

NASCAR®

HEAT™

2002

*Designed by
NASCAR® Drivers,
Raced by their Fans!*



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 game console, may induce an epileptic seizure in these individuals.

Certain conditions may induce previously undetected epileptic symptoms even in persons who have no history of prior seizures or epilepsy. If you, or anyone in your family, has an epileptic condition, consult your physician prior to playing. If you experience any of the following symptoms while playing a video game — dizziness, altered vision, eye or muscle twitches, loss of awareness, disorientation, any involuntary movement, or convulsions — IMMEDIATELY discontinue use and consult your physician before resuming play.

WARNING TO OWNERS OF PROJECTION TELEVISIONS:

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

USE OF 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 DISC:

- This disc is intended for use only with PlayStation 2 game 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.

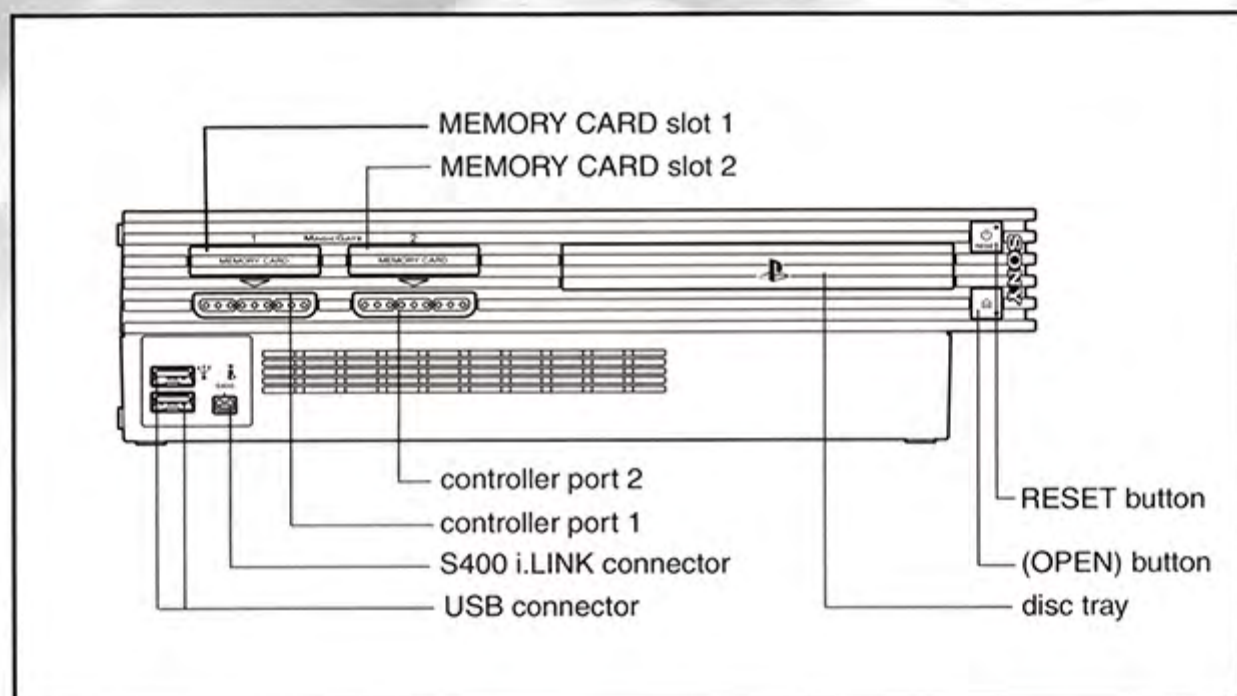


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GETTING STARTED

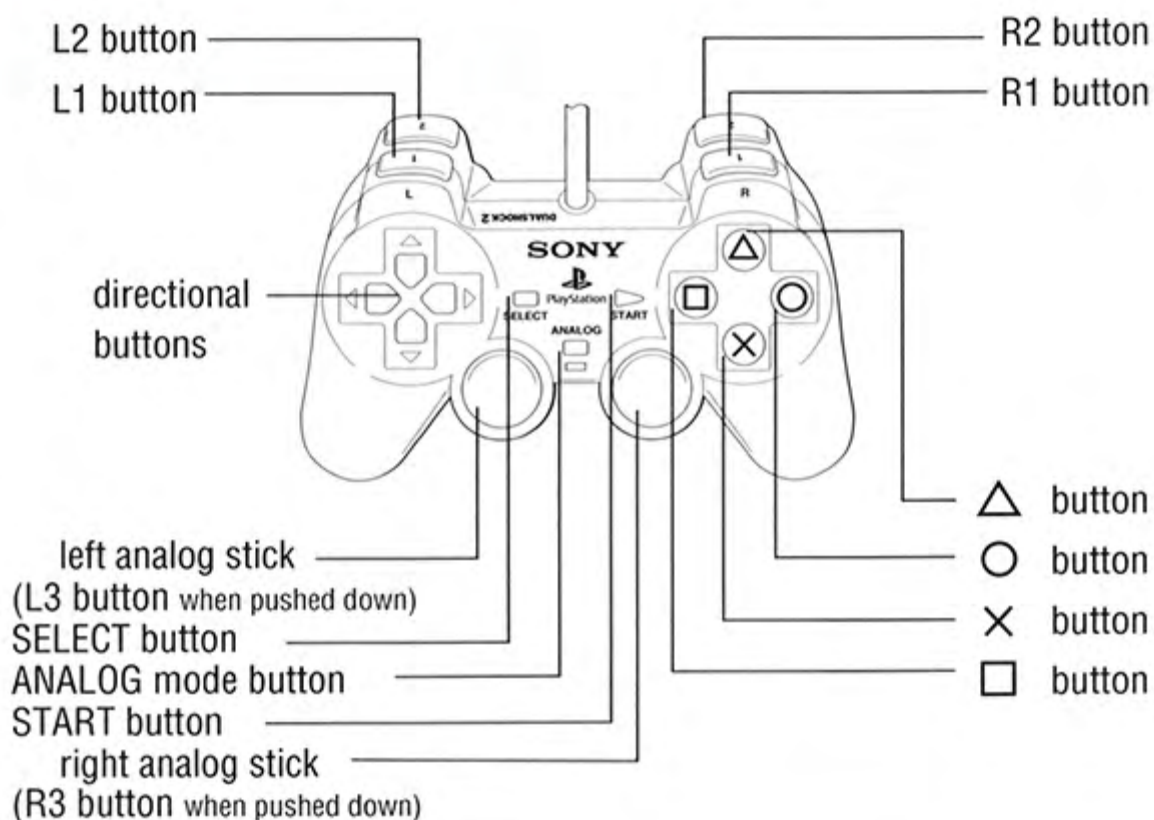


Set up your PlayStation®2 computer entertainment system according to the instructions in its Instruction Manual. Make sure the MAIN POWER switch (located on the back of the console) is turned on. Press the RESET button. When the power indicator lights up, press the open button and the disc tray will open. Place the *NASCAR® HEAT™* game 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 instruction manual for information on using the software.



STARTING UP

DUALSHOCK™ 2 CONTROLLER CONFIGURATIONS



▲ button - Change view

● button - Mirror toggle

✖ button - Gas

■ button - Brake/Reverse

START button - Pause Menu

L1 button - Down shift

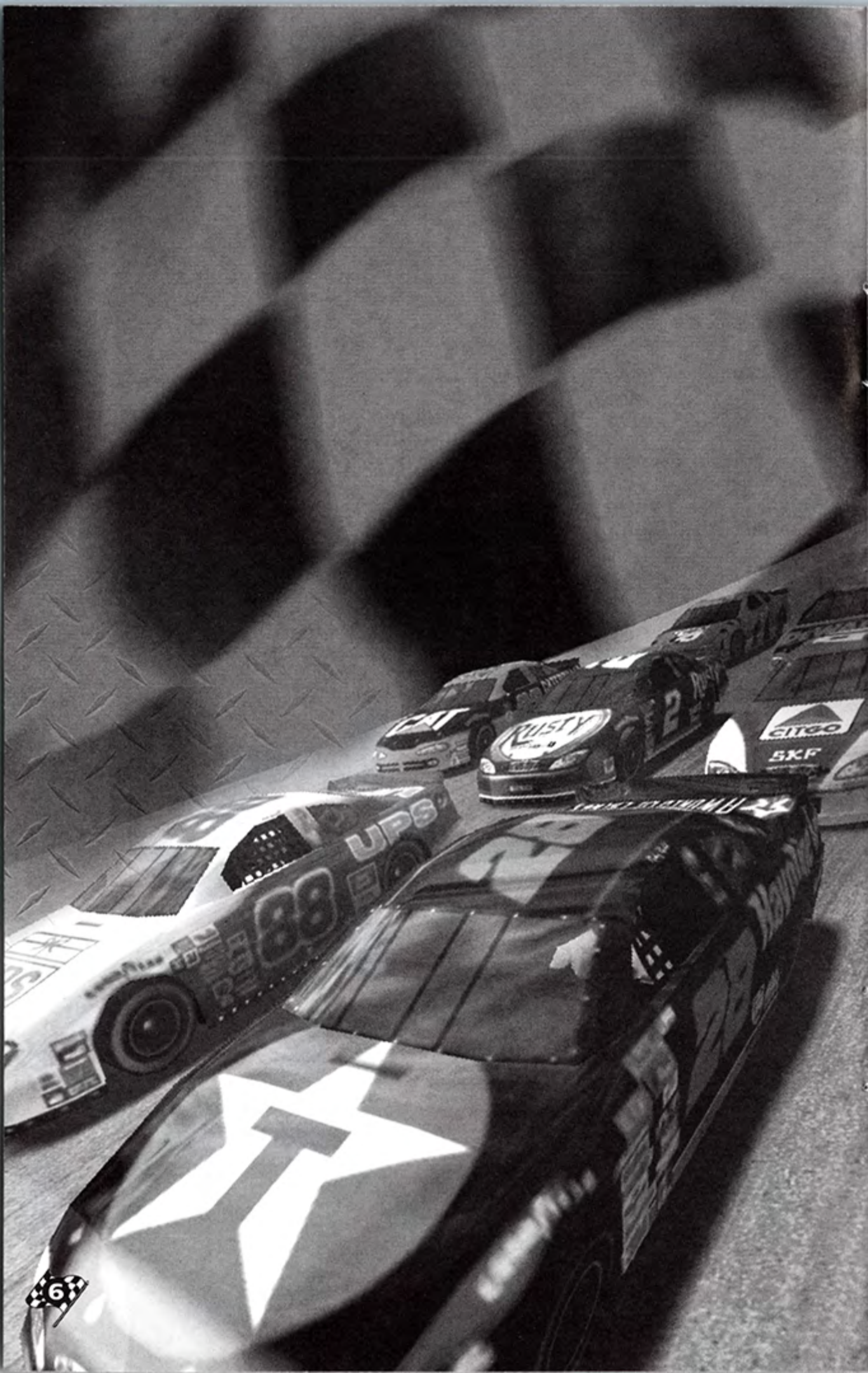
L2 button - Car information

R1 button - Up shift

R2 button - Race info

Left analog stick - Steering (Left and right directional buttons also steer)

Right analog stick (optional) - Gas (up) and brake/reverse (down)



INTRODUCTION

Welcome race fans! Are you ready to feel the heat of full-throttle, door-to-door, NASCAR® racing? It makes no difference whether you're a racing rookie or a simulation veteran; the *NASCAR® Heat™* game for the PlayStation® 2 computer entertainment system throws you into the easily managed action instantly. In other words, you don't have to be a pro to experience the excitement of the pros.

Climb into the drivers seat and you're ready for all the thrills — and spills — of America's #1 motorsport. The *NASCAR® Heat™* game offers you top-name drivers and tracks. You can learn how it feels to rub fenders with Bobby Labonte, Dale Jarrett and Jeff Gordon or one of over 20 championship drivers. Moreover, you can mix it up with the "big boys" on 19 of *NASCAR®* racing's hottest tracks, including the world famous DAYTONA International Speedway®.

Fun is what counts in racing, and you'll have it at every turn. For example, the *NASCAR® Heat™* game's Race the Pro mode pits you against hot shoes such as Bobby Labonte, Jeff Burton and Rusty Wallace in head-to-head duels for driving supremacy. On the flip side of the car, our Beat the Heat feature plops you into the middle of more than 30 adrenaline-charged racing scenarios, often with *NASCAR®* racing's top personalities providing helpful tips.

Better still, the *NASCAR® Heat™* game is geared for all skill levels. Those who haven't driven an interactive racing simulation need not worry — Infogrames and MGI have you covered. The *NASCAR® Heat™* game is designed to dynamically adjust to give *NASCAR®* racing fans of all skill levels the ultimate *NASCAR®* racing experience.

Nevertheless, experienced simulation racers need not fret. The *NASCAR® Heat™* game is loaded with enough options to keep you busier than a one-man pit crew. And that is the game's special attraction. Whether you are the second coming of the King or are challenged by driving a golf cart, there are racing thrills for you in the *NASCAR® Heat™* game.

Gamers with the need for speed are in for a real treat. We've prepared the most exhilarating, thrill-ride action ever spawned by a stock car racing title. So, what are you waiting for? Just hit the throttle!



CHAPTER 1: Revving Your Engines — Your First Race

SETTING UP A RACE

After tearing through the package and inserting the game disc, you are probably ready to rock. We understand. You bought the game to race, not read. So, let's go ahead and take a few laps at DAYTONA®. First, launch the game and watch the introduction.

Following the Introduction (if no memory card is inserted), an "Insert a memory card (8MB) for PlayStation®2" prompt will appear. If you have a memory card and would like to use it, please insert it now. If you are not planning on saving your progress yet, press the **▲** button to continue without saving. Next the Main Menu will appear on your screen with the "Choose Player" screen on top of that. For now, press the **✖** button to bypass this screen and continue to the Main Menu (Please see the Main Menu on page 10 for information on the Choose Player screen). This is where we'll begin. Highlight Single Race and press the **✖** button to display the Driver Select screen. Press the left or right directional button to scroll through the list of available drivers. Once you have decided who you want to use, press the **✖** button.

The Tracks menu now fills the screen. Press the left or right directional button to cycle through the available tracks. When the track you want is displayed on screen (in this case, DAYTONA®), press the **✖** button to finalize your decision and advance to the Race Day menu. We're almost ready to burn rubber.

Since you're only going to take a quick trip around the track, we need to modify the number of laps for the race. Highlight Setup and press the **✖** button to access the Setup menu.

Use the directional buttons to scroll down to Race Length to reduce the length of the race to 2 laps (or 1%). Press the **▲** button to return to the Race Day menu page.

Highlight Race and press the **✖** button to head out onto DAYTONA®. Enjoy the ride!

RUNNING A QUICK RACE

The green flag waves and you're racing! Take it easy: be smooth, try to avoid jerky movements and just follow the leader as the pack accelerates through DAYTONA's first two turns. Wait until the back straight away to pass, pick off a couple of cars, and then drop back in line. Continue the pattern for two laps — never letting off the throttle — and you'll finish reasonably well.

What You've Discovered

You may have found that although the NASCAR® Heat™ game is great fun, there is room for personal improvement. The first thing you probably noticed on your initial trip around DAYTONA® is the aggressive competition. Face it, the pros aren't going to give you any slack, so neither is the NASCAR® Heat™ game (well, maybe a little!). Driving well requires knowledge and a bit of practice. Overall, if you're going to stay in the race, you'll have to do a couple of things well.

First, you should always have an idea of where your competition is. This means that you must pay attention to your Spotter, the voice you hear calling out such instructions as "car low" or "clear high." He warns you of nearby opponents, information invaluable for preventing wrecks. Always listen to your Spotter, and you will have a much better chance of keeping your car shiny side up.

Secondly, you must drive "the line" to be competitive. For those of you unfamiliar with this racing term, the line is the fastest and most efficient path around a track. Don't be fooled: the line is usually not the shortest path, especially when racing ovals. The key



to driving the line is knowing how to drive a course's curves. You want to exit each turn in a manner that gives you the fastest speed on the ensuing straight. How you enter each turn, of course, affects the outcome of your exit. Furthermore, the line for each track is different. Only getting out there and practicing will teach you those differences.

TIP: Watch how the Computer Opponents' cars follow the line.

TIP: The darker portion of the tracks show the racing groove — the section of the track where other cars have layed more rubber. The groove is a good indication of the line.

A Second Try

Let's start the race again and see if you can do a bit better. After all, there's always room for improvement.

Flash by the Start/Finish, nestle behind the cars in front, lightly tapping your brakes if necessary. Remember that DAYTONA International Speedway® enables competent drivers to easily average 190-plus-mph. Once you are clear of the initial traffic jam, you should never have to let off the throttle.

Move close to the outside wall after you pass the pit exit. Turn in where the grandstands end, and nudge your car toward the yellow dotted line near the apron. Nip the apron as you blast by the red star in front of the outside wall's "DAYTONA." Straighten your wheels and launch your car onto the back straight away.

A smooth exit out of Turn Two is critical to a fast lap. Give the car its head and drift towards the wall on exit; doing so scrubs less speed. Remember, the back straight away is DAYTONA's longest straight, and the faster you enter this stretch, the faster you will roar down it.

Ease into Turn Three as soon as you feel the car banking at the end of the straight. Move towards the yellow dotted line and clip the apron's yellow line as you pull adjacent to the word "DAYTONA" on the outside wall. Blast out of Turn Four and drift to the wall. As soon as you pass pit road to your left, drift inside, clipping the inside apron at the Start/Finish line. Do it again, and you'll find yourself rising steadily up the field... and this is just your second race!

Overview of Special Features

Let's take a look at a couple of the cool features we'll explain in the ensuing chapters. For starters, the game's Beat the Heat mode features some of the most exciting (and even informative) racing action ever. Pass the Beat the Heat challenges and you should be able to hold your own on any circuit against any driver. The game default is Normal mode. This was designed to give players of all skill levels a great door-to-door racing experience. More experienced players can increase the difficulty settings to their liking. The NASCAR® Heat™ game offers racing fans more than just single race and championship season contests. Along with the two-player function, the NASCAR® Heat™ game also gives fans the chance to test their skill against top-rated NASCAR® drivers in the Race the Pro mode. What can be more exciting than going head-to-head with some of NASCAR® racing's best? So, you think you're good; let's see if you have what it takes to be a pro.



CHAPTER 2: GAME MENUS

THE MAIN MENU

From the Main menu screen you can select a game mode, select a Player Name and control Options (audio effects, and controller configurations) and margins.

NOTE: Pressing the ▲ button on menu screens will return you to the previous screen except when you are at the Main Menu, in which case the ▲ button will take you to the Choose Player screen.



CHOOSE PLAYER SCREEN

This screen is displayed following the Press Start screen when the game is first launched OR it can be accessed from the Main Menu by pressing the ▲ button. On this screen you can enter names for Drivers 1-4. Entering a name will allow you to save individual records and seasons for up to four players on one memory card.

To enter a name, highlight a selected player slot (Driver 1, 2, 3 or 4) and press the ■ button. At this point you will be on the Name Entry screen. Press the ■ button to delete the existing name entry (ex: Player 1) and then use the directional buttons to highlight a letter and press the ✕ button to select it. Press the ● button for lowercase letters. When you are done entering your name, press the ▲ button.

Player Rating: When you press the ● button on the Choose Player screen or the ▲ button after entering your name, you will be brought to the Event Rating tracking screen. This screen displays times and points earned by up to 4 different players who have saved their progress to the memory card. At the top of the screen, your name and total points you've earned will be displayed.

This screen is broken up into 7 different categories. The race categories are as follows:

- Super Speedways
- Speedways (High banked)
- Speedways (Low banked)
- Short Courses
- Road Courses
- Beat the Heat
- Race the Pro

At any time you can enter the Player Ratings points and track your progress. To view specific information, highlight the chosen category and press the ✕ button.

Game Modes

Beat the Heat: Participate in the game's famous Beat the Heat challenges. Arranged in sets, these challenges are a white-knuckle adventure with more than 35 scenarios to pass. Pass each challenge and you'll be awarded a gold, silver, or bronze trophy for your skill and will advance to the next scenario. Along the way you might even see some famous faces.

Race the Pro: Would you like to go head-to-head against some of racing's best? Well, press the ✕ button here to set up battles at various venues against Dale Jarrett, Dale Earnhardt Jr. and a host of others. See if you have what it takes to challenge stock car racing's hottest stars on their favorite tracks.



Single Race: Run against the pros on NASCAR® racing's famous tracks, including DAYTONA International Speedway®, Bristol Motor Speedway, Lowe's Motor Speedway, and TALLADEGA Superspeedway®. Just choose a driver, a track and when the green flag drops—floor it!

Championship: Ever wanted to pursue a career in NASCAR® racing? Well, dreams do come true. Sure, you might not smell the steaming asphalt, but the game's Championship mode is the next best thing. This mode, with its grueling season schedule, allows you to compete in the points standings. Experience all the ups and downs of a racing season first hand.

Head to Head: The game enables you to take on a buddy head-to-head by inserting a second PlayStation 2 controller in controller port 2.

BEAT THE HEAT

Beat the Heat mode is perhaps the most innovative feature to ever grace a racing game. On the Main menu highlight Beat the Heat, press the **X** button and you're ready to go.

Pressing the right directional button will move you through 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 sets with only the first set open from the beginning of the game. As you pass a set, a new slightly tougher set will open for you.



- Set 1. The Basics
- Set 2. Passing Lane
- Set 3. Rivals
- Set 4. Reflex Test
- Set 5. Advanced Testing
- Set 6. The King

The Beat the Heat menu displays the various sets and type of challenges. Use the directional buttons to preview the sets. While you can preview sets, you cannot race the sets out of order. You'll begin racing in Set 1, The Basics, and must successfully pass all the challenges before you can select Set 2, Passing Lane. As you complete each challenge, your rating is tracked on the Rate-O-Meter, from Rookie to Champion. Pressing the **X** button takes you to a more detailed Beat the Heat Set screen, featuring that set's challenges.

NOTE: The picture for each challenge will appear grayed out for those sets you have not yet qualified for. Once the set is open the gray will disappear. Use the **▲** button to return to the Main menu.

Use the **X** button to select a highlighted challenge. As with the sets, you must successfully complete the challenges in sequence and cannot select challenges you have not qualified for. 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, simply press the **X** 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. Pressing the START button will bring up the Pause menu. From there you can either Resume the current event, Restart the selected event, or select End Race to return to the Beat the Heat menu.



After completing each challenge you must press the **▲** button to exit to the Replay screen, or press the **✖** button to Try Again. From here, you can press the **✖** button to return to the set screen. If you've passed and won an award you can Try Again or go return to the set menu, where you'll find the next challenge highlighted.

Throughout the Beat the Heat challenges, you will receive 3 points for every gold trophy you receive, 2 points for every silver and 1 point for every bronze. The total of those points is used to give you a Beat the Heat rating as displayed in the Rate-O-Meter on the main Beat the Heat screen — from Rookie to Champion

RACE THE PRO

Selecting the Race the Pro button on the Main menu displays the Race the Pro menu. Race the Pro offers you the chance to race various NASCAR® racing drivers in head-to-head action on three of each of their best tracks. The better the driver is at a certain track, the harder it will be to best his lap. Use the directional buttons to scroll through the various drivers. Adjust the difficulty level by pressing the **●** button to highlight either the Normal or Expert setting and choose the track on which you wish to compete by highlighting the appropriate name.



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 hit the START button at any time to Resume, Restart, or End the Race. 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.

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 **✖** button.

Single Race Mode (Drivers Menu)

After selecting the Single Race feature, the Drivers menu screen appears and displays a list of available NASCAR® racing drivers. Use the directional buttons to navigate through all the names. Press the **●** button to enter your name. Once you've decided on a driver, finalize your decision by pressing the **✖** 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 Dale Jarrett, you will drive his car using the name you selected and you will be listed as the driver of that car in-race and on all Records screens. Since you would be in Jarrett's car, he would not be racing and his name would thus be left out of that race's lineup and finish standings.

Tracks Menu

After selecting a driver from the Drivers menu, the Tracks menu appears.

Use the directional buttons to navigate through the full list of tracks. Race Stats will display facts about the event being held at that track. The Race Date refers to the date of the event on the NASCAR® racing 2001 racing schedule. Race Time indicates whether the event takes place at night or during the day. Race Length indicates the number of miles that comprise that particular race.



Since NASCAR® often holds two races at each track, pressing the ■ button usually shows other events for the same track. For example, one event at Lowe's Motor Speedway is a 600-mile race held at night. Pressing the ■ button or Event icon reveals that a 500-mile race is also held during the day. Note that not all tracks offer two events; some, such as Phoenix International Raceway®, Watkins Glen International, and Sears Point, only have one race per season.

Once you've found a track and event you want to race in, press the ✖ button.

THE RACE DAY MENU: SINGLE RACE MODE

Once you choose an event you advance to the Race Day menu.

Race Info displays information about the race length, your opponents' AI strength, the number of flags, and your qualifying position. Select Setup to adjust the settings. The Records feature contains your lap and race speed records from previous races on this track. The Options feature permits you to modify sound effects and control configurations and adjust the screen (see page 15). Press the ▲ button to return to the previous screen.

NOTE: Pressing the ■ button takes you to the Records screen where records for lap times and average speed records are listed by driver and date. Use the directional buttons to view the appropriate statistics. Press the ● button to delete all records for that track and the ▲ button to return to the Race Day menu.

Practice: Choosing this permits you to take practice laps around the given track, an excellent means of familiarizing yourself with the particular nuances of a course.

Qualify: This feature enables you to qualify for the race. You do not have to qualify for races; however, if you blow off qualifying you'll have to start at the back of the grid.

Race: Select this button to begin the event.

Garage: Select this if you need to make some adjustments to your car's chassis, tires, gears, etc. See Chapter 3 for more information on Garage features.

IMPORTANT! The Garage option is only available in Expert mode.

Setup: This feature allows you to modify race parameters, including race length. Changes to applicable features are reflected in the Race Info section. See below for more information.

Race Parameters

Opponent Strength: Overrides the Adaptive AI (a feature that dynamically adjusts the computer-controlled opponents based on how you drive). Allows you to modify the skill level of opponents, including a mode for customizing the computer AI difficulty percentage.

Race Length: Modifies number of laps you run during a race.

Realism: Controls how realistically your car performs. Normal mode is the easier of the two; Expert is the most realistic.

Wear Factor: This will increase how quickly the tires wear and the gas is used. Damage will increase as well.

Flags: *None* – no flags are thrown during the race. *Black* – cars may be black-flagged for serious infractions. *All* – the entire spectrum of NASCAR® racing flags are used.

CHAMPIONSHIP MENU

Like setting up single races, championship seasons involve several menu screens. To start a racing season, you must first highlight Championship on the Main menu and then press the ✖ button. This will take you to the Drivers menu.



Drivers Menu (Championship Mode)

Pressing the **X** button advances you to the Drivers menu, discussed in the Single Race menu section, page 12. Use the directional buttons to navigate and highlight a driver's name. 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 Jeff Burton from the driver index you will not assume Jeff's identity; instead, the name that you submitted as a Player Name will appear in the season standings. Jeff Burton will not, in this instance, appear in any season races. This is because you will be driving his car in all the Championship races.

After choosing a driver, press the **X** button to advance to the next menu screen.

Setup Menu

The Championship Race Setup menu is slightly different than the one for Single Race mode. Unlike the former, the Championship Race setup parameters include a Season feature. Use the directional buttons to adjust the season length. Options exist for Full, Medium and Short seasons. By default, the Season Type is set to Full. Specific information about other Setup features and their functions are listed on page 13. Once you're satisfied with the parameters, just press the **X** button. However, keep in mind that you will not be able to adjust these settings once you accept them by pressing the **X** button.

Standings Screen

After pressing the **X** button on the Championship Race Setup menu and after each race, the Standings screen will appear. This screen contains a roster of 2001 Championship season drivers, including points and finish statistics. Use the directional buttons to navigate the list. *Time* indicates how much time you've spent with this season.

Next Race reveals the next event on your schedule. The **▲** button returns you to the Main Screen; pressing the **●** button displays the Options menu, which is discussed later in this chapter. To continue on in Championship mode, you must press the **X** button to advance to the Schedule screen.

The Schedule screen contains a roster of events, based on the 2001 season, arranged in chronological order, with the current Race Day event highlighted. Navigate through the events by using the directional buttons.

To view the results of the event highlighted on the Schedule screen, press the **■** button. You'll see the Results screen, which shows driver statistics for the displayed event. Use the directional buttons to view data for other events. Press the **▲** button to return to the Schedule screen.

You must select Next Event to advance to the Race Day menu for the upcoming event, which is highlighted in the Schedule screen's event roster.

THE RACE DAY MENU: CHAMPIONSHIP MODE

Practice, Qualify and Race work the same way as those for Single Race mode, described on page 13. If you are playing Expert mode, the Garage option is also present. (See below for more information on this feature.) The Championship Race Day menu, like that for Single Race mode, also contains a Race Info section, along with access to Records and Options. However, the Race Day menu page for the Championship mode differs somewhat from the one for Single Race mode. The Championship Race Day menu does not contain a Setup button, as you can only setup the race parameters at the beginning of the season.

Press the **X** button to start the event. When the race is over press the **X** button to exit the race and go to the Replay screen.



Head to Head: Allows 2 players to race Head to Head in a horizontal split screen mode. The premise is similar to Single Race mode, where you choose your drivers, select a track and enter the Setup Menu to set the race parameters. All you'll need are two PlayStation 2 controllers and you are ready to race.

OPTIONS MENU

Options menus are available in the following menus: Main, Beat the Heat, Race the Pro, Race Day and Schedule.

Sound: Selecting this option allows you to adjust the sound and spotter

Controller 1/Controller 2: Selecting this option will allow you to choose between 4 different pre-set controller configurations. Pressing the ● button will display the Advanced Controls Screen.

Margins: Select this to adjust the positions of the in-race overlays.



ADVANCED CONTROLS SCREEN

Throttle – Digital, Hard and Soft:

Digital means the throttle is either on 100% or off 0%. Digital is the default setting for the throttle control.

Hard means the controller button is in analog mode. Hard gives the most linear throttle response. When the controller button is pressed down 30%, the throttle is at 30%; when it is pressed down 80%, the throttle is down 80%. Hard gives you the most control over you throttle, but you will have to press quite hard in order to keep the gas at 100%. You would want to select Hard if you have pedals.

Soft is similar hard except you do not have to press so hard to achieve full throttle. For example, when the button is depressed 30%, the throttle will be at 60%. Once the button has been depressed 50% or more, the car will be at full throttle. Soft still allows you to have the throttle control set an analog setting, but you won't suffer from thumb fatigue over a long race.

Brake – Digital, Hard and Soft: The brake control settings work the same as the throttle control settings. The default setting is Hard. Hard gives you a better feel for the brake, makes it less likely you will lock up the tires and since pressing on the brake is the exception (unlike pressing on the throttle, which is the rule), it does not cause thumb fatigue.

Steering 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 devices. Although using the directional buttons moves your car in the same range as a steering wheel and analog stick, the actual movements made by pressing the keys 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 program to register the input. A high setting makes the car easier to drive in a straight line, but can make it harder to make small, subtle adjustments while steering.



CHAPTER 3: WRENCHING THE CAR

You'll never have to turn a cyber-wrench to go fast in the *NASCAR® Heat™* game. In fact, in Normal mode you won't even see the Garage menu. But true gear heads will soon want to use the Expert mode, and for those racers we've included this chapter.

THE GARAGE MENU

Selecting Garage from the Race Day menu displays the Garage menu. From this menu you may adjust your chassis and gearing.

NOTE: The Garage menu is only available when racing in Expert mode, which must be selected when you set up a race.

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 want to swap ends, it's loose. Some people also refer to this condition as oversteer. **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.



THE GARAGE INFORMATION WINDOW

The information window displays information about components of your car and allows you to adjust them. To adjust settings, highlight the desired component and press the **X** button. Information about that component will appear in the information window. To make adjustments to the components, use the arrow buttons in the information window and changes to those components will be displayed in the component setup box. Let's take a look at the different setup boxes.

Weight

Selecting the yellow weight header displays 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 larger 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 is 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: 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%.



NOTE: 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.

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 is 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 is 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.

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.

NOTE: There are four tires in the information window. Each has three numbers on it. These numbers represent the current tire temperatures. Take your car out on the track for ten laps, bring it in to the pits, and check those temps. They will go a long way toward telling you what is happening with your car. For example, if a tire's outside temperature (O) is hotter than its inside temperature, the tire is under inflated. If the inside temperature (I) is hotter than the outside temperatures, the tire is over inflated. If the outside tire temperature is higher than both the middle (M) and inside temperatures, that wheel has too much positive camber.

Camber

If you took the body off a NASCAR® Winston 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® Winston 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.



NOTE: 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.



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. Many cyber test drivers estimate that it takes 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 always select the Default button to reset all the component setups.

Big Things First

Inexperienced tuners should change major things first (spoiler, sway bars and gear ratios). Their affect 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.

CHAPTER 4: A BRIEF HISTORY OF NASCAR® RACING

IN THE BEGINNING...

Auto racing was a growing phenomenon in the early 20th century American Midwest and South. While the Midwest held events in Indianapolis and Milwaukee, the South ran on rural Carolina dirt tracks and Florida beaches. Although popular, these stock car events lacked structure. One of the South's most notable racing promoters, William "Bill" H. G. France, sought to change that. France had a vision: to promote one main racing series, create a track schedule free of conflicts and establish a stock car points championship. He coordinated a number of affiliates together at Daytona Beach's Streamline Motel on December 14, 1947, and the National Association for Stock Car Auto Racing (NASCAR®) was born.

On February 15, 1948, NASCAR® racing held its first race, a modified stock car event, at Daytona Beach. Virginia native Robert "Red" Byron won the 149.6-mile event in Raymond Parks' 1939 Ford. Byron, who won 10 other races in '48, also was later crowned the organization's first national champion. Other racing greats, such as Marshall Teague, Tim Flock, Curtis Turner, and Buddy Shuman, joined Byron that inaugural season. Several female drivers were also on the circuit, including Ethel Flock Mobley, Sara Christian and Mildred Williams. Offering more than 50 races, thousands of dollars in prize money, and a diverse range of competition, NASCAR® racing officials deemed the season a success.

THE ROARING '50S

The '50s were a time of rapid growth and expansion. Major companies like Purolator, Goodyear Tire & Rubber Co., Pure Oil Company (the forerunner of Union 76), and Champion Spark Plugs were key sponsors and suppliers in NASCAR® racing's first full decade. Major automobile manufacturers also joined the racing organization's ranks. After Herb Thomas and Marshall Teague's success with Hudson Motor Company's Hornet, automakers such as Ford, Chevrolet, Pontiac, Chrysler and Oldsmobile supplied vehicles. European imports even entered stock car races when NASCAR® racing President Bill France sponsored the "International Stock Car Grand Prix" in 1953. The Langhorne Speedway (Pennsylvania) event featured both domestic and foreign vehicles, with Porsches and Jaguars racing alongside America's fastest stock cars.

It was an exciting time and some of NASCAR® racing's most famous tracks and drivers emerged in the 1950s. Darlington Raceway®, the first asphalt "superspeedway," opened in 1950. Meanwhile, Bill France dreamed of turning the swampy DAYTONA Beach course into a stock car racing Mecca. His vision, persistence, and hard work eventually paid off when NASCAR® racing erected an immense superspeedway. In 1959 DAYTONA International Speedway® held its first race, a Convertible Division event won by Shorty Rollins. Lee Petty, of course, would win the first DAYTONA 500® (1959) in a classic finish, an appropriate beginning for the now world-famous track and event. In fact, the race was so close that it took France several days to sift through film and declare a winner. Petty was confirmed the victor, just nudging out runner-up Johnny Beauchamp. Petty, the father of Richard Petty, also took home the Grand National championship (now called the NASCAR® Winston Cup Series) that year. Marvin Panch, Glen Wood, Buck Baker, Bill Rexford, Fred Lorenzen, and Everett "Cotton" Owens were also major names on the circuit during the '50s.

FAST TIMES

Over the next two decades Bill France saw his dream blossom; NASCAR® racing emerged as the premier American motorsport. In 1961 the Firecracker 250 was the first national telecast of a NASCAR® race. And as the cameras started rolling, a slew of new racing stars took the sport by storm. Ned Jarrett, David Pearson, Cale Yarborough,

Glenn "Fireball" Roberts, Bobby Allison, Joe Weatherly, Buddy Baker, Lee Roy Yarborough, and Benny Parsons were among the top drivers of this era. However, the most dominant force in the sport was a second-generation NASCAR® racing driver named Richard Petty. The North Carolina native collected a total of seven NASCAR® Winston Cup Series championships in the '60s and '70s. In his illustrious career "King Richard" — as he is affectionately called — posted 200 victories, 27 of those coming in his record 1967 season. America loves champions, and Petty no doubt played an integral role in NASCAR® racing's marketing success.

France would eventually pass his legacy on to his son William C. France in 1972. However, before he did, he made two more lasting contributions to NASCAR® racing. In 1969, France unleashed the longest track on the circuit, the 2.66-mile TALLADEGA Superspeedway®. The fastest lap recorded in NASCAR® racing history came on this Alabama track; in 1987 Bill Elliot lapped Talladega at 212.809 mph. NASCAR® racing's largest sponsorship also came under France's tenure. The R. J. Reynolds Company announced in 1970 the most famous marketing decision in sports history. Reynolds and NASCAR® agreed to rename the Grand National racing division the NASCAR® Winston Cup Series. The new sponsorship and faster tracks, along with a horde of new talent, quickly made NASCAR® racing the major racing series in the United States.



THUNDER ROADS

During the '80s and '90s, NASCAR® racing continued to grow by leaps and bounds. Several new tracks joined the NASCAR® Winston Cup Series and Busch Grand National schedules, most notably Sears Point Raceway, Texas Motor Speedway, and Phoenix International Raceway®. Television deals began becoming commonplace in the '80s. Annual coverage of the DAYTONA 500® made it the most watched motorsport event in America. Attendance at NASCAR® racing events grew at a record pace, too. According to Goodyear, total attendance at NASCAR® Winston Cup Series races in 1999 was nearly seven times what it was in 1980, making it the largest spectator sport in the United States.

Close competition, classic finishes, and a number of personalities have contributed to NASCAR® racing's rapid expansion. Dale Earnhardt, Terry Labonte, Rusty Wallace, Mark Martin, Dale Jarrett, Bill Elliott, and Darrell Waltrip became household names during these two decades. Moreover, a new breed of drivers is emerging today, taking NASCAR® into the new millennium. Jeff Gordon, Ward Burton, Bobby Labonte, Dale Earnhardt Jr., Matt Kenseth, Jeremy Mayfield and Steve Park are the inheritors of a tradition that spans over fifty years. And the way these young drivers are performing, it looks as if both they and NASCAR® racing have a bright future. All in all, not a bad ride for a dream that began on the swampy beaches of Florida. Here's to yet another half century of great racing! May they be as exciting and wild as the first.

NASCAR® WINSTON CUP SERIES CHAMPIONS

2000 – Bobby Labonte	1982 – Darrell Waltrip	1964 – Richard Petty
1999 – Dale Jarrett	1981 – Darrell Waltrip	1963 – Joe Weatherly
1998 – Jeff Gordon	1980 – Dale Earnhardt	1962 – Joe Weatherly
1997 – Jeff Gordon	1979 – Richard Petty	1961 – Ned Jarrett
1996 – Terry Labonte	1978 – Cale Yarborough	1960 – Rex White
1995 – Jeff Gordon	1977 – Cale Yarborough	1959 – Lee Petty
1994 – Dale Earnhardt	1976 – Cale Yarborough	1958 – Lee Petty
1993 – Dale Earnhardt	1975 – Richard Petty	1957 – Buck Baker
1992 – Alan Kulwicki	1974 – Richard Petty	1956 – Buck Baker
1991 – Dale Earnhardt	1973 – Benny Parsons	1955 – Tim Flock
1990 – Dale Earnhardt	1972 – Richard Petty	1954 – Lee Petty
1989 – Rusty Wallace	1971 – Richard Petty	1953 – Herb Thomas
1988 – Bill Elliot	1970 – Bobby Isaac	1952 – Tim Flock
1987 – Dale Earnhardt	1969 – David Pearson	1951 – Herb Thomas
1986 – Dale Earnhardt	1968 – David Pearson	1950 – Bill Rexford
1985 – Darrell Waltrip	1967 – Richard Petty	1949 – Robert "Red" Byron
1984 – Terry Labonte	1966 – David Pearson	
1983 – Bobby Allison	1965 – Ned Jarrett	

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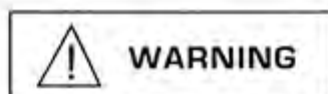
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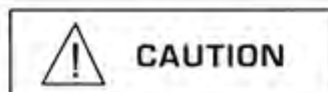
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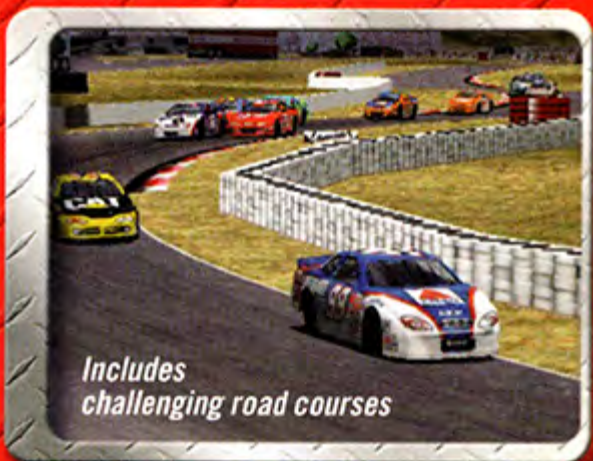
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