



**NASCAR**

# DIRT to DAYTONA

from the creators of  
**NASCAR® HEAT™**



EVERYONE  
**E**  
CONTENT RATED BY  
ESRB

*Info*  
**INFOGRADES™**



## **WARNING: READ BEFORE USING YOUR PLAYSTATION®2 COMPUTER ENTERTAINMENT SYSTEM.**

A very small percentage of individuals may experience epileptic seizures when exposed to certain light patterns or flashing lights. Exposure to certain patterns or backgrounds on a television screen or while playing video games, including games played on the PlayStation 2 console, may induce an epileptic seizure in these individuals. Certain conditions may induce previously undetected epileptic symptoms even in persons who have no history of prior seizures or epilepsy. If you, or anyone in your family, has an epileptic condition, consult your physician prior to playing. If you experience any of the following symptoms while playing a video game – dizziness, altered vision, eye or muscle twitches, loss of awareness, disorientation, any involuntary movement, or convulsions – IMMEDIATELY discontinue use and consult your physician before resuming play.

## **WARNING TO OWNERS OF PROJECTION TELEVISIONS:**

Do not connect your PlayStation 2 console to a projection TV without first consulting the user manual for your projection TV, unless it is of the LCD type. Otherwise, it may permanently damage your TV screen.

## **USE OF UNAUTHORIZED PRODUCT:**

The use of software or peripherals not authorized by Sony Computer Entertainment America may damage your console and/or invalidate your warranty. Only official or licensed peripherals should be used in the controller ports or memory card slots.

## **HANDLING YOUR PLAYSTATION 2 FORMAT DISC:**

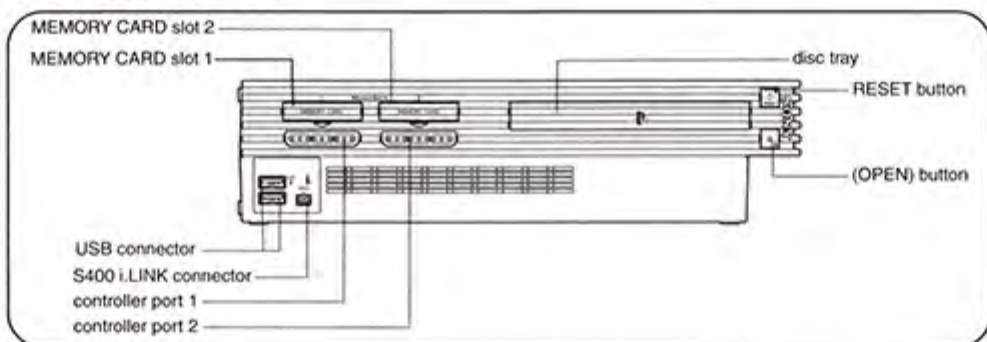
- This disc is intended for use only with PlayStation 2 consoles with the NTSC U/C designation.
- Do not bend it, crush it or submerge it in liquids.
- Do not leave it in direct sunlight or near a radiator or other source of heat.
- Be sure to take an occasional rest break during extended play.
- Keep this compact disc clean. Always hold the disc by the edges and keep it in its protective case when not in use. Clean the disc with a lint-free, soft, dry cloth, wiping in straight lines from center to outer edge. Never use solvents or abrasive cleaners.

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## GETTING STARTED

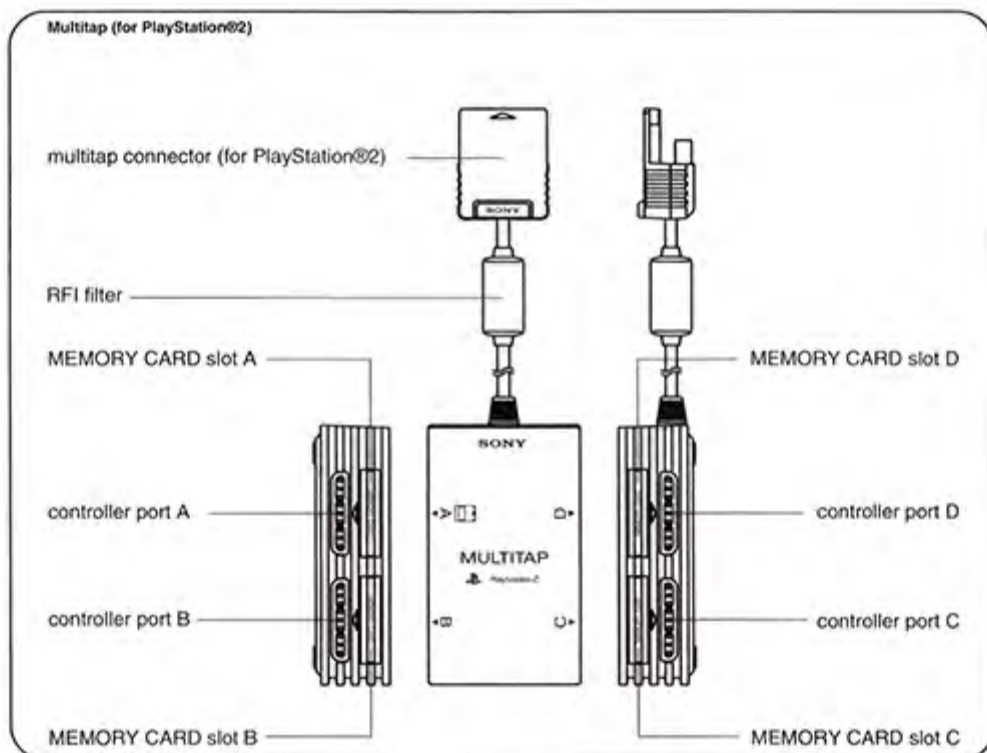


Set up your PlayStation®2 computer entertainment system according to the instructions in its Instruction Manual. Make sure the MAIN POWER switch (located on the back of the console) is turned on. Press the RESET button. When the power indicator lights up, press the OPEN button and the disc tray will open. Place the *NASCAR®: Dirt to DAYTONA®* disc on the disc tray with the label side facing up. Press the OPEN button again and the disc tray will close. Attach game controllers and other peripherals, as appropriate. Follow on-screen instructions and refer to this manual for information on using the software.

Insert your memory card (8MB) for PlayStation®2 in MEMORY CARD slot 1 if you wish to load a saved game or save a game. The *NASCAR®: Dirt to DAYTONA®* game requires 296 KB of free space on your memory card to save your progress in the game.

**Note:** Never remove the memory card or turn the console power OFF when loading or saving a game. It is also advised that you do not insert or remove accessories once the power is ON. Make sure there is enough free space on your memory card before commencing play.

This game supports digital controllers and the DUALSHOCK®2 analog controller.

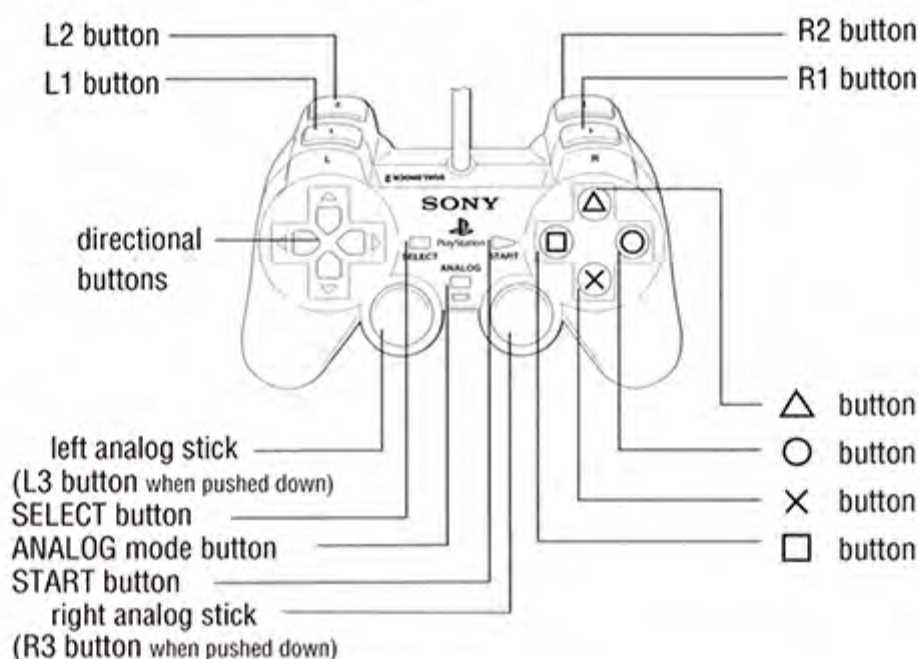


To play a two-player game, connect a game controller (sold separately) in controller port 2. To play with up to four players, insert the Multitap (for PlayStation®2) in controller port 1. Insert the controller for player one in controller port 1-A, then insert controllers sequentially in controller port 1-B, etc.

**Note:** If you are using a multitap in controller port 1, then you must put the memory card in MEMORY CARD slot 1-A of the multitap.

## CONTROLS

### DUALSHOCK<sup>®</sup>2 analog controller



### Menu Controls

**directional buttons** – Navigate through choices

**× button** – Accept choice

**▲ button** – Return to previous screen

### Game Controls

**L1 button** – Downshift (manual transmission)

**R1 button** – Upshift (manual transmission)

**L2 button** – Toggle race information (leader board and laps)

**R2 button** – Toggle car information (damage and tire wear)

**left analog stick/directional buttons** – Steer

**right analog stick** – Accelerate (push forward),

Decelerate/Brake (pull toward you)

**▲ button** – Switch camera view

**■ button** – Brake/Reverse

**× button** – Accelerate

**● button** – Toggle rear view mirror ON/OFF

**START button** – Pause Menu

**SELECT button** – [N/A]

If you want to change your controls from these defaults, you may do so from the Options Menu. See Controls on page 9 for details.



## **WELCOME TO NASCAR®: DIRT TO DAYTONA®**

Welcome race fans! Are you ready to feel the heat of full-throttle, door-to-door, NASCAR® racing?

Climb into the driver's seat and you're ready for all of the thrills — and spills — of America's #1 motor sport. Learn how it feels to rub fenders with Rusty Wallace, Sterling Marlin and Jeff Gordon in the NASCAR® Cup Series. Some of the biggest names in the NASCAR® Craftsman Truck Series are also on board. Feel like taking a spin in Ken Schrader's #52 Federated Auto Parts ride? We have it. Want to run some laps against Dennis Setzer's #46 Acxiom/Computer Associates truck? Not a problem.

NASCAR®: *Dirt to DAYTONA*® boasts not only the regular NASCAR® Cup Series, but also the NASCAR® Craftsman Truck series, the NASCAR® Featherlite Modified Series and the dirt track racing excitement of the NASCAR® Weekly Racing Series.

You'll start out your career trying to make a name for yourself in the grass-roots NASCAR® Weekly Racing Series. Work your way up the rankings by winning races, and earning enough credits to upgrade your vehicle. Finish a season in 1st place and you're sure to get some offers to join a NASCAR® Featherlite Modified team. Once you finish 1st in the points standings in the Featherlites, the NASCAR® Craftsman Truck teams will come knocking on your hauler. This will continue until you eventually own a vehicle in each series. Don't worry about losing your previous rides though, as your garage has enough room to house a vehicle for each series. The tough part will be juggling which races to run and what vehicles to put your hard-earned winnings toward upgrading. If you ignore a series long enough, you'll start losing sponsors.

So in a nutshell, NASCAR®: *Dirt to DAYTONA*® offers you 27 NASCAR® Cup Drivers, 15 NASCAR® Craftsman Truck drivers, a full 43-car cup racing field, 31 tracks in total including 20 official NASCAR® Cup tracks, 2002 Season artwork and 34 all-new "Beat the Heat™" videos introduced by Allen Bestwick and some of the biggest names in NASCAR®. We've got your NASCAR® racing covered!

### **MAIN MENU**

Once all of the opening videos run (which you can bypass by pressing the **START** button or the **X** button), the Main Menu appears. Choose between Career, Fast Action and Load Data.

### **Saving/Loading**

The game is set to automatically load your saved data if you have a memory card inserted upon powering up the game. However, if during a NASCAR®: *Dirt to DAYTONA*® game you want to go back and load a different NASCAR®: *Dirt to DAYTONA*® saved game, click the **LOAD** option on the Main Menu.





## CAREER

On the Main Menu screen, highlight Career and press the **X** button. The NASCAR® “driver’s license” screen appears.

### Driver Information

First, enter your birthday. Press the left or right directional button to scroll through the choices for month. Once you’ve found your birth month, press the down directional button to highlight the date, and then press the left or right directional button to scroll through the dates. Once the date is chosen, press the down directional button one more time to highlight the year. Scroll through the dates by pressing the left or right directional button as before. Once your birthday information is correct, press the **X** button to accept and advance to the next screen.

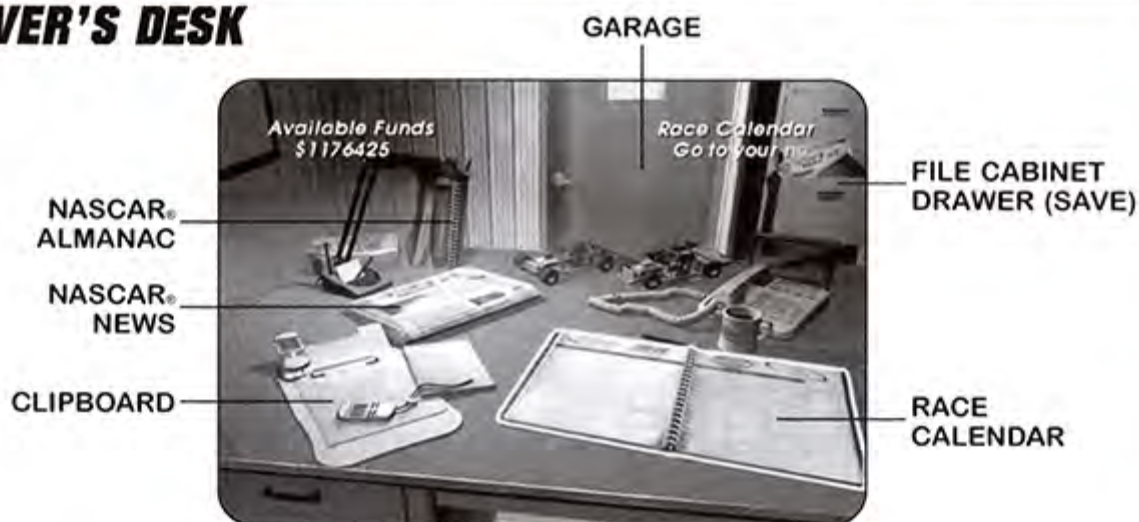
Now you’re at the First Name entry screen. Use the directional buttons to move between the letters and numbers. When you’ve highlighted the chosen letter or number, press the **X** button to select it. If you want to put a space between letters, highlight the Space option and press the **X** button. Highlight the Caps Lock option and press the **X** button to choose between lowercase and uppercase letters. Highlight the Backspace option and press the **X** button to delete selected letters. When your chosen First Name is complete, highlight the Accept option and press the **X** button. The next three screens (Last Name, Nickname and Hometown) all work the same way.

When you’re done, a screen appears with your “official” NASCAR® driver’s license. The information you entered will be used in the post-race newspaper articles during Career mode. Press the **X** button to advance to the next screen.





## DRIVER'S DESK



This is where you go throughout Career mode. Let's take a look around your desk and see what you have to work with. Press the up and down directional buttons to move around the desk. You'll notice the various items that highlight as you do this. These can be accessed anytime you are at your desk. Your current funds are shown on the upper-left hand side of the screen.

### **Race Calendar**

This is probably the most important item on your desk. Highlight the Race Calendar and press the **✖** button to get a closer look. You'll notice a normal calendar layout with the months of the year along the right side. Because you are just starting your career, at first, this calendar will track the schedule for the game's NASCAR® Weekly Racing Series season.

**Note:** You'll start your career in February 2002, but your career can span up to 25 years.

Highlight the first month by pressing the right directional button. You'll notice there are no races in this series in January 2002. Press the down directional button to highlight February. You'll see that on the 23rd, your first NASCAR® Weekly Racing Series is scheduled to take place. For now, let's back out and check out the rest of your desk. Press the **▲** button to return to the desk screen.

### **File Cabinet Drawer (Save)**

Highlight this and press the **✖** button to save your progress anytime you are at your desk. **Note:** The game is set to automatically load your saved data if you have a memory card inserted upon powering up the game.

### **NASCAR® News**

Highlight and press the **✖** button to access the NASCAR® News. In here you can view the most recent race results and season standings for any of the four series. Of course you can only view the results of races that you ran already.



## NASCAR® Almanac

Highlight and press the **X** button to view your career statistics for each series that you've raced in. This almanac tracks your career over 25 years. So when you're a career veteran and you want to view how you did in your rookie season, the Almanac is the place to go.

## Clipboard (Available in NASCAR® Craftsman Truck and NASCAR® Cup Series only)

Highlight and press the **X** button to access the list of current and available specialists. With this option you can arrange to consult with a Pit Crew, Engine builder and Chassis builder.

## GARAGE

CAREER OPTIONS  
TOOLBOX

DOOR TO YOUR DESK

PARTS CATALOG  
COMPUTER



PAINT SHOP  
DOORS

Across from your desk, you'll notice a door — this is the entrance to your garage. Highlight the door and press the **X** button to enter the garage, where all of the work on your car gets done. Let's take a walk around the garage. Press the up and down directional buttons to move around the selectable icons.

## Career Options Toolbox

Highlight the red toolbox and press the **X** button to enter the Career Options Toolbox Menu. Highlight one of the options and press the **X** button to confirm. **Note:** To return to the Career Options Toolbox Menu after adjusting any of the following options, press the **▲** button.



## Career Settings

**Wear Factor (NASCAR® Craftsman Truck and NASCAR® Cup Series only):** Adjust how quickly the tires wear and the gas is used. You can stick with the default (Normal wear) or select 2X, 3X, 4X, 5X or 6X wear.

**Flags (NASCAR® Craftsman Truck and NASCAR® Cup Series only):** Choose how close to the rules you want to race.

**All Flags** – The entire spectrum of racing flags are used.

**Black Flags** – Cars may be black-flagged for serious infractions.



**No Flags** – No flags are thrown during the race.

**Mandatory Pitting (NASCAR® Craftsman Truck and NASCAR® Cup Series only):** Turn ON to have the vehicle's wear factor realistically determine when pits are needed. Turn OFF to make pits not necessary.

**Damage:** Toggle this setting to choose how vehicle damage affects your performance.

**Full Damage** – This is what separates the rookies from the pros. If you plan on setting the damage to Full, be prepared to make some pit repairs.

**Light Damage** – Your car will take damage, but your driving will not be as affected.

**No Damage** – Your car will not take any damage.

**Race Length:** Toggle these settings to modify the number of laps you run during a race. You have many different choices, so you can select the shortest race possible (sprint) all the way up to a full race.

**AI Strength:** Overrides the Adaptive AI (which dynamically adjusts the strength of the computer-controlled opponents based on how you drive). Choose from the following opponent difficulty levels: Rookie, Pro, Veteran, Champion and Legend. An additional Custom option enables you to set the opponent's strength between 85% and 105% difficulty, as you see fit.

## **Driving Aids**

As you'll find out, being a NASCAR® driver is no Sunday drive. Driving aids may help ease you into the game. In all modes except Beat the Heat™, driving aids can be adjusted to assist you.

**Vibration:** Press the left or right directional button to enable or disable the DUALSHOCK®2 analog controller feature.

**Transmission:** Select your preference: Automatic or Manual transmission.

**Stability Help:** Turn this option ON to make the car more stable and less likely to spin out (but also lessen the car's overall acceleration).

**Braking Help:** Turn this option ON to help the car slow down under heavy turning (but also lessen the car's overall acceleration).

**Draft Meter:** Enable or disable the draft meter (available in NASCAR® Craftsman Truck and NASCAR® Cup Series only). The small bar on the left tells you how "in the draft" you are. The larger display on the right tells you how much effect you are getting (a function of how "in the draft" you are and how fast you are going).

**Advanced:** Make a few more adjustments to set the game to your preferences.

**Analog Throttle** – The gas can be applied as little or as much as you want, depending on how much the button or stick has been depressed/moved.

**Digital Throttle** – The gas is either at 100% or it is completely off.

**Sensitivity** – Linear steering devices such as steering wheels or



analog control sticks offer a full line of smooth, controlled circular motion created in the same motion as your hand(s) on the input device. For example, turning a joystick left in a 45-degree angle moves the car in the exact same motion and direction. The directional buttons, however, are considered digital or non-linear. Although the directional buttons move your car in the same range as a steering wheel and analog stick, the actual movements made by pressing the buttons are not linear. Instead, they consist of digital-controlled movement similar to turning a light switch on and off. Due to the nature of non-linear steering, movement can be jerky and hard to control. It's best if you test out the steering sensitivity after you adjust it and use the setting that feels most comfortable to you.

**Deadspot** – The higher the setting, the more of a deadspot the steering will have. At the lowest level, even the slightest movement of the controller left or right will be registered. A low setting will give you very fine control of the car, but may make the car feel a bit twitchy and hard to drive in a straight line. The higher the deadspot level, the larger the movement left or right on the controller required for the game to register the input. A high setting makes the car easier to drive in a straight line, but also can make it harder to make small, subtle adjustments while steering.

**Default** – Highlight this option and press the **X** button to return to the pre-set advanced settings.

## **Controls**

Press the left or right directional button to highlight the controller configuration choices. Then press the **X** button to select the one you highlighted.

## **Sound**

Adjust volume levels for videos, menu music, sound effects and your spotter's (virtual crew chief's) voice.

## **Reset Career**

Not pleased with how your career is progressing? You can start all over again by highlighting this option and pressing the **X** button. A warning appears, asking if you are sure that you want to reset your current career. Press the **X** button to reset your career, or press the **▲** button to just return to the Career Options Toolbox Menu.

## **Audio/Video**

Select between Standard (4:3) TV and Widescreen (16:9) TV ratios. **Note:** If you do not have a widescreen television, selecting Widescreen makes the graphics look compacted (squeezed closer together).

You can also select between the following audio settings: Mono, Stereo and Dolby Pro Logic® II.



## Parts Catalog Computer



Highlight the computer on the workbench and press the **X** button to enter. Entering this option allows you to purchase parts to upgrade your vehicle(s) and run a performance analysis on your vehicle both before and after upgrading. **Note:** To return to the Garage once you are satisfied with your upgrades, press the **▲** button.

### Parts Catalog

Highlight the catalogs and press the **X** button to enter. You will see chapters for each series. Highlight the NASCAR® Weekly Racing Series (NWRS) and press the **X** button. **Note:** Separate parts are available for each series, but at the beginning of your career only the NWRS parts are available.

Next, you may choose to upgrade your engine, suspension, Aerodynamics (Aero) package and/or exhaust system. Just highlight the part you want to upgrade, then highlight the upgrade you would like, and press the **X** button to select. **Note:** The cost of upgrades can run pretty high, so you may want or need to run some races in order to increase your team funds.

Press the **X** button to upgrade to the preferred part. The Performance Analyzer appears, with a graph showing you the upgrade improvements. The blue line shows your vehicle's performance with the currently installed part. The green line shows the performance of your vehicle if you choose to upgrade. Press the **X** button to purchase the part or the **▲** button to return to the previous screen.

### Graphing Computer

Highlight the monitor and press the **X** button to view the performance of your vehicle(s).

### Paint Shop Doors

Highlight the garage doors and press the **X** button to enter the paint shop.

### Template Options

You can choose between several paint templates to use on your vehicle. Toggle the template choices by pressing the left or right directional button. Once you've chosen one, press the **X** button to access the paint colors and then press the directional buttons to select the shade of color that you want to "paint" the different parts of the car.



Following your first race, and from that point on (depending on how well you perform), you will start receiving secondary sponsorship offers for your team. If you get more than one offer, you must determine which sponsorship works best for you.

For example, Dunbar's may offer you a reward of \$300 for every race you finish in fifth place or better, while Steve's Quickie Mart may offer you \$200 but you'll be rewarded for every race you finish in tenth or better. You must decide what criteria you are more likely to meet, therefore bringing more money to your team. **Note:** Every secondary sponsor position on the car has a modifier. These are based on how "good" the exposure is for the sponsor. The modifier simply increases or decreases the default payout level. For example, a sponsor that pays \$500 would pay  $.85 \times 500 = \$425$  for one of the less visible spots on the dirt car, hence while the multiplier is  $.85$  for the best spot on the dirt car, it might pay  $1.25 \times 500 = \$625$ .

Each series has a different number of available secondary sponsor spots on the vehicles (Dirt has three spots, Mod has four, Truck has five and Cup has six).

At the end of a season, again based on your performance, you will receive offer letters from primary sponsors. These are the main sponsors for that team, for the upcoming season. The primary sponsors are where you will make the bulk of your money and their marks will appear on your vehicle's hood. Again, keep an eye on what is required, as some sponsors may desire more than you feel you are able to fulfill. Your primary sponsor will be with you for at least one whole season.

Once you've finished painting your vehicle, return to the garage by pressing the **▲** button. Your freshly painted vehicle now appears in its parking area.

When you are pleased with your vehicle, press the **▲** button to return to your desk (or highlight the door and press the **✖** button). Now you are ready for the first race of your career. **Note:** If you are happy with your vehicle upgrades and paint job, save your progress here by highlighting the File Cabinet Drawer and pressing the **✖** button.

Highlight and enter the calendar, then find the first race of the season. The racing series logos appear on the dates that they are scheduled to run. Highlight the day on the calendar and press the **✖** button. A close-up view of the date appears with the race time, track name and winner's purse. Press the **✖** button again to get to the Race Weekend Menu.

**Note:** Once you own a vehicle in more than one series, you'll see there is more than one race in a weekend. However, you can only choose to participate in one race per weekend.

## **RACE WEEKEND**

The race weekend in *NASCAR®: Dirt to DAYTONA®* closely resembles an actual NASCAR® race weekend. Choose from the following options by highlighting one and pressing the **✖** button to select:

### **Practice**

Take practice laps around the current track.





## **Qualify**

This is where you qualify for the upcoming race. You do not have to qualify, but if you don't, be warned that you will start at the back of the grid.

## **Heats [Weekly Racing Series Presented by Dodge only]**

Instead of the usual one- or two-lap qualification runs, Heats are run. Each racer runs a normal one-lap qualification lap, and then is ranked based on lap time. Even-ranked drivers go into the first Heat race, and odd-ranked drivers go into the second Heat race. The top half of the field from both Heat races moves onto the A main race, while the bottom half finishers run the B main race. The B race is run before the A race, because if you finish in the top three spots of the B, you're allowed to run in the A (even if it is at the back of the pack).

## **Happy Hour**

This is your last chance to practice before the race. Use this time to test and adjust your vehicle settings.

## **Race**

Select this when you are ready to race!

## **Garage**

Make any adjustments to your car's chassis, tires, gears, etc. **Note:** See pages 17 through 20 for more information on the Garage features.

## **Restart Day**

If you didn't have a good qualifying run and would like another shot at some good laps, select this.

## **REPLAY**

Following a race, press the **✖** button to exit. This will bring you to the Replay Menu. You can exit to the Results screen by pressing the **▲** button, or view the Replay using the following controls:

**▲ button** – Toggle Replay help page ON/OFF

**up directional button** – Forward Cameras: Toggle through the forward race views

**down directional button** – Rear Cameras: Toggle through the rear race views

**right directional button** – Right Cameras: Toggle through the right-side views

**left directional button** – Left Cameras: Toggle through the left-side views

**L1 button** – Rewind tape

**R1 button** – Pause/Unpause (Play)

**L2 button** – Show race information

**● button** – Switch to Next Driver view

**■ button** – Switch to Previous Driver view

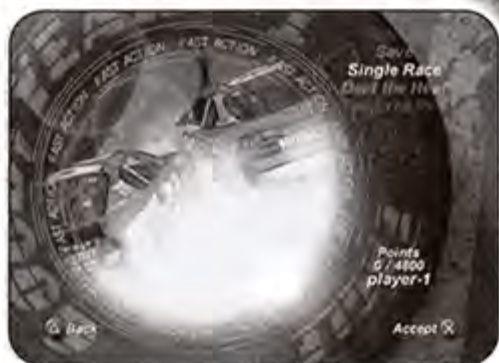
**✖ button** – TV Cameras: Toggle through multiple camera sets

**START button** – Exit Replay: Go to the Results screen



## **FAST ACTION**

To access the other half of the game (Fast Action), press the **▲** button until you return to the Main Menu, then highlight Fast Action and press the **✕** button. Press the up and down directional buttons to scroll through the choices. Fast Action is made up of all of the other game modes (other than Career):



### **Single Race**

Run against the pros on NASCAR® racing's famous tracks, including DAYTONA International Speedway®, Bristol Motor Speedway®, Lowe's Motor Speedway®, and the newest addition to the Heat franchise, Kansas Speedway™. Just choose a series, a driver and a track, and when the green flag drops — floor it! See page 14 for details.

### **Beat the Heat™**

Arranged in sets, these famous challenges are NASCAR® fans' dreams, with 34 scenarios (split up over the four NASCAR® Racing Series in the game). Pass each challenge and you'll be awarded a gold, silver, or bronze trophy for your skill and will advance to the next scenario. The "Voice of NASCAR®," Allen Bestwick, will be your host and you'll even see some famous faces along the way! See page 14 for details.

### **Race the Pro**

Would you like to go head to head against some of racing's best? Here you can set up battles at various venues against Mike Skinner, Ken Schrader and others. See if you have what it takes to challenge stock car racing's hottest stars on their favorite tracks. See page 15 for details.

### **Championship**

Don't have time to run a whole NASCAR® career? Or want to participate in a championship season without worrying about sponsorships? Take part in a season of racing in one of the four divisions. See page 15 for details.

### **Multiplayer**

Play with two to four players. A multitap (sold separately) and up to four controllers (also sold separately) are required.

### **Unlockables**

Track your progress on the unlockable "cheats" you've gained.

### **Player Rating**

Track your overall rating for every racing series and track in the game.

### **Options**

Adjust Driving Aids, Name, Sound, Controller or Display, or view the game Credits.



## **SINGLE RACE**

In Single Race mode, you'll get to race against a field of opponents in a single race while driving the NASCAR® racing driver's car of your choice. Single races can be set up by highlighting Single Race and pressing the **X** button.

Next, choose which of the four series you want to race: Cup, Truck, Modified or Dirt. Highlight one of the scenarios and press the **X** button to select it. Next, the Drivers Menu screen appears and displays a list of available NASCAR® racing drivers. Press the directional buttons to navigate through all of the names. Press the **X** button to enter your name. Once you've decided on a driver, finalize your decision by pressing the **X** button.

**Note:** Although it may seem at first as if you are racing as the selected driver, you are instead driving his car. For example, if you choose Ryan Newman, you will drive his car using the name you selected and you will be listed as the driver of that vehicle in-race and on all Records screens. Since you would be in Newman's car, he would not be racing and his name would therefore be left out of that race's lineup and finish standings.

After selecting a driver from the Drivers Menu, the Tracks Menu appears. Press the directional buttons to navigate through the full list of available tracks. Once you've found a track and event you want to race in, press the **X** button.

## **BEAT THE HEAT**

Press the directional buttons to highlight the different challenges. You begin with simple and easy challenges at various tracks and gradually work your way up to the adrenaline-pumping final challenges. There are six Beat the Heat chapters, with only the first one open from the beginning of the game. As you pass a scenario, a new slightly tougher scenario opens for you:

- Chapter 1. The Early Years
- Chapter 2. Rough and Dirty
- Chapter 3. Modify Your Habits
- Chapter 4. Truckin'
- Chapter 5. NASCAR® Cup Racing
- Chapter 6. The Final Chapter

Each chapter has six scenarios (except the Final Chapter, which has four). Press the directional buttons to preview them. You'll begin racing in Chapter 1 and must successfully pass all of its challenges before you can select Chapter 2, 3, 4 and 5. Then, you must beat all of the rest of the Chapters (1 through 5) in any order to open Chapter 6. Pressing the **X** button takes you to a more detailed Beat the Heat Set screen, featuring that chapter's challenges.

Press the **X** button to select a highlighted challenge. **Note:** You must successfully complete the challenges in sequence and cannot select challenges for which you have not qualified. For example, you must defeat challenge 5.1 before challenge 5.2 will unlock, and so on.



The challenge criteria tell you what sort of performance is required to win a gold, silver or bronze trophy and advance to the next challenge. To begin the highlighted challenge, press the **✖** button. Allen Bestwick will give you a video introduction for every challenge and NASCAR® racing drivers may even show up to introduce a challenge or two. Get ready — once the track loads you'll be dropped right into the action. Press the **START** button to bring up the Pause Menu. From there you can either Resume the current event, Restart the selected event or Quit (to return to the Beat the Heat Menu).

After completing each challenge, press the **▲** button to exit to the Replay screen, or press the **✖** button to try again.

From the Replay screen, you can press the **▲** button to enter the Replay controls screen or the **START** button to return to the Chapters Menu. If you've passed and won an award you can try again or go return to the Chapters Menu, where you'll find the next challenge highlighted.

**Note:** Throughout the Beat the Heat challenges, you will receive 20 points for every gold trophy you receive, 15 points for every silver and 10 points for every bronze. The total of those points is used to give you a Beat the Heat rating, which will appear on the Player Rating screen.

## ***RACE THE PRO***

This mode offers you the chance to race various NASCAR® racing drivers in head-to-head action on their best tracks. The better the driver is at a certain track, the harder it will be to best his lap.

Press the up and down directional buttons to highlight the various drivers and tracks on which you wish to compete. Press the **✖** button once you've made your selections.

You'll start out at race speed heading for the Start/Finish line, where you will find a "ghost car" image of the pro. From then on, it's head-to-head action as you race the pro. You can press the **START** button at any time to Resume, Restart or Quit. After each race you can press the **▲** button to exit to the Replay of the race or press the **✖** button to retry the same challenge.

## ***CHAMPIONSHIP***

Like setting up single races, championship seasons involve several menu screens. To start a racing season, you must first highlight Championship on the Fast Action Menu and then press the **✖** button. **Note:** If you have already begun a season, you will be asked "Do you want to continue?" Highlight Continue Current Season and press the **✖** button to go to the Season Stats screen. Highlight Restart Season and press the **✖** button to return to the series selection screen.

### ***Drivers Menu (Championship Mode)***

Highlight the series you want to race in and press the **✖** button. For this example, let's assume you chose to race in a NASCAR® Craftsman truck race.



Pressing the **X** button advances you to the Drivers Menu. Press the directional buttons to navigate and highlight the truck you wish to use. Although the driver's photo will appear on the screen, you will not be racing as that particular driver, but rather will be driving that driver's car. For instance, if you select Dennis Setzer from the driver index, you will not assume his identity; instead, the name that you submitted as a Player Name will appear in the season standings. Dennis Setzer will not, in this instance, appear in any season races. This is because you will be driving his truck in all of the Championship races.

After choosing a truck, press the **X** button to advance to the next menu screen. The next menu is the Championship options screen. Highlight and toggle the options you wish to change. When you are happy with your selections, press the **X** button to advance.

### **Championship Season Stats**

After pressing the **X** button on the Championship Race Setup Menu and after each race, the Stats screen appears. This screen contains a roster of all of the NASCAR® season drivers, including points and finish statistics. Press the up and down directional buttons to navigate the list.

Press the **X** button to reveal the next event on your schedule. Press the **▲** button to return to the Main Menu. Or to continue on in Championship mode, press the **X** button to advance to the Schedule screen.

### **Schedule**

This screen contains a roster of events based on the 2002 season, arranged in chronological order, with the current Race Day event highlighted. Navigate through the events by using the up and down directional buttons.

Press the **X** button to advance to the Race Day Menu for the upcoming event, which is highlighted in the Schedule screen's event roster.

## **PRE-RACE SETUP**

Depending on which series you select, different options will appear on screen. NASCAR® Weekly Racing and NASCAR® Featherlite Modified Series pre-race options are Race Length, Damage, Random Breakdowns, AI Strength and Track Rating. In addition to these options, NASCAR® Craftsman Truck and NASCAR® Cup Series options also include Wear Factor and Flags.

For information about most of these options, see pages 7 through 8 under Career mode. In addition:

**Random Breakdowns** – In Fast Action mode, you can toggle this feature ON and OFF with the left or right directional buttons. Your breakdowns are caused by different mechanical failures (e.g., power steering, brakes) and you are notified during the race. The AI vehicles will experience this as well, but you are not notified (those vehicles just pull into the pit). **Note:** In Career mode, Random Breakdowns are always ON and cannot be turned OFF.

**Track Rating** – If you want to see how you've fared on the selected track, highlight this option and press the **X** button. You'll be able to view your best lap times, wins, Top 10 and Top 5 finishes in each difficulty setting.



## WRENCHING THE CAR

You'll never have to turn a cyber-wrench to go fast in this game. But as a true racing fan, you're eventually going to want to check out the Garage feature.

Selecting Garage from the Race Day Menu displays the Garage Menu. From this menu you may adjust your chassis, gearing, tire pressure, etc.



### Save/Load Setup

Customize your vehicle's setup from here, then press the ● button to save. The ■ button enables you to load (export) those saved settings into the garage. There are slots for two pre-set vehicle settings and many custom slots for saving when you are finished adjusting your vehicle:

#### Default

Good basic setup. The car should be fairly stable and easy to control.

#### Advanced

This is the setup for expert drivers. The car is significantly less stable, but will also be faster if driven well.

#### Custom

These are the save slots. Initially, they are the same as the default setup, but they can be adjusted to whatever setting you want.

### Adjust Settings

The information screen displays information about components of your car and allows you to adjust them. To adjust settings, highlight the desired component and press the ✖ button. Information about that component appears in the information screen. Highlight the exact part you'd like to adjust and use the arrows (by pressing the directional buttons) to make adjustments to the components.

#### Weight

Select the yellow Weight header to display information on the car's weight in the information window. The car's weight bias is adjusted using the sets of arrow buttons — labeled Front Weight, Left Weight and Wedge — within the smaller information window.

**Front Weight** – Measures the car's front weight bias. You'll normally want to keep this number close to 50%. If everything else is equal, the weighted end will tend to break loose first when cornering. Hence, if 51% of your weight is in the front, your front tires will tend to slide before the rear tires, causing your car to push/understeer.

**Left Weight** – Measures the car's left weight bias. On ovals you'll want to have more weight on the left. That makes it easier to go quickly through those left-hand turns. On road course you'll usually want to keep this weight evenly distributed.

**Wedge** – The amount of weight applied to each wheel on the car. When



you add more wedge, it pushes the spring down harder on the wheel and changes the weight of the wheel. Therefore, the balance of the car changes. If the car is loose/oversteers, add more wedge to the right rear. Doing so will push the spring down and force the right-rear wheel and left-front wheel to tighten up. You do the opposite when the car is tight.

**Note:** *Loose* (also known as *Oversteer*) is the term used to describe a car when its rear tires slide toward the outside wall more quickly than the front. In other words, if your car wants to swap ends, it's loose. *Push* (also known as *Understeer*) is the opposite of *Loose*. A car is pushing when its front tires slide toward the outside wall faster than the rear.

On most road courses you'll want 50% wedge — both fronts equal and both rears equal. Some road courses, however, favor a bit of reverse wedge. If the road course has a preponderance of fast right-hand turns you may want to run the wedge above 50%.

### **Shocks**

Selecting the yellow Shocks header displays the shocks' information in the information window. The window displays two values per corner of the car: Bump and Rebound.

**Bump** – A measure of how quickly the shock compresses. The higher the number, the more the shock will resist compression and the stiffer the shock will be.

**Rebound** – A measure of how quickly the shock expands after it has been compressed. The higher the number, the more the shock will resist expansion and the stiffer the shock will be.

Adjusting shocks can cure many corner entry and exit problems. The higher the number for Bump and Rebound, the stiffer the shocks will be. If your car is loose/oversteers on corner entry, soften the right rear shock. If it pushes/understeers on corner entry, soften the right front. On most ovals a 1:3 Bump:Rebound ratio works well. Hence, if you soften Bump 10 pounds, you should soften Rebound 30 pounds. Road racing uses much closer to a 1:1 ratio.

### **Springs**

Springs control the transition of load to the wheel. Stiffening a spring normally loosens the corner in question. For example, stiffening the right-rear spring may make the car a bit looser/cause oversteering on left-hand turns. If your car pushes/understeers on corner entry, soften the right-front spring.

Both shocks and springs dampen the transfer of weight to the wheels and soften the ride of the car. Without springs or shocks, the wheels might instantly go from bearing no load at all to bearing 100% load. Such a car would be difficult, if not impossible, to control.

### **Tires**

Selecting the Tire header displays the tire inflation information. Here you can raise and lower the tire pressures of all four car tires. To a degree tires are like less sensitive springs (or shock absorbers). Lowering the tire pressure is equivalent to softening the spring. Accordingly, lowering the



tire pressure will give you more grip (and a bit more drag). If your car is loose/oversteering on the ovals, try lowering the right-rear tire pressure. Of course there's a limit to how low you can go. Anything below 26 pounds will cause the sidewall to soften, which in turn causes the tire to roll over on itself. That's not a good thing, so keep those pressures above 26 PSI.

Take your car out on the track for ten laps, bring it in to the pits, and choose to change two or four of your tires. The three numbers next to each tire indicate current tire temperatures. They will go a long way toward telling you what is happening with your car. For example, if a tire's outside temperature is hotter than its inside temperature, the tire is under inflated. If the inside temperature is hotter than the outside temperatures, the tire is over inflated. If the outside tire temperature is higher than both the middle and inside temperatures, that wheel has too much positive camber.

### **Camber**

If you took the body off a NASCAR® Cup Series car and knelt directly in front of the bare chassis, you would notice that the tires are not perpendicular to the road. Each is canted a few degrees. This angle off perpendicular is the tire's degree of camber. If the top of the tire is closer to the chassis than the bottom, the tire has negative camber. If the top of the tire is further away from the chassis than the bottom, the tire has positive camber.

NASCAR® Cup Series cars race with negative camber on their right-side tires and positive camber on the left-side tires. Here's why. As the car thunders through the oval track turns, centrifugal force — coupled with the tires' adhesion to the track's surface — attempts to roll the cars onto their roof. The pivot point of the rolling motion (at least for our purposes) are the outside tires. So, if the right-side tires are slightly angled in, centrifugal force — working through the chassis — will straighten them and increase the tires' contact patch, ultimately enhancing the car's traction.

Only a paperback-book-sized piece of the tire actually contacts the asphalt. This small area is called the "contact patch." Most chassis adjustments are aimed at maximizing the size of the contact patch. Camber is a good example. A vertical tire maximizes the patch; an angled tire does not. Consequently, camber changes are focused on ensuring that the tires are as close to vertical as possible when cornering. By the same token, the left-side tires — which are angled away from the chassis — are pulled toward the chassis. This makes them perpendicular to the track while cornering and increases their traction.

When racing road courses, both fronts (and to a lesser extent the rears) should have negative camber. Negative camber has its pros and cons. Although the negative camber ensures that the outside tire is nearly always vertical during a turn, the inside wheel only grips the track with the inside portion of the tire. Nevertheless, most of a car's weight is on the outside tires when cornering, so it is critically important that they maintain good contact with the road.



## Gears

The gear ratio chosen has a direct effect on the car's speed. You may change the gear ratio for each gear or the overall gear ratio. The higher the individual gear ratios, the more quickly the car will accelerate, but the lower its top speed will be.

The final gear ratio is determined by considering both the final drive and the gear ratios listed. This drive is a convenient method to change your car's overall gear ratio. Note that since both individual gear ratios and the final drive determine the final ratio, adjusting the final drive affects acceleration and top speed in each gear.

## Miscellaneous

**Front Sway Bar** – The thickness of the sway bar determines how stiff the chassis will be. To stiffen the chassis, use a thicker sway bar. This will affect how much the car slides in a corner.

**Rear Sway Bar** – The thickness of the sway bar determines how stiff the chassis will be. To stiffen the chassis, use a thicker sway bar. This will affect how much the rear tires slide in a corner.

**Brake Bias** – This is a percentage indicator of how much force is applied to the front brake pads when squeezing your brakes. The front brakes do the majority of the stopping; accordingly, they should have a slight bias — such as 55%. Dialing in too much front brake bias is inefficient because the rear brakes won't do their share of the stopping. Too much rear brake bias will lock up the rear tires, usually resulting in a spin.

**Spoiler Angle** – Raising the spoiler angle creates more aerodynamic downforce at the car's rear. This reduces oversteer, but also adds drag, which slows the car's top speed. If you raise the spoiler you may need to change your gearing in order to get down the straights as quickly as possible.

**Grille Tape** – This window displays the amount of your grille covered by duct tape. Covering the grille with tape aerodynamically aids your car, but also raises your engine temperature. A hot engine is likely to blow, so there is a constant trade off between the aerodynamic aid given by the tape and the engine temperature. In general, it's wise to use as much tape as possible without overheating your engine.

**Wheel Lock** – This window indicates the degrees that the front wheels turn (from side to side). The higher the number, the sharper the corner your car may take. On road courses or short ovals you may need to go as high as 15-20 degrees.

**Trim** – As most tracks only contain left-hand turns, the shocks and springs on the right side of the car are stiffer than those on the left. This causes the car to pull slightly to the left. Use the trim adjustment to "calibrate" your controller to be slightly off center to the right in order to counter this tendency.



## **SETUP TIPS**

Chassis adjustments are perhaps the most misused feature in all racing simulations. If not approached in a logical manner, tinkering with the car can do more harm than good. Here are a couple of tips to keep you on the straight and narrow.

### **The Car Isn't Slowing You Down**

When in doubt, refer to this first tip. If you find it difficult to drive, it's probably not your car's fault. The game's default setups are good; practice will make them perfect. It should take about 500 laps per track to learn to drive quickly. While this may be a little more time than most gamers have, at least drive through all of the challenges before entering the garage.

### **Change One Thing at a Time**

Make one change at a time, and then test it. If your car is loose/oversteers entering Martinsville's Turn One, lower the right rear tire pressure or soften the right rear shock, but don't do both at once. If you do, you'll never know which (if either) helped (or hurt).

### **Default Setting**

If you find that you've made too many changes, you can reset all of the component setups in the Garage by highlighting Default and then pressing the **X** button.

### **Big Things First**

Inexperienced tuners should change major things first (spoiler, sway bars and gear ratios). Their effect is felt more easily. This is the opposite of the manner in which a NASCAR® racing team works, but appropriate for new chassis tuners. Once you have experience deciphering the car's input, you may work on more subtle changes, such as shocks.

## **NASCAR® RACING SERIES**

### ***NASCAR® Weekly Racing Series Presented by Dodge***

The NASCAR® Weekly Racing Series is contested every season on both dirt and asphalt tracks across the nation. This game includes dirt tracks, not asphalt. In this series there are no pits, but Heats are run (see page 15). This differentiates this division even more from the other NASCAR® racing series. Jeff Gordon, Tony Stewart and Dave Blaney all started out on dirt.

### ***NASCAR® Featherlite Modified Series***

The only open-wheeled division in NASCAR® is also its oldest division. While it is a well known fact that the first NASCAR® Cup Series race was run (under a different name) in 1948, not many people are aware that NASCAR® sanctioned more than 50 Modified races the year before. The modified division runs its races mostly in the northeast. The car can weigh no less than 2,610 lbs. and must have a 107-inch wheelbase. The offset chassis makes it very challenging to run on road courses. In this series there are also no pits. NASCAR® Cup driver Steve Park is one of the NASCAR® Featherlite Modified Series' most popular alumni.



### **NASCAR® Craftsman Truck Series**

The NASCAR® Craftsman Truck Series started in 1995 and has quickly become one of premier racing series in NASCAR®. NASCAR® Craftsman trucks run on many of the same tracks as the Cup cars, but as you will quickly find out, due to radically different aerodynamics and a lower compression engine they are a whole different beast you need to tame. After seven years, Aerodynamic packages are still being worked on and changed as the Craftsman Trucks become seemingly faster each year. Known for its competitive battles and fender rubbing and bumping, this series thrives on tough racing. Don't expect anything less when the 36-truck field sets sail.

### **NASCAR® Cup Series**

The NASCAR® Cup Series was born in 1948 under the name NASCAR® Strictly Stock Series, and the first in a long line of NASCAR® champions emerged. Red Byron, a former World War II aviator, holds the honor of being known as the first champion of NASCAR®'s premier division. In 1990, NASCAR® joined the ranks of the four major professional sports, bringing even more attention to the sport and its champions. The '90s will go down in history as one of the most exciting decades the sport has seen. Attendance skyrocketed, TV ratings boomed and some memorable championship moments were forged in our memories. The future of the NASCAR® Cup Series looks bright with established veterans and young guns all seemingly on a level playing field.



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Blake Davidson  
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Alicia Bishop  
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Henry Ferris  
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## **NOTES**



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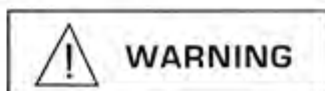
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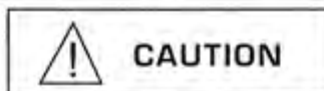
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#### FOLLOW THESE PRECAUTIONS WHENEVER USING THIS SOFTWARE:

- Do not sit or stand too close to the monitor. Play as far back from the monitor as possible.
- Do not play if you are tired or need sleep.
- Always play in a well-lit room.
- Be sure to take a 10- to 15-minute break every hour while playing.

### Repetitive Strain Statement



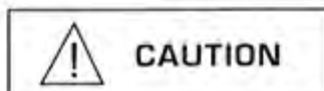
Some people may experience fatigue or discomfort after playing for a long time. Regardless of how you feel, you should ALWAYS take a 10- to 15-minute break every hour while playing. If your hands or arms become tired or uncomfortable while playing, stop and rest. If you continue to experience soreness or discomfort during or after play, listen to the signals your body is giving you. Stop playing and consult a doctor. Failure to do so could result in long term injury.



If your hands, wrist or arms have been injured or strained in other activities, use of this Software could aggravate the condition. Before playing, consult a doctor.

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