

Nigel Mansell's World Championship Racing FAQ/Walkthrough

by VinnyVideo

Updated to v1.1 on Dec 30, 2007

This walkthrough was originally written for Nigel Mansell's World Championship Racing on the SNES, but the walkthrough is still applicable to the NES version of the game.



VinnyVideo's FAQs/Walkthrough for Nigel Mansell's World Championship Racing

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Introduction

[INTRO]

I'm now officially addicted. This is my fourth strategy guide/walkthrough, and my third for a 1993 Formula One auto racing game for the Super NES! Yes, I do like Formula One racing, but really I'm addicted to walkthrough-writing in general. In case you're wondering, I'm writing a walkthrough for this game because, as far as I know, there isn't a single guide for this game available on the Internet or any place else. I think that's a real pity, because Nigel Mansell's World Championship Racing is a pretty good game. I know it's not a legend like Super Mario World, but it's still fun, at least for a couple of hours or so. But do you know what the best thing about this guide is? It's absolutely free! Free literature is always nice, at least when it conforms to a reasonable standard of spelling (no misspelled words), grammar, capitalization (nigel mansells world championship Racing), and ethics (no naughty words or plagiarism). Anyway, let's zip off to the walkthrough!

Note: I will measure everything in miles per hour in this guide. You can change between standard and metric measurements under the Option menu.

FAQ's and General Tips [NOTES]

Q: What are the controls?

A: The default controls aren't overly complicated:

Left/right: Steer

X: Accelerate

A: Brake

Start: Pause

L: Shift down (if using a manual transmission)

R: Shift up (if using a manual transmission)

If you don't like these controls, you can change them to one of three other sets on the Control menu, which is accessible from the opening screen.

Q: How can I keep from crashing into poles, barriers, and signs?

A: Usually, the fastest way through a turn involves decelerating (by letting your finger off the X button) right before you reach the turn, and then accelerating (hold X) again near the end of the turn. Don't press A to brake unless I recommend that you do so in the track's strategy. However, you'll have to brake a lot harder and more often if you're on the Simulation difficulty level.

Q: Why would I want to make a pit stop?

A: To change your tires. Most likely you'll make a pit stop when the weather is cloudy, which means rain could begin or end at any time. However, you could change your tires if they're wearing out or if you want to switch from hard to soft (or from soft to hard), but tire wear isn't a big problem in this game. You can't do anything else in a pit stop, like refueling.

Q: What do the four dots between the gears and speedometer mean?

A: The current condition of your tires. The smaller the number of dots, the more worn your tires are. You really don't need to worry too much about tire wear in this game, though, and I would never make a pit stop to change tires unless it's raining.

Q: What does the yellow dot mean on the track screen?

A: It means the weather will be sunny for the next race. It's not a very realistic depiction of a sun. Sometimes you'll also see a rain cloud, which is your cue to select wet tires. Clouds or a sun obscured by a cloud mean that rain could commence during the race.

Q: Why do I need to qualify?

A: If you select "Race" without qualifying first, you'll start in last place. Your car has pretty pokey acceleration, so you need all the help you can get. As long as you don't make many mistakes, you'll win the pole easily.

Q: I hate rain! How can I prevent rain from appearing?

A: Just reset your game and re-enter the password you use to restart a season event. Rain only appears approximately 10-15% of the time, so chances are it'll be sunny next time.

Q: What's the difference between Arcade and Simulation difficulty?

A: The only real difference is that the car on Simulation difficulty is harder (and probably more realistic) to steer. In case you were wondering, you can't change difficulty levels in the middle of a season. I also don't think the Simulation mode ending is any different from the Arcade ending, although I haven't confirmed this.

Q: My opening screen doesn't look good. What's wrong?

A: Some of the text on the opening screen (and elsewhere) can't be seen because it's displayed outside your screen's viewable area. This isn't a problem with your 52-inch plasma TV; it's a problem with the game that I don't think can be fixed.

Q: After the ending, my game doesn't respond to any buttons I press. What's wrong?

A: Nothing. You have to reset after the ending to return to the main menu.

Q: Who is Nigel Mansell?

A: He's the Formula One driver who endorsed this game. He was the British driver who had just won the 1992 World Championship - his only one - while driving for the Williams-Renault team.

Q: Were those rear-view mirror graphics really cool by 1993 standards?

A: Yes. You could (sort of) see other cars growing smaller in your rear-view mirrors as you passed them.

Car Setup Tips [SETUP]

Before every race you'll have an opportunity to change your car's settings. Only four parts can be adjusted: tires, gear ratio, rear wing, and transmission. Note that I always assume default settings (hard tires, medium gear, medium rear wing, and automatic transmission) unless otherwise specified. In short, I try to change only one variable at a time.

Transmission

There are two options here: manual and automatic. If you use manual transmission, you can accelerate slightly faster. You can reach 150 MPH in about 6.2 seconds, as opposed to 6.6 seconds for automatic transmission. However, if you don't shift right, it'll take even longer to accelerate, and the manual transmission can be a distraction (giving you more buttons to push). I recommend automatic transmission. Under normal settings, the highest speeds (in MPH) for each gear are 32, 64, 102, 128, and 167. To maintain optimal acceleration, you should shift gears several MPH before each number. For example, shift to third gear when you reach about 55 MPH.

Gear Ratio

The gear ratio influences your top speed and acceleration. I usually use medium gear. You might find this graph helpful:

Gear Ratio	Top Speed	Acceleration (0-150 MPH)
Low	187 MPH	5.5 sec.
Medium	200 MPH	6.6 sec.
High	212 MPH	10.25 sec.

Aerofoil (rear wing)

You rear wing affects your car's speed and handling. The high rear wing improves grip (handling) but reduces top speed (to 189 MPH), while a low rear wing lessens grip (makes your car harder to steer) and increases top speed (but only if you use a high gear ratio). Both the low and medium wings facilitate top speeds of about 200 MPH if you use the normal gear ratio. I never use the low wing, and I only use the high wing on a few courses (like Monaco).

Tires

There are three kinds of tires: soft, hard, and wet. I think soft tires offer improved handling but wear out more quickly. They also seem to boost maximum high speed if you use a high gear ratio. Hard tires are the opposite; they reduce grip but don't tend to wear as much. I haven't noticed much difference between them, though. When the weather becomes soggy, though, switch to wet tires, which should only be used during rain. Usually wet tires are equipped by default on the car setup screen when you need them.

***** Modes of Play [MODES] *****

Race Circuit: Lets you run a practice race (with a qualifying session) on the course of your choice.

Full Season: A 16-race season. After every event you can save your progress using a password.

Control: Lets you change the controller configuration, although I don't recommend doing so.

Name: Changes your driver's name to something other than Mansell. It also allows you to change your nationality (Britain is default, but there are 18 to choose from, including Finland and Austria).

Mansell's Advice: This mode is a good practice mode. You can run a lap at the track of your choice against Nigel Mansell, and you'll get some advice at the beginning. It will guide you through each corner and advise you on the best speed to take, although you can almost always go quite a bit faster than suggested.

Driving Practice: A boring practice mode, but good for the first time you play

Password: Lets you continue a season using a password system

Option: A surprisingly useful screen. You can change the difficulty level between "Arcade" and the harder "Simulation," and you can also decide whether you want the game to measure speed in kilometers or miles per hour. There's also a sound test and music test.

***** Track Strategies [TRACK] *****

South Africa (Kyalami)

Use the default car setup here. Fairly long straight. Quick right, immediately followed by a quick left. Short straight, quick left. Another quick left. Long

straight (where the pits are), with a few elevation changes. Ease off the accelerator on the right turn surrounded by poles. After a straight comes a sharp left. Don't brake, but don't give any gas to your engine until the turn is over. A short straight ends with a quick left, followed by a quick right. A sweeping right is ahead; it's hard to find on the map. Next up is a tough hairpin. Try to slow down to about 180 MPH near the beginning of the hairpin. A fairly long straight is broken up by a quick left. The course's hardest turn is ahead: a long, sharp right. Slow down to 180 MPH and you'll be OK. A straight is ahead, and then a gentle right. Ease off the accelerator on the final left, and this one's over.

Mexico (Hermanos Rodriguez)

Again I'd use the default settings, although you could consider a high gear ratio for the long straightaways (but I wouldn't do that). Rain occurs more frequently here than most other tracks. The opening straight is extremely long. It ends with a quick right and a gentle left and right. Then comes another straight, concluding with a quick left and a quick right. Neither should be much trouble. Then come eight manageable turns: Right, left, right, left, right, left, right, left. All of them are similar despite their subtle variations. Try to maintain a fairly straight line. Then there's another long straight. The final turn is tough; brake to around 150 MPH, and try to accelerate up to 170 MPH near the end of the turn. Then you're back at the starting line.

Brazil (Interlagos)

The default settings again work well, although you could maybe use the high gear ratio. Long straight, medium left. Quick right, sweeping left. Another left leads to a very long straightaway. Then comes a medium left and a quick right. After a quick left comes a shorter straightaway. Now the twisty section begins. Don't fully throttle through the LONG sweeping right. After a short straight is a quick right-left-right-right combination. Then comes a left and a very long sweeping left. Slow down very slightly. The final stretch is straight with a few gentle lefts.

Spain (Catalunya)

Again I advise using the default settings. The opening straightaway is one of the game's longest. Slow down a bit for the right-left-right. The next right requires some deceleration. Soon comes a long, sweeping right, a short straightaway, and a quick left. A very gentle left leads to a medium left. The medium straight ahead is divided by a quick right. After a chicane is a medium straight and a not-too-tough left. Don't go full throttle on the long sweeping right ahead. Then there's a medium straight, gentle right, medium straight, sharp right, and the finish line.

San Marino (Imola)

This track has six laps, as opposed to the usual seven. I'd use normal settings. After the opening straightaway comes a long, surprisingly tough left, and then a long straight. A quick right is followed by a long left. Don't hold the X button during it. Short straight, quick right, quick right, medium left. Left-right-left chicane, immediately followed by a long right. You'll be going downhill for a while. Short straight, followed by a tricky right-left-right. Don't go too fast. A gentle left is ahead; it won't be any problem. Then comes a straight that curves very gently to the right. You definitely need to apply the brakes heading into the hairpin. After two chicanes, you've finished a lap.

Monaco (Monte Carlo)

This time, set up your car using a high rear wing and a low gear ratio. With this setting, this tough course is relatively easy. This time, there are a whopping eight laps. The opening straight ends with an easy right. Then comes another long straightaway, but look out for the very small chicane midway

through. The long sweeping left is pretty easy, as is the easy right. After a medium straight and a medium right, the tough section begins. The first hairpin isn't too tough. The second one is. Make sure to keep steering right even as the tunnel comes into view. Otherwise, you'll hit a bush and slam to a halt. If you're inexperienced, make sure to take it slowly. The tunnel interior curves slightly to the right, but it's basically one long straightaway. Watch out for the chicane near the end of the straight. There's one more tricky section: Medium left, short left, long right, medium left. Then comes a very sharp right that may trick you into going left, followed by a medium right. That's the end of this tricky course.

Canada (Montreal)

We're back to the normal seven-lap affair, and I recommend that you revert to the default car setup, although some players might prefer to keep some of Monaco's slower settings. The opening straight is short. Then comes a quick right and a quick left, ending with a sharper right. The straightaway gently curves right, left, and then right. A quick left followed by a quick right can be a little tough. The next medium straight (the pit straight) curves very gently (you don't need to steer) and ends with a tricky right-left chicane. Watch out for the gentle left on the next straight. Now comes one of the game's hardest turns. Set up near the right side of the road and slow to about 155-165 MPH (using deceleration or braking) and this hairpin will be a piece of cake. A gentle left leads to a medium straight. Then comes a quick sharp right and the twisty section before the finish: Quick left, tough sweeping right, short straight, right-left chicane, and the finish line.

France (Magny-Cours)

I usually use the default settings here, although you may prefer high-speed settings. Opening straight, medium left, short straight, short left, long right. Decelerate to about 165 MPH midway through the turn, and start accelerating near the end. The next straightaway (home of the pit area) is very long and curves to the right. After the hill is a tough-looking right hairpin, but you only have to slow down to about 190 MPH by merely letting off the accelerator for a fraction of a second. You'll be going straight for a while until you come to a little right-left chicane. The sweeping left isn't too tough, but be careful when it curves to the right near the end. At the top of the hill is a little right-left chicane. Next is a medium right, quick left, and a tough pair of rights. Slow to about 165 MPH. Here comes another long straight, followed by a right-left-right. The last right is a bit sharper than the other two. Then you're back to the start.

Britain (Silverstone)

This is a six-lap race. I usually use normal settings, although you might try the high gear ratio. The opening straight isn't very long. Medium right. Two right-left chicanes are ahead, but they aren't too tough. The pits are on the long straightaway ahead. Let off the accelerator on the upcoming sweeping right. 170 MPH is a good safe speed. Two gentle curves break up the next medium straight. A quick left-hander leads to a long right which requires some deceleration - maybe 170 MPH. There's a quick left in the middle of the next straight. Then comes a slow, twisty section: Medium right, sweeping left, long right, quick right, and that's that.

Germany (Hockenheim)

A good place for the high gear ratio. This is a rare five-lap event. The opening straight is short, ending with a medium right. The long straightaway ahead curves gently to the right near the end. The next stretch requires some slowing if you're using high gear: Long right, medium left. Another straightaway is ahead. Next is a medium right, a quick left, and a quick right. Slow down if you're going at 212 MPH. Next is a quick left followed by two long rights. Slow to around 175 MPH. Here's another long straight. Watch out for the

quick left followed by the long sharp right and quick left. This next straight is where you go if you need to visit the pits. Here's a slow section that may require braking, especially for the second turn: Quick right, tough left hairpin, and a slightly gentler long right. Then you can zip off to the finish line.

Hungary (Hungaroring)

This is an eight-lap race. Default car setup is recommended, although you could try the high rear wing because of the abundance of sharp turns. The opening straightaway is longer than most of the recent ones. The first turn is quite tough. With normal settings, try taking it at 155 MPH. Use a little braking action. Next up is an easy, long sweeping left. After a quick right, you're on a fairly long straightaway, where the pits are. The quick left is easy, while the sweeping right requires some deceleration. A gentle right begins a medium straight. Watch out for the right-left chicane. Soon afterwards is a quick left immediately followed by a medium right. After a short straight is a little left-right chicane. Next is a medium straight. This is a tough stretch. A sweeping right is followed by a quick left and a quick right, and then a very sharp left. I usually at least tap my brakes to get down to about 155 MPH. The last turn, a right hairpin, is almost identical to the opening turn, although this one may be marginally less sharp.

Belgium (Spa-Francorchamps)

As in real life, this course is long, so there are only four laps. I use standard settings here. After the short opening straightaway, you dive into the very sharp hairpin. Brake to about 160 MPH. Short straight, quick left, medium right, sweeping right, quick left, long straight (with a very gentle right). A tricky sweeping right-sweeping left-medium right is ahead. After a short straight comes a tough right hairpin. Brake to about 165 MPH. Quick left, medium straight, medium left, quick left, short straight, medium right, medium left, medium right, short straight, medium right, quick right, medium straight, quick left, short straight. Now we have the Bus Stop chicane area: Left-right, right-left, right-left, finish line.

Italy (Monza)

I usually use the high gear ratio here. Races are five laps, for some reason; laps don't take very long to complete, and Monza is much shorter than Hockenheim. Anyway, the course begins with a pretty long straightaway. After that are two chicanes: left-right, left-right. Soon afterwards is a sweeping right, thus beginning a long straight section. Beware the quick left-right chicane. A short straight leads to a pair of rather sharp rights. Except for a gentle left, you'll be going straight for a while. The most challenging part of the track is just ahead: quick left, long sharp right, quick left. Next is a long straightaway. The final turn, a right hairpin, usually requires you to brake to about 160 MPH. That concludes the Monza walkthrough.

Portugal (Estoril)

Estoril has some very long straights, but use the default settings because of the plethora of sharp turns. There are seven laps. The opening straightaway is extremely long. The first turn, a quick right, can be taken at full speed. After a medium straightaway comes a similar quick right-hander. A short straight leads to a long, rather sharp right. Next is a left hairpin, but you may be able to take it at full speed, since it's not as sharp as it looks. The next straight is long, although it's broken up by a gentle right. The next hairpin is sharper and tougher than the last, but it's still not too bad. Medium straight, sweeping right, medium straight, medium right, medium straight, quick right, medium left. Brake to about 150 MPH for the final turn, a tough, sharp right sweeper.

Japan (Suzuka)

I usually use a high rear wing and maybe a low gear ratio here. This is a five-lap event that takes a very long time to complete. After the opening straight are two sweeping rights. Then we enter the Chicane District: left, longer right, longer left, right, left, and a short straight. There's a very long sweeping left that requires some deceleration. Short straight, long tight right, short straight, quick right, medium left, short straight, long sweeping not-too-tight right, short straight, quick sharp left (brake some), sweeping left. This is where pit lane is - a very strange location for it. Gentle left, medium straight, quick left, gentle left, short straight. A tricky chicane-like turn is ahead: quick right, quick left, and quick right all in close succession. You really don't need to steer too much or slow down, though. The final straight is embellished with a quick gentle right.

Australia (Adelaide)

This race is eight laps. Use default setup. Short opening straight, quick left, quick right, gentle left. Medium right. Medium left. Quick sharp right. Quick left, long right, short straight, deceptively tough right, LONG pit straight. Brake to about 175 MPH for the sharp right at the end of the straightaway. Medium left, gentle left. Short downhill straight, gentle right. Decelerate to about 175 MPH for the final rather sharp right. All this driving to go back to where we started from?

 Record Times [RECOR]

Track	Lap	Total
South Africa	1:03.50	7:33.52
Mexico	1:02.07	7:26.37
Brazil	1:02.95	7:33.42
Spain	1:06.63	7:59.84
San Marino	1:07.90	6:58.60
Monaco	1:01.43	8:22.80
Canada	0:56.37	6:47.12
France	1:12.42	8:38.47
Britain	1:05.40	6:45.09
Germany	1:27.47	7:31.62
Hungary	1:06.10	9:02.55
Belgium	1:46.30	7:15.74
Italy	1:00.80	5:18.77
Portugal	1:13.17	8:45.92
Japan	1:47.57	9:09.74
Australia	0:58.23	7:57.80

These were my times in season mode on Arcade difficulty. All were done using my recommended settings and hard tires on a dry course. I haven't played through many seasons, so these records should be breakable.

 Cheat Codes [CHEAT]

Here are Game Genie codes for the NES version of the game:

CODE	EFFECT
GANKXZYA	South Africa race lasts three laps
GANKUZYA	Mexico race lasts three laps
GANKKZTA	Brazil race lasts three laps
GANKSZIA	Spain race lasts three laps
GANKVZYA	San Marino race lasts three laps

GANKNZTA	Monaco race lasts three laps
GEEGEZYA	Canada race lasts three laps
GEEGOZIA	France race lasts three laps
GEEGXZTA	Great Britian race lasts three laps
GEEGUZTA	Germany race lasts three laps
GEEGKZTA	Hungary race lasts three laps
GEEGSZTA	Belgium race lasts three laps
GEEGVZYA	Italy race lasts three laps
GEEGNZIA	Portugal race lasts three laps
GEEKEZTA	Japan race lasts three laps
GEEKOZTA	Australia race lasts three laps
AEEKXAAO	Start with 1/2 normal tire tread
PEOXOZAP	Season ends after South Africa
ZEOXOZAP	Season ends after Mexico
LEOXOZAP	Season ends after Brazil
GEOXOZAP	Season ends after Spain
IEOXOZAP	Season ends after San Marino
TEOXOZAP	Season ends after Monaco
YEOXOZAP	Season ends after Canada
AEOXOZAO	Season ends after France
PEOXOZAO	Season ends after Great Britian
ZEOXOZAO	Season ends after Germany
LEOXOZAO	Season ends after Hungary
GEOXOZAO	Season ends after Belgium
IEOXOZAO	Season ends after Italy
TEOXOZAO	Season ends after Portugal
YEOXOZAO	Season ends after Japan
GZSULOVV	Faster pit stops
IVSNIOIN	Accelerate faster
SZSTLEVK	Less tire wear
SZSTLEVK + SZNNXEVK	Very little tire wear
IVSNIOIN + AAKNALGE	Accelerate much faster
ZANKXZYA + SXNKSESU	Races last one lap

I don't know of any other cheat codes for this game, but here are the passwords you receive after each race:

TOPF1CTMPZSMYKR2C9	South Africa
Y8KP8.KJZLLZY7WSR2	Mexico
YC8SR.V3SJMT.09W6R	Brazil
YGG7VD0XYTLPX2PDCL	Spain
L3JXBL4MRFDYKX49R7	San Marino
6HQW64CRV.MKTJMRPL	Monaco
K089N8WHK.RB89Z.3X	Canada
0.M654NXLB5FD5HHK7	France
3NPXGMM173GQMF62NT	Britain
F.L65YW1M9J92J.5G5	Germany
87V3RM82.3QSFBGWKD	Hungary
P0PMM.MDYR5.6V5WT	Belgium
NDHM9HKV1NVCLCSPG3	Italy
88R.0YBRPPMRYW464H	Portugal
FPSSB13T37VQD4JHNY	Japan
0DQ98199H7FL7PGT5Y	Australia

Be forewarned: It's possible (but not confirmed) that these codes could vary depending on the version of your game. Be careful to enter these codes exactly as they are written. Use the Australia code if you want to watch the ending.

If you've read my F1 ROC and F1 ROC 2 walkthroughs, you're probably familiar with this section, which has relatively little to do with actual gameplay. Here are the full names of drivers in the game. "Other driver" is the teammate who doesn't actually appear in this game.

NMWCR DRIVER	TEAM	COLORS	OTHER DRIVER
Nigel Mansell	Williams	Blue, yellow, white	Riccardo Patrese
Gerhard Berger	McLaren	White, red	Ayrton Senna
Michael Schumacher	Benetton	Green, yellow	Martin Brundle
Jean Alesi	Ferrari	Red, white	Ivan Capelli
Mika Hakkinen	Lotus	White, green	Johnny Herbert
Andrea De Cesaris	Tyrrell	Dark gray, white*	Olivier Grouillard
Erik Comas	Ligier	White, blue	Thierry Boutsen
Aguri Suzuki	Footwork	White, red	Michele Alboreto
Karl Wendlinger	March	Aquamarine, white	Paul Belmondo
Pierluigi Martini	Dallara	Red, white	J.J. Lehto
Ukyo Katayama	Venturi-Larrousse	Red, orange, white	Bertrand Gachot
Stefano Modena	Jordan	Blue, white	Mauricio Gugelmin

Not included in Nigel Mansell's World Championship Racing:

- Minardi: Yellow, black, and white (Christian Fittipaldi, Gianni Morbidelli)
- Brabham: Purple, dark blue, and light blue (Eric van de Poele, Giovanna Amati, Damon Hill)
- Andrea Moda: Black (Roberto Moreno, Perry McCarthy)
- Fondmetal: Red, blue, and white (Andrea Chiesa, Eric van de Poele, Gabriele Tarquini)

*The Tyrrell car looks blue in actual racing

All 16 1992 Formula One events are included in this game, and in their real-life orders. The drivers are those of the 1992 season.

Version History [VERSN]

- 0.3 Began work on the guide on 12/28/07. Did a lot of stuff, including the first six track guides.
- 0.7 Made more progress on 12/29/07. Completed the Canada, France, Britain, Germany, Hungary, Belgium, Italy, and Portugal track guides.
- 1.0 Completed Japan/Australia guides and finished things up on 12/30/07. Submitted guide to GameFAQs and Neoseeker on 12/30/07.
- 1.1 Added an important note about Game Genie codes on 11/3/09.

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

Contact Information [CONTC]

If you have any questions or comments about this guide, send an e-mail to VHamilton002@gmail.com. Remember that not all e-mails will be read. Please follow these rules:

- Do include "Nigel Mansell" in the subject line.
- Do send polite suggestions about ways to make this walkthrough better.
- Do send information about any glitches, tricks, or codes you find.
- Do tell me if you break one of my record times.
- Do ask any questions you have about Nigel Mansell's World Championship Racing gameplay. I will answer them eventually if you follow all of these rules.
- Do make a reasonable effort to use decent spelling, grammar, usage, punctuation, and capitalization so I can understand what you're saying.
- Do use patience. I check my messages rather sporadically.
- Do not send spam, pornography, chain letters, "flaming," or anything that contains profanity or vulgarity. Again, violation of this rule will result in permanent constipation.

I'm Vinny, and I approved this walkthrough.

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

- F1 ROC: Race of Champions FAQs/Walkthrough
- F1 ROC II: Race of Champions FAQs/Walkthrough
- SimCity 3000 Walkthrough/Strategy Guide
- Nigel Mansell's World Championship Racing FAQs/Walkthrough

More will be written in the near future.