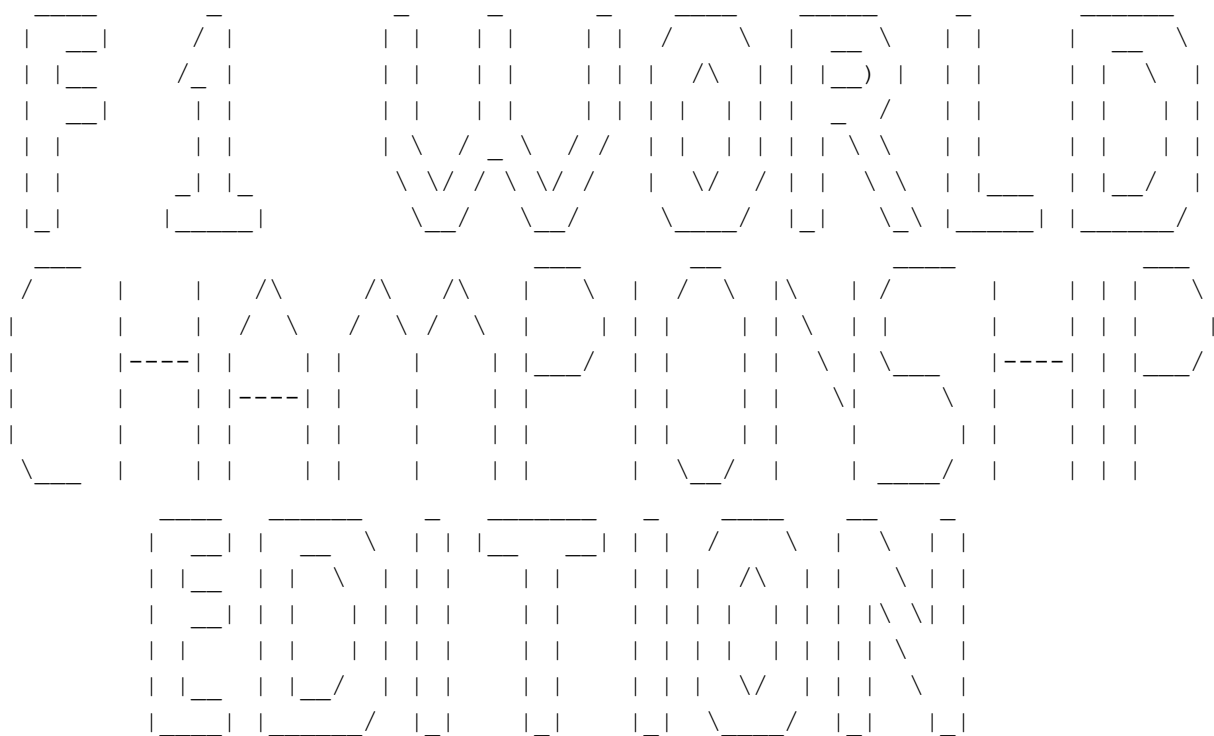


# F1 World Championship Edition FAQ/Walkthrough

by VinnyVideo

Updated to v1.1 on Mar 25, 2008



---

## Table of Contents

---

[INTRO]	Introduction
[MODES]	Modes of Play
[TRACK]	Track Guides
[QUEST]	Frequently Asked Questions
[PASSW]	Passwords
[RECRD]	Vinny's Records
[REALL]	Comparing to Reality
[VERSN]	Version History
[COPYR]	Copyright
[CONTC]	Contact Information

Navigation tip: Press Ctrl and F to bring down a search bar. Then type in the name of the section you're looking for - like [VERSN] for the ever-popular Version History.

---

## Introduction

---

[INTRO]

My walkthrough-writing career, although short, has taken me from the arid Nebraskan prairies to the romantic streets of Paris and even the fictitious yet stunning plains, mountains, forests, and deserts of Hyrule. But in this guide, I'm returning to where I started producing strategy guides - the intricate racetracks of the Formula One circuit. This is my thirteenth walkthrough! F-1 World Championship Edition isn't a superb game, but it's still fairly fun. The graphics are unremarkable for 1995, and the gameplay isn't very deep. You can't even upgrade your car's parts or adjust its settings. The arcade-style play control is OK, but you lose too much speed when you leave the course, and it's

needlessly difficult to pass another car.

By the way, it's my understanding that F-1 World Championship Edition was released only in Europe, so your only chance of getting this game in North America is probably eBay or a ROM. And even though this game is European-only, I'm using American spellings and usage throughout this guide.

=====  
Modes of Play

[MODES]  
=====

---Championship---

In Championship mode, you run a series of races, earning points at the end of each race based on how you finished. The driver with the most points at the end of the season wins. You can choose between 1-player mode (the standard), 2-player (a split-screen mode that allows a second human player to play with you), and 1-player vs. SNES (like 2-player, except the computer controls the second car). The latter two options will generate better lap times. After that, you select your driver, with the option of changing his name. Lastly, you can change the order of races. You can run as many or as few races as you want, but you can't select a track more than once. I'd probably go with the default order, based on the real 1994 season. After that, you'll begin qualifying for the first race.

---Knockout

In this mode, you run races at each track until you fail to finish in the top six. You can't change the race order, and you also don't run qualifying sessions. You start every race in last. This is 1-player only, and you can't change the order or number of races.

---Practice---

Practice Mode allows you to run a practice race at the course(s) of your choice. The race length will be whatever you have selected on the options menu (5, 10, or 20 laps). As with Championship mode, you can select your driver and track(s). Also, you can choose between 1-player, 2-player, and 1-player vs. computer modes.

---Options---

This enables you to adjust various options related to game play. Turn "Pits" off if you don't want tire wear. You should be able to figure out the other options yourself.

Difficulty (Easy, Norm, Hard)

Race Laps (5, 10, 20)

Pits (On, Off)

Gearbox (Auto, Manual)

Controls (four different configurations are available)

---Password---

Select this option to resume a previous championship. These passwords are 40 characters long, so be careful when entering them or writing them down, as it's easy to make a mistake.

=====  
Track Guides

[TRACK]  
=====

Although all of the tracks in this game are real, I wouldn't recommend trying to use these track guides with another Formula One racing game.

---Brazil (Interlagos)---

It's very easy to beat computer opposition here. After the opening straight is

a fairly sharp left, immediately followed by a gentle right and a sweeping left. Long straight. Quick left, short straightaway, long left, medium straight, two short rights. Short straight, gentle right, quick sharp left. Next is the toughest turn of the track. Use the curb-cutting trick (cut through some of the inside of a turn to slow your car without braking) to slow to about 140 MPH on the next hairpin. Without cutting the corner, you would have to brake to about 110 MPH. Short straight, medium left, short straight. After a series of gentle lefts, you'll be back at the opening straightaway, which curves very gently near its midpoint. That's all of this one.

---Pacific (Aida, Japan)---

Long opening straight. The upcoming right hairpin isn't as sharp as it looks on the map. Decelerate to about 170 MPH for the sharp left ahead, and accelerate through the left that comes immediately after it. After the medium straight, cut the corner to slow to 150 MPH for the very sharp left hairpin. Medium right, sweeping right, short straightaway, easy right. Long straight, quick right, medium straight, medium left. The next straightaway curves very gently. Slow for the final right and you've finished a lap.

---San Marino (Imola)---

The opening straight isn't very long. Sweeping left, medium straight, gentle right. Slow to about 150 MPH for the tough hairpin ahead, cutting some of the curb. Short straight, gentle right, quick left, short straight, gentle left, chicane, sweeping right. Gentle left, short straight, chicane, short straight, gentle left, short straight, gentle left, sharp left. Decelerate a bit for the next left. Short straight, gentle right, chicane, and that's it.

---Monaco (Monte Carlo)---

Monte Carlo is one of the most challenging courses in the game (and in the real Formula One circuit). Cut the corner to slow to about 150 MPH for the opening turn, a sharp right. After a slightly curvy medium straightaway comes a sweeping left and a medium right. Now comes the slow part of the track. Slow to 140 MPH for the upcoming hairpin. Accelerate through the next hairpin, then brake to 110 MPH for the final hairpin of the series. Cutting the corner helps if you're daring. Look at the low-tech graphics for the tunnel! This medium-length straightaway is broken up by a medium right. Watch out for the tough chicane that comes right after the tunnel. A quick left is immediately followed by another chicane, and then a more subtle chicane. After the short straight, brake to 115 MPH for the final turn, a very sharp hairpin. It starts left but actually veers right, so be careful and stay inside. Cut a bit of the corner if you're really bold. Then take the slightly curved straightaway to the finish line.

---Spain (Catalunya)---

Very long opening straightaway. Medium right, quick left, long sweeping right, medium straight. Brake to approximately 140 MPH for this tighter sweeping right. Medium straight, medium left. It isn't nearly as sharp it looks. Short straight, gentle left, short straight, medium left, gentle left, short straight, medium right, short straight, gentle right, gentle left, short straight. Brake to 145 MPH for the hairpin. The next hairpin is even sharper; take this one at 100 MPH. The curb-cutting method is very risky on both. Short straight, easy right, medium right, and that's all she wrote.

---Canada (Montreal)---

It almost always rains here. The opening left is immediately followed by a sharp right. Short straight, chicane, gentle left. Ignore the gentle right and set yourself up for the tricky chicane. The upcoming straightaway is lengthy and curves very slightly. After a few gentle curves, cut the curb and slow to 145 MPH for the hairpin. After the medium straight, ignore gentle lefts and focus on the abrupt chicane. Go down one more straightaway, navigate the

chicane, and you're back where you started.

---France (Magny-Cours)---

Magny-Cours is far more difficult than any of the previous tracks, especially against the computer. It's a tough place to win, but you can do it. The opening straight is shorter than some. Gentle left, short straight, long sweeping right. It gets a little sharper near the end. There are several gentle rights on the upcoming long straightaway. Try going over the inside edge on the hairpin. You'll slow to approximately 150 MPH. Watch out for the fast right-left-right-right combination that's just ahead. The rest of the straightaway is also curvy. The game's hardest turn is ahead. Go over the inside edge, and when your wheels get back on the road, decelerate to about 60 MPH and accelerate again near the end of the turn. The gentle curves and chicane on the next straightaway shouldn't pose any trouble. Go over the edge a bit for the sharp right ahead. After the medium straight, don't let the chicane pull you in the wrong direction for the final sharp right.

---Britain (Silverstone)---

Silverstone has several long straights, as well as some very sharp turns. I think you'll find it to be easier than France. After the opening straight, medium right, medium straight, gentle left, quick right. Quick left, sharp right, gentle left, long straightaway. A very sharp right is ahead. Try braking to 140 MPH and/or cutting some of the inside corner to slow you down. Immediately afterwards is a quick sharp left which may require further braking. After a short straight, don't let the quick left make you overcorrect for the long right hairpin, which doesn't usually require braking. The upcoming medium straightaway is broken up by a gentle left. Medium right, short straight, quick sharp left, medium left, two medium rights, long sweeping right, and the checkered flag.

---Germany (Hockenheim)---

A speed demon's dream come true! This is a particularly lengthy track, and it's quite easy, although tire wear is a problem near the end of the race. Medium straight, medium right, long straight, long gentle right, easy right, easy left, long right, long straight, long gentle right, quick chicane, long right, long straightaway, medium left, medium right, medium left, long straight, medium right. Next up is a very sharp hairpin, and the sharpness is compounded by the fact that you're probably going 204 MPH here. Slow to about 100 MPH here, cutting some of the inside corner to slow yourself down. After a short straight and a long right, you've finished a lap.

---Hungary (Hungaroring)---

This track can be tricky against the computer. Opening straight, long right, medium straight, sharp left. You might slow down to about 160 MPH. Quick right, medium straight, easy right, long right, short straight, chicane. Clip a bit of the inside corner of the upcoming sharp left to slow to about 150 MPH. This turn is succeeded by an easy right. Short straight, long gentle left, gentle right, short straight, easy right, short straight, left hairpin. Go inside to slow to about 120 MPH. After a long right, you're back on the opening straightaway.

---Belgium (Spa-Francorchamps)---

Spa is one of the most interesting courses on the Formula One circuit, and it's also the longest in this game. Racing here is ridiculously difficult against the computer, and I don't think it's possible to finish anywhere other than last place, even with perfect driving, unless you use split-screen mode. Brake to about 120 MPH for the opening turn, a hairpin which causes trouble for many. You may find it easiest to clip some of the inside corner, which slows you down without braking. Long gentle right, easy left, medium right, gentle left, long straightaway, tricky right-left-right sequence, short straight. Slow to

approximately 135 MPH for the hairpin ahead. Again use the corner-cutting method. Gentle left, medium straight, medium right, sweeping right, short straight. Cut inside for the sharp right ahead, slowing to about 130 MPH. Immediately afterwards are a medium left and a long sweeping right. The upcoming straightaway curves a little. Easy left, long sweeping left, medium straight, gentle right. Watch out for the Bus Stop - back-to-back chicanes. It's a pity that this distinctive feature was nearly eliminated last year. Let off the accelerator near the end of the second chicane, or you may go into the pits by accident.

---Italy (Monza)---

You'll be glad to know that Monza is MUCH easier than Spa. These graphics sure don't look like the real Monza. The course opens with a succession of squiggly turns, followed by a long right. Long straightaway, tricky sharp left-right, short straight, easy right. Easy right, long straight, not-too-tough left-right-left, long straight. Watch out near the end; clip some of the corner on the sharp right to slow to about 165 MPH. The rest of the turn is a sweeping right. Then you're back on the opening straightaway.

---Portugal (Estoril)---

This is a race that probably can't be won, regardless of difficulty level, even if you're playing against a friend or the computer. This course features long straights and several very sharp hairpins. The opening straight is very long. Medium right, long right, sharp hairpin. Cut the corner to slow to about 120 MPH for it. This hairpin is immediately followed by another one; use the same tactic and slow to about 110 MPH. Medium straight, gentle right, long straight. Another hairpin is ahead; cut the corner, slowing to about 135 MPH. Medium straight, medium right, medium straight, quick right, short straight. Watch out: don't overcorrect for the gentle right, as the left-hander just ahead is much sharper. The track ends with a long, sweeping right.

---Argentina (Buenos Aires)---

Argentina is a very technical, challenging course. There are many sharp turns. Winning the race is tough, but I've done it. Opening straight, gentle right, medium left, medium straight. Next up is a long sharp right - don't exceed 180 MPH here. Sweeping right, long straight. Afterwards, don't overcorrect for the medium right, as a very sharp left comes immediately after it. Slow down to about 140 MPH by cutting the corner. Look out, since there's another sharp right at the end of the sequence. After the short straight, slow down to about 150 MPH for the sharp right. Then comes a gentle left, immediately followed by a quick right and a left chicane. Cut the corner and slow to about 130 MPH. Medium straight, gentle left, gentle right, short straightaway, and another sharp right. Cut the curb, slowing to around 100 MPH. Then you're back on the opening straight. In real life, the 14th race in the F-1 calendar in 1994 was run at Jerez in Spain because of delays in track renovations.

---Japan (Suzuka)---

This is another challenging course. I don't think it's possible to win without using split-screen mode. After the opening straight, you'll come to a gentle right and then a much sharper right. Cut the curb and slow to about 160 MPH. Easy left, medium right, quick left. Slow to about 150 MPH for the sharp right. Long sweeping left, short straight, sharp right. Cut the corner and slow to about 120 MPH. The tunnel is just ahead. After a medium straight and a very gentle right, slow to approximately 90 MPH for the very tough hairpin. Next comes a long sweeping right, a medium right, and an intricate hairpin. It gets sharper as you go along, so don't resume accelerating too early. Use the curb to slow to about 110 MPH. The long straightaway ahead curves slightly to the left. After a medium right comes a medium straight. A very tough turn is ahead: a sweeping right, but it suddenly becomes very sharp near the end, forcing you to brake heavily, perhaps to 120 MPH. After a quick left and a sweeping right,

you're finished. Be careful not to enter the pits by mistake on the final turn.

---Australia (Adelaide)---

I like this track, especially since it's very easy to win here. Opening straight, two gentle lefts, medium straightaway, quick right, medium left, quick right, medium straight, easy chicane, quick right, medium straight, easy right, long straightaway. At the end is what looks like a hairpin, but it's really just a quick right, followed by a sweeping left and a very sharp left. Brake to about 120 MPH for the latter. Short straight, gentle left, easy right, quick right (which looks like a hairpin) and that's it. That's the final track guide for the final track.

=====  
Frequently Asked Questions

[QUEST]

=====  
Q: What are the controls?

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

Accelerate: A or B

Brake: Y or X

Steer: Left and Right on the Control Pad

Shift up (only if using manual transmission): R

Shift down (only if using manual transmission): L

Pause game: START

Pause game, with option to quit or drop out of race: SELECT

If you don't like the default configuration, you can select a different one on the Options menu.

Q: Where is the car setup screen?

A: There isn't one in this game. There is no way to change your car's setup or upgrade its parts, although you can change between an automatic and manual transmission from the Options menu.

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

A: No. The automatic transmission provides equal or better acceleration and top speed. Unless you just want a more realistic or challenging gameplay experience, I strongly recommend choosing the auto-gearbox, which is the default option anyway. The only good thing about the manual transmission is that downshifting can facilitate rapid deceleration (which isn't usually too useful, anyway).

Q: Is there any advantage to selecting a particular driver?

A: I don't think so.

Q: What's a strange way to improve my times?

A: Play split-screen mode - either against the computer or against a friend. This seems to reduce the framerate and make the sharper corners easier. It's the only way to win at Belgium and Japan. I didn't find this trick until I had almost finished writing this guide, so if you're playing in two-player mode, you may be able to take the corners at a slightly higher speed than prescribed in my track guides.

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

A: You lose a huge amount of speed when you leave the course. If you go too far off, you can hit a sign, tire barrier, or other obstruction, causing you to crash and drop out of the race. Of course, you may enjoy knocking down the bales of hay and race stewards (who don't get up until after the race).

Q: I don't understand the "laps left" gauge. How does it work?

A: The first number shows the number of laps you've completed, and the second indicates the number of laps that will be run in this race. If it says LAP 03/10, you know you've completed three laps in a ten-lap race. You're currently on Lap 4.

Q: How can I tell how worn my tires are?

A: Simply look in the upper-left corner of the screen. When the round gauge is red and about three-quarters full, your handling will rapidly deteriorate, so make sure to go into the pits as soon as possible.

Q: How do pit stops work?

A: There is no re-fueling or fuel gauge in this game, but you can change tires. Simply pull into the pit lane as soon as you reach the entrance. From there, your crew will simply change your car's tires. I don't think there's anything you can do to speed things up. It's OK to hold the accelerator during the stop. There's really not much to it.

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

A: 204 MPH, at Brazil, San Marino, Germany, Belgium, and Italy.

Q: How do different weather conditions affect performance and handling?

A: I can't really tell much difference between the four weather statuses - Hot and Dry, Warm and Sunny, Raining, and Overcast. Overcast means a chance of rain (sometimes coming and going), but rain doesn't seem to affect things much.

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

A: If the track's conditions are listed as "Raining," just reset your game and enter your latest password. Because rain appears randomly, your next race probably won't be wet. Conditions sometimes change between qualifying and the race, though. Also note that some tracks (like Canada and Belgium) have higher chances of precipitation than others.

Q: How can I improve my starts?

A: There's no way to improve your launch times - just start holding down the accelerator before the starting light turns green.

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

A: I've done some experimenting, and I can't find any difference between Easy and Hard difficulty.

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

A: No. When you enter a password, options (like race length and transmission type) will be the same as when you started that season.

Q: What other tips do you have?

A: Here are a few other tips:

- \* In qualifying and practice, watch out for other cars on the road.
- \* Be aggressive in blocking when getting off the grid. Remember that zig-zagging don't slow you down, but slamming into the back of another car will.
- \* Bumping into other cars is something else that doesn't affect your car's performance, but going off the road slows you down big time.
- \* When going into the pits, make sure not to hit the pylons, or you could crash, ending your race.
- \* Watch out for crashed cars (usually under Domark signs), as you'll come to a dead stop if you hit one from behind. Crashed cars are always on the right side of the road, and you can learn where they are by referring to the course map (look for a solitary, stationary green dot).
- \* If you have the patience to run a 20-lap race, it's possible to lap the field twice!
- \* If you select the "Next race" option on the SELECT menu in qualifying, you'll

end the current qualifying session and start the next race in last place. If you select "Next race" during a race, you'll finish in last and move on to qualifying for the next race.

=====  
Passwords [PASSW]  
=====

Brazil	0430N10300	0040000000	28V5DZ4VRM	HHZ4940072
Pacific	0N61810308	0040800D00	28V5DZ4VRM	HHZ8940067
San Marino	0N6KX20308	3041000D10	28V5DZ4VRM	HHZD94005D
Monaco	0N8LJ20408	3081060S10	28V5DZ4VRM	HHZJ94004K
Spain	0NCM420408	50B1081410	28V5DZ4VRM	HHZN94003Q
Canada	0NGMS2040N	50L1J91410	28V5DZ4VRM	HHZS94002W
France	0XJ4D2080N	5JL3091410	28V5DZ4VRM	HHZX940020
Britain	0XM503090X	5JL309142J	28V5DZ4VRM	HH?0940015
Germany	14M5N30B18	8JL409142J	28V5DZ4VRM	HH?494000B
Hungary	14NQ830B18	90V4091D5J	28V5DZ4VRM	HH?894007H
Belgium	1XP685JG1N	90V4091D6J	28V5DZ4VRM	HH?D94006N
Italy	1XS6X68J1N	9JV5091D6J	28V5DZ4VRM	HH?J940054
Portugal	34TQX78Q1N	9JX5091N6J	28V5DZ4VRM	HH?N94004Z
Argentina	34W7J78Q1N	DK45891N7J	28V5DZ4VRM	HH?S940043
Japan	3NW7J8SQ1N	G1458C1SDJ	28V5DZ4VRM	HH?S940039

I didn't get any points in Belgium, Portugal, or Japan, but I won all the other races. I think I accidentally ran a 15-race season, omitting Australia.

=====  
Vinny's Records [RECRD]  
=====

Brazil	0:48.36
Pacific	0:41.06
San Marino	0:55.28
Monaco	0:40.80
Spain	0:56.72
Canada	0:49.96
France	0:54.34
Britain	0:54.70
Germany	1:18.30
Hungary	0:45.66
Belgium	1.18.96
Italy	1:03.30
Portugal	0:51.66
Argentina	1:00.18
Japan	1:12.76
Australia	0:41.26

The computer ran better times than I ran at Portugal, so for there I include my best time (not the computer's).

=====  
Comparing to Reality [REALL]  
=====

I can't write a Formula One guide without including a Comparing to Reality section. F1 World Championship Edition is based on the 1994 Formula One season. The game has 12 drivers, each racing for a different team.

Driver	Team	Colors	Teammate (not in game)
Michael Schumacher	Benetton	Blue/green	Jos Verstappen



Damon Hill	Williams	Blue/white	David Coulthard
Mika Hakkinen	McLaren	White/red	Martin Brundle
Jean Alesi	Ferrari	Red	Gerhard Berger
Mark Blundell	Tyrrell	White/blue	Ukyo Katayama
Christian Fittipaldi	Arrows	White/blue	Gianni Morbidelli
Eddie Irvine	Jordan	Blue/green/red	Rubens Barrichello
Eric Bernard	Ligier	Blue	Olivier Panis
Karl Wendlinger	Sauber	Gray	Heinz-Harald Frentzen
Erik Comas	Laurrousse	Green/yellow/red	Olivier Beretta
Michele Alboreto	Minardi	White/black	Pierluigi Martini
Johnny Herbert	Lotus	Green/yellow/black	Alex Zanardi

The Pacific team, with Paul Belmondo and Bertrand Gachot, is not included. Neither is the Simtek team, which used six drivers during the course of the season. I list each driver's primary teammate, as many teams used three or more different drivers. The Arrows team was known as Footwork in 1994.

As for tracks, Argentina was replaced by the German Nurburgring (the Grand Prix of Europe) in this game. In real life, the original plan was for the 14th race of the season to take place at the newly-renovated track in Argentina, but delays forced organizers to move this event to the Nurburgring (which isn't included in this game)

=====  
Version History [VERSN]  
=====

Date	Version	Size	
2-20-08	0.1	8KB	Began guide in commemoration of Hoodie-Hoo Day.
2-21-08	0.2	9KB	Made more progress.
2-22-08	0.3	12KB	Tested driver comparisons.
2-23-08	0.5	18KB	Worked on course guides and title art.
2-24-08	0.6	21KB	Worked on course guides.
2-25-08	0.65	23KB	Did some stuff.
3- 3-08	0.7	24KB	Completed Italy guide.
3- 4-08	0.75	25KB	Completed Portugal guide.
3- 5-08	0.8	26KB	Completed Argentina guide.
3- 6-08	0.9	30KB	Completed Japan and Australia guides and more.
3- 7-08	1.0	33KB	Finished 1994 season data and proof-read guide.
3- 8-08			Submitted guide to GameFAQs and Neoseeker.
9-30-09	1.1	33KB	Added a note about Jerez. Added notes about split-
			screen mode. Demolished all old times by 2-8 seconds
			per lap.

=====  
Copyright [COPYR]  
=====

(c) 2008-2009 Vinny Hamilton. All rights reserved.

All trademarks mentioned in this guide are copyrights of their respective holders.

You can print this guide out for your personal use.

You can download this guide to your computer for your personal use.

You can post this guide on your Web site as long as you give proper credit AND you don't change a single letter, number, or symbol (not even an ampersand).

Remember that the latest version will always be available at GameFAQs.com, but don't count on there being frequent (if any) updates.

You can translate this guide into a foreign language (British, Southern, Australian, and New Yorker are not considered foreign languages) and post the

translation on your Web site as long as you ask permission first.  
You can't post this guide on your Web site and then say you wrote the guide yourself.  
You can't post this guide on Web sites that contain (or have links to sites that contain) explicit depictions of naked humans (also known as pornography), racism, gambling, or flattery of totalitarian regimes.  
You can't post this guide on your Web site if you're going to change anything in this guide that took me so many hours to write.

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.

=====  
Contact Information [CONTC]  
=====

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 "F1 World Championship Edition" 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 F1 World Championship Edition 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  
\*\*\*\*\*

Proposed future guides:  
Donkey Kong 64 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 America's Past is Carmen Sandiego (PC) FAQ/Walkthrough  
Where in the World is Carmen Sandiego (PC) FAQ/Walkthrough

Thanks for reading my guide! Thousands of people have read my walkthroughs and

maps, and this number is growing every day.

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.

This document is copyright VinnyVideo and hosted by VGM with permission.