

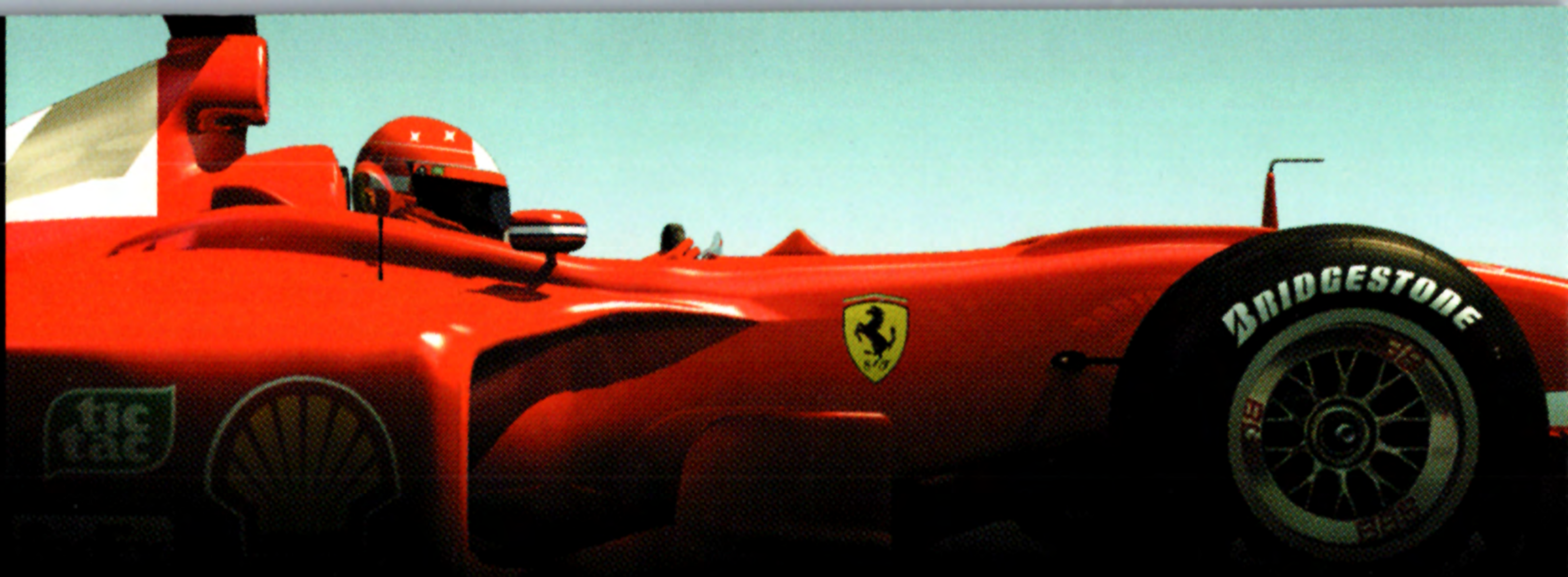


PlayStation

NTSC U/C

PlayStation

F1 WORLD GRAND PRIX



SLUS-01344
PF100XUS03

VIDEO SYSTEM



WARNING: READ BEFORE USING YOUR PLAYSTATION® GAME CONSOLE.

A very small percentage of individuals may experience epileptic seizures when exposed to certain light patterns or flashing lights. Exposure to certain patterns or backgrounds on a television screen or while playing video games, including games played on the PlayStation game console, may induce an epileptic seizure in these individuals. Certain conditions may induce previously undetected epileptic symptoms even in persons who have no history of prior seizures or epilepsy. If you, or anyone in your family, has an epileptic condition, consult your physician prior to playing. If you experience any of the following symptoms while playing a video game – dizziness, altered vision, eye or muscle twitches, loss of awareness, disorientation, any involuntary movement, or convulsions – IMMEDIATELY discontinue use and consult your physician before resuming play.

WARNING TO OWNERS OF PROJECTION TELEVISIONS:

Do not connect your PlayStation game console to a projection TV without first consulting the user manual for your projection TV, unless it is of the LCD type. Otherwise, it may permanently damage your TV screen.

USE OF UNOFFICIAL PRODUCT:

The use of unofficial products and peripherals may damage your PlayStation game console and invalidate your console warranty.

HANDLING YOUR PLAYSTATION DISC:

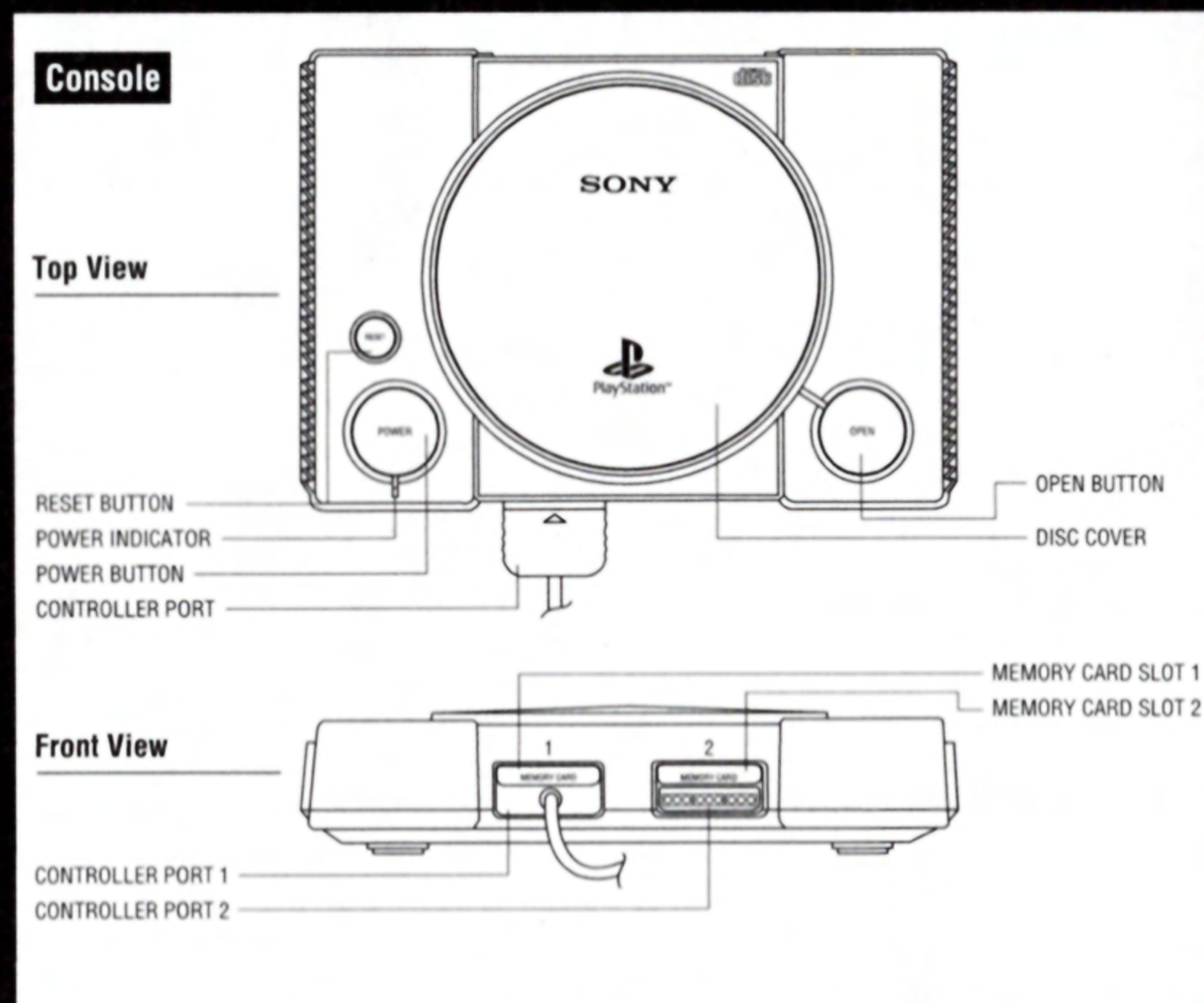
- This compact disc is intended for use only with the PlayStation game console.
- Do not bend it, crush it or submerge it in liquids.
- Do not leave it in direct sunlight or near a radiator or other source of heat.
- Be sure to take an occasional rest break during extended play.
- Keep this compact disc clean. Always hold the disc by the edges and keep it in its protective case when not in use. Clean the disc with a lint-free, soft, dry cloth, wiping in straight lines from center to outer edge. Never use solvents or abrasive cleaners.

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GETTING STARTED

Set up your PlayStation® game console according to the instructions in its Instruction Manual. Make sure the power is off before inserting or removing a compact disc. Insert the **F1 WORLD GRAND PRIX 2000** disc and close the Disc Cover. Insert game controllers and turn on the PlayStation game console. Follow on-screen instructions to start a game.



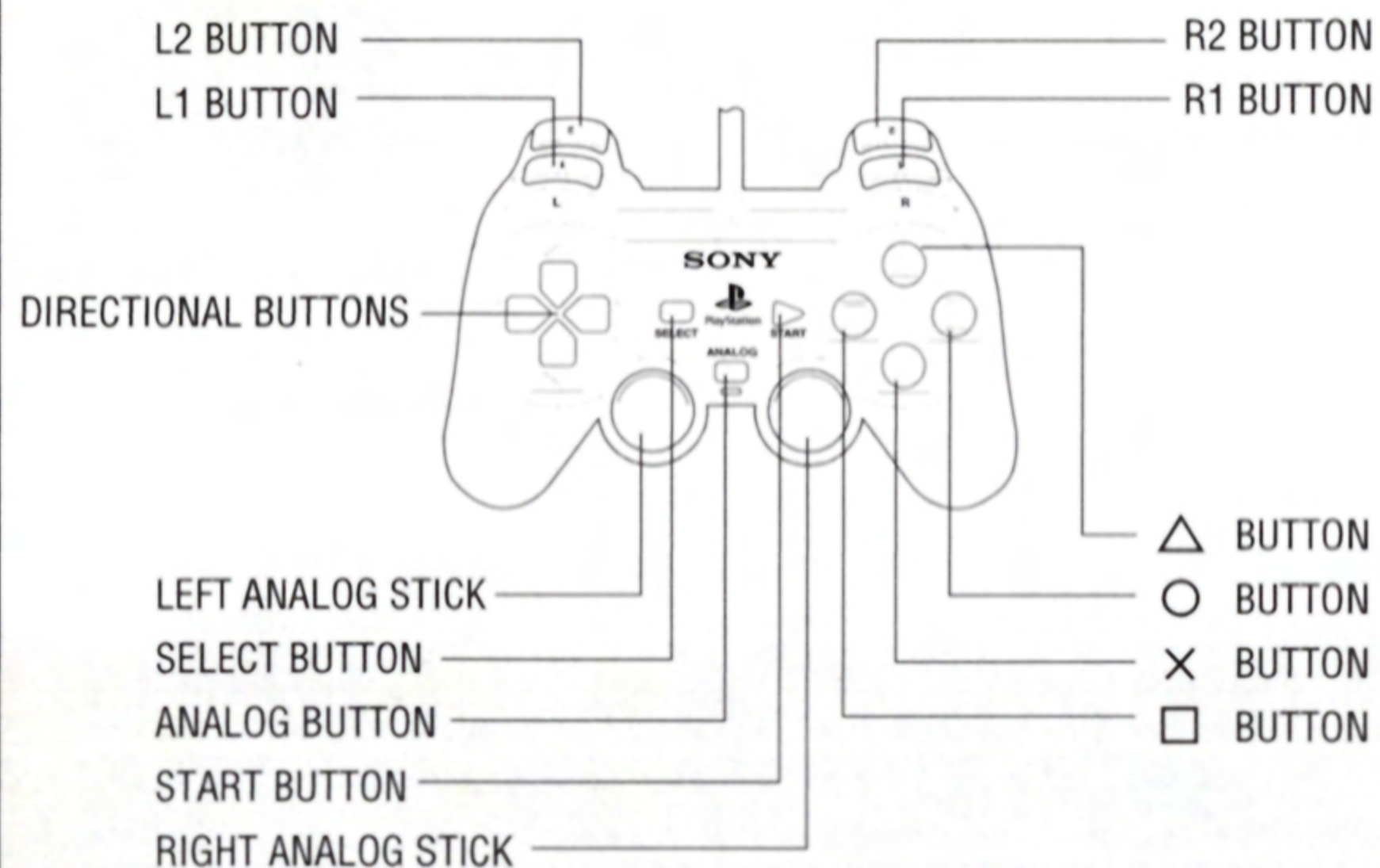
MEMORY CARDS

To save game settings and progress, insert a MEMORY CARD into MEMORY CARD slot 1 (MEMORY CARD slot 2 is not used) of the PlayStation game console before starting play. You can load your saved games from the same card, or from any MEMORY CARD containing previously saved **F1 WORLD GRAND PRIX 2000** games. For more information on saving and loading, see page 40.

NOTE: **F1 WORLD GRAND PRIX 2000** uses 2 blocks of MEMORY CARD data to save each game. Make sure there are enough free blocks on your MEMORY CARD before commencing play. Do not insert or remove a MEMORY CARD while saving/loading games or after the power has been turned ON.

CONTROLLING YOUR CAR

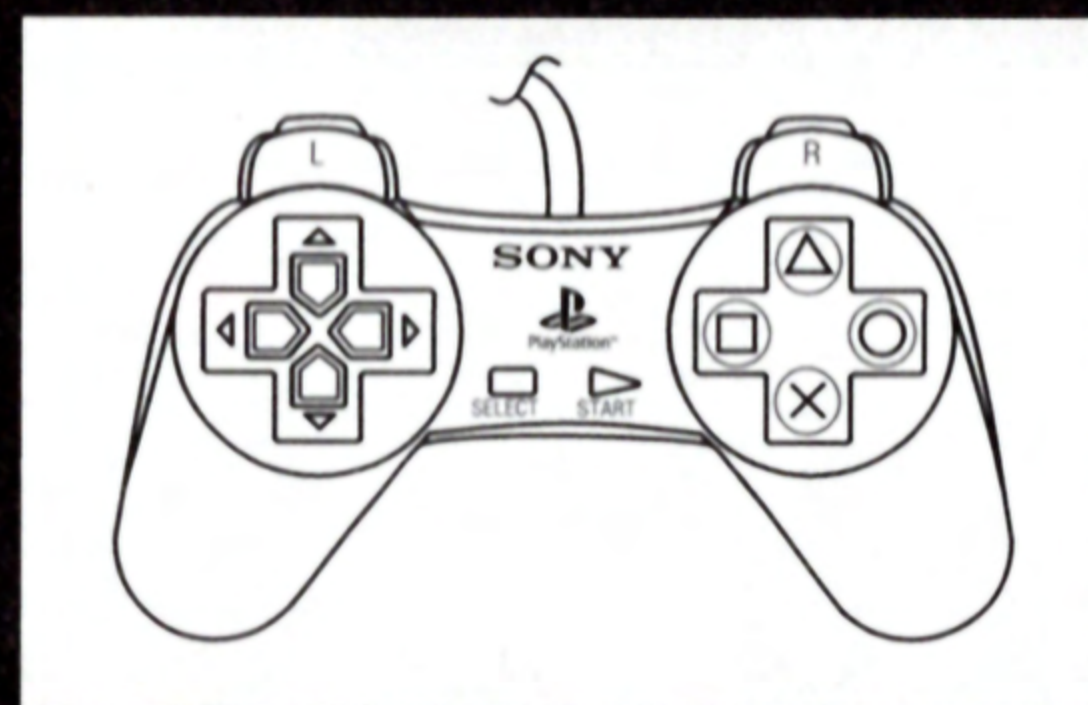
DUALSHOCK™ analog controller





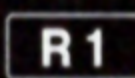
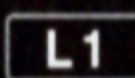
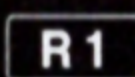
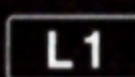





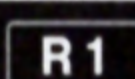
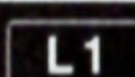
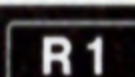
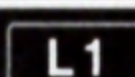



DUALSHOCK™ analog controller:
Be sure to verify that the game is set to analog mode (red LED lamp should be lit).

You can toggle the vibration function ON and OFF in the OPTIONS SCREEN.

NOTE: You may have a controller that looks like this. Button functions on a digital controller are the same as those on an analog controller.



Standard Controller	
Accelerate	 button
Brake / Clutch (for Super License)	 button
Reset Car	 button (hold for 2 seconds)
Change View	 button
Steering	directional buttons
Change up a gear (when manual change is selected)	 button
Change down a gear (when manual change is selected)	 button
Rev limiter up (when automatic change is selected)	 button
Rev limiter down (when automatic change is selected)	 button
Pause	 button
DUALSHOCK™ analog controller	
Steering	Left stick
Accelerate	Right stick or  button
Brake / Clutch (for Super License)	Left stick /  button
Reset Car	 button
Change View	 button
Change up a gear (when manual change is selected)	 button
Change down a gear (when manual change is selected)	 button
Rev limiter up (when automatic change is selected)	 button
Rev limiter down (when automatic change is selected)	 button
Pause	 button

THE GRID AWAITS

The engine revs... the adrenaline rises... you're seconds away from the start...

The lights come on, one by one. Moments from now they'll be out, signalling the start of the most important race of your Formula One career. Success could mean the Championship. Failure will see you without a drive next Season.

Another light comes on. Two to go.

You gun the engine, feeling the raw power of a Formula One engine behind you and you smile to yourself, knowing the improvements the R&D guys have already made.

In your mind you run through the starting procedure, drilled into you again and again by your mentor, the hours of practice giving you an edge over the other drivers.

The final start light flashes on.


You're ready to go... and nothing else matters.

The lights go out...

GAME MODES

F1 WORLD GRAND PRIX 2000 features a number of different modes that can be played independently from each other. When you begin the game, you will be greeted with the Game Mode Menu (see below) from which you should choose the type of game you wish to play. You may also adjust a number of game parameters (such as Controller Set Up, Music/SFX Volume and so on) by selecting Options.



- [P 6 Use the directional buttons to highlight the option you wish to select then press the  button. Each Game Mode is discussed in further detail below.

ARCADE MODE


Arcade Mode is the most immediate mode of play in **F1 WORLD GRAND PRIX 2000**.

You need not worry about pit stops, damaging your car, over revving the engine or spending your R&D budget. This is pure adrenaline-fuelled racing action!

If you have loaded a previously saved game (see above) you will be given the option to Continue or play a New Game. Continuing a game will allow you to resume your Arcade Championship from where you left off.

SELECTING AN ARCADE CHAMPIONSHIP

There are three Arcade Championships available, ranked as Easy, Medium and Hard. Although you may select any of the Arcade Championships, it is recommended that less experienced players begin with the Easy Arcade Championship.

To select an Arcade Championship, use the directional buttons to move the highlight left and right, then press the  button to select. Note that Arcade Championships that have been won already will be marked as such but you may still choose to "re-race" the Championship.


Each Championship consists of a series of races at a predetermined set of tracks, ranked by track difficulty and the number of Credits you receive when you begin. In Easy Arcade Championship you receive more Credits than in the Hard Arcade Championship. You need Credits to continue your game should you fail to meet the required challenge in the race. When you run out of Credits, your game will end.

To advance to the next track you must win the race. If you win the final race of the series then you win the Championship.


SELECTING A TEAM


Once you have decided which Arcade Championship you wish to compete in, you will be taken to the Select Team Screen. Here you will be given the choice from the initial set of cars. More will be unlocked if you do well in the Arcade Championship.



Using the directional buttons you may cycle through the available teams until you find one you would like to race for. Press the  button to select it.

Once you have selected your team, you will be asked to select the type of Transmission (Gearbox) you wish to use. It is recommended that novice players select Automatic Transmission (AT) and more experienced players select Manual Transmission (MT).


Use the directional buttons to highlight the desired option and press the  button to accept.

You will now be asked to enter your initials. Use the directional buttons to rotate the letter wheel and press the  button to accept the highlighted letter. You may delete a letter by selecting the "DEL" option. Once you have entered up to 3 initials, select "END" to accept the displayed initials.

TEAM MATES

If a second Controller is connected to Controller port 2, you will be given the option of racing with a Team Mate. This allows you to play head to head with a friend in Split-Screen Mode.

If a Controller is present in Controller port 2 the game will countdown, waiting for a second player to join in.

To play with a Team Mate, press  on the Controller in Controller port 2. Once Player 1 has finished his selections (see above), the process will be repeated for Player 2 from the Transmission Select Screen onwards. Note that Player 2 cannot select a different Team or Challenge level to Player 1.

If no Controller is present in Controller port 2, then you will not be given the option to race with a Team Mate and Single Player Mode will be the only mode available until a Controller is inserted into Controller port 2.

Once all selections have been made, the first race of the Arcade Championship will load.

RACING IN THE ARCADE CHAMPIONSHIP — SINGLE PLAYER MODE

In Arcade Championship each race takes place over a number of laps with each lap having a number of checkpoints.

You must overtake a specified number of cars by the time you reach each Checkpoint.

A Target Position appears on screen, indicating what position (or higher) in the race you must achieve by the time you hit the next Checkpoint. If you reach the Checkpoint and you fail to hit your Target Position, your race will end.

By the final Checkpoint of the last lap, your goal must be to finish the race in first place.

RACING IN THE ARCADE CHAMPIONSHIP — TWO PLAYER MODE

- [P 1 0 Two Player Mode in Arcade Championship is based upon Checkpoints. However, unlike the Single Player Mode, you do not have to reach Target Positions. Rather, you must reach the checkpoints within the allocated time period. If you reach the Checkpoint within the time limit, you will receive a Time Extend and the process will be repeated for the next Checkpoint and so on.

Note: - If either player reaches the Checkpoint within the time limit, the race continues.

To win the race, you must reach the Finishing Line within the time limit. If either player does so, regardless of his finishing position, the race will be considered "won" and you will move on to the next race in the Championship.

CREDITS

If you fail to reach a Checkpoint within the time limit or if you fail to reach the Target Position (Single Player Mode) then your race will end. However, all is not lost!

At the beginning of the Championship you are allocated a number of Credits, the exact amount depending upon which Arcade Championship you choose. In Two Player Mode, you and your Team Mate share your Credits.

If your race ends and you have Credits remaining, you will be given the option to Retry or Quit. Select the Retry option and your race will restart, giving you an opportunity to retry. Note that the Retry option costs 1 Credit every time you use it and you cannot earn extra Credits.

WINNING AN ARCADE CHAMPIONSHIP

When all of the races in the Season have been won, you will be declared the winner of that Arcade Championship and new features will be unlocked. You will then be taken to the Arcade Championship Menu and you may begin your next challenge.

Note that winning all 3 Arcade Championships will unlock new features...

GRAND PRIX MODE

In this mode you compete as a driver during the Formula One Season. As well as racing, you must also manage your career, issue instructions to the R&D (Research and Development) Team, fine tune your car's performance and formulate pit stop strategies.

P 1 1]•

THE FIA SUPER LICENSE

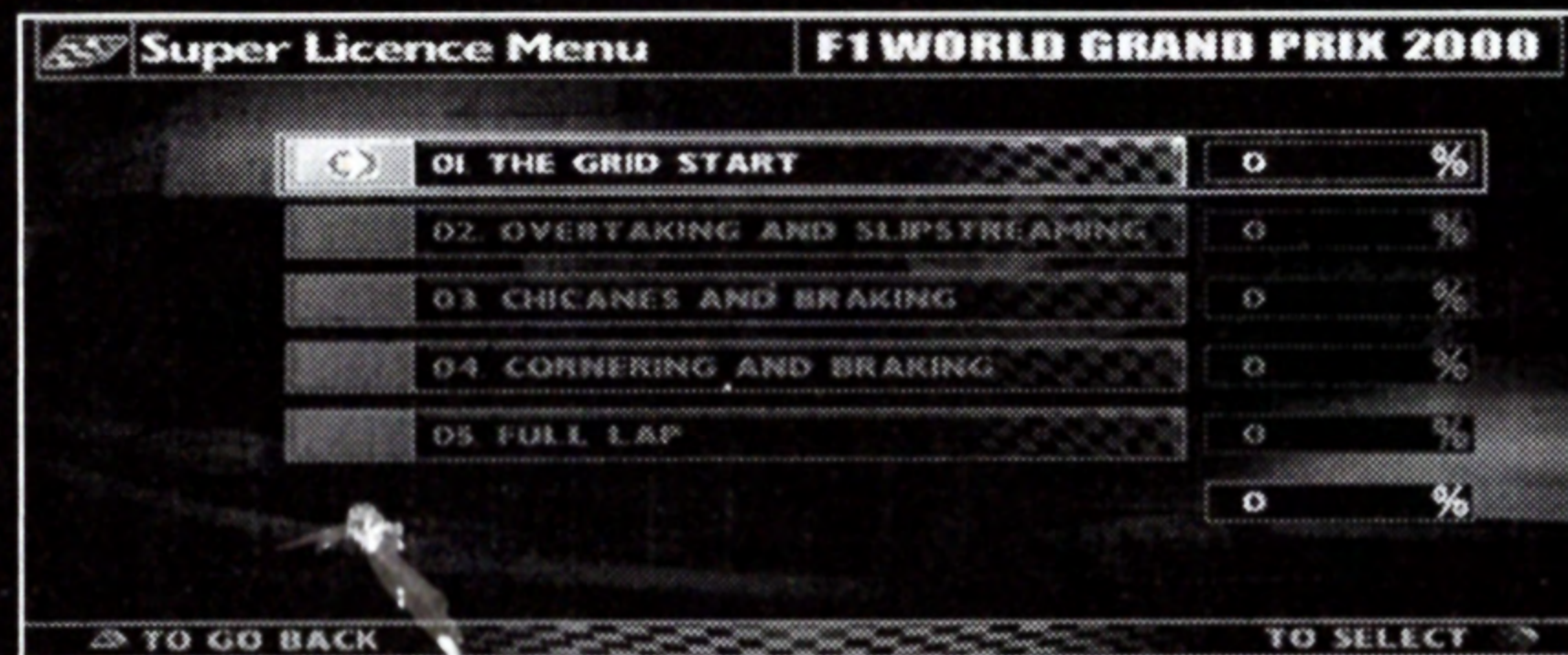
In order to prove that they are capable of driving to the high level of excellence required to compete in Formula One, all drivers must possess the FIA Super License. And you are no exception!

You start your career by selecting Grand Prix Mode, you will be greeted with the Super License Test Screen. Here you will find 5 Tests that must be passed before you can be awarded your Super License and begin your professional driving career. You must prove that you are capable of performing advanced driving maneuver such as high speed overtaking and cornering and that you understand how and when to brake, as well as how to perform the perfect grid start.

Sounds tough, right? Well, luckily for you, you have your very own Mentor (Instructor). The Mentor, a successful professional racing driver in his own right, will talk you through each of the Tests, explaining how the car works and the best tactics to employ to pass the Tests. With his help you should be racing in no time!

THE TEST STAGES


There are 5 Test stages you must pass to prove to the FIA that you are a world-class driver.



Each Test is shown on this menu. If you have attempted any of the Test stages previously, your rating (as a percentage score) will appear beside that Test stage section. Your total score will also appear at the bottom of this screen, again as a percentage score.


• [P 1 2

You can re-take each Test as many times as you wish until you achieve a score you are satisfied with.

The Test stages may be attempted in any order by simply using the directional buttons to highlight the Test and the  button to select it. However, it is suggested that you perform them in the order they appear as each test becomes progressively more difficult. You must pass all 5 Tests to receive your Super License.

50% is the minimum pass mark for each test.

Test 1: Grid Starts

Prove that you are able to get the car off the grid quickly and effectively and yourself onto the podium. This will involve the skilled use of both the accelerator and brake. For the grid start with the Analog controller, the player must hold down the  (brake) button while accelerating with the Analog stick, so as to get the revs up but not pull away too quickly and false start.

Test 2: Overtaking and Slipstreaming

Now you've got the car off the grid, you need to learn how to get past the others.

Test 3: Chicanes and Braking

It's all well and good if you can drive fast in a straight line, but you won't last long if you can't control the car!


Test 4: Cornering and Braking

Cornering is one of the most important skills you need to develop. Learn how to do it at speed with this Test.

Test 5: Full Lap

Okay, so you can start the car, overtake and keep it on the track. Now let's see what happens when you put them all together!

TAKING THE TESTS

Select one of the Tests and you will be taken to the Super License Test Menu. Here you are given a brief description of the Test and told what your objective is. Once you are ready to proceed, press the  button.

P 1 3]•

You are then presented with 3 options:

Begin Stage

Preview Stage

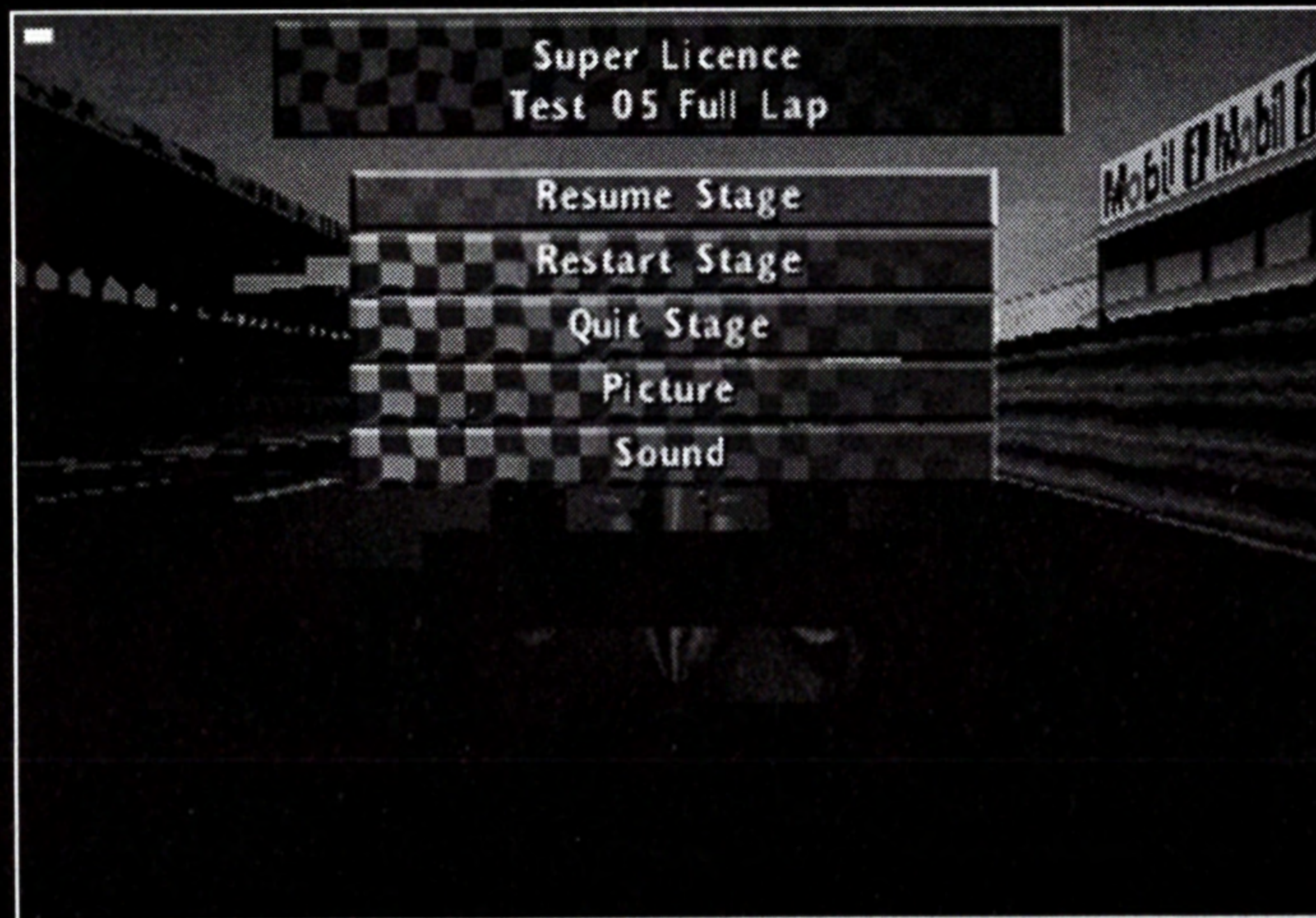
Return to Super License Menu

Select Begin Stage and you will be given control of your car and your Test will begin! (See Test Stage Driving – below)

However, if you're still unsure as to what to do then select the Preview Stage option and your appointed Mentor will talk you through and demonstrate the key points of the Test stage. Even if you're confident what to do, it's worth listening to your Mentor as you may pick up extra tips that might prove invaluable.

Selecting Return to Super License Menu will take you to the Super License Menu Screen where you may choose to take a different Test or review your current ratings.

TEST STAGE DRIVING



Pressing the START button at any time during your Test will bring up the Test Stage Pause Menu. From this you may select any of the following options:

Resume Stage

Un-pauses the game and continues.

Restart Stage

Restarts the Stage from the beginning - useful if you make a mistake and want to try again.

Quit Stage

This option will take you back to the Super License Test Menu.

"Picture" – Allows you to position the screen to suit you.

"Sound" – Adjust the volume of the SFX, Track selection, Mono and Stereo etc...

PASSING AND FAILING THE STAGE

If you take too long attempting the Stage, drive off the track or fail to meet the requirements of the Stage, your attempt will be judged a failure. You may retake a Stage as many times as you like and even when you've passed it, you may want to revisit the Stage and see if you can improve your score.

If you manage to meet the criteria of the Stage, you will be awarded a score, based upon how well and how quickly you performed the Test. When you return to the Super License Test Menu, your score will appear beside the Test Stage. Once all the Stages are passed, you will be awarded your FIA Super License.

Welcome to the world of Grand Prix!

DRIVER FOR HIRE

Okay, so you've passed your FIA Super License test and you're on your way to becoming a World Champion. Well, not without a team you're not!

Your first task is to find a Formula One Team to drive for. The teams pay great attention to your Test scores and, if you've performed well, they'll contact you and offer you a drive. But how do they contact you? By Email of course - this is the 21st Century!

P 1 5]•

YOUR DESKTOP

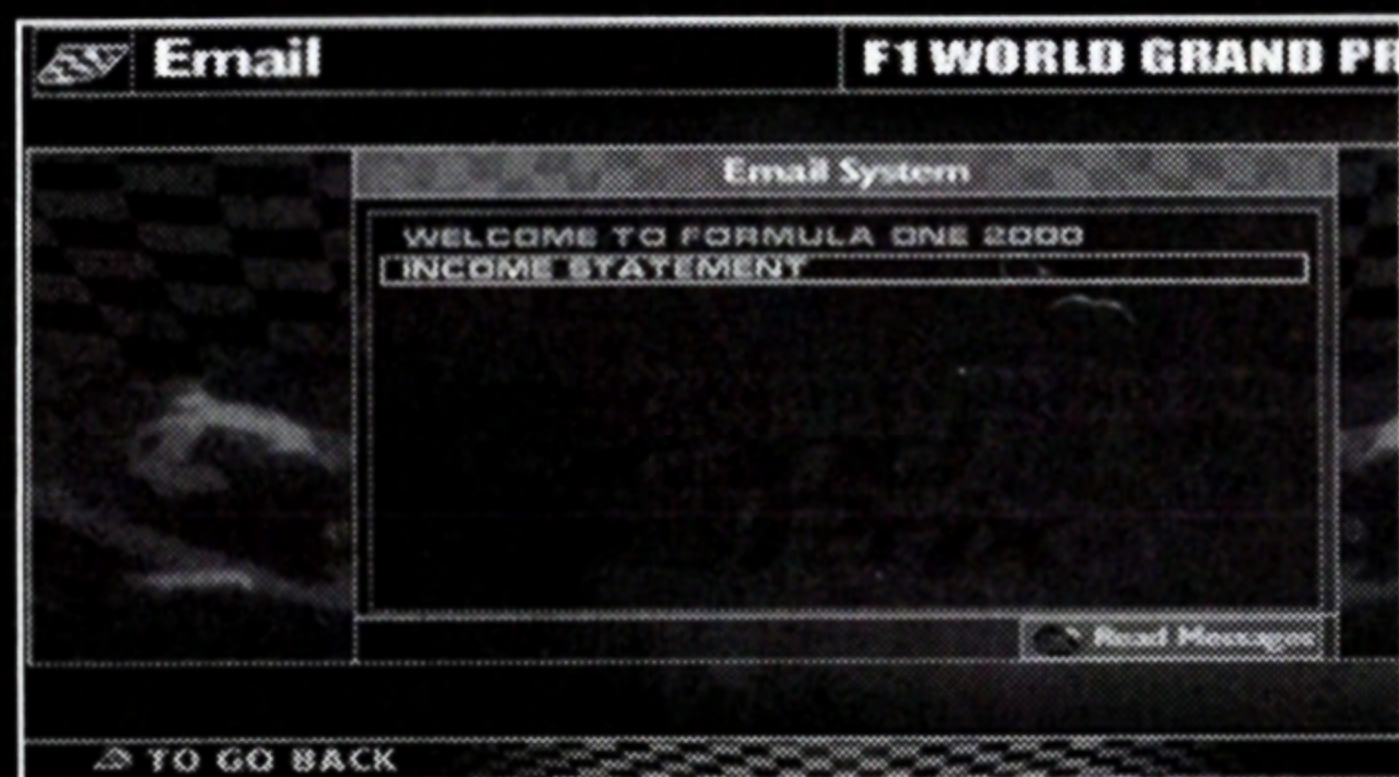
There are numerous options available on the Desktop Screen and each is discussed in further detail below.

1. Begin/Continue Round
2. Email
3. Standings
4. Research and Development
5. Realism
6. Calendar
7. Quick Race
8. MEMORY CARD

When you've completed the Super License Test, you'll be taken to your Desktop Screen. From here you control your world. You interact with your team, commission R&D projects, plan your races and more.

You'll notice that initially not all the options are available. For them to become active, you must sign for a Team. This is your first task. To do so you must check your Emails. Use the directional buttons to highlight the Emails option and press the **X** button to select it. This will open your Email Screen.

EMAILS



P 1 6

The Email Screen is your window to the world. This is where you communicate with your team, receive offers from other teams and receive other assorted email messages.





There are a number of different emails you will receive but they all fall into one of these categories:



- Offers** – A team wants to offer you a drive!
- Congratulations** – When you do well, then the praise will come flooding in.
- R&D** – After you've commissioned additional Research and Development (See Page 20) you will be informed of the results.
- Warnings** – If you do badly during a race, you may receive a warning. You don't want to get too many of these!
- Miscellaneous** – These emails are rare, but are often worth reading...

When you first select the Emails option, you will be shown a list of current messages. To read a message, use the directional buttons to highlight it then press the **X** button to read it. When you've read enough, press the **X** button to return to the Email Screen. Pressing the **△** button will return you to your Desktop.

SIGNING FOR YOUR FIRST TEAM

Now you know how to use the Email system, your first job is to find a suitable team to drive for. The teams will have seen your Super License Tests and, if you were impressive enough, they'll want to hire you. If this is the case, they'll send you an Offer Email.

For example, if you impressed BAR, you'll see an email from the team. Highlight it, press the  button and you'll find that BAR would like to recruit you. You may view more information on the team by pressing the  button, or accept by pressing the  button. If you'd like to return to the Email Screen, press the  button.

You may read the Offers Emails as many times as you like before deciding upon a team. When you do decide, press the  button to view the appropriate Email then press the  button to sign up. You'll now receive a new email welcoming you to your chosen team.

Note that when you sign for a team, the Offer Emails from the other teams will be deleted from your Email Screen. Your Desktop background design will also become branded with the corporate identity of the team you're racing for.

Now you've got a team behind you. The next step is to configure the Realism Settings, maybe check the Season Calendar, or perhaps start thinking about your Research and Development (R&D) program. Then when you think you're ready, select Begin Next Round and enter your first race!

REALISM

Driving a Formula One car isn't easy. If it was, we'd all be doing it. So for players with less experience, **F1 WORLD GRAND PRIX 2000** features a fully adjustable set of parameters to help you compete and enjoy your new racing career.

Depending upon how well you did during your Super License Test, the Realism Settings will be pre-set to a number of different values with a view to providing the most enjoyable level of realism for your skill level. These values are merely suggestions and can be adjusted. Note that you may adjust the Realism Settings prior to any race.



By adjusting the Realism Settings you can configure **F1 WORLD GRAND PRIX 2000** to your level of driving ability. Start off with low difficulty settings and as your skill grows, try increasing the Realism options to maximum for the ultimate challenge!

As well as individual Realism Settings there are 3 default settings, ranked as Low, Medium and High. Selecting any of these options will set the other Realism Settings to a predefined value (for example, in Low Realism Car Damage etc are set to their lowest or easiest setting).

You can still tailor the Realism and change each individual setting once you have selected a default. (For example, you could decide to play on High Realism but then switch off False Starts or select Low Realism and set Weather to Full and so on). This allows you to fully customize the challenge of the game to suit your skill level and playing style.

CALENDAR

This handy calendar features the dates of all the races in the forthcoming Season. It's useful for planning your race strategies and invaluable for helping to plan your R&D schedule.



Highlight this option using the directional buttons then press the  button to select it. You will now see the 17 tracks that make up the Season. Use the directional buttons to move around this screen and press the  button to view information on the currently highlighted track.

• [P 1 8

Using the Season Calendar you may view the dates of the next race meetings, review the results of previous meetings and more.

STANDINGS

Between races you can use this option to view the Championship Standings, including both Drivers Championship and Constructors Championship.

Highlight this option using the directional buttons and press the  button to select it. You will now be shown the current Driver Championship standings and may then view the Constructors' Championship scores by pressing the  button.

BEGIN/CONTINUE NEXT ROUND

Select this option only when you're ready to race!


When you select this option you're taken to the Grand Prix Event Menu (See 'Your First Race').

Note that if you return to this screen during Practice or Qualifying Sessions (See below) the option will change from "Begin Round" to "Continue Round".


MEMORY CARD



If a MEMORY CARD is inserted into MEMORY CARD slot 1 you may save your Championship Season to it and then continue at a later date. You may also load a previously saved **F1 World Grand Prix 2000** Season if you have one saved on the MEMORY CARD.

Load

A list of saved **F1 World Grand Prix 2000** games will now appear. Use the directional buttons to highlight the desired save and press the  button to load it. Once loaded, you may continue your saved game from where you left off.

Save


Each save requires 2 free blocks on your MEMORY CARD. If there is not enough space on the MEMORY CARD you may overwrite an existing save using the directional buttons to highlight it and then pressing the  button. You will be prompted to confirm this. When you do, the game will be saved. Note that overwritten data cannot be retrieved. If you do not have enough free blocks available, you can delete saves using the consoles internal MEMORY CARD manager.


If there is space for the save, a "blank" Icon will appear. Select this by highlighting it using the directional buttons and then press the  button. You will now be asked to input a name for the file using the directional buttons to spin the letter wheel and the  button to enter. Your data will now be saved.

Note that you may use a default name, assigned by the game, by pressing the START button.

QUICK RACE

Although the results of Quick Races do not affect your Championship, they're still useful as extra practice sessions and they also allow you to race against a friend in Grand Prix Mode. Also, teams that ranked below your current team will be available for you to drive (in this mode only – when you exit this mode your original team will be restored).

Highlight the Quick Race option using the directional buttons and press the  button to select it.

Once you have selected the track you wish to race at, you will be asked to select your car. Use the directional buttons and the  button to highlight and confirm your choices. You will now be asked to enter your name using a letter wheel similar to that used in Arcade Mode. You'll then be asked if you wish to play a Single Player or Two Player game (a Controller must be inserted into Controller port 2 if you wish to play the latter).

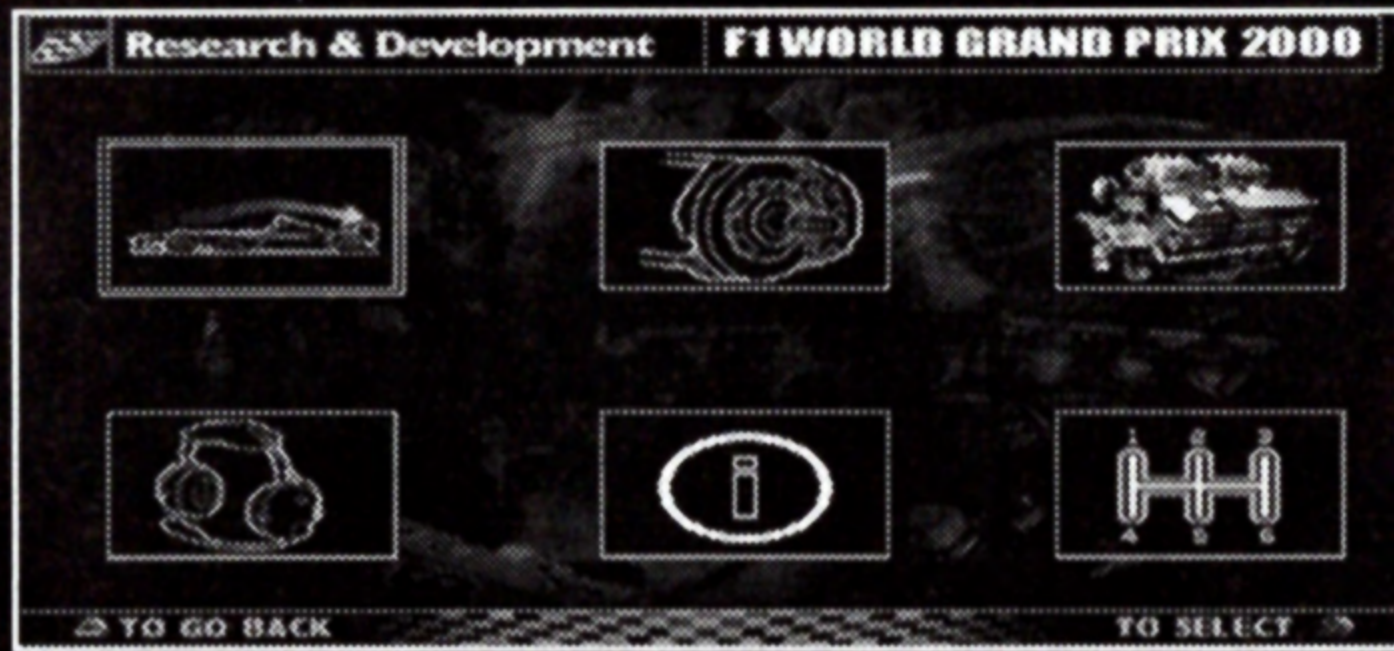
Once you have done this, your final choice is Manual Transmission (MT) or Automatic Transmission (AT). Select either option and the track will now load. Once the race is over you will be returned to the Quick Race Menu where you may choose to race the same circuit again or select a new track (if applicable). You may also select a different team.

• [P 2 0

RESEARCH AND DEVELOPMENT

Even the greatest drivers in the world still need a good car to be competitive. Using this option you will instruct your Research and Development (R&D) Team as to the improvements you'd like to see in your car. You can also instruct your Pit Crew to practice new techniques that could shave vital seconds off your pit stop times.

To select this option, highlight the Research and Development Icon using the directional buttons then press the  button. You will now be greeted with the Research and Development Screen. Here you may instruct your team regarding which areas of the car's performance you would like to improve. You may also spend money training your Pit Crew. Note that R&D costs money to fund. However, you'll be pleased to hear that as a successful racing driver you will earn considerable income during the race (and the higher you finish, the more lucrative the rewards).



There are 6 options available here:

1. Engine

You may improve the performance (which will equal more engine power) and the engine reliability if you commission research on the Engine.

2. Gearbox

The strength and reliability of the gearbox are vital to success. You may fund research that will improve these or other elements of your transmission using this option.

3. Aerodynamics

Every car has an aerodynamic profile. This dictates how well it "cuts" through the air. The more aerodynamic the car, the lower its drag factor will be and a low drag factor improves top speed.

4. Brakes



As Formula One cars can reach speeds in excess of 200 miles per hour, it's important that they can be slowed down or stopped in the blink of an eye. Researching the braking system can improve both performance and reliability.

5. Pit Crew

In Formula One racing it's vital that pit stops are performed as quickly and efficiently as possible. By funding improvements to your Pit Crew you can improve both their speed and their competence. Remember, a race can be won or lost in the pit lane.

6. Information

Selecting this option will display all of the modifications that you have made to the car.

To fund research, simply highlight the desired option using the directional buttons and press the  button. The cost of the research will appear and, if you have sufficient funds, you may press the  button to authorise it.

Once the work has been completed, you will receive an Email informing you of this (see Emails page 16).

Note that if you change teams (See New Offers – below) all Research and Development work you have funded will remain with your current team and will not be transferred to your new team.

YOUR FIRST RACE

When you select the Begin Next Round option (See above) you will be taken to the Grand Prix Event Menu. This menu appears at the beginning of every race and it is from here you begin your Championship battle.



• [P 2 2

On the Grand Prix Event Menu you will be shown the current location (in this case, Melbourne), the date, plus the weather forecast for the coming day. It is important that you note the weather forecast because this can have a serious affect on tire selections.

In F1 World Grand Prix each race meeting is made up of 3 distinct sessions and you may take part in as many or as few of them as you wish. They appear in chronological order for the weekend and the basic flow is:


- **Free Practice**
- **Qualify**
- **Race**


Each of these options is available at the start of the meeting, but as the weekend progresses (i.e. you take part in the sessions), some will no longer be available. For example, if you choose to Qualify but have not taken part in the Practice Session, when you return to this menu, the Practice option will no longer be available. Similarly, once the Practice or Qualify Sessions have been completed, they will no longer be available for selection.

If you wish to take part in all three sessions, you must do so in chronological order. Note that if you choose a "later" session, you will be asked to confirm that you wish to skip the previous session. For example, if you select the Race option, you will be asked if you wish to skip the Qualify Session. If you select the "Yes" option, you will be taken to that Session. However, if you change your mind and select the "No" option, you will be returned to the Grand Prix Event Menu.

Abandon Event

Selecting this option will result in you withdrawing from this round of the Season and no points will be awarded. You will be shown the results from the other drivers then returned to your Desktop Screen.


Note: you may press the  button at any time to return to the Desktop without abandoning the event.

To select an option, use the directional buttons to highlight it then press the  button.

Each of the available options is explained in detail below.

Free Practice

You begin the Practice Session in the pit lane. Your car is ready for any modifications you would like to make.

Each of the available options is listed below. To select an option, use the directional buttons to highlight it and press the  button.

Accelerate Time

You can watch your competitors set their lap times as you sit in the pits. Using this option, you will "speed up" time, so the results will appear much faster than in "normal" time. Note that when you select this option, it will change to "Stop Accelerate Time." If you wish to make any other selections on this menu, you must first return to "normal" time (by selecting this option again).

Car Set Up

Selecting this option will give you access to the Car Set Up Screen. See below for details.

Leave Pits

Selecting this option will take your car out of the pits and onto the track, where you will be able to begin your session.


Quit Session

This option will abandon the session.

PRACTICING

When you select the "Leave Pits" option you will be given control of your car for the first time. You may now practice driving and learn the layout of the circuit.


In-Game Pause Menu

Whenever you press the  button the game action will pause and you will be shown the In-Game Pause Menu. Here you may choose any of the following options:

Continue Session

Returns you to the Practice Session.

Retire From Session

This option ends your Practice Session and will return you to the Grand Prix Event Menu. Note that you will be asked to confirm if you wish to end the Session. Use the directional buttons to highlight the appropriate option and press the  button to accept.

Picture

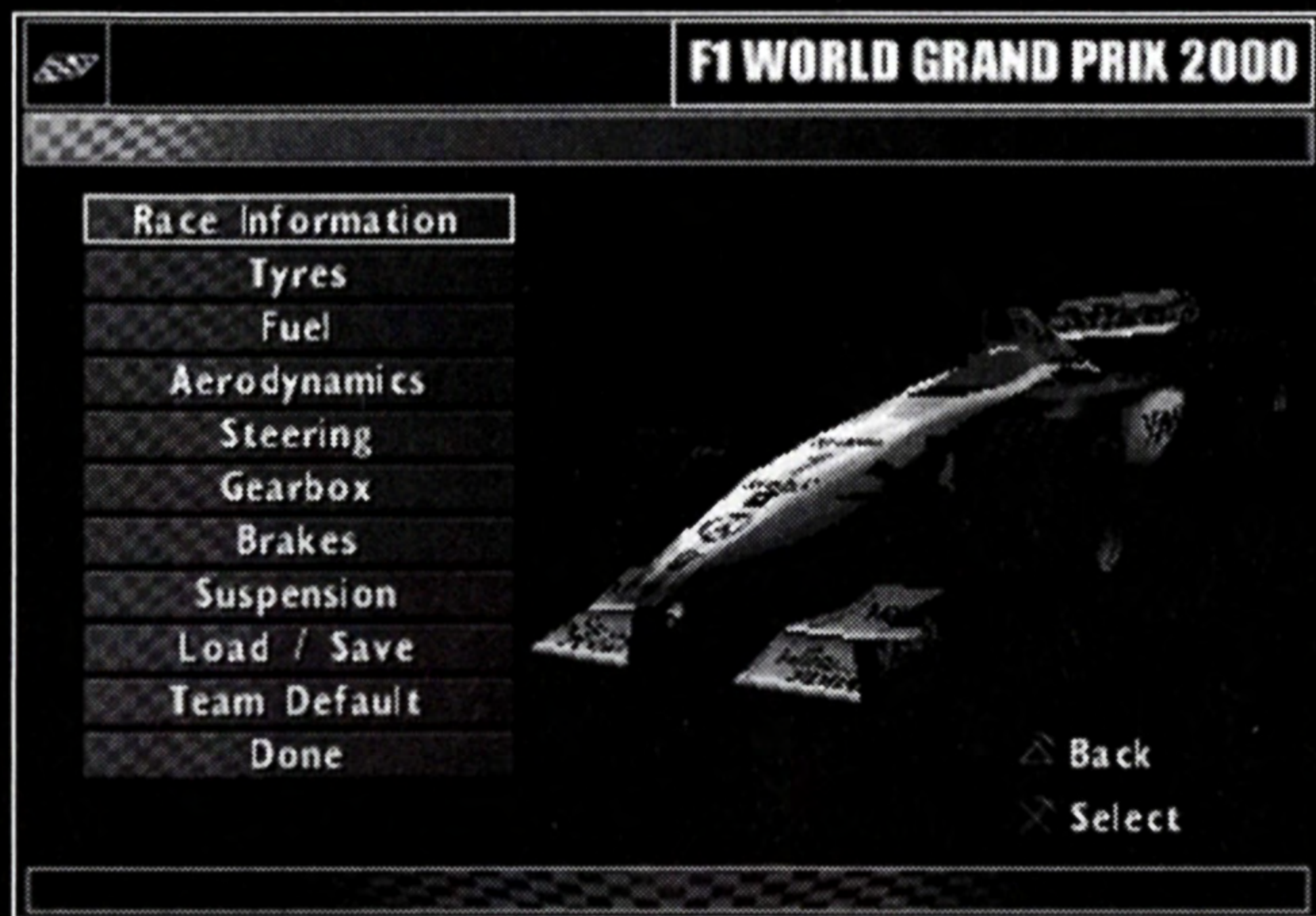
This option allows you to reposition the screen display. See the Options section for details.

Sound

This allows you to adjust the sound set-up. See the Options section for details.

CAR SET UP

When you select the Car Set Up option you are taken to the CADCAM Screen. From here you may perform a number of modifications to your car. While this can be a complex process, it is worth remembering that your mechanics are always at hand and they'll always offer a set-up they think most suited for the track. However, this may not be the "best" set-up available for you personally and you may want to manually set-up the car.



• [P 2 6

Using the Car Set-up Screen is very straightforward. Use the directional buttons to highlight the area of the car you wish to work on and press the button to select it. You will now be presented with an interactive set up control. Use the directional buttons to make your adjustments then press the button to accept them. If you wish to return to the main CADCAM Set-up Screen, simply press the button.

Each of the available modifications and their effects on the car's performance are listed below in the section entitled Set Up Options.


Once you are happy with your modifications and wish to test them, use the directional buttons to highlight the SAVE option and press the button. However, if you wish to reset the car to the default settings (as suggested by your team), select the Pit Team Default option by highlighting it with the directional buttons and pressing the button.


SET UP OPTIONS

At first the sheer array of options displayed here can be daunting. However, it's worth spending a few moments to review the information below as you'll quickly gain an understanding of how each of the options can affect the car.

The other way to discover more about these effects is to simply try adjusting the Set-up and then taking the car out for a spin (but not literally, we hope!) A good tip is to only ever adjust one element of the car's set up at a time. That way you'll be able to see what affect each adjustment has in isolation.

You'll quickly realize that an understanding of how the car works can give you a much greater edge over players who do not use the Set-up options and you'll see an improvement in your lap times and the car's performance.

On this screen you will see the CAD/CAM model of your car. To modify any section, highlight it using the directional buttons then press the  button to select.

Once you have made the desired modifications, you may save your Set up by selecting the Load/Save Set Up option using the directional buttons and pressing the  button.

Full details of the effects each modification will have are listed below.

THE CAR SET UP OPTIONS EXPLAINED

Race Info

This option displays information on the current race, including any Driver Assist Options that may have been enabled (See Realism Settings for details).

Tires

There are various tire compounds available and each will affect how well the car grips the track. However, tires with high levels of grip (Softer compounds) tend to be less durable than harder compound tires, meaning you'll have to change them more often.

HARD The most durable tire compound. Unfortunately they also have the lowest grip level.

SOFT The best tires for gripping the road. Unfortunately they wear out more quickly and need to be replaced more often.

INTERS Intermediate tires are good for racing on damp surfaces. You should select these tires if it has been raining at the track but you are confident that the rainstorm is over.

WET Used in wet weather racing. Ideal in these conditions but virtually useless in dry conditions.

• [P 2 8

The tires you use can also be affected by your pit stop strategy. If you're going with a 3-stop strategy then you could use Soft compound. After all, you'll be stopping to refuel so the lower durability of the tires won't be an issue. However, if you're on a one-stop strategy then it will be highly unlikely that Soft compound tires will survive long enough. Note that if you have Tire Damage disabled in the Realism Settings then your tires won't suffer attrition. From here you may also adjust the Tire Pressure or PSI.

Front and Rear Tire PSI

The Tire PSI refers to the pressure of the air (Pounds per Square Inch) within the tire. More PSI equals a more "bulged" shape to the tire. This is used in conjunction with the Wheel Camber (see below) to ensure that the greatest area of the tire can be in contact with the track surface.

Note that as the tires heat up, the PSI will increase.

Fuel

Fuel Level is the major element that dictates how many pit stops you will make. Remember that more fuel equals more weight (and therefore slower lap times at the start). However, it also equals less time in the pit lane refuelling. Conversely, less fuel equals a lighter car (and therefore faster lap times from the start) but more pit stops (and therefore more time in the pit lane). The track you're racing can also affect the level of fuel you should carry. For example, if the track has fewer overtaking spots, it's worth carrying more fuel as this means you'll have fewer pit stops and that will allow you to concentrate on maintaining your position.

Sometimes a race can be won or lost in the pits, so it's worth spending time planning your pit stop strategy.

Aerodynamics

This will affect the downforce. High downforce results in the car being "pushed" onto the track more, making it more stable, but with the negative effect of reducing your top speed. A low downforce means improved top speed but reduced grip. You should experiment with these settings to see which best suits your driving style.

Tracks such as Monaco, with their winding corners and shorter straights are best driven using a higher downforce as grip and stability is more important than straight line speed. You should also note that a high downforce will "push" the car down so the ride height will become lower as you accelerate. You may have to adjust the Spring Stiffness and Ride Height to compensate (see below). Used in conjunction with research into Aerodynamics (see Research and Development above), this option can improve your car's performance both in terms of handling and straight-line speed.

P 2 9] •

Steering

Steer Gearing is used to "dampen" or "sharpen" the steering response. If a track has more tight corners, it is worth "sharpening" the steering, which will allow you to turn much quicker and get a shorter "lock" on the wheel. However, the downside is that on straights you may find the steering "twitchy." The best way to find your ideal setting is by experimentation. Adjust the Steer Gearing and test the car out on the track. You'll quickly discover if this is set correctly.

Gear Box

This option can be used to adjust the "distance" between the gears. If you use "close" gearing, the car will rapidly move up through the gears as you increase the revs. Use a "longer" gearing set up and the car will take longer to reach the higher gears. It is a good idea to use a shorter or "closer" gear ratio set up for tracks that require a lot of acceleration from slower sections (i.e. tracks with a lot of tight, slower corners) and "longer" gearing on tracks with a lot of straights, where a high speed is required.

Note that if you're reaching maximum revs in top gear, then you should consider lengthening the gear ratio to gain maximum effectiveness.

Brakes

The brake bias is used to split the brake force between the back and front wheels.

Brake Bias is nearly always 50:50 (if not it will be slightly biased towards the rear but not the front). This is due to the fact that you don't want to lock up your front wheels while turning into a corner, as you will lose a lot of steering grip.

When cornering, a driver tends to brake right up until the point of turning into the bend and continues doing so for a very short amount of time as he starts to turn into the corner (so all the weight will be transferred to the front during braking).

This transferred weight on the front wheels makes steering "sharper" and allows him to corner more effectively.

If a driver leaves off the brakes before turning into the bend the car will understeer; (the weight transferred to the front of the car under braking will have transferred back to the centre of the car as he lifts off the brakes) and it will therefore be harder to turn the car around corners.

The other problem is that if a driver stays on the brakes too long after turning into the corner, the back end of the car will be very light, so it will start to swing round quite quickly. This problem is exaggerated the more the brake bias is pushed to the rear of the car, but it may stop any problems of locking up the inside front wheel on entry to a corner.

Suspension

Ride Height

There are a few reasons for changing the ride height:

Lowering the ride height reduces drag (see Research and Development: Aerodynamics above) and enables the car to achieve a high top speed, slightly better acceleration and use less fuel.

If you reduce the ride height too much, the car may "bottom out" over bumps. If a track is bumpy the ride height may need to be increased.

When driving at high speed, the downforce on a car is huge, so the car will be pushed down on its springs and may "bottom out." It is therefore worth adjusting the Spring Stiffness to compensate (see below).

To stop the car bottom from hitting the road, the cars have "bump stops" (see below) that stop the car being pushed down any further. This is fine at a track with just high speed straights (e.g. Hockenheim), but if you are racing at a track with high speed bends and the car is on the bump stops while cornering, then the car will be harder to control.

To solve this you will have to either increase the ride height at the front/back if they are on the bump stops, or increase the spring stiffness so that the downforce does not fully compress the springs and touch the bump stops. Therefore the ride height is usually calculated in combination with the spring stiffness settings, and some settings are calculated according to the highest speed bend characteristics.

Spring Stiffness

More stiffness in the springs results in a "bumpier" ride. The car cannot absorb as many bumps and undulations with a stiffer setting and if the Spring Stiffness is set too high, the car will lose contact with the track for longer when you encounter a bump so you will have less control of the car.

If the track has an uneven surface, you should set the stiffness to a lower value, making the springs more absorbent. However, if the springs are too soft, you face the danger of the car "bottoming out."

The value of the stiffness is also related to the Bump Stop and Bump Damping values (see below) and is also used in to compensate for a high downforce at high speed, which could result in the car "bottoming out."

Wheel Camber

The Wheel Camber is used to adjust the angle of the wheel in relation to the track surface. Ideally, you want the maximum area of the tire in contact with the track as this not only improves the car's grip and stability but also helps distribute the temperature across the tire surface.

The most obvious track for such camber adjustments is Indianapolis (due to its banked corners).

Anti Roll Bar

When turning into a corner the inside wheel has virtually no weight on it and could easily lock up under braking. It's also a waste of potential traction not having it pushing hard on the ground. Anti-roll bars are used to transfer some of the downward force from the outside wheels (which are under the greatest load during cornering) to the inside wheels using a torsion bar or similar device. By forcing one wheel down on the left or right side of the car, it will force the opposite side down with it. This stabilizes the car when cornering and improves grip on the inside wheel.

Bump Damping and Bump Stop Clearance

The Bump Stop is related to the suspension.

In order to stop the car "bottoming out" each spring has a Bump Stop. It is like another shock absorber that stops the springs contracting too far into the chassis. If the track is rather bumpy or uneven and you are using a soft Spring Stiffening setting, then you should increase the Bump Damping to avoid "bottoming out."

Rebound Damping

The Rebound Damping refers to how quickly the Bump Stop "bounces back" into its initial position. If this is set too high, the car will not run as evenly and will be difficult to control (as it will bounce about on the track), but if it is set too low, the car runs the risk of "bottoming out."

Telemetry

This option shows data on the car's performance around the track. It is useful for monitoring how your changes affected the car and is an invaluable aide in setting up the optimum performance.

Load/Save

Using this option it is possible to load an existing Set Up or save the current one.

Team Default

This option, when selected, will restore the car to a "best setting" for the race, as suggested by the team mechanics. Note that if you select this option any modifications you have made will be lost but once you have reset to the default you may make additional modifications yourself.

Done

Once you have finished all of your Set Up modifications, press the DONE option and you will be returned to your Session. Once you have finished your Practice Session, you may move on to Qualifying.

QUALIFYING

Although by now you're itching to get racing it's well worth taking part in the Qualifying Session as this can gain you vital positions on the grid.

Select the Begin Qualifying Session and you'll be once more taken to your car (like in the Practice Session). You have the same options as in the Practice Session (see above) and the same menus will be presented.

Select the Leave Pits option and you'll be given a fixed period and number of laps to Qualify.

The faster the lap you set, the higher up the rankings you will start the race, so it is well worth putting in the effort and achieving the best time you can. This will aid you immeasurably when you come to race.

When you believe you have set the best time you can, select the End Qualifying Session option.

RACING

Race Set Up

Prior to the race you will be given access to the Set Up menu (as in Practice and Qualifying) where you may make your final adjustments ready for the race. These should at least include the Tire Selection and Fuel Level as they form the basis of your Pit Stop Strategy.

Pit Stop Strategies

One of the most important elements of F1 racing is the Pit Stop Strategy. The level of fuel and tire compound you use dictates the number of pit stops you will make.

It would be possible to dedicate the remainder of this manual to the discussion of Pit Stop Strategies – the Pit Stop Strategy can gain the team vital seconds on the track or cost them the race. And as you will quickly realize, such tactical planning can be the source of endless discussion and speculation.

The best way to explain Pit Stop Strategies is to examine the key elements involved and once you understand how they affect the Pit Stop Strategy, you'll learn how to formulate your own tactics.

Fuel vs. Weight

In simple terms, more fuel = more weight = slower lap times.

However, in strategic terms, more fuel = fewer pit stops.

Conversely, less fuel = less weight = faster lap times.

But, less fuel = more pit stops.

So, the decision is this: do you run with more fuel and log (initially) slower lap times but spend less time in the pit lane? Or do you run with less fuel and log faster lap times but have to make more pit stops?

Grip vs. Durability

Soft compound tires = more grip.

However, Soft compound tires also = less durability = more pit stops.

Conversely, Hard compound tires = less grip.

But Hard compound tires also = more durability = fewer pit stops.

The balance here is between grip and durability. Soft compound tires offer more grip but will need to be replaced regularly. Hard compound tires offer lower levels of grip but are more durable and don't need to be replaced as often.

Of course, the above examples are from opposite ends of the spectrum (you can run with any amount of fuel you like or with a mid/intermediate compound tire) but by considering them, you will quickly realize which Pit Stop Strategy suits you best.

You should, for example, see that running with a heavy fuel load and soft tires isn't the most efficient Pit Stop Strategy. Why?

Well:

Soft compound tires = less durability = more pit stops.

But...

More fuel = fewer pit stops.

Now remember that more fuel also = heavier car = slower lap times.

In other words the advantage of running with more fuel (i.e. having to make fewer pit stops) is cancelled out by the use of Soft compound tires (they're less durable and so need to be replaced more often). It would therefore be wiser to run with less fuel (as you'll need to stop regularly to replace your tires) or Hard compound tires (so the advantage of requiring fewer refuelling stops can be maximized).

A driver's ability also influences which Strategy should be employed so although the above information is a good base line to work from, you should experiment and plan your own strategy, designed to suit you.

Once you have decided upon your fuel level and tire selection, select the Race option and your race will begin...


The Pit Manager

During the race you'll be in touch with your Pit Manager thanks to the "Ship to Shore" radio link. You'll hear his comments on the race, suggestions regarding your performance and so on. You should listen to his comments, as he'll often give you vital information regarding the competition and your own car's performance.

Pit Stops

During the race you will at some point enter the pits. When you do so, the game will take control of your car and lead you to your garage, where you can perform whatever modifications you require. As your car rolls into position the Pit Stop Menu will appear.



To select an option, use the directional buttons to highlight it then press the  button.

Adjust Fuel Level

This allows you to add more fuel to your car. The number of refuelling stops you make will be the cornerstone of your Pit Stop Strategy.

Change Tires

Along with fuel load, the tire selection will have a major effect on your Pit Stop Strategy. It is also vital that you select the appropriate tires for the current weather conditions.

Adjust Front and Rear Wing Angles

You may adjust the downforce settings of your car during any pit stop. See the Car Set Up section for details.


Repair Damage

If your car spins out, or if you're involved in a collision with another car, you'll need to use this option to repair your damage. Note: the more damage the car sustains, the longer it will take to repair.

Leave Pits

Select this option when you've completed your selections and wish to return to the race.

RACE RESULTS

When the race is over you will be presented with the Race Results Screen. Here you will be shown the final rankings of all 22 competitors and other pertinent information. When you have finished viewing this table, press the  button and you will be taken to the Drivers' Championship Table. This gives details of the current Championship standings and the number of Championship Points each driver has accumulated.

Points are awarded for the following finishing positions:

1st 10 Points


2nd 6 Points

3rd 4 Points


4th 3 Points

5th 2 Points

6th 1 Point

When you have finished, press the  button and you will be taken to the Constructors' Championship Table. This shows the points that have been scored by both drivers for each team. Points are awarded in the same manner as listed above.

• [P 3 6

Press the  button and you will be taken back to your Email Screen. This will display any new emails following the race.

AFTER THE RACE

You've competed in your first race, so what's the next step?


Well, depending upon your performance a number of options may become available.

New Emails


At the end of the race, your Email Screen will be displayed. You may receive congratulatory messages from your team, offers from other teams and other interesting messages.

You will also receive an Income Statement. This email will include details of how much funding you have earned during the race, plus your current Personal Income level. The former is used to fund Research and Development.

Research and Development

Your success on the track will bring financial rewards in the form of the Research and Development budget. Select the Research and Development option by highlighting it with the directional buttons then pressing the  button. You may now commission new research on any of the 5 major centers of your car's performance (providing you have the available cash!) When the work has been completed, you will be informed via your Email system.

THE NEXT RACE

Once you are ready, highlight the Begin Next Round option using the directional buttons then press the  button. The next round of the Season will now begin.


PROGRESSION

The way to progress through **F1 WORLD GRAND PRIX 2000** is to perform well during races. That doesn't necessarily mean you must win every race, and beginner drivers won't be expected to win immediately. Consistently finishing races and scoring championship points will impress your team and attract the attention of others (see "Invitations from Other Teams" below).

Do badly and your career as a Formula One driver may be very short lived...

INVITATIONS FROM OTHER TEAMS

Performing to a consistently high level will attract the attention of other teams. When this happens you will receive an Email from them, inviting you to a Try Out (see below).

Of course, you may be very happy with your current team but should you feel the urge to change, press the  Button to accept their invitation.

Now you've got to prove you can replicate your success...



TRY OUTS

Try Outs take place at the team's test track. You are invited along to meet the team and show that you are the new talent they're looking for. To prove it they'll ask you to take their car out around the track and complete an entire lap within a preset time limit.

If you succeed they'll send you a second Email offering you a contract.

If you fail, they'll inform you immediately but as your skills grow they may approach you again and you may attempt the Try Out once more.

ACCEPTING AN OFFER


When an Offer Email arrives, your Email Icon will change to reflect this. Highlight it using the directional buttons and press the  button. The new Email will appear. Select it with the directional buttons and press the  button to read it. Accept their offer and you'll join the new team. Any points you have scored in the Drivers' Championship will be transferred with you but Constructors' Championship points remain with your old team. Similarly any Research and Development projects you commissioned will remain with the original team.

- [P 3 8 Decline the offer and you will remain with your current team. The offer will be withdrawn and the Offer Email deleted from your Email list.

A FINAL WORD

Now you know the basics of Formula One racing, career management and how to Research and Develop the necessary engineering to optimise the performance of your car. You must now combine all of these skills and prove to the world what you already know: you're a World Class driver and the Championship will be yours!

OPTIONS


There are a number of game options available from the Game Mode Menu and details are listed here. When the Options Menu appears, use the directional buttons to highlight the desired option and the  button to select it.

Controller Configuration

F1 WORLD GRAND PRIX 2000 supports a variety of input devices including all supported Steering Wheels and the DUALSHOCK™ analog controller.

The game will automatically detect the type of Controller in the Controller port and offer a different set of options depending upon which type of Controller is inserted. Follow the on-screen instructions to set up your Controller.

Steering Wheels

You may calibrate these devices by following the on-screen instructions. Note that you may set the device centre by pressing the  Button.

DUALSHOCK™ analog controller

Here you may activate or deactivate the vibration function of the DUALSHOCK™ analog controller.

Sound Options

You may adjust the sound options and individual volume levels to suit. In game, the following options are listed.

SFX Volume Level

SFX (Sound Effects) covers all sound elements such as engine noises, tire screeches and so on. Highlight the SFX Volume Level bar using the directional buttons then use the left directional button to reduce the volume and right directional button to increase the volume.

Music Volume Level

Highlight the Music Volume Level bar using the directional buttons then use the left directional button to reduce the volume and the right directional button to increase the volume.

Speech Volume Level


Highlight the Speech Volume Level bar using the directional buttons then use the left directional buttons to reduce the volume and right directional buttons to increase the volume.

Stereo/Mono



Toggle between the two audio modes by highlighting this option using left and right directional buttons.

Commentary Volume Level

Highlight the Commentary Volume Level bar using the directional buttons then use the left directional button to reduce the volume and the right directional button to increase the volume.

Once you are happy with your new settings, press the  button to return to the Options Menu.


Adjust Picture

You may wish to re-center the display. To do so, highlight the Adjust Picture option using the directional buttons then press the  button. You may now move the picture using the directional buttons. Press the  button when you are finished.


MEMORY CARD



Select this option and **F1 WORLD GRAND PRIX 2000** will begin by checking the MEMORY CARD inserted in MEMORY CARD slot 1.


Load

A list of saved **F1 WORLD GRAND PRIX 2000** games will now appear. Use the directional buttons to highlight the desired option and press the  button to load it. Once loaded, you may continue your saved game from where you left off.

Save

Each save requires 2 free blocks on your MEMORY CARD. If there is not enough space on the MEMORY CARD you may overwrite an existing save using the directional buttons to highlight it then pressing the  button. You will be prompted to confirm this. When you do, the game will be saved. Note that overwritten data cannot be retrieved.

If there is space for the save a "blank" icon will appear. Select this by highlighting it using the directional buttons and then press the  button. You will now be asked to input a name for the file using the directional buttons to spin the letter wheel and the  button to enter. Your data will now be saved.

Note that you may use a default name, assigned by the game, by pressing the  button.

View Credits

Select this option and you will be shown the game credits.

APPENDIX: CAR SET UP TROUBLESHOOTING**Q: Why are the other cars much faster than my car on the straights?**

- A: You are probably using shorter gear ratios. Try lengthening the higher gears to maximize your revs. If you're reaching maximum revs in top gear, then this is an indication that you need to lengthen the gear ratio.
- A2: You're running with more fuel than your rivals. As you progress (and use your fuel) your speed will improve.
- A3: Your downforce is set too high. While a higher downforce "pushes" the car onto the track, improving handling and "grip" it also inhibits top speed. You may therefore wish to adjust the front and rear wing angles to reduce the downforce. However, this will reduce the car's stability and "grip" so you should attempt to reach a happy medium by experimenting with these settings.
- A4: Your engine is underpowered. Commission some research in the R&D Section and it will improve over time.
- A5: Your Aerodynamic profile could be improved. Again, commission some R&D and your Aerodynamics will improve.

Q: Why can't I keep my car on the track?

- A: Your downforce setting is too low. The angle of the wings is delivering less downforce so the car is not being "pushed" onto the track (thus making steering harder). Adjust the front and rear wing angles and you'll get more "grip", making the car will be more responsive when turning. However, you will lose some of your top speed.
- A2: You're simply going into corners too fast! Try slowing down before you hit the corner. If you're still unsure of how to corner, why not re-visit the appropriate Super License Test.
- A3: Adjust the brake bias slightly to favour the front brakes and this will aid turning.
- A4: Adjust the Steer Gearing to a sharper setting. This will make your steering more responsive.
- A5: Check the tire compound you're using. A harder compound will give reduced grip when compared to a softer compound. Also check that you're not using Wet on a dry track or a dry compound on a wet track.
- A6: Check that your tires aren't worn. If they are, you'll have less grip and will be more prone to sliding. If this is the case, you should change your tires regularly and avoid going off the track.

- A7: Only a small part of the tire is in contact with the road. Try adjusting the Wheel Camber and Tire PSI to compensate.
- A8: You are braking hard while cornering. Try to get most of your braking done in a straight line before the corner begins.
- A9: If you're using an analog control device you may wish to recalibrate it. Select Options from the Game Menu then select the Controller Configuration option.

Q: Why does my car bounce wildly if I hit a bump?

- A: You have set the springs to too stiff a level. Try softening the Spring Stiffness in the Car Setup Garage.
- A2: You have your ride height set too high. Again, adjust it in the Car Setup Garage.

Q: Why do my tires keep bursting?

- A1: You are using too soft a compound for the length you're running them. Try either using a harder compound or changing your tires more often.
- A2: You've damaged the tires. Avoid going off the track.
- A3: Your tires are overheating, try adjusting the Wheel Camber and Tire PSI so that more of the tire is in contact with the road (as this will help dissipate the temperature build up).

Q: Why does my engine keep blowing?

- A1: You're pushing the engine too hard. Use the rev limiter to cap your upper revs when you're in a lower gear (such as when you're cornering) then raise the rev limit when you're on straights. Also, see Why do I keep suffering a mechanical failure?

Q: Why do I keep suffering a mechanical failure?

- A1: You need to improve the car's reliability. You should commission R&D into the area that keeps failing.
- A2: You're pushing the car too hard. Formula One cars are precision-engineered machines, so you must treat them with respect!
- A3: If you are using manual gears, you are holding the low gears too long before changing up.

Q: Why do I keep stalling on the grid?

- A: You need to keep your revs at around the 3/4 mark to keep the engine "ticking over" at a level that will facilitate a good start. If you're unsure about grid starts you should re-take the Super License test.

Q: Why do I keep getting false starts?

- A: You're releasing the brake too early. You must wait for all the red lights to go out before releasing the brake then accelerate away. If you're unsure about grid starts you should consider re-visiting the Super License Test.

Q: Why does my car keep bottoming out?

- A1: Your Spring Stiffness is set too low. Try adjusting this to a higher setting. However, set this too high and the car will become harder to control over bumps.
- A2: Your Ride Height is too low. Try increasing it.
- A3: You have a high downforce setting and this is "pushing" the car down as you accelerate. Try adjusting the angle of the wings to deliver less downforce. However, note that this will make the car harder to control as there will be less "grip" with the reduction in downforce.

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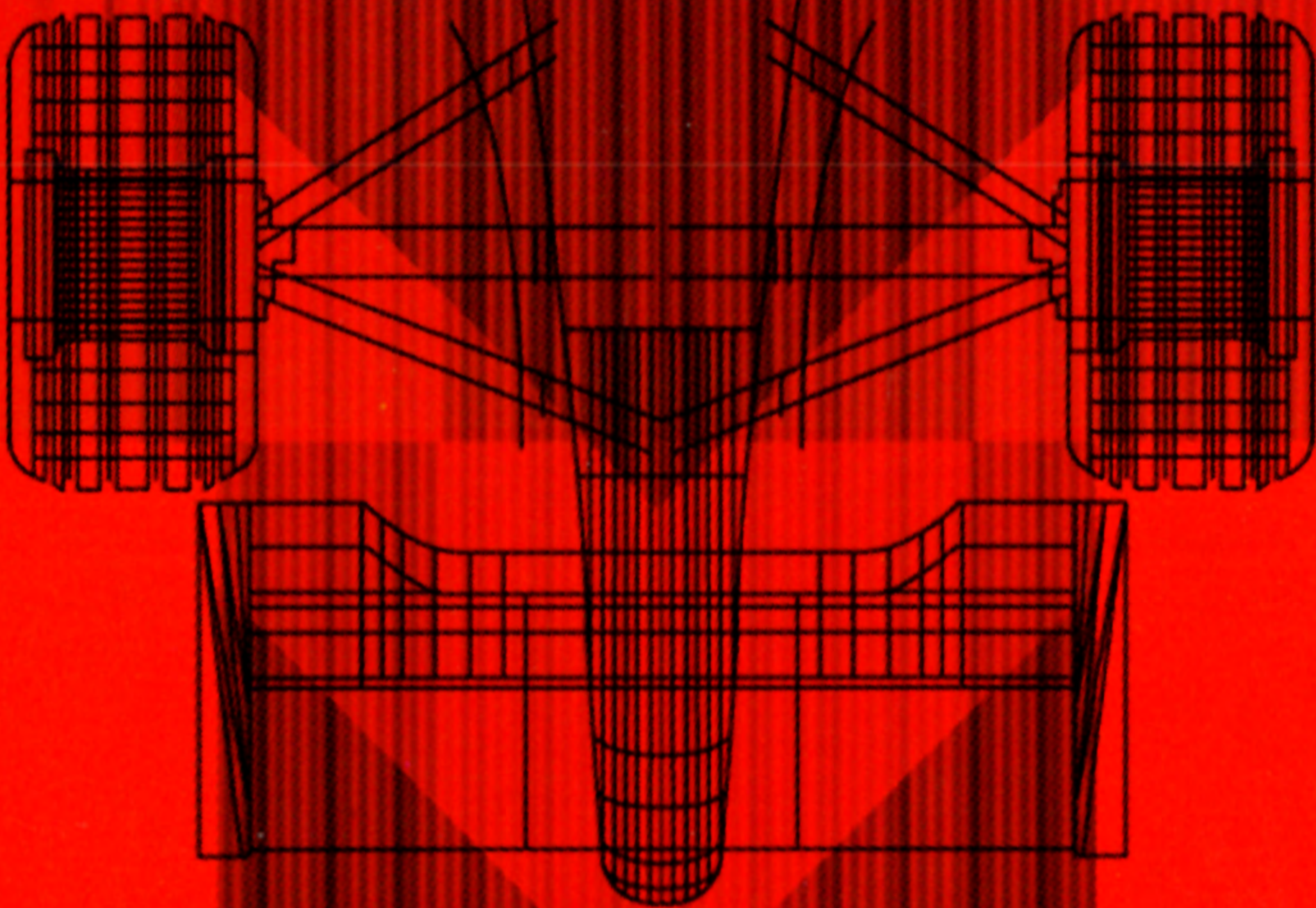
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