USER MANUAL

WTCC
FIA World Touring Car
Championship
OFFICIAL GAME

RACE™

THE WTCC GAME

EUROSPORT   SIMBIN™
                   DEVELOPMENT TEAM   eidos™

ABOUT PHOTOSENSITIVE SEIZURES
A very small percentage of people may experience a seizure when exposed to certain visual images, including flashing lights or patterns that may appear in computer games. Even people who have no history of seizures or epilepsy may have an undiagnosed condition that can cause these "photosensitive epileptic seizures" while watching video games.

These seizures may have a variety of symptoms including: light headedness, altered vision, eye or face twitching, jerking or shaking of arms or legs, disorientation, confusion or momentary loss of awareness. Seizures may also cause loss of consciousness or convulsions that can lead to injury from falling down or striking nearby objects.

Immediately stop playing and consult a doctor if you experience any of these symptoms. Parents should watch for or ask their children about the above symptoms – children and teenagers are more likely than adults to experience these seizures. The risk of photosensitive epileptic seizures may be reduced by sitting further from your monitor, using a smaller monitor, playing in a well-lit room and not playing when you are drowsy or fatigued.

If you or any of your relatives have a history of seizures or epilepsy, consult a doctor before playing.

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SAFETY INFORMATION
This instruction manual contains important safety and health information that you should read and understand before using this software.

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Please read before using this video game or allowing your children to use it. Some people are susceptible to epileptic seizures or loss of consciousness when exposed to certain flashing lights or light patterns in everyday life. Such people may have a seizure while watching images or playing certain video games. This may happen even if the person has no medical history of epilepsy or has never had any epileptic seizures. If you or anyone in your family has ever had symptoms related to epilepsy (seizures or loss of consciousness) when exposed to flashing lights or patterns, consult your doctor prior to playing. We advise that parents should monitor the use of video games by their children. If you or your child experience any of the following symptoms: dizziness, blurred vision, eye or muscle twitches, loss of consciousness, disorientation, any involuntary movement or convulsion, while playing a video game, IMMEDIATELY discontinue use and consult your doctor (particularly since experience of any of these symptoms could lead to injury from falling down or striking nearby objects). Parents should ask their children about the above symptoms - children and teenagers may be more likely than adults to experience these seizures.

PRECAUTIONS TO TAKE DURING USE
• Do not stand too close to the screen. Sit a good distance away from the monitor, as far away as the length
of the cable allows.
• Preferably play the video game on a small screen.
• Avoid playing if you are tired or have not had much sleep.
• Make sure that the room in which you playing is well lit.
• Rest for at least 10 to 15 minutes per hour while playing a video game.

WARNING: AVOID DAMAGE TO YOUR TELEVISION
Do not use with certain television screens and monitors. Some televisions, especially front- or rear-projection types and plasma screens, can be damaged if any video games are played on them. Static images or pictures presented during the normal course of playing a game (or from putting the game on hold or pausing) may cause permanent picture-tube damage, and may "burn in" to the screen, causing a permanent shadow of the static image to appear at all times, even when the games are not being played. Always consult your television screen or monitor manual or otherwise the manufacturer to check if video games can be played safely.

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For queries regarding the replacement of discs or manuals (after the 90 day warranty period) or other non-technical and non-gameplay queries, please contact customer services at the address below:

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Wimbledon
SW19 3RU

TABLE OF CONTENTS

CAUTION - EXTREME REALISM

The driving model and physics featured in this game are an accurate and realistic simulation of how things work in real life. Traction, tire wear, brake temperature, tire temperature, shocks, springs, wings and weather are all taken into account when you take your car around the track. In short - the cars in the game will behave just like their real counterparts would do under the same circumstances.

This does not in any way make the game more difficult – on the contrary, you will be able to drive just like you drive your own car. We strongly urge you to drive responsibly in real life and always obey local traffic laws.

INTRODUCTION

Race – The WTCC game is the first game to let you experience the wildly popular World Touring Car Championship in its 2006 season, with all the drivers, all the cars, and all the locations included. We have gone to great lengths to recreate every aspect of the championship, so that you can experience what it is like to go head to head with the masters on your home PC.

The game also features two support classes – Mini and WTCC 87. The Mini class contains all the cars and drivers from the 2006 Mini Challenge Championship, and the WTCC 87 class lets you go back in time and try out two fabled cars – the Alfa Romeo 75 Turbo, and the BMW M3 e30 - from the 1987 season of WTCC.

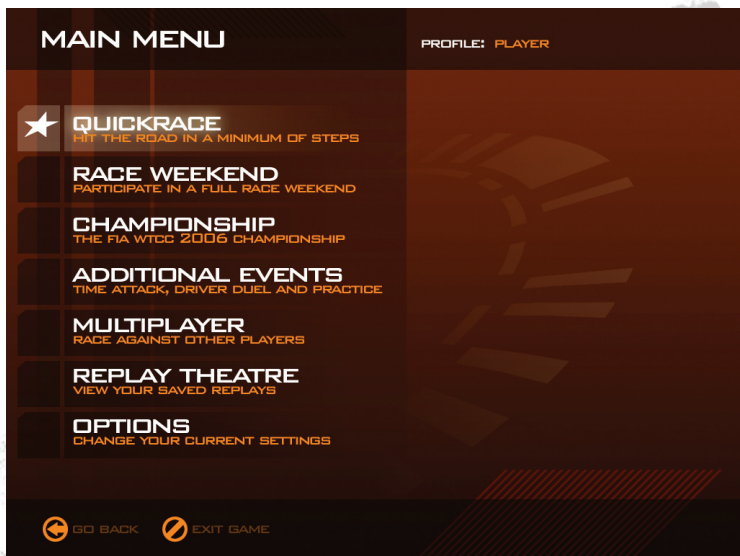## SETUP AND INSTALLATION

▶ Start Windows ® XP

▶ Insert the *Race – The WTCC game* DVD-disc into your DVD-ROM drive. If AutoPlay is enabled, a title screen will appear. Select *Install* and follow the instructions.

▶ If AutoPlay is not enabled, or the installation does not start automatically, double-click on the *My Computer* icon on your desktop, and then double-click on your DVD-ROM drive icon to begin the installation. Follow the installation instructions. If the title screen does not appear, right-click on the DVD-ROM icon and choose *Explore* from the pull-down menu, and then double-click on *autorun.exe* to launch the installation.

▶ After the installation, the graphics configuration program will start. You will need to complete the configuration in order to run the game. If you want to change your graphics settings at a later time, run the *Config.exe* in the game folder.

GETTING STARTED

The first time you start the game, you will be prompted to enter a name for your profile. This is the name that will appear in the high scores as well as the name that will be seen by others when you play online. When you have entered a name you are free to explore the game and try out its different game modes.

MAIN MENU   PROFILE: PLAYER

★ QUICKRACE
HIT THE ROAD IN A MINIMUM OF STEPS

RACE WEEKEND
PARTICIPATE IN A FULL RACE WEEKEND

CHAMPIONSHIP
THE FIA WTCC 2006 CHAMPIONSHIP

ADDITIONAL EVENTS
TIME ATTACK, DRIVER DUEL AND PRACTICE

MULTIPLAYER
RACE AGAINST OTHER PLAYERS

REPLAY THEATRE
VIEW YOUR SAVED REPLAYS

OPTIONS
CHANGE YOUR CURRENT SETTINGS

◄ GO BACK   ⊘ EXIT GAME

We recommend that you start out with the Quickrace game mode in the Novice difficulty setting, just to get acquainted with the game. Once you have got a feel for how the game works, you can explore the other game modes.

💡 Please refer to the *Game modes* section in this manual for more information about the various game modes available.

CONTROL PERIPHERALS

If you are using a steering wheel or other control peripheral, we suggest that you make sure that it is set up correctly before entering your first race. To do this, click on *Options* in the main menu, and then click on *Control options* in the options menu.
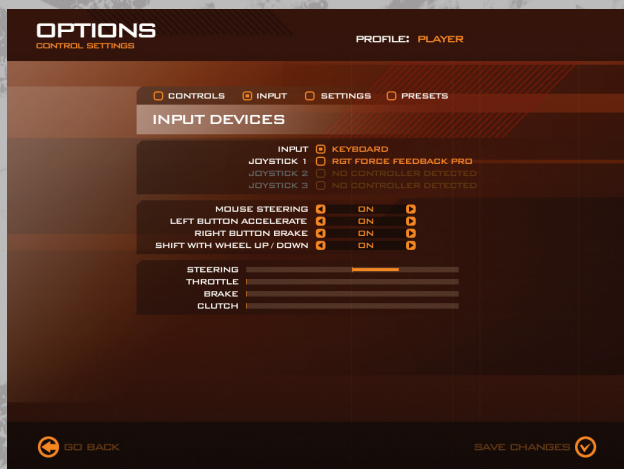
By selecting the *Input* tab you will be able to select the control peripheral you want to use in the game. Be sure to check the *Presets* tab to make sure that you are using the proper control preset for your specific control peripheral.

Please refer to the *Controller setup* section in this manual for more tips and information on how to properly set up your control peripheral.

GAME MODES

Race – The WTCC game has many different game modes, and all of them are accessed via Main menu, or the Additional events menu. This section will briefly describe what each game mode is about.

QUICKRACE

The Quickrace mode gets you straight to the starting lights in a minimum number of steps. Just select the track, car class, car and driver and you are put directly on the grid with no need to worry about practice, qualification or warm-up sessions.

> Please refer to Race rules section of this manual for more detailed information about the dual-race format that is used in WTCC.

RACE WEEKEND

During a real life championship season, each race event is organized over a weekend. The weekend starts on Saturday with two separate practice sessions. A few hours later, the qualifying session is held, and on the Sunday the race itself takes place, preceded by a short warm up session. In the Race weekend game mode, you can customize your own Race weekend and choose which sessions you want to enable, and which rules to apply. Please note that the available settings depend on the difficulty level you choose.

CHAMPIONSHIP

The Championship game mode is the main event of the game. This is where you pit yourself against the AI through a full simulated WTCC season, visiting all the tracks around the world in order to finally crown the season world champion.

The 2006 FIA World Touring Car Championship is made up of ten separate racing events (Race weekends). These are staged in ten different countries across three continents.

As you advance through the championship season, your progress is saved automatically as you move between the sessions of each individual race weekend. Please note that only one championship season can be active per driver profile.

Please refer to the *Championship rules* section in this manual for more information about the rules and regulations of the WTCC championship.

MONZA
ITALY

MAGNY-COURS
FRANCE

BRANDS HATCH
UNITED KINGDOM

OSCHERSLEBEN
GERMANY

CURITIBA
BRAZIL

PUEBLA
MEXICO

BRNO
CZECH REPUBLIC

ISTANBUL
TURKEY

VALENCIA
SPAIN

MACAU
MACAU

WTCC
FIA WORLD TOURING CAR CHAMPIONSHIP

OPEN PRACTICE

This is the perfect game mode to improve your skills on a specific track with the car of your choice. Learn the fastest lines and get comfortable with your braking points or experiment with the Car setup to see what effect it has on your handling. There is no time limit, so you are free to practice for as long as you want.

TIME ATTACK

In the Time attack game mode, the objective is to make the fastest lap time around a specified track with the car of your choice. When you pass the finish line after your first lap, you will see a "ghost" representation of your car on your previous lap. This way you can see how you drove on your last lap, and see which areas you can improve in. Please note that you will only see the ghost of your best lap, so the ghost will only be updated when you do a faster lap time.

If you want, you can save your best ghost lap so that you can race against it later. When you have completed a lap that you want to save, just return to the garage menu and press **Save ghost lap.** To load a ghost lap, press Load ghost lap in the same menu and choose which ghost lap you want to load.

DRIVER DUEL

In the Driver duel you will be competing against the WTCC drivers who hold the record for fastest qualifying lap on each track. The game mode works similarly to the Time attack mode, and the objective is to beat the lap time of your opponent. You can perform the duels in any order, and you are free to choose which car to use.

MULTIPLAYER GAME

In the Multiplayer game mode, you can race against your friends on your local area network (LAN) or go online to face the competition from racers around the world. When you click on *Multiplayer* in the *Main menu*, a screen will appear where you get to choose whether to play on your LAN or through the internet.
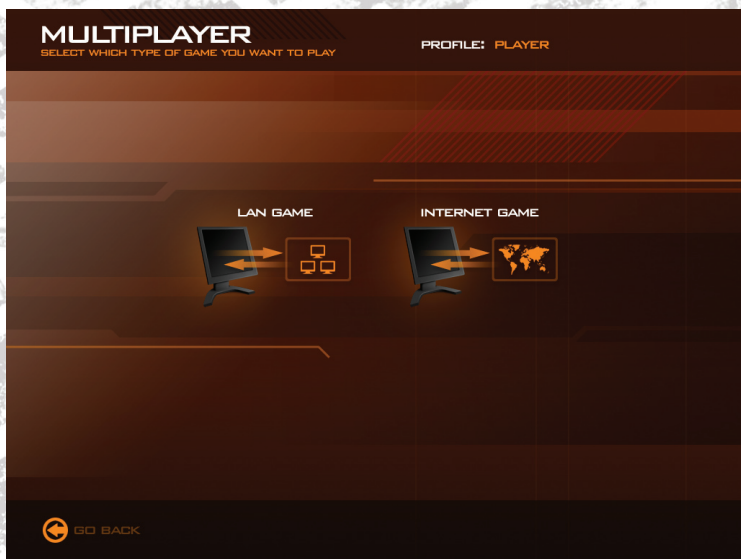
JOINING A GAME

When you select either *LAN game* or *Internet game* in the multiplayer menu, you will be presented with a list of available games. To join a game, simply click on it in the list to select it, and then press *Join game* at the bottom of the screen. Please make sure that the game you join is not full, and that it is currently in the practice session – you are only able to join games while they are in the practice session.

HOSTING A GAME

To host your own game, you press either LAN game or Internet game in the multiplayer menu. Your choice will decide whether you will host a LAN game or an Internet game. In the following menu, press the Host game button at the bottom of the screen. This will bring up a menu with settings for your session.

Select which settings you want the session to have. If you want your game session to be private, just enter a password in the password field. Users will then have to enter that password to join the game. Once you have set the race conditions and pressed Continue, you will be prompted for a game name. This will be the description other users see in the game list. When you have chosen a name for your session, select which car and driver to use and then press Create game to start the session. Please note that the game will not be available for other people to join until the session has loaded.

When the session has loaded, you will be alone in your game, waiting for other players to join. When enough players have joined, you can choose to advance to the next session – at this point, no more players will be able to join the game.

> You can also start a dedicated server by running the **RaceDedicated.exe** file in the game folder. Please read the **RaceDedicatedServer.txt** file located in the games folder for directions on setting up a dedicated server.

RACE RULES

A race weekend consists of two practice sessions, a qualifying session, a warm-up session and two race rounds. The driver with the fastest lap time in the qualifying session will get the highest grid position in the first race round.

Points are awarded to the top eight drivers after each round. The driver who finishes first gets 10 points and then the following seven drivers receive 8, 6, 5, 4, 3, 2 and 1 point.

In the second race round, the first eight grid positions are reversed. This means that the driver that finishes first in the first race round will start at position eight in the second race round – and vice versa. When the second round of the race weekend is over, the points from both rounds are added and an overall winner of the event is named.

ROUND ONE — 9 / 9 LAPS COMPLETE

PRACTICE 1 > QUALIFYING > WARM UP > **ROUND 1** > REPAIR > ROUND 2

	Driver			Time	Points
1	J. Müller	🇩🇪	BMW	25:44.012	10pts
2	A. Priaulx	🇬🇧	BMW	+1.412	8pts
3	A. Zanardi	🇮🇹	BMW	+1.783	6pts
4	R. Rydell	🇸🇪	S	+2.272	5pts
5	A. Farfus	🇧🇷	Alfa	+2.518	4pts
6	L. Rangoni	🇮🇹	BMW	+2.831	3pts
7	J. Thompson	🇬🇧	S	+3.781	2pts
8	D. Müller	🇩🇪	BMW	+3.931	1pt
13	Player	🇸🇪	S	+5.012	0pts

RESTART SESSION   TIMING   NEXT SESSION

CHAMPIONSHIP RULES

The 2006 season of the World Touring Car Championship consists of ten separate racing events. You will score points in each event based on your finishing position in the first and second race round. The winner of the championship is the driver with the highest amount of points after the last racing event. This means that you will not necessarily have to win each separate event in order to win the championship.

A handicap weight system is in place where drivers receive an added weight to their car if they finish in the top positions of a race weekend. In the first race of the season each driver will start with a 20 kilo handicap weight. A driver's handicap weight can then either be increased or decreased throughout the championship season, based on their results in each individual race weekend.

The handicap weight of each driver can be seen in the timing screen.

Extra weight in a car will affect its performance in many ways, such as with tyre wear, fuel consumption, car balance, and acceleration. An added 80 kilos makes a dramatic difference to the way a finely tuned racing machine feels and drives.

A car that continually finishes in the top 3 will have their ballast increased until it reaches the maximum allowed for the WTCC series, which is 80 kilos. A car that carries a weight penalty and fails to finish in the top 3 will have their ballast reduced depending on how far down they finish.

HANDICAP WEIGHTS

1st place	+ 40 kg
2nd place	+ 30 kg
3rd place	+ 20 kg
4th place	- 20 kg
5th place	- 30 kg
6th place	- 40 kg
7th place	- 40 kg
8th place	- 40 kg
< 8th place	- 40 kg

FLAG RULES

Blue flag - Displayed when a driver does not yield to a car that is lapping him. 1st time is a warning, 2nd time indicates the driver must yield immediately, and the 3rd time earns a stop and go penalty.

Yellow flag - Slow down and do not pass. There is a dangerous condition on the circuit. If you pass under yellow you will be penalized.

Black flag - You have been disqualified for unsporting behaviour, or for failing to take a stop and go penalty.

CONTROLS

DEFAULT GAME CONTROLS

DRIVING

Accelerate	Up arrow
Brake	Down arrow
Steer left	Left arrow
Steer right	Right arrow
Shift up	Q
Shift down	A
Headlights	H
Window wipers	W
Change camera	Tab
Look left	V
Look right	N
Look behind	B

GAME

Driver nametags	D
Pause	P

EXTRA

Toggle mirror	1
Toggle HUD	2
Toggle telemetry LCD display	3
Telemetry LCD display mode	Spacebar
Send chat message	c

MOUSE STEERING

Accelerate	Left button
Brake	Right button
Shift up / down	Mouse wheel

Most of these keys can be re-assigned by choosing *Options* in the Main menu or Garage menu, and then choosing *Control options*. There are many actions that do not have a shortcut key assigned to them by default, so be sure to check out the list of actions to see if there is something that you would like to assign to a specific key.

OPTIONS
CONTROL SETTINGS

PROFILE: PLAYER

⦿ CONTROLS　○ INPUT　○ SETTINGS　○ PRESETS

GAME CONTROLS

ACTION	BUTTON
Accelerate	Joy 1 RZ-
Brake	Joy 1 Y-
Steer Left	Joy 1 X-
Steer Right	Joy 1 X+
Shift Up	Joy 1 B2
Shift Down	Joy 1 B1
Headlights	H
Window wipers	Q
Change camera	TAB
Look Left	V
Look Right	N
Look Behind	B
Driver nametags	D
Pause	P
Toggle Mirror	1

⟲ GO BACK

SAVE CHANGES ⊘

CONTROLLER SETUP

To setup your controller, select **Options** in the Main menu or Garage menu, and then select **Control options**.

By selecting the **Input** tab you will see a list of available input devices. If you do not see your controller listed, please refer to the controller's manufacturer's manual to set up the device properly. Select your controller in the list.

Select the **Settings** tab to tweak the wheel input to your preference. Set the dead zones and sensitivity to suit your driving style and hardware. You can see the results through the bars at the bottom of the screen. If your controller functions without problems and you have no special preferences, the default settings are recommended.

If you are using a steering wheel that utilizes Force Feedback, select the ***Presets*** tab to set it up. The game includes specialized Force Feedback effects for a number of devices. Basic effects are recommended if your controller isn't listed in the specialized list – you may also have to enable Reverse effects depending on your device. If your input device is not Force Feedback enabled, simply select "Off".

DIFFICULTY SETTINGS

Before starting a racing event, you are able to choose which difficulty setting you want to drive with. There are three available difficulty settings – Novice, Semi-pro and Professional. The difficulty setting determines which driving aids are available, how much damage your car will take when colliding with other cars or objects, as well as the minimum skill level of your AI opponents.

RACE WEEKEND
TRACK > MANUFACTURER > CAR & DRIVER > RACE SETTINGS

PROFILE: PLAYER

RACE SETTINGS

DIFFICULTY	◀ PROFESSIONAL ▶
ANTI LOCK BRAKES	◀ OFF ▶
TRACTION CONTROL	◀ OFF ▶
STABILITY HELP	◀ OFF ▶
TRANSMISSION	◀ MANUAL ▶
TIRE WEAR	◀ 100% ▶
FUEL USE	◀ OFF ▶
MECHANICAL FAILURES	◀ OFF ▶
DAMAGE SENSITIVITY	◀ ON ▶
PRACTICE SESSION ONE	◀ OFF ▶
PRACTICE SESSION TWO	◀ OFF ▶
QUALIFYING SESSION	◀ QUALIFY ▶
PRE-RACE WARM UP	◀ OFF ▶
GRID POSITION	◀ OFF ▶
RACE LENGTH	◀ 30% (3 LAPS) ▶
WEATHER	◀ DRY ▶
NUMBER OF OPPONENTS	◀ 10 ▶
OPPONENT STRENGTH	◀ 90% ▶
OPPONENT AGGRESSION	◀ REAL ▶
FULL COURSE YELLOW	◀ ON ▶

◀ GO BACK   START EVENT ▶

DIFFICULTY LEVEL INFORMATION

NOVICE
With the Novice setting, you will be able to use ABS (anti-lock brakes), Traction control, and Stability help at their highest setting. The Damage sensitivity setting can be set as low as 30%, and the lowest Opponent strength is 80%.

SEMI-PRO
With the Semi-pro setting, you will not be allowed to use Stability help, and the setting for ABS and Traction control will be restricted to Low. The lowest setting for Damage sensitivity is 80%, and the lowest Opponent strength is 90%.

PROFESSIONAL
With the Professional setting, you will not be allowed to use any driving aids – so your car will handle just like its real world counterpart does. Damage sensitivity is set to 100%, and the lowest Opponent strength is 100%.

The professional setting is a challenge even to seasoned simulation racers, and if you are new to this type of game you will most likely find it a frustrating experience at first. But once you learn to handle the car as it really is, you will feel a great sense of achievement and satisfaction from your new learned skills.

Feel free to experiment with the driving aid settings to get a feel for what they do. After a while you may feel that you can drive without a certain type of aid.

DRIVING AIDS

DRIVING AID INFORMATION

ABS
ABS – or anti-lock brakes – is a system that enables you to brake hard without the brakes locking up. If you are not using ABS, you will need to be more gentle when applying the brakes in order to avoid locking them up.

TRACTION CONTROL
Traction control is a system that helps prevent individual wheels from losing tractions when accelerating or turning hard.

STABILITY HELP
Stability help is a system that compares the driver's intended direction in steering and braking input to the vehicle's response. The system then brakes individual front or rear wheels and/or reduces excess engine power to help correct understeer (plowing) or oversteer (fishtailing).
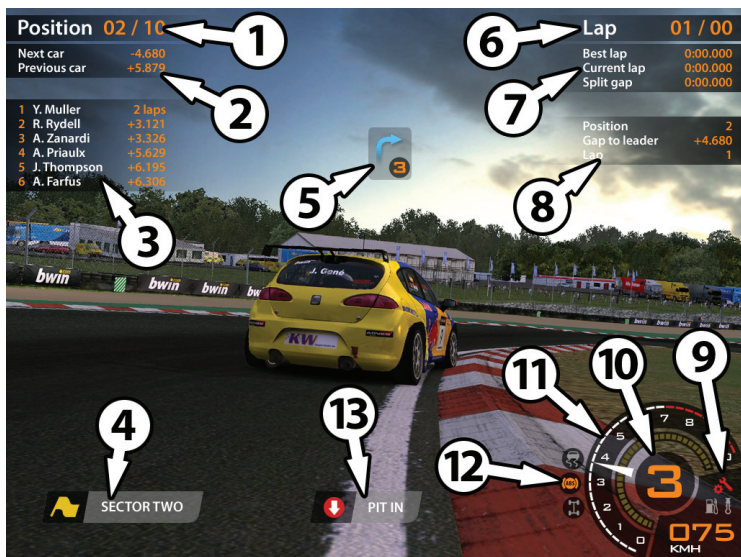
1 Shows your current position in the race.

2 Real time measurement of the gap to the car in front of you and the car behind you.

3 When the leading car passes the start/finish line you will receive information on the position of the following cars.

4 Appears when a flag is in effect.

5 Shows the direction of the upcoming curve, as well as which gear is recommended for taking it.

6 Shows which lap you are currently on, as well as the remaining amount of laps.

7 Shows your best lap time, your current lap time, and real time feedback on your current split times compared to your best lap of the session.

8 The virtual pit board appears for each time you pass the starting line and shows your current position in the race, your gap in time to the leader, and which lap you are currently on.

9 The mechanical problem indicators will light up if you are running low on fuel, the engine gets too hot or you have suffered a mechanical failure.

10 The gear indicator shows which gear you are currently in.

11 The tachometer shows the engine revs. Once the dotted line turns yellow you should prepare to change to a higher gear. When it turns red you are close to hitting the rev limiter and finally when the gear indicator number turns red you are on the rev limiter.

12 The driving aid indicators show which driving aids are enabled. The icons flash when a particular aid is in use.

13 The pit in indicator is shown when your team manager has decided that you need to come in for a pit stop. This can be due to car damage, mechanical failure, or a change in weather.

DRIVING TIPS

SLOW TURNS

A corner or turn is in the slow category when it is engaged in 2nd gear or lower. A slow turn allows for experimentation in both entry and exit.

With low exit speed you will depend on traction to give you the needed acceleration away from the corner, so try to apply gas without making too many adjustments on the steering wheel. Pay attention to the engine note and dose the gas accordingly.

When steering input is given during acceleration you will upset the balance of the car and this can result in loss of traction and limited acceleration.

When accelerating from low speeds it is not advisable to use short shifting. Leave the car in the gear and dose the gas to gain grip rather than shifting to the next gear.

The ideal time to shift gear when accelerating is 100-200 rpm from the rpm limiter.

A common mistake when coming out of a slow corner is to hit the limiter before gearing up. Another mistake is to be too aggressive on the accelerator and get wheel spin. Both of these mistakes will result in poor acceleration out of the corner.

FAST TURNS

A corner or turn is in the fast category when it is engaged in 3rd or higher. Proper negotiation of fast turns is vital when looking for the fast lap times.

With fast corners, the most important thing is exit speed. To get a good exit speed from the corner you first have to align the car correctly coming into the corner.
Corrections in the middle of the corner will cost mid corner speed and that will have a big impact on the exit speed.

Fast corners are all about timing the turn-in. Turn-in is the quick snap of the wheel that is applied to make the car hit the apex. Experimentation is needed to find the right timing – if you turn-in too early, you have to correct your line to prevent the car hitting the inside of the curb. Turn-in too late and the car will miss the apex, which will in most cases result in the driver having to release gas or apply massive steering input – both of which will result in greatly reduced exit speeds.

With a 2-litre engine and 270+ horsepower there is very little room to make up for small mistakes, so if you are under pressure from another driver they will have an excellent chance to overtake if you mess up your exit from a fast corner.

A common mistake is to engage a fast corner in a gear that is too low. Another mistake is to be too aggressive coming into the corner, resulting in missing the apex.

CONNECTING TURNS

A connecting turn is when one corner leads to another corner either directly or with a very short straight section between them. Sometimes a connected corner can be followed by a straight and then a new connected corner. This type of corner is very difficult to master, and it is in these sections that most time can be gained or lost.

Again, exit speed is important but in the case of connected corners it is often the very last exit that is most important. So when entering the first corner of the sequence you can actually use a line that at first does not seem like the ideal line. You might not apex on the first corner, but this is because you have to use a line that allows you to apex and exit ideally from the last corner.

The ultimate goal when driving through a series of connected corners is to come into the section at a speed that lets you connect to the next corner without having to adjust the line or apply the brakes out of sequence. If you loose the line coming into a series of connected turns you will loose the line for the next corner and the corner after that. A mistake coming into a series of connected turns is almost impossible to make up for and will cost you all the way to the exit, which can potentially cost several positions in the race.

A common mistake when engaging connected corners is to come into turn 1 of the section with too high speed. Another mistake is to be in the wrong gear in the middle of the sequence – either too high or too low.

ATTACKING IN SLOW TURNS

Slow corners are good places to attack since they offer a wide variety of lines both coming in and out of the corner.

If you want to attack in a slow corner you should prepare for this to improve your chance of success. The best way to plan for such an attack is to focus on the corner that lies before the corner where you plan to attack. We will call the attack corner for turn A, and the corner before this for turn B.

When closing in on turn B you will have to think about your exit speed, so that you are able to remain close enough to your opponent to execute your attack in turn A. Even if you think that you might have a chance to launch an attack in turn B, you should be patient and wait for turn A.

Coming out of turn B you have to have made up you mind on what kind of attack you intend to do. Even though it is rare that an attack turns out the way you have planned, it is better to have a plan that can change than to have no plan at all and hesitate when an opening presents itself.

You make your move by moving to the inside, and brake as late as possible – if you are successful you will now have the other car on your outside. You should expect a counter-move from the other driver, so focus on your acceleration coming out of the corner and make sure that you are correctly placed for the next corner.

A common mistake when attacking in a slow corner is to allow the other driver to come back at you at the exit. One way of preventing this is to steal the other driver's exit by placing your car on the line that you expect the other driver to use. By doing so you are in control of the speed of both cars. However, if there is more than one car in the battle you are running a high risk of losing positions to another car by using this kind if technique.

DEFENDING IN SLOW TURNS

Since slow corners are good places to attack, they are most often heavily defended in a battle for positions.

One defensive strategy is to take the inside line coming into the corner, which forces the other driver to take the long way around you on the outside. However, by doing this you will risk not getting an ideal exit from the corner and losing the position on the straight after the corner.

The best thing to do is actually to prevent the attack by focusing on the corner leading up to the slow corner. If you focus on carrying as much speed as possible from this corner, you will greatly reduce your opponent's chances to launch an attack. It will also give you more time to see where the attack is coming from.

A common mistake when defending is to start defending too early. Driving defensive lines is far from the fastest way around a race track, so try to wait as long as possible before defending.

ATTACKING IN FAST TURNS

Attacking in fast turns takes planning and patience. The speed carried through a fast corner means that attacking comes with great risk for both drivers.

When planning a fast turn attack, always use a corner that you know well and feel comfortable with. Even if there is half a lap until you reach this corner, it is advisable to be patient and wait. Your focus should be on rhythm and exit speed to stay close to the car in front, as you approach the attack point. By staying close you will hopefully stress the other driver to drive defensively. This combined with the attack corner being one that you are fast in should give you some advantage.

If the driver in front goes into defence early, you should be able to pull to the inside as you both enter the braking zone – because of the high speed the other driver will not be able to change lines as sudden as is needed to counter your attack. If the other driver anticipates your attack and closes the door, you should accept this and try to gain on a better exit instead.

A common mistake when attacking in a fast turn is to be too impatient and make a drastic move. This will most likely end up costing you time, and potentially cost you positions in the race.

DEFENDING IN FAST TURNS

The best defence for any corner is anticipation – if there is a driver close behind you it is likely that an attack will come.

If this is the case, your best options if often not to think defensively, but instead think about your own driving and speed. You can also tighten up your driving line a bit (about half a car's width), which will show your opponent that you are aware of his presence and that you are anticipating an attack.

If your opponent should manage to stress you into making a mistake, do not try to close the door in panic when the attack comes. If you try to close the door when it is really too late, it is very likely that you come in contact with your opponent's car and end up in the barriers instead.

ATTACKING IN CONNECTED TURNS

It is very difficult to perform a successful attack through a series of connected turns, and is therefore generally not recommended. The goal should be to fake an attack coming into the series of turns and then overtake the other driver on the exit.

A common mistake when attacking in a connected corner is to gamble on a move that is not very likely to work, and instead result in losing positions in the race.

DEFENDING IN CONNECTED TURNS

In order to successfully defend in connecting turns, you need to see the whole section as an entirety. Another driver may overtake you early or in the middle of the section, but keep in mind that you will probably get that position back at the exit.

If you panic and start defending by changing lines in the middle of the series of turns you run a very high risk of losing more than just one position.

LEARNING NEW TRACKS

The best way to learn a new track is to use the Time Attack game mode. Start by doing some really slow laps. When you think that you can remember the sequence of the turns, you speed up things a little bit. Remember that you are still sightseeing, so just try to complete a lap where you follow the ideal line throughout the whole length of the track.

When you have done a good sightseeing lap you return to the garage menu and choose Save ghost lap. Once saved you choose Load ghost lap, load your saved lap and go back on track. Now you follow a bit behind the ghost so that you can use the ghost as reference if there are turns that you still confuse with each other. When you are able to drive consistent laps faster than your previous ghost, you save the new ghost lap and repeat the steps above.

KNOW YOUR STRONG SECTIONS

If you are able to identify what kind of corners or sections that suits your driving style and build your races around those, you have a greater chance of success than if you are constantly improvising during a race.

It is easy to be patient when you know that there is a corner or section coming where you are strong – all you have to do is line up the other drivers for it.

ACCEPT YOUR WEAK SECTIONS

Acceptance of having weak sections on a track is something most drivers find hard. Do not confuse having a weak section with being slow – having a weak section means that you may loose one or two tenths of a second in that section.

Practice can in some cases improve your weak section but sometimes the flow of the corner or section simply does not match your driving style. Try to accept this and be prepared to come under pressure in your weak sections, but try to stay calm and focus on your strong sections instead of worrying too much about this.

TESTING AND IMPROVING

If you want to test changes of car setups you must first know the track. You must be able to drive consistent laps without falling off the track every other lap.

When you want to start making changes you should only change one parameter at a time. Furthermore, you should do a big change to that specific parameter. This could be to raise the rear camber from minus 3 degrees to minus 1.5 degrees for example. Rear camber is mentioned because it is a simple setting to adjust while still providing big changes in how the car behaves.

Go back on the track, but instead of adjusting your lines you should try to drive the same lines at the same speed as before the change. If the car feels better than before, you should save your car setup before you change the next parameter.

If the car feels worse than before, you should go back to the setting it had before the change. There is no point in building a setup on something that at first did not feel good.

When making changes to your car's setup, it is best to focus on one end of the car at a time. The balance of a race car can be adjusted by changes to the rear or the front exclusively, and in most cases that is the best solution.

When searching for better lap times, the Time Attack game mode is your best friend. If you are doing 1.40 minute laps on Oschersleben, you should try to find an online ghost file from that track that is no more than one second faster than yourself. When racing against the faster ghost, you can monitor where it is that you are losing time. The goal is to identify if the other driver is faster because of using better lines than you, and in that case if you can adapt to the same lines.

First try to use the same lines without making any changes to the car, then if you are certain that the car setup is the limiting factor you can try to make small changes to your car setup.

A thing to remember is gears and the interval between the gears – some tracks have an important section where lots of time can be won or lost, if your gears are not matched to this section you will lose time there.

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