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GAME BOY®

DMG-WC-USA

# Nigel Mansell's World Championship

R A C I N G



INSTRUCTION BOOKLET



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## Mansell - A Brief History



4 Nigel Mansell, in common with many of today's racing greats, began his racing career in Go-Carts. From the beginning his determination to win was clearly apparent and victories were not long in coming. *"I was ten when I had my first competitive race. It was at Shennington, Edge Hill, Banbury. There we were, with our one-wheel drive Fastakart with a JLO engine, and I thought Right, I'm going to win my first race."* Nigel had said. Unfortunately, he didn't manage to win the race. He didn't even finish it—the engine fell off the cart! Things got better, however, and soon Nigel was representing his country in carting, and managed to advance through the

ranks and up to the higher grade of carts without too much trouble. Never one to tread water, Nigel soon began to think about moving up to Formula Ford, which he managed to do in 1976.

*"That first single-seater car I had was a Hawke DL 11. I started with a race at Mallory Park,"* he recalls. This time round, his first outing in a new category was a little more successful. *"Our first race and we had a win. I was very pleased. No, I was delighted. In all I had nine races that year and I won six of them. I wasn't getting carried away, but I felt I'd shown up pretty well."* Even now, his ambitions weren't satisfied. *"That car gave me a fairly*

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*good first year in Formula Ford. I knew then that I could win races and that, in turn, made me even more ambitious. I wanted to go on from there, to better cars, better competition. It was never a game to me: I was determined I was going to be a professional racing driver. It would mean even more hardship, more scrapping for money and sponsors, but we wouldn't be put off."*

In 1977, however, Nigel suffered a serious setback when he broke his neck in two places, and could easily have been paralyzed or killed. This did not deter him, however, and after his layoff he rejoined to the Formula Ford season, with renewed enthusiasm. *"I was feeling good. I was glad to be back racing and I was driving well."* The last race was at Silverstone, and Mansell

needed to get pole, the fastest lap and win the race to get the Formula Ford Championship. He managed all three.

Still his ambitions drove him on, and he reasoned that having won the Formula Ford Championship, then the next step was Formula Three. This proved to be an uphill struggle, with both Nigel and his wife Rosanne working long hours to raise money to allow Nigel the time to hunt for sponsors. This proved to be a fruitless search. Nigel takes up the story *"We were told at the beginning of the 1978 season that if we weren't prepared to back ourselves, there was no reason why a sponsor should. That fired me up to the point where I was ready to do anything to raise the money. When you are in that sort of situation, you are liable to do something pretty extreme,*

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*and that is precisely what we did. We sold our apartment."*

This was one risk, however, that did not pay off. Mansell raised enough to pay for his first races with a factory March drive, having been assured that sponsorship was likely to follow very soon. Sponsorship did not materialize, and after five races, Mansell's own money ran out. *"In all, those five races must have cost us thousands. We were left with nothing—no car, no house, no money. It wasn't a case of considering packing it in. We had packed it in! We simply couldn't race any more."*

Then Mansell learned that David Price's Formula Three team, sponsored by Unipart, were looking for a second driver for the 1979 season. *"I made a couple of visits to*

*David's business at Twickenham, and I must have convinced him that I was worth a try because I got the drive."* This meant that for the first time, Mansell was on a modest wage as a driver. An unspectacular season followed, with Mansell managing only one win, but by now Colin Chapman was taking an interest in the young ambitious driver, and even though Mansell suffered another setback when he was injured at Oulton Park, he was offered a test drive with Lotus. Mansell was still suffering from his injuries, but he wasn't going to let anything get in his way. He was soon phoning his specialist to get sorted out. *"I was going to have my first drive in a Formula One car the following week. I'd got to go. Nothing was going to stop me. He gave me a load of painkillers and off I went."*

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Mansell proved himself, and in 1980 he was working as a test driver for Lotus. Following some impressive runs, including Lotuses' fastest time ever at Silverstone, Chapman offered Mansell the chance of a Grand Prix run at Austria. This was what all the hard work Mansell and his wife had put in had been for. *"Colin Chapman was satisfied that I was ready and I certainly believed I was. What had happened in Formula Three didn't matter any more. I was going to get my chance in Formula One. That was all that concerned me."* For the next four years Mansell drove for Lotus with varying degrees of success. Lotus was not the power it had been, however, and the best Mansell was to achieve over this period was a number of third places, and a one Pole Position.

In 1985 he joined the Williams team and over the next four years Grand Prix racing began to realize his potential as a truly exciting and superb racer in the classic tradition, the 1987 victory at Silverstone being one of the most exciting races of modern times. In both 1986 and 1987 he came second in the World Championship; the bad luck that has occasionally clouded his progress first coming to prominence with the spectacular tire burst in Australia, as he was cruising to the Championship title.

In 1989 Nigel joined Ferrari and despite a non-competitive car he gained the admiration of Italian race fans, becoming 'The Lion' after a series of dramatic and determined races. But Nigel had his sights set on the Championship, and in 1991, he rejoined a rejuvenated

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Williams team and launched himself into a tremendous tussle with the dominant McLaren team. Once again, bad luck and the now infamous 'wheel nut' episode, ended his chances and he was second in the Championship for the third time.

In 1992, despite all the many setbacks and hardships along the way, Nigel has produced one of the 'all time great' series of driving performances winning the first five races, and being the first driver ever to win nine Grand Prix in one season. Of course, he also secured the championship, and Britain's first for sixteen years, with five races of the season remaining.

Nigel Mansell is truly a sporting hero and one of the most well known and popular personalities Britain has produced for years. His achievement, founded on a will to win and a level of courage and skill hard to comprehend, is thoroughly deserved. Whatever the future holds, 1992 will always be Nigel's Year.

*All quotes by Nigel Mansell taken from the book 'Driven to Win' by Nigel Mansell and Derek Allsop, published in paperback by Arrow Books Limited.*

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## *Playing The Game*



In World Championship you take part in the full 1992 Grand Prix season. You have the opportunity to experience the thrills and excitement of Formula One racing first hand. Each country, and each of the sixteen tracks featured in Nigel Mansell's triumphant 1992 season is represented. Your aim is to emulate the success of Nigel Mansell, and win the World Championship in as few races as possible.

When Championship Challenge is loaded, if no button is pressed, the game will begin to run in demo mode. Press the **Start button** to move on from this demonstration mode. After the demo mode, the first screen which you will encounter is the Enter Name Screen. Moving the control pad up and down will alter the flashing letter, and moving the control pad left and right will allow the player to alter the character that is currently

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highlighted. Once the player is happy with the name, the **A button** should be pressed. Once the name is entered, the Main Selection Screen will appear. ***Note: Generally, pressing the A button will move you forward a screen, while pressing the B button will take you back a screen.***





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## Main Selection Screen



The Main Selection Screen will allow you to access the various options available to you. To choose a particular option, use up and down on the control pad to move the arrow between the various options. Once the arrow is to the left of the option you wish to choose, press the **A button**. Each of the options are explained on the following pages.



### Driving School

This unique option is provided to enable the player to practice on each of the sixteen tracks without having to worry about any other cars. If you select this option, you will be taken to the grid, where your aim is to beat the indicated time. As you race, the top speed of the car will be limited to allow you to

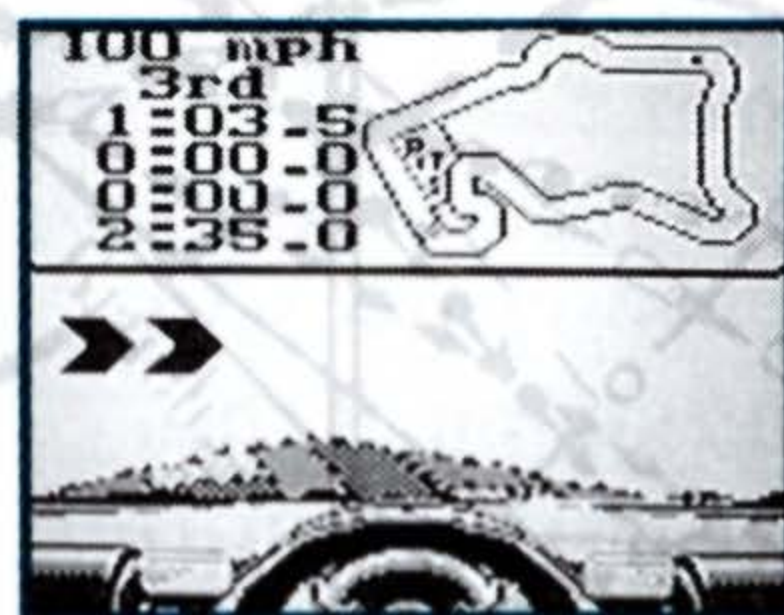


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build up speed slowly, and to concentrate on accurate and skillful driving, rather than going as fast as possible. As you match the indicated time, the top speed of the car will be increased, and a faster time will be indicated for you to beat. Should you wish to leave the Driving School, simply press the **Select button**. On the screen you

will see the current lap time (1), the last lap time (2), the best lap time recorded so far (3) and the target to beat (4).



## Single Circuit Race

If you choose to take part in a single race, then a track selection screen will appear which will allow you to select which of the sixteen circuits you will race on. Moving the control pad up and down will move the arrow between each country in turn. Once the track which the player wishes to race upon is highlighted, the player will depress the **A button** to get to the Track Information Screen.





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## Track Information Screen

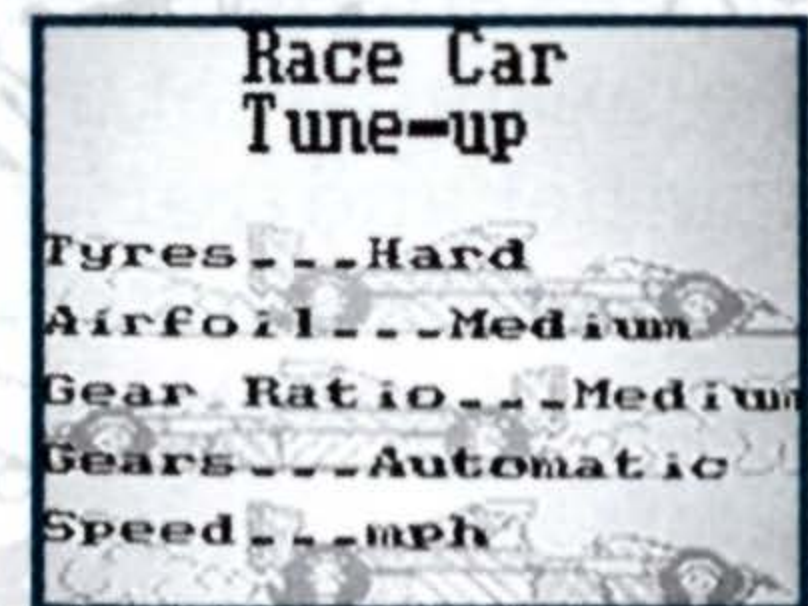
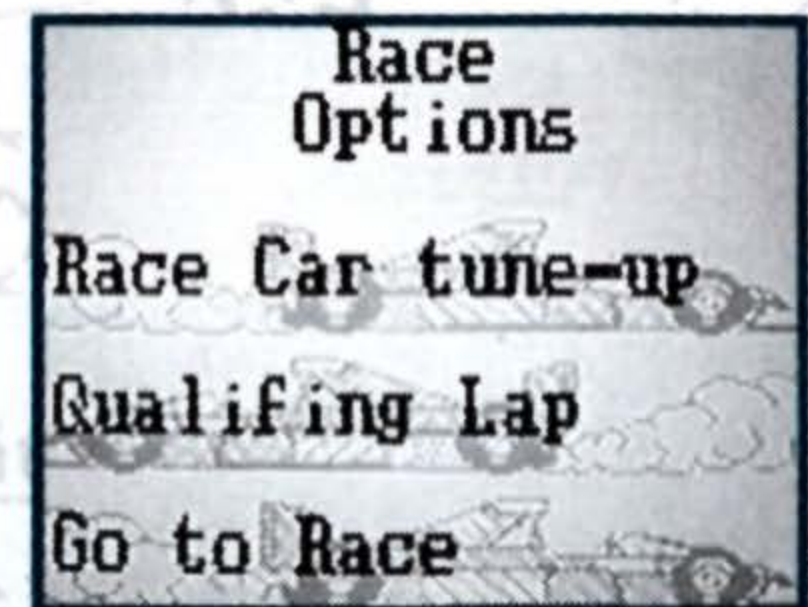
This screen offers an illustration of the circuit which you are about to race, along with some details ( 1 ), and beneath this, the weather ( 2 ), and the likelihood of rain given as a percentage ( 3 ). If this is at 100%, then it is already raining. Beneath this is the track record, and a little advice about the circuit ( 4 ).

Pressing the **A button** will move you onto the Race Options Screen. On this screen you are offered the opportunity to have a Race Car Tune-Up, take part in a Qualifying Lap, or

Go To the Race straight away. Each is explained below.

## Race Car Tune-Up.

If you select this option, this screen will allow you to configure your vehicle to suit a particular race. Should you wish to get straight to the race, you can simply avoid going to this screen, in





which case the default settings will be as follows:

**Tires**  
**Aerofoil**  
**Gear Ratio**  
**Gears**

**Hard**  
**Medium**  
**Medium**  
**Automatic**

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On this single screen the player has the option to set up the car to suit the weather and track conditions. There are five parameters that can be changed as follows.

## ① *Tires*

*The choice here is between Hard which is the default, Soft, and Wet tires. There are two parameters relating to the tires, namely, rate of wear and grip. Fast cornering and running off the track increases the rate of tire wear; harder tires wear slower. The tires can wear out entirely, of course, forcing the players car to retire from the race, and in this instance the driver will obviously fail to win any points. The player has the option to change the tires any number of times in the pits, but entering the pits obviously results in a time*



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*penalty. Soft tires improve the cars grip and so improve cornering but require changing sooner. In a normal race the player will only need to change hard tires once; however, soft tires may need to be changed twice. If the track has rain on it, then wets will need to be used. When the track is wet, these tires wear slightly slower than hard tires; but if the track is dry, then wet tires wear almost as fast as soft tires. If the track is wet, both hard and soft tires handle very poorly and the car will be difficult to control. The condition of the tires is displayed as part of the control panel.*

## **② Aerofoil**

*For Aerofoils, the choice is between Acute, default Medium, and Shallow. Setting the Aerofoil to acute will improve the cars cornering in a similar manner to soft tires; however, in this position the Aerofoil will increase the car drag and thus reduce the acceleration. Setting the Aerofoil to shallow will result in the car having the best acceleration, but poor cornering.*

## **③ Gear Ratio**

*Here the player must select from Low, Medium, which is the default, and*



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*High. Low gears will improve the cars acceleration, but reduce the top speed. Medium offers a balance of acceleration and speed, while High has slower acceleration, but offers a better top speed. From the track information the player has to assess which characteristic, whether speed or acceleration, is better suited to any particular track.*

## **④ Gears**

*The choice offered here is between Manual and Automatic gears. Automatic is the default mode. When Automatic (Auto) gears are selected*

*the player is relieved of the need to change gear, thus making the game easier to play. However, there is a small penalty to pay, as the point at which the gears are changed in auto is not the optimum setting.*

## **⑤ Speed**

*This will display the speed in Miles per hour, or Kilometers per hour, as you wish.*

*Once you have tuned your car to suit the forthcoming race, press the **A button** and you will be taken back to the Race Options Screen.*



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## Qualifying Lap

If the player selects Qualify, the player has the opportunity to compete for grid position. The player has to do one lap and the time taken will determine how many cars are in front of the car at the start of the race. As in real Formula One racing, the player will have to avoid the other cars on the track, although the player is not directly competing with them. On completion of the qualifying lap, the player will return to the menu, allowing either to attempt to better their qualifying time, or begin the race.

## Go to Race

If you decide not to qualify for the race, then you can automatically begin the race from the back of the grid. This is obviously the fastest way to get into a race, but it will be a lot easier to finish amongst the leaders, if you begin the race at the front of the grid. The choice is yours. The player competes against eleven other cars of varying ability. The competitors' cars are grouped into three classes, four good, four average and three poor. Each race will take place over five laps. The control buttons are indicated on page 19. **17**

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## Pit Stops

Apart from a couple of instances, the pits are located at the side of the track after the starting line on any circuit, and the player may enter the pits on any lap. On the race tracks the pits will be identifiable as a separate lane or channel, separated from the main track by a line of large bollards. They are also shown on the circuit map which is visible on screen while racing. The only reason to enter the pits is to fit new tires. When the player's car enters the pits, the player must first stop the car by applying

the brakes. The player then selects the new type of tire by moving the control pad up and down until the arrow is by the type wanted, and then by pressing the **A button**. The screen will then display an animation sequence of the car being lifted and the tires being changed. The pit stop takes between 5 and 9 seconds, this time being random, and not under the control of the player. All the competitors' cars make one pit stop.



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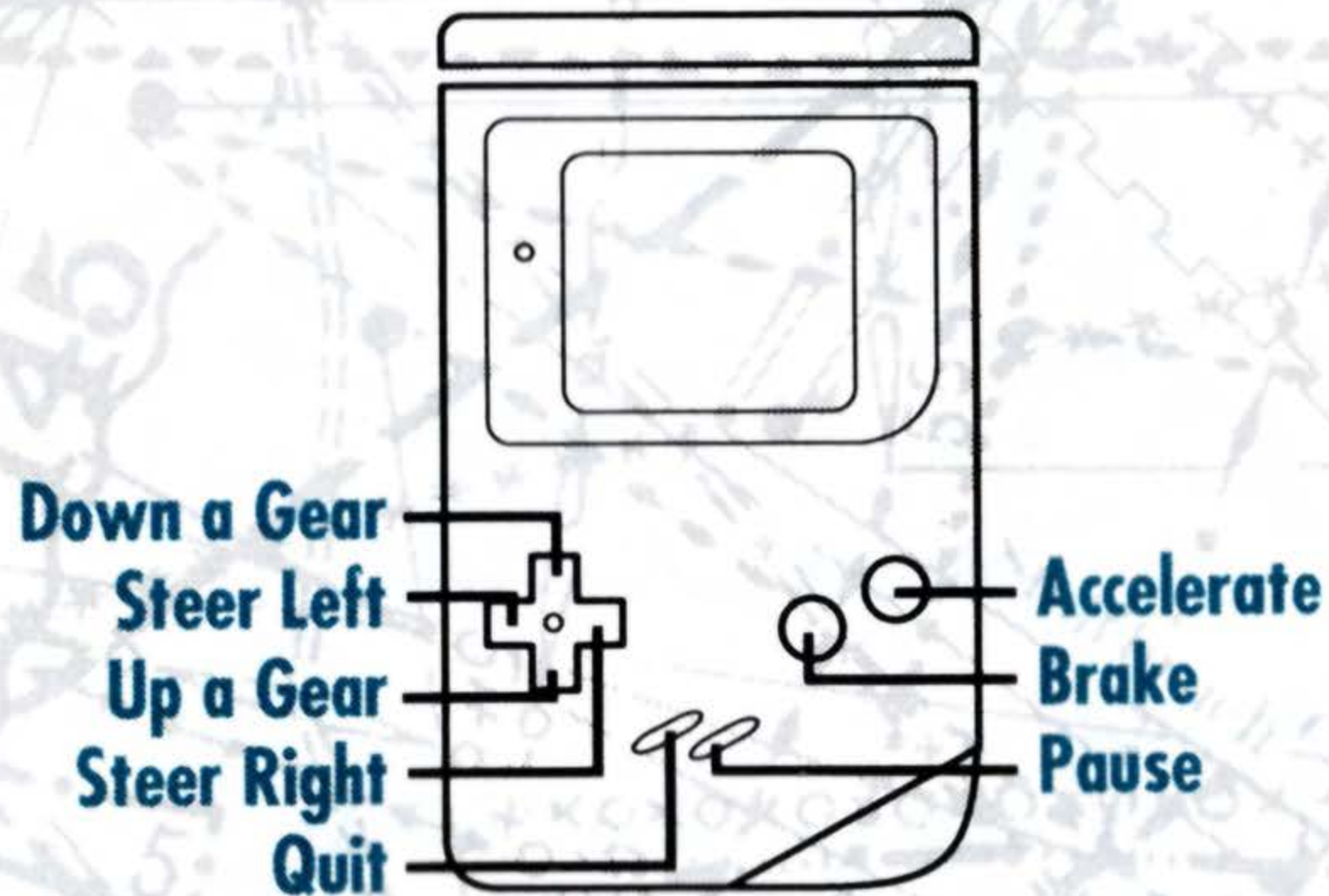
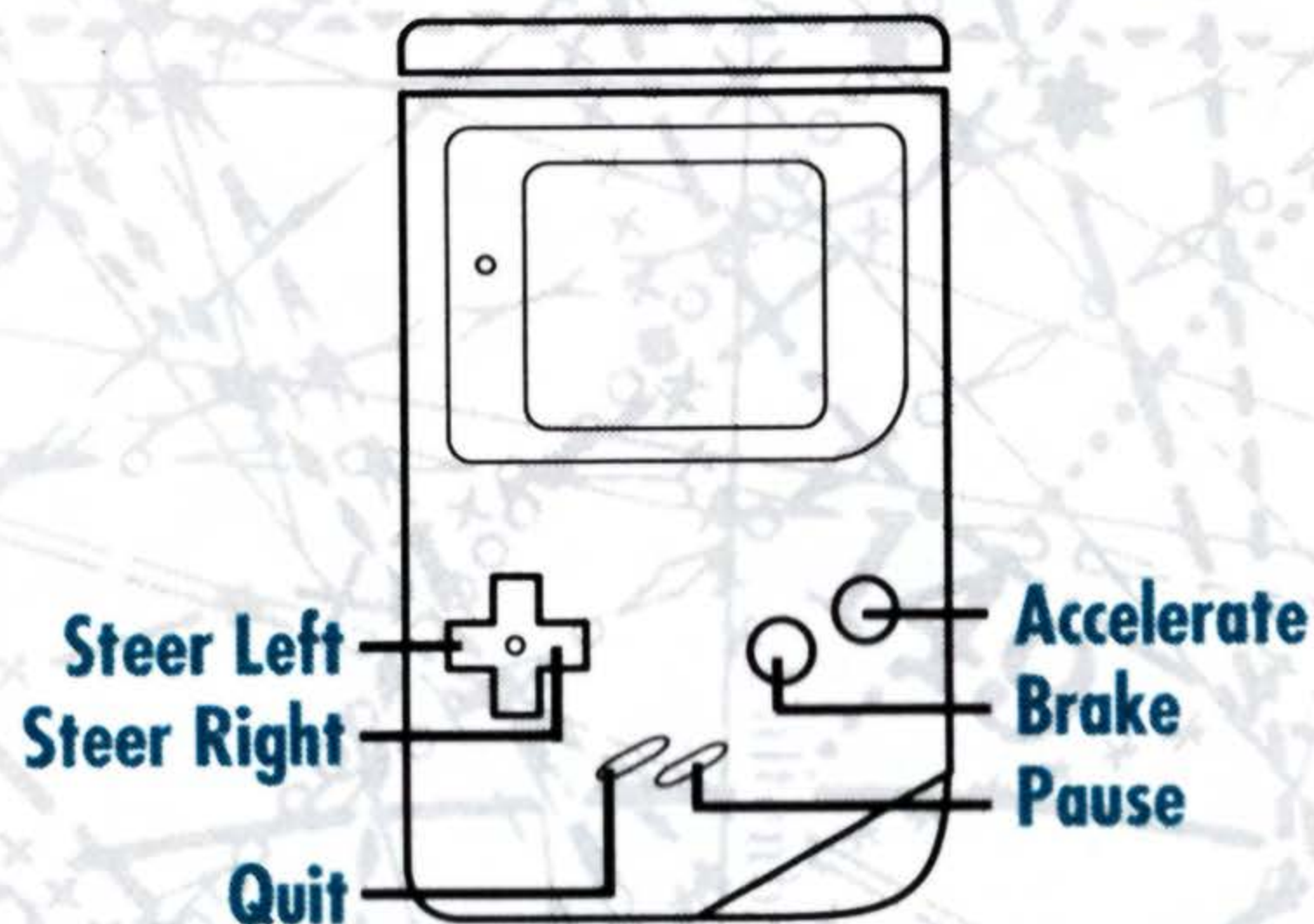


## Using The Race Controls



### Automatic Gears

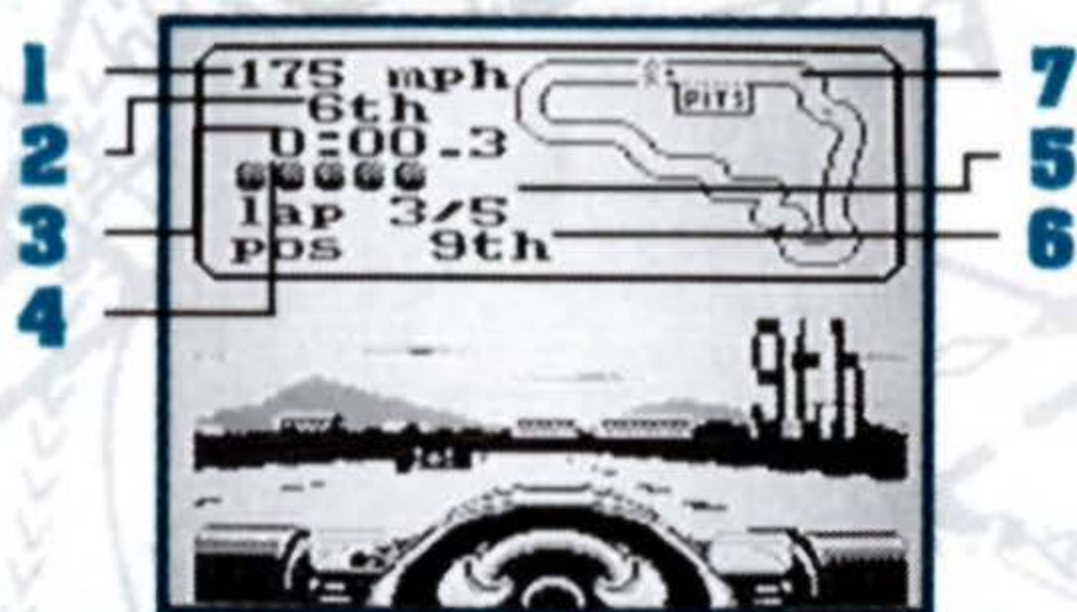
### Manual Gears





## Race Screen Display

In addition to displaying the track etc., the in race screen display contains other relevant information described below:



### 1. Speed

Digital display, MPH or KM (set from preference screen).

### 2. Gear

Gear number (displayed even in auto).

### 3. Seconds

of this lap elapsed.

### 4. Tire Wear

There are seven levels of tire wear, each represented by one tire. Obviously, as the tires become more worn, the seven begin to disappear. Wear on tires is discussed fully in the car configuration section, but just to recap, wear on tires will be affected by speed, weather, cornering and running off the track.



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## 5. Lap

Indication of the lap number, from first to last.

## 6. Position

The players current position in the race.

## 7. Circuit

This is a map of the current circuit, with two dots. One representing the player's position, and the position of the leading car. If the player is in first place, then the second dot represents the car currently in second place.

## End Of Race Sequence

At the end of each race a results table will display, in descending order, positions of the drivers at the finish of the race, and the points awarded had this been part of a full season. If the player finished in the first three, then a reward screen will be displayed highlighting the player's achievement. On the completion of this section, the game will default to the Main Selection Screen.

Race Result		
1st	Comas	10
2nd	Wendlinger	6
3rd	Alesi	4
4th	Hakkinen	3
5th	Suzuki	2
6th	De Cesaris	1
7th	Wendlinger	0



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## ***Mansell Circuit Racing***



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This is a stand alone section in which Nigel Mansell will guide you around any of the sixteen circuits, while you watch. Mansell's car will race around the track, and Nigel Mansell



will appear in the top left hand corner of the screen, and his speed and gear changes will be displayed on the screen. If you wish to leave this section at any point, press the **Select** button.

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## ***Full Season Racing***



If Full Season is selected, then the first screen encountered will be the password screen, which will allow you to rejoin a season once you have completed several races. This screen is explained in more detail later.

After the Password Input Screen, the Track Description Screen will appear. The progress from here is exactly the same as for a Single Race, explained in full detail above. In addition, after each race, a password will be given which will allow the player to 'save' a

game, and come back to it at a later date.

If this option is chosen, you will begin the full season of sixteen races. Obviously, your aim is to finish at the top of the points table once all sixteen races are concluded. For a full explanation of the sequence from track selection to the results screen, see the section for a single race featured above. If the race is part of a full season, then after the race results and reward sequence (where



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appropriate), an overall points table will be displayed. On completion of each of the individual races, the player is awarded points relative to position. The points awarded are as follows:

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<b>First .....</b>	<b>10</b>
<b>Second .....</b>	<b>6</b>
<b>Third .....</b>	<b>4</b>
<b>Fourth .....</b>	<b>3</b>
<b>Fifth .....</b>	<b>2</b>
<b>Sixth .....</b>	<b>1</b>
<b>Below Sixth .....</b>	<b>0</b>

After each race, the player's total points are used to calculate the overall position. In the event that the race is the last of a season, then, after the points table, one of two sequences follow. If the player wins the World Championship, a reward screen will appear in recognition of the player's achievement.

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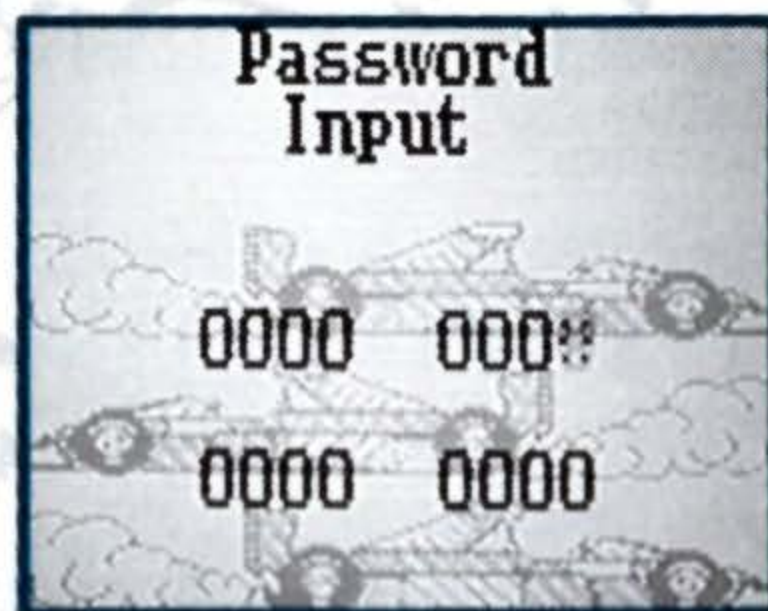
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## Using the Password



The player may wish to stop playing during a season but retain his position and points; for this reason, on completion of each race, an encoded password will be displayed. Simply make a note of this password for future use. If a correct password is entered when the player is prompted, the player will resume the previous game.



## Entering a Password

Passwords are entered directly after Full Season has been chosen, in exactly the same way that names are entered, by using up and down on the control pad to change the letter, and left and right on the control pad to move between the various letters. Pressing Select will print the current password on the screen should you manage to accidentally alter or erase it.

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