

LE MANS 24 HOURS:  
CIRCUIT INSTRUCTIONS GUIDE

by

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## INTRODUCTION

I feel extremely fortunate to have been able to watch fifteen of the 24 Hours of Daytona in February 2001 - the first and only time popular NASCAR driver Dale Earnhardt was able to compete in this classic event. While I personally prefer true road courses to stadium courses, I was still caught up in the beauty and artistry of the grueling event. It was really quite special to see cars speeding along on the tight, narrow pavement in the middle of the night, barely able to see anything beyond the glow of the headlights. I also enjoyed the interviews with race teams and spectators alike as they also fought to survive their grueling roles in the race. The changing weather conditions made this all even more difficult for everyone involved. It was my first chance to watch an endurance race, and I instantly fell in love with what was for me a brand new type of racing.

Le Mans 24 Hours brings this experience and excitement home. The LONG endurance races - Petit Le Mans (10 hours) and Le Mans (24 hours) - are extremely true to Nature in this respect. The tracking of the shadows as the sun crosses the sky during the day, the tracking of the moon and stars as they cross the night sky, the glare of headlights and taillights, the sound of the engines piercing the air, the drying of the circuit as a long, drenching rain gives way to clear, sunny skies; many of these changes are not easily noticed, as so much of your attention is focused on the mechanics of the race itself, and on anticipating the next corner. The exquisite detail afforded to the realism is breathtaking - IF you happen to notice it as you drive!!!

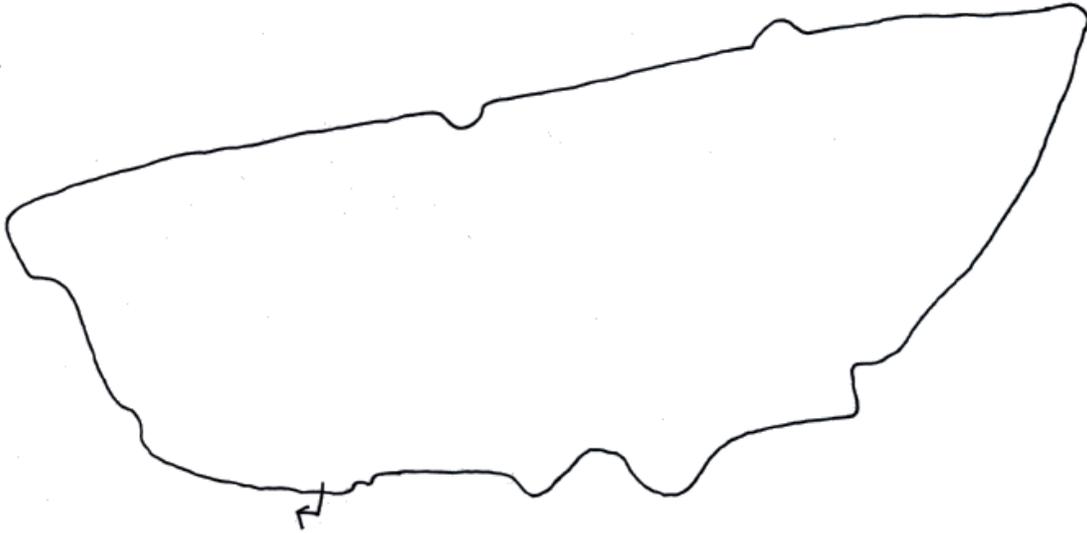
This guide comprises detailed circuit information to help players successfully and quickly drive each circuit. Circuit maps are also provided to help those visually-oriented players, giving them a chance to truly study and scrutinize each circuit for potential trouble spots at each race venue. Some of the detail information - with appropriate modifications - comes from the driving guide I wrote for F1 Championship Season 2000 (itself based on the

guide I wrote for F1 2000); this only applies to those circuits which are common between these games.

For ALL circuits, where the corner/segment names are known, I have translated these names to English and dropped any accent markings, as standard text-only Internet documents are based on the English-language ASCII character set. Also, circuit detail information is for dry-conditions daylight driving; appropriate modifications are required for nighttime driving and driving in other weather conditions.

All twelve possible courses (minus the three reverse courses) are listed here, with detailed driving instructions for each. Some of these circuits must be unlocked by winning races in Quick Race Mode.

## DETAILS: LE MANS



This is the longest circuit of the game... and quite likely the reason players buy or rent this game!!! It is IMPERATIVE to learn this circuit flawlessly during daylight conditions, as visibility is unbelievably poor at night and in wet-weather conditions (although better than in the old Test Drive: Le Mans). The trick to successfully completing Time Trial here (and thus unlocking a car) is to find the best possible combination of small car size with strong acceleration and high top-end speed; however, you must begin Time Trial with at least 40% fuel, so you will certainly need to make a number of laps to reduce your fuel load - along with absolutely BETTER-THAN-FLAWLESS DRIVING - to even have a HOPE of besting the Goal Time of 3:34.000.

SPECIAL NOTE 1: After driving all night long (especially in the full 24-hour race), the transition to daylight driving (especially under clear skies) can result in poor visibility of cars far ahead of you until your eyes adjust. Be wary of your closing rate on slower, 'unseen' cars far ahead, as you can suddenly find your front bumper banging the rear end of another vehicle.

SPECIAL NOTE 2: Lights are used for nighttime driving and other poor visibility conditions (primarily constant rain). While the lights are great in poor visibility

conditions, do not allow yourself to become too reliant upon them. Once clear visibility returns, the lights are turned off (approximately 6:30AM in the full 24-hour race).

Turn 1 (Dunlop Curve): This is a rather nice right-hand fade which can be taken flat-out. However, it may be a good idea to begin braking for Dunlop Chicane when exiting Dunlop Curve. An elevation change begins here.

Turns 2-4 (Dunlop Chicane): Given the continual upward slope through Dunlop Chicane, it is extremely easy to slip off the pavement on either side of the circuit... and both sides are filled with plenty of kitty litter. Braking well before entering the Dunlop Chicane is of UTMOST importance as the corners of the chicane are rather tight. At the beginning of a race, all the traffic can make this segment even more treacherous than it would be normally.

Straightaway: The significant hill crests as you pass underneath the big Dunlop tire.

Turns 5-6 (Red Mound S): This left-right chicane begins just after passing the Ferris Wheel on the left side of the course, and is a good reference point to use in picking your braking zone; note that the Bugatti circuit turns to the right here. The barriers are rather close to the pavement on both sides through the chicane, so any off-pavement excursions will result in sliding along the rails; this is especially important in case you carry too much speed through this chicane.

Turns 7-9 (Red Mound Curve): This is a set of three right-hand semi-corners which can usually be taken flat-out, unless you find yourself encumbered by traffic. However, keep a tight line to the apex of each of the three semi-corners, or you may find yourself with a few wheels in the sand and grass on the outside of the course. The outside of the final corner is actually paved (where the Le Mans circuit joins public roads come together), so this can be used as a good swing-out area if necessary, and can also be used to pass a small group of cars on the inside of the

corner; beware the outside barrier here as you will be likely be carrying A LOT of speed.

Straightaway (Hunaudieres Straight - Part I): This is the longest straightaway of the circuit, and very good top-end speeds can be achieved here, especially if you were able to blast your way through Red Mound Curve without even tapping the brakes. However, there is no room for error if you get involved in a three-abreast situation, as the barriers come almost directly up to the pavement. During the day, look for the distance-to-corner markers or else you will miss Motorola Chicane (flashing red lights alert you to the chicane at night and in poor-visibility conditions).

Turns 10-12 (Motorola Chicane): This is the same chicane format as the Dunlop Chicane (right-left-right), but wider and without the hill. Beware the barriers. In poor-visibility conditions, the first corner of the chicane is easily identifiable by the red lights; during the day, however, the chicane is very difficult to see from a distance, so be sure to look for the distance-to-corner markers.

Straightaway (Hunaudieres Straight - Part II): Very good top-end speeds can be achieved here. However, there is no room for error if you get involved in a three-abreast situation, as the barriers come almost directly up to the pavement. During the day, look for the distance-to-corner markers or else you will miss Michelin Chicane (flashing red lights alert you to the chicane at night).

Turns 13-15 (Michelin Chicane): This is exactly like the Motorola Chicane, but is a left-right-left combination with a tighter initial turn. In poor-visibility conditions, the first corner of the chicane is easily identifiable by the red lights; during the day, however, the chicane is very difficult to see from a distance, so be sure to look for the distance-to-corner markers.

Straightaway (Hunaudieres Straight - Part III): Yet another long straightaway, but with a small fade to the right almost one-third of the way along its length. After

clearing the small rise (similar to a bridge over a small country stream, about two-thirds of the way along the straightaway), look for the distance-to-corner markers for Mulsanne Curve.

Mulsanne: If you can carry enough speed and have sufficient tire grip, you can essentially treat both Mulsanne Hump and Mulsanne Curve as one long double-apex corner by riding up on the inside rumble strip of Mulsanne Curve. Mulsanne Hump and Mulsanne Curve together essentially form a 135-degree (double-apex) megacorner. It is very easy to go too wide exiting this megacorner, and CPU-controlled cars often will find themselves in the sand trap, so keep watch for such activity as you round Mulsanne Curve.

Turn 16 (Mulsanne Hump): The distance-to-corner markers actually are for the following right-hand turn, but no one can afford to miss Mulsanne Hump, whose apex is almost exactly in line with the 100m marker and bounded on the left by a nasty barrier.

Turn 17 (Mulsanne Curve): The distance-to-corner markers are actually for THIS corner. This is a ninety-degree corner requiring moderate braking and a solid, clean racing line to keep out of the sand trap.

Straightaway: This straightaway has three fades to the right along its length. At the apex of the third fade, begin braking for the Indianapolis Curve.

Turn 18 (Indianapolis Curve): This left-hand ninety-degree corner can easily be missed, so use plenty of braking beginning at the apex of the third fade along the previous straightaway. Do not cut this corner too sharp or you will likely bang the barrier on the inside of the turn.

Turn 19 (Arnage Curve): After a very brief straightaway, this is a right-hand right-angle corner. The trick here is to NOT come up to full speed following the Indianapolis Curve, thus saving your brakes a little (which is extremely importance in endurance races). Do not cut this corner too sharp or you will likely bang the barrier on the inside of

the turn. If you go wide, say 'Bonjour' (daytime) or 'Bonsoir' (evening/nighttime) to the outside barrier. Likewise, if you carry too much speed over the inside rumble strip, countersteer immediately to avoid a spin (and that still may not help).

Straightaway: This 'straightaway' has four fades (left-right-left-right). After the fourth fade, get ready for the fast-approaching Porsche Curve.

'Chicane:' This next segment essentially forms an extra-wide right-left-left-right ('bus stop') chicane as it leaves the public roads. Extreme care is required here, as the pavement is extreme narrow.

Turn 20 (Porsche Curve): Light braking will likely be needed here, although experts can probably blast through here at top speed if not encumbered by traffic. An uphill rise begins here.

Turn 21: The rise crests here as the course turns to the left.

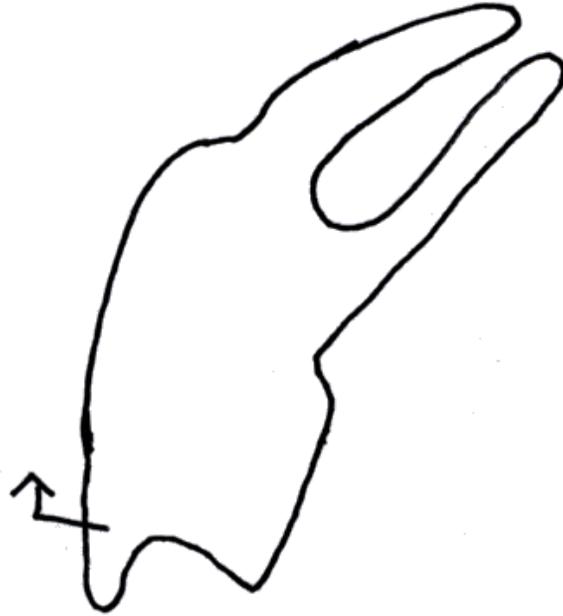
Turns 22-23: The course elevation drops at Turn 22 as the circuit turns to the left, making this corner more challenging than it would at first appear. Turn 23 follows immediately, turning to the right.

Turns 24-27 (Prairie): There are four significant semi-corners (right-left-right-left) here. Top speed can be carried all the way through Prairie, but only with a flawless racing line, else you risk dropping a wheel in the grass and slowing yourself down. On exiting Turn 27, the single yellow line marking the Pit Entry begins on the right.

Turns 28-31 (White House): These tight left-right-left-right S-curves are the finale of a rather lengthy lap of the Le Mans circuit. The pavement here is extremely narrow, making safe passing impossible; if any passing is to be done here, it is only by ramming another car off the pavement and into the kitty litter. The entire area is

surrounded by massive sand traps, so if you slip off the pavement, you will be slowed almost to a snail's crawl, losing valuable time and allowing those behind you to pass with the greatest of ease. A VERY brief straightaway separates the first left-right combination from the second. Note that to keep your time in this section to a minimum, you will need to make use of the rumble strips on the inside of each corner; however, if you come through ANY corner of White House carrying too much speed (especially in wet racing conditions), the car will bounce severely and perhaps spin or slide out into the kitty litter.

DETAILS: BUGATTI



This is the permanent section of the Le Mans circuit. Bugatti is a rather technical circuit, so top-end speed is generally not the best way to set up a car here. Those familiar with the Nevers Magny-Cours F1 circuit will certainly appreciate its similarity to the four semi-parallel straightaways on the first half of the Bugatti circuit.

Turn 1 (Dunlop Curve): This is a rather nice right-hand fade which can be taken flat-out. However, it may be a good idea to begin braking for Dunlop Chicane when exiting Dunlop Curve. An elevation change begins here.

Turns 2-4 (Dunlop Chicane): Given the continual upward slope through Dunlop Chicane, it is extremely easy to slip off the pavement on either side of the circuit... and both sides are filled with plenty of kitty litter. Braking well before entering the Dunlop Chicane is of UTMOST importance as the corners of the chicane are rather tight. At the beginning of a race, all the traffic can make this segment even more treacherous than it would be normally.

Semi-parallel Straightaways: These four semi-parallel straightaways can produce an unexpected aural effect. Once traffic stretches out all around the circuit, whenever you are on the middle straightaways, you will almost certainly hear cars speeding past you on the straightaways to either side of you.

Straightaway: The significant hill crests as you pass underneath the big Dunlop tire.

Turn 5 (Chapel): This is a rather tight right-hand hairpin which will require moderate breaking on entrance. Chapel begins immediately after passing the tall Ferris Wheel on the left.

Turn 6 (Museum Curve): This is a wide left-hand hairpin with an extensive sand trap to the outside of the pavement. Of the three consecutive hairpins, this is by far the easiest to handle, allowing for most cars to still carry some considerable speed through the hairpin, but braking is still required before entry.

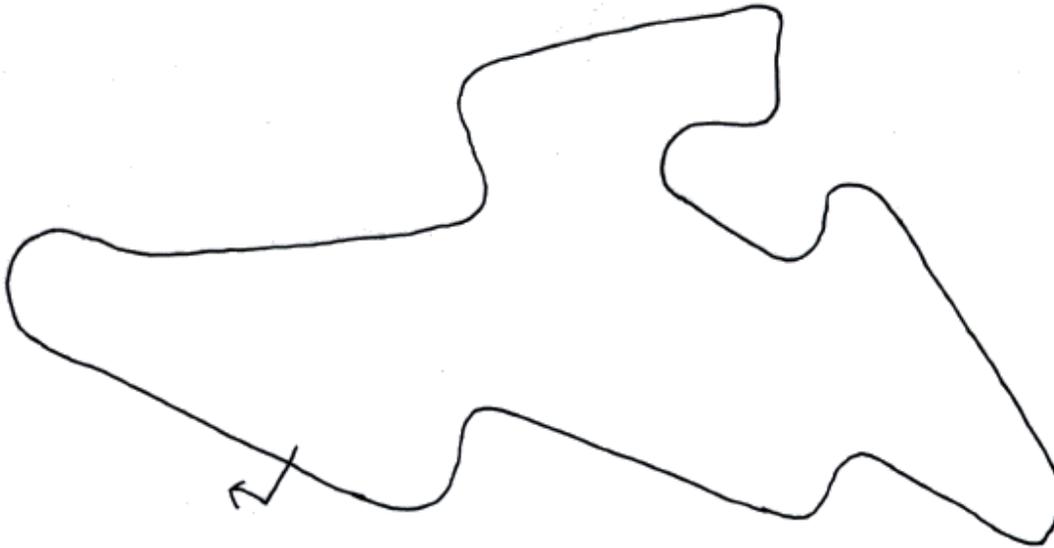
Turn 7 (Green Garage): Yet another tight right-hand hairpin requiring harsh braking. If you miss your braking zone, you will find yourself beached in the kitty litter to the outside of the hairpin.

Turns 8-9 (Ox Way S): Hard braking is required here after the fourth of the semi-parallel straightaways. Beware the sand traps to the outside of each corner, and make sure not to overcompensate and roll through the grass on the inside of the corners. Turn 8 begins immediately after passing underneath the Bridgestone bridge.

Turns 10-11 (Blues S): Brake early or Turn 10 will have you either out in the kitty litter or spinning around in the middle of the pavement. The right-handed Turn 10 is rather straightforward. However, there are then TWO pieces of pavement turning to the left. The official Turn 11 is the SECOND pavement, so do not turn too soon.

Turns 12-13 (Connection): Pit Entry is to the right immediately before entering Connection, so beware of slower cars here. The Connection complex is extremely complex, as the final chicanes and the Pit Entry of the Le Mans course rejoin the Bugatti course here. Just make two right-hand, ninety-degree turns at a moderate pace (likely making good use of the rumble strips) and you will soon find yourself safely back on the Pit Straight. The pavement here is extremely narrow, making safe passing impossible; if any passing is to be done here, it is only by ramming another car off the pavement and into the kitty litter.

DETAILS: BRNO



Located in the Czech Republic, this is another rather technical circuit, with massive sand traps on the outside of every corner, and sand traps on the inside of many corners as well. A reverse race configuration is also available at Brno (unlocked simultaneously with Reverse Donington National and Reverse Donington Grand Prix). Fortunately, this is a rather wide circuit, so racing three-abreast is easily done without anyone endangering the other cars involved; four-wide racing, however, is certainly NOT recommended at Brno, especially when cornering!!!!

Pit Straight: The Pit Lane barrier is set just far enough away from the official course (marked by the white line on the right side) that an unofficial paved lane is created. You can make use of this unofficial lane to pass several cars at once, especially on a standing start. However, beware of any cars exiting Pit Lane.

Turn 1: This is a relatively-fast right-hand J-turn requiring light to moderate braking on entry. For good lap times, a minimum speed of 100MPH/160KPH is required through Turn 1, but I have been able to successfully hold speeds over 110MPH before oversteering begins to take effect. If

you can successfully hold such speeds here, Turn 1 is a great place to pass other cars. Do not drift off-course on the left, or you will be beached in the sand. A gentle fade to the left occurs on corner exit.

Turn 2: This left-hand corner will require moderate braking on entry to keep out of the sand. Again, good speed can be held through this corner, allowing you to pass one or two cars.

Turn 3: After a brief straightaway, this right-hand corner will require light braking to stay out of the sand.

Straightaway: The circuit begins its downhill run here.

Turn 4: Continuing downhill, this right-hand J-turn requires moderate braking as the car lightens.

Turn 5: A right-hand corner requiring light braking as the course continues downhill.

Turn 6: After a brief straightaway, the course continues downhill through this left-hand corner, which requires light braking. Do not go wide on exit or you will be caught out in the kitty litter.

Turn 7: Still continuing downhill, the course turns left here, requiring light braking. If you go wide, you will be out in the sand.

Turn 8: This right-hand J-turn requires moderate braking to keep from sliding out into the sand on the outside of the corner. The inside of the corner also has a sand trap, so do not cut this corner too short if you need to pass other cars here.

Turn 9: After a relatively long straightaway, the course has a right-hand downhill J-turn here requiring moderate braking. Drift left on exit, but do not go too wide or you will be beached in the sand.

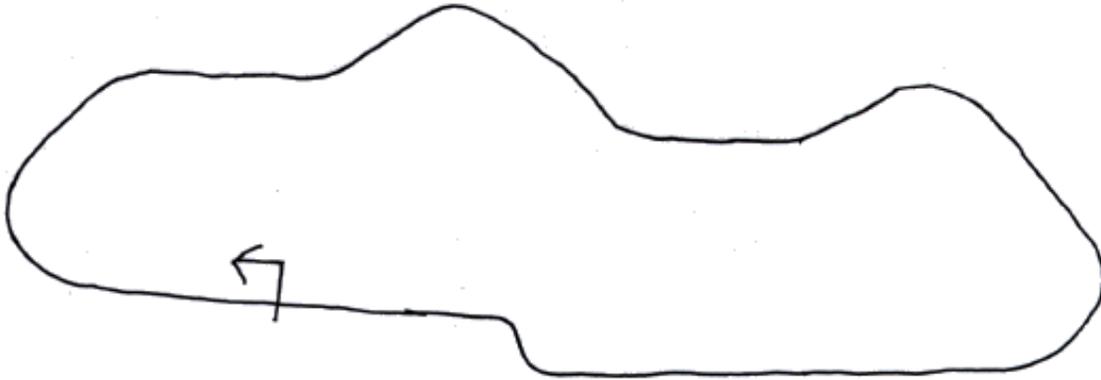
Turn 10: The course finally 'bottoms out' and begins a gentle uphill climb at the entrance of this left-hand corner. Light braking is required here to keep from running out into the sand.

Turn 11: Almost immediately following Turn 10, this right-hand corner continues the uphill climb. Moderate braking is necessary here.

Turn 12: Still continuing uphill, use moderate braking for this left-hand corner to keep out of the sand.

Turn 13: The hill crests on entry to Turn 13. Use light or moderate braking here to stay out of the kitty litter. The single white line indicating Pit Entry begins just after the apex of Turn 13, so be mindful of cars slowing for Pit Entry.

DETAILS: DONINGTON NATIONAL



This popular British venue is the host of many events, and has been included in other racing games. The outside of almost every corner has a very small strip of grass between the pavement and the sand trap. The only difference from the Donington Grand Prix course is that the two straightaways behind the Paddock Suite are bypassed.

Turn 1: This right-hand J-turn requires moderate braking, and plenty of patience at the start of a race as traffic really jams up here.

Turn 2: This is a long, gentle right-hand semi-corner, sloping downhill along its entire length.

Turn 3: Continuing downhill, this left-hand corner will only require light braking, if the brakes are needed at all. Due to the downhill slope, it may be difficult to see the apex of the corner as you approach.

Turn 4: Immediately after Turn 3, the course turns uphill to the right here, with light or moderate braking required.

Turn 5: After passing underneath the pedestrian bridge, the course turns to the left here. No braking is required.

Turn 6: This is really just a left-hand fade.

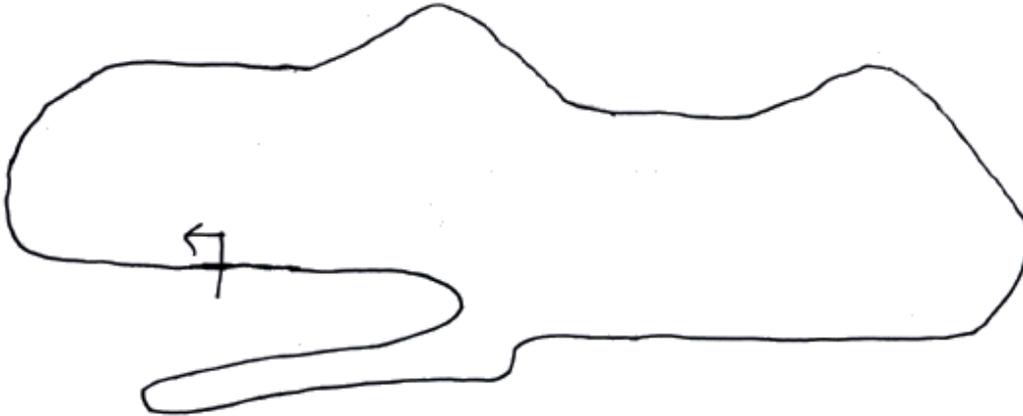
Turn 7: Moderate braking is necessary as the course continues uphill through this right-hand turn. The barrier

on the left comes rather close to the pavement, so there is not much grass and sand to stop you if you miss your braking zone.

Turn 8: This lengthy, sweeping right-hand J-turn will require light braking to keep out of the grass and sand as the course continues slowly uphill. This corner opens out onto the longest straightaway at Donington.

Turns 9-10: Shortly after passing underneath the big Dunlop tire, begin braking for the chicane. This is a tight right-left combination. Barriers to the inside AND outside of Turn 9 prevent any shortcutting.

DETAILS: DONINGTON GRAND PRIX



This popular British venue is the host of many events, and has been included in other games. The outside of almost every corner has a very small strip of grass between the pavement and the sand trap.

Turn 1: This right-hand J-turn requires moderate braking, and plenty of patience at the start of a race as traffic really jams up here.

Turn 2: This is a long, gentle right-hand semi-corner, sloping downhill along its entire length.

Turn 3: Continuing downhill, this left-hand corner will only require light braking, if the brakes are needed at all. Due to the downhill slope, it may be difficult to see the apex of the corner as you approach.

Turn 4: Immediately after Turn 3, the course turns uphill to the right here, with light or moderate braking required.

Turn 5: After passing underneath the pedestrian bridge, the course turns to the left here. No braking is required.

Turn 6: This is really just a left-hand fade.

Turn 7: Moderate braking is necessary as the course continues uphill through this right-hand turn. The barrier on the left comes rather close to the pavement, so there is

not much grass and sand to stop you if you miss your braking zone.

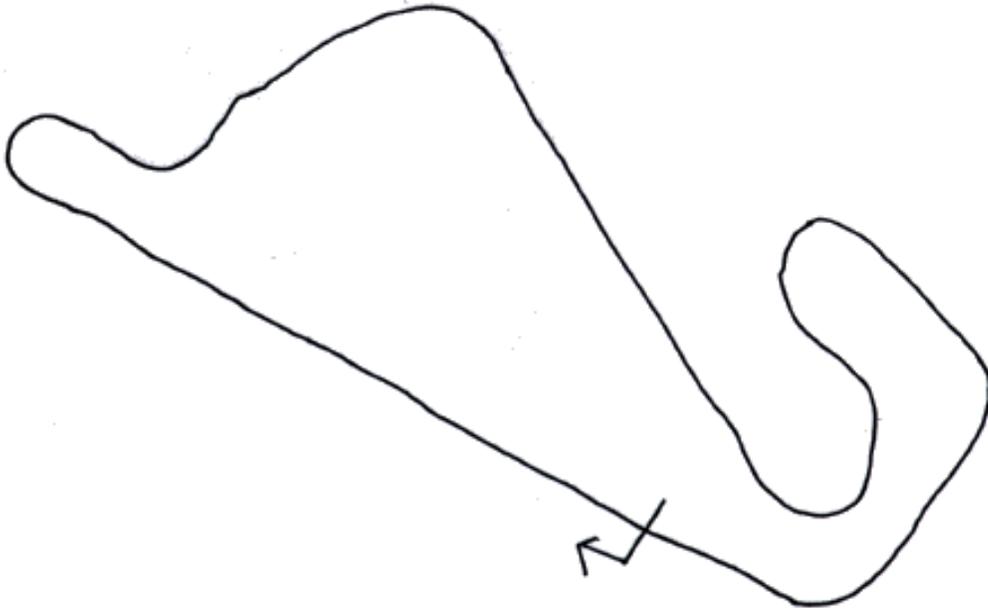
Turn 8: This lengthy, sweeping right-hand J-turn will require light braking to keep out of the grass and sand as the course continues slowly uphill. This corner opens out onto the longest straightaway at Donington.

Turns 9-10: Shortly after passing underneath the big Dunlop tire, begin braking for the chicane. This is a tight left-right combination with NO room for error. The barrier on the inside of Turn 9 prevents shortcutting, and the sand trap to the inside of Turn 10 severely hinders anyone attempting to shortcut that corner.

Turn 11: After a significant straightaway, this is a tight right-hand hairpin turn onto another significant straightaway behind the Paddock Suite. Essentially, think of this as changing runways on an airport circuit (such as at Sebring) and you should do fairly well here. Moderate braking is required here. If you miss your braking zone, there is a wide patch of kitty litter to the outside of the corner.

Turn 12: The final corner of the circuit is a left-hand tight hairpin. Again, think of this as changing runways on an airport circuit. Moderate braking will be needed here.

DETAILS: CATALUNYA NATIONAL



The Catalunya circuit is challenging, but good speeds can be carried along much of the circuit. For observers and drivers alike, plenty of action can be found at the Catalunya National circuit.

Pit Straight: As usual, incredible speeds can be attained here. Watch for cars rejoining the race from the right side of the straightaway.

Turn 1: This right-hand hairpin is rather tight, and rejoins the Grand Prix circuit just short of Wuth. Heavy braking will be needed to slow sufficiently for Turn 1 after the high speed attained on the Pit Straight.

Turn 2 (Wuth): With a good racing line, you should be able to brake lightly to clear this semi-blind, slightly-downhill, left-hand corner. Beware the barrier on the inside of Wuth. The exit of Wuth has an immediate fade to the right.

Turn 3 (Campsà): This right-hand corner can be taken at full speed, although other cars will usually swing wide-left and brake slightly while rounding this corner. Note that the official circuit is to the right; do not drive

directly ahead onto another patch of pavement, or you will lose plenty of time. Also, in a twilight or night race, Campsa is extremely difficult to see unless the taillights of other cars mark the corner for you, so approach Campsa with extreme caution.

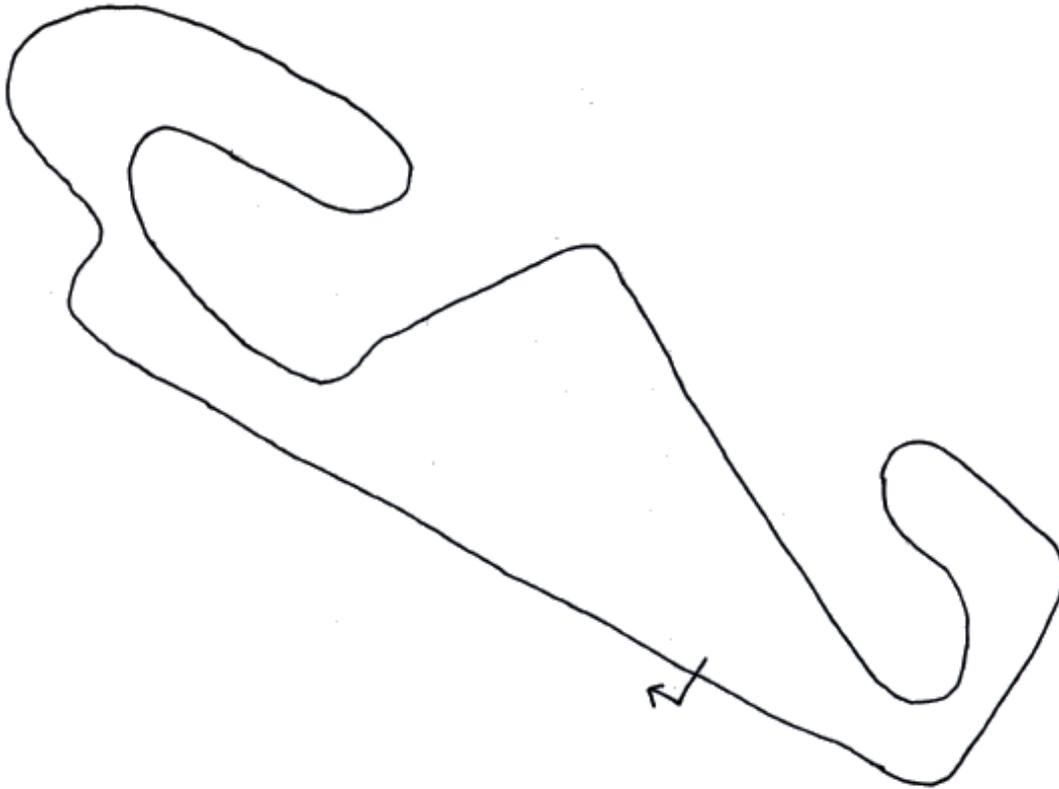
Turn 4 (La Cacsá): Severe braking is required for this left-hand corner. While not suggested, you may be able to pass other cars on braking here. As with Wuth, stay off the rumble strips and grass on the inside of the turn, or you will risk losing control of the car. This is a 'J' turn, and the corner seems to go on forever before you reach the exit.

Turn 5 (Banc Sabadeau): Shortly following Turn 4, moderate or heavy braking will be needed here for the right-hand, upward-sloping corner. This is also a 'J' turn which is nearly a double-apex corner. If you need a recovery area anywhere on the course, it will most likely be here. It is possible to pass slower cars here by tightly hugging the inside of the turn, even running the right-side tires on the rumble strips.

Turn 6: Light braking may be needed for this right-hand corner. The key here is to truly hug the inside of the turn and accelerate strongly through the exit. Watch for slow cars here preparing to go to Pit Lane for servicing.

Turn 7: Entering this right-hand corner, the Pit Lane begins on the right, so be on the lookout for very slow cars here. If you take this final corner too tightly, or make a VERY late decision to go to the pits, you will likely damage the front of the car on a barrier.

DETAILS: CATALUNYA GRAND PRIX



The Catalunya circuit is challenging, especially the two hairpins and the final corners of the race. Those who have played recent F1-based games will already have good familiarity with the Catalunya Grand Prix circuit.

Pit Straight: As usual, incredible speeds can be attained here. Watch for cars rejoining the race from the right side of the straightaway.

Turn 1 (Elf): This is a right-hand corner which requires light braking. Be careful not to hug the inside of the corner too tightly, or you will bang the right side of the car on the barrier. Strong acceleration out of Turn 1 creates great passing opportunities all the way to Repsol. Attempting to take Turn 1 at top speed will either cause you to lose control as you run up on the rumble strips, or send you too far off course to survive Turn 2 (IF you survive the kitty litter).

Turn 2 (Elf): Immediately following Turn 1, the left-hand Turn 2 can usually be taken at top acceleration. With strong acceleration out of Turn 1, this is a prime passing zone.

Turn 3 (Seat): A sweeping right-hand increasing-radius corner which can be taken at full speed, this is also a good place to pass slower cars, especially if you have the inside line. If you were able to slow enough for Turn 1, you can begin acceleration exiting Turn 1 and keep standing on the accelerator all the way through Seat, giving you an excellent speed advantage over many other cars which might be in the area.

Turn 4 (Repsol): This is a semi-blind right-hand hairpin corner which requires moderate or heavy braking. The barrier on the inside of the corner rests almost directly against the track, and blocks your view around the corner. This can actually be a good place to pass on braking, but only with extreme caution. Don't come too hot into this corner or else you will find yourself in the sand. After clearing the first 90 degrees of Repsol, you should be able to accelerate fairly well if not encumbered by traffic.

Turn 5: After a very short straightaway, this is a semi-blind left-hand hairpin, a bit tighter than Turn 4. Moderate or heavy braking will be needed here, or you will definitely be using the recovery area.

Straightaway: This straightaway fades to the left. Good acceleration out of Turn 5 can create passing opportunities, especially in the braking zone for Wuth.

Turn 6 (Wuth): With a good racing line, you should be able to brake lightly to clear this semi-blind, slightly-downhill, left-hand corner. Beware the barrier on the inside of Wuth. The exit of Wuth has an immediate fade to the right.

Turn 7 (Campsá): This right-hand corner can be taken at full speed, although other cars will usually swing wide-left and brake slightly while rounding this corner. Note

that the official circuit is to the right; do not drive directly ahead onto another patch of pavement, or you will lose plenty of time. Also, in a twilight or night race, Campsa is extremely difficult to see unless the taillights of other cars mark the corner for you, so approach Campsa with extreme caution.

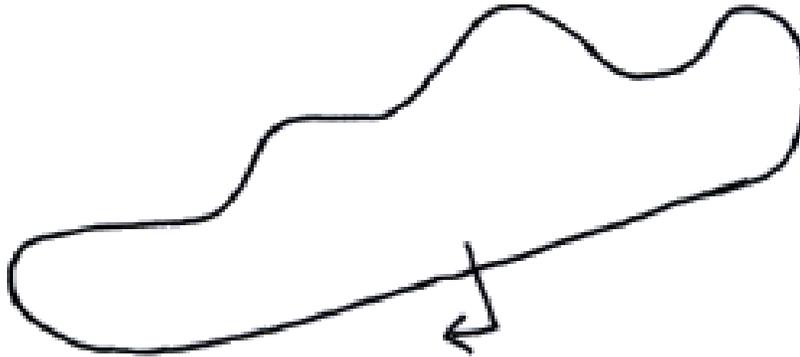
Turn 8 (La Cacsá): Severe braking is required for this left-hand corner. While not suggested, you may be able to pass other cars on braking here. As with Wuth, stay off the rumble strips and grass on the inside of the turn, or you will risk losing control of the car. This is a 'J' turn, and the corner seems to go on forever before you reach the exit.

Turn 9 (Banc Sabadeau): Shortly following Turn 8, moderate or heavy braking will be needed here for the right-hand, upward-sloping corner. This is also a 'J' turn which is nearly a double-apex corner. If you need a recovery area anywhere on the course, it will most likely be here. It is possible to pass slower cars here by tightly hugging the inside of the turn, even running the right-side tires on the rumble strips.

Turn 10: Light braking may be needed for this right-hand corner. The key here is to truly hug the inside of the turn and accelerate strongly through the exit. Watch for slow cars here preparing to go to Pit Lane for servicing.

Turn 11: Entering this right-hand corner, the Pit Lane begins on the right, so be on the lookout for very slow cars here. If you take this final corner too tightly, or make a VERY late decision to go to the pits, you will likely damage the front of the car on a barrier.

DETAILS: SUZUKA EAST



This is the initial section of the world-famous Suzuka Grand prix circuit. One of the most famous sights of the 'circuit' is the large Ferris Wheel on the left behind the grandstands as cars pass along the Pit Straight.

Pit Straight: Good speeds can be achieved here with strong acceleration out of the chicane. The Pit Lane rejoins the course from the right near the end of the Pit Straight.

Turn 1: This right-hand hairpin requires moderate braking on approach, and you will likely be tapping the brakes through the hairpin itself. This begins an uphill climb, and it is difficult to see the left side of the pavement on exit, so be careful not to run too wide and end up out in the sand. There is really no reason to overrun the hairpin on entry, as the corner is quite easily identifiable.

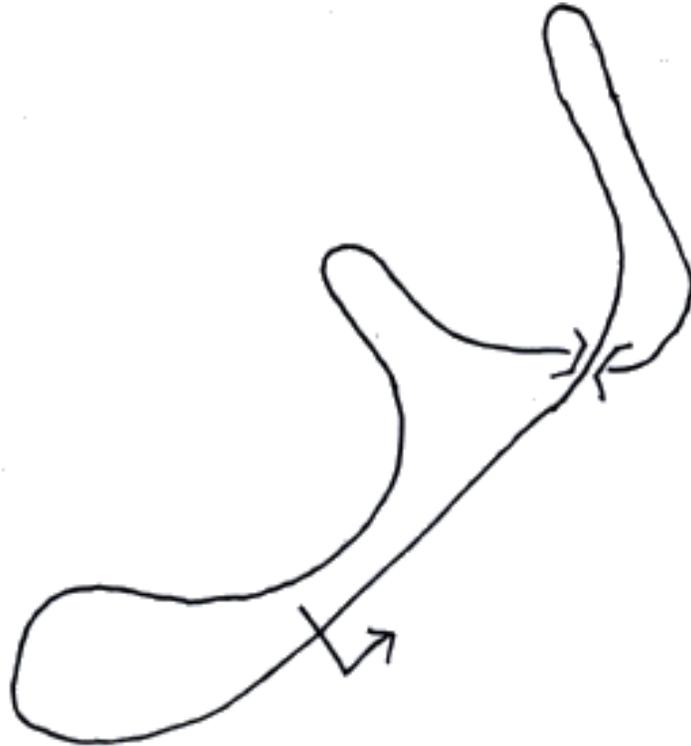
Turns 2-5 (S Curves): This is by far the hardest section of the course - tight left-right-left-right corners. The first of the 'S' curves can likely be taken at full speed, with light or moderate braking for Turn 3. Turn 4 can be taken either flat-out (not suggested) or with light braking. No matter what, slam on the brakes for Turn 5, the tightest corner of the 'S' section. This entire segment of the course continues the uphill climb, making Turn 5 particularly more difficult. There is ample recovery room on either side of the course through the uphill 'S' section. The 'S' section is a good place to pass slower cars, if you have enough confidence in your

brakes to pass during corner entry. No matter what, you will NOT be surviving the 'S' curves unless you use the brakes generously... or use only second or third gear (definitely not suggested if you want to win).

Turn 6: The course continues gently uphill as it makes a wide hairpin turn back toward the Start/Finish Line. It is very easy to slip off the outside of the pavement here, so exercise extreme caution here. This is also a great place to pass other cars on braking on corner entry. If your chosen car has great acceleration, it will certainly be of benefit here on exit.

Turn 7: After a very brief straightaway, the circuit turns gently to the right. No breaking is required here.

DETAILS: SUZUKA WEST



This is the latter two-thirds of the Grand Prix circuit, with its own Pit Lane which is not used for F1 Grand Prix competition. This portion includes the world-famous figure-eight crossover.

Pit Straight: The Pit Lane Entry is on the right just after exiting Spoon.

Turn 1 (130R): Shortly after crossing the bridge, the course turns to the left. Some braking is required here. Prepare for the upcoming hairpin.

Turn 2: This right-hand hairpin comes before what would be Chicane on the Grand Prix circuit, and brings you back out just short of Degner. Moderate to heavy braking will be required to successfully clear Turn 2.

Turn 3 (Degner): Here, the course turns to the right in anticipation of the figure-eight pattern. Light braking will likely be required, but it is possible to speed

through here without braking. To the outside of the course is a wide expanse of grass and kitty litter in case you overrun the corner.

Turn 4 (Degner): The final right-hand corner before passing underneath the bridge, this turn is tighter than the previous corner, thus moderate braking and a steady racing line will be required here. This is also another prime passing zone. Take care not to overrun Turn 8, as there is not much recovery room between the pavement and the barrier.

Straightaway: Accelerate strongly out of Degner and you should be able to pass one or two cars as you race underneath the bridge. The course fades to the right here before reaching the tight Hairpin.

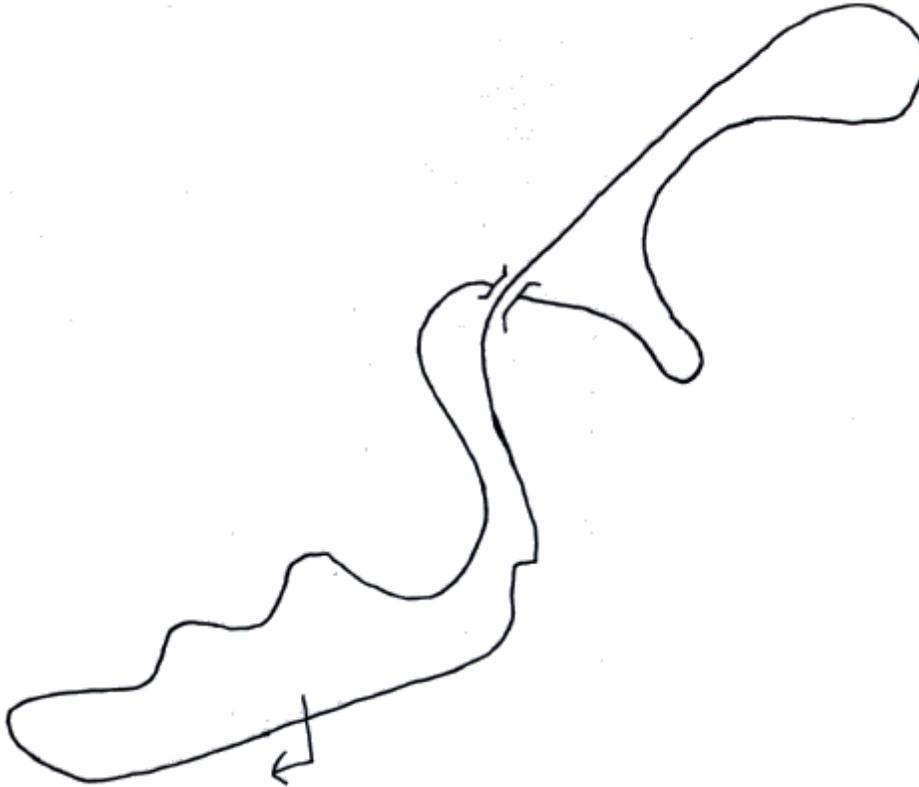
Turn 5 (Hairpin): This is a tight left-hand hairpin which begins the next uphill segment of the Suzuka circuit. It is possible to shortcut a little here, but the grass combined with the angle of the hill here will really slow you down and perhaps cause you to spin and/or slide, especially in wet conditions. Be careful not to accelerate too soon, or you will be out in the grass. There is a sizeable patch of kitty litter for those who miss the hairpin completely.

Turn 6: Continuing the uphill run, the course here makes a wide sweep to the right. Any braking here means losing track positions. The circuit here is rather bumpy, especially in wet conditions.

Turns 7 and 8 (Spoon): This is a tricky pair of left-hand corners, in a decreasing-radius 'U' formation. The first corner is fairly standard, requiring only a little braking. However, Turn 8 is both tighter AND slopes downhill, so judicious usage of brakes and a pristine racing line are both important here, especially if attempting to pass a slower vehicle. If you misjudge any single corner at Suzuka, it will be Turn 8; fortunately, there is plenty of recovery room on both sides of the pavement here. However, do not roll up on the rumble strips or the grass on the

inside of Turn 8, as that will almost certainly cause you to lose control and likely spin.

## DETAILS: SUZUKA GRAND PRIX



This world-famous circuit in figure-eight style is used for many forms of auto and motorcycle racing; as such, those who have played other racing games (such as Moto GP World Tour, or F1 Championship Season 2000) may already have some familiarity with the Suzuka circuit. One of the most famous sights of the 'circuit' is the large Ferris Wheel on the left behind the grandstands as cars pass along the Pit Straight.

**Pit Straight:** Good speeds can be achieved here with strong acceleration out of the chicane. The Pit Lane rejoins the course from the right near the end of the Pit Straight.

**Turn 1:** This right-hand hairpin requires moderate braking on approach, and you will likely be tapping the brakes through the hairpin itself. This begins an uphill climb, and it is difficult to see the left side of the pavement on exit, so be careful not to run too wide and end up out in

the sand. There is really no reason to overrun the hairpin on entry, as the corner is quite easily identifiable.

Turns 2-5 (S Curves): This is by far the hardest section of the course - tight left-right-left-right corners. The first of the 'S' curves can likely be taken at full speed, with light or moderate braking for Turn 3. Turn 4 can be taken either flat-out (not suggested) or with light braking. No matter what, slam on the brakes for Turn 5, the tightest corner of the 'S' section. This entire segment of the course continues the uphill climb, making Turn 5 particularly more difficult. There is ample recovery room on either side of the course through the uphill 'S' section. The 'S' section is a good place to pass slower cars, if you have enough confidence in your brakes to pass during corner entry. No matter what, you will NOT be surviving the 'S' curves unless you use the brakes generously... or use only second or third gear (definitely not suggested if you want to win).

Turn 6 (Dunlop Curve): This sweeping left-hand corner is the crest of the initial uphill segment of the course, and can be taken at full acceleration.

Turn 7 (Degner): Here, the course turns to the right in anticipation of the figure-eight pattern. Light braking will likely be required, but it is possible to speed through here without braking. To the outside of the course is a wide expanse of grass and kitty litter in case you overrun the corner.

Turn 8 (Degner): The final right-hand corner before passing underneath the bridge, this turn is tighter than the previous corner, thus moderate braking and a steady racing line will be required here. This is also another prime passing zone. Take care not to overrun Turn 8, as there is not much recovery room between the pavement and the barrier.

Straightaway: Accelerate strongly out of Degner and you should be able to pass one or two cars as you race

underneath the bridge. The course fades to the right here before reaching the tight Hairpin.

Turn 9 (Hairpin): This is a tight left-hand hairpin which begins the next uphill segment of the Suzuka circuit. It is possible to shortcut a little here, but the grass combined with the angle of the hill here will really slow you down and perhaps cause you to spin and/or slide, especially in wet conditions. Be careful not to accelerate too soon, or you will be out in the grass. There is a sizeable patch of kitty litter for those who miss the hairpin completely.

Turn 10: Continuing the uphill run, the course here makes a wide sweep to the right. Any braking here means losing track positions. The circuit here is rather bumpy, especially in wet conditions.

Turns 11 and 12 (Spoon): This is a tricky pair of left-hand corners, in a decreasing-radius 'U' formation. The first corner is fairly standard, requiring only a little braking. However, Turn 12 is both tighter AND slopes downhill, so judicious usage of brakes and a pristine racing line are both important here, especially if attempting to pass a slower vehicle. If you misjudge any single corner at Suzuka, it will be Turn 12; fortunately, there is plenty of recovery room on both sides of the pavement here. However, do not roll up on the rumble strips or the grass on the inside of Turn 12, as that will almost certainly cause you to lose control and likely spin.

Straightaway: Power out of Spoon and rocket down the straightaway, passing multiple cars. After you cross the bridge, start thinking about Chicane.

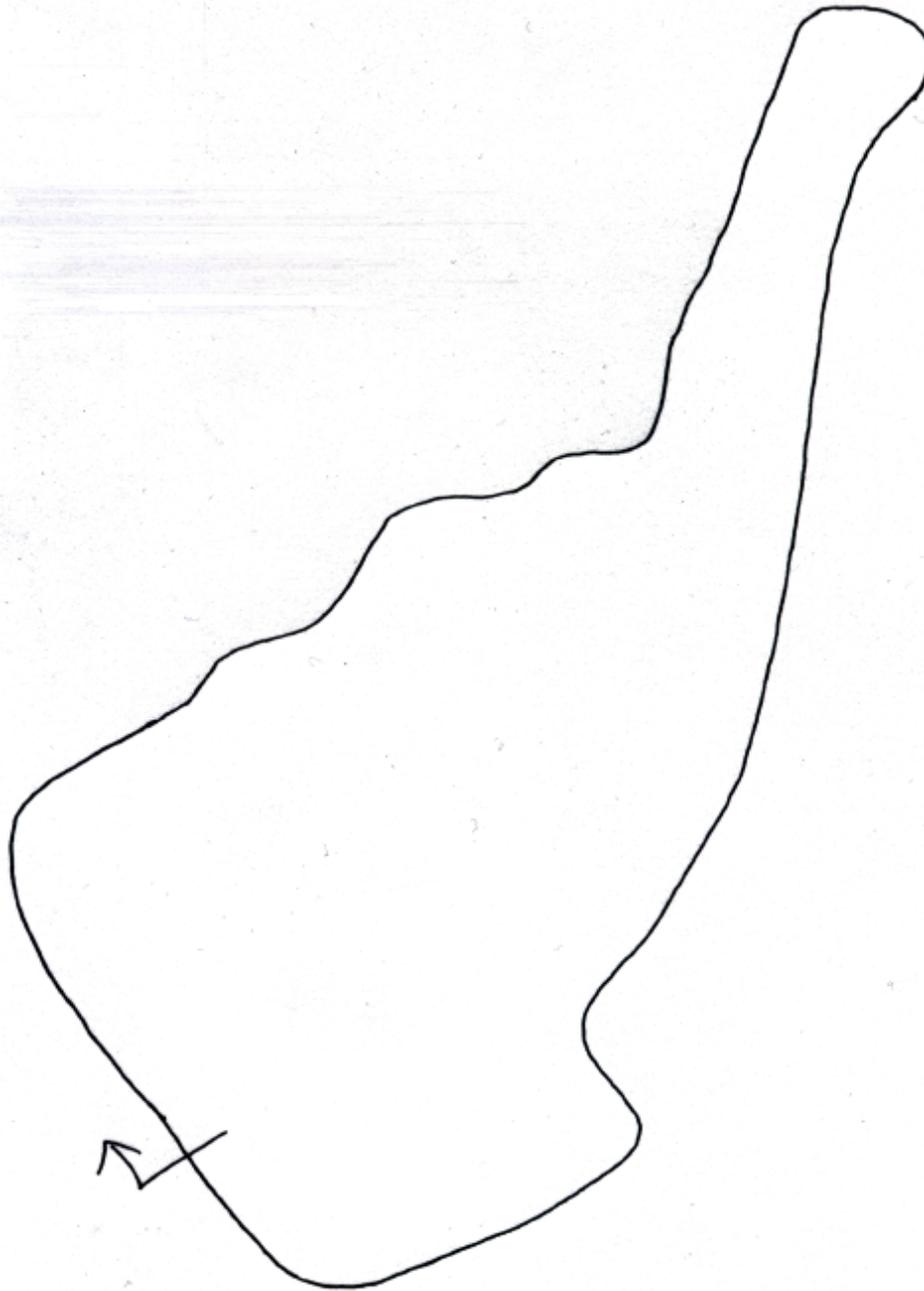
Turn 13 (130R): Shortly after crossing the bridge, the course turns to the left. Some braking is required here. Also, look for cars on the right slowing for the Pit Lane entry just before the chicane.

Turns 14-16 (Chicane): This is a very tricky part of the course. The chicane begins with a moderate turn to the

right, then a tight left-hand corner, then ends with a wider turn to the right and empties out onto the Pit Straight. The inside of the chicane is filled with sand AND barriers. Be careful coming out of Turn 15 so that you don't go too wide and bump the right side of the vehicle on the Pit Lane barrier.

Pit Entry: The Pit Lane begins to the right just before Chicane. Note that the Pit Entry is the SECOND patch of pavement to the right coming off the main course.

DETAILS: ROAD ATLANTA



This circuit is perhaps most famous for its final turns, a blind right-hand corner on a severe downhill slope beginning just as the cars pass underneath Suzuki Bridge, then a fast right-hand corner onto the Pit Straight. Good speeds overall can be obtained at Road Atlanta, but there

are still a number of challenging corners to tax the drivers and their cars.

Pit Straight: This is the point of lowest elevation on the circuit.

Turn 1: This seemingly-never-ending J-turn begins the circuit's long uphill climb; the first two-thirds of the turn is rather significant, with the radius slowly increasing for the last third of the corner as the course climbs steeply uphill. Light braking is suggested here, and perhaps even moderate braking will be preferred by many players, but it is possible to speed through Turn 1 at top speed with NO braking. However, with little or no braking, if you do not have sufficient tire grip, you will slide out into the grass and bang the barrier on the outside of Turn 1. If you have an oversteer condition, expect to spin right at Pit Exit (at the end of the significant portion of the turn), and just hope that no one is coming out of Pit Lane at that very moment!!! If competing in the Petit Le Mans, the light on the inside of Turn 3 can overpower the glare from competitors' taillights as you climb the steep hill out of Turn 1 and into Turn 2, thus causing you to misjudge the distance to the next vehicle in front of you and potentially contributing to an incident, so exercise great caution here (moreso than usual) when racing at night.

Turns 2-4: At a momentary plateau in track elevation, the left-right-left semi-chicane can be a surprise. The apex of Turn 2 is unsighted on entry. Turn 2 requires at least light braking to keep on the pavement. Turn 3 requires moderate braking, although light braking is possible if you drop the right-side tires in the small patch of sand on the inside of Turn 3. Turn 4 can often be taken at top speed, although light braking may be necessary to stay on the pavement. With fresh tires and excellent reflexes, this complex can be taken at top speed, but be ready to countersteer and/or slam on the brakes, especially when exiting Turn 4. This complex is also one of the areas where CPU-controlled cars are likely to spin out or otherwise run off-course, so be constantly wary here.

Turns 5-7 (S Curves): The course begins a gentle downhill slope just before the entry of Turn 5, a right-hand corner which can be taken flat-out. Turn 6 begins the next uphill stage as the pavement turns to the left; again, this can be taken at top speed. The right-hand Turn 7 can also be taken at top speed, however, it is best to begin braking for Turn 8 here.

Turn 8: This is the second-nastiest place on the Road Atlanta circuit. This blind left-hand corner requires moderate or severe braking as the hill (now a mini-mountain) climbs steeply, cresting just beyond the exit of Turn 8. If you miss the braking zone, you will find yourself in a sand trap. If you can get past that, however, there is another paved road which will rejoin the official course. If you get beyond THAT, however, you will bang a barrier. Only experts will be able to successfully clear this nasty corner (if not blocked by other cars) at over 100MPH/160KPH.

Straightaway: The mini-mountain crests shortly beyond the exit of Turn 8. In terms of elevation, this straightaway is essentially a roller-coaster ride, but the general trend is downhill.

Turn 9: Moderate braking for this ninety-degree right-hand corner is required, but there is kitty litter to collect you if you miss the braking zone. There are two pieces of pavement turning right here; the first is the sealed-off Pit Entry for other racing series, so do not use the first turn-off.

Turn 10: After a very short straightaway, the course again makes a ninety-degree right-hand turn here. Moderate braking is again required to keep out of the grassy recovery area.

Straightaway: This 'straightaway' has several fades along its length. After the first fade to the left, the course resumes an uphill slope. Beginning with the repaved

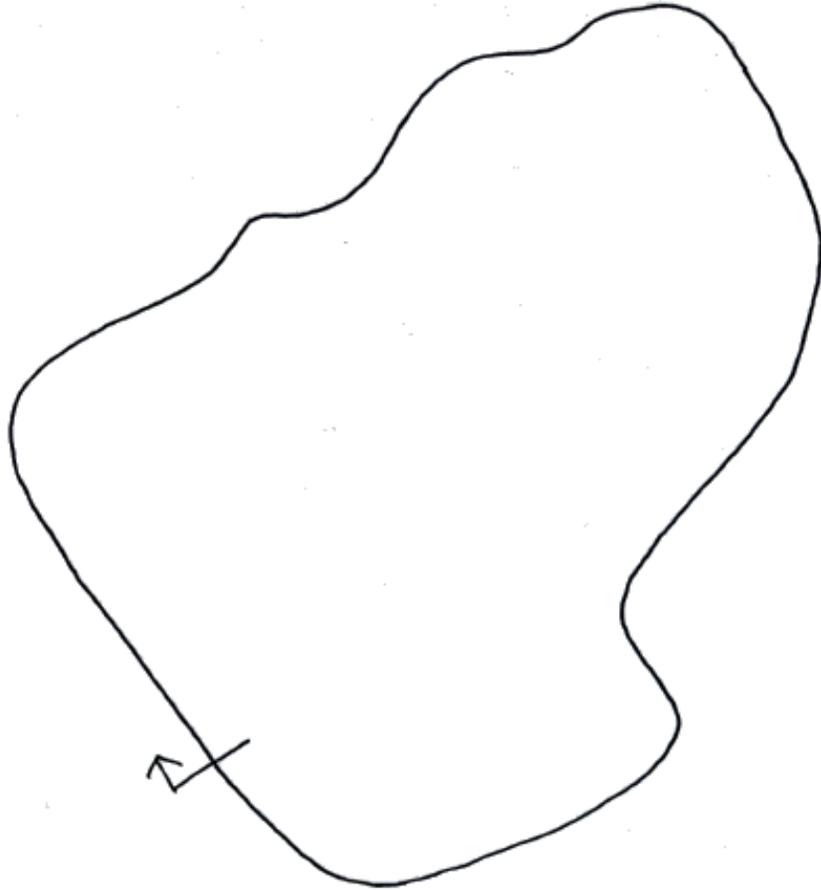
section just after the fade to the right, the course begins its overall downhill trend.

Turns 11-12: This nasty left-right chicane requires plenty of advance braking, or you will be caught out in the grass/sand/barrier-filled zone on the inside of Turn 12. Be careful not to run wide exiting Turn 12, as the outside of Turn 12 also has plenty of sand to stop runaway vehicles.

Turn 13: This is by far the nastiest place on the circuit. As you pass underneath Suzuki Bridge, the course has its most significant elevation drop, resulting in cars lightening to the point that - depending on your speed and racing line - they may momentarily leave the ground!!!! This is a blind right-hand corner (due to the significant elevation drop) which can actually be taken at full-throttle, but light braking is really the preferred method of success here (at the very least, be prepared to suddenly jam on the brakes anyhow, just in case). Edge to the right as you approach Suzuki Bridge and you should be okay; if you carry enough speed, by running your right-tide tires just off the pavement, the momentary lifting of your car will allow you to clear the small grass/sand patch without ever toughing the ground, thus without any loss of speed. However, Pit Entry is on the right just beyond Suzuki Bridge, so beware of slowing cars. If you do have trouble here, make use of the 'extra' paved lanes on the left (which actually go to a Pit Lane used for other racing series) until you can edge back onto the official course.

Turn 14: This is the final, right-hand corner of the circuit. Unless encumbered by traffic, this corner can be taken at top acceleration.

DETAILS: ROAD ATLANTA NATIONAL



This circuit is perhaps most famous for its final turns, a blind right-hand corner on a severe downhill slope beginning just as the cars pass underneath Suzuki Bridge, then a fast right-hand corner onto the Pit Straight. Good speeds overall can be obtained at Road Atlanta National, but there are still a number of challenging corners to tax the drivers and their cars.

Pit Straight: This is the point of lowest elevation on the circuit.

Turn 1: This seemingly-never-ending J-turn begins the circuit's long uphill climb; the first two-thirds of the turn is rather significant, with the radius slowly increasing for the last third of the corner as the course climbs steeply uphill. Light braking is suggested here,

and perhaps even moderate braking will be preferred by many players, but it is possible to speed through Turn 1 at top speed with NO braking. However, with little or no braking, if you do not have sufficient tire grip, you will slide out into the grass and bang the barrier on the outside of Turn 1. If you have an oversteer condition, expect to spin right at Pit Exit (at the end of the significant portion of the turn), and just hope that no one is coming out of Pit Lane at that very moment!!!

Turns 2-4: At a momentary plateau in track elevation, the left-right-left semi-chicane can be a surprise. The apex of Turn 2 is unsighted on entry. Turn 2 requires at least light braking to keep on the pavement. Turn 3 requires moderate braking, although light braking is possible if you drop the right-side tires in the small patch of sand on the inside of Turn 3. Turn 4 can often be taken at top speed, although light braking may be necessary to stay on the pavement. With fresh tires and excellent reflexes, this complex can be taken at top speed, but be ready to countersteer and/or slam on the brakes, especially when exiting Turn 4. This complex is also one of the areas where CPU-controlled cars are likely to spin out or otherwise run off-course, so be constantly wary here.

Turns 5-7 (S Curves): The course begins a gentle downhill slope just before the entry of Turn 5, a right-hand corner which can be taken flat-out. Turn 6 begins the next uphill stage as the pavement turns to the left; again, this can be taken at top speed. The right-hand Turn 7 can also be taken at top speed, however, it is best to begin braking for Turn 8 here.

Turn 8: Moderate braking is heavily suggested here as you reach the top of the hill during a left-hand turn.

Turn 9: After a short straightaway, Turn 9 is a gentle left-hand turn which requires no braking as the course rejoins the full Road Atlanta circuit.

Straightaway: Beginning with the repaved section just after the fade to the right, the course begins its overall downhill trend.

Turns 10-11: This nasty left-right chicane requires plenty of advance braking, or you will be caught out in the grass/sand/barrier-filled zone on the inside of Turn 11. Be careful not to run wide exiting Turn 11, as the outside of Turn 11 also has plenty of sand to stop runaway vehicles.

Turn 12: This is by far the nastiest place on the circuit. As you pass underneath Suzuki Bridge, the course has its most significant elevation drop, resulting in cars lightening to the point that - depending on your speed and racing line - they may momentarily leave the ground!!!! This is a blind right-hand corner (due to the significant elevation drop) which can actually be taken at full-throttle, but light braking is really the preferred method of success here (at the very least, be prepared to suddenly jam on the brakes anyhow, just in case). Edge to the right as you approach Suzuki Bridge and you should be okay; if you carry enough speed, by running your right-tide tires just off the pavement, the momentary lifting of your car will allow you to clear the small grass/sand patch without ever toughing the ground, thus without any loss of speed. However, Pit Entry is on the right just beyond Suzuki Bridge, so beware of slowing cars. If you do have trouble here, make use of the 'extra' paved lanes on the left (which actually go to a Pit Lane used for other racing series) until you can edge back onto the official course.

Turn 13: This is the final, right-hand corner of the circuit. Unless encumbered by traffic, this corner can be taken at top acceleration.

#### CONTACT INFORMATION

For questions, rants, raves, comments of appreciation, etc., or to be added to my e-mail list for updates to this driving guide, please contact me at:

FEATHER7@IX.NETCOM.COM; also, if you have enjoyed this guide and feel that it has been helpful to you, I would certainly appreciate a small donation via PayPal (<http://www.paypal.com/>) using the above e-mail address.

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