

session to determine your place on the starting grid. If you have the most points at the end of the season, something special will happen!

---Practice---

Here, you can run a five-lap practice race at the track of your choice. This is a good way to get used to the controls or to experiment with different car setups.

---Versus---

In Versus mode, you race head-to-head with another human player at any of the game's 16 tracks.

---Password---

This allows you to resume a saved season by entering a password. After you enter a valid password, simply select "Championship" and you'll resume a season in progress.

---Name---

This lets you change the name of your player. You can do better than "Player 1" and "Player 2."

---Options---

This allows you to change the controller configuration for each player. You can also switch between a manual or automatic transmission, change the difficulty level, choose between stereo and monaural sound, or listen to the sound test.

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Track Guides

[TRACK]
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---Australia---

The default settings (medium in all areas) should work well at this quick street circuit. With good driving, you'll win by a hefty margin. After the opening straightaway, take a straight line through the three-way chicane. Two 90-degree left-handers are ahead; start outside on both turns to maintain almost all of your momentum. After a short straight comes an easy chicane. After a few gentle curves, the track ends with two more lefts. These are a bit sharper than the earlier ones, but again start them from the outside edge.

---Phoenix---

The default setup is recommended here, although some players might prefer to lower downforce and set the car to its highest possible speed. The latter may become your preferred setup for all ovals, especially in qualifying. This trioval has three distinct turns. The first is long and not very sharp at first, but it gets sharper near the end. The second is quite gentle, while the third is fairly sharp.

---Long Beach---

Set your car up with medium tire pressure, high downforce, and a medium gear ratio to turn in some excellent laps at this twisty street circuit. Once you get started, take a medium right, then veer to the inside part of the left ahead. Then, starting from the outside, keep steering through the very sharp right. Then comes a very long straightaway, broken up by a gentle right. Stay near the left side of the road through the chicane, then traverse the sharp right from the outside part of the track. After a gentler chicane, you'll reach the finish line.

---Indianapolis---

You want speed - and as much of it as possible - at Indy, so change the downforce setting to low. You'll have to pit at the end of the sixth lap. There are four 90-degree turns here, and each has its own character. However, none of

them require braking or deceleration. Try passing on the outside on straightaways.

---Milwaukee---

The default settings work well here. It's tough to win the race or the pole at The Milwaukee Mile, but you can do it. This short oval has two fairly sharp turns.

---Detroit---

Motown has perhaps the slowest track in the game. Use the default setup to maximize handling ability. This street circuit begins with a series of zig-zags, ending with a wide medium right. Take it smoothly and try to stay above 200 MPH. After a straightaway, you'll come to a very slow section. Start outside and decelerate to about 150 MPH for the medium right. From there, take the quick sharp left (it's not tough at this speed). Then comes a tough left-right S-curve. Cut through the grass a bit on the left-hander to set up properly for the right. After a couple of easy rights, you've finished a lap.

---Portland---

Portland is a road course with a slow section and a fast section. You'll get fast times if you select medium tire pressure, high downforce, and medium gear ratio. The course starts with a right-left-right. Take it smoothly to avoid losing speed. A long sweeping right is ahead. Be smooth and remember that the road is very wide here. Use the same strategies for the sweeping left, which is followed by a right. It may be helpful to go into the grass a little bit before the road slides to the left. Now the fast part of the course begins. Take the gently curved straightaway until you come to a sharp right. Start from the left side of the track, take it smoothly and that's that.

---Cleveland---

This road course was part of an airport in a former life. The default settings are fine. You will usually have just enough fuel to make it for all six laps, but I recommend refueling before the last lap. The lengthy opening straightaway is broken up by a wide, easy-to-navigate chicane. Set up outside for the quick right hairpin. Next is a medium straightaway. The right-left chicane is easy if you have enough downforce. After the short straightaway, start outside on the tricky left-right. The track concludes with two rights, with the second one being much sharper than the first.

---Toronto---

The default setup is far too speed-oriented. Use medium tire pressure, high downforce, and a medium gear ratio to shave several seconds off each lap. With good driving, it's possible to lap the field here. Contrary to what Michael Andretti tells you, don't bother trying to conserve fuel. After the long opening straight, veer outside and slow to about 120 MPH for the very sharp right. The upcoming sharp left will be easy, since you won't be going fast. Take the long right smoothly. Watch out, as the next right is immediately followed by a left and a few gentle bends. After the straightaway, start outside for the sharp right-hander, and then you're back on the opening straight.

---Michigan---

Use low downforce here to guarantee super speed. This is a pretty standard trioval; I really don't have much to explain here.

---Ohio---

The default car setup works well at this slow street circuit. Don't worry; you should have just enough fuel to finish. The Lexington course starts with a tough sharp right. Stay outside and decelerate to about 120 MPH. The upcoming sharp left isn't as tough. Take a straight line through the chicane, then

navigate the pair of right turns. The left-right-left ahead is easy. Veer outside before reaching the sharp right. The straightaway ahead curves a little, and beware of the quick sharp left. Head outside on the straight in preparation for the right hairpin. You may want to let off the brake pedal a bit. After that, you're on your way to the finish line.

---New Hampshire---

The default settings work well here. It's tough to win the race or the pole at Loudon, but you can do it. This short oval has two fairly sharp turns. Will anyone notice that this track is the same as Milwaukee, except that the clock moves more than twice as fast? Will anyone notice this track guide's similarity to the Milwaukee track guide?

---Vancouver---

Another challenging street circuit. I'd stick with the default settings here. After the opening right, stay outside before slowing to 120 MPH for the sharp right. The short straight ends with a gentle chicane. Stay near the middle of the road and you'll be fine for the next chicane, which is much sharper. A medium right begins a slightly curving straight. Watch out; a quick sharp right is just ahead. Stay near the middle of the road. After one more sharp right and a gentle left, you're back on the opening straightaway.

---Elkhart Lake---

Elkhart Lake is a very long, fairly fast road course. I recommend medium setups in all three settings. You'll need to pit after the fourth or fifth lap. The course starts with a medium right, short straight, medium right, and long straight. Start out on the outside and use the curb on the slightly sharper left. Then comes a medium left, short straight, gentle right, gentle left, and a sharp right. Next is a long straight, broken up by a few gentle curves. A sharper right concludes with a gentle left and a straightaway. The final medium right shouldn't be any trouble.

---Nazareth---

This is another ordinary trioval, bearing a strong resemblance to Phoenix and Michigan. I recommend high tire pressure, medium down force, and high gear ratio.

---Monterey---

The default setting should work well, as Laguna Seca is a pretty tight road course. Make sure to pit at the end of lap six. The opening turn is a very gentle left. Start outside and decelerate for the sharp left hairpin ahead, taking it as smoothly as possible. A procession of short rights are ahead, followed by two medium lefts. After a gentle right, you'll reach a chicane, followed by an easy left and a fairly sharp right. Lastly, stay outside and consider decelerating a bit for the concluding sharp left - the last turn of the last track.

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Frequently Asked Questions [QUEST]

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Q: What are the controls?

A: The controls in this game are not overly difficult:

Accelerate: X

Brake: A

Steer: Left and Right on the Control Pad

Shift up (only if using manual transmission): R

Shift down (only if using manual transmission): L

Reverse: Y (utterly useless)

Pause game: START (press L and R when paused to end the current race)

If you don't like this configuration, you can change it on the Options menu.

Q: Is there any advantage to using a manual transmission?

A: No. The automatic transmission provides better acceleration and top speed than the manual. The manual transmission's only advantage is that you can downshift to decelerate at certain turns (which is rarely, if ever, the best way to take a corner). Note that the far right side of the screen shows your current gear, regardless of transmission.

Q: How does the Car Settings screen work?

A: The graph at the bottom of the screen shows your current setup's attributes; for example, a "Balance" rating of five segments means your car will handle very well (but it won't be fast). Increase Tire Pressure and Downforce to boost handling but reduce top speed and acceleration. Increase Gear Ratio to improve top speed while reducing acceleration; decrease Gear Ratio for the opposite effect.

Q: Can you change cars?

A: Not really. You always drive a red car, although you can (of course) change its setup. However, in two-player games, Player 2 drives a white/orange car, although you're more limited in car setup in Versus mode.

Q: Is there tire wear or damage in this game?

A: No.

Q: How do pit stops work?

A: Simply enter the pit lane and you'll automatically make a pit stop. Your pit crew will come out and refuel your car. There's nothing you can do to speed up the stop. However, once it's over, make sure to start holding the gas button again before you leave the pits. By the way, if you run out of gas, you'll coast to a stop and have to quit the race and resume from your last password. For this reason, keep an eye on the gas gauge!

Q: Why do my lap times get faster as the race goes on?

A: In races, there may be less traffic later in the race, and you'll have become accustomed to the track's conditions and layout. But the primary reason is that your car consumes fuel during the race, lightening your weight and thus facilitating higher speeds.

Q: What's the fastest straight-line speed you've achieved?

A: 251 MPH, at Indianapolis.

Q: How does changing the difficulty level affect the way the game plays?

A: I haven't noticed any difference between the Normal and Pro difficulty levels.

Q: Can I change options during the middle of a season?

A: Yes, if you use a password to restore an existing season. From there, you can change your controls, transmission, and even the difficulty level, not that it seems to have much effect.

Q: What other tips do you have?

A: Here are a few other tips:

* After you complete a race in Championship mode, make sure to write down the password you receive - and record it carefully. Since there's no battery backup, you need this password to resume your game.

* The default car setups are generally good, but not necessarily ideal for the course. Refer to my track guides for the optimal setup for each course.

* When starting, other cars usually accelerate better than you do. Let another

driver hit your car from behind, giving you a good speed boost at the start and slowing your opponent down. Be willing to block aggressively.

* Don't hit other cars in the back, or you'll lose about half your speed. Other contact won't cause you to lose momentum, though.

* After completing a race in Championship or Practice mode, you can watch a full replay of the race if you want to. Try experimenting with the camera angles.

* If you're running out of the gas on the final lap, enter the pits. Even if you've run out of fuel, you may be able to coast through the pits and therefore pass the finish line. If you follow my guide, though, you'll never have to worry about exhausting your fuel supply.

* Take the inside line on ovals to shave off a small amount of time. Don't go into the grass, though.

* The timer's speed runs faster at some tracks than others. This isn't a problem with your Super NES or emulator.

* If you win the season championship, you'll get to run a special bonus track. I recommend racing this event at Indianapolis.

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Passwords [PASSW]
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These are the passwords I got during my perfect (352-point) season.

Australia	Q08J3D	0S0404	J24040	6J280M
Phoenix	Z1HJ5N	1S17J6	04D060	BJ8JXV
Long Beach	Z2RJ70	2N2CJD	J6J0B0	HJCS00
Indianapolis	Z2.JB8	3J3G0H	J8S0D0	MJG090
Milwaukee	Z351GJ	4J4K0L	JB01G0	R0K89W
Detroit	Z4B1J0	5V4RJM	0G41L0	31TJPY
Portland	Z4J1N8	5Q5WJR	JJ81S0	81XS16
Cleveland	Z5QKRJ	626Z0V	JND1X0	J1Z0L6
Toronto	Z6WTS8	7L611X	JSJ101	X159G3
Michigan	Z62VX8	8673KZ	JWN161	028KV1
Ohio	Z77VZS	8L76K5	KZS1B1	52JTQ7
New Hampshire	Z8HB1T	9G89K7	K112D1	B2M1MW
Vancouver	Z8NL25	BQ8HKC	1552J1	Q2W970
Elkhart Lake	Z9VL6P	BB9LKH	K892N1	XLYKHB
Nazareth	5B1M8F	CBBN1L	KCP2Q1	0M2V72

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Vinny's Records [RECRD]
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Track	Lap	Race
Australia	1:35.06	8:08.18
Phoenix	0:21.50	1:52.55
Long Beach	0:46.41	3:11.03
Indianapolis	0:42.84	6:12.06
Milwaukee	0:21.80	1:54.00
Detroit	1:06.50	8:06.10
Portland	0:49.14	4:09.90
Cleveland	0:50.58	5:09.78
Toronto	0:46.06	5:31.38
Michigan	0:29.82	3:07.60
Ohio	1:01.60	6:19.82
New Hampshire	0:56.29	4:54.84
Vancouver	0:49.49	5:57.28
Elkhart Lake	1:03.30	6:43.74
Nazareth	0:21.55	1:52.85
Monterey	1:05.16	9:16.11

All race times were achieved in Championship mode. I use the times displayed on the Results screen.

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Comparing to Reality

[REALL]
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I think all the drivers in this game are game developers. For the record, those drivers are B. Asano, Sheila Boughten, R. Dupard, C. Gutierrez, John Knoll, H. Lazzarini, R. Richardson, T. Santini, M. (Betsy) Scougale, J. Whalen, and Z. (Patricia) Whisler.

The tracks are identical to the real 1994 IndyCar Series schedule.

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Version History

[VERSN]
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Date	Version	Size	
3-14-08	0.1	8KB	Started guide in honor of Pi Day.
3-15-08	0.25	10KB	Did some stuff.
3-16-08	0.4	11KB	Did some more work on the guide.
3-20-08	0.45	12KB	Started Modes of Play.
3-21-08	0.5	12KB	Happy Good Friday and Benito Juarez Day! Did little.
3-24-08	0.55	13KB	Started Australia guide.
3-26-08	0.8	21KB	Completed fifteen track guides and introduction.
3-27-08	1.0	24KB	Completed Monterey. Finished things up.

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If you don't comply with these guidelines, your hard drive will be reformatted inexplicably and you will suffer from constipation for the rest of your life. Heed this warning.

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Contact Information

[CONTC]
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If you have any questions or comments about this guide, please send an e-mail to VHamilton002@gmail.com. That's zero-zero-two, by the way. Remember that not all e-mail messages will be read. Please follow these guidelines:

Do include "Michael Andretti" in the subject line.

Do send polite suggestions for ways to make this walkthrough better.

Do tell me about any errors or omissions you find.

Do send information about any glitches, tricks, or codes you discover.

Do ask any questions you have about Michael Andretti's Indy Car Challenge gameplay. I will respond eventually if you follow all of these rules.

Do tell me if you break one of my records.

Do make a reasonable effort to use decent spelling, grammar, usage, punctuation, and capitalization so that I can understand what you're trying to say.

Do use patience. I check my messages quite sporadically.

Do not send spam, pornography, chain letters, "flaming," or anything that contains profanity or vulgarity. Again, violating this rule will result in deletion of the message and permanent constipation.

Current list of VinnyVideo guides available on GameFAQs.com and Neoseeker.com:

F1 ROC: Race of Champions FAQ/Walkthrough

F1 ROC II: Race of Champions FAQ/Walkthrough

SimCity 3000 Walkthrough/Strategy Guide

Nigel Mansell's World Championship Racing FAQ/Walkthrough

Kyle Petty's No Fear Racing Strategy Guide/FAQ

Madden NFL '96 (SNES) Strategy Guide/FAQ

Madden NFL '98 (SNES) Strategy Guide/FAQ

Madden NFL '97 (SNES) Strategy Guide/FAQ

ESPN SpeedWorld (SNES) Strategy Guide/FAQ

The Oregon Trail: Fifth Edition (PC) FAQ/Walkthrough

The Legend of Zelda: Ocarina of Time Master Quest Low-Spoiler FAQ/Walkthrough

Off Road Challenge (N64) FAQ/Walkthrough

F-1 World Championship Edition (SNES) FAQ/Walkthrough

Donkey Kong 64 FAQ/Walkthrough

Where in America's Past is Carmen Sandiego (PC) FAQ/Walkthrough

Michael Andretti's Indy Car Challenge FAQ/Walkthrough

Coming soon:

All-Star Baseball '99 (N64) Strategy Guide/FAQs

Donkey Kong Country 2: Diddy's Kong Quest (SNES) FAQ/Walkthrough

The Legend of Zelda: Link's Awakening Spoiler-Free FAQ/Walkthrough

The Legend of Zelda: Ocarina of Time Spoiler-Free FAQ/Walkthrough

The Legend of Zelda: Twilight Princess Spoiler-Free FAQ/Walkthrough

Where in the World is Carmen Sandiego (PC) FAQ/Walkthrough

And lastly, a public service message: Fight for and affirm the rights of all humans, regardless of race, age, or creed! And... Don't forget to brush your teeth. No one's going to read this, anyway.