

Re-Volt FAQ

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Updated to v2.0.1 on Sep 21, 2017

This walkthrough was originally written for Re-Volt on the PSX, but the walkthrough is still applicable to the PC version of the game.

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Legal Stuff & Misc. Info Before Starting

Legal Info

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Version History

v2.0.1 (September 2017): As stated, more practice with the editor provided better-looking results in the Pick-Ups and Tracks sections.

v2.0 (September 2017): After Gamefaqs updated its editor, I had to rework this guide from the ground up. The new Legal Stuff & Misc. Info Before Starting section englobes up to 7 of the former sections so everything would be displayed in a single page. The main three sections were also modified, with all H3 removed because no subsection required a page on its own, thus being reconverted into H4.

This version may be subject to change after I practice a bit more with the new editor and get used to it.

v1.1 (March 2017): Further tests after attempting the Spanish translation have showed me that the values for some car stats could be wrong. The section has been fully reworked after the newer tests took place.

Additionally, since this was my first ever guide, I took some time to polish it. I'm not sure if the polishing is fully done, but at least now it looks more professional and less newbie.

v1.0 (January 2017): The original guide. It later had the section "Other sites" added after I received a petition to have it posted on another site, but it was a very minor update.

About this guide

The purpose of this guide is to give the player the knowledge needed to beat this game. As such, no walkthrough will be posted since that path must be walked and discovered by the player.

All information regarding the available cars, tracks and pick-ups will be carefully detailed, Cars will have all its stats analyzed, tracks will have a one-lap walkthrough so the player knows their layout and pick-ups will be supported by their in-game icon for easier recognition during a race.

Basic Explanations

There are three things to explain before beginning: track categories, car ratings and game modes.

In tracks, it technically distributes them in different levels of difficulty, though each player has its own skills and style and thus can find some hard races actually easy and viceversa. For this reason, tracks will only be included by name as they appear on the selection screen (with one obvious exception).

Cars are distributed in ratings regarding their overall performance, mainly regarding their top speed. Each car has a total of four stats: acceleration, top speed, weight and transmission. The first three are measured in bars, the last one refers to the drivetrain and gives a general hint about its handling. The car selection screen is quite misleading in all four stats, so I'll post the correct stats I've noted during my playthrough.

Lastly, the game modes refer to the speed and collisions. Junior RC uses reduced speed and simple collisions, while Console, Arcade and Simulation all use full speed with increasing levels of realistic collisions. The stats of each car have been measured at full speed because Junior RC is kind of useless, speed isn't that great in these cars.

Credits/Special Thanks

Gamefaqs for hosting this guide.

You, dear reader, for reading it.

All the developers that made this game possible, as well as the publisher company who brought it to our stores' shelves.

The people of Re-volt Wikia for the numerical values of acceleration and weight. The former may not be 100% accurate because of the changes between ports of this game, but it feels like being true in my tests. Weight is a given number, I really doubt it could differ between ports.

Other Sites

Version 1.1 of this guide is also available at neoseeker.com

If this guide is ported to any other site it will be reflected here

Contact Me

Right now, the best way to contact me is via a PM since I'll be around here quite often. I'll edit this in the future should anything change.

Pick-ups

While items are almost omnipresent in fantasy racing games, this time they are found scattered around the stage instead of being aligned in determined zones of the track. This means that each lap you won't find pick-ups in the same place, adding a bit of unpredictability to the races. As an added fact, a pick-up ascends to the sky when collected, which you can use as warning that the car in front has an ace up its sleeve.



Ball Bearing

This item leaves behind a big and heavy ball. While not dangerous per se, it can effectively block the cars pursuing you and slow them down. Used in tight sections or uphill it can become the nightmare of a light car, but a heavy car can move it out of the way with a couple tackles.



Battery

This item will enhance your car's acceleration and speed for approximately ten seconds. Cars under the influence of this item glow golden and emit a characteristic sound. Better used on straights or fast sections.



Bomb

Upon getting this item, your car will become fully pitch black and its aerial will become a fuse of sorts. After approximately ten seconds, the car explodes, potentially ending upside down, though heavy cars will be less affected. The bomb can be passed onto other cars through contact.



Clone Pick-up

As the name implies, an explosive clone is left behind. There's absolutely no difference between real and clone, so it's nearly impossible to discern between them, even more since pick-ups can appear at almost any given place. Running into a clone will make it explode with similar effects to the Bomb mentioned above.



Electro Pulse

This item covers your car's aerial in electric energy for approximately ten seconds. Passing nearby other cars will drain their energy and slow them down almost to a halt.



Firework

A projectile that can be aimed. Green targets will appear over a car you're aiming at, and your car will have a red target if being aimed by another car. They aren't very precise, and their explosive power is below the bomb. It can, however, make other cars lose control and spin out, but be careful because not even the launcher is safe from the explosion!



Fireworks Cluster

Essentially the same item as above, but this time three fireworks can be launched.



Global Pulse

The rarest item, it essentially brings the effects of the Electro Pulse to all the other cars simultaneously, no matter the distance.

The Global Pulse is also the only item that has its own pick-up somewhere in the stage. It's only available once, and it's always out of the ideal trajectory described below, so most of the times it's better to leave it be.



Oil Slick

This item leaves a puddle of oil behind the car. Any car passing over it will lose traction and speed for a short while. Dropped before jumps or in darkened areas where it's almost hidden to the eye produces deadly results.



Shockwave

This item is shot in a straight line. Any car it finds on its path will be sent flying, and land upside down most of the times. One of the most reliable long range weapons.



Water Balloons

Three water balloons that can be thrown. They don't produce a big effect on any car they hit, at much making them lose grip momentarily, and they are very inaccurate both for aiming and for varying distance before exploding.

Cars

There are a total of 42 cars in this game, divided into five ratings. There are also two engine classes available, Glow and Electric, meaning what their power source is (Glow is for internal combustion engined cars, Electric is for battery-powered cars). Electric cars tend to be inferior, proven by the fact they aren't present in the highest rating, while Glow cars aren't present in the lowest rating and thus tend to be superior. Glow cars also have a distinctive sound when racing, far louder and deeper than that of Electric cars.

Due to the horizontal bars being quite inexact when gauging and comparing stats, I'll give numerical values for acceleration, top speed and weight. The units will be miles per hour for top speed (mph), meters per second for acceleration (m/s) and kilograms for weight (kg).

The top speed was measured by me in Supermarket 1, home of the longest flat straight. It may not be a really accurate value because some cars may be able to reach higher speeds but the limited space doesn't allow for it.

Rookie Rating

RC Bandit

Engine: Electric

Acceleration: 4,56 m/s

Top speed: 28 mph

Weight: 1,20 kg

Transmission: 4WD

Pretty average overall, just what you would expect from a starting car.

Dust Mite

Engine: Electric

Acceleration: 4,42 m/s

Top speed: 28 mph

Weight: 1,20 kg

Transmission: 4WD

Similar stats to RC Bandit but it's a lot smaller, meaning it can pass through tight spaces easily.

Phat Slug

Engine: Electric

Acceleration: 3,44 m/s

Top speed: 30 mph

Weight: 2,50 kg

Transmission: RWD

Good handling. Its weight gives it poor acceleration, but can tackle obstacles out of its way with ease.

Col. Moss

Engine: Electric

Acceleration: 5,33 m/s

Top speed: 28 mph

Weight: 1,50 kg

Transmission: 4WD

Quite quick, but has very bad handling. Resembles a Caterham 7, even more with its British Racing Green color.

Harvester

Engine: Electric

Acceleration: 5,8 m/s

Top speed: 28 mph

Weight: 1,70 kg

Transmission: 4WD

Lacks a bit of speed but has incredible handling, giving it an edge in twisty tracks.

Dr. Grudge

Engine: Electric

Acceleration: 6,2 m/s

Top speed: 29 mph

Weight: 1,40 kg

Transmission: 4WD

Above average stats, probably the best car in its class.

Volken Turbo

Engine: Electric

Acceleration: 6 m/s

Top speed: 30 mph

Weight: 1,60 kg

Transmission: FWD

Good acceleration and speed, but its transmission gives it low handling compared to its peers.

Sprinter XL

Engine: Electric

Acceleration: 7,75 m/s

Top speed: 29 mph

Weight: 0,9 kg

Transmission: 4WD

Very quick and light, but has poor handling. Slightly resembles a Mazda MX-5 of the time if it wasn't for its hard top.

Amateur Rating

Dynamo San

Engine: Electric

Acceleration: 5,5 m/s

Top speed: 30 mph

Weight: 1 kg

Transmission: 4WD

Quite average stats if it wasn't for its poor handling.

Candy Pebbles

Engine: Electric

Acceleration: 4,25 m/s

Top speed: 31 mph

Weight: 1,30 kg

Transmission: RWD

Average stats, but handling stands above the rest.

Genghis Kar

Engine: Electric

Acceleration: 2,91 m/s

Top speed: 34 mph

Weight: 2 kg

Transmission: 4WD

Poor handling and lacks acceleration due to its excessive weight, but can make it up on straights.

Aquasonic

Engine: Glow

Acceleration: 5,66 m/s

Top speed: 30 mph

Weight: 1,40 kg

Transmission: RWD

More or less a Glow version of Candy Pebbles when it comes to stats.

Mouse

Engine: Electric

Acceleration: 4,85 m/s

Top speed: 30 mph

Weight: 2,30 kg

Transmission: 4WD

Due to its weight and size it has poor handling, but despite that it's a pretty capable car.

RC

Engine: Electric

Acceleration: 7,5 m/s

Top speed: 31 mph

Weight: 1,60 kg

Transmission: FWD

Based off Volken Turbo, with nearly identical parameters except for a noticeably higher acceleration.

LA 54

Engine: Electric

Acceleration: 6,4 m/s

Top speed: 32 mph

Weight: 0,9 kg

Transmission: 4WD

A twin to Sprinter XL. Trades a bit of acceleration for top speed, but keeps the poor handling of its twin.

MT XL

Engine: Glow

Acceleration: 5,66 m/s

Top speed: 32 mph

Weight: 1,40 kg

Transmission: RWD

A twin to Aquasonic. Seems to have a slightly better handling as well as a bit higher top speed.

Advanced Rating

Evil Weasel

Engine: Electric

Acceleration: 4,50 m/s

Top speed: 35 mph

Weight: 1,40 kg

Transmission: 4WD

Nice handling, average in the rest of parameters.

Panga TC

Engine: Glow

Acceleration: 4,62 m/s

Top speed: 34 mph

Weight: 1,80 kg

Transmission: RWD

Wide turning despite being rear-wheel-drive. Slightly resembles a Porsche 928.

R6 Turbo

Engine: Glow

Acceleration: 7,2 m/s

Top speed: 33 mph

Weight: 0.8 kg

Transmission: FWD

Lightest car in the game, which gives it good acceleration but also makes it hard to control at high speeds. Made to resemble the Renault 5 Turbo, hence the pun on its name.

NY54

Engine: Glow

Acceleration: 4,37 m/s

Top speed: 34 mph

Weight: 1,60 kg

Transmission: RWD

Quite balanced overall, so it's a good car to practice the tracks. Could use a bit more acceleration, though.

Bertha Ballistics

Engine: Electric

Acceleration: 5,83 m/s

Top speed: 39 mph

Weight: 3 kg

Transmission: 4WD

Heaviest car in the game, as well as probably the biggest in size, Has an impressive top speed, capable of leaving behind its peers on straights.

Shocker

Engine: Glow

Acceleration: 5,83 m/s

Top speed: 33 mph

Weight: 1,80 kg

Transmission: RWD

Re-styled body based on Panga TC. Has better acceleration but slightly lower top speed, and keeps its bad handling.

JG 2

Engine: Glow

Acceleration: 4,125 m/s

Top speed: 32 mph

Weight: 1,60 kg

Transmission: RWD

A twin to NY54, slightly inferior in acceleration and top speed.

Groovster

Engine: Glow

Acceleration: 4,25 m/s

Top speed: 33 mph

Weight: 2 kg

Transmission: RWD

Surprisingly, a twin to a car of higher rating, Pest Control. It has watered down speed, which is balanced by a higher acceleration. It also has excellent handling compared to its twin.

Semi-Pro Rating

Pest Control

Engine: Glow

Acceleration: 3,72 m/s

Top speed: 38 mph

Weight: 2 kg

Transmission: RWD

Nice speed, but has very slow acceleration and bad handling. Definitely a car for expert players.

Adeon

Engine: Glow

Acceleration: 9 m/s

Top speed: 36 mph

Weight: 1,20 kg

Transmission: 4WD

Very good handling and top speed with excellent acceleration. One of the best cars overall.

Pole Poz

Engine: Electric

Acceleration: 6,16 m/s

Top speed: 35 mph

Weight: 1,70 kg

Transmission: 4WD

Quite good stats but has very wide turning, almost exaggerated.

Zipper

Engine: Glow

Acceleration: 7,4 m/s

Top speed: 36 mph

Weight: 1,40 kg

Transmission: 4WD

Very good overall, quite similar to Adeon but with a wider turning.

Rotor

Engine: Electric

Acceleration: 5 m/s

Top speed: 36 mph

Weight: 3 kg

Transmission: 4WD

Fast and heavy, but lacks some turning. Due to its oversized wheels it has the unique ability to race upside down. You can notice when Rotor is upside down by its aerial or by switching into the frontal camera.

JG-7

Engine: Glow

Acceleration: 7,2 m/s

Top speed: 34 mph

Weight: 1,2 kg

Transmission: 4WD

A twin to Adeon with lower acceleration and speed. Still a very good average car.

RG1

Engine: Glow

Acceleration: 4,5 m/s

Top speed: 33 mph

Weight: 1,4 kg

Transmission: 4WD

A slightly re-styled body of Zipper, this new shape resembles the McLaren F1 GTR. Has notably lower acceleration and reduced top speed compared to its main body.

RV Loco

Engine: Glow

Acceleration: 4,6 m/s

Top speed: 37 mph

Weight: 1,4 kg

Transmission: FWD

A twin to Cougar, a car of a higher rating. As such, this car has toned down performance, but it's still a very good competitor.

In other parts of this game, this car is reported as having the highest top speed but at the same time the worst handling. In-game tests demonstrate that this is not the case in PSX, because the car is as fast as its peers and its handling, while still bad, isn't the worst.

Pro Rating

Cougar

Engine: Glow

Acceleration: 5,375 m/s

Top speed: 40 mph

Weight: 2 kg

Transmission: FWD

Very fast, but lacks a bit of handling. Its shape and front resemble a Lamborghini Miura.

Humma

Engine: Glow

Acceleration: 9,75 m/s

Top speed: 37 mph

Weight: 2 kg

Transmission: 4WD

Lacks handling but has staggering acceleration.

Toyeca

Engine: Glow

Acceleration: 8 m/s

Top speed: 39 mph

Weight: 2 kg

Transmission: 4WD

Very decent parameters, making it one of the best cars in the game. Its shape resembles a Porsche 911.

AMW

Engine: Glow

Acceleration: 5,25 m/s

Top speed: 38 mph

Weight: 1 kg

Transmission: RWD

Has wide turning, but quite average nonetheless. Resembles a BMW E36 M3 GT

Panga

Engine: Glow

Acceleration: 6,14 m/s

Top speed: 43 mph

Weight: 2,50 kg

Transmission: 4WD

Fastest car in the game, but its excessive weight and size make it rough and clumsy at turning.

This car is as odd as special. Its design isn't based in a car, instead it's a panda (with an angry face, I must add) mounted into a chassis. In the car selection screen, its stats are marked as ??? and it also produces a unique sound, like a high pitched and high revved Glow engine.

SNW 35

Engine: Glow

Acceleration: 13,33 m/s

Top speed: 37 mph

Weight: 2 kg

Transmission: 4WD

A twin to Humma with enhanced parameters. Accelerates almost instantly, outclassing any other car.

Purp XL

Engine: Glow

Acceleration: 4,66 m/s

Top speed: 39 mph

Weight: 2 kg

Transmission: 4WD

A twin to Toyeca with modified parameters. It has lower acceleration and doesn't have good handling.

Fulon X

Engine: Glow

Acceleration: 6,33 m/s

Top speed: 38 mph

Weight: 1 kg

Transmission: RWD

A twin to AMW with modified parameters. It has increased acceleration and seemingly slightly better handling.

Tracks

There are a total of 13 tracks in the game, each with four possible configurations: Normal, Mirror (M), Reverse (R) and Mirrored Reverse (MR). The mirror versions simply mean that left becomes right and viceversa, so it means little change and thus will be left out of this guide. Normal and Reverse will be the configurations to be analyzed. The latter sometimes maintains the same layout as Normal, but in other times it can be very different, hence why I'm including it.

Each track, save one exception, has its own layout which we tackle in the two possible directions. Due to this, each track will have its own entry, where a full lap to both configurations will be detailed. The exception will be Toytanic: both its tracks have the same layout, thus they'll share the same entry and only the first layout will be analyzed, the second will just have detailed the changes compared to the "original" track.

Toys in the Hood 1

Normal Configuration

Set in a neighborhood, like its name implies. It's full of 90 degrees turns, which are a staple in urban areas. Also, many turns have a shortcut via the sidewalk, but it makes the turns sharper and thus there's only one instance where it's actually recommended. It's also a wide and fairly straight track, so top speed is favored. A unique quirk to this track is the long section that you must drive through twice in a single lap, each time in a different direction, meaning that after a few laps you can encounter cars going in the "wrong" direction just in front, and they can use their weapons against you to slow you down!

Right after the start, we face a 90 degrees right turn, heading to the shared section of the track. A long and smooth left turn takes us to another 90 degrees right turn, and after a short straight we enter the roundabout that will head us again to the shared section.

We enter the roundabout through a 90 degrees left turn. A series of short straights separate each turn within the roundabout. The following two turns are 90 degrees right handers. After them comes a right-left-right variant, the only occasion which taking the shortcut of the sidewalk to cut the left turn is recommended so as to only make one turn. Be careful because you can lose control while tackling the sidewalk or when landing. A last right-left chicane ends the roundabout and brings us again to the shared section. It's not greatly recommended you use the sidewalk shortcut here, but you can try and see if you go faster using it or not.

After a short straight, we face a 90 degrees left turn and a long and smooth right turn. After it, continue straight to enter some kind of tunnel, leading you downhill while making a smooth left hander. Upon exiting, we will have to go left so as to cross the start/finish line, facing a great uphill. To make it easier, go close to the wall in front so you don't lose much speed in the uphill, and start a new lap.

Reverse Configuration

This variant follows the exact same layout as the main one. Probably the only noticeable difference is at the start, and also the entrance to the start/finish line is more complicated now.

Right after the start, we face a small jump, leading us to the tunnel. We take it uphill while describing a smooth right turn to enter the shared section. After the short straight, a long and smooth left hander, another short straight, a 90 degrees right turn and a final straight leading us to the roundabout.

Since we take the roundabout in reverse direction, we first face a right-left chicane. Like before, the sidewalk shortcut isn't greatly recommended, but you can try it. After a short straight comes the left-right-left combination, where we use the sidewalk shortcut on the right corner so as to essentially take just one left turn. A short straight leads us to a 90 degrees left turn, and another straight leads us to yet another 90 degrees left turn. One last straight for a 90 degrees right turn, and we're on the shared section again.

A straight stretch leads us to a 90 degrees left turn, and right after it comes the smooth right turn. Upon exiting it, be careful, since the start/finish line is almost blind, and you must take a sharp 90 degrees turn to enter it.

Supermarket 2

Normal Configuration

Name is pretty self-explanatory. It's the shortest track in the game, and also the easiest one. It's pretty straightforward, so top speed is a major factor, although transmission and handling also play a big role.

We start just in front of three shelves, essentially creating four aisles. There are two lines of shelves, and the aisles are rather wide. After passing straight alongside the shelves, preferably through the aisle in the far right, we face a smooth right-left combination that leads us to the freezer. It's a 180 degrees right hairpin, formed by two consecutive 90 degrees turns which can be tackled as one more often than not.

After exiting the freezer, we face a 90 degrees left turn, followed by a long right turn. It seems like a 90 degrees turn at the start, but at the exit you must evade an obstacle by going a bit more to the right. After that, a handful of cashiers, which you must pass through the aisles (not recommended to follow the belt and jump or you will lose time) and then straight through the exit door. Right after the door, a 90 degrees turn leading to a ramp, first aiming down and then aiming up. When aiming up, most cars will jump, so be sure to aim the car properly through the entrance back into the supermarket to your right. A smooth right turn returns us to the shelved aisles, ready to start a new lap.

Reverse Configuration

No significant changes in this variant, probably a bit more straightforward than the main one.

We start in one of the middle aisles between two shelves. A smooth left turn takes us to the outside through an open door. Once again, the ramp will make your car jump right before approaching the door to the left, so aim more carefully to the center. Crossing the door, we face the cashiers. This time, you cannot use the belt to jump, so it's easier to pass through them.

After them, a 90 degrees left hander takes us into a 90 degrees right hander, after which is the entrance to the freezer. This time it's a 180 degrees left hairpin and it's entered at a higher speed, so be careful here. After exiting the freezer, a smooth right-left combination takes us again to the shelved aisles. Aim for the one on the far left, you will cover less distance that way and will be better placed to tackle the first turn on your new lap.

Museum 2

Normal Configuration

Another self-explanatory name. This track has some sections with poor light, almost darkened, so you won't be able to anticipate turns as easily as in other tracks. Overall it's quite a tight track, but the few sharp turns it has means a high top speed coupled with a good handling will be crucial.

Right after the start, we go through some kind of bridge. With the track tightening and the walls not allowing a clear anticipation of the upcoming turns, we face a long and smooth right hander. At the exit, an open hall, where you must take a route to the left, with the track tightening again. A long and smooth right hander followed by a similar left turn leads us to a short straight.

After it, a blind 90 degrees right turn takes us into two ramps, preceded by a 90 degrees left turn. The ramps are based on belts, the left one designed to go upwards and the right one designed to go downwards, but since neither is actually moving you can take whichever you want. At the peak of the belt the cars will jump, facing a short and darkened straight with a hard to anticipate 90 degrees right turn up in front.

After it, we face a two way. You can choose between a smooth and long right or left turn. There's no difference in choosing one or the other, so pick whichever you want. After you return to the track, a right hairpin is ahead, in a darkened section that makes it a bit hard to take. Be careful at the exit, because the track tightens once again and you can easily crash against the walls.

The aisle has a steep downhill with several smooth turns, meaning you will exit it at a high speed. Straight after the exit, a steep ramp leads you uphill again. Control the jump at the peak, and in another tight section, a left-right combination awaits. After a short straight and passing through a door, another right-left combination, this time blind and very tight, takes us to the start/finish line.

Reverse Configuration

No changes from the main layout, though this one is harder to take on without crashing at least once for the many changes in track width and some darkened areas.

Right after the start, we enter a tight section to face a blind right-left combination. The exit in the latter tightens a bit more, and since the entrance is absolutely blind, there's no telling you'll pass it clean. After this first complicated section, a short straight with a left-right combination up in front, leading to the ramp.

Most cars will jump, but the real trouble is the uphill in front. You will lose a bit of speed there, and since it's a tight section, refrain of doing sharp direction changes. At the peak, we face a left hairpin in a darkened area. Be sure to stick to the inner part for the upcoming straight.

After the straight, the two way route. No real difference in using one over the other, so pick as you wish. After it, a 90 degrees left turn, again in a darkened area, which makes it hard to take properly. A short straight leads us to the belt ramps, again not moving. Stay on the left, because at the bottom we face a tight 90 degrees right turn and you'll be going fast at this point, whether or not your car jumps at the start of the ramp.

After the turn, we enter another tight section, with a left blind 90 degrees turn. A short straight leads us to another tight space, with two long and smooth turns, first to the right and then to the left. After them, a right turn leads us into the last long left corner, and after the upcoming bridge lays the start/finish line.

Botanical Garden

Normal Configuration

Time to race through a garden. Overall, it's a quite tight track, and while it's pretty straightforward, I would put more emphasis on handling rather than top speed.

Right after the start, a blind 90 degrees right turn awaits. Try to take it with an open exit, because after it there's a left-right combination, and with the correct trajectory you can almost cut the first left turn. After the combination, a steep uphill will slow your car down, and after jumping at the peak, a smooth right turn takes us into open environment and a rather tight track path.

The following 90 degrees right turn is oddly shaped, it seems to be uphill and at the same time banked. At the exit, a small jump and heading into a tight left turn that anticipates a bridge, may I say the classic hump-like bridge. After it, a two way route just after a "floating" door which blocks our sight of the track ahead, the right being a pothole with a jump at the exit and the left being a hump. For starters, better use left, as the jump after the pothole can make you lose control of the car, and I think left is also slightly faster.

After the two way, a smooth right hairpin, leading into a jump. Better take it straight, because if you don't land in the track path you'll have to use the side route, losing a lot of time. One more jump, caused by a steep downhill, leads us into the start/finish line.

Reverse Configuration

No changes from the main layout. Some sections may be a bit harder to take, meaning handling is more emphasized in this layout.

Right after the start lies a very steep, almost vertical uphill. The cars will jump at its peak, but be careful as the track path tightens a bit. Following the track path, go straight through the small jump and avoid the side ways. Control the jump and don't land outside the track path or you will lose some time. One more jump ahead and we face a long and smooth left hairpin.

After the hairpin there's the two way. The "floating" door plays a big role this time, practically disabling the pothole on the left because the jump at the exit will make you inevitably crash into the door. Besides, coming from the left hairpin it's better to take the right way with the hump, so take it and pass below the door to continue. After the track becomes one again, the hump-like bridge leads us into a tight right hander, and on to the downhill banked left turn, which is very hard to take and the exit means entering through a tight spot into the enclosed area.

Within the wider enclosed area, we face a smooth left hander, leading us into a slope. After landing, a left-right combination that lead into the last corner, a 90 degrees left turn, which is a bit tighter than it seems at the entrance.

Toy World 1

Normal Configuration

Title says it all. It's a rather short course, but it does have a few complicated sections. Aim for the best top speed, since the track doesn't have many turns and you won't lose much time even if taking turns roughly.

Right after the start, we face a tight and blind right-left chicane. The first one is flat, but the second starts an uphill at the exit, continuing during the following long right turn. A short straight after it and we face a complicated right turn. There's a very tight path to the right to take the turn flat out, but it's very easy to lose control and fall on to the main path. By tackling the turn through the main path you end up in a sloped turn, with several mini jumps that can make you lose control easily.

After that complicated turn, we face a short straight, with a very short section being extremely tight (Ball Bearings here are deadly, while Oil Slicks are impossible to avoid). This section runs over a piano, which would be amazing if it played any sound besides being a good visual. The track returns to it's normal width and continues straight for a while before reaching a long and smooth right turn.

After it, we enter some kind of pothole with a toy dinosaur in it. Continue straight through its legs, avoiding them at all costs since they are a solid obstacle. Exiting the pothole, another long right turn facing slightly uphill, leading to the final jump, which is from a moderate altitude, and on to the start/finish line.

Reverse Configuration

Finally we see big changes in a layout. All the downhill only sections have been changed for other, more twisty sections. Still, a high top speed is preferred over anything else.

After the start, a slope passing below the last jump on the main layout leads us into a very smooth right turn, prelude of a left turn taken uphill. It's quite complicated to take properly, but walls are rather soft in this track. After it, another slope takes us into the main track path again.

We go straight into the pothole with its dinosaur. As before, pass through its legs as fast as you can, since the next section is flat out. A smooth left turn takes us into a straight, which has a tightened section with the piano as floor. While the main layout can be seen to the left, since it's only slopes we cannot climb we follow straight into some kind of tunnel.

Right after entering, a banked left turn taken uphill, similar to the one we find in Botanical Garden and equally hard to take. The uphill continues a bit more ahead, and at the peak we face a blind 90 degrees left turn, heading downhill (we passed over the main layout and now we must return to the normal altitude). Ahead lies probably the tightest corner in the game, an enclosed right hairpin taken downhill and slightly banked, which leads us into a slope to return to the main track path. Be careful not to go too fast or you will crash into the wall in front, since we return to the track perpendicularly from an angle, and thus you will need to turn left right after landing.

Once back on track, the last left turn taken downhill, heading into a tight right-left chicane before the start/finish line. It's quite fast if you time it properly, but by any means don't bump into the inner walls or you will lose quite some time.

Ghost Town 1

Normal Configuration

The traditional abandoned village of the far west is being taken over by radio-controlled cars. It's majorly a wide track, but tight and complicated sections do exist. A good top speed, coupled with a decent handling are the keys to master this track.

Right after the start, we face a 90 degrees left turn. After it, there's a small and tight passage to the right (Ball Bearing and Oil Slick are deadly here) leading to the gallows. Try to drive through the sand and avoid the wooden sidewalks. Go straight to the gallows, staying by the left side, and do a right hairpin to pass behind it and retake the straight in opposite direction. You must pass behind the gallows so you can complete a lap, but it's enough with passing behind its front pillars, cutting a bit of distance.

Leaving the gallows behind, we take a 90 degrees left turn into the saloon. While the game recommends you to go left and do the roundabout through the streets, you can safely cross the saloon by the open entrance just in front, gaining a lot of time. Exiting the saloon, you face a right 90 degrees turn. You can take it smoothly and make it like an elongated hairpin, with an added 90 degrees turn to the left, or you can take it tightly and stay by the sideway so you can go straight into the next section. I recommend the second option, the elongated hairpin doesn't evade a tight turn so it's better to leave a good straight in front of you to make up the lost speed.

In the sideway, we face a relatively long straight, going uphill in its second half. This section is tight, so be careful to control your speed while uphill or you will crash into the wall in front after you jump. After the jump, a 90 degrees right turn takes us into one last double way. You can go straight through the downhill and do a 90 degrees right turn to tackle the start/finish straight from below or you can do the 90 degrees turn before the downhill starts and go through the start/finish line from the cornice up above. I recommend the second option again to cut distance and time.

Reverse Configuration

While the layout remains mostly the same, two of the three double ways of the main layout aren't double anymore, which means that a couple shortcuts don't exist anymore. This makes this layout a bit harder, and for this reason you should put a bit more emphasis on handling.

The very first eliminated double way is at the start. Since it's impossible to access the balcony, we must go the other way around. Stay close to the right sideway and you should see a mound in front. Tackle it and take the 90 degrees left turn to go through the very tight uphill, and stay close to the right wall in order to not fall off or you would have to almost restart the lap. After jumping at the peak, a 90 degrees left turn takes us downhill, and the following straight leads to the other eliminated double way.

Be extremely careful with your speed, since you won't be able to go straight after the slope. You will have to take a tight doorway through a 90 degrees right turn and then do an elongated left hairpin, although it's more like a double 90 degrees left hander this time. The second left hander must be aimed at the ramp, or else you won't access the saloon. The double way around the saloon still exists, but even if taking the short way can be hard to aim at, you win a lot of time attempting it. After exiting the saloon, a 90 degrees right turn takes us into the gallows.

Just like in the main layout, you will have to go around the gallows from behind, tracing a left hairpin to return to the track in opposite direction and in the opposite side. Again, you can simply pass between the front and back pair of pillars of the gallows instead of behind the back pair. After the gallows, you must aim carefully for the small and tight passage between the two houses. After the passage, a left 90 degrees turn followed by another 90 degrees right turn takes us to the start/finish line.

Toy World 2

Normal Configuration

This is by far the twistiest track in the game, so better pick a car that excels at handling. It doesn't have many straight sections, so top speed isn't a priority. It's kind of a difficult track to do without bumping into the walls due to the many tight turns it has. It's also full of ups and downs, and the track crosses itself more than twice at different altitudes.

Right after the start, we have a railway crossing the track. After the railway crossing, we face two long and smooth right handers that essentially make a hairpin, because the railway is crossing the track just ahead again! The railway was intended to have a train crossing by from time to time but it was left out in this port, so it's nothing more than a mere visual on the ground and leaves the "!" mark when crossing it totally useless.

After crossing it for the second time, the fun begins for real. A smooth left hander takes us into a tighter right turn, and then onto a very tight left hairpin. Just started the race, and handling is already being challenged to its fullest. After the hairpin, we head into a double way. To the left there's a flat way, consisting of a smooth right hander and a very long and smooth left hander, with a last 90 degrees right hander to join the track path again. To the right, we face two smooth left handers to tackle a jump, so we cross above the left path, and a smooth right turn after landing takes us to the track path again.

Back in the track path, we face a tight 90 degrees left hander, heading into an uphill, but before tackling the next turn we go downhill again. The mentioned next turn is a tight right hairpin in downhill, with a big elevation change that can make some cars jump in the middle of it. Ahead lies another tight 90 degrees left hander, again with a bump in the middle, with a smoother left hander following suit. After it, one last tight hairpin, this time to the right and uphill, takes us into the start/finish straight.

Reverse Configuration

No changes from the main layout this time, even the double way can still be taken by both sides. Like in the main layout, handling must be as good as possible to go fast through the many turns and ups and downs this race has.

Right after the start, we face the first tight hairpin, to the left and in downhill. After it comes a smooth left hander, and then another one slightly in uphill and a bit smoother than the previous one. We then head into the next tight hairpin, to the left and in steep uphill. After a short stretch, we head into yet another tight hairpin, this time to the right and flat, which leads us into the double way.

Taking the left way means a long and smooth right hander, followed by a left-right chicane to return to the track path. Taking the right way means a smooth left turn to tackle the jump, and two smooth and successive right handers before a last left turn that takes us to the track path again. Whichever you choose, joining the track path in this layout is a bit more complicated, since the exit is a bit tighter and the walls aren't easily identifiable.

Back on the track path, we face the last tight hairpin, to the right and flat, leading us to a left hander immediately followed by a smoother right hander. Ahead of this last turn is the railway crossing the path, preceding the two long and smooth left handers that take us into the start/finish line after crossing again the railway.

Toys in the Hood 2

Normal Configuration

Interesting layout we have here. Open environments with wide sections, the track crossing itself perpendicularly, trespassing private properties like a house or a couple gardens... It has almost everything we could ask for, so it's better to have a pretty balanced car in all aspects.

Right after the start we face a long and smooth right turn slightly downhill. Up ahead we can see the perpendicular road that we will cross later on right before we enter the house through its tight door. A 90 degrees left turn takes us into the kitchen, and a 90 degrees right turn after that takes us outside into the garden walkway. It's a very tight section which describes a long and smooth left turn. At the exit, we face an obstacle in the garden, and while the game suggests we avoid it by either side, I say go through it straight. You will face a small jump, so be ready to control your car upon landing.

We then tackle the wooden fence and with a 90 degrees right turn we return to the road. After a short straight, a tight left hairpin lies ahead, which has a very elongated exit into a smoother left turn. We approach the end of the road, so we tackle a left-right chicane through an opening. It's a very difficult turn to take flat out, but since the exit is wide you can almost take only the left turn slightly and prepare the next right turn better. After said right turn, we head to the left side of the house, and after the jump we take a 90 degrees left turn, again with a very elongated exit into a smoother left turn.

We go straight through the opening in the fence and tackle a left turn through the garden to head into the doorway up in front. Be careful, since the entrance is slightly uphill and can make your car jump and lose control. Right after the doorway, a 90 degrees right turn takes us again to the open road, with a right-left chicane taking us to the road we crossed at the beginning and heading to the last fence. Go straight through the opening, enter the garden and turn right. It's a wide section with two small uphill, reported in other ports to be more than the simple "grassland" we have here. Again, head to the left side of the house and drive through the small passage doing a left-right chicane to return to the main road. One last right turn leads us to the start/finish line.

Reverse Configuration

No changes from the main layout this time, even the double way can still be taken by both sides. Like in the main layout, handling must be as good as possible to go fast through the many turns and ups and downs this race has.

Right after the start, we face the first tight hairpin, to the left and in downhill. After it comes a smooth left hander, and then another one slightly in uphill and a bit smoother than the previous one. We then head into the next tight hairpin, to the left and in steep uphill. After a short stretch, we head into yet another tight hairpin, this time to the right and flat, which leads us into the double way.

Taking the left way means a long and smooth right hander, followed by a left-right chicane to return to the track path. Taking the right way means a smooth left turn to tackle the jump, and two smooth and successive right handers before a last left turn that takes us to the track path again. Whichever you choose, joining the track path in this layout is a bit more complicated, since the exit is a bit tighter and the walls aren't easily identifiable.

Back on the track path, we face the last tight hairpin, to the right and flat, leading us to a left hander immediately followed by a smoother right hander. Ahead of this last turn is the railway crossing the path, preceding the two long and smooth left handers that take us into the start/finish line after crossing again the railway.

Toytaic 1 & 2

Normal Configuration 1

Set in a cruiser with three levels, it's the longest track in the game. It has several straights and almost no complicated turns, so cars excelling at top speed will have a great edge here. The complication resides in the waving effect that imitates a sailing ship, which can make your car go faster or slower than usual and compromise a bit the handling.

We start at the beginning of a massive straight, in the lower level. Up ahead lies a long right hairpin which is smooth and wide enough to take flat out even after such a long straight. We face another long straight, which starts in a ramp leading uphill and continues up through the middle level, slightly tighter than the lower one. Up ahead, a tight 90 degrees right turn, followed by another one just after a short straight, and a new short straight leads us into the next ramp.

The ramp goes uphill to the higher level, and immediately after it we face a blind right turn. Be careful with your speed, since you can jump at the peak of the ramp and bump into the wall in front. Aim the car between the chimneys, and up ahead lie two successive right handers, the last one directly connected to a left turn. After a short stretch, a blind, tight and hard to anticipate 90 degrees left turn takes us inside the wheelhouse, which we cross straight and exit through the door at the other side.

Right after the door, a tight 90 degrees left hander takes us into another long straight. After it, a tight left hander initiates a ramp heading downhill to the middle level, and right after it a very tight right hairpin taking us to another downhill ramp into the lower level. This last ramp describes a smooth and long right turn.

After the ramp, we face the back straight, as long as the main one. It has what could be called a separate lane, but it's better to use the left part for anticipation purposes. A small change of direction to the right to tackle correctly the following jump, and after landing a tight right hairpin. After exiting, a slope gets us back to the start/finish straight, which also has a separate lane but is recommended to use the left one, where the race starts.

Reverse Configuration 1

No changes in the layout, but some turns become harder to anticipate. Once again, focus on a high top speed to get advantage of the many straights.

Right after starting, we face a ramp that forces a big jump. Upon landing, stay close to the right border and prepare the following turn, a very tight left hairpin. After the turn, a slope takes us to the back straight. This time, it's recommended you use the left lane to anticipate the upcoming section.

At the end of the straight, stay to the right to take a ramp uphill while describing a smooth left hander. At its peak, prepare the upcoming left hairpin and aim for the following ramp taking us uphill to the higher level. Beware of the jump at the peak, because we tackle a 90 degrees right turn immediately after it. Speed up through the following straight, and prepare a very hard to anticipate right turn nearing its end.

Such turn takes us into the wheelhouse, so the entrance is tight. Go across the wheelhouse and exit through the other door. Once outside again, a 90 degrees right turn takes us into a right-left chicane around the main chimneys, with a last left turn heading us into a ramp. Aim closely or you will bump into the solid walls. The ramp must be taken through a tight left turn, but beware of the possible jump at the entrance.

The ramp goes downhill to the middle level. Continuing straight ahead, we face two consecutive 90 degrees left handers, somewhat tight and separated by a short stretch. After the second turn, a long straight with no apparent end in sight. We eventually reach a ramp going downhill to the lower level, again beware of jumps due to speed, and we tackle the final turn, a long and smooth left hander bordering the pool. After it, we tackle the main straight, through the right lane preferably, with still a long way until we cross the start/finish line.

Normal Configuration 2

This track is exactly like Toytanic 1. The only differences are that the start/finish line is now located at the higher level after the two successive right handers and that the weather is stormy during the night instead of the perfect day conditions we saw in the first layout, meaning that visibility is hampered a bit. The first change means nothing to the layout, and the second change isn't that heavily noticeable so as to require a different way to drive through it. What's noticeable is the waving effect, which has been increased to mimic the stormy waters, and thus handling is compromised heavily even on the straights.

Reverse Configuration 2

Same as above, this track is exactly like Toytanic 1 in Reverse configuration, but with the start/finish line relocated, the weather being stormy and driven at night. Like happened above, I'm skipping this one as well since there aren't any changes in the way we drive through it.

Museum 1

Normal Configuration

We return to the museum to tackle what I consider the hardest track in the game. It has almost everything: ups, downs, straights, hairpins, tight sections... You should pick a car balanced in all aspects to lap this track safe.

Right after the exit, we face some stairs leading uphill, so we must take the ramps at either side, preferably the right side for saving distance. Control your speed, because you will jump at the peak of the ramp, and right after it there's a blind 90 degrees right turn. A long and smooth right hander takes us into a tight left hairpin. Its exit is downhill, and through it we gain speed before approaching the next hairpin, also to the left and very complicated.

After it, we face a 90 degrees right turn, and immediately after a blind 90 degrees left turn. It takes us to a straight, which goes through a passage leading uphill, with a small jump at its peak. After the jump, the track goes even more uphill, and starting a smooth left turn we go downhill through a "tunnel". Be careful, it's very easy to lose control of the car in this section and spin out.

After the tunnel, we head into the left passage. The slope is very high, so don't worry about the jump at the start of the passage because you won't go very fast. The passage ends with a tight 90 degrees left hander, leading to another set of uphill stairs. This time there are three ramps, two on each side and one in the center. Aim for the center one to not lose momentum, but be careful, you will jump at the peak if you go too fast and there's some kind of statue close to the ramp you can bump into.

After the jump, we must take a tight 90 degrees left turn, and right after it, a 90 degrees right turn into a short straight. A tight right-left chicane takes us into a tight passage. Nearing its end, a very tight and hard to anticipate left turn awaits. It takes us through a tight ramp downhill. No problem if you fall off the ramp, after all we need to return to the floor to tackle one last right turn into the start/finish line.

Reverse Configuration

This variant has a few changes. One of them can be omitted by taking the original path, but it's way harder to follow and slower than the alternate route. Again, a very difficult track with almost everything, so pick a car balanced in all aspects.

Right after the start, a left turn takes us into the first route change. You can either take the original route, which means going up through the tight ramp and after that a set of complicated and tight turns, or take the recommended path only accessible by this layout, which takes you straight to a super-safe area with valuable items, and through a right turn goes uphill to jump over the first set of downhill stairs with three ramps.

After the stairs comes a tight 90 degrees right turn inside the passage. Shortly after the exit slope you'll see a steep ramp heading uphill, which we take to tackle the tunnel and head uphill. A smooth right hander, a bit complicated to take due to the uphill, leads us to a straight that has a hump to turn uphill into downhill. Head inside the opening in the floor, and control your car during the jump because speeds are high at this point. The downhill continues through a tunnel, and after the exit a wide straight to reduce speeds to a normal value again.

The straight leads us into a tight 90 degrees right turn, and a 90 degrees left turn to follow, which is a bit hard to anticipate. Right after it, a tight right hairpin, with its exit leading uphill into a blind and tight right hairpin. After it, a smooth left turn takes us into a set of downhill stairs through a tight 90 degrees turn. It's recommended you use a ramp for higher speed, but if you cannot aim for the left one for being a very tight and hard to anticipate turn, use the right one. It's not recommended you use the stairs, since you will lose a lot of speed. The start/finish line is just after them.

Supermarket 1

Normal Configuration

This time, we go further into the supermarket, even beyond the public view through the warehouse. It's a complicated track, full of tight spaces and hairpins, but also has space for long straights. Cars with a great handling without being handicapped at top speed will reign supreme in this track.

After a short straight in the start we face a 90 degrees right turn, and then another 90 degrees turn, this time to the left, to enter the warehouse. Once inside, we head right, to the ramp going uphill, and then left to continue uphill. Be careful, as you will jump at the peak of the ramps. Also, there's a shortcut of sorts behind the counter in front of the start, which you can enter through an opening to go right and face a small passage leading straight into the first ramp. Once we're at the top level, we face a set of consecutive turns: a left-right chicane to start, a 90 degrees right hander, a right-left chicane and a final 90 degrees right turn to take a slope to the ground level again. During the right hander between the chicanes, in the inner part, you can fall off to a lower level, but the layout you must follow is still the same. The final slope is the quickest route because the platform has a ramp leading downhill to the right, but you lose so much time and speed that better leave it forgotten.

After the slope, we head through the exit and enter again the supermarket. Heading right, we take a tight left hairpin to pass behind the first shelf, and head on to a tight right hairpin to pass behind the second one. This process is repeated once more, and after the second right hairpin, we exit the set of shelves to face yet another left hairpin, this time wider and smoother. After it, a short straight leading to a 90 degrees left turn, and yet another right hairpin, although technically we face two 90 degrees right turn in immediate succession.

After said hairpin or double right hander we face three small shelves, leaving two aisles to drive through. While you can climb and drive over the shelves at each side, go through the aisles for higher speed, and preferably through the left one. This is just to take better the upcoming 90 degrees right turn, because after the exit we face a long straight. At the end, we encounter again the cashiers, so drive between two of them, preferably closer to the right side of the wall, and a last 90 degrees right turn takes us again into the start/finish line.

Reverse Configuration

No changes from the main layout, except that we cross the warehouse through the lower level instead of the higher level. Just like before, pick a car with a great handling that doesn't lack much top speed, you'll need it more than in the previous layout.

Right after the start, a 90 degrees left turn leads us into the cashiers. Drive through them and face the long straight as fast as you can. At its end, we face a 90 degrees left turn, but be careful not to anticipate it much or you will hit the inner shelf and spin out. Drive through the aisles between the shelves, preferably through the right one, and face the upcoming tight left hairpin, which can be taken as two 90 degrees left handers in quick succession. Be careful at the exit, there are some obstacles before the next turn.

After dodging them, a 90 degrees right turn, which is hard to anticipate since the path is not clear. A short straight takes us to a long and smooth right hairpin, and then we head into the snake road created by four shelves. We start with a left hairpin, then a right hairpin, one more left hairpin and a final right hairpin to exit this section. All four hairpins are very tight, so this section is very slow. One last left turn after the fourth hairpin takes us into the warehouse. You can perfectly see the access to the lower level in this layout and how the higher level is hardly accessible through the ramp on the left.

Go straight ahead to the ramp and control your speed so as to not jump at the peak. After the ramp, a 90 degrees left turn, immediately followed by a right-left combination which is very fast and almost straight with the correct trajectory. After them, one last 90 degrees left hander takes us into a slope and straight into the exit of the warehouse. Once in the supermarket again, a 90 degrees right turn followed by a short straight leads us to a left turn, with a bit of caution to not hit the obstacles, and straight into the start/finish line.

Ghost Town 2

Normal Configuration

Back in the abandoned town of the far west, we now go deeper into it. We pass through what appears to be a gold mine, enter a few houses and relive portions of our previous visit. Small cars are specially recommended, and due to its straightforward layout, aim for a high top speed.

We start slightly downhill, and we face a 90 degrees right turn aiming to a house. We enter through its doorway via a makeshift jump. Aim carefully because the doorway is very tight. We cross the hall straight and exit through the other doorway, jumping back to ground level. We then head through a passage in the wooden fence to our right, and then after a long and smooth left turn we get to the mine.

We go right through the mine's entrance and face a long left turn in downhill. Be careful to not be too close to the walls, or you will bump into the wooden pillars that hold the few light bulbs that illuminate slightly the mine. After the turn, we head into a long straight, preferably avoiding the jump in the right so as to not lose time and speed, and prepare for a hard to anticipate left turn, taking us into a small and tight passage.

Through this passage, we take a long right turn, seemingly uphill, and we exit at the saloon. Avoid the bottles and go outside through the doorway, starting the section shared with the other layout. Two successive 90 degrees left turns and a 90 degrees right turn after them take us into the very tight passage between two houses heading to the gallows. Aim for it while staying close to the left side of the track path and round it with a hairpin (between its pillars, if you want). The start/finish line is just ahead.

Reverse Configuration

No big changes from the main layout, but some turns become way harder to anticipate. The jump inside the mine isn't present in this variant, so you can use all the track's width this time. Again, a small car with a high top speed is the perfect choice.

We start slightly uphill, heading to the gallows from the right side. We then perform a hairpin to round it, remember the shortcut between the pillars, and go downhill through the tight passage between the houses. After exiting it, a 90 degrees left turn, followed by a 90 degrees right turn lead us to a small straight. Instead of continuing up like in the other variant, we go right through a makeshift jump into the saloon. This right turn is very hard to anticipate, and there's a possible jump right before the entrance to the house.

Once inside the saloon, continue straight aiming for the small opening in the wall, leading to the small passage. It describes a long and smooth left turn while slightly downhill, and right after exiting it we take a 90 degrees right turn. This turn is also very hard to anticipate, and since you will come out of the passage fast, be careful to control your car. This turn takes us into the long straight inside the mine. At its end, we start heading uphill while attempting a long and smooth right hander. When you see the exit of the mine, be sure to stay close to the left side, or you will be caught within the railway of the mine cart.

After exiting the mine, a left turn takes us into a passage within the wooden fence. The passage is a long and smooth right turn, and upon exiting, you must climb up the wooden terrace to continue. You can do it from either side of the terrace, I haven't noticed one side being faster than the other, even when it seems the right side makes you travel a longer distance. Once up, aim to the doorway, which means a tight 90 degrees turn, and cross the hall straight through the other doorway to exit. After jumping at the slope on the exit, one last left turn takes us again to the gallows. Remember to cross the start/finish line by the right side to start the new lap!