by Papyrus Racing Games

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A Word From Papyrus Racing Games

Welcome to NASCAR® Racing 2002 Season! Papyrus Racing Games has been making racing simulations for fifteen years, and everything we've learned over that period of time has been crammed into this product.

Thank you for your purchase, and to those of you who have stuck with us over the years, thank you for your continued support. In an era in which the term "realistic simulation" is viewed with disdain by many in the gaming industry, you've proven that there IS a market for such products – if they're done right.

We hope you'll think that we've "done it right" with NASCAR® Racing 2002 Season. Enjoy the game, and we'll see you out on the track!

- The Papyrus Racing Games development team

Installation

Close all other programs before you begin installing NASCAR® Racing 2002 Season. Place the CD-ROM in its drive. The installation process should begin immediately. If it doesn't, click on the START button and choose RUN. Type D:\Setup (substitute "D:" with the correct drive letter of your CD-ROM drive if it's different) and choose OK. The installation will now begin.

Enter the CD Key located on the front of the NASCAR® Racing 2002 Season insert. After a brief system test is performed, you must choose the destination hard drive and folder for the NASCAR® Racing 2002 Season program files. Use the default drive and folder, or click on the Browse button if you'd prefer an alternate destination.

When the basic installation process is complete, NASCAR® Racing 2002 Season will test your video card's capabilities. Choose a 3D acceleration format (renderer), a display adapter, and a graphics mode, and click the Finish button to begin the test. You can reconfigure these settings at any time by choosing Configure 3D Graphics from the Main Menu, or by launching the "Config.exe" file located in the NASCAR® Racing 2002 Season folder.

Controller Configuration

The first time you run NASCAR® Racing 2002 Season, you will be taken to the Controls tab on the Options screen, where you may be asked to calibrate your controller. There are three main steps to getting your controller to work with NASCAR® Racing 2002 Season:

1. Plug in and configure your control device (joystick, wheel, pedals or gamepad) in Windows if you haven't already. Follow the manufacturer's installation instructions.

2. Calibrate your controller in NASCAR® Racing 2002 Season.
   NOTE: NASCAR® Racing 2002 Season uses its own calibration routines, so you must calibrate from within the game - even if you have calibrated your controller in Windows. The first time you run the game, the calibration box may pop up automatically. If it does not, simply click on the Calibrate button on the Controls tab of the Options screen. Follow the on-screen prompts to calibrate the controller. You should see the calibration meters on the screen react to your movements. If you don't, your controller may not be installed correctly.

3. Assign the controls. Now you need to tell NASCAR® Racing 2002 Season how you want your controller to work by assigning its movements and buttons to specific functions. The Controller Assignment and Gear Selection areas are on the left side of the Controls tab. Simply click the mouse in the highlighted area to the right of a particular function, and when prompted to do so, make the controller movement or press the button you want to assign to that function. Keep in mind that if your controller isn't blessed with a dozen or so different buttons and control axes, you'll still be able to assign some functions to the good ol' keyboard.

You can re-configure or re-calibrate your controller by coming to the Options screen and clicking on the Controls tab. You can get to Options from the Main Menu, from the Race Weekend screen, and even while you're inside the car.


If your controller supports force feedback, NASCAR® Racing 2002 Season allows you to adjust the strength, damping, and latency of the response. Experiment with different settings

until the controller has the responsiveness that you want. For more information, right click on any of the force feedback settings located in the upper right area of the Controls tab.

OK, you're almost done! Before you hit the track, though, there are a couple of other settings on the Controls tab you may want to tweak. The first is Steering Linearity. Most people who use a wheel to steer find that they get the best results with a high Linearity setting (70% or above), while joystick and keyboard users find that a low setting (20% or less) usually does the trick for them. Naturally, everybody is different, so experiment with this setting until you find your comfort zone.

Finally, in the lower right corner of the Controls tab, you'll see a list of the various driving aids that are in the game. For details on how a particular driving aid works, right click on its name. Many of these aids are turned on by default because driving a 750HP stock car at

the limit isn't easy. As you gain speed and confidence, you'll want to gradually turn the aids off, because while they were designed to help the novice control the car more easily, they were also designed to be a *disadvantage* to the advanced driver. For example, turning on automatic shifting can make your life easier by giving control of the gearbox to the computer, but the gear changes won't happen with the same kind of speed or precision that an advanced driver can get by shifting gears manually.
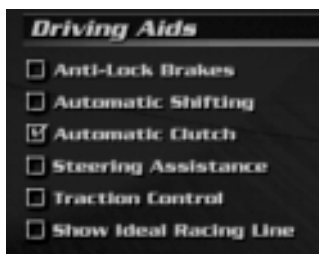
Options Menu

The Options menu is available from the Main Menu, from the Race Weekend screen, and via the Escape key interface when you're in the car. In addition to the controller selections we just went through, the Options menu also allows you to tweak many different graphics and sound settings so that you can customize NASCAR® Racing 2002 Season to your liking. Once you get to Options, simply click on the appropriate tab control at the top of the screen – Controls, Graphics, or Sound - and tweak to your heart's content. If you're not sure what a particular option does, right-click with your mouse on its name, and a pop-up help bubble will provide an explanation. Pop-up help is available for most menu options throughout NASCAR® Racing 2002 Season.

The game initially sets many of the graphics and sound options based on what it thinks your system can handle, so use some common sense if you choose to add additional graphic and/or sound detail into the mix. In any event, if the game looks choppy or sluggish, go back to Options and reduce some of the graphics and/or sound details. The bottom line is simple: a choppy game means sluggish control movements, and sluggish control movements usually result in losing control of the car.

The Nerve Center: The Main Menu

NASCAR® Racing 2002 Season's Main Menu is the heart of the user interface, and serves as your launching point into the simulation. The Main Menu is broken up into two sections: game modes and user settings.

Game Modes

The various game modes are listed on the left side of the screen. Here's a quick rundown on what they are:

Driving Lessons: Click here to check out a series of driving lessons and track tours that were made with the new replay editor. The lessons cover everything from the basics of car control up through advanced subjects like racing strategy and tactics. The track tours feature NASCAR legend Darrell Waltrip, and they'll give you the inside scoop on each of the tracks in the game.

Testing Session: Just you and the track. Testing sessions give you the opportunity to learn in private on any track you choose, without any other cars to distract you.

Single Race: Pick a track and set up a race. You can compete in an entire race weekend, which consists of four race sessions: Practice, Qualifying, Warmup, and Race. Or, if you'd prefer, you can skip to the race and try to win from the back of the field.

Championship Season: An entire season's worth of racing, as you accrue championship points based on your finishing position in each race. See if you've got what it takes to etch your name on the NASCAR trophy, alongside the likes of Petty, Earnhardt, and Gordon.

Multiplayer: The ultimate proving ground. NASCAR® Racing 2002 Season's unparalleled multiplayer mode allows you to compete against an entire field of living, breathing human opponents. Don't have enough racing buddies to fill out the field? That's OK, throw some

computer opponents into the mix if you like. Just remember to bring your modem, LAN, or Internet connection along for the ride!

Exit: Returns you to the Windows desktop, but why would you want to?

User Settings

The user settings are on the right side of the screen, and they give you total control over the simulation environment. Here's what these items do:

PLAYER INFO

OPPONENT MANAGER

OPTIONS

REPLAY THEATER

CONFIGURE AD GRAPHICS

Player Info: Click here to change personal settings such as your name and the car you drive. Specify a car to drive offline, and one to race in online. Personalize Autochat messages that you can display in online races.

Opponent Manager: Here's where you can adjust ratings for computer opponents, use the Paint Shop to recreate your favorite team, and where you manage rosters of opponents to race against.

Options: We've already covered this one, but once again this is where you'll adjust your controls, graphics, and sound preferences.

Replay Theater: Lets you view and edit your saved replay files. The ability to edit replay files is a powerful new feature in NASCAR® Racing 2002 Season.

Configure 3D Graphics: Lets you change your resolution and other 3D accelerator settings.

A Quick Spin

From the Main Menu, click Testing Session and select California Speedway® - a wide, comfortable, 2-mile "D" shaped track. Click the green Continue button in the lower right corner, and you'll be taken to what we like to call the Race Weekend screen. From here you can view replays, check standings and lap times, and control the entire slate of racing sessions. Notice the various buttons on the screen that allow you to visit the Garage to adjust your race car, Pause the live action, and most importantly, hit the track! Click the green Drive button in the lower right corner and let's get in the car. We'll go over cockpit features and controls later - right now we just want to see you get some laps under your belt.

Ah, in the car at last. Before we get started, make sure you like the view. If you like driving from the cockpit view, you're all set. If you'd rather try one of the other views, just press the PageUp/PageDown keys on your keyboard, and you'll cycle through the four available views in the game. Next, make sure your speed/gear display (located to the left of the steering wheel) is turned on. If it isn't, press the "S" key on your keyboard.

Shift to first gear and gently begin accelerating. If you're using manual shifting, try to shift into second gear and keep the RPM's below 6,000 until you reach the backstretch. Steer the car on the apron of the track, staying along the bottom of the pavement through Turns One and Two. When you reach the back straightaway, merge onto the track, shift to third and increase the throttle. Work your way up the gearbox quickly until you reach fourth gear, about the same time your car nears Turn Three. As the pavement darkens, release the accelerator and try to aim for the middle of the turn. At this point you should be off the gas entirely. Let the car glide into the corner as the RPM's fall off - gradually add about 50% braking and keep turning the car in the proper direction, which at this point, should still be left!

You'll have to concentrate to keep the car from drifting down the front straightaway. Re-apply the throttle in a smooth, gradual manner as your car exits Turn Four. The front straightaway at California is a long, sweeping left bend that requires supreme concentration. Try to keep the car in the darkened "groove" as you cross the start/finish line; when you approach Turn One keep the car high on the track, lift off the gas early and let it drift down near the bottom on its own. Stay off the gas until you feel like the car is about halfway through the turn. Gradually reapply throttle and power up off the bottom of the track as you exit Turn Two. Avoid the urge to stomp on the gas- even at high speeds this could cause the rear wheels to spin out. Down the back straightaway, keep the car near the outside wall; you'll probably have to steer toward the right somewhat in order to achieve this.

Approaching Turn Three, stay high and lift off the accelerator early, again letting the car drift down toward the bottom of the track. Coast around the bottom of Turns Three and Four until you reach the halfway point, then ease back onto the throttle and drive back toward the flag stand. Now take some more laps and get acquainted with your race car, and press the ESC key when you're done.

An Important Word About Chassis Setups

Chances are, the car you just drove used the "Easy" default chassis setup. The "Easy" default car setup for each track is a "symmetrical" one - meaning the shock, spring, caster, and camber settings have all been set to neutral values in order to make the car's handling more predictable and act more like what you would expect from the family station wagon. However, station wagons don't win stock car championships, and symmetrical setups will not give you the fastest lap times on oval tracks. On an oval, you'll be turning in only one direction - left, and because of that you'll want an "asymmetrical setup" along the lines of the "Fast" setups included with NASCAR® Racing 2002 Season, in which the suspension is tuned differently on the right side vs. the left.

Asymmetrical setups will help the car turn left in order to get it through the corners as quickly as possible, but they have the side effect of pulling the car to the left on the straights. As a result, you may find that you need to "countersteer" to the right on the straights in order to keep the car tracking straight ahead. This is perfectly normal, and is something that real NASCAR drivers have to deal with every time they climb into the car. If you feel comfortable tinkering with the car setup in the Garage, try experimenting with different Caster settings to find a good balance between turning ability and straightline control.

Basic Driving Tips

Now that you've run some laps and gotten more comfortable with the feel of your stock car, let's cover some of the basics that will help you become a competitive NASCAR driver. First of all, a word about chassis setups. Any NASCAR driver will tell you that in order to win a championship, you've got to have good setups for every track. But while setups can help you drive faster, they don't necessarily make you drive *better*.

Here are some ways to improve your driving skills quickly:

- Watch the driving lessons and track tours. They'll give you a good understanding of the fundamentals and will serve as a solid foundation upon which you can build your skills. To view them, go to the Main Menu and click on the Driving Lessons button.
- Concentrate on one track at a time. Don't jump around from track to track each time you launch NASCAR® Racing 2002 Season. Learn your way around one track comfortably; try to turn competitive laps in the preferred groove, but also practice running alternate lines - both high and low. Successful drivers know how their car will behave on every part of a specific track.
- Get comfortable in traffic. NASCAR racing is all about door-to-door, close-quarters action, so the sooner you can get comfortable driving in a pack of cars, the better. Skip qualifying and take a provisional (start in last place). Try to patiently pick your way through traffic and work your way toward the front of the field.
- Study the tape. Save and review replays of your escapades on the track. Be sure to use the various camera angles. The helicopter view is particularly useful for finding the fastest way around a speedway, and for spotting a problem with a particular chassis setup.
- Listen to your car. Squealing those tires through every corner? Learn how fast you can drive through each corner at a particular track without squealing the tires. Some tire scrubbing is to be expected, but if you're laying enough rubber down to resurface the entire city of Daytona, you'll need to learn to drive with a bit more finesse. Braking a little harder and earlier going into a corner will often allow you to power out of that turn with much more authority.

<u>Back to School</u>

What's that? Your little visit to the track didn't go so well? Instead of breaking the track record with one hand tied behind your back, you were spinning like a compass in the middle of the Bermuda Triangle? Well, don't get discouraged, because help is but a mere mouse click away. Well, it's one click away if you're on the Main Menu, at least!

The Driving Lessons area of NASCAR® Racing 2002 Season contains lessons on a variety of different topics. There's something in there for drivers of every ability level. If you're a newbie and struggling just to get around the track without spinning, there's some great information in there on driving fundamentals. Don't have a clue about how some of the rules work? Fear not - there's a lesson in there for you, too. Looking to squeeze another tenth of a second out of your car setup? The folks at Papyrus University have that one covered, too.

So how can you become privy to this wealth of knowledge? Well, the first step is simple. Go to the Main Menu and click on the Driving Lessons button.

Choosing a Lesson

From the Main Menu, you'll be taken to the lesson selection screen. On the left side of the screen you'll see a list of driving lessons and track tours. Lessons covering the basic topics appear at the top of the list, while those that cover advanced topics appear near the bottom. *The later lessons assume that you are aware of the concepts covered in the previous ones*, so if you're totally new to the world of sim racing, you'll want to start right at the top of the list and work your way down.

The track tours feature 3-time NASCAR champion Darrell Waltrip, and were designed for advanced sim racers. From the correct throttle, braking, and shifting points to the proper cornering speeds, Darrell will let you in on the secrets to mastering each of the tracks in the game.

To select a lesson, simply left-click on its name. A summary of the topic(s) covered in the lesson will appear on the right side of the screen. Once you have selected the lesson you want to check out, click the green View button in the lower right corner.

Lesson Viewing

After you've pressed the View button, you'll be taken to the lesson viewing screen. The lesson you selected will begin playing automatically. Most lessons are broken down into several sections, or *chapters*.

Here's a rundown on the controls and displays you'll find on this screen:

In the top area, you may see telemetry information for the car being viewed in the lesson. In addition to the standard speed and gear displays, you'll see a green throttle bar and a red brake bar. When either of these bars "grows" from left to right, it means that more of that particular control is being applied. So, if you see a maxed-out green throttle bar and nothing at all in the brake area, it means that the driver's got the "pedal to the metal!"

In the bottom area, you'll see another red bar. This one is the progress bar for the lesson. As the lesson progresses, the bar will "grow" from left to right.

Below the progress bar is a group of four controls that you can use to navigate to various points of the lesson. From left to right, they are as follows:

- **Rewind to Start**: Rewinds to the start of the lesson.
- **Previous Chapter**: Takes you to the start of the current chapter. If you're already at the start of a chapter, pressing this control will take you to the start of the previous chapter, if any.
- **Play/Pause**: Starts/stops lesson playback.
- **Next Chapter**: Takes you to the start of the next chapter, if any.

When you're finished with a lesson, press the Done button in the lower right corner to be taken back to the lesson selection screen.

The Drivers Meeting

In this section we'll give you all the info you'll need to get around in the NASCAR®
Racing 2002 Season world, including how to create various types of races and how to
paint your car.

Setting Up Races

At the Main Menu, choose the type of event you'd like to drive in. Select Testing Session
if you want to have the track to yourself. Click on Single Race if you want to pick a track
and show 'em what you've got. If you're experienced enough to battle the NASCAR pros
on a variety of tracks, go for the Championship. Thankfully, seasons can be saved to disk
- you don't have to finish over thirty races in one sitting! Finally, there's Multiplayer – the
ultimate challenge for your skills.

Race Options

From the Testing Session, Single Race, Championship, and Multiplayer screens, you can
customize many aspects of the racing action, such as the race distance, the weather, and the
skill level of the computer opponents you'll be battling – if any. In Testing and Single
Race modes, you'll be able to select the track. In Championship mode, you're locked into
whichever track happens to be next on the schedule. In Multiplayer mode, you'll be able
to select the track only for the races you host.

Click the Show Options button at the bottom left of the screen to reveal the entire list of
racing options that you can adjust. These items will vary based on the game mode. For
example, on the Testing Session screen you won't find any options that are related to
computer opponents, because the Testing Session mode does not allow computer opponents
onto the track.

Here are explanations for the various race options
you'll encounter in NASCAR® Racing 2002
Season. Again, not all options are available in
all game modes.

SHOW OPTIONS

TRACK SELECT: Here's where you'll pick the battleground for the race.

DRIVING MODE: Arcade mode gives you a car that's easier to drive, with more traction
and maneuverability than real race cars have. Simulation mode is the Real Deal – you'll
be at the helm of a 750 HP beast, so hang on tight!

RACE WEEKEND: Here you specify the length of the various sessions in the race weekend. Practice and Warmup sessions are set in minutes, and the Race session is set as a percentage of the actual 2002 race distance. So, if you've got the urge to race the same distance the real NASCAR folks race, set the race length to 100% and you're good to go. To skip the Practice and Warmup sessions, check the Quick Race box. This allows you to jump right into qualifying and then straight to the race itself.

COMPUTER OPPONENTS: This section of the options list allows you to adjust the computer-controlled competition to your skill level. Use the roster selector to specify the group of opponents you want to race against - rosters are managed on the Opponent Manager screen – and decide how many of them you want to oppose. Use the Strength control to dial the speed of your opponents to match your own ability. One of your long-term goals should be to race competitively with this value set to 100%. In Multiplayer races, you'll be able to race with or without computer opponents.

DAMAGE: Select from three different damage settings: None, Moderate, or Realistic. With damage set to None, your car becomes impervious to collisions. At Moderate, your car will sustain minimal damage during hard collisions. For the real deal, where a heavy collision usually spells the end of your day, select Realistic. Remember that this setting refers to *collision* damage only – it's possible to blow the engine and blow tires due to abuse on any of these settings.

RULES: Here's where you can change the various rules for the race weekend. Checking the Full Pace Lap box will cause the pre-race pace lap to start in the pits, just like it does in real life. The tradeoff is that it can take a long time to complete a full pace lap, especially at the road courses. If you'd prefer a short pace lap that starts on the racing surface, leave this box unchecked. The Yellow Flags box controls whether or not a yellow caution flag will be waved in the event of a hazardous condition on the track – as is the case in real life. Without yellow flags, the race will go by faster, but things can get pretty hairy with cars barreling full-steam through the scene of an accident. The Double File Restarts setting is only applicable if the Yellow Flags box is checked. If Double File Restarts are enabled, cars who aren't on the lead lap are allowed to line up on the inside of the race leaders

during cautions. Regardless of this setting, per NASCAR rules, double file restarts are not used at the road courses, and they aren't used during the last ten laps of a race.

There are a few rules that are available only in Multiplayer races which were designed to help provide as level a playing field as possible during such contests. The Force Cockpit View option makes all participants drive from the cockpit view and disables the PageUp/PageDown "switch view" keys. The Force Smoke option forces smoke to appear on everyone's machine – regardless of the Smoke checkbox state on the Options screen. Lastly, the Fixed Setup option forces everyone to race with the same car setup.

WEATHER: Often overlooked, weather conditions have a profound effect on your car's handling. Cooler air is less dense than warmer air, so when the mercury drops you can expect your car's engine to "breathe" more efficiently. Drag is also reduced in the cooler, thinner air. Hotter weather tends to stress your car's systems and increase the amount of drag. Also, remember that tires grip better when they're warmer, just below their peak operating temperature of 225° Fahrenheit. The wind can also have a marked effect on the car's handling. A tailwind will push it down the straights and tend to make it loose in the corners, while a stiff headwind will slow it down on the straights and cause a big-time push in the corners. Clicking the Realistic box will set the weather based on average local conditions for each track, but if you'd rather control the weather, just uncheck that box and go for it.

The Race Weekend Menu

The Race Weekend menu is the place where you navigate amongst the various tasks at the track. From taking the car into the garage for tweaking, to navigating among the sessions of the event, to viewing standings and replays, the Race Weekend menu is where the action is!

Click on the various tabs on the Race Weekend menu to view items like general race information, a chronology of lap times, the current standings, and the race entry list. Use the replay controls (as described later) to view highlights. Visit the garage, change game options, or drive the car - all by clicking on the buttons found on the Race Weekend Menu.

NASCAR® Racing 2002 Season allows you to jump to the start of any session in the race weekend by using the session navigation controls. As a session progresses, a green timer bar will "grow" from left to right underneath that session's name. To go to the start of a session, simply click on the blue button below and to the left of the session name. You can go forward or backward through time – so you can not only skip ahead to future sessions, you also can go back to the start of a previous session or the current session. Keep in mind that if you decide to re-run a session, you'll be starting from scratch, not only for that session, but for future sessions in the weekend as well. For example, let's say you've gone through Practice, gone through Qualifying (let's say you qualified 8th), and are halfway through Warmup when you decide to jump back to the start of Practice. By doing so, you wipe away not only the results of the original Practice session, but the results of Qualifying and Warmup as well.

The NASCAR Rulebook

Every driver needs to know the basic rules of stock car racing before the flag drops. Penalties are disabled in Practice and Warmup (except for reckless driving). Your spotter will still let you know that you've done something wrong, but there won't be any consequences. However, this leniency will not be seen in the Race session. Break a rule then, and the officials will be all over you, so listen up!

With that in mind, here are the rules:

- *No passing other cars under yellow, including the pace car.* When the yellow flag comes out, the leader is instructed to race back to the start/finish line. Once the leader has crossed the start/finish line, all traffic behind the leader must also slow and line up according to the rules. However, if a car is going too slowly, this rule is tossed out. Your spotter will tell you what to do. The penalty is a black flag, and you must stay in your pit stall long enough to offset any advantage you gained.

- *No speeding in the pits.* You can't exceed the pit road speed limit. The penalty is 15 seconds (no black flag) for speeding on entry to your pit stall, but a stop and go (black flag) if you speed while exiting the pits.

- *You must merge properly when exiting the pits.* The rule is to stay on the apron (or as far away from the racing line as possible) until the spotter says, "O.K., merge when you can." That doesn't necessarily mean that it's SAFE to merge, it just means that you may legally merge at any time. Some tracks, like Indianapolis, have pit exit roads that you must follow if you want to avoid this penalty. The penalty is a black flag stop and go under green, or a simple "go to the end of the longer line" with no black flag under yellow.

- *You must enter the pits properly.* Cutting across the grass in an attempt to avoid having to slow down to the pit speed limit is a no-no. You must cross the line that marks the beginning of the pit stall area. At Homestead, you need to use the pit access road in order to avoid this penalty. If you break this rule under green flag conditions, you'll be black-flagged and you'll need to come in and serve a 30 second penalty. Under yellow, you won't be black-flagged, but you'll have to go to the end of the longer pacing line.

- *You can't cut across the Innerloop at Watkins Glen without stopping.* If you cut across the Innerloop at Watkins Glen and fail to come to a stop before you merge with traffic, you'll be penalized. You'll be black flagged and forced to serve a stop-and-go penalty.

- *You can't pass the leader before the start/finish line on a start or restart.* There is a "fudge factor" built in to keep you (when leading) from intentionally being able to cause a violation for someone else. If a car is going too slowly, this rule is tossed out. The spotter will let you know if it's OK to pass. Keep in mind that in races with double-file restarts, the leader on a restart is the first car in the OUTSIDE line. If you break this rule, you'll be black flagged and you'll have to come in and serve a stop-and-go penalty.

- *You can't pass a car in the same pacing line on the inside before you reach the start/finish line.* You can pass on the outside, but not the inside. Again, if a car is going too slowly, this rule is tossed out, and your spotter will let you know that it's OK to pass. If you break this rule, you'll be black flagged and you'll have to come in and serve a stop-and-go penalty.

- *You can only pit on the appropriate lap(s).* Only the cars on the lead lap may pit the first lap the pits open. Everyone else must wait until the next lap. The penalty for entering a closed pit is a trip to the end of the longer pacing line. Your spotter will tell you where to go.

- *You can't continue to race with heavy damage.* If your car is damaged to the point that the engine is smoking heavily or your car is dropping debris or fluids, you'll be black-

flagged. To clear the black flag, you must pit and get the car repaired at least to the point that NASCAR feels it's safe. If the car is too heavily damaged, it's possible that the crew won't be able to fix it well enough for you to continue, and you won't be allowed back on the track.

- *You can't drive in the wrong direction.* If you do, you'll get disqualified. Driving in the wrong direction can be done either forwards or backwards, so be careful.
- *You can't pass the official at the end of pit road if he's showing the stop sign.* If you pass the official when he's showing the stop sign, you'll have to go to the end of the longest line. This rule is only applicable to races with yellow flags.

MULTIPLE PENALTIES: For the sake of convenience, if you have multiple penalties, you only need to come into the pits once. For each penalty beyond the first one, an additional time penalty is tacked onto the time normally associated with the infraction. This is done to simulate the additional time it *would have* taken you to serve the penalties on separate trips to the pits.

POST-RACE PENALTIES: If you have unserved penalties when the checkers fall, you'll receive a post race penalty of 1 lap per outstanding infraction.

SERVING PENALTIES: If you're black-flagged, you must report to the pits, where you'll be held in your pit stall by the NASCAR official for however long it takes to clear your name. However, you can only clear a black flag (for non-damage related issues) under green flag conditions, and even then you can't clear a black flag on a restart. If you happen to be on pit road when the yellow comes out, you may proceed to your stall and legally serve the penalty and clear the black flag. You'll have four green flag laps to come in and clear the black flag. If you don't, you'll be disqualified.

A few final items of note:
- In Qualifying, you may be disqualified (your qual time is tossed and you're given a provisional) if you cut the Innerloop at Watkins Glen.
- When yellow flags are turned on, it is possible for the start or restart to be "waved off" in the event of a catastrophe. If this happens, the start/restart will be delayed by one lap.
- In Arcade Mode, the rules are relaxed. Speeding on pit road, passing under yellow, passing the pace car, reckless driving, and cutting the Innerloop at Watkins Glen are the only rules Arcade Mode enforces.

In Car Controls

Now that you've driven the car and you know how to create and customize race events, let's go over all of the items you have access to whenever you're in the driver's seat. These in-car controls include the instrumentation of your stock car, as well as the keyboard keys that allow you to communicate with your pit crew.

The "S" key on your keyboard toggles on/off the speed/gear/flag display shown just beside the driver's side window. The Function keys on your keyboard (F1-F9) toggle on/off the various pit radio displays, superimposed over the lower-right corner of the cockpit. The rearview mirror keeps you abreast of what (or who) is behind you.

*Steering Wheel Animation Off
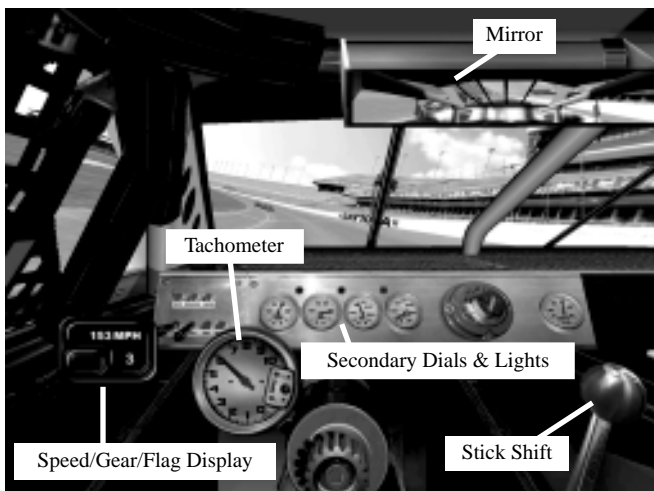
The Dashboard

- *Tachometer:* Measures engine RPM. It's the biggest dial on the dash, because real stock cars don't have speedometers and the driver relies on the tachometer to calculate speeds. You'll want to shift gears between 8,500 and 9,000 RPM everywhere except at the restrictor plate tracks, where you'll want to shift at about 6,500 or so.
- *Secondary dials:* These instruments provide information about your car's current health. Fuel Pressure should hold steady at around 9 PSI, until you start to run low on gas, when it will start to drop pretty quickly. Water Temp should hover at around 220 degrees.

If the water temperature is too hot, you've probably got too much tape over the grille. Oil Pressure and Oil Temperature are reflective of your engine's stress. If the pressure drops or the temperature rises, either you already have an engine problem, or you're about to have one. This could be from improper car setup (gears) or as a result of damage.

- *Warning lights:* The critical gauges each have a warning light (sometimes called an "idiot light") adjacent to them. These lights will illuminate when something's wrong.

THE MIRROR: Press the "M" key on your keyboard to toggle through the various levels of mirror detail. If the action seems too "choppy" you might be able to make things run a little smoother by reducing the mirror detail. In addition, you can press the "N" key on your keyboard to remove the cockpit reflections, such as the back of your roll cage.

DRIVING VIEWS: You can change driving views by pressing the Page Up/Page Down keys on your keyboard. There are four views to drive from. Try them all and pick the one that best keeps you on the track. In Multiplayer races in which the race host has checked the "Force Cockpit View" option, you'll be forced to race from the cockpit, and the Page Up/Page Down keys will be disabled.

Function Key Displays

The various function key displays are available only while you're driving the car. They serve as the means by which you'll request pit service, view standings, and see how many

Function Key Displays Appear in Lower Right Corner

laps are left in the race, so take the time to learn how they work. To call up one of these displays, press the appropriate function key on the keyboard (F1-F9). To switch to a different display, press that display's function key, and it will replace the current display, if any. To turn the function key display window off, press the function key associated with the current display. So, if you have the F3 display turned on, pressing F3 again will turn the function key window off.

Here's a rundown on each of the function key displays:

F1: Session Info - Here, you'll find information on your lap speeds or times, as well as your position in the current session, the current lap, the remaining number or laps (or time) in the session, and the interval in seconds to the cars immediately in front of and behind you in the standings. Not all of this information is available during all sessions. The F1 display will update each time you cross the start/finish line.

F2: Standings - Each time you invoke the standings display, your car's position will appear in the center of the window. To scroll through the complete list of drivers, use the up/down cursor arrow keys on your keyboard. You can always reset the standings display by simply toggling the window off and then on again with the F2 key.   The F2 display has two modes, and you can use the Spacebar to toggle between them. The first mode is displayed by default, and it shows the session standings based on your most recent lap crossing. The second mode is a real-time display that shows you which cars are immediately ahead of you and behind you on the track – regardless of their position in the standings. In this mode, cars listed in white are on the same lap as you, those listed in red are one or more laps ahead of you, and those in green are one or more laps behind you. If a car is coming up from behind to lap you, its F2 display line will start to flash, letting you know that the leaders are closing in on you!

F3: Fuel - This window gives you your car's fuel status, including the estimated* amount of fuel remaining and the approximate number of laps you can complete with your current fuel supply. At the bottom of the window, you can tell your Crew Chief how many cans of fuel to put into the car during your next pit stop. Each can holds up to 11 gallons of fuel. The choices you have here are 2 cans (22 U.S. gallons, a complete fill-up), 1˚ cans, 1 can, ˚ can, a "splash", or none. A splash of fuel will give you approximately an eighth of a tank of gas, good for the closing laps of a race when you can't afford a lengthy pit stop. Regardless of this setting, the crew will stop fueling the car once the tank has been filled up to its 22-gallon limit.

Use the left/right cursor arrow keys on your keyboard to request the desired amount of fuel. Since the default is usually 2 cans, your tank will always be topped off by the crew unless otherwise specified. The default value is set by the crew chief, and is based on the estimates you see in the F3 box.

* The fuel calculations performed by your crew are ESTIMATES ONLY. That is to say, they may be too high, or they may be too low. Since real-life crew chiefs tend to err on the side of caution, your crew chief will do the same. That means that for the most part, his calculations will be either right on the money or even a little bit on the conservative side, but there is that small chance that he'll underestimate the amount of fuel you'll need to finish the race. So, if you don't feel confident with the estimates, pit earlier and/or take more fuel than the your crew chief's recommended value.

F4: Tire Temps - Perhaps the most important data available, the F4 display shows your current tire temperatures. The display gives you the Inner (I), Middle (M) and Outer (O) temperatures of each tire as you drive. Every NASCAR driver will tell you that the fastest car on the track is not necessarily the one with the most horsepower, but the car with the most grip. That's where the tire temperatures display becomes vital. As you drive your car, each tire undergoes a certain amount of stress. The greater a tire is stressed, the higher the temperature rises in that tire. In general, you'll want to aim for similar temps across the tire so that you'll get maximum grip. Adjust tire pressures and/or suspension components like camber and caster in order to achieve balanced temperatures in your setup.

F5: Tire Change - Here you can specify which tires you'd like changed during the ensuing pit stop, and you can view the current remaining life of each tire; you can also dictate any adjustments to the pressures of each tire with this window. Beneath each tire's display is a status bar that shows you its current wear level. Each tire's status bar will gradually become shorter with wear. Fresh tires have a full green status bar. As a tire wears, the bar will grow shorter and turn yellow. The yellow bar will then shorten and will eventually be replaced by a red square. When a tire reaches red status, it can blow at ANY TIME, so unless the race is on the line, you should make every effort to pit for fresh rubber any time you see a red tire status bar.

Use the Spacebar on your keyboard to toggle which tires you'd like changed. Your choices are to have all 4 tires changed, right-sides only, left-sides only, or no tires changed. Each tire shown in the Tire Change window has a box next to it. A check mark fills the box of each tire that will be changed. Empty boxes indicate the crew will not change those tires during the upcoming pit stop.

To have your crew perform tire pressure adjustments, use the up/down cursor arrow keys on your keyboard to select a specific tire. The current tire will appear highlighted in yellow. Use the left/right cursor arrow keys to raise/lower the cold pressure of each tire. The hot pressure (the operating pressure, indicated by "H") of each tire is indicated just below the cold pressure value. Once you've specified the new pressure value, your crew will make the necessary pressure adjustments during your next pit stop.

Pressure adjustments are often the first thing tried by a race team to correct handling problems, because it is the least drastic remedy. Reducing the pressure in a tire may help it grip better during corners, but may also create more "rolling drag," thus robbing the car of some straightaway speed.

F6: Wedge – Wedge, or cross weight, is a common adjustment teams make during the race to change the car's handling. Adding wedge will increase the amount of chassis weight applied to the right front and left rear corners of the car; conversely, negative values shift weight toward the left front and right rear of the car. Adding wedge may help cure a loose condition, but it will also increase the load on the right front wheel, which is usually the most heavily-stressed tire to begin with. Removing wedge will have the opposite effect and will tend to loosen up the car.

Use the left/right cursor arrow keys to make wedge adjustments in five pound increments. The changes you specify will be implemented during your next pit stop.

F7: Track Bar – You can also change the car's handling by adjusting the track bar. Although you can adjust both sides of the bar in the Garage, you can adjust only the right side when you're in the pits. Raising the right side of the track bar will loosen the rear suspension; lowering the right side of the track bar will tighten the rear end up.

Use the left/right cursor arrow keys to specify the amount of track bar adjustment you'd like during your next pit stop.

F8: Grille Tape – It's common for teams to use heavy-duty tape to cover a portion of the front grille. The percentage display represents how much of the front grille is covered; thus, a 20% tape setting means that 80% of the grille is still open. The more tape you add to the grille, the more you cause the air to be funneled around the nose of the car rather than into its radiator. More tape means less drag and more front downforce, which means a faster car, but it also means less cool air is getting to the radiator. So, try to get away with as much tape as you can without overheating. Watch that water temp gauge, and if it starts to shoot through the roof, you'll know you've got too much tape on there.

Keep in mind that during Qualifying, you'll only need to run a couple of fast laps. That's why most teams choose to qualify with a fully-taped (100%) grille.

Use the left/right cursor arrow keys to instruct the crew to add or remove tape during the next pit stop.

F9: Pit Summary – This display is a summary of all of the changes that will be made to the car during your next pit stop. If you specified changes to the tire pressures, for example, you'll see those changes listed here. You'll also see how many tires will be changed and how much fuel will be added.

The F9 display is also the place where you tell your crew to make repairs to your car. If your car has been damaged, the Repair line at the bottom of the window will be set to YES, meaning that when you come in for service, your crew will try to repair your car. If you'd rather not have the pit crew fix your damage, press the Spacebar to toggle the Repair display to NO. Once you're in your pit stall and getting repaired, your crew will work as long as they have to (sometimes a minute or more) in order to repair the car as best they can. If you want the crew to stop repairing the car – in order to avoid going a lap down, for example – press the Spacebar and change the Repair status to No. After a couple of seconds, they'll stop their work and let you leave the stall.

THE ESC INTERFACE: When you want to stop driving, or return to the pits, or simply take a breath and watch a replay, just press the ESCape key. The game will pause (except in Multiplayer mode), and you'll be presented with a list of options which will vary based on the game mode and the current session. Use the up/down cursor arrow keys to select the item you want, then press the Enter key. Sometimes, you won't be able to access the ESC interface unless your car is stopped. If this is the case, you'll see a warning message appear on the screen. Just pull into the pits, or pull over to the side of the road, come to a stop, and try again.

Most of the options in the ESC interface are self-explanatory, but here are explanations for some of the items which may not be as obvious:

Get Out of Car – Takes you back to the Race Weekend screen.
Retire – Takes you out of the race and back to the Race Weekend screen. You will NOT be able to re-join the race.
Call Tow Truck - Takes you to your pit stall. Before your pit crew can begin working on your car, a simulated towing countdown takes place.

THE PAUSE KEY: Press the Pause key on your keyboard to freeze the action and answer the phone, heed nature's call, or confront whatever other distraction that little thing called "life" may throw your way. When you're ready to resume the action, press the Pause key again, and you'll be back in the saddle. The Pause key does not work during Multiplayer races.

Instant Replays

Relive all of your moments of glory with NASCAR® Racing 2002 Season's elaborate instant replay system. Replays are viewable using a variety of camera angles, and in most cases, you'll be able to watch the action from any car on the track. Last but not least, NASCAR® Racing 2002 Season includes a brand-new replay editing feature that will allow you to add your own sounds, artwork, and effects to your replay files! Before we get into editing, though, let's cover some of the basics.

First, you can view a replay from several places in the game. If you're at the Race Weekend screen or in the car, you'll have limited replay functionality – you can watch and manipulate replay footage from the current race, and you'll be able to save footage, but you can't use any of the new replay editing functions. In order to have access to the full arsenal of replay system features, you'll need to go to the Main Menu and select the Replay Theater option.

To watch a replay when you're driving, press the ESC key. As long as you're not in a Multiplayer race, the racing action will pause. Choose View Replay to begin watching instant replay highlights. When you want to resume racing, press the ESC key twice, then press the Pause key on your keyboard. The action will pick up right where you left off. Now, you can still view a replay during a Multiplayer race, but keep in mind that while you're sitting around watching replay footage, the racing world is moving along without you!

Replay Controls

Once you've chosen to view a replay, you'll see the replay viewing window. If you know how to work a VCR you'll find the replay controls to be relatively simple. Use the controls found at the bottom of the screen to rewind the footage to the beginning, start and pause the replay, and fast-forward to the end. Use the Cut button to create small highlight reels of your exploits. Click on the timeline or drag its slider bar to queue the footage to a specific point.

Rewind to Beginning: One click does it!

Rewind: Click once to rewind at normal (1x) speed. Each subsequent click causes the footage to rewind faster and faster.

Step Backward: Each click of this button steps backward, one frame at a time. Click and hold the mouse button to produce a low-speed rewind.

Play/Pause: Click once to unpause action that's frozen (roll tape). Click again to freeze the footage. Note that you are NOT pausing the game world, you're only pausing the replay.

Step Forward: Each click of this button advances the footage forward, one frame at a time. Click and hold the mouse button down to roll the footage at a low speed.

Slo-Mo Control: Click this button to view the action in slow motion; each subsequent click of this button slows the footage down another notch.

Fast Forward: Click once to fast forward at normal (1x) speed. Each subsequent mouse click increases the speed of the fast forward action.

Forward to End: Click once to jump to the end of the footage.

Cut: Use this button to make and save shorter highlights. Queue the footage to a specific point and click this button once to select a starting point for the highlight; now go to the point where you'd like the highlight to end and click the button a second time. The new abbreviated version will be saved to your REPLAY folder.

Save: Click this button to save the current replay in its entirety in your REPLAY folder.

Toggle Replay Window Size: When viewing replays from the Race Weekend Menu, each click of this button toggles between Full Screen and Inset Window views. When viewing replays from the cockpit of your car, clicking this button exits the replay viewer and returns you to the driver's seat.

Toggle Replay Standings Display: Pressing the "S" key on the keyboard brings up a standings box during replays. These standings run concurrently with the footage that you're watching. The Replay Standings Box will have up to three different modes of display, depending upon which race session you are in. Use the left/right cursor arrow keys to toggle among these display modes.

CHANGING CAMERAS AND DRIVER VIEWS:
NASCAR® Racing 2002 Season gives you quite a few different camera angles from which you can view the action, and in most cases you can watch that action from any other car on the track, too. In Multiplayer races, you may not have access to all the drivers at any given time.

• In the full screen view, change replay camera angles by clicking on the controls next to the Camera heading in the upper left corner of the screen. To view the replay from another driver's vantage point, use the controls next to the Driver button, located just above the Camera controls.
• From the Race Weekend view, select the camera and driver with the controls located below the 3D window and above the session navigation area.

REPLAY THEATER: NASCAR® Racing 2002 Season makes it easy for you to amass an incredible collection of replays. From the Main Menu, choose Replay Theater. You'll be taken to a screen that lists all of the replay clips that are stored in your REPLAY folder, organized by track. From here, you can quickly jump to any replay, recorded at any track. Click on the column headings to sort the list to your liking. Want to sort the list by track?

Click on the Track column heading, and you've got it. You can also use the drop-down controls at the top of the screen to filter the list to include replays from one particular player and/or one particular track. Use the Delete button at the bottom of the screen to trash those old clips you no longer want.

You'll notice that there's another little button down at the bottom of this screen – the Edit button. This is the gateway to NASCAR® Racing 2002 Season's powerful new replay editor. If you want to see what this thing is capable of, just look at any of the driving lessons or track tours that come with the game, because they were all made with the replay editor. To check it out, select a replay file you want to edit, click the Edit button, and you're on your way to film school!

The Replay Editor

EDITING REPLAYS: NASCAR® Racing 2002 Season's Replay Editor places an array of moviemaking features at your fingertips. Take the replay file of that hot league race you ran the other night and put together a highlight reel, complete with sound bites, custom graphics, and screen fades. Better yet, do you still have that replay where your friend spun out a hundred yards from the finish line and lost the race? How cool would it be to insert a little sound bite of yourself laughing hysterically at his misfortune? How about putting a giant dunce cap on the roof of his car? Let's face it – humiliating your buddies can be one of life's simple pleasures, especially when it's done in a creative way. With the replay editor at your disposal, you'll be poised to do that and a whole lot more.

Let's break down the replay editing screen one section at a time.

VCR Buttons – Located beneath the 3D display window. From left to right, these buttons perform the following functions:

- Rewind to the beginning of the replay
- Rewind. Clicking more than once will increase the rewind speed.
- Rewind one frame
- Play/Pause
- Advance one frame
- Advance. Clicking more than once will increase the advance speed.
- Advance to the end of the replay.

Car/Camera Selectors – Located beneath the VCR controls, these combination drop-down/ arrow selectors serve the same purpose they do on the main replay screen – to let you change the focus camera or the focus car. In and of themselves, they will NOT change the content of the replay file. If you want to put a deliberate camera or car switch into the replay, you'll need to use the Camera and Car buttons (see Replay Feature Controls below). The C/Shift C and V/Shift V commands can be used to navigate to the previous/next camera and car, just like on the standard replay screen.

Replay Editing Buttons – Located to the right of the VCR controls, these buttons will allow you to perform cuts, copies, and splices of replay footage. From left to right, the buttons are as follows:

- PLACE MARKER: Places a marker at the current frame of the replay. Pressing the button again cancels the placement of the first marker.
- CUT FOOTAGE: Deletes footage from the marker to the current frame. A marker must be in place in order for this to work. A pop-up box will tell you how many frames of footage you have cut.
- COPY FOOTAGE: Copies footage from the marker to the current frame up to the clipboard. A marker must be in place in order for this to work. A pop-up box will tell you how many frames of footage you have copied to the clipboard.
- PASTE FOOTAGE: Pastes footage copied to the clipboard into the replay. Note that this is really an "insert paste" function; the clipboard contents are inserted and any existing footage is pushed forward in time to resume at the end of the newly-pasted section.

- **SAVE AS:** Saves your changes. When you're doing a lot of work on a replay, you may want to save it under a new name after each step. For example, one step might involve doing all the audio work. By using incremental saves, you'll be in a position where if you make a mistake, you won't have to start from the beginning again.

Replay Feature Controls - Located in the bottom right area of the screen, these controls serve as the heart of the editing system. In most cases, pressing one of these controls will trigger a pop-up box that will prompt you to make additional choices related to that function, such as how long you want that piece of artwork to stay on the screen, how quickly you want that fade-out to happen, and so forth.

- **STAMP:** This is the button to press if you want to insert a custom image into the replay. In order for a piece of artwork to be usable by the game it must be in .BMP or .TGA format (see the README file for details) and it must reside in the IMPORTS subfolder of the main program. You'll also be asked to set the screen position (in pixels) where the image will appear; 0,0 is the upper left corner of the screen, and 800,600 is the lower right. The *top left point* of the image will appear at the coordinates you specify, so you may need to do some quick math to find the best spot– especially if you don't know your image's size beforehand. Finally, you'll be asked to specify the fade (the time it takes the image to fade on- and off-screen) and the duration (the total time you want the image to appear on-screen) times in seconds.
- **SOUND:** This button allows you to insert your own audio into the replay. In order for a sound clip to be usable by the game, it must be in .WAV or .OGG format (see the README file for details) and it must reside in the IMPORTS subfolder of the main program.
- **TEXT:** This button allows you to insert a text bubble into your replay. Just like with the Stamp tool, you'll need to set the screen coordinates and the fade and duration times here as well. You'll also have the option to specify the maximum pixel width of the bubble; the smaller the number, the narrower the bubble. Finally, at the bottom of the pop-up box is the area in which you type the text that will appear.
- **FADE:** This powerful feature lets you insert fade effects. Fades are particularly useful for covering up portions of a replay that have been heavily edited. You'll need to decide whether you'd like to perform a fade-in or a fade-out, and you'll need to specify the fade's lifespan, or the time in seconds it will take the fade to complete. NOTE: When using fades to cover copy and paste points, make sure to have the replay completely faded out when you get to them. Otherwise, you could get a momentary screen flash when the replay reaches one of those points.

- CAMERA: Switches the replay to the specified camera. If you have the TV1 camera active, pressing this button will cause the replay to switch to the TV1 view when it reaches that point in time.
- CAR: Switches the replay to the specified car. Each time the replay reaches that point in time, the camera will switch to appropriate car.
- PLAYBACK: Lets you change the speed of the footage. A playback rate of 1 is normal speed. Going to a higher number will speed up the replay. By checking the 1/x box, you can use slow-motion. For example, if you have a playback rate of 2 selected, and you have the 1/x box selected, the result will be a playback rate of ˚, or half speed. Selecting a playback rate of 0 will pause the replay. You specify the duration of the pause in the lifespan area.
- VOLUME: This control lets you fade the volume of the game sounds in the replay. If you want to include voice-overs from a camera view which is inherently loud (the cockpit, for example), and you don't want them to be drowned out, you'll get to know this command well. Use the slider control to specify the volume level you want, and use the lifespan field to specify how long it will take to reach that level. We have found that a level of 25%, or one quarter of normal (100%) volume, works well when using voice-overs on top of "loud" cameras. Finally, keep in mind that the volume level will stay at the new percentage unless you create another volume event later on in the replay in which you boost it back up.
- CHAPTER: This allows you to place chapter breaks in a replay. Currently, chapter navigation is supported only in the Driving Lesson Viewer. *Make sure that you place the chapter break in advance of any events you want triggered in that chapter.* For example, let's say you place a 10-second audio file in one frame, and a chapter break in the next one. If you then go to the lesson viewer and click the chapter controls to start playback at the new chapter break, the sound file will not trigger. Why? Because when you used the chapter skip command, you also skipped over the trigger point for that sound.
- TOGGLE: Lets you turn on or off various effects like the ideal racing line, the racing groove, and car telemetry.
- SUMMARY: This feature is limited to the Driving Lessons area of the game. The text you include in the provided box will appear on the right side of the screen when you select that replay file.

You'll notice that most of these buttons have blue arrow controls located to their left side. Pressing a given function's left arrow will take you to the previous spot in the replay in which you used that function, while pressing the right arrow will take you to the next spot in which you used that function. For example, if you are at the very beginning of the replay and you press the right arrow control next to the Sound button, the replay will advance to the first sound file trigger point. If you're at the end of the replay and press the left arrow next to the Camera button, the replay will rewind to the last camera change trigger point.

Making Changes – OK, so you've put a bunch of cool stuff into your replay, but now you want to change something or get rid of it entirely. How do you do it? Well, you do it from the command list, which is located in the upper left portion of the screen. It shows which replay editor commands are active at the current point of the replay. Once a command has been completed, it will disappear from the list. This means that commands that take just a single frame to complete (like camera switches) will be on the list for a fraction of a second, while something like a 10-second camera fade will be visible for, well, 10 seconds.

Active Operation

1.00 <inst_bstretch_b.stp>
0.00 <Lookout! The 83 makes h>
0.00 <Camera: Spectator>
0.00 <Driver: (# 83) J Tyme>
0.00 <Playback Rate: 3>

EDIT   DELETE

To make changes to a particular command, or to remove it entirely, you'll need to navigate through the replay and get to a point at which that command is active, and therefore appears on the list. This isn't as daunting a task as it may seem. By using the arrow controls next to the individual replay feature buttons, you'll be able to track down any command quickly and easily.

Once the command appears on the list, click on its information line to select it, and then click the appropriate button at the bottom of the list: Edit or Delete. Some commands, like camera switches, cannot be edited; they can only be deleted.

Art Resources List – So you don't have any custom artwork ready to insert into your replays? Never fear. NASCAR® Racing 2002 Season includes several pieces of ready-made artwork that you may find useful. The art resources list is on the left side of the screen, beneath the command list. To use one of these items, select it and then click the Insert button at the bottom of the list.

Going For It All

Getting pretty comfy with all of the tracks? Want to see if you can bag consistent finishes throughout an entire season? Click on Championship on the Main Menu to see if you've got the magic to finish an entire NASCAR season on top.

The NASCAR Cup Series Championship is decided using a points system. You earn points according to how well you finish in each race. To capture the NASCAR Cup Series Championship, you'll have to produce a season filled with consistent top ten finishes. Win ten or twelve races but crash out and finish last in ten or twelve, and you'll find yourself out of the running. Consistency is the key - you don't have to always win, just put together a lot of good finishes.

Start by setting all of the parameters that will control your season. Race length, opponent strength, realism options and rules can all be set up the way you want, but once your season is underway, these settings cannot be changed. Start a season running 25% race distances, and they'll all be that length. Events are raced in the order they appear in whatever schedule file you use. For example, if you select the 2002 season schedule, you'll start in Daytona and end at Homestead, just like the big boys do.

The Standings and Results buttons on this screen allow you to view individual race results as well as season totals. Naturally, if you haven't completed a given race, there won't be any results for that event, so the Results button will gray out.

Win the race, and you'll receive at least 180 points (175 points for finishing first, and a 5 point bonus for leading at least one lap). For a complete breakdown on how the points system works, see Appendix A.

Player Info

So, you're tired of being known as "The Player", huh? Well, we can't say we blame you. It's time to personalize your NASCAR alter ego, and the place to do it is the Player Info screen. To get there, go back to the Main Menu and click on the Player Info button at the top of the right column. From there, you'll be able to change your driver's name, select which car(s) you'll drive, check out your track records, and edit your Multiplayer "Autochat" messages.

Notice how there are separate car selections for Single Player (i.e the Testing, Single Race, and Championship game modes) and Multiplayer. This is because while all of the officially-licensed cars in the game may be used in the Single Player modes, not all of them can be used in Multiplayer. So, be sure to take the time to make selections for both categories.

The Autochat messages are for use in online races. To display the Autochat messages in races, just press the corresponding numeric key on your keyboard and hit the Enter key. If you're not happy with the default set of messages, just click on a message and type in whatever you want. Here's a trick: If you place a dollar sign "$" at the end of an Autochat message, you don't even have to press Enter to send it. Just press the number key and it's gone.

Opponent Manager

Use the Opponent Manager Menu to build and maintain lists of drivers (called rosters) your races. The Opponent Manager screen also serves as the gateway to the NASCAR® Racing 2002 Season Paint Shop.

The game ships with a roster called "Cup2002", and it consists of all the licensed drivers in the game, plus several fictional cars that are used to fill out the 43-car starting field. To make a new roster, just click the New button underneath the Roster heading at the top left of the screen, and go ahead and select the drivers you want added to it by clicking in the checkbox next to their names. You can build as many rosters as you want.

You can also create new drivers from the Opponent Manager screen. This time, click the New button beneath the Driver heading on the right side of the screen, and you're on your way.

Finally, by clicking the Ratings button underneath the Driver heading, you'll be able to edit the driver ratings of any car that exists on your system. These ratings affect the performance of each car and can be adjusted to reflect the most current statistics, but keep in mind that these ratings only come into play when the car is being driven by a computer opponent. So, if you think you can gain an edge on the competition by coming to this screen, cranking the driver ratings of Fred Jones to the moon, and then going back to Player Info and picking his car as the one you want to drive, you're out of luck!

The Paint Shop

Want to keep your collection of cars up to date with the latest and/or commemorative paint schemes of the series? NASCAR® Racing 2002 Season gives you the brush and design tools to paint or repaint any race car in the game, whenever you wish!

To enter the NASCAR® Racing 2002 Season Paint Shop, click on the Opponent Manager button at the Main Menu. Want to paint Tony's car blue? Go ahead, he won't mind. Give Mark a purple and orange car? Why not! To begin painting a car, just select it from the driver's list on the left, and then click on the Enter Paint Shop button.

Many of the controls found in the Paint Shop will seem familiar to those of you who have previously used any other artistic software packages. The Detail Shop allows you to paint the car itself, while the Team Shop offers you the ability to customize the look of your crew's uniforms and accessories. To move back and forth between the Detail Shop and the Team Shop, simply click on the tab controls.

BASIC PAINTING: The basic process of painting a car or object consists of clicking on a tool and applying it to whatever you want to paint. For example, click on the Freehand Brush tool to select it, then choose a primary color with the left mouse button. Choose a secondary color with the right mouse button. Next, click and hold the left mouse button as you drag it across the car or crew object to apply the primary color. Click and hold the right mouse button as you drag it to apply the secondary color.

USING TOOLS: By checking the box labeled "Show Tools Options" you can see all of the pop-up windows each time you select a tool. Change the values in these windows to affect the tool you want to use. Like so many other buttons and elements of NASCAR® Racing 2002 Season, each tool in the painting toolbox has pop-up help - just right-click on any button, or hover the cursor over the tool for a few seconds, and the help text will appear.

STARTING WITH A CLEAN SLATE: There are two ways to start painting with a nice clean car: create a new driver from scratch, or choose the car you wish to paint and select the Eraser tool. Click the left mouse button on the car or object to clear the textures and start with a solid primary color. Use the right mouse button in conjunction with the Eraser tool to clear the car and fill it with the secondary color.

PREVIEWING THE RESULTS: Click on the 3D Preview button to open a window that lets you see what you've accomplished. Click the Auto Rotate checkbox to let the car spin 360° repeatedly. Or, uncheck the Auto Rotate box to stop the rotation and reveal a hand tool that you can use to turn the car in any direction you wish. Simply click and hold the left mouse button while you rotate the car with the hand tool. Click and hold the right mouse button to zoom in and out. Click the Auto Rotate checkbox once again to let the car spin on its own, using the new viewing angle you selected.

COLOR AND TOOL TIPS: When mixing colors, you can left-click your mouse on the primary or secondary color swatch boxes to reveal additional color controls that allow you to create the exact color you're looking for. You'll notice that many of the tool buttons within the Paint Shop can be expanded to reveal multiple functions. These tools are denoted by a small triangle in the lower right corner of the tool button.

IMPORTING AND EXPORTING ARTWORK: The Paint Shop also gives you the ability to Import and Export artwork to and from your car. Got a nice logo graphic you want to bring in? No problem, save it as a Targa file (.TGA extension) and import it using the Import button at the bottom of the Paint Shop screen. Likewise, use the Export button to send the entire car or team shop window to a Targa file. Open the Targa file in your favorite third-party painting application and touch it up the way you want. When you're finished, save your work and bring it back in using the Import feature.

Multiplayer-The Ultimate Proving Ground

Sure, beating the computer-controlled drivers in NASCAR® Racing 2002 Season can be a lot of fun and a heck of a challenge, but there's nothing quite like competing against up to 42 living, breathing, carbon-based opponents. If you want to see how you stack up against other drivers from around the world, you've come to the right place. A licensed copy of NASCAR® Racing 2002 Season and a LAN or Internet connection are all you'll need.

CONFIGURING YOUR CONNECTION: Click the Multiplayer button on the Main Menu. If you're racing on the Internet, you'll need to connect to it BEFORE you launch the game - ALT-TABbing out of the game, connecting to the Internet, and ALT-TABbing back won't work. Once you've connected to the Internet, you need to make sure the game is detecting your Internet connection properly. Click on the Join control at the top of the screen and look in the Select Connection Method area on the left side of the screen. If your Internet (TCP/IP) connection is listed, you're good to go. If it is NOT listed, you'll need to press the Configure button at the bottom of the screen, check the "Find Network Addresses a Different Way" box, and restart the game. When you return to this screen, your connection should be listed.

While we're discussing the Configure box, keep in mind that the Detect Modems option is for direct, modem-to-modem competition only, and the Detect Serial Ports option is for direct, null-modem cable races only.

Local Area Network Users – Note that if you're racing on a LAN, you will likely see your connection device (i.e. your network card) listed twice in the Select Connection Method list on the Join tab, and also in the Connection Methods Allowed area on the Host tab. This is because your network card supports both of the network protocols supported by the game: IPX and TCP/IP. If you are presented with this choice, pick IPX, because it has less restrictive bandwidth concerns and you'll be able to see many more opponent cars than you can with TCP/IP.

JOINING AND HOSTING: Most drivers will Join races. That is, they'll participate in races that are created by someone else. To join a race, click on the Join tab at the top of the screen. If you have a LAN connection available, and there are races being held on the LAN, you'll see them listed in the Local Area Network Races area at the bottom of the screen. To enter one of those races, just click on the one you want, then hit the Start button. Some races may be protected by a password (which you'll need to know if you want to get on the track with those folks). In addition, you won't be able to join any race that has advanced to the Qualifying session.

Your alternative is to type in the IP address or the phone number (if you're connecting via direct modem only) of the host's machine. Do this in the area directly beneath the Select Connection Method drop-down control. By the way, if you race against the same folks regularly, you'll find the Address Book will come in handy and will save you from having to manually input address information every time you connect to a particular machine.

If you're the generous type and you have a good connection, you might want to Host some races. Using a dedicated server to host (a separate computer that is set aside to do nothing more than host the race - without anyone actually driving a stock car, playing a hand of solitaire or crunching spreadsheet numbers on it) is the best bet if you want solid, steady results. To host a race, check the Host box and set limits on what types of connections you'll allow. As the race host, you can use the Max Latency selectors to keep out racers who have poor Internet connections. This keeps what you see on the screen (positions of cars) nice and stable.

In addition to picking the track, rules, and race weekend parameters, you can also decide how many drivers you'll allow to connect to your race. ***Each person that connects to the server takes up about 22K of bandwidth.*** That means that on a 56K modem, you can reliably host 2 or 3 people. Once you go past 3, things will start to degrade. DSL or cable modem users can reliably host from 10-15 or even more, depending on the amount of bandwidth available, but keep in mind that it's the *upstream* data rate that counts, not the typically MUCH faster *downstream* data rate. If you're not sure what your upstream data rate is, call your cable or DSL provider. Once you have that number (in kilobytes), divide

it by 22 and you'll have the maximum number of clients your machine will be able to reliably host. Now if you're one of the lucky folks who happens to have access to an ultra-fat pipe like a T1 line, you'll be able to host a full field of cars without breaking a sweat.

CHATTING: Online, you'll want to sometimes "chat" with other drivers. Notice there are several Chat buttons sprinkled throughout NASCAR® Racing 2002 Season, most notably at the bottom of the Race Weekend Menu. When you're racing online, you can click a Chat button and open up a pad for typing messages to your competitors. While driving the car, press any numeric key across the top of your keyboard (1-0) to display the appropriate Autochat message stored on your system. It's a good idea to reserve Autochat messages for necessary comments such as passing instructions, alerts to other drivers that you're going to pit, etc.

You can also type messages from scratch (not a good idea at 180 mph) by pressing the "T" key on your keyboard, typing the message and hitting the Enter key.

RACING ON SIERRA.COM: Racing on Sierra.com is the best way of gauging your level of skill. On Sierra.com you'll find racers of every ability level, and chances are good that you'll be able to hop into a race at any hour of the day or night. Sierra.com has a rankings system that is used to group drivers by ability level. The details of the system are explained in Appendix B.

To connect to Sierra.com, click on the "Race on Sierra.com" icon at the top right area of the Multiplayer screen. The racing is free, but you'll need to sign up for a membership before you can get out onto the track. Don't have an account? Don't worry, NASCAR® Racing 2002 Season will allow you to create an account from within the game. After you click the Race on Sierra.com button, click the "Create Account" tab and follow the on-screen instructions. If you already have a Sierra.com account, click on the "Login" tab and follow the instructions there.

ONLINE RACING ETIQUETTE: Online racing spawns many friendships, and many times the actual racing itself eventually takes a back seat to the camaraderie felt by its participants. If you want to get the most out of racing online, here's a great piece of advice for you: Don't be a jerk. No one will respect you for being a loudmouth, regardless of how fast you are. Cause an intentional wreck, or swear and display poor character traits, and you'll soon discover it hard to find races to enter, because you'll be banned from a lot of servers. Sure, you're allowed to make mistakes, you're allowed to be slow, and you're allowed to be human, but you need to remain civil at all times.

You'll find pretty quickly that if you can keep your temper in check and befriend those you race with, it really doesn't matter whether you're good at this sim racing thing or not. People will get to know you as a safe competitor, and when it comes to online racing, being safe is more important than being fast, because it only takes one unsafe driver to cause a massive wreck that ruins the race for everyone.

Racing online can not only foster new friendships, but it will make you faster. Just by joining races and watching replays of the fastest drivers, you'll learn how to get through that corner a little bit faster. Who knows, if you're really nice and if you ask politely, one of those hotshots might even give you some setup tips.

So where do you start? Here are a couple of things to do:

Join a league. Visit the newsgroups or do a quick Internet search for NASCAR® Racing 2002 Season. Most leagues have monikers like HAL, HGNS, OSCAR, CARS and FSS-PRO. Many leagues also have their own Web pages. Rodney Arndt, a Papyrus beta tester, runs a league called SASCAR (www.sascar.com) that consists of several divisions, depending upon your experience. So don't worry about driving like a rookie, just don't behave like one.

Join a team. Many drivers have formed teams in order to trade secret chassis setups and driver notes.

Get Information on the Web. Here are some useful web links that can help give your online driving career a boost:

Rodney Arndt's NASCAR® Racing 2002 Season Setup Guide
http://www.sascar.com

Mike Ostrow's Multiplayer Tips
http://home.mindspring.com/~mostrow/multiplayer.html

Lightspeed Motorsports Online Racing (setups, tips, forums)
http://www.sportplanet.com/team-lightspeed/

The Garage

The Garage is the place where you can lose yourself for hours on end as you tinker your way toward the "perfect" car setup. You'll be able to tweak and adjust virtually every aspect of your car. To get there, go to the Race Weekend screen and click on the Garage button at the bottom of the screen.

Now, the first time you come to the Garage screen, don't panic! Yes, it can be a little bit intimidating, but you'll find that if you take the time to look around for a couple of minutes, you'll see that it's not such a nasty place after all. Your right mouse button will be your best friend here; if you don't know what something means or what will happen if you adjust it, just right click on it and you'll be enlightened via a good old pop-up help bubble.

Click on any of the three tab controls (Suspension, Drivetrain/Aero, Weight Bias) to see the various components that are available for adjustment. You can tune the entire car without getting any grease under your fingernails, but it's always best to tune only one thing at a time. That way, if you don't like the change you made, it's easy for you to come back here and get rid of it.

<u>SETUP SELECTIONS</u>: If you want specific setups to be used for the Qualifying and Race sessions, use the appropriate drop-down controls at the upper left of the Garage screen to select them. If you don't feel comfortable specifying a setup for one or both of those sessions, simply change the field(s) to read "None", in which case the Current setup will be used. The Current setup is the one that is presently on the car.

<u>SETUP/TRACK NOTES</u>: Click on the Setup Notes button to document your changes to the car. Use the Track Notes pad to save information about the way you drive the track itself - such as how many laps you can turn before the tires get too worn, how weather changes affect the handling, or whatever. Note that Setup Notes stay with the current setup, while Track Notes are applicable to the current track and will not change if the setup is changed.

TUNING THE CAR

OK, you've got all of these settings that you can tweak, so where do you start? It can seem overwhelming, but it really doesn't have to be. Needless to say, if you want to go fast, you've got to make adjustments to the car that fit *your* style. That ultra-fast setup that your friend has may be perfect for him, but you may not be able to use it at all because of differences in your driving styles.

NASCAR® Racing 2002 Season has a driving lesson on car tuning that will give you a lot of great tips on how to get the most out of your car setup. It covers the specifics of how to adjust the individual components to achieve maximum effect. Go back to the Main Menu, select Driving Lessons, and be sure to check it out, but before you do, you need to understand that each of the setup items can have several different effects. Papyrus co-founder and physics whiz Dave Kaemmer describes it this way: "The best analogy I've heard about car setup is that it's like solving a Rubik's Cube puzzle. Sometimes it appears to be pretty close, but you may have to undo a bunch of stuff in order to get closer."

Here are a few general tuning tips that you'll find helpful:
• Change one thing at a time. Yeah, we told you that already, but hey, it's important!
• You want the tires to be at the correct camber while cornering. The best grip is obtained with the tire leaning a bit *into* the turn (i.e. negative camber on the outside wheel, positive on the inside).
• The tires grip best when they are each shouldering their fair share of the load. When one tire is carrying more than its share, it will have a bit less grip at the limit than the others.
• You want the car to be neutral in handling - neither pushing nor loose. You can really tell by checking the front-to-back tire temps- if they are nearly equal, then the car is good.
• Mechanical changes (springs, shocks, track bar, camber, etc.) affect the car at all speeds. Aerodynamic changes (spoiler, grille tape) affect the car mostly at higher speeds (140+ mph).

- Going below optimal tire pressure can help put heat into a tire that isn't reaching a good temperature. Lower pressures give slightly sloppier, more forgiving handling, which can help on slower tracks, but there is no single 'perfect' pressure- it's always a matter of tradeoffs to arrive at whatever makes the car work.
- If you're not comfortable making suspension changes, but you feel you still need to, stick to the sway bars and stay away from the shocks.
- When it comes to springs, softer is better. Softer springs will generally do a better job of gripping bumpy pavement than stiff springs, and all pavement is bumpy to some degree. Just make sure you don't go too far and make them so soft that the car "bottoms out" and scrapes the pavement in the corners.
- When the car is cornering, weight shifts to the outside tires, and more weight will shift at the end of the car that is stiffer.
- At short tracks, less front weight makes sense. Keep it close to 50% front weight.
- You generally want fourth gear to just barely trip the red warning light on your dashboard at the end of the longest straightaway.
- To change a single gear ratio without affecting the others, change the transmission ratio.
- For qualifying, use a whole roll of grille tape!

Appendix A: The NASCAR® Cup Series Championship Points System

1st	175	23rd	94
2nd	170	24th	91
3rd	165	25th	88
4th	160	26th	85
5th	155	27th	82
6th	150	28th	79
7th	146	29th	76
8th	142	30th	73
9th	138	31st	70
10th	134	32nd	67
11th	130	33rd	64
12th	127	34th	61
13th	124	35th	58
14th	121	36th	55
15th	118	37th	52
16th	115	38th	49
17th	112	39th	46
18th	109	40th	40
19th	106	41st	37
20th	103	42nd	34
21st	100	43rd	31
22nd	97		

Lead One Lap: *5 Bonus Points*
Lead Most Laps: *5 Additional Bonus Points*

Appendix B: Sierra.com Ratings System

The Sierra.com ratings system is designed to make it easy for players of any skill level to race against others of similar ability. It operates on a 0-10 scale, with 10 representing the highest rating. As your rating rises, it will become increasingly more difficult to advance to the next level, but it will become progressively *easier* to drop to the previous level. It is not possible to rise above level 10, nor to drop below level 0.

In order for ratings to be updated, all of the following conditions must be met:
• The race must have rating restrictions in effect for the track type being run.
• At least four player drivers (i.e. not computer opponents) must start the race.
• The race winner must complete enough laps to account for at least 10 minutes of racing at a "normal" lap speed at this track. Generally, 10% or longer races will qualify.

TRACK TYPES: NASCAR® races on a wide variety of track types, each of which demands a different set of skills. Therefore, one single rating which covered all the tracks in the game would be grossly misleading. Because of this, you'll have a separate rating for each of the four track types in the game:

Road Course - Road courses feature left- and right-hand turns as well as elevation changes. Because each has a unique layout that requires many laps to master, many consider road courses to be the ultimate test of a driver's ability.

Short Track - Short tracks are under one mile in length and feature heavy braking zones, heavy traffic, and a lot of bumping and banging.

Superspeedway - Superspeedways require the use of a restrictor plate, and the racing is all about using the draft to get to the front of the pack.

Speedway – All other tracks.

POINTS: After each race in which ratings are enabled, points are awarded based on finishing position as follows:

• Finish ahead of a driver 2 or more skill levels higher: +5 points each
• Finish ahead of a driver 1 skill level higher: +4
• Finish ahead of a driver of the same skill level: +3
• Finish ahead of a driver 1 skill level lower: +2
• Finish ahead of a driver 2 skill levels lower: +1
• Finish ahead of a driver 3 or more skill levels lower: 0
• Finish behind a driver 3 or more skill levels higher: 0
• Finish behind a driver 2 skill levels higher: -1
• Finish behind a driver 1 skill level higher: -2
• Finish behind a driver of the same skill level: -3

- Finish behind a driver 1 skill level lower: -4
- Finish behind a driver 2 or more skill levels lower: -5

In addition, there is a 3-point penalty for being involved in an "incident". An incident is defined as an event that either triggers the yellow flag or would have triggered the yellow flag had cautions been enabled. It is possible to be given multiple incident penalties in a race. Incident points are assigned without regard to who instigates an incident, and who is a victim. Being a victim is simply a part of racing. Keep your eyes high, your temper cool, and use your head, and you'll be much less likely to become a victim.

<u>SKILL LEVELS</u>: You'll start out with a zero rating at all track types. The game averages your 8 best point totals of the last 10 races run within each track type (occasionally everyone has a bad day, or a bad connection, so the lowest two races are dropped). Future races within this 10-race window are considered to have a zero point total, meaning that you'll always will have 10 results to consider, even though the window will not "move" until an 11th race is run. As soon as your average reaches the required threshold (see the tables below), you'll advance or drop a level and the 10-race window will clear. Thus it is not always necessary to run 10 races in order to advance or drop a level.

Examples

1. Player A gets 20 points in his first race. His 10-race window consists of a 20 and nine zeroes. The two worst results are dropped (two zeroes), leaving a total of 20 points, for an average of 2.5 (20/8).
2. Player B gets -15 points in her first race. Her 10-race window consists of a -15 and nine zeroes. The two worst results are dropped (the -15 and a zero), leaving a total of 0 points, for an average of 0 (0/8).

Table 1: Average Points Needed to Advance a Skill Level

SKILL LEVEL:	1-2	3-4	5-6	7-8	9-10
AVG. POINTS:	6	15	24	33	45

Example - Player A has just risen to a Superspeedway rating of 3. His 10-race window clears. His next three superspeedway races yield point totals of 40, 50, and 20. This puts him at 110 total points in his new window. In looking at the table, he needs to average 15 points in order to advance to level 4. In his next race, he gets 15 more points. His new point total is 125, and his best 8 results in the window are 50, 40, 20, 15, 0, 0, 0, and 0 - an average of 15.625. That's enough to go up a level! His Superspeedway rating rises to 4 and his window clears.

Table 2: Average Points Needed to Drop a Skill Level

SKILL LEVEL:	1-2	3-4	5-6	7-8	9-10
AVG. POINTS:	-45	-33	-24	-15	-6

Example - Player B has just completed the arduous journey to a Road Course rating of 10! Her 10-race window clears. She struggles in her next few road course races, getting point totals of -20, -40, -30, and -20. Her best 8 results are now 0, 0, 0, 0, 0, 0, -20, and -20, for a total of -40 and an average of -5. In looking at the table, a level 10 player needs to average -6 in order to drop a level. Her next race is another tough one, a -10. This puts her total at -50, for an average of -6.25. Player B's Road Course rating drops to 9 and her window clears. It's tough at the top!

APPENDIX C: Keyboard Shortcuts

DRIVING

`ESC`	Display session options
`F1` `F9`	Toggle pit/status windows
`↑` `↓` `←` `→` `SPACE`	Set/toggle items on pit window menus
`SHIFT` `F2`	Jump to Replay (not always available)
`SHIFT` `F3`	Jump to Options
`1` - `0` `OPTION`	Display, send Autochat message (Multiplayer only)
`PAUSE`	Pause game (not in Multiplayer)
`PG UP` `PG DN`	Go to previous/next driving view
`CTRL` `C`	Toggle communication meters (Multiplayer only)
`F`	Toggle frame rate display
`G`	Toggle gauges (external views only)
`H`	Toggle in-game help menu
`M`	Toggle mirror detail level
`N`	Toggle mirror cockpit rendering
`O`	Toggle trackside object density
`R`	Toggle ideal racing line display
`SHIFT` `R`	Return to pit stall (not always available)
`S`	Display speed/gear/flag indicator
`T` `OPTION`	Start, send chat message (Multiplayer only)
`V` `SHIFT` `V`	Jump to car ahead/behind (you must be stopped)
`CTRL` `V`	Return to your car (if viewing another)

REPLAY

NOTE: These controls work with the alpha-numeric keypad only

`4`	Press and hold to rewind
`6`	Press and hold to advance
`5`	Pause/unpause footage
`8`	Slow motion (each press reduces speed)
`7`	Jump to beginning of footage
`1`	Jump to end of footage
`.`	Go to live feed (if available)
`SPACE`	Toggle letterbox display
`S`	Toggle standings display
`←` `→`	Toggle standings mode (if standings are on)
`C` `SHIFT` `C`	Go to next/previous camera
`V` `SHIFT` `V`	Go to next/previous driver

CUSTOMER SERVICES

Technical Support Tel: (0118) 920 9111
Fax: (0118) 987 5603

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Here are some key-presses that will allow you to navigate through our automated attendant. Note that these are the standard letter assignments that are given to UK telephones so if your phone has letters on the keypad, please use them instead:

2: A, B, C	3: D, E, F	4: G, H, I	5: J, K, L	6: M, N, O	7: P, R, S	8: T, U, V	9: W, X, Y	0: Q, Z

Before you call our technical support lines, please check that you have read the Readme file included on the game disk #1. You may well find a very quick answer to the problem that you are facing as these files contain answers to most common problems. If the answer is not here, make sure you have precise details of any error message that you receive, and details regarding the specifications of your computer before you call us, as this will help us in giving you a faster and more efficient service.

If you would prefer to write to us, please send your mail to the following address:

Vivendi Universal Interactive Publishing UK Ltd.
Customer Services / Mail Order / Tech Support Department
2 Beacontree Plaza
Gillette Way
Reading • Berkshire
RG2 0BS
United Kingdom

Sierra UK-Web site

http://www.sierra-online.co.uk

UK Website includes on-line shopping, special offers, technical support, product information, game demos, patches and much, much more.

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To The Man in Black:

Thanks for being an American Hero,
One Tough Son of a Gun and an Inspiration to
All Who Desire the Will to Succeed.
God Bless.

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