" of, say, a left turn would be the right side of the turn; the "inside" of that turn would be the left side.

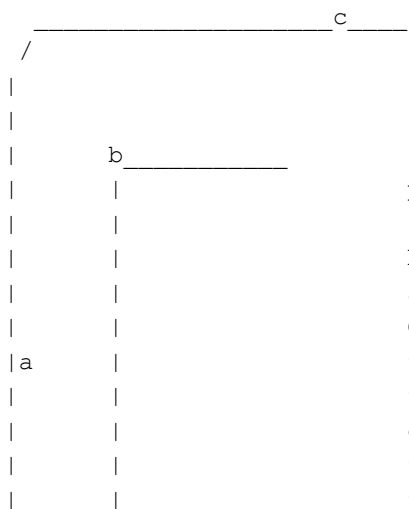
-WEIGHT TRANSFER: when entering a corner in a car in real life, you will notice that your weight will shift to the outside of that corner. This is known as centrifugal force. Ever swing a bucket of water around, and the water stays in the bottom of the bucket even when upside down? That's centrifugal force. The same thing applies to cars entering corners. The true physics of it actually focus on the centre of an imaginary arc and centripetal force, but to explain the physics of a car during cornering, the basic idea of centrifugal force works fine.

Throughout the corner the weight of the car will shift to the outside. More specifically during deceleration, the weight will shift from the inside rear of the car to the outside front of the car, because there is still forward inertia from entering the corner. This back to front weight transfer is applied further if braking occurs.

Weight transfer is what causes both understeering and oversteering (see below). In addition to the weight transfer caused by centrifugal force and inertia, braking also comes into play.

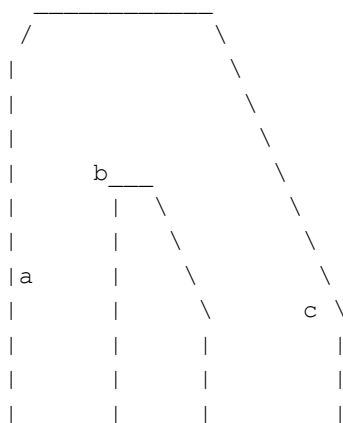
### 10.1 "APEXING THE TURN" - HOW TO BEST NAVIGATE THE CORNER

Apexing a turn refers to taking the fastest and shortest possible line around the corner. This is usually accomplished by starting on the outside of the turn, diving to the inside, and coming out on the outside again. Thus:



In this rather simple example of a perfect 90 degree turn, the idea is to get from point a to point c, but THROUGH b, taking the shortest route around the corner. Obviously, apexing a corner is easier the bigger, wider and more gradual the turn is. Running faster cars, especially RWD, may require you to slide the back end out when you reach point b to prevent from hitting the outside around point c (see 5.2 below).

There are other ways to apex a turn, depending of course on the shape of the turn. On a really sharp hairpin or "almost-hairpin" turn, a different path must be chosen:



In this example, the idea is to get from point a to point c, but this time the nose of your car should already be pointing around to point b. This can be done by sliding the car around with a RWD or even 4WD, or slowing down and taking the turn sharp enough with a FWD car. Ideally you should end up on the outside of the corner, point c. It is especially important to start this turn far to the outside near point a. If you hug the inside and attempt to turn into point b, often your car will end up nose-first outside the corner (in the grass, dirt or the wall).

## 10.2 DRIFTING AND SLIDING

Sliding or "drifting" is done most often with RWD cars, but also occurs with other drivetrain setups. Sliding the car refers to turning a corner so sharply that you swing the back end of the car out, sliding the back tires around. Sometimes this can be a bad thing but in most cases, it is the best way FOR a car to take a corner, to prevent you from understeering and drifting to the outside of the turn.

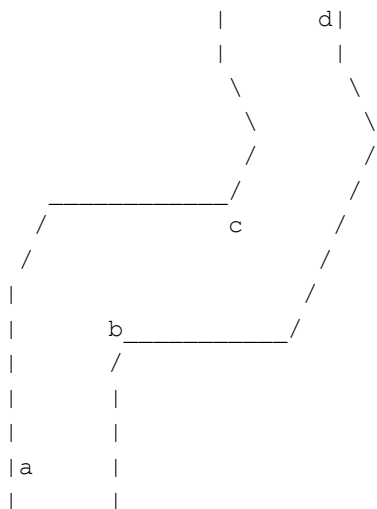
One must note however, that careful control must be used to ensure that you do not "spin out" or "loop" the car, or you're in big trouble.

To slide effectively, it is best to approach the corner and brake EARLY, being sure to point the nose of your car toward the inside part of the corner--if it's a right hand turn, crank the car to the right so that the nose points to the inside of the turn, while applying the brakes. Let off the brakes early so that you do not spin out, or simply slow the car down too much. If all goes well, the back of your car will slide around to the outside of the turn.

But you're not done yet; if you just hammer the gas and go, you will either loop it, or smack your rear quarterpanel against an outside wall. You now have to "countersteer" to bring the car back. I may refer to this throughout the Compendium as "counter(ing)", "bringing it out/back" or "correcting". This is when you counteract the affects of a slide by steering into it. For example, if you were to take a hard right turn, the back end of the car would slide out to the left--in order to "correct" this, turn the wheels to the left; this will bring the back end around in the proper direction (hopefully in time :). The amount you have to turn the wheel in correction depends on the severity of the slide and the handling of your specific car. In the case of the 4WD car, the slide is often much easier to correct, as the front wheels will also pull the car's front end outward since they also have power delivered to them. Get used to this quick countersteer, so you do not end up "overcorrecting" and sending the front end careening to the outside of the turn instead.

## 10.3 NAVIGATING THE S-TURN

Navigating an S-Turn requires good timing and expert setup. One must take the first turn while taking into account how he will enter the second one. The basic principle follows the idea of apexing a turn--take the shortest route possible, so less turns are needed.



In this example, the idea again is to get from point a to point d, but to take the shortest route possible, through b and c. In this particular diagram, this is pretty simple, being almost a straight line.

Now, in extreme cases, the corner at point c may be a much sharper left turn, and thus you must be prepared to start an early slide (or slow and turn early with FWD) AS you come out of your first turn. To do this, simply jerk it quickly in the other direction, remembering to countersteer quickly.

In addition, it is often best to apply the brakes briefly around the outside of the center turn (point c as above) to perform this slide, or to otherwise slow you enough that you don't hit the outside of the middle turn (below point d as above).

#### 10.4 - GENERAL TIPS CORNERING WITH RWD

When driving a RWD car around a corner, you must always be ready to countersteer--when using a normal D-pad controller, this can often be done by quickly tapping to countersteer. If you simply hold in the outside direction you will overcorrect and be in even bigger trouble. If you find yourself understeering too much, with your nose heading to the outside of the turn, it is possible to throw yourself into a sharper slide, even from a gradual one you may be performing. To do this simply crank it sharper and longer than you did initially. Sometimes you may even have to briefly tap the brakes to get the tires sliding. Worst case scenario, you will smack your ass-end into the outside wall (if any) and be off. This is a good technique to use on corners with outside walls if you find yourself losing a slide, but try not to do it often on open turns unless you're SURE the sharper slide will keep you on the pavement.

Hitting the grass can often be worse than spinning out. For cases like this, "peppering" the brakes (tapping them briefly for a short period) and letting off the gas will also work to slow the car down enough, and at the same time not allowing it to understeer too much. The problem with this is that, with RWD cars, this may cause you to slide too much... This will take practice, you need a definite feel for it.

#### 10.5 GENERAL TIPS CORNERING WITH AWD

Always remember that VERY quick recoveries from slides are commonplace with AWD, so practice the proper amount of correction needed, to prevent you from overcorrecting. A mistake that plagues beginners became popular first in Sega Rally, which became known as the "pinball effect": players correct too quickly and end up bringing the nose into the outside wall (if any), then try to correct again and bounce off the inside wall, then back out, etc...

If you're in an open turn and this happens, chances are you'll just fishtail wildly and loop it anyways. And always remember, you will most often outhandle the other cars in the corner with AWD, so don't be afraid to attempt to pass them on the outside, but of course always be weary of dirty tactics (see section 10.7 ;).

#### 10.6 GENERAL TIPS CORNERING WITH FWD

Braking is, in fact, one of your best friends when driving a FWD. It is pretty difficult to slide uncontrollably when braking with a FWD, unless you TRY to do it ;). So, don't be afraid to dive to the inside under heavy braking to pass an opponent, just remember to know the limits so you don't get into a heavy understeering condition.

Note that during extreme corners like hairpins, the chassis will be upset enough to induce a fairly minor oversteer, so you still need to be ready to correct if need be.

#### 10.7 CORNERING WITH TRAFFIC

From the door-to-door competitive world of stockcar racing, you can learn many devious techniques for out-DRIVING your other opponents. So, you're a "measly" Toyota Supra with oh, let's say 280 hp. Up ahead of you leading the race is the powerful Dodge Viper GTS, with 460 hp. What to do? You just aren't fast enough!

So what... OUTDRIVE 'EM. One of the most common driving rules in the racing business is that passing on the inside is easier. Of course there are advantages to high and low lines, it depends on your driving style and the circumstances. But for the inside line, you take a shorter route around the corner than they do, and also tend to get a better run INTO the corner.

But what's even better is a classic short-track technique, commonly referred to as "using" the other car. When you get up on the inside of another car in the corner, DON'T let off the gas and DON'T brake. Let the other car act as your guide, as your "wall", if you will. You can ride them all the way around the corner without letting up and take right off when you come out of the turn. The other car also prevents you from moving to the outside of the corner, and usually keeps your ass-end around the corner too. This is not so easy against experienced human players, as they can fight back--for example, they can let off ever so briefly early in the corner and cause you to fly off ahead of them into the wall, or outside of the turn either way--However this is a VERY easy way to beat the CPU. You will often see the whole field of computer cars check up as they reach the outside of the turn; don't follow their example :). Instead, just plow right into the turn and USE the cars on the outside. Often this can slingshot you from last place to first in one turn.

Now note that this "dirty" tactic is kind of unsportsmanlike and should only be used if you're racing against someone that doesn't mind and will just do it back to you in a similar case ;).

More strats will be added later.

## 10.8 DRAFTING

Also known as "slip-streaming", this makes use of another car's air resistance to increase your speed. When a car moves, it must push against the air, causing a resistance. The shape of the car can determine its amount of wind resistance, i.e. if it is aerodynamic, more of the air tends to flow easily around the car, then become a direct force against it. The less wind resistance you have on your car, the faster it will go (and alternately, air flow can create downforce on parts of the car to gain more traction, i.e. the rear wing/spoiler, and the front air dam).

So, what do you do if you get caught walking in a wind storm? You try and find some place, perhaps a doorway, where the wind cannot hit you--you're creating a barrier against the wind. Drafting is based on this principle; obviously, if there is an object in front of your car blocking the air, it will greatly decrease the wind resistance on your own car.

Thus, in order to draft, you tuck behind another car in front of you, taking the wind resistance off of your car and allowing to accelerate to a greater speed. Simply, once you notice yourself almost running into the back of the car in front, slip off to the side, and your built-up speed will allow you to literally slingshot around the car. This technique is ESPECIALLY important in the Megaspeed Races to get into the lead. This is also an excellent way for slightly slower cars to gain an edge--if you get a great exit off of a corner leading to a longer straight and manage to get behind a slightly faster car for a moment, you can draft it and slip by.

NOTE: drafting only works at fairly high speeds, and you of course have to be fairly close behind the car in front for the draft to work. In other words, drafting is important on places like High Speed Ring or the Test Track, but is pretty much non-existent on lower-speed track like Autumn Ring Mini or Motorsports Land.

## 10.9 DIFFERENCES IN HANDLING WITH THE DUAL SHOCK

The Dual Shock provides analog control. What this allows you to do is moderate the amount of pressure you apply to the controls. This in effect makes it act more like a real steering wheel--if you're coming up on a long, easy curve, you can simply apply a small amount of pressure and take the turn nice and smooth, as you would turning the steering wheel just a little bit in real life. When using the normal D-Pad on an easy curve, you have to tap it repeatedly in short increments. The analog allows you to not only stop this tapping, and thus stop the quick jerks and sliding from the car, but also it may help you shave a couple hundredths of a second of your lap times.

I DEFINETELY recommend the Dual Shock controller for Gran Turismo, also because it has the "rumble-pack" addition to it, which creates small vibrations in the controller when you skid the tires, hit other cars or objects, or even accelerate with a hard-running engine. It's not as if you can't PLAY the game without it, it's just a really nice addition to an already great game.

## 11.0 COURSE STRATEGIES

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### 11.1 - Tahiti Road

Turn 1- Long shallow right hander. You shouldn't have to brake at any point in this turn, even coming off the high speed front stretch--just pepper the gas, and try to exit as far to the right as possible.

Turn 2- gradual uphill left to set up for Turn 3. Again, take essentially at full throttle, but keep your exit to the left.

Turn 3- mostly full throttle through this turn, unless you blew your exit coming out of 2. Stay to the left on exit.

Turn 4- the first remotely challenging turn of the course, as you fly down a slope into a sharp right, heading back uphill suddenly. Most reasonably fast cars will have to tap the brakes on entrance then get back on it, and try to keep the nose of the car as far into the apex as possible, as this turns into a sort of S-turn on exit.

Turn 5- gradual-looking uphill left, but you've still got a good head of steam coming off of 4 as you head uphill. Provided you apexed Turn 4, you should be able to dip to the left under full throttle and hug the inside of this uphill all the way.

Turn 6- another uphill right, fairly gradual. Faster cars may have to tap the brakes on entrance to keep it closer to the inside.

Turn 7- sharp 90 degree right coming off the loooong curved back stretch. You'll have to brake heavily and nose the car into the apex as hard as possible... with faster RWD cars, you may get suddenly loose on corner exit, so be ready to encounter a drift.

Turn 8- gradual uphill left, take at full throttle. Keep to the left on exit.

Turn 9- even if you kept far left on exiting Turn 8, you might still have to pepper the throttle a bit to keep the car in line.

Turn 10- the final turn comes off a big downhill, but is fairly gradual. Slower cars can take this nice and wide under full throttle, just remember the pit wall is there ;). For faster cars you might

have to let off slightly, and try to keep the apex.

## 11.2 - Midfield Raceway

Turn 1- sharp right hander off of the front stretch, so you'll have a good bit of speed on entrance. Start far left, brake slightly but stay off for a short moment, then hit full throttle... if you nail the throttle too early you can drift up into the grass.

Turn 2/3- really gentle right/left S-turn. The only real thing to worry about here is if you're REALLY heading into it with a head of steam, driving one of the faster cars, you have to make sure to cut it to the left reasonably hard to prevent grazing the wall on right side.

Turn 4- similar to Turn 1, a sharp right hander into a tunnel. Start far to the left, brake slightly and hit the apex... you can get back on the gas fairly early here and drift up to the left, provided you run back to the right before the next turn.

Turn 5- REAL uneven sweeping left. It's rather bumpy around this and very easy to loop the car if you just stay full on the throttle. Best way is to let off completely heading in and sweep to the inside (but not too sharply), maybe even brake slightly, then get back on the throttle gingerly, making sure to pepper it as the car begins to hop around.

Turn 6/7- fairly sharp left/right s-turn that can be taken usually by just letting off the throttle and hopping the rumble strips. Just be ABSOLUTELY sure you come back to the right side as soon as possible.

Turn 8- Very sharp, slightly banked left hander. Brake heavy and try to nose the car as close to the inside rock outcropping as possible. The closer you hit the apex, the sooner you can get back on the throttle--watch the throttle on exit too, the car can jump out on you.

Turn 9/10- slight uphill S-turn. Take at full throttle, dumps you back out on the main stretch.

## 11.3 - High Speed Ring (3.1 km)

A great track for 2-player races, you can spend your time worrying about your opponents and less about the track, because for most of the turns, a little slip up will not cost you the race.

Turn 1- Take it flat out, plain and simple. When going into the corner at top speed off of the main straight, just make sure to cut your exit as far to the inside as possible, because at very high speeds your car can drift up toward the wall at the beginning of the next straight.

Turn 2- Let off and brake slightly as you enter the turn, again making sure to apex the turn by keeping low to the inside. This will allow you to drift wide to the outside on your exit and gain maximum speed out of the corner. For most good-handling cars, you should simply have to let off briefly, then get back on the throttle midway through the corner.

Turn 3- Following the short straight, a right hander into the S-Turn. It is crucial that you start on the far left and cut as far to the inside as possible, so that you don't drift to the outside and ruin your entrance to the rest of the S-Turn.

If you keep real far to the inside, you can cut left real sharp to hit the inside of Turn 4. If you find yourself drifting to much, try reducing your speed a tad on the inside of this turn, which will allow you a faster exit anyways.

Turn 4- If you apex Turn 3 properly and cut it left real sharp, you should come to the inside of this turn with the gas right full already. After the apex, let the car drift to the outside now on your exit to gain maximum speed.

Turn 5- a very mild right, keep the accelerator pinned and stay RIGHT to the inside to set up for the final big turn.

Turn 6- You will have built up a lot of speed out of Turn 5, so be sure to stay as far to the outside when entering. Brake and bring the car to the bottom of Turn 6 then floor it again at the apex to exit the turn at best speed. NOTE: for many cars, simply letting off the gas will do, provided you keep to the bottom of the corner.

#### 11.4 - Super Speedway

Turn 1/2- Take at full throttle... Fastest possible way is to hug the inside line as close as possible, and be ready to pepper the throttle if the car gets unsettled.

Turn 3/4- For most proper handling cars, starting in the high groove you can usually just let off and yank it to the inside... you'll shoot into the turn real quick and it'll seem all good, but upon exiting Turn 4, faster cars, even with soft set suspension, will often suddenly jump around like crazy, so be ready for it.

#### 11.5 - Seattle Short Course

Turn 1- This looks at first to be nice hairpin, but it's actually two 90 degree corners together, making it more square. Overall the fastest way around this turn is to begin far outside, brake heavy, just tip the R/F wheel over the rumble strip, and keep the speed down slightly to hug the entire inside of both 90 degree turns. The other option is to take it wide and treat it more like a wide hairpin, drifting the entire thing--however you do lose some time doing it this way.

Turn 2- Rather sharp uphill right, but if apexed can basically be taken at full throttle.

Turn 3- after a moderately fast uphill, a sharp right. For most faster cars you'll have to let off just as you hit the crest of the uphill, and crank it right. In most cases, you'll need to brake a bit. Again, if you start far left and sweep straight into the apex, you can do this without heavy slowing. You may want to watch the throttle just after hitting the peak of the hill too, the car can jump out from under you.

Turn 4- Ultra-tight left hander, coming off the downhill, brake and nose the car into the apex... stay off the throttle until you've cleared it or are totally comfortable with it, as this is a blind corner beginning an s-turn.

Turn 5- completing the S-turn, a sharp right hander coming right off of Turn 4. Because it's coming off a blind corner in Turn 4, it's imperative that you stay close to the left on exit. Then, hit the apex and, if done right, get back on the throttle coming out of this turn. If you think you're drifting too much to the left OR right, brake slightly and try and hit the apex in time.

Turn 6- reasonably sharp right hander into a downhill. Hold to the left as late as possible then cut into the apex. If you hit the apex just right, you won't have to brake except in the fastest cars... just throttle down slightly.

Turn 7- fairly shallow left turn coming off the downhill. If you let off early enough



and apex it just right, you can actually pull it off without braking. If not, just a light peppering of the brake on the apex and get back on the gas nice and early.

Turn 8/9- fairly tight right hander. You'll have to brake slightly as you enter the apex, but you don't have to slow down too much. From here on try your best to cut right through the middle of the corner, then cut the apex coming out of 9. If you cut it too far to the inside, you'll have to slow way down to prevent hitting the outside wall coming back onto the main stretch.

#### 11.6 - Rome Short Course

Turn 1- Can basically be taken at full throttle... for some of the higher top speed cars you'll have to make sure to hit the rumble strip at the apex as tight as possible so you don't run up into the guardrail to the left.

Turn 2- Can be taken pretty much at full throttle, hugging the rumble strip to the inside.

Turn 3- very sharp right hander that's basically blind. Be sure to brake heavily and hit the apex, then you can get back on the throttle early.

Turn 4 after a loooong straightaway, a rather sharp right hander. If you downshift some and let off nice and early, you'll only have to brake slightly over the apex, then get back on the throttle.

Turn 5- Pretty sharp right hander, brake pretty heavy and hit the apex as close as possible, and you can get back on the throttle early, heading out onto the main straight.

#### 11.7 - Red Rock Valley Speedway

Turn 1- Basically taken at full speed, but some of the lower/stiffer cars will bounce around a ton all throughout the turn, so you'll hafta stay on your toes.

Turn 2/3- big, wide S-turn that looks like it can be taken at full throttle, but the banking switches in the middle to really screw ya up. You'll hafta let off at the apex and stay off until you're sure you can cut it far to the right to prevent running off into the grass.

Turn 4- Another gradual turn. Either way you take it, it's best to hug the bottom all the way around. If you're heading in with a big head of steam, you'll have to brake slightly.

Turn 5/6- coming out of the tunnel, a quick right into a quick left. Hug far to the left, and cut the apex as sharp as possible. You can head into it at full throttle, then let off and yank to the left into the right.

Turn 7- drift up to the rumble strip off of Turn 6, then brake slightly and yank it to the bottom... you can get back on the throttle pretty soon if you do this, but as with Turn 1, watch the car as it may jump around a tad.

#### 11.8 - Seattle Circuit

Turn 1- This looks at first to be nice hairpin, but it's actually two 90 degree corners together, making it more square. Overall the fastest way around this

turn is to begin far outside, brake heavy, just tip the R/F wheel over the rumble strip, and keep the speed down slightly to hug the entire inside of both 90 degree turns. The other option is to take it wide and treat it more like a wide hairpin, drifting the entire thing--however you do lose some time doing it this way.

Turn 2- Rather sharp uphill right, but if apexed can basically be taken at full throttle.

Turn 3- branches off from Rome Short Course with a gradual right to the big uphill. This can be taken at full throttle. The fastest way around it is to hop the rumble strip at the apex, but this can easily unsettle the car for the uphill jumps. Either way, be sure to sweep to the left as soon as possible.

Turn 4- As you approach the top crest of the hill, brake slightly and hit the apex just right, then you can get back on the throttle fairly early.

Turn 5- after another downhill straight, a fairly sharp right hander. Brake slightly and hit the apex.

Turn 6- shortly after exiting Turn 5, hang as far to the left as possible, then you can apex at full throttle in most cases.

Turn 7- can basically be taken at full throttle, but pepper it to make sure you come out as far to the right as possible to set up for the next turn.

Turn 8- a sharp left hairpin with a bit of a downhill. Either braking late and drifting or brake early and hit the apex quickly will work, but when you get back on the throttle be careful, as the ass end often jumps out from under you.

Turn 9- gradual right hand into the big downhill straight. Take at full throttle.

Turn 10/11- like Turn 1, two 90 degree turns together to make a big hairpin. It's quite wide, so you can take a lazy drift from far left. Or, brake heavy and hit the start of the apex. Either way you do it, you have to yank it right as soon as possible into turn 11.

Turn 12- sort of an s-turn right off Turn 11, you can basically take this just by letting off coming out of turn 11. Get back on the throttle nice and early.

Turn 13- off of Turn 12, yank it left fairly early and you can split this "S-turn" at full throttle without trouble.

Turn 14- sharp right hander. Brake heavy and hit the apex as best as possible, but there's room to get back on the throttle pretty quick, thanks to a small runoff area on exit.

Turn 15- after a short straight, a small "S-turn" back onto the main straightaway. Take at full throttle.

#### 11.9 - Rome Circuit

Turn 1- Can basically be taken at full throttle... for some of the higher top speed cars you'll have to make sure to hit the rumble strip at the apex as tight as possible so you don't run up into the guardrail to the left.

Turn 2- Can be taken pretty much at full throttle, hugging the rumble strip to the inside.

Turn 3/4- Important turn, brake heavy and hit DEEP into the apex, then get back on the throttle quickly, drift upward slightly, then yank it back to the left to stick to the inside of turn 4.

Turn 5- heading into the city now, this gradual right hander can be taken at full throttle.

Turn 6- sharp hairpin right. Hold far left and brake heavily. If you brake early enough, you can nose the car right onto the rumble strip at the apex, then get back on the throttle. If you hold it too far outside, you run the risk of running off into the guardrail on the outside.

Turn 7- after a short straight, another fairly sharp right. With even most of the faster cars, you can let off early and cut the apex REAL sharp, and not have to brake.

Turn 8- deceptively sharp left hander, you may have to brake slightly to nose into the apex, but otherwise you don't have to slow too much.

Turn 9- another deceptively sharp corner heading right with a small downhill. You'll be full throttle off of Turn 8, and if you hit the apex real early (might have to let off slightly), you can take it at full throttle. If you run too wide you might brush up against the left-hand guardrail.

Turn 10- slight left hander, take at full speed.

Turn 11- after a loooong straightaway, a rather sharp right hander. If you downshift some and let off nice and early, you'll only have to brake slightly over the apex, then get back on the throttle.

Turn 12- Pretty sharp right hander, brake pretty heavy and hit the apex as close as possible, and you can get back on the throttle early, heading out onto the main straight.

#### 11.10 - Grindelwald

Turn 1- a reasonably sharp left hander as you enter into the rural area. Even in the fastest cars you should be able to take this mostly under full throttle... try to keep your exit a bit to the right.

Turn 2- pretty sharp uphill left turn. The turn itself only requires letting off briefly in most cars, but if you have to brake to keep it to the left, do it, to set up for Turn 3.

Turn 3- hairpin right on a slight uphill. There's not a lot of room to screw up here, and because it's somewhat of a blind corner, it's hard to retain your line. No matter what you're running, it's probably a good idea to keep a tight apex through here, and be ready to correct, as loose cars will surprise you here.

Turn 4- gradual uphill left, take at full throttle, keep your exit to the left.

Turn 5- sharp right with a slight uphill. Brake heading in and cut the apex, but it shouldn't be sharp enough to get very loose. Try your best to exit far right.

Turn 6- if you exited Turn 5 far right, you can clip this apex pretty easy, and get back on the

throttle

nice and early for this uphill left. Keep to the right on exit.

Turn 7- 90 degree left, but fairly broad with a wide exit, so only a brief braking zone is really required. Drift wide right on exit.

Turn 8/9- gradual left/right s-turn, take wide at full throttle. Keep left on exit.

Turn 10/11- another real gradual s-turn, take at full throttle.

Turn 12/13- full head of steam as you head downhill, let off and coast thru, get on the throttle midway through--stay to the right on exit.

Turn 14- downhill hairpin left, and you'll have a good bit of speed. Brake hard and tuck the nose tight to the apex, as you don't have much room to maneuver. Excellent place to make use of a drifting technique ;). Hold to the left on exit.

Turn 15/16- downhill left/right s-turn, coast through the left, then brake lightly and apex the right. Get back on the throttle early, and you may have to correct.

Turn 17/18- right/left s-turn. The first right is deceptively sharp, and you're carrying a decent bit of speed. Brake and nose the car to the bottom of the shallow bank so you can drift somewhere to the middle lane on exit. The left can be taken at full throttle.

#### 11.11 - Laguna Seca Raceway

Turn 1- After a good bit of speed off the main straight, a sharp left hander. Keep as far to the right as possible then brake heavy and nose the car in. High horsepower RWD cars will tend to jump out from under you here so be watchful.

Turn 2- Rather sharp right hander, some slower cars can take this simply by letting off the gas, faster cars will need to brake slightly.

Turn 3- In most cars, let off the throttle slightly and if you apex it just right, you can get back on the gas early and not have to brake.

Turn 4- After a fairly long curved straight, a wide left turn. Despite its appearance you'll need to brake pretty heavy. If you stick to the rumble strip on the inside you can get back on the gas fairly early.

Turn 5- A second left hander followed by an uphill. If apexed this can be taken at full throttle.

Turn 6- The dreaded "Corkscrew" S-turn. Novices consider this the most difficult corner in the game, but it's really not that hard once you know what's coming. The whole problem most people have is heading into it far too fast and not being able to hit the apexes. The second you come over the crest of the uphill brake HARD

and nose the car to the left to hit the first apex.... you'll then be lined up pretty much perfectly for the second apex. As you start back down the hill, get back full on throttle, but be ready to correct as higher horsepower cars will get loose at this point. The only downside to this method of taking the corkscrew is that, when braking at the crest, the ass end will hop up in the air and you'll lose traction momentarily. This is why it's imperative to get the car straight and true on the uphill so that the second you regain traction you can be set up for the first apex.

Turn 7- High speed downhill left coming off the corkscrew... with apexing, you can take this pretty much at full throttle, lifting off here and there. Be sure to hug left the second you exit the corner.

Turn 8- somewhat wide right hander, you'll be coming in at a fair bit of speed. You can take this with only light braking provided you apex, but don't take it too wide or you won't have time to set up for Turn 9.

Turn 9- this, IMO, should be considered one of the hardest corners in the game. After a short uphill, this is a VERY sudden 90 degree left that is also partially blind due to the pit wall on the inside. You can either brake heavy and drift around the turn, but it's so small and sharp that you're almost guaranteed to slide off into the wall or dirt at least a little. The more difficult, but faster method is to brake hard the second you can see the corner of the wall at the apex, then nose the car in as close to it as possible. If you do it right your L/F tire will hop over it and you can get back on the gas fairly early... be ready to correct, the ass end often hops out here. This dumps you back out onto the main straight.

#### 11.12 - Apricot Hill

Turn 1- gradual left hander, you can essentially take this at full throttle. Try your best to keep it to the outside, particularly on exit, because you HAVE to set up right for turn 2.

Turn 2- sharp downhill left, surprises the hell out of people new to this track. Off of turn 1, you should be pretty far to the right. You can either let off, tap the brakes briefly, get back on the throttle and do a controlled drift through, or you can brake pretty heavily and keep the nose down to the left rumble strip (best with FWD), so you can get back on the throttle fairly soon. Either way, bring it to the left on exit.

Turn 3- after a short downhill shoot, a decent right hander. Lots of room to apex here, to tap the brakes briefly (if at all), nose the car in, and get back on the throttle nice and early.

Turn 4/5- gradual uphill left into a decent right hander. Take the left at WOT, but try to hug left throughout, then you should be able to hop the apex through the right turn at full speed, maybe peppering the gas slightly.

Turn 6- gradual left hander, take at full throttle.

Turn 7- gradual but loong left hander. It's best to get off the throttle fairly soon on

entrance, then get back on it  
and pepper the gas as you go. Keep it to the right on exit.

Turn 8- sharp hairpin right, with a LOT of speed on entrance. Not much room to maneuver either, so nose it into the apex heavily, and you'll prolly end up drifting a bit (except FWD).

Turn 8- gradual uphill left, take at full throttle, hug to the left.

Turn 9- gradual downhill right, take at full throttle, hug to the right.

Turn 10- fairly sharp left hander, you can usually take with just letting off, or a slight tap of the brakes, then get back on the gas and correct as needed. Try and keep the exit to the left to set up for the s-turn.

Turn 11/12- uphill right/left S-turn, you might have to brake slightly to get thru 11, then get back on the gas early, correct as needed and hop the rumble strip to apex Turn 12. Or you can be a cheating bastard and just hop the whole thing.

Turn 13- pretty gradual left to exit onto the front straight, can usually be taken at WOT, or just pepper the gas a bit.

#### 11.13 - Trial Mountain (3.979 km)

An intricate course through a forest mountain area. It has some neat S-turn corners that take some good driving as well as a few wide drifting turns.

Turn 1- Right off the start/finish line. Take it at full throttle, but still be sure to apex it to set up for Turn 2.

Turn 2- Again, take this uphill at full speed. The ass end can get a little light if you follow the apex (a bit of a peak there), so be ready for the car to hop around a little sometimes.

Turn 3- You must slide through this tunnel to gain the best exit. Off of Turn 2 you'll still be heading uphill--brake, then hold to the inside and control the slide at full throttle again.

Turn 4- Can get you in a lot of trouble if not taken properly, heading you into the rocky wall. You will enter at a fair bit of speed heading downhill, so brake heavily and be VERY sure to pop the nose of the car RIGHT into the inside of this turn and swing the back end out. It is crucial you stay quite far to the inside, to avoid smacking the outside rock face. Watch the throttle for RWD on exit, this turn can loop the car fairly easy.

Turn 5- Coming off the short straight, most faster cars will have to let off or brake slightly to head right, avoiding the outside rock face. Better handling cars can take this wide open. Be certain to hold far to the inside.

Turn 6- this left turn heading into the tunnel is incredibly wide... If you just go half-cocked into it, you can let off and brake slightly, and still drift perfectly onto the straightaway. However the best way is to start wide-right, and as SOON as possible (it may look like too soon) cut the apex as far to the left as possible, over the yellow markings on the pavement. If you hit this apex right, you can take the corner at full throttle in any car.

Turn 7- After the LOOOONG straight you'll come to a big left hander. Brake

heavily and nose the car as far to the inside as possible. Slide the car around and bring the car back out at the end of the turn. As with turn 6, you can just dive into the corner and brake heavy and still make it by drifting, but if you land the apex as tight as possible you'll only have to brake briefly, and can get back on the throttle right at the apex.

Turn 8- A small S-turn that can be taken at full speed most of the time.

Turn 9- a nice downhill right hander. Brake first and be sure to cut this sharply so you don't nail the "grassy knoll" on the outside.

Turn 10- Another wide lefty. Brake at the end of the straight, nose the car to the inside and drift out to the side on the exit.

Turn 11- a real fun turn, this is a neat left/right S-turn. You COULD cut straight across the grass of course... but that would slow ya down. To take it "properly", approach the first left wide right and brake lightly. Then soon after entering, cut right and get back on the gas. Another way to take this turn is to hold to the inside, hop over the left rumblestrip ONTO the right rumblestrip and back onto the straight. The advantage is that you can pretty much take the whole thing with only peppering the throttle. However you're car can EASILY get away from you coming off the second rumblestrip, and really screw ya up. Either that, or make a cool jump for the replay ;).

#### 11.14 - Clubman Stage Route 5 (2.466 km)

A fun 2-player track, the corners do take some driving, but the race isn't over if you screw up here or there. Excessive speeds are possible thanks to the wide turns and long straights.

Turn 1- You should be up to quite a bit of speed off of the start-finish line when you hit this turn. Try to keep a little more to the left down the straight, but not too much or you won't have room to start into the outside of the turn, and will probably hit nose-first into the inside of the tunnel. The second you hit the entrance, bring the car up high then begin your apex. If this is taken properly, you should be able to take the turn at full throttle, perhaps letting off the gas briefly at the entrance.

Turn 2- Provided you took the initial tunnel turn well, you should try and exit out to the far left, hugging the wall. As you enter this right turn, do a simple, smooth apex. You should be able to take it at full throttle without getting too loose, however with higher horsepower cars you may have to correct a tad or perhaps let off a little.

Turn 3- after exiting turn 2, hug the far right wall. Nose the car into the centre of the turn and brake--a general rule of thumb is to downshift to second here, but of course this will vary depending on your gears (most stock-gearing cars will work in this fashion). After accelerating out of this turn, try and keep fairly far to the right.

Turn 4/5- A nice long S-turn that can be taken at full speed with minimal turning.

Turn 6- You will enter this at a VERY high speed due to the long straight after the S-turns. Brake heavily and slide around, being sure to nose the car fairly far to the inside. Drift back up towards the outside on your exit to set up for the next turn.

Turn 7- the final turn can be taken a little faster, but not much. Brake lightly and drift wide to come out on the outside of the corner, exiting on to the straight. Some cars should be able to take it with just letting off

the throttle a little.

#### 11.15 - Grand Valley East (3.025 km)

A nice, bright course with long straightaways, peppered with a few sharp corners that allow for some nice exciting passing (eg. turn 4).

Turn 1- This begins with a shallow left into the big sharp right. This is one of the worst corners in the game to screw up on, because if you drift to the outside and hit the sandtrap, it is VERY difficult to recover. Hold as far as possible to the left as you enter, then brake to a very slow speed and nose the car to the inside--it's always better to drift a LOT than it is to slide out into the dirt. After the apex, hit the throttle again and roll it out, drifting it out to the left.

Turn 2- This triple-S turn can be taken at full speed. Just make sure to apex properly so you don't slide it into the grass.

Turn 3- Be sure to start wide left and cut it sharp for the apex, or you'll be off in the grass. After the exit, hold her to the right to set up for the Turn 4 90 degree'er.

Turn 4- An excellent turn for passing if you cut it sharp enough. Take the approach wide to the right, then nose the car toward the wall corner to ensure you don't slide into the dirt on the outside. Also be careful not to get on the gas too early, it is very easy to loop a powerful enough car here, coming in at these speeds on such a sharp turn.

Turn 5- A fairly quick right, with a rock face on the outside. May have to let off slightly on your entrance. Keep wide to the inside then cut it sharp to the left to grab the next corner, and avoid heading into the grass.

Turn 6- Provided the Turn 5 S-Turn was taken properly, you should enter this wide right. Apex it at full speed to exit back onto the main straight at full speed.

#### 11.16 - Grand Valley Speedway

Turn 1- This begins with a shallow left into the big sharp right. This is one of the worst corners in the game to screw up on, because if you drift to the outside and hit the sandtrap, it is VERY difficult to recover. Hold as far as possible to the left as you enter, then brake to a very slow speed and nose the car to the inside--it's always better to drift a LOT than it is to slide out into the dirt. After the apex, hit the throttle again and roll it out, drifting it out to the left.

Turn 2- Gradual left, take at full throttle.

Turn 3- Uphill right, take at full speed.

Turn 4- downhill left, take at full speed.

Turn 5- hairpin almost identical to turn 1, you're in the sand if you screw up. Hold to the left as far as possible, brake to a VERY slow speed, nose it as close to the inside rumble strip as possible. The sooner you get back on the gas, the more likely you'll have to correct (or pepper the gas, if it's FWD).

Turn 6- gradual left, but not much room to move. You may have to pepper the gas lightly, try to exit to the left as far as possible.

Turn 7- somewhat sharp right hander, most cars can take it just by letting off the gas briefly.



Keep it to the right on exit.

Turn 8- An excellent turn for passing if you cut it sharp enough. Take the approach wide to the right, then nose the car toward the wall corner to ensure you don't slide into the dirt on the outside. Also be careful not to get on the gas too early, it is very easy to loop a powerful enough car here, coming in at these speeds on such a sharp turn.

Turn 9- somewhat gradual left hander, lot of room to pass too. Most cars can do a nice controlled drift around this corner if you prefer, or brake briefly on entrance and you can hug the rumble strip on the left pretty easily.

Turn 10- through a tunnel and onto the bridge, you'll have to pepper the gas slightly through the middle part of the corner to stay to the inside.

Turn 11- after the bridge straightaway, a long right hander... the best way to take this is to tap the brakes slightly on entrance to free the car up, then you can get back on the throttle REALLY early... try to get to the right side as soon as possible, cuz you'll exit this corner with a fair bit of speed. Cars with a severe understeering condition will need to slow a fair bit for this turn however.

Turn 12/13- sharp left into an even sharper right, this is an excellent place to pass if you run the right line. Brake heavily on entrance and nose the car as far over the left apex as possible. Burp the throttle slightly on exit to give you a little bit speed, and then you can usually get through turn 13 by peppering the throttle after that--correct as needed.

Turn 14/15- high speed left/right S-turn, the right is rather deceptive because it's so wide. Let off the throttle briefly as you enter 15 and coast for a moment, so you won't drift into the grass on exit.

#### 11.17 - Special Stage Route 5 (3.776 km)

Still my personal favorite track. This is an excellent mix of pure speed and intricate cornering, set in a beautiful night background. Good passing opportunities arise in turn 3 and the wide turn 6 hairpin.

Turn 1- You should be up to quite a bit of speed off of the start-finish line when you hit this turn. Try to keep a little more to the right down the straight, but not too much or you won't have room to start into the outside of the turn, and will probably hit nose-first into the inside of the tunnel. The second you hit the entrance, bring the car up high then begin your apex. If this is taken properly, you should be able to take the turn at full throttle, perhaps peppering the gas now and then.

Turn 2- Provided you took the initial tunnel turn well, you should try and exit out to the far left, hugging the wall. As you enter this right turn, do a simple, smooth apex. You should be able to take it at full throttle without getting too loose, however with higher horsepower cars you may have to correct a tad.

Turn 3- after exiting turn 2, hug the far right wall. Nose the car into the centre of the turn and brake--a general rule of thumb is to downshift to second here, but of course this will vary depending on your gears (most stock-gearing cars will work in this fashion). After accelerating out of this turn, try and keep fairly far to the right.

Turn 4/5- A nice long S-turn that can be taken at full speed with minimal turning.

Turn 6- the track now exits from Clubman Stage R5 and enters to the rest of Special Stage R5. This is a big downhill right--brake a little and keep to the inside, possibly sliding the back end out a bit. Be ready to yank 'er back to the left to avoid hitting the wall on your exit to the straight.

Turn 7- One of the harder hairpins in the game, you can take it one of two ways. Either slow to as low as 40-50 mph and turn quickly, or brake from the straight and slide 'er around, peppering the gas lightly so not to induce too much spin from the rear tires (assuming a RWD car of course). The big problem that 4WD and RWD cars have in this turn is oversteering on the way OUT. This happens simply by getting on the gas too early--as said before, peppering the gas and keeping the revs up (crucial in turbo engines of course) can make a fast power slide possible, but it can get really scary. Cars such as the Viper RT/10 are EXCELLENT for this due to their wide stance and big tires.

Turn 7- a nice shallow right that can be taken full throttle out of the hairpin.

Turn 8- another turn that should be taken at full speed, provided you take it fully apexed. Excellent place to pass, forcing the other car to the outside where they have to let off.

Turn 9- after the long straight you'll empty into a hard right then into the S-Turns. Brake heavily and nose the car in to the right as far as possible--then get ready to cut left quickly.

Turn 10/11- The S-Turn is particularly dangerous because the outside of the 2nd turn has a small block at the beginning of the wall, which can stop you dead in your tracks. Assuming you cut it early enough off of turn 9, you can actually get through this S-turn by letting off the throttle quickly and nudging it around Turn 10, then yanking it right for Turn 11. Above all else, watch your speed.

Turn 12- a BIG sweeping right, it can be taken at full speed, just keep the throttle down every so often so you don't drift up to far. You will empty out onto the Start/Finish straight.

#### 11.18 - Autumn Ring (2.95 km)

An extended version of Autumn Ring Mini, a good mix of long straights, some great S-Turns and good passing opportunities on the sharper turns. Not quite a beginner's course, there are a few places where screwing up can put you right to the back of the pack.

Turn 1- A sharp right turn that you hit at a fairly high rate of speed. This is also a very dangerous turn because of the sandtrap on it's outside, which is very difficult to recover from. Hold as far as possible to the left as you enter, then brake to very slow speed and nose the car to the inside--it's always better to drift a LOT than it is to push out into the dirt. After the apex, hit the throttle again and roll it out, drifting it out to the left. Immediately after recovering, bring the car to the right along the short straight to set up for Turn 2.

Turn 2- a fairly gradual left turn leading to the S-Turns. You can often take this at full speed, or simply by letting of the gas briefly. Bring the car to the left on exit to set up for the S-Turns.

Turn 3/4/5- This entire Triple-S turn can be taken at full speed, apexing

the corners. Exit Turn 7 to the left to set up for the final turn.

Turn 6- When driving slower or lower horsepower cars, you can usually take this at full throttle. Faster cars may have to throttle down slightly to avoid popping into the grass. This will exit back out to the main straight.

Turn 7- a very fast hairpin with dirt on the outside that can loop you quickly. Keep the speed down and nose the car in to the red/white barrier, then drift wide... after which, make sure to bring it to the right to set up for turn 8.

Turn 8- Brake lightly and crank the wheel all the way--you probably won't slide much, but make sure to keep your speed down so you don't drift up into the grass. This then forms into a big long gradual left turn that can be taken with full throttle.

Turn 9- After a brief downhill coming off of Turn 8, you'll pass under a bridge and hit a sharp left turn. The turn is fairly wide, but you can still drift and hit the grass or dirt on the outside. Brake sternly coming out from under the bridge, then try to hug the inside, exiting wide when you come back out onto the short shoot.

Turn 10/11/12- after the short straight following Turn 9 comes a sharp uphill left that can be taken at full speed by apexing. Apexing is indeed crucial, because IMMEDIATELY after the apex you must nose the car to the right into Turn 11. If you don't turn off of Turn 10 sharp enough, you'll smack the outside barrier. You should be able to take both corners at full throttle with the apexing, then let off (or brake slightly) going into Turn 12 to prevent hitting the grass on its outside, exiting onto the next short straight.

Turn 13- A fairly sharp right-hander that can leave you in the grass in most cases at full throttle. Either drift through it, or let off briefly to avoid sliding too far outside.

Turn 14- the final exit onto the main straight. Take at full throttle.

#### 11.19 - Test Course

Since all the corners are the same, I'll just note that most races taking place on this tack involve very high horsepower cars and 200 mph+ speeds. Keep your suspension rather soft and keep the car low to the ground--analog comes in real handy in these corners, as an unstable car will hop around like crazy and you can very easily loop it. Both the high and low lines work for the same reason they do on any other oval track. The low line is a slightly shorter distance around the track, but the high line doesn't scrub off as much speed, as it has a slightly more gradual turn radius (you'll get slightly faster corner exit speeds).

#### 11.20 - Deep Forest (3.58 km)

Another mixture of high-speed straights and a few good turns. Great passing opportunities exist in Turns 1 and 4/5.

Turn 1- entering at high speed, this is a pretty sharp left hander. Brake heavily exiting the straight and bring the nose right to the inside, but watch the throttle on high horsepower RWD cars... it is easy to get really loose on exit with this turn.

Turn 2/3- easy sweeping turns after the short uphill... take at full speed.

Turn 4/5- a small downhill left that turns suddenly into a sharp right. Enter the left far to its inside and brake generously, then cut the apex of Turn 5, running almost on the inside grass, then throttle back out.

Turn 6- after running through the tunnel, this is a fairly gradual right-hander that can usually be taken at full throttle, but be ready to get off the gas briefly if you drift towards the grass.

Turn 7- after exiting the second tunnel, a fairly gradual left-hander that can be taken at full speed, slightly uphill.

Turn 8- after the uphill, a fairly noticeable right heading into a long sweeping left. May have to let off the gas slightly as you enter the left. Try to exit on the outside.

Turn 9- One of the more devious turns in the game that can take you by surprise. Start on the outside then apex the corner, coming down to hug the walkway on the inside of the turn. Try very hard to stay as far to the left throughout the whole turn--exiting even the slightest bit wide will usually send you into the right-side rock face entering the uphill straight.

Turn 10- The long upwill straight finally exits onto a fairly gradual left turn. Let off the throttle briefly and keep to the inside to avoid running onto the grass on the right.

Turn 11- Small lefthander that heads back downhill. Take at full speed.

Turn 12- the final turn that heads uphill back onto the main straight. Most of the time, provided you start your apex as SOON AS POSSIBLE, you can take this at full throttle.

#### 11.21 - Rome Night

Turn 1- gradual right hander, if you're coming off the front straight at full speed, you may have to pepper the gas slightly mid-way through this corner to keep the exit to the left.

Turn 2- downhill left, fairly sharp, you may have to tap the brakes briefly, but most cars can simply coast through it. Exit to the right to set up for Turn 3.

Turn 3/4- another left into a sweeping right, both turns can be taken essentially under full throttle, you may have to let off briefly in the centre.

Turn 5- shallow right hander, take at full throttle.

Turn 6- slightly sharper right hander, mostly full throttle but be ready to catch the car if it starts to drift slightly.

Turn 7- after a long straight, a fairly sharp right hander... Brake briefly and apex, hitting the rumble strip to set up for turn 8.

Turn 8- sharp left hander, you should've just been getting back on the gas out of Turn 7. Let off and brake briefly to nose the car to the left--you may have to drift slightly if the car can do it.

Turn 9- sharp right hander, brake lightly and apex, get back on the gas early and correct as needed-- plenty of room to work.

Turn 10- full speed right hander, keep it to the left on exit.

Turn 11- full speed right hander.

Turn 12- fairly sharp left hander, you can usually coast through it if you apex.

Turn 13- uphill right hander, again you can just let off briefly if you apex it.

Turn 14- downhill into a sharp left hairpin. Luckily there's a fair bit of runoff area on the inside of this turn, so you can cut the apex as tight as you like and hop the rumble strip. Very fun corner to drift if your car can handle it.

Turn 15- deceptively sharp left hander, brake slightly when you come in from the right and put your left tires right on the rumble strip. It's somewhat blind until the exit, so get a feel for where to get back on the throttle.

Turn 16- light right hander, coast briefly through it at the most. Keep the exit to the left.

Turn 17- surprising sharp right hairpin. Brake heavily off the short shoot from turn 16, you have a bit of runoff area to work with, so drift a little wide if you like.

## 11.22 - Autumn Ring Mini

A tiny version of Autumn Ring, it contains one hairpin that requires some skill, but otherwise just a small, fun track. Excellent 2-player track.

Turn 1- a very fast hairpin with a sandtrap outside that can loop you quickly. Keep the speed down and nose the car in to the red/white barrier, then drift wide... after which, make sure to bring it to the right to set up for turn 2.

Turn 2- Brake lightly and crank the wheel all the way--you probably won't slide much, but make sure to keep your speed down so you don't drift up into the grass.

Turn 3- Immediately after exiting turn 2 you will come to a small straight, then a sharp uphill right. Brake generously and start the turn wide to avoid hitting the grass. Exit the turn on the far left to set up for 4.

Turn 4- VERY sharp downhill right, often catches people by surprise because it is initially kinda hard to see. Brake heavily and nose the car into the curve--there's a very good chance that you'll slide, no matter what car you drive. If you understeer for this turn, you'll hit grass AND wall.

Turn 5/6/7- This entire Triple-S turn can be taken at full speed, apexing the corners. Exit Turn 7 to the left to set up for the final turn.

Turn 8- When driving slower or lower horsepower cars, you can usually take this at full throttle. Faster cars may have to throttle down slightly to avoid popping into the grass. This will exit back out to the main straight.

## 12.0 PARTS

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### 12.1 EXHAUST

Sports: Replaces the stock air filter with a better flowing element as well as low back-pressure muffler systems. Ideal for turbocharger upgrades and improves

top end torque on naturally aspirated engines.

**Semi-Racing:** Higher grade air element with urethane sponge filter, combined with high flow muffler(s). This improves breathing at high RPM ranges, and is especially good on larger turbo engines.

**Racing:** Replaces the air filter with a velocity-stack form and a straight-design exhaust designed for racing cars. Reduces low RPM torque due to lack of backpressure, but allows excellent breathing at high revs.

## 12.2 BRAKES

**Sports:** stock brake pads are replaced by carbon metallic types to increase stopping power and reduce brake fade. A must on endurance racing cars.

**Brake Balance Controller:** modifies the metering and proportion valves in the brake system to allow for changes in front and rear brake power. See section 13.0 for details.

## 12.3 ENGINE

**Computer Chip:** this chip changes the ECU's settings to increase power and efficiency. This is done by modifying the air/fuel ratio, ignition timing and other features.

**Engine Balancing:** engine is disassembled and re-assembled. Each part is properly weighed and balanced to specific values, then rebuilt using exact tolerances. The crankshaft is also modified and balanced. As a result of the bottom end rebuild, the engine can now rev higher and thus the rev limiter is also reset.

**Port and Polish:** The cylinder head ports are ground out to increase total breathing area, as well as rounding off all sharp corners and polished to reduce drag on the A/F charge.

**Naturally Aspirated Tune-Up Stage 1:** adjusts ignition and valve timing, installs thinner head gaskets to boost compression. The exhaust manifold is also swapped for a higher flowing version. These modifications increase total horsepower without sacrificing bottom end torque.

**Naturally Aspirated Tune-Up Stage 2:** higher compression pistons are installed and the heads are shaved slightly. The camshaft(s) is/are swapped for higher lift/duration versions to improve A/F flow into the cylinders. The valve springs are also replaced with stronger coils to aid in revving higher, and the ECU is reset to take affect with these changes. Low end torque drops off slightly but high RPM power improves greatly.

**Naturally Aspirated Tune-Up Stage 3:** Complete rebuild of the engine, including pistons, connecting rods, camshaft(s), valve springs and engine block rebuild for improved strength. This modification is designed to give ultimate performance at high RPM.

**Displacement Increase:** increases the displacement of the engine, providing more torque at all RPM ranges.

## 12.4 DRIVETRAIN

**Sport Transmission:** brings gear ratios closer together for faster shifting, allowing for better downshifts and keeping the engine in its power band during shifting. This in turn allows you to keep the car at maximum speed during

corners. Great for naturally aspirated engines.

**Semi-Racing Transmission:** tightens up the gear ratios even more, ideal for highly-tuned cars with a power band that's not quite broad enough. This is not as beneficial for engines with very wide power bands (e.g. most of the American V8 cars.)

**Racing Transmission:** Replaces each gear, including the final drive gear. This upgrade allows fine tuning of each ratio for maximum power output the drive wheels at all times.

**Heavy Duty Single Plate Clutch:** shifting is more pronounced and instant, reducing slippage.

**Twin Plate Clutch:** dual clutch plates are installed to reduce slippage and improve acceleration. Excellent for high powered, high torque engines.

**Triple Plate Clutch:** three clutch plates are installed to boost torque transmission and increase the shifting speed.

**2-Way Limited Slip:** the limited slip differential gives the drive wheels the ability to rotate at different RPM during cornering, but deliver power both when hitting the straightaway. This modification engages the limited slip feature during both deceleration and acceleration. This will stabilize the vehicle

during hard braking and maintain traction during acceleration. See section 13.0 for more info.

**1.5-Way Limited Slip:** maintains full limited slip during acceleration and reduces it during deceleration to ensure good traction and maintains good turn-in ability during braking. Excellent system for all cars.

**1-way Limited Slip:** ideal for FWD cars, because it gives the limited slip feature only during acceleration. While turn in ability is maximized during braking, it reduces the stability of the car at the same time. Basically, the car becomes a handful when slowing for a corner, but works well on exits.

**Full LSD Customization:** allows full independent adjustment of the LSD for acceleration and Deceleration.

**Sports Flywheel:** lightweight chromemoly flywheel that allows the engine to rev higher due to reduced rotating mass. This improves acceleration but revs may drop below the powerband without a close ration gearbox in conjunction.

**Semi-Racing Flywheel:** even lighter than the Sports type, allowing for greater revs when matched with a close ratio transmission.

**Racing Flywheel:** super lightweight that drops revs very quickly from top end. This improves acceleration and deceleration as a whole, but again the revs may drop below the powerband unless a close ratio tranny is used.

**Carbon Driveshaft:** lightweight driveshaft made of a carbon composite, reducing rotating mass and thereby increasing acceleration, as well as saving some overall vehicle weight.

## 12.5 TURBOCHARGERS

**Stage 1:** installs gaskets, oil cooler, high flow oil pump and uses a compact turbocharger to make high RPM horsepower, but still maintains low end torque. This makes for very little turbo lag, so it's excellent for courses with a lot of up and down revs in tight corners.

Stage 2: built for high RPM torque and decent bottom end power output. In addition, a turbo computer, new high flow fuel pump, injectors and other components are installed.

Stage 3: Built for pure horsepower that can maintain excellent acceleration when combined with a close ratio transmission to keep the engine in the power band. The cam is also replaced to help the turbo flow better into the engine, as well as again replacing the gaskets, fuel pump, oil pump, etc etc...

Stage 4: Designed purely for high RPM output, it sacrifices nearly all low end torque. Turbo lag is insane and thus keeping the engine in the power band is crucial.

Sports Intercooler: cools the intake air after it's pressurized by the turbo, allowing for better air density.

Racing Intercooler: Larger capacity intercooler increases cooling ability but will slightly reduce throttle response.

## 12.6 SUSPENSION

Sports Kit: good all around kit for any track, allows adjustment of front and rear gas shocks to 10 damping levels. Camber angle is also adjustable and ride height is lowered about 1" front and back.

Semi-Racing Kit: Gas shocks and springs can be adjusted for strength, as well as very fine ride height adjustments. Camber can also be modified.

Full Customization: tuning of all suspension components. Adjustment of damping levels on shocks and springs is allowed, as well as stiffer anti-roll bars (sway bars). Both wheel camber and toe can now be adjusted, and shock bound and rebound are now adjustable as well.

## 12.7 TIRES

Sports Tires: better tires improve grip, allowing for better braking, acceleration and handling. Purchasing these tires allows subsequent tire servicing as long as you continue to run them.

Hard Racing Slicks: for racing on paved surfaces, ideal for longer races because they wear much slower. Takes a few laps to warm them up.

Medium Racing Slicks: Made of a special compound that gives good balance between traction and durability.

Soft Racing Slicks: provides good grip at all times, but not very good for long races as durability is minimal.

Super Soft Racing Slicks: provides MAXIMUM grip at the cost of durability. Must beware during prolonged races when traction goes to the wind.

Real Life Tires: more precise examples of real life tires, extremely difficult to navigate but provide an ideal simulation.

Dirt Racing Tires: designed for traction sliding on gravel and dirt. Available only on certain cars made for rally racing.

## 12.8 OTHERS

Weight Reductions: Removing non-essential components of a car, such as interior,



back seat, inner fenders, etc etc... to improve power/weight ratio and braking ability.

Race Car Modifications: Upgrades the body to a more aerodynamic shell, including rear wing and front air dam, as well as adding a racecar paint scheme.

## 12.9 FOR PROFESSIONALS

Yaw Control System: allows control of the distribution of torque between the left and right drive wheels. Increasing this setting allows the car to turn faster, but but can increase the likelihood of wheel spin.

Active Stability Controller: controls the braking power of all four wheels to stabilize cornering and reduce traction loss. The higher the setting however, the more difficult the car becomes to handle.

TCS Controller: adjusts the setting of the Traction Control System, preventing wheelspin by reducing power delivery to the wheel that's losing traction. This improves overall traction but may reduce straightline speed.

## 13.0 CAR SETUP

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Here we'll take a look at setting up your car for optimal performance.

### 13.1 - SPRINGS

This setting adjusts the stiffness of the springs in the front and rear suspension. Stiffer springs support weight transfer and body roll much better and make the ride much more responsive. However, stiff springs can cause the car to become unstable over rough surfaces. If you have really stiff suspension when you go off a jump, for example, you may have trouble keeping the car straight as you land.

### 13.2 - RIDE HEIGHT

Ride Height is the measurement from the bottom of the back and front bumpers to the ground, given a flat service. The lower the car's centre of gravity sits, the better it accepts weight transfer, thereby reducing body roll. This makes for a much stiffer, smoother transfer through the corner and better stability under braking. However if the ride height is too low, the car will bottom out due to the suspension's stroke being shortened. This setting goes hand in hand with Spring Ratio and dampening level.

### 13.3 - SHOCKS

The higher the bound value, the better the car accepts weight transfer. Conversely, the higher the rebound value, the faster and harder the suspension will unload the weight back to the opposite direction. In general you want a moderate rebound strength to get the car set straight when exiting the corner, while not unsettling the chassis in the other direction. RWD cars in particular should have stiff rebound values on the front wheels to transfer weight back to the rear wheels on acceleration. Bound values for the front wheels on pretty much all RWD/AWD cars should be pretty heavy to accept weight transfer.

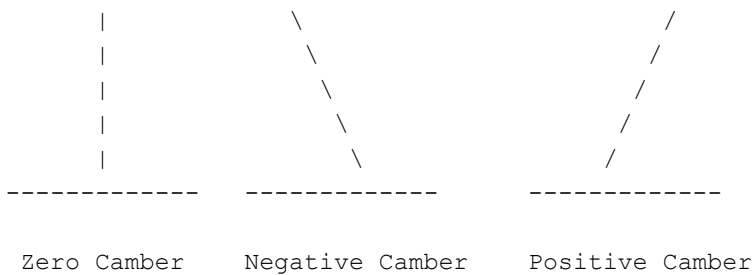
### 13.4 - CAMBER

Camber is the term used to describe the wheel's angle in relation to the ground, given a flat surface. Zero (degrees) camber means the wheel is totally perpendicular to the ground surface. If the wheel is cambered negatively, it is tilted inwards, so that the top of the wheel is further into the car. When the weight transfers to the outside of the car in the corner, a wheel with Zero camber will actually lean outward (positive camber) so that it rides up onto the sidewall of the tire. This is known as "plowing" or "rolling". In real life racing, the worst problem with plowing is that it wears the outside and sidewall of the tire, in extreme cases even tearing chunks out of the rubber. In addition, you will lose a fair bit of handling in the corner because the tire will not be using a full contact patch. Most often, the outside front tire will push, causing an understeering condition due to its loss of traction.

However, if the wheel is cambered negatively a few degrees, it will return to Zero camber during weight transfer, because all of the weight is leaning it outward. Cambering allows the tire to return to a perpendicular position and gain its maximum traction.

NOTE: loss of traction due to tire plowing also creates a more serious problem; braking power is significantly reduced, since the contact patch of the rubber that is braking is lessened. This occurs if the tire plows OR if the tire has too MUCH camber.

-Outside Right Wheel-



General Tip: when a wheel is cambered, it will sit on that angle down the straightaway. Therefore, a RWD car should camber the Front wheels a fair bit to help in the corners, but you should keep the rear wheel camber minimal so that you do not lose traction down the straights. Alternately, you don't want much camber on the front wheels of a FWD car, but you will need a bit since understeer is a big problem with FWD. Treat 4WD as you would RWD, so that you can keep speed down the straight but not sacrifice handling.

### 13.5 - STABILIZERS

Stabilizers, often referred to as anti-roll bars or sway bars, do just as the name suggests--compensate for body/chassis roll. The stiffer the sway bar is, the stiffer the relationship between both sides of the suspension is. Conversely, it also increases the amount of energy transferred from one wheel to its opposite. In other words, while it will tighten the car up and reduce chassis roll, it may upset the chassis and generally make it all squirrely (one wheel goes over a bump, the other follows). Stiffer rear sway bars in a RWD car will also improve acceleration because it balances the drivetrain torque (the rear end torques in a clockwise fashion looking from the rear, reducing traction on the LR wheel) for maximum traction.

### 13.6 - BRAKE BALANCE

In my opinion, probably the most important all-around settings for handling. The Sports Brakes and Balance Controller should be your first buys, ESPECIALLY if you're modding a RWD car. The Balance Controller makes use of

a proportioning valve to adjust the amount of braking force to rear and front brakes respectively. As most people know, if the back wheels lock up, you slide. The Balance Controller allows you to reduce the amount of back brakes while increasing the amount of front brakes. More front brakes will slow you and allow you to start into your turn much more sharply, while not sliding out by locking up the back wheels. Alternately, too much front brake will cause the car to understeer.

General Tip: usually I keep the front brakes a little bit higher than the back, so that sliding is a fair bit more controllable. You want SOME back brakes, so that you have sufficient stopping power. Usually, it's a good idea to start with both front and back brakes at the same value, then adjust depending on the handling. Also remember that brake balance can depend a lot on driving style. Sliding can of course be controlled, and some may prefer to ALWAYS power slide through a corner--in a case like this, you want more back brakes. However, too much back brakes will cause the rear wheels to slide and lose traction. Note that you should keep this setting similar even for FWD cars, because you will not lose handling provided you brake properly.

### 13.7 - GEAR RATIOS

These settings affect the shifting range of each gear. Generally, there's not really that much modification needed in between gears... the Final Gear Ratio is what's truly important. In relation to Turbo Boost, you can adjust acceleration. A high final gear ratio results in better acceleration, but sacrifices top speed. Thus, for races like the High-Speed Challenge, you may want to lower this number significantly.

Adjusting specific gear range is really only needed when working with Turbo Chargers. You can adjust separate gears depending on where you find a speed loss with Turbo. Typically you can often increase the 1st gear ratio to give a closer shift to 2nd gear, allowing for slightly better acceleration from start.

### 13.8 - DOWNFORCE

Also a very important handling characteristic. Downforce is the term used to describe the way the air runs over the car. Downforce on certain parts of the car will push it downward to improve handling. Increasing downforce over the drive wheels improves traction and stability in the corners. Thus, increased traction causes better response from that part of the car. Downforce on the front air dam will increase traction to the front wheels, improving response and decreasing understeer. Downforce on the rear decreases oversteer.

General Tip: to make handling overall better, use a lot of downforce on both ends of car, especially RWD to REALLY make it hold a turn. However, it's not much of a problem to lower downforce on the wing of a FWD car, since it only really needs traction on the front wheels. If you find yourself losing out a bit on the straights and you cannot, for some reason, make it up in the corners, then reduce downforce altogether to get a little more speed.

### 13.9 TOE

Toe is the angle of the wheels in relation to their opposite. 0.00" toe means both wheels are parallel with each other and in line with the car.

Toe out pulls the front of the wheels outward from each other, toe in does the opposite. Toe out on the front wheels allows the outside wheel to take a slightly greater path around the corner while the inside wheel maintains its original radius. This reduces the tendency of the car to oversteer.

Rear toe out performs a similar feature, allowing the outside rear wheel to take a more gradual radius around the corner and maintain traction.

As you increase toe out however, you increase the chance that the wheels will walk in either direction down the straightaway, and tire wear is also increased. If the car has an oversteer problem, give it some minor front toe-out, otherwise I recommend leaving it alone.

If you find you're having trouble keeping a car straight down the straightaway (uneven surface, lots of hp with no traction, etc), then toe the front wheels in slightly. Similar to keeping your toes closer together during skiing, it creates a wedge effect to keep the wheels in line.

### 13.10 LIMITED SLIP DIFFERENTIAL

Overall one of the most effective modifications for handling. The "Initial" setting refers to your acceleration from a standing-stop... to reduce wheelspin you want this setting fairly low.

The deceleration setting modifies the amount of power delivered to both wheels when throttling down for a corner. A high setting will stabilize the speed of each drive wheel, but will thus make it more difficult to turn (because there's little difference between the rotation of the inside and outside wheels). A low setting will make it much easier to turn-in (because the the outside wheel is allowed to free-wheel at its own speed), but can reduce the stability of the car under heavy braking.

The acceleration setting modifies the amount of power that both wheels get when accelerating out of the corner. A high setting allows both drive wheels to receive maximum horsepower and thus best acceleration out of the corner. However due to the fact that both wheels are spinning at similar speeds, the car can easily become unsettled and difficult to turn. A lower setting will slightly reduce corner exit speed, but will stabilize both drive wheels and make it easier to complete the turn.

Basically you want to find a happy medium with acceleration and deceleration. A RWD car will benefit from a low acceleration value, because RWD already gets excellent traction due to weight transfer... too high a setting will make it real loose under throttle. A FWD car is going to benefit from a low deceleration value, because the less understeer the better. AWD... well again, a happy medium.

### 13.11 YAW CONTROL

Basically, this controls the ratio of torque between each of the four wheels. This allows the car to balance the power delivered to the pavement more evenly... a moderate setting is a good idea, because too high a setting with this causes too much power to be delivered to each wheel during acceleration, increasing the amount of wheelspin. This is available only on a limited few AWD cars... in fact, I believe only the Mitsubishi VR4 models. Thanks to Frederick Pellissier <memnoch\_td@hotmail.com for help on this modification.

### 13.12 TRACTION CONTROL SYSTEM

Essentially just a good all-around system. TCS uses sensors in each of the drive wheels to detect when wheelspin occurs, and adjusts the throttle accordingly. This is available on pretty much every car as far as I know, and really helps RWD cars that have serious wheelspin on corner exits. It is a fact that this modification does slightly decrease the potential acceleration of the car by reducing power to the wheel even during slight wheel spin, but it's a very minimal difference.

### 13.13 ACTIVE STABILITY CONTROLLER

Similar to the Traction Control, but uses brake pulsing to reduce wheelspeed during oversteering conditions. However note that this system isn't as efficient as the TCS, because the higher the setting on the ASC, the less freedom the car has to adjust its line in the corner. In other words, it can actually be pretty effective for drivers that like to stick to a perfect apex through the corner (particularly for RWD), but it'll be hard to slip upward to compensate for an understeer, etc... certainly a personal preference, I suggest trying it out and seeing specifically what setting suits your driving style.

#### 14.0 SIMULATION MODE RACES/CUPS

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GARAGE TIPS: to cycle through your cars, press up and down... to skip an entire page down, press Right on the D-pad, and to move an entire page up, press Left on the D-pad. You can do a half-assed organizing job with your garage, as pressing the <START> button over a given car moves that car to the top of the list.

STATUS SCREEN: The game can only be 98.68% complete, as opposed to 100% (unless you have an updated version of the Sim Mode from Sony). It is speculated that the late removal of drag racing mode is accountable for this. This symbols in the bottom right hand corner tell you about your licences. Apparently the Green/Yellow symbol that looks sort of like a book is called the "Kid's Prize", which you get if you come close to getting Bronze in a test, but just miss it.

The following is a list of price cars gained after winning each race/series in Sim Mode. Special Thanks to ZZ of the [www.granturismo.com](http://www.granturismo.com) forum message board, who translated this from a Japanese GT site.

#### LICENCE ALL GOLD

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B Licence- Spoon Honda S2000  
A Licence- Dodge Concept Car (Copperhead)  
I-C Licence- Mitsubishi GTO LM [R]  
I-B Licence- Honda CR-X LM [R]  
I-A Licence- Mitsubishi FTO LM [R]  
S Licence- 1999 Toyota TS020 (GT-One)

#### GT LEAGUE

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##### Europe League:

Race 1- Castrol Toyota Supra LM [R]  
Race 2- Nissan R33 Skyline Xexel [R]  
Race 3- Nissan R33 Skyline Kure [R]

##### Pacific League:

Race 1- Nissan 300ZX GT-S [R]  
Race 2- Mazda RX-7 LM [R]  
Race 3- HKS Drag Nissan 180SX [R]

##### World League (Random prize car):

-Calsonic R33 Nissan Skyline [R]

-Castrol-Mugen Acura NSX [R]  
-Nissan R390 GT-1 [R]  
-1998 Toyota GT-One [R]

Endurance Races (Random prize car):

-Grand Valley- Subaru Impreza Rally [R]  
1997 Nissan R390 GT-1 [R]

-Apricot Hill- Lancia Stratos  
Dodge Viper GTS-R [R]

-Seattle Street Course (Long)- Ford GT90 Concept Car [R]  
Ford Escort Rally [R]

-Laguna Seca- Toyota Celica Rally [R]  
Mitsubishi GTO LM [R]

-Rome City Street Course- Toyota Altezza LM [R]  
1997 Toyota Corolla WRC [R]

-Trial Mountain- Denso-Sard Toyota Supra

-Special Stage R5- TVR Cerbera LM [R]  
Mitsubishi Lancer Evolution VI Rally [R]

SPECIAL EVENTS

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FF Challenge:

Race 1- Mugen Honda Accord SiR-T  
Race 2- TOMs T111  
Race 3- Mugen Honda Prelude Type-S

FR Challenge:

Race 1- Nissan Sil Eighty  
Race 2- Nissan Nismo 270R  
Race 3- Mazda RX-7 GT-C

MR Challenge:

Race 1- Toyota TRD2000GT  
Race 2- TOMs T020  
Race 3- Ford GT40 [R]

4WD Challenge:

Race 1- Subaru Legacy Wagon GT-B  
Race 2- Nissan Nismo 400R Preceding  
Race 3- Mines Nissan R32.5 Skyline

Lightweight K-car Cup:

Race 1- Mugen Honda Beat  
Race 2- Mazda Demio A-Spec  
Race 3- Mugen Honda CR-X Pro.2

Global Compact Car Cup:

Race 1- Toyota Vitz F  
Race 2- Renault Clio 16V  
Race 3- Volkswagon Lupo 1.4

Luxury Sedan Cup:

Race 1- Honda Accord Type-R  
Race 2- TRD Sports Toyota Chaser  
Race 3- Autech Nissan Skyline GT-R

Musclecar Cup:

Race 1- Plymouth PT Spyder  
Race 2- Shelby Cobra Roadster  
Race 3- Chrysler Phaeton Concept Car

World Open-Car Cup:

Race 1- Mazda Roadster A-Spec (NB8C)  
Race 2- 1997 Toyota MR-S Show Car  
Race 3- Dodge Concept Car LM [R]

Historical Car Cup:

Race 1- Mugen Honda CR-X Pro.3  
Race 2- Lotus Europa  
Race 3- 1999 Toyota XYR Show Car

GT Wagon Challenge:

Race 1- Subaru Impreza STi Ver.5  
Race 2- Mugen Honda Accord Wagon  
Race 3- Nissan Stagea 260RS

80s Sports Car Cup:

Race 1- Mugen Honda Civic Ferio  
Race 2- Mugen Honda CR-X Pro.3  
Race 3- Mugen Honda Civic Type-R  
Race 4- Mugen Acura Integra Type-R  
Race 5- Nissan R30 Skyline Silhouette Formula [R]

Gran Touring Car Trophy:

Race 1- Nissan Silvia Daisen  
Race 2- Castrol-Mugen Acura NSX  
Race 3- Nissan Skyline Unisia Jecs

Pure Sports Car Cup:

Race 1- TOMs Angel T01  
Race 2- Tommy Kaira ZZ III  
Race 3- Tuscan TVR Cerbera Speed 6

Tuned NA No.1 Cup: (random prize car)

-Mazda Roadster C-Spec (NA8C)  
-Spoon Honda Civic  
-Spoon Acura Integra

Tuned Turbo No.1 Cup: (random prize car)

-Nissan Nismo 400R  
 -Mines Nissan R33 Skyline  
 -HKS Drag Nissan R33 Skyline

Gran Turismo All-Stars:

Race 1- Mines Mitsubishi Lancer Evolution V  
 Race 2- Mines Nissan R34 Skyline  
 Race 3- TVR Speed 12  
 Race 4- Tommy Kaira ZZ II [R]  
 Race 5- nissan R390 GT-1 Roadcar

Super Touring Trophy:

Race 1- TRD Toyota 3000GT  
 Race 2- TOMs Toyota Supra  
 Race 3- 30th Anniv. Chevrolet Camaro Z28

GT 300 Championship: (random prize car)

-1999 Wed's Celica GT  
 -BP Apex Kraft Trueno  
 -Momo Corse Apex MR2  
 -Skyline Silhouette Formula (R30)

GT 500 Championship: (random prize car)

-1999 Cerumo Supra GT  
 -Arta Zexel GT Skyline  
 -Takata NSX GT (J) '99  
 -Taisan STP Viper GT  
 -cdma One Supra GT

Below is a currently incomplete list of Prize Cars with values, statistics and races won in. If there are any additions to this list please contact Kavadril <kavadril@go-concepts.com> or on ICQ at 36827545. Special Thanks goes to him for this list.

Notes:

Manufacturer merely refers to the place you would take the car to be tuned, e.g. Acura becomes Honda, Mercury becomes Ford, etc. The Power-to-Weight Ratio of the cars is taken BEFORE any modifications are made. Most of the cars can drastically improve on this, but I have not taken the time to fully modify all these cars and take the final reading, so I won't put it on this list. If no race number is given (as in the Tuned NA Car races), then the cars listed for that set of races (or single race) are selected at random as prize cars.

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Car Name           Manufacturer  HP      Weight  Value  Type  Aspiration
HP/Weight         Race
-----
Spoon Sports S2000  Honda        ???     ?,???  12,000  FR    Normal    .????
B License Test
[R]Castrol Supra GT  Toyota      685     2,535  250,000  FR    Turbo     .2702
GT Europe 1
[R]Zexel Skyline GT  Nissan      670     2,601  250,000  4WD   Turbo     .2576
GT Europe 2
[R]Kure R33 GT       Nissan      670     2,601  250,000  4WD   Turbo     .2576
GT Europe 3
[R]Nissan 300ZX GT   Nissan      301     2,601  250,000  FR    Turbo     .2311
GT Pacific 1
  
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[R]Mazda RX-7 LM Edition GT Pacific 2	Mazda	551	2,116	250,000	FR	Turbo	.2604
[R]HKS Drag 180SX GT Pacific 3	Nissan	1,011	2,160	250,000	FR	Turbo	.4681
[R]Mugen NSX GT '99 GT World	Honda	608	2,601	250,000	MR	Normal	.2338
Mugen Accord SIR-T FF Car 1	Honda	190	2,865	7,000	FF	Normal	.0663
Tom's T111 FF Car 2	Toyota	172	2,248	5,500	FF	Normal	.0765
Mugen Prelude Type-S FF Car 3	Honda	211	2,888	7,500	FF	Normal	.0731
Sileighty FR Car 1	Nissan	201	2,579	2,000	FR	Turbo	.0779
Nismo 270R FR Car 2	Nissan	264	2,733	10,000	FR	Turbo	.0966
Mazdaspeed RX-7 GT-C FR Car 3	Mazda	293	2,821	11,250	FR	Turbo	.1039
TRD 2000GT MR Car 1	Toyota	266	2,843	7,500	MR	Turbo	.0936
Tom's T020 MR Car 2	Toyota	230	2,689	7,500	MR	Normal	.0855
[R]GT40 Race Car MR Car 3	Ford	492	2,200	250,000	MR	Normal	.2236
Legacy Wagon GT-B 4WD Car 1	Subaru	274	3,152	5,150	4WD	Turbo	.0869
Nismo 400R Preceding 4WD Car 2	Nissan	393	3,417	20,000	4WD	Turbo	.1150
Mine's R32.5 Skyline GT-R 4WD Car 3	Nissan	618	3,306	17,500	4WD	Turbo	.1869
Mazda Demio A Spec. Lightweight 1	Mazda	99	1,807	3,750	FF	Normal	.0548
Mugen CR-X II Lightweight 2	Honda	155	2,204	2,500	FF	Normal	.0703
Mugen Beat Lightweight 3	Honda	61	1,675	2,000	MR	Normal	.0364
Vitz F '99 Compact Car 1	Toyota	67	1,807	2,320	FF	Normal	.0371
Clio 16V Compact Car 2	Renault	106	2,414	5,595	FF	Normal	.0439
Lupo 1.4 Compact Car 3	Volkswagen	73	1,904	4,172	FF	Turbo	.0383
Accord Type-R Luxury Car 1	Honda	207	2,962	10,000	FF	Normal	.0699
TRD Chaser X30 Luxury Car 2	Toyota	312	3,240	10,000	FR	Turbo	.0963
Nismo GT-R 4-Door Luxury Car 3	Nissan	293	3,439	12,500	4WD	Turbo	.0852
PT Spyder Muscle Car 1	Plymouth	221	2,700	25,000	MR	Normal	.0819
Cobra 427 '67 Muscle Car 2	Shelby	423	2,345	75,000	FR	Normal	.1804
Phaeton Muscle Car 3	Dodge	502	3,527	25,000	FR	Normal	.1423
MX-5 Miata A Spec. Convertible 1	Mazda	141	2,292	7,000	FR	Normal	.0615
MR-S Show Version Convertible 2	Toyota	135	2,138	12,500	MR	Normal	.0631
[R]Concept Car LM Edition Convertible 3	Dodge	526	1,984	125,000	MR	Normal	.2651
Mugen CR-X III Historic Car 1	Honda	164	2,513	3,000	FF	Normal	.0653
Europa	Lotus	125	1,609	20,000	MR	Normal	.0777

Historic Car 2								
XYR '99 (Celica)	Toyota	182	2,513	12,500	FF	Normal	.0724	
Historic Car 3								
Impreza STi Ver. V	Subaru	283	2,888	6,300	4WD	Turbo	.0980	
Station Wagon 1								
Mugen Accord Wagon	Honda	197	3,152	6,250	FF	Normal	.0625	
Station Wagon 2								
Stagea 260RS by Nismo	Nissan	343	3,791	12,000	4WD	Turbo	.0905	
Station Wagon 3								
Mugen Civic	Honda	164	2,491	5,750	FF	Normal	.0658	
80's Sports 1								
[R]Mugen NSX GT	Honda	608	2,601	250,000	MR	Normal	.2338	
Grand Touring 2								
[R]Unisa GT-R GT	Nissan	702	2,601	250,000	4WD	Turbo	.2699	
Grand Touring 3								
Tom's Angel T01	Toyota	155	1,543	12,500	MR	Normal	.1005	
Pure Sports 1								
Tuscan Speed 6	TVR	361	2,336	125,000	FR	Normal	.1545	
Pure Sports 3								
Spoon Civic Type-R	Honda	212	1,807	7,500	FF	Normal	.1173	
Tuned NA Car								
Spoon Integra Type-R	Honda	259	1,984	9,500	FF	Normal	.1305	
Tuned NA Car								
MX-5 Miata B Spec.	Mazda	165	2,160	3,000	FR	Normal	.0764	
Tuned NA Car								
Nismo 400R	Nissan	393	3,417	30,000	4WD	Turbo	.1150	
Tuned Turbo Car								
Mine's R33 Skyline GT-R	Nissan	618	3,395	18,750	4WD	Turbo	.1820	
Tuned Turbo Car								
HKS R33 Drag GT-R	Nissan	1,011	2,821	250,000	4WD	Turbo	.3584	
Tuned Turbo Car								
Mine's Lancer Evo. V	Mitsubishi	413	2,380	13,750	4WD	Turbo	.1735	
GT All-Stars 1								
Mine's R34 Skyline GT-R	Nissan	618	3,395	20,000	4WD	Turbo	.1820	
GT All-Stars 2								
Speed 12	TVR	807	2,094	500,000	FR	Normal	.3854	
GT All-Stars 3								
[R]ZZ-II	Tommy Kaira	588	2,248	250,000	MR	Turbo	.2616	
GT All-Stars 4								
R390 GT-1 Road Car '97	Nissan	351	2,204	250,000	MR	Turbo	.1593	
GT All-Stars 5								
Tom's Supra	Toyota	309	3,328	13,750	FR	Turbo	.0928	
Super Touring								
Camaro Z28 30th Anniv Ed	Chevrolet	285	3,441	7,000	FR	Normal	.0828	
Super Touring								
TRD 3000GT	Toyota	318	3,328	14,250	FR	Turbo	.0956	
Super Touring								
[R]Momo MR2 GT	Toyota	374	2,843	125,000	MR	Turbo	.1316	
GT 300								
[R]Arta GT-R GT	Nissan	702	2,201	250,000	4WD	Turbo	.3189	
GT 500								

#### 15.0 ARCADE MODE TIPS AND CARS

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Well, I appear to be 100% done arcade mode... basically, get all your licences in Sim Mode, and the Arcade disc will recognize them and open up most of the tracks. Then, you beat each track on the Difficult setting (class makes no difference) and it will open up its reverse track, and unlock either a Rally Car or an S-Class Car. As you progress, you'll open up more tracks. Still no Drag Racing sightings.

Note: Motorports Park appears to be a small go kart track, and can only be played in Time Trial mode.

Here's an extensive car list for Arcade Mode, including the tracks required to win on to gain the cars (if applicable). Special Thanks to Paul Hopkins <tigger@cowtown.net> for this great list.

#### S Class

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Aston Martin V8 Vantage - 5. Seattle Short Course  
Dodge Viper GTS - 8. Seattle Circuit  
Jaguar XKR Coupe - 12. Apricot Hill Speedway  
Lister Storm - 20. Deep Forest Raceway  
Renault Clio Sport V6 24v - 3. High Speed Ring  
RUF CTR 2 - 9. Rome Circuit  
Shelby Corba Daytona Coupe - 19. Test Course  
TVR Tuscan Speed Six - 18. Autumn Ring  
Vector M12 - 14. Clubman Stage Route 5  
Venturi Atlantique 400 GT - 6. Rome Short Course

#### A Class

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Chevrolet Corvette Coupe  
Ford Mustang SVT Cobra  
Lotus Elise Sport 190  
Mazda RX-7 Type RS  
Mitsubishi Lancer Evolution VI GSR  
Nissan Skyline GT-R V-Spec  
Subaru Legacy B4 RSK  
Tommy Kaira ZZ-S Coupe

#### B Class

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Alfa Romeo 156 2.5 V6 24v  
Audi TT  
BMW 328i Saloon  
Fiat Coupé 2.0 20v Turbo  
Honda S2000  
Lancia Delta HF integrale  
Mercedes-Benz CLK 320 Sports  
Plymouth Pt Spyder  
Toyota Altezza RS200

#### C Class

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Citroën Xsara 1.8i 16v Exclusive  
Daihatsu Move Aerodown Custom  
Ford Mercury Cougar  
MGF 1.8ivvc  
Opel Tigra 1.6i  
Peugeot 206 GTi  
Mini Cooper 1.3i  
Suzuki AltoWorks RS/Z  
Volkswagen Golf GTi

#### Rally Car

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Citroën Saxo  
Ford Focus  
Lancia Delta HF integrale  
Mazda Protégé  
Mitsubishi Lancer Evolution V  
Nissan Pulsar GTi-R  
Opel Tigra Ice Race Car  
Peugeot 206  
Renault Mégane  
Subaru Impreza  
Subaru Impreza 99  
Toyota Celica GT-Four 261hp  
Toyota Corolla

Diahatsu Stòria X4 - 2. Midfield Raceway  
Ford Escort - 16. Grand Valley Speedway  
Lancia Strato's - 15. Grand Valley East Section  
Mini Cooper 127 MK 1 - 7. Red Rock Valley Speedway  
Mitsubishi Lancer Evolution III - 13. Trial Mountail Circuit  
Mitsubishi Lancer Evolution IV - 4. Super Speedway  
Mitsubishi Lancer Evolution VI - 21. Rome-Night  
Peugeot 306 - 1. Tahiti Road  
Toyota Celica GT-Four 251hp - 11. Laguna Seca Raceway  
Toyota Celica GT-Four 295hp - 17. Special Stage Route 5  
Volkswagen Golf - 10. Grindelwald

#### 16.0 AROUND THE WEB--ADDITIONS FROM THE READERS

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Here's the scoop. I'm gonna start adding strategies for each course as well as updating the car setup section frequently. However I want to expand this to include specific car strategies,

so here's what I'd like: send me in a "complete" review of a car that you enjoy driving or have substantial knowledge of. Include its specs (don't get too detailed, hp/weight, basic suspension etc will be enough), its strengths and weaknesses, what modifications do it best, what kind of driving style it takes to run it, your best suspension/gearing setups for that car, and even some history of the real life version. Note that I'll be doing most of the musclecars myself to give you some examples, so the extra musclicar reviews may not be posted, at least not yet. LET'S HERE EM!

Here's what we got so far:

#### GEARING TIPS:

I've gotten E-mail from people asking me how to increase the max speed even further after getting fully tuning-up their car, and after putting the gear settings to their lowest because some cars seem to only be able to go up to 220 MPH or so. What I'm about to tell you will make the car's max speed exceed the amount you think is the max possible.

Well, go to the Machine Test and choose 'Max Speed' to test your car's max speed. Go to the Settings, go to the Gears Settings, and put all of the gears to their lowest and start the test. See your car's max speed and if you want to increase it even further, quit and go back to the Settings. Push [Start] while highlighting one of the gears to return it to its default settings, and change the gears to their lowest settings again. Take the test again and the max speed should have either increased or decreased.

Now quit and go back to the Settings once again. You see the option all the way at the bottom of the menu with the gears? Well, select it and move it to the right a few, then push X or O to accept. Then push [Start] and it'll return to its default number. Go to the gears and make

them the lowest possible. Take the test again and the max speed should have increased.

Note: Don't do this for all cars since the higher your max speed, the less acceleration you have. You can also only do this for the final gear afterwards

Dan GC <lbdangc@aol.com>

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#### TURBOCHARGER TUNING:

This is to answer one of the most frequently asked questions about turbo-aspirating cars in Gran Turismo. The question usually goes something like this: "Hey, I just bought a level 4 turbo kit for my Nissan R32 Skyline, bringing it to 600+ HP. But now the \*&%ing thing won't accelerate like it used to. What gives?"

Here's an explanation: Each turbo kit progressively enlarges the turbines in the turbocharger. Enlarging these parts is a mixed blessing: A larger turbine means more power can be generated, increasing acceleration (in higher RPMs) and top speed. There is a downside to this: the larger the turbine gets, the more energy it takes to get it spinning from a standstill.

Thus, equipping a level 3 or 4 turbo kit in GT 2 will dramatically increase overall power in high RPMs, but they make the car accelerate unacceptably slow in low RPMs. This is called "turbo lag."

If you have a car in GT 2 which is experiencing turbo lag problems, and you need to start it up from stationery; then the best way to start up is to shift to neutral, accelerate to near-redline levels, then shift to first gear. If you're using auto-shift, then try setting the parking break (that's the triangle button) until the engine has revved up. This does not completely work around the problem, but it is useful if you ever have to start up again after crashing in the middle of a race.

Note that some turbo-aspiration cars, such as the Mitsubishi 3000GT Twin Turbo, do not experience the same magnitude of turbo lag-related problems as other turbo-aspiration cars. These cars actually have two turbochargers rather than one, which suppresses turbo lag while delivering the same power benefits. This is because the two smaller turbines take less power to start up than a large one, and working parallel, deliver the same amount of power.

Nick Zitzmann <nickzman@eskimo.com>

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#### LIMITED SLIP DIFFERENTIAL:

I've been noticing that an adjustment of 5-15, up to 50 or so on the fully custom diff-accelerator, allows for virtually no lag between gears, and furthermore, allows almost rocket-like acceleration all of the time... at the expense of handling. What's nice is that the decel value set at 15 or 16 allows quick wind-down, depending the turn, car...each car responds differently and depending on the track. But the push can be significant with the right track, conditions....

LSD seems to work better on a variety of cars vs. ASC, or whatever the acro...

The initial setting is the starting line/take off setting. You want traction so set it low as you need the gear to slip in order to get

torque. Any super close ratio/small car, less accel diff, big cars, you can get away with more... kinda. Spinning occurs, then you need to look at the ASC/TSC...or lowering the gear ratio.

In fact, everytime I make the gearing taller, I add more diff. It does make a real difference, getting rid of the loss in accel that raising it to a taller ratio would. On a closer ratio, less. On the high-powered turbo cars, 35-40 works well, but it really depends on the track's traction and corners.

Jeff Glotzer <schmenker@hotmail.com>

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ASC AND TCS TUNING:

I've been using the ASC and TSC, and idfferential settings for GT2, on a daily basis now, and I'm recommending the ASC for all cars, except certain AWD cars that don't really need it; it may also help depending on your driving style. If you find your car, such as the SLK 230, needs a little more traction to avoid spinning out, the ASC is a wonderful stabilizer under all conditions. Personally I notice no appreciable acceleration changes with the highest 101 setting. If you feel that some cars such as powerful FR cars are not responding as best they can, then add TCS to your settings. Try using a higher (i.e. 10-25) setting, and spin outs are minimized while retaining most of the acceleration response. If you notice that at a higher setting your acceleration in the powerband is declining, then try using a slight 5-10 pt increase in teh differential setting, another modification I use on every car in the 5,35-45,15 breakdown. I find if you tall up the gear ratio overall, teh diff setting can be set to 10 units higher if needed for faster acceleration. In fact, it's a wonderful way to balance your car, without finding yourself getting beat on the top end by other cars (like that'll happen on arcade or sim modes- this game is way too easy!!).

Jeff Glotzer <schmenker@hotmail.com>

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CAR REVIEW; VOLKSWAGON BEETLE GT:

One of about the only two cars that would be worth the \$500,000, would have to be the Volkswagen Beetle GT. I personally have used it in every race that the car is legal in. The secret to the "bug" is that it has the VW Syncros AWD ( some say that Audi's Quattro is the same but it is highly diffrent ) When you purchase this car you get a 2100 pound car that has 449 bhp. That is 4.68 pounds per bhp, when you compare the same priced Ford (DORF ) GT-40 ( 7.21 pounds per bhp ), it is worth to buy an AWD, 449 BHP car that you can use in just about any race ( even in rally races, if your good enough ). Endurance races with this car are great. The Syncros was designed to save tires due to the fact that it helps the car out of the corner and that it has ( in really life , but very little if the car is setup properly ) no wheel spin....

If any one has any thoughts about my opinion on why you should use this car in GT2 please feel free to email me.

Joe Hutchings <Cart0199@aol.com>

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CAR REVIEW: 1998 TOYOTA GT-1 ROAD CAR

Price: \$1,000,000

Worth It?: Oh hell yeah.

Here's the scoop. This car comes with 591 horsepower, and weighs in at a startlingly low 1,984 lbs. That's good for a power-to-weight ratio of nearly .3 But, it doesn't stop there. Unlike a lot of the high-priced GT-class racecars, the Toyota GT-One Road Car can be upgraded. The addition of a level 4 Turbine Kit (a mere \$74,000) rockets the car's horsepower to 975! What does that mean you ask? Well, aside from boosting the power-to-weight ratio from .3 to .5, it means that this car has STUPID FAST (technical term) acceleration. With the settings I use when driving mine, the car gets terrible acceleration in 1st and 2nd gear, and only average acceleration in 3rd gear. Where this car really shines however, is in 4th through 6th gear. The car climbs the Tachometer in 6th gear like most cars do in 2nd. The car goes from 100 to 200 mph in an unbelievable 8 seconds. This is faster than a lot of cars go 0-100! All in all, this is one of the best cars in the game. It's just too fast in the straights for the other cars to catch it. And with a few liberal driving techniques, such as using the handbrake to induce rear-end slip, it can even be made to handle like a dream.

Kavadril Gildoron <kavadril@go-concepts.com>

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#### CAR REVIEW: 1969 Chevrolet Camaro Z-28

Here's the first of my own car reviews, and I wouldn't mind if everyone's submissions were similar to this in format (though I'm not expecting this kind of length, unless you want to ;)

Make: Chevrolet

Model: Camaro Z-28

Year: 1969

Dealer Price: 37,420

Drivetrain: Front Engine/RWD

Engine: Cast-iron Overhead Valve Smallblock V8

Displacement: 5.7 litres (350 cubic inches)

Horsepower: 299 hp @ 4800 rpm (that's a crock, it's still making power at 6800)

Torque: 379 ft-lbs @ 3200 rpm

Curb Weight: 3395 lbs (this is a little overweight, but close)

Front Suspension: Unequal length double wishbone

Rear Suspension: Leaf-suspended

History: The 67-69 Camaro is arguably the most popular incarnation of the famous pony car, and with the Z-28 package available, why shouldn't it be? Chevrolet built the Camaro specifically as competition for Ford's pony car, the Mustang, but in addition, they needed a car to compete against the Mustang in SCCA Trans-Am racing as well; thus the Z-28 was born. Because of the 305 cubic-inch limit in the Trans-Am class, Chevrolet mated a 283 crank with a 327 block to produce 302 cubic inches of displacement (see below about this engine).

Installing a high lift, high duration cam along with an aluminum high rise intake mounted to a 750 cfm Holley 4 barrel, this 302 was waaaay underrated at 290 horsepower for the street, in actuality making approx. 400 horsepower, and able to rev well to 7000 rpm. An optional Cross-Ram Intake with twin Holley 4-bbl Carburetors was later offered in 1969.

This engine dropped in the relatively lightweight f-body platform with 4-wheel disc brakes, limited-slip differential and road racing suspension made it a force to be feared both in a straight line and in the corners.

On the drag strip, the Z-28 with the high-revving 302 was capable of consistant 14-second flat E.T.s on skinny 7" bias plys with next to no traction. Bolting on a set of modern radials to a bone stock '69 Z-28 rockets it to low 13s in the 1/4... not bad for a 60s smallblock pony car

designed for road racing.

(I know what you're thinking, go try it in the 0-400m and you'll likely run a low 15 second E.T. when stock... just remember, it's a videogame, not real life ;)... and besides, it's difficult to get a good launch even with the analog throttle).

This formula obviously was a success, as the Camaro not only sold in record numbers on the street and, more importantly, had amazing success in SCCA. Mark Donahue and Roger Penske gained victory three times in the 1967 season during the Z-28's "break-in" period, then went on to claim the championship in 1968 with a record 10 out of 13 race wins. Their domination continued with the Camaro, winning the championship again in 1969.

First off, I'm very pissed off at Sony for not being accurate with this Camaro. The Z-28 option in the 1967-69 Camaros used the 302 smallblock, and Sony has seen fit to drop in a 350 (5.7 l) smallblock instead. The 350 smallblock was only available in the 1969 Camaro (not the Z-28) with a 2-bbl carb making 255 horsepower. If they strive to give us the classic cars we want, why can't they be accurate?! Maybe if the designers weren't so damn biased towards Japanese manufacturers... but I digress...

Gran Turismo 2, I'm happy to say, has faithfully translated the Z-28 (minus the accuracy of the engine) to be a competitor just as it was in the 60s. When fully modded, the Z-28 runs close to 440 horsepower from its naturally aspirated smallblock, and weighs in at a scant 2899 lbs. This gives it more than enough speed to hang with a lot of the other "mid-card" racecars, though it's unfortunately not in the league with the GT or LM cars. It's also rather unfortunate that the designers seemed to overlook the potential of this engine, when smallblock Chevy's of this type have been seen to make over 700 horsepower in real life without the aid of a blower or nitrous.

The Z-28, as it was back in 1969, is already a decent handler in stock form, even by today's standards. But, as it was in 1969, the main problem with its handling is its pathetic 7" wide bias ply tires. So if you're looking to remain in basically stock form and just have some fun with this Camaro, the only thing it's in serious need of is a set of tires. I recommend slicks of course ;).

The Z-28's Double wishbone front suspension is sturdy and up to the task, one of the main reasons it's still used today in many sports cars, including the Corvette. After fully modding the Suspension, the Camaro gets a much needed drop in ride height among other things, but the only serious suspension tuning tip you need for this car is to set the rebound on the rear shocks quite low, and the front quite high to get rocketing acceleration out of the corner. Other than that, consider whether or not you want real stiff suspension, it's more of a driver preference if you don't mind hanging by a hair around uneven surfaces. But with the properly tuned suspension this car will have only a hint of a loose condition on corner exit, with excellent braking characteristics thanks to its 4-wheel disc brakes.

Probably the best thing about this translation of the Z-28, other than it's obviously beautiful timeless styling, is how excellently Sony duplicated the sound of the 350 (althought it's supposed to be a 302 dammit!) smallblock. With exhaust mods, the excellent thrumb of the engine at around 6000 rpm is true music to the ears.

#### MY PERSONAL SETTINGS:

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	FRONT	REAR
Spring Rate:	14.3 in-lb	12.4 in-lb
Ride Height:	97	101
Shock Bound:	8	6
Shock Rebound:	7	4



Camber:	3.2 degrees	0.5 degrees
Toe:	+0.05	0.0
Stabilizer:	7	6
Brakes:	19	12

Notes: this setup is best suited for my driving style, which is a hard-entrance controlled loose condition. The Z-28 with these settings is an excellent braker and, if braking heavy and entering the apex, can rocket out of the corner with best possible speed (thanks to the shock settings allowing for excellent rear weight transfer). The car will get naturally loose on its own without throttle, but it is a controlled condition during corner entrance. The downside to this setup is that the car will tend to get more loose on serious throttle during corner exits. I am currently fooling with the LSD to lessen this while not reducing acceleration. This will be updated.

John Culbert <tigeraid@fighters.net>

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CAR REVIEW: Ford GT-40

Make: Ford  
Model: [R]GT40  
Year: 1966  
Dealer Price: 500,000  
Drivetrain: Mid-Engine/RWD (MR)  
Engine: V8 -  
Displacement: 4736cc  
Horsepower: 305 hp @ 6000 rpm  
Torque: 327.6 lb-ft @ 4200 rpm  
Curb Weight: 2200 lbs  
Front Suspension: Double Wishbone  
Rear Suspension: Multi-link

This car has great handling and it's pretty difficult to spin out with it. It's max. speed and acceleration are pretty above average and handling is above average. It rules on the Red Rock Valley course and similar courses. It's a car for beginners since it doesn't require much work to turn corners. Since it's an MR, brake early, turn, and tap acceleration while turning to make shift weight to the back. Or you can just brake and turn simultaneously to cause your car to oversteer and fishtail, but then you countersteer to stop the fishtailing. After you master the turning with this car, you'll soon find out you don't need to brake much with this car.

All you need to do is change its tires to Hard in the front, Soft in the back to reduce oversteering. When you start fishtailing, release acceleration and countersteer, otherwise you'll still fishtail and might spinout while trying to countersteer while holding acceleration.

Dan GC <lbdangc@aol.com>

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CAR REVIEW: FORD GT-40 RACECAR

Make: Ford  
Model: [R]GT40 Race Car  
Year: 1969  
Dealer Price: N/A  
Drivetrain: Mid-Engine/RWD (MR)  
Engine: - -  
Displacement: ----  
Horsepower: 492 hp @ 6500 rpm

Torque: 449.8 lb-ft @ 5000 rpm  
Curb Weight: 2200 lbs  
Front Suspension: N/A  
Rear Suspension: N/A

You thought the [R]GT40 was a great car, wait until you look at this! You have to change it's transmission (decrease the final gear by a lot) to win in the Gran Turismo All Stars races. It's max. speed is above average, once you decrease the final gear, acceleration is above average, and handling is above average. It rules on corners-a-plenty courses. Everything like in the [R]GT40 applies to this car, except this car has better acceleration and max speed, but just as good handling. Remember, though, the faster a car is going, the more understeer there is, so you have to brake earlier.

Dan GC <lbdangc@aol.com>

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CAR REVIEW: MITSUBISHI FTO LM

Make: Mitsubishi  
Model: [R]FTO LM Edition  
Year: N/A  
Dealer Price: N/A  
Drivetrain: 4WD  
Engine: - DOHC  
Displacement: ----  
Horsepower: 549 hp @ 8500 rpm  
Torque: 359.4 lb-ft @ 6000 rpm  
Curb Weight: 2050 lbs  
Front Suspension: N/A  
Rear Suspension: N/A

This car is one of the best EVER! At least in my opinion, that is. I've said it before and I'll say it again, this car has above average acceleration and max speed, and has wonderful handling and stability. This car rules on virtually all courses, as long as it has a lot of corners. It might not be able to always beat a [R]GT40 Race Car, though, but that's another story. You can use the [R]FTO LM Edition to race in any of the Gran Turismo All Stars, GT 300 Championship, or GT 500 Championship races. Even the GT League races, this car rules. You can even use this car in Rally races, the only car it can't beat is the Suzuki Escudo Pikes Peak Version rally car, it gets a beating against it, on the Pikes Peak rally races. You can win virtually almost any race with this car, just put Soft tires in the front and back and you're set to go. No extra tuning is needed.

Dan GC <lbdangc@aol.com>

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CAR REVIEW: DODGE CONCEPT CAR LM

The Dodge Concept Car LM is the best car for GT2. It is quite useful in the endurance races, it saves tires to no end. When using the super soft tire compound i could get 20 laps @ Laguna Seca Raceway. When you win the car, it is pretty much set up all you have to do is lower the car to it's minimum, change the wing angles as high as they go, and adjust the stiffener bars ( 2 of them ) to 7. I have pumped out laps in the 1 minute 10 second range ( that is when the tires are warm and are still in the green ). When tire wear sets in, the car will still put out laps in the 1:20's and seeing that the cars in the 200 mile race use hard compound tires and turn laps in the

1:25's, it's the perfect combo to win lots of endurance races. I have used it for 5 of the 7 endurance races, won by 6 or 7 laps average. Flaws this car has though; top end in the 180's ( that is the maximum gearing you can give the car until it can't accelerate very good ) handling is excellent but over-correcting will send you all over the road, you can't get it in any other color ( i need it in black and some racing stickers ), engine underpowered ( in my standing ) it has 541 bhp... but it needs 600 to get 200 mph easier.

Joe Hutchings <Cart0199@aol.com>

#### 17.0 GAMESHARK CODES

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Special Thanks to RaysurX <raysurx@home.com> and Luke\_Skywalker from the granturismo.com MessageBoard for the codes below. These codes are for the North American version of Gran Turismo 2 ONLY, using GameShark 2.0 or above. USE THESE AT YOUR OWN RISK.

NOTE: I DO NOT OWN A GAMESHARK AND THUS HAVE A HARD TIME KEEPING UP WITH THE CODES, OR THINKING UP MY OWN. ANYONE WHO HAS A NICE, THOROUGH LIST, PLEASE SUBMIT THEM AND I'LL POST IT WITH CREDIT.

NOTE II: IF ONE OF THESE CODES DOES NOT WORK, TALK TO A GAMESHARK WEBSITE OR SOMEONE WITH ONE, I ONLY GET THEM OFF THE NET JUST LIKE YOU.

#### ARCADE DISC

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-Unlock RALLY Tracks: 800F3656 0009

-Unlock 2p tracks including Rally Tracks that \*Street\* cars can race on: 800f3658 001c

-Unlock Rally Tracks for 2 Player: 800f365a 0006

-NITROUS "QUICK SHOT-SQUEEZE":

Works only with Dual Shock Analog controllers. Press R3 (right analog stick) to activate at any point after mid-range RPM in 1st gear: D00A9228 4000

800A99DE 0020

D00A9228 4000

800A99DA 0020

-Unlock Ending Credits: 80052580 0001

80052594 0001

Once you enter the "View Credits" screen, disable off the code or the FMV will lock up.

-Hood View w/Joker Commands: D00A9228 0001

801FFA92 0003

D00A9228 0002

801FFA92 0000

Press UP on the D-pad to enable, Press DOWN on the D-pad to disable. You must not be pressing any other buttons when enabling or disabling the jokers.

#### SIMULATION DISC:

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-99,999,999 Credits: 801D0FC8 E0FF

801D0FCA 05F5

-Stop Race Timer (e.g. Licence Tests):

Press up on the D-pad during a race/test to activate. Pressing any other button at the same time will nullify the action: D00A9228 0001

8002F810 0000

D00A9228 0001

-Gold Licences: WARNING: DO NOT ACTIVATE ALL LICENSE SETS AT ONCE.. USE ONE AT A TIME, SAVING BETWEEN EACH LICENSE SET. For example, activate the B-license codes first. Then save, discard the B-license codes and enter A-license codes, then save, etc...

## GOLD LICENSES B:

801CC760 0400  
801CC804 0400  
801CC8A8 0400  
801CC94C 0400  
801CC9F0 0400  
801CCA94 0400  
801CCB38 0400  
801CCBDC 0400  
801CCC80 0400  
801CCD24 0400

## GOLD LICENSES A:

801CC0F8 0400  
801CC19C 0400  
801CC240 0400  
801CC2E4 0400  
801CC388 0400  
801CC42C 0400  
801CC4D0 0400  
801CC574 0400  
801CC618 0400  
801CC6BC 0400

## GOLD LICENSES I-C:

801CBB34 0400  
801CBBD8 0400  
801CBC7C 0400  
801CBD20 0400  
801CBDC4 0400  
801CBE68 0400  
801CBF0C 0400  
801CBFB0 0400  
801CC054 0400

## GOLD LICENSES I-B:

801CB428 0400  
801CB4CC 0400  
801CB570 0400  
801CB614 0400  
801CB6B8 0400  
801CB75C 0400  
801CB800 0400  
801CB8A4 0400  
801CB948 0400  
801CB9EC 0400  
801CBA90 0400

## GOLD I-A LICENSES:

801CADC0 0400  
801CAE64 0400  
801CAF08 0400  
801CAFAC 0400  
801CB050 0400  
801CB0F4 0400  
801CB198 0400  
801CB23C 0400

801CB2E0 0400  
801CB384 0400

GOLD S-LICENSE:

801CA758 0400  
801CA7FC 0400  
801CA8A0 0400  
801CA944 0400  
801CA9E8 0400  
801CAA8C 0400  
801CAB30 0400  
801CABD4 0400  
801CAC78 0400  
801CAD1C 0400

18.0 RESOURCES  
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The best resource for compiling this information is the Gran Turismo Message board, at <http://www.granturismo.com>... Thanks especially to HondaKid86, and Jaz Rignall of IGN ([www.ign.com](http://www.ign.com)) for posting some real informative documents on GT2. Also thanks to Tony Lau <tonylau\_pk@yahoo.com>, game-vamp, Filtered Blue, Berra Patrice and Kevin Knipp <KKnipp@yaleenforcement.com> for additional information.

Resources:  
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<http://www.granturismo.com>  
<http://www.ign.com>  
[http://members.xoom.com/\\_XOOM/gt2central/index.html](http://members.xoom.com/_XOOM/gt2central/index.html)  
<http://nav.webring.org/cgi-bin/navcgi?ring=granturismo2;list>  
<http://www.videogames.com> (189 current screen shots)  
<http://cars.drip.org> (my page :P)  
<http://members.xoom.com/gt2x/main.htm>  
<http://www.vsta.com/~demio/gt2.htm>  
<http://www.interpoint.net/~jm2web/gt2/>  
<http://www.granturismobynumbers.com/>  
<http://www.cheatcc.com>

19.0 CREDITS  
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Special thanks go out to all the members of #cars, who have helped spread the word about the problem of ricing cars (and I don't mean japanese cars, rather any car that has that kind of tasteless, useless crap done to it--see <http://cars.drip.org/rice.html> for the PROPER explanation of this sad phenomenon), as well as Jason <cka> Jamieson, Ryan <skee> Jackson, Tyler <viper600> Stewart, Jove <TheDrip> Malcolm and Sam <lagunaS3> Reckzin for Gran Turismo competition, and GT2 competition to come ;).

REMEMBER TO CHECK OUT MY GRAN TURISMO 2 NEWS PAGE FEATURED ON [HTTP://CARS.DRIP.ORG](http://cars.drip.org) FOR LOTS A GREAT PICS, VIDEO CLIPS, INFO, AND OF COURSE THIS DOCUMENT!

This FAQ and all my others can be accessed at the following sites:

<http://www.gamefaqs.com>

http://cars.drip.org  
http://www.fighters.net

Wanna talk? You can contact me on IRC (Internet Relay Chat) as tigeraid, #cars, #fighters.net, #vfhome, #tekken and #capcom.

NEED ALL THE BEST ON-LINE INFO ON FIGHTING GAMES? COME CHECK OUT FIGHTERS NET AT WWW.FIGHTERS.NET. UNBIASED, HARDCORE INFO ONLY!

"I said it before and I'll say it again--democracy simply doesn't work!"

-Kent Brockman, the Simpsons

REST IN PEACE, #99 GREG MOORE  
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I'd like to take a short moment to speak my thoughts on the tragedy that befell Greg Moore at Fontana on October 31st of 1999. He was killed in a crash early on in the race and pronounced dead 90 minutes later.

Greg Moore was a fellow Canadian racecar driver, and though I never had the privilege of meeting him in real life, I have been acquainted with his team's PR reps before. Certainly I don't mean this in an egotistical way, but being a Canadian racer as well I feel a great loss almost as if he was a personal friend or family.

This just goes to show that there are some serious problems with the design of these cars. In 4 years, three drivers and five spectators have been killed in accidents during races in the CART series. This to me shows that's there's really something wrong with the direction CART is taking. I race oval on a weekly basis and never exceed speeds of 80 mph (because it's a 1/4 mile oval, very small--my car's certainly capable of faster). At these speeds, our racing is close, competitive and very fun to watch. My point is, why the hell do series like CART have to go so fast? It doesn't make it any more exciting to watch, it's the competition that counts--NASCAR restricts speeds for safety reasons and hell, stockcars like these and mine have full bodies and rollcages. Dale Earnhardt, at Daytona two years ago, flipped his car 20 ft in the air, rolled twice hitting the fence on the front stretch. He got out of the car on his own, walked to the ambulance, and later, after realizing the engine still fired, put 4 new tires on it, taped it up and went out and continued the race. Open wheel cars are just plain too dangerous and feeble to be racing at these tremendous speeds. Despite the fact that designs of these cars have advanced greatly since the old days, with the cockpit seperating from the rest of the shattered car during impact, it's still far too dangerous. It's simple physics--the closer the rest of the car is around the driver, the more energy of impact the driver's body will absorb. The cockpit is very small and tight around the driver without any frame or tubing to absorb the impact, meaning the walls of the cockpit and the driver's body still takes most of the impact. This design seriously needs to be rethought.

I know I'm rambling and this document is supposed to be for Gran Turismo 2. I'm just so sad at the loss of who is arguably the 2nd best racecar driver our country has ever produced, next to Gilles Villeneuve, and quite possibly was on his way to being THE best. But at the same time, I'm incredibly frustrated and angry that open wheel racing has not taken steps to improve safety, only increasing speed.

Rest in Peace, Greg Moore, you will be sorely missed by your friends, fans, and fellow racers.

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