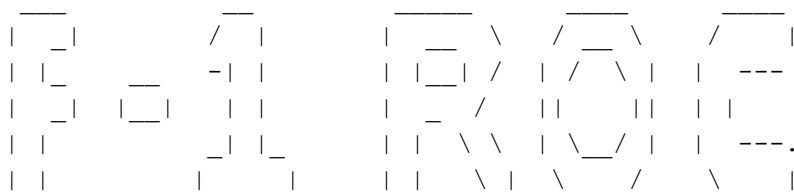


F1 ROC: Race of Champions FAQ/Walkthrough

by VinnyVideo

Updated to v1.28 on Nov 20, 2007



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Introduction [INTRO]

F1 ROC: Race of Champions is one of the better Formula One racing games for the Super NES, and no one has written an FAQ/Walkthrough section for it. It's been over two and a half years since I last completed a strategy guide for a video game, and that was before I had heard of GameFAQs.com. There's a chance that I might reprocess some of my old guides into a suitable GameFAQs format, or I might even start writing new guides! Stay tuned.

Version History [VERSN]

- 0.1 Began work on the guide on 8/24/07.
- 0.2 Experimented with the effects of different equipment, typed most of FAQs, and began track guides on 8/27/07.
- 0.3 Changed many things on 9/7/07. Completed first four track guides and

- some of San Marino.
- 0.5 Got back to work on 11/5/07 after losing interest. Finished San Marino. Began and completed Spain, Portugal, and Mexico.
 - 0.8 Did Hungary, France, Canada, Belgium, Australia, and U.S.A on 11/7/07.
 - 0.9 Did the Monaco and Japan track guides on 11/8/07.
 - 1.0 Made some finishing touches and finally finished the guide on 11/9/07. Added contact information on 11/15/07. Submitted guide to GameFAQs.com on 11/16/07.
 - 1.1 Tweaked formatting and fixed a few errors, courtesy of Trevor Riley, on 2/14/12.
 - 1.15 Added a note about severity of rain on 4/10/12. Thanks again Trevor.
 - 1.2 Added new record times and several tips from Seyris on 4/4/13.
 - 1.25 Another new batch of record times added on 4/12/13.
 - 1.26 Updated Trevor Riley's records on 12/7/13.
 - 1.27 Fixed a dead link on 8/22/14.
 - 1.28 Added some details about the hidden track on 9/6/20. Thanks Michael Murrin!

As you may be able to see, I worked on this rather sporadically (it didn't really take this long to type). In all likelihood, this is the final edition of this guide. However, I'll update this guide if I discover something really interesting.

FAQs and General Tips

[NOTES]

Q: What are the controls?

A: The controls are pretty simple:

B button	-	Gas pedal
A button	-	Use nitro fuel (if you have any)
Y button	-	Brake
L button	-	Shift gears down
R button	-	Shift gears up
Start	-	Pause
Control Pad	-	Steer left or right

Q: How can I use a manual transmission?

A: Basically, you can't. You have an automatic transmission, but you can press L and R to change gears. There isn't much point in doing so in this game, although some players might use the L button as a way to quickly slow down for sharp turns.

Q: I don't like driving in rain. Is there any way I can guarantee that I'll be on a dry course?

A: If there's a rain cloud icon above the track when you select it, you know there will be rain during the qualifying and race. Return to the main menu and select the race again. Because the rain appears randomly (approximately 15%), you will probably have a dry track next time.

Q: Are there different degrees of rainy conditions?

A: Yes. Trevor Riley tells me that there are two different levels of rainy weather. You'd be wise to switch to rain tires regardless of whether it's light rain or hard rain, however.

Q: Is there any way I can change the number of laps in a race?

A: Not unless you change the mode.

Q: Why shouldn't I go off the road?

A: Because you lose speed when you're driving on the grass. You should know that. In fact, sustained off-road driving reduces your speed by almost half.

Q: What good are pit stops?

A: Since gas isn't consumed in this game, pit stops are only used to repair damage so you won't have to pay a financial penalty at the end of the race if your car gets damaged (caused by hitting another car or a wall). Pit stops take a lot of time, so only go into pit lane if you're well off the pace and unusually curious.

Q: How do I keep my car from going off the road?

A: You could play some more and improve your skill. That's one way. Try increasing your car's grip with wing, diffuser, chassis, and tire upgrades (the more expensive, the better). If you need a moment to consider how to approach the next turn, just press START to pause the game. That can help, too.

Q: Are there any video games besides this one that contain advertisements for cigarette companies?

A: Not to my knowledge.

Q: What's the highest numbers for the "grip" gauge you can achieve?

A: I've experimented with this, and it's 23-22-23.

Q: What's the difference in acceleration between a high-grip setting and a low-grip setting?

A: I tried changing the front wings, rear wings, and diffusers on a Chassis 3 car with a Honda engine. The high-grip setting took 5.6 seconds to reach 339 KPH, while the low-grip setting took 5.15 seconds. Most of the time, I would prefer the high-grip setting (so I don't have to decelerate much in the first place).

Q: Why does the driver select screen background show the words "Exhaust Heat?"

A: Exhaust Heat is the Japanese name for F1 ROC: Race of Champions, which is the American name of the game we're playing.

Q: Why aren't the courses in the actual order of events in the real 1991 Formula One season?

A: In this game, the courses are designed to become progressively more challenging as you go along. See [FORM1] for more information.

Q: What happens when you complete the last race of a season?

A: You begin a new season, keeping all money and parts you obtained in the previous season. Obviously, this makes future seasons much easier. As far as I know, you can complete the season as many times as you want, since seasons in this game loop endlessly. Computer drivers will have faster cars in the second season.

Q: Are there are any hidden tracks?

A: Sort of. At Monaco, there's a very narrow gap in the wall near the end of the course. If you go fast enough, you can drive through this barrier and float over the water. Eventually you'll come to a very short track. Interestingly, it has a start-finish line and a blocked-off pit road. You can drive around it as many times as you want until you get bored. There really isn't anything useful you can do here, but it's certainly interesting. If you want to leave, though, you must go back the way you came (or reset). For that reason, it's best that you try this in Training mode.

Michael Murrin, one of my readers, found that this hidden course is based on the 90's layout of Fuji Speedway in Japan.

Q: Will giving my player a weird name do anything interesting?

A: If you name your player SOUND or OTO, a music test screen will appear. Press Up or Down to cycle through the tunes and B to play them. Supposedly, if you name your player CASINO, you'll be able to play a slot machine mini-game to earn bonus money after the Monaco Grand Prix, although I haven't been able to authenticate that. Also, the name SETAUSA (or SETUSA) will give you an extra \$10,000 to work with at the beginning of the game.

If you enter XXCHECKXX (for the North American release) or CHECK (for Europe/Japan), you can view technical details about the game and your Super NES.

Q: Are there any fans of this game besides you?

A: Yes! Trevor Riley ran a massive number of races in this game as part of a challenge. You can track his progress at <http://www.mvgsports.com/>.

Q: Are there any misspelled words or errors in grammar and mechanics in this document?

A: Only one, and it's in the last sentence.

Car Setup Tips

[SETUP]

Before we talk about the fun stuff, let's first take a look at the prices of each part:

Chassis - Type 1 (free), Type 2 (6000), Type 3 (15000)

Transmission - 4-speed (free), 5-speed (2000), 6-speed (3500), 7-speed (6000)

Brakes - Normal (free), carbon (1500), antilock (4000)

Suspension - Soft (free), hard (500), active (3000)

Diffuser - Normal (free), small (1000), large (1000), special (4500)

Front wing - Normal (free), low-downforce (1000), high-downforce (4000), special-low-downforce (6000), special-W (8500)

Rear wing - Normal (free), low-downforce (1000), high-downforce (7000)

Tires - Spare (free), rain (300), normal (150), high-grip (200),
 special (350)

Engine - Jadd V8 (free), Foro V8 (3000), Ilmoa V10 (7000), Renart V10
 (10000), Ferari V12 (17000), Homda V12 (22000)

Nitro - 2 liters (500), 3 liters (700), 4 liters (1000)

Remember that you can't keep any parts you buy in Training mode, although you also won't lose any of the money you spent.

Now let's see what happens when you upgrade each part:

Chassis

Chassis 2 doesn't help you much at all. Chassis 3 improves your downforce without hurting acceleration. My advice is to buy Chassis 3 near the very end of your first season and to avoid buying Chassis 2 altogether.

Transmission

Your choice of transmission has relatively little bearing on performance. The more expensive models offer slightly improved acceleration, and they might give you more precise control over braking if you like to slow for corners by downshifting. You'll get a bigger upgrade to your acceleration by buying a better engine, though, so engine upgrades should be the higher priority.

Brakes

Carbon brakes slow your car more effectively than do normal brakes. Antilock brakes are even better. Buy the antilock brakes after making a significant engine upgrade, and don't bother with the carbon brakes. According to my research, here are the times it takes each braking system to slow a 364-KPH car to 0 KPH: 3.4 seconds (antilock), 3.71 seconds (carbon), 4.24 seconds (normal). Those 0.84 seconds come in handy at the U.S.A. and Monaco tracks. Don't worry about brakes early in the season, though, since there won't be many corners that require braking.

Suspension

Both hard and active suspension boost downforce and help acceleration, although hard suspension actually hurts braking. Since the active suspension is better, I wouldn't buy the hard shocks. You might want to buy active suspension around the third quarter of your season, but it isn't your top priority.

Diffuser

This might be your lowest upgrade priority, as it affects the balance between acceleration and braking. However, the Special diffuser is helpful in the fourth quarter of your first season, and the Large diffuser is quite useless

because the Special is superior in every way.

Front wing

Don't bother with LOW-DF or HIGH-DF. However, SPECIAL-L and especially SPECIAL-W can be helpful near the end of the year, since you'll need the extra downforce for the twistier circuits, especially once you begin upgrading your engine.

Rear wing

The LOW-DF rear wing reduces downforce and boosts acceleration. I wouldn't buy it, although it could be helpful early in the game. The HIGH-DF rear wing increases downforce while hurting acceleration. It improves times on the later tracks, but it's not necessary early on.

Tires

The default (and free) option are spare tires, which don't give you much grip. If it's raining, fork over the \$300 for rain tires. If it's not raining, it's a good investment to pay for the normal tires. If you have the funds, especially on the later tracks, buy the high-grip or special tires. Remember that you can't keep tires for future races; they're one-time-use, although you can (and should) buy tires before qualifying and then keep them for the race.

Engine

Engine upgrades help you far more than any of the other parts. You start off with the Jadd V8 engine, which offers very little power. Here's the full list of engines:

Engine	Top Speed	Nitro Speed	Horsepower
Jadd	262	268	620
Foro	282	307	650
Ilmoa	294	320	695
Renart	310	336	680
Ferari	326	353	710
Homda	339	365	725

The odd-numbered engines (Jadd, Ilmoa, and Ferrari) seem to provide better acceleration relative to horsepower, while the even-numbered ones boast more raw power. I suggest that you NOT buy any upgrades early on (except nitro fuel), saving up enough money to buy the Ilmoa V10. Then consider getting the active suspension and/or antilock brakes, but focus on accumulating enough money to purchase a Ferrari or Homda engine. At that point, you'll have an extremely fast car, and your priority from then on will be to boost grip with wing, diffuser, and chassis upgrades. I write a little more about this in the Modes of Play section.

Nitro

Nitro is easy to explain. The more nitro fuel you have, the longer you'll be able to use the Nitro Boost feature. If you have enough money, buy four liters

of nitro for every race (except maybe U.S.A., Monaco, and Japan), and maybe even two or three liters for qualifying. Using nitro fuel will improve your lap times, and it'll also make it easier to pass slower drivers safely.

Modes of Play

[MODES]

On the opening screen, select RECORDS if you want to view your record times for races and training (but not Test Runs or qualifying sessions). Otherwise, select START. From here, you can select an existing save file or create a new one. After that, Training lets you run a single race on a default car with \$21,000 to spend on adjustments, while Grand Prix is more interesting. There's also Config, a place to look at technical settings you'll never need to look at. We'll talk about Grand Prix mode in the next paragraph.

In Grand Prix mode, you can select Test Run or Race. Test Run lets you practice two laps at the track of your choice using your Grand Prix car. Unlike Training mode, you'll have access to any upgrades you've unlocked. In addition, there are no cars on the road and the race lasts only two laps. Essentially, it's like a qualifying session. Don't buy nitro fuel or tire upgrades, though, or you'll lose that amount of money in Grand Prix mode.

If you select Race, you will begin qualifying for the next race in your save file's grand prix season. As they said so often on SPEED TV's telecasts of Formula One events, "Before you can race, you must qualify." Keep in mind that only the second lap time counts. In the race, you compete against seven other drivers and earn points and prize money based on your finish. You can use this prize money to upgrade your car in future races. If you have the most points at the end of the season, you'll win the championship and receive a monetary bonus.

Any part upgrades you buy in Grand Prix mode can be used in all future races, test runs, or qualifying events in Grand Prix mode, with the exception of tires and nitro fuel. If you upgrade your tires, make sure to do so before you qualify, as tire upgrades apply for the both the qualifying session and race (but not future races). Also, unused nitro fuel in qualifying carries over to the race - but not to future races.

One more oddity: You lose \$1,000 after each qualifying session (for some reason), unless you have less than \$1,000. To prevent this from happening, you might want to try to spend all your money on the Car Setup screen in qualifying (unless you're saving up for a big engine upgrade or something), even if this means buying a suspension or brake upgrade. I wouldn't worry too much about this, though. Nothing bad happens if you're unable to pay the \$1,000 because of insufficient funds, either.

Track Strategies

[TRACK]

Here are some tips for each course.

Caution: It's a good idea to do at least one Test Run on each course before attempting to qualify. On some courses, it's advisable to practice six or seven times before qualifying.

Caution number two: Even though these tracks aren't fictitious, these track

guides are not necessarily interchangeable with other Formula One video games (or real life!).

One more note: Four different road signs may appear on your screen right before a turn (eight if you include both directions).

The gentlest turns (I often call them "gentle curves") are about 30 degrees and should pose no difficulty whatsoever, unless they're followed by a sharper turn, which can make them especially tough. Long gentle curves are usually considered "sweeping."

"Sharp" turns (about 90 degrees) are a little trickier. "Quick" turns are basically sharp turns that don't seem to last very long (you'll know them when you see them). Consecutive sharp turns of the same direction are often referred to as "sweeping turns" or "hairpins," depending on their nature.

"Hairpins" are about 180 degrees. These usually require some braking action, and some are quite challenging.

"Chicanes" go one way, and then the other way. Sometimes you can use nitro fuel through them, while other times you might need to brake some.

Caution number three: There are many shades of variation within the four main types of turns.

Now on to the strategies!

Italy (Monza)

If you like speed, this is the course for you. Unless you have a very odd car setup, you shouldn't have to apply the brakes a single time at Italy. This is a good place to get four liters of nitro fuel. Downforce isn't very important here. An early straight is broken up by a series of quick chicanes. You don't need to steer much until you come to a gentle sweeping right turn. Decent straightaway. A wider chicane that starts left. You'll need to steer some. A sharp right turn. You might need to brake if your line isn't right. The quick right turn after that shouldn't be any problem, and then there's another straightaway. The quick, sharp left turn can tough if you're not expecting it, followed by a little chicane. You'll soon come to a fairly sharp right turn where braking could be required - the famous Parabolica - and that's about it. One final note: In race mode, it's often quite difficult to finish in first place, even with flawless driving and optimal equipment.

Great Britain (Silverstone)

Also easy, but tougher than Italy. Long straightway. Quick 90-degree right-hander. A straightaway, followed by a gentle chicane and a not-so-gentle curve. It's easy to go off the road if you're going too fast. Medium straightaway. Gentle curve, sharp right, sharp left. This is probably the toughest part of the track. You'll probably find yourself messing up the lawn the first few times here. There's also a wall jutting out in a hittable place. A left turn that's not nearly as gentle as you think it is. Fairly sharp right. Straightaway. Easy left. Not-too-tough right. Long left turn, followed by short right. Sharp right, short straight, gentle right, straightaway, that's it.

Germany (Hockenheim)

Another good nitro place, so buy four liters. Germany has more opportunities for high speed than Britain, but there are also more sharp turns. Start. Long straightaway. A series of gentle right curves. Straightaway. Chicane. The second part is sharper than the first, so exercise caution. A fast stretch broken up by a tricky chicane. More gentle rights and straights. Three gentle curves. Now entering the slower stretch. Sharp right. The first hairpin you've seen so far, but it's not as sharp as it looks. Fairly sharp right followed by another right. That's all, folks.

Brazil (Sao Paulo)

Brazil boasts some of the game's longest straightaways - and a few of the sharpest turns. Some players might opt to increase grip by changing wings, diffusers, and/or tires. If you have some spare cash, you'd be wise to stock up on nitro as well. Long opening straight. Tricky left. Gentle right. Long left. Very long straight. SLOOOOOOW left hairpin at the top of the map. You may need to apply the brakes here, although you can try to clip the edge of the corner if you're going for a record lap time, and it's possible to take the corner at full speed if you have the proper equipment. Short straight. Gentle left. Short left that's really long. Another short straight before the tightest section begins. Sharp right. Very short straight. Slow down leading into the sharp right so you can maintain control during the upcoming left hairpin, which requires braking or downshifting. A quick right is followed by another hairpin, but you shouldn't lose as much speed as you did during the last hairpin, especially if you begin the corner sticking to the outside. A little left. Quick sharp left. Short straight, sweeping left. Pretty long straight, broken up by two gentle left kinks. And that concludes our tour of Interlagos.

San Marino (Imola)

Imola is a technical circuit that isn't extremely exciting. Long straightaway. Fast sweeping left. Medium straightaway, gentle right, left hairpin. Straightaway with two gentle curves. Easy left. Short straightaway. Chicane. Sharp right could be trouble if you didn't pick the proper line after the chicane. Medium straight. Gentle curve. Sharp left, immediately followed by a sharp right and a gentle left. The next gentle right should be easy, but watch out for two fairly sharp lefts in succession. Decent straight and a tricky chicane before reaching the finishline.

Spain (Catalunya)

This track has long straightaways followed by sharp turns, thus requiring hard braking. You start off with a VERY long straightaway, followed by a sharp right and a sharp left. A very long sweeping right is ahead; it shouldn't give you any problems. After a short straightaway, you'll have to traverse two sharp right turns. Next is a tricky left hairpin, although it's not too tough if you don't go too fast. After a long straight, don't let the gentle left put you to sleep; the next left is pretty sharp and returns to the right. Another straightaway, and a somewhat more sweeping right. The next straightaway is broken up by an easy-to-manage chicane, but beware of the left hairpin up ahead. A slightly curved straightaway gives way to a right hairpin and a sweeping right. A quick right then returns you to the start.

Portugal (Estoril)

Estoril feels a lot like Spain, but the corners are a bit sharper. Long straight. Quick right. Medium straight. Sweeping right. Sharper right. Deceptively tough left; it gets sharper later in the turn. Medium straight, quick left, medium straight. Slow left hairpin, quick left. Medium straight, quick left. Tough sharp left; take it slowly. Quick right. Sharp left, long sweeping right. After a very long straightaway, we're back where we started.

Mexico (Hermanos Rodriguez)

This track, which looks a little like a triangle, has some things in common with Portugal. Nitro fuel is helpful, especially if you're aiming for a fast lap. The opening straight is longer than most. Get ready to brake hard, as there are three sharp turns ahead: Sharp right, sharp left, sharp right. Stay on the road so you can accelerate quickly for the very lengthy straightaway up ahead. Gentle left, sharp right, right hairpin. Short straight, challenging chicane. Another tough chicane, followed by a sharp right turn. Sharp left, medium straight. The final curve sweeps for a while (almost identical to the one at Portugal). All that work gets us to the very beginning.

Hungary (Hungaroring)

I've never really cared much for this track, although it's not too tough in this game. The opening straight leads to a sustained sharp right. Don't go too fast. After a medium straightaway is a sharp left that requires real braking action. Then there's a long straight with intermittent gentle curves. The left turn ahead is one of those that starts gentle and gets sharper, but this one is kind of fun. A medium straight leads to one of the game's sharpest chicanes. Take it slowly. Of course, you could just cut through the corner, since nobody's going to be giving you a black flag or a stop-and-go penalty. The left turn ahead isn't too sharp. Stay alert to stay on the road when you come to the next right. Then comes a gentle left and a sharper right. A straightaway ends in a right turn. Then comes a short straight and a very sharp left. The track ends in a sustained right turn. Hold right on the control pad and you'll be okay.

Canada (Montreal)

Here's an interesting course, but it can be difficult. Nitro fuel isn't very useful here. Canada is the shortest track in this game (although not in real life). It starts with a mini-chicane and a quick left, but after that you'll have to slow down for the hairpin (unless you want to slam into the nearby wall). A short straight leads to a quick chicane. Then you'll be going back and forth: Right, left, right. With practice and proper setup, you won't lose any speed. Two very gentle rights break up the next straightaway before coming to a gentle chicane. The hairpin ahead requires significant braking or downshifting. Then there's a short straight and a quick right. After a duo of chicanes, you're back at the finish line.

France (Magny-Cours)

Magny-Cours is one of the last tracks to offer long straightaways. This is the longest track in the game (although not in real life). If you have a choice, use an engine that's more speed-oriented (Homda, Renart, or Foro) than acceleration-oriented. Nitro fuel is highly recommended. There are several gentle curves (mostly rights) early. Then you'll reach a lengthy straightaway.

Brake heavily for the hairpin and proceed to the next long straight. This one has a few gentle curves, though. The hairpin at the end isn't too tough and doesn't always even necessitate braking. You guessed it: There's another long straight. At the end, there's a gentle right, a sweeping left, a sharp right, and yet another long straightaway. Watch out for the chicane, though. After a quick right, you've completed a lap. Naughty Note: You can save some time by cutting the sharpest hairpin (but look out for the barrier).

Belgium (Spa-Francorchamps)

I like this place. If you've ever watch real Formula One racing here, you know the opening turn, known as La Source, is extremely sharp. Brake as soon (or before) you see the sign appear on the screen, although some players find downshifting to be more effective than braking. Zip along the straightaway. Don't be fooled by the little left turn; there's a sharp right and a left ahead. After Eau Rouge you'll be going straight for a little while, although there are a couple of gentle turns along the way. A sharp right is immediately followed by a less sharp left and a right. Get ready to slow down for the hairpin, which is followed by a medium left and a sharp left. Soon you'll face a succession of sharp turns: right, left, right. The final right is sharp and long. There are a few gentle curves up ahead. The track concludes with the famous Bus Stop chicane (which was remodeled and basically eliminated this year). You'll be okay if you don't try to overcorrect before the next part of the corner. After that, you're back at the start.

Australia (Adelaide)

The turns start getting a little sharper for this course. At this point, tire upgrades and downforce boosts (using wings and diffusers) are helpful. The toughest part of the course is immediately after the opening straightaway. A gentle left is followed by a sharp right, sharp left, sharp right, gentle left, quick right. You can always try clipping these corners, though. After that things are simpler: a long straight, a quick right, and another very long straightaway. At the end of the straight, watch out for a very sharp hairpin. You might need to slow down to 160 M.P.H. to stay on the road, but it can also be advantageous to cut some of the corner. A short straight is followed by a sharp left. Then there's a comparatively mild hairpin (no braking required), and that's that.

U.S.A. (Phoenix)

This road course is different from all the other circuits in the game, because the walls are very close to the road (it's a road course). For that reason, going off the road will usually cause damage (and tremendous loss of speed), and you'll have to get lucky if you want to set a very fast lap. Also worth noting is that most of the corners here are precisely 90 degrees. The opening straight leads to a sharp right with walls dangerously close to the road. The next sharp left gives you even less room for error. There's a chicane ahead; don't try to breeze through. After a short straightaway is a hairpin, but fortunately it's one of the few places here with a generous runoff area. Next is a quick right that also has some room for error. The quick left shouldn't be a problem. Then comes a "square" area: sharp right, sharp left, sharp left, sharp right. You'll smash your car if you go off the road on any of those corners, so exercise caution. The course ends with a simple, sweeping left curve.

Monaco (Monte Carlo)

If you like twisty tracks, this one's for you. After the opening straight is a quick sharp right, followed by a medium straight with a few gentle curves. Next is a quick left and a sharp right. Then comes a hairpin - go slowly. Then another hairpin. If you go too fast, you'll hit the wall. Two sharp rights come next. There's a slightly curvy straightaway (where the tunnel should be), then a chicane. A short straight ends with a quick left. Then there are two chicanes in close proximity (a little like the Bus Stop). The sharp left ahead is tough and doesn't have much runoff (like at the U.S.A. course). Go slowly. Afterwards are two sharp rights, and that's it.

Japan (Suzuka)

A challenging track with a variety of turns. There are back-to-back sharp rights right after the opening straightaway, followed by several gentle-to-medium curves that swing you left and right. After a medium straight comes a fairly sharp right. Another medium straight ends with a quick right. Slow down to about 200 M.P.H., as a hairpin is coming up very soon. There's a short straight, and then a long right. After that are two rather sharp lefts. There's a long straightaway ahead, but beware of the "three-way" chicane at the end. The first part requires some braking. That's the last turn of the last track.

Record Times

[RECOR]

Here are some tough lap times to beat for each track. These times were recorded using optimal equipment (including four liters of nitro fuel and "special" tires). Please tell me if you ever beat a world record, but in recent years the bar has been set very high!

	Vinny's Record Lap	World Records Lap - Race
Italy	31.42	30.90 1:38.53
Great Britain	39.70	38.20 2:00.57
Germany	35.20	34.27 1:48.99
Brazil	42.82	41.05 2:09.10
San Marino	34.45	32.95 1:45.03
Spain	45.45	43.20 2:15.55
Portugal	42.92	41.20 2:09.32
Mexico	35.08	33.75 1:46.99
Hungary	41.97	39.97 2:05.95
Canada	26.45	24.57 1:19.72
France	51.85	51.02 2:38.99

Belgium		38.60		36.37	1:55.97	

Australia		30.45		28.35	1:31.10	

U.S.A.		32.52		28.78	1:32.27	

Monaco		36.00		32.37	1:43.47	

Japan		35.33		33.33	1:46.22	

Trevor Riley currently holds all the world records, although Seyris deserves an honorable mention for beating most of my record laps.

Game Genie Codes

[GENIE]

CODE(S) TO ENTER	WHAT IT DOES
BA26-A44F	Start with \$0
3C26-AF4F + CB26-AF1F + D426-AF3F	Start with \$5,240
3C26-AF4F + CB26-AF1F + D626-AF3F	Start with \$20,600
3C26-AF4F + CB26-AF1F + 0D26-AF3F	Start with \$163,960
3C26-AF4F + CB26-AF1F + 6D26-AF3F	Start with \$327,800
3C26-AF4F + CB26-AF1F + EE26-AF3F	Start with \$652,920
C9A8-07DD	No damage when hitting walls
C922-0FDD	No damage when hitting other cars
DDEE-6F21	Normal tires are free
DDEE-6491	High-grip tires are free
DDEE-6F91	Rain tires are free
DDED-A491	2L nitro is free
DDED-A421	3L nitro is free
DDED-A791	4L nitro is free
DDEE-6721 + DDED-ADF1	Foro V8 engine is free
DDED-AD91 + DDED-ADB1	Ilmoa V8 engine is free
DDED-AD21 + DDED-AFF1	Renart V10 engine is free
DDE3-6791	Low-DF rear wing is free
DDEE-6D91 + DDEE-6DB1	High-DF rear wing is free
DDE3-6D21	Low-DF front wing is free
DDE3-6F21 + DDE3-64F1	High-DF front wing is free
DDE3-6491 + DDE3-64B1	Special-L front wing is free
DDE2-6421	Small diffuser is free
DDE2-6721	Large diffuser is free
DDE3-6D91 + DDE3-6DB1	Special diffuser is free
DDE2-6F21	Hard suspension is free
DDE2-6491 + DDE2-64B1	Active suspension is free
DDE2-6D91	Carbon brakes are free
DDE2-6D21 + DDE2-6FF1	Antilock brakes are free
DDEA-6491	5-speed transmission is free
DDEA-6421 + DDEA-67F1	6-speed transmission is free
DDEA-6791 + DDEA-67B1	7-speed transmission is free
DDEA-6D21 + DDEA-6FF1	Type 2 chassis is free
DDEA-6F91 + DDEA-6FB1	Type 3 chassis is free

All 16 courses in F1 Roc: Race of Champions exist in real life. The seven drivers you compete with in races are fictitious, but A. Seta is undoubtedly Ayrton Senna, while N.J. Myden is Nigel Mansell. I'm pretty confident T. Phillips is based on Alain Prost, the Tyrrell driver is Satoru Nakajima, and R. Pakula is probably Nelson Piquet. Seven of the eight team names were real: BEN (Benetton), FER (Ferrari), JOR (Jordan), LEY (Leyton House), McL (McLaren), TYR (Tyrrell), and WIL (Williams) You drive for the SET team, which is evidently SETA, the company that produced the game (even though the car carrier in Grand Prix mode says "Flamingo"). The real names of engines are Ford (Ford), Ilmor (Ilmoa), Judd (Judd), Renault (Renart), Ferrari (Ferrari), and Honda (Honda).

This is the actual order for Formula One events in the 1991 season:

Event	F1 Roc	Actual Formula One Order

USA (Phoenix)	14	1
Brazil (Sao Paulo)	4	2
San Marino (Imola)	5	3
Monaco (Monte Carlo)	15	4
Canada (Montreal)	10	5
Mexico (H. Rodriguez)	8	6
France (Magny-Cours)	11	7
Britain (Silverstone)	2	8
Germany (Hockenheim)	3	9
Hungary (Hungaroring)	9	10
Belgium (Spa)	12	11
Italy (Monza)	1	12
Portugal (Estoril)	7	13
Spain (Catalunya)	6	14
Japan (Suzuka)	16	15
Australia (Adelaide)	13	16

Only nine of these tracks (and twelve of the countries) hosted actual F1 events in 2007.

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If you have any questions or comments about this guide, e-mail me at VHamilton002@gmail.com. That's zero-zero-two, by the way. Please follow these guidelines when you e-mail me:

* Do include "F1 ROC" 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 in this guide.
- * Do make a reasonable effort to use decent spelling and grammar so that I can understand what you're trying to say.
- * Do use patience. I check my messages quite sporadically.
- * Do not send spam, NSFW material, flaming, or profanity. Be nice.

There isn't a better 15 pages of 10-point Courier New text on the Internet!
(Maybe.) In the meantime, so long, farewell, good-bye... and that kind of
thing.

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