

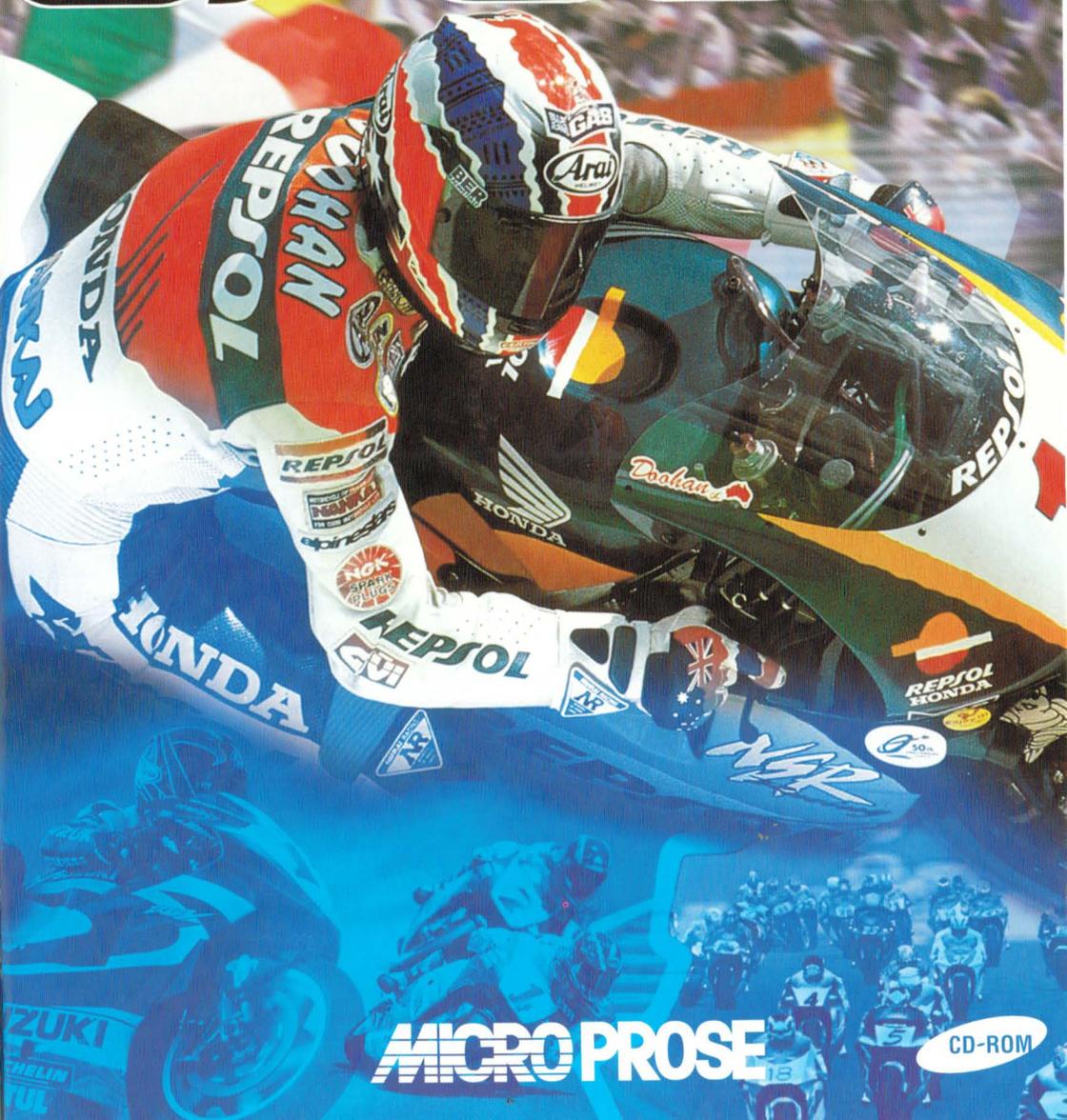
FIM
WORLD CHAMPIONSHIPS

THE OFFICIAL

500
GP
FIM WORLD CHAMPIONSHIPS

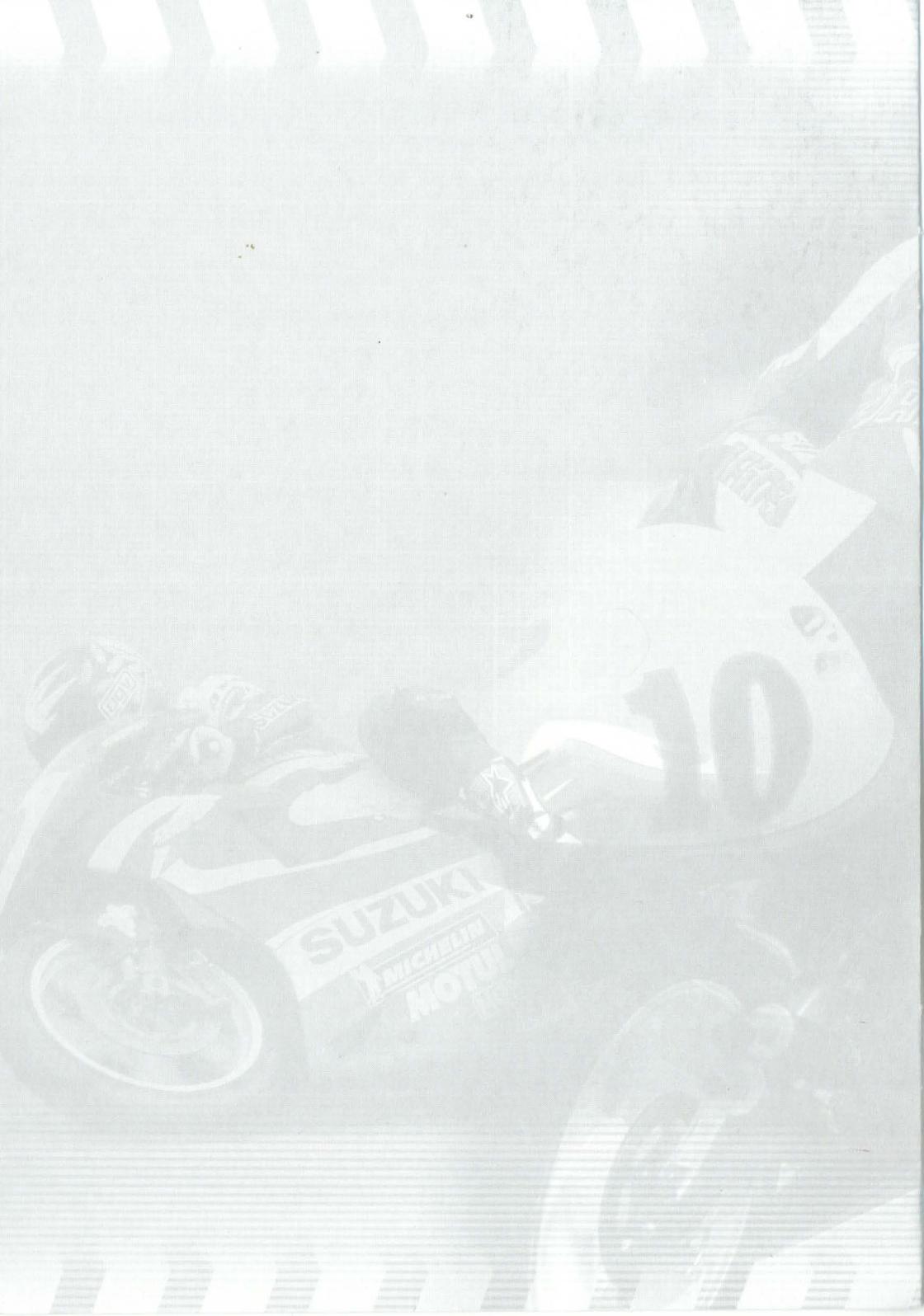
FIM ROAD RACING WORLD CHAMPIONSHIP
GRAND PRIX RACE SIMULATOR

GP 500



MICRO PROSE

CD-ROM



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- Hints and Tips
- Software Upgrades
- Demos
- Interaction
- Interviews
- Competitions

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CONTENTS

Introduction	5	5: Customising Your Bike	27	Appendix A: The Tracks	43
1: Installation	7	Better, Stronger, Faster	28	Suzuka	43
System Requirements	8	Tyre Adjustments	28	Johor	43
Installing GP500	9	Engine Adjustments	29	Jerez	43
AutoPlay Errors	9	Gear adjustments	29	Mugello	43
The ReadMe File	9	Suspension Adjustments	29	Paul Ricard	44
2: Getting Started	11	6: Racing Strategy	31	Jarama	44
Your First Time Out	12	Pacing Yourself	32	Assen	44
Bike Controls	13	Holding the Line	32	Donington Park	44
Rider Controls	13	Overtaking	33	Sachsenring	45
Camera Controls	14	Defending	33	Automotodrom Brno	45
Other Controls	14	Flags	34	Imola	45
The Racing Screen	14	Penalties	34	Circuit de Catalunya	45
The Pits	15	The Stop and Go Penalty	34	Phillip Island	46
Demonstration Mode	15	Championship Point Scale	35	Buenos Aires	46
3: Preparing to Race	17	7: The Victory Lap	37	Appendix B: The Bikes	47
The Main Menu	18	Replay Controls	38	Honda NSR 500:	47
About	18	Saving Races	38	Honda NSR 500V:	47
Resume	18	8: Multiplayer	39	Yamaha YZR500:	47
Single Race	18	Starting a Multiplayer Game	40	Suzuki RGV500:	47
Championship	18	The Multiplayer Lobby	40	Elf MuZ:	48
Time Trial	18	The Multiplayer Host Screen	40	Modenas KR3:	48
Multiplayer	18	How to Find Your IP Address		Customer Support	49
Load	18	Using Windows 95/98	41	How to Get Help:	49
Options	18	The Multiplayer		LICENSE AGREEMENT	50
Exit	18	Control Centre	41	Keyboard Controls	51
The Single Race	19	Players	41	Rider/Bike Controls:	51
The Championship	20	Track	42	Camera Controls:	51
Loading Races	21	Rules	42	HUD Controls:	51
4: Options	23	Results	42		
The Options Menu	24				
Adjusting Graphics	24				
Adjusting Sound	25				
Adjusting Controls	25				
Adjusting Difficulty	26				

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INTRODUCTION

The 500cc Grand Prix is the most prominent motorcycle racing event in the world. From the first Grand Prix in 1949 to the present day, the 500cc race has remained the fastest, toughest and most popular international motorcycle competition.

What truly sets the 500cc Grand Prix apart is its inherent focus on the skill of the rider. Modern 500cc racing bikes are far more advanced than those of the early days, but the technological differences between any two modern bikes are minor when compared to the skills, guts, and sheer determination of the riders.

As a re-creation of the 50th Grand Prix tour (1998), *GP500* brings the world of 500cc racing to life on your PC. With state-of-the-art graphics and sound, configurable realism, and complete control of every aspect of racing, *GP500* is the first true 500cc racing simulation.

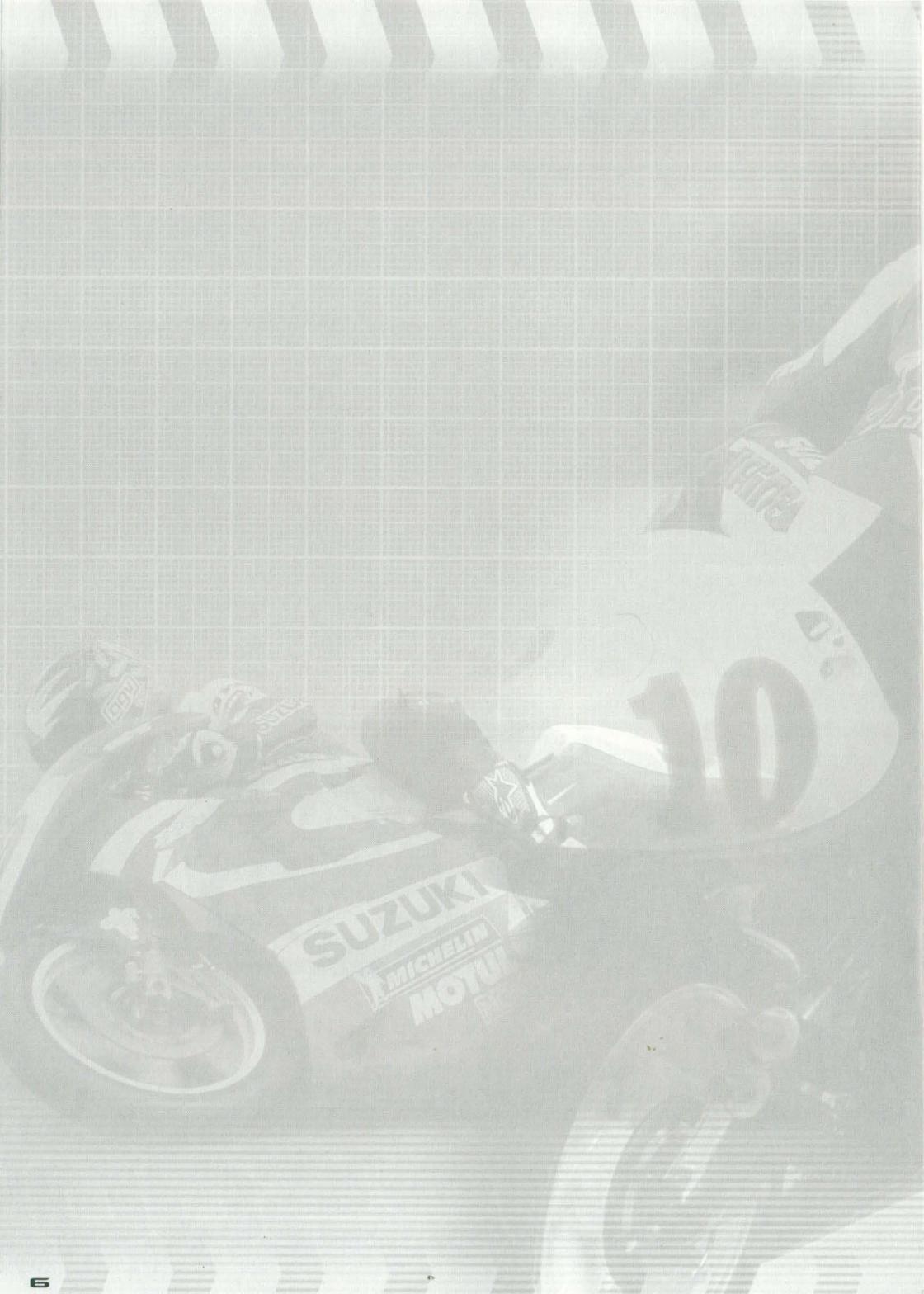
If you've got what it takes to push your machine to the limits of performance and risk your life time after time for that extra tenth of a second, you might be a contender for the Grand Prix World Championship.

"I think *GP500* is the most exciting and challenging racing simulation game ever constructed for motorcycles! The great thing for myself is that I am able to play *GP500*, and actually prepare for an upcoming race track. The graphics and the realism of *GP500* are extremely accurate with what we see through our own eyes. You can really get a sense of what we as Grand Prix racers actually have to contend with on certain race tracks, and how we have to approach each track and its different rhythms and riding styles. I think that everyone who enjoys motorcycles and motorcycle racing will appreciate the fun and excitement that *GP500* has to offer. I hope everyone has just as much fun with the game as I do!"

- **Kenny Roberts Jr.**



GP500



CHAPTER 1: INSTALLATION



GP500

SYSTEM REQUIREMENTS

GP500 requires:

- 200MHz Pentium, 32MB RAM
- Windows 95 or Windows 98
- Video card capable of 16-bit colour at 640x480 resolution
- Direct 3D graphics accelerator
- Sound card
- Double-speed CD-ROM
- 250MB hard disk space

For better performance, we recommend:

- 266MHz Pentium II
- 64MB RAM
- Windows 95 or Windows 98
- Video card capable of 16-bit colour at 800x600 resolution
- Direct3D graphics accelerator
- Sound card
- Joystick
- Quad-speed CD-ROM
- 450MB hard disk space

DirectX 6.0/6.1 is also required and can be installed from the GP500 CD.

INSTALLING GP500

1. Insert the GP500 disc into your CD-ROM drive.
2. Windows should automatically detect the CD and run the Setup program. If not, see **AutoPlay Errors** below.
3. The installer will recommend that you close all programs before proceeding. Click **Next** to proceed.
4. The installer will ask you to accept the license agreement for this product. You must accept the license agreement before the installer can continue. Click **Yes** to proceed.
5. The installer will confirm the destination folder for game files. (The default folder is C:\Program Files\MicroProse\GP500.) Indicate any folder you prefer, or simply accept the default. To accept the default, click **Next**. To assign another folder, click **Browse** and indicate a preferred folder.
6. The installer will prompt you to select an install size. Select the *Maximum*, *Minimum*, or *Typical* installation. The default is *Typical*.
 - **Maximum** runs almost entirely from your hard drive, but requires around 600MB of hard drive space.
 - **Minimum** runs primarily from the CD-ROM drive, requiring only 250MB of hard drive space.
 - **Typical** is the standard installation, which requires 450MB of hard drive space.When you have made your selection, click **Next** to proceed.
7. The installer will confirm the destination folder for the game shortcuts. (The default folder is Program Files\MicroProse\GP500.) Accept the default folder by clicking **Next**, or specify an existing folder from the Windows Start menu list. You can also create a new folder by entering its name.
8. The files for GP500 will now be copied to your hard drive. If you wish to abort this process, click the **Cancel** button. Otherwise, when the files are completely transferred, installation is complete.
9. The installer will allow you to peruse the ReadMe file or start the game.

AUTOPLAY ERRORS

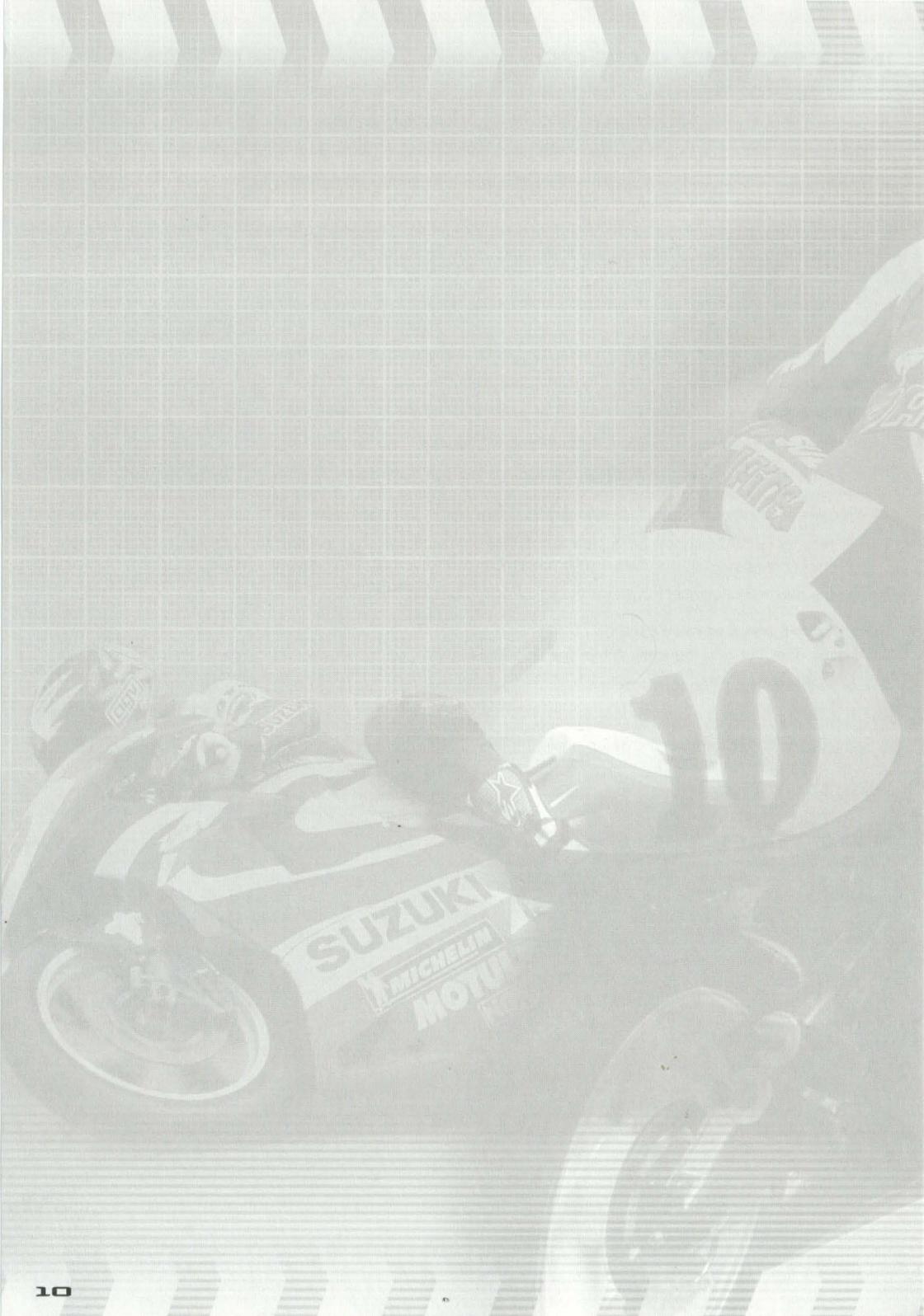
If Windows does not automatically detect the GP500 CD-ROM, do the following in order to install GP500:

1. Click **Start** on your Windows taskbar.
2. Click "**Run...**" from the Start menu.
3. Type **D:\SETUPEXE** to run the Setup program. (If your CD-ROM drive is not D:, then use your CD-ROM's drive letter in place of "D.")

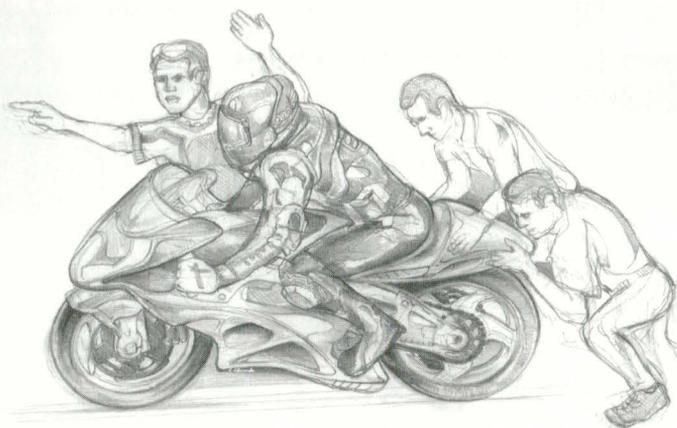
This starts the installation process. Proceed with the normal installation procedure above, starting at step 3.

THE README FILE

GP500 has a ReadMe file with which you can view updated information about the game. To view this file, double-click on ReadMe.doc in the GP500 directory found on your hard drive. You can also view the ReadMe file by first clicking on the Start menu on your Windows taskbar. Then select Programs > MicroProse > GP500 > ReadMe.



**CHAPTER 2: GETTING
STARTED**



GP500

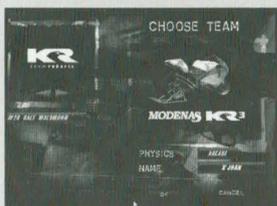
YOUR FIRST TIME OUT

When you first run *GP500*, you will see a brief introductory movie, followed by the Main menu. The Main menu has options for *Single Race*, *Championship*, *Time Trial*, *Multiplayer*, *Load*, and *Options*. As you move your mouse over these menu options, they become highlighted and animate.

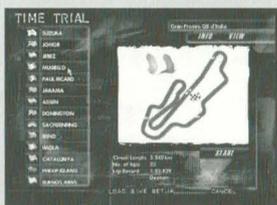
For your first time out, we suggest that you take a few moments and get acquainted with the controls of a 500cc racing bike. Let's start a Time Trial:



1. Click *Time Trial* from the Main menu.



2. Click OK at the bottom of the Team Selection screen.



3. Click Start under the track diagram on the Track Selection Screen.

4. Wait for the track to load.

The Selection Screens that you passed in steps 2 and 3 can be used to select a different rider, a different bike, or a different track. They are discussed in detail in **Chapter 3: Preparing to Race**.

That's it! You're on the bike, and when the light turns green, the track is yours. The next two sections discuss the controls for your bike and the racing screen.

BIKE CONTROLS

Below are the default control settings for your bike. You can change them later if you prefer a different arrangement (see "Adjusting Controls" in **Chapter 4: Options**).

Control	Keyboard	Joystick
Accelerate	Up Arrow	Joystick Up
Brake Down	Arrow	Joystick Down
Turn Left	Left Arrow	Joystick Left
Turn Right	Right Arrow	Joystick Right
Reverse (if bike is stopped)	RR	You can assign a Joystick button of your choice

The Brake command applies both front and rear brakes. If you prefer to separate them, you can do so when adjusting control settings.

The computer automatically shifts your bike's gears. If you prefer to shift your own gears, you need to switch off automatic shifting (see "Adjusting Difficulty" in **Chapter 4: Options**). Once this is done, you can shift gears manually using the following keys:

Control	Keyboard	Joystick
Smart	Shift Ctrl	Button 1
Gear Up	Q	Button 2
Gear Down	Z	Button 3

"Smart Shift" will shift gears up or down depending on your current actions. If you are accelerating, it shifts gears up; if you are slowing down, it shifts gears down.

RIDER CONTROLS

In the default setup, your rider's leaning is controlled automatically. If you prefer to manually control your rider's position, you need to switch off automatic leaning (see "Adjusting Difficulty" in **Chapter 4: Options**). Once this is done, you can lean manually using the following keys:

Control	Keyboard	Joystick
Lean Forward	W	Joystick Hat Up
Lean Back	S	Joystick Hat Down
Lean Left	A	Joystick Hat Left
Lean Right	D	Joystick Hat Right
Look Back		Space Bar

Leaning forward tucks your rider into the bike's frame for better aerodynamics at any speed. Leaning back increases drag for faster braking performance. Leaning left and right increases drag on the left or right side of the cycle, which improves cornering.

When your rider's leaning is controlled automatically, your rider leans to the right or left as you turn. When you aren't turning, your rider leans back as you brake and forward as you accelerate.

CAMERA CONTROLS

During the race, you can change the way you view your rider. Of the 10 available camera types, choose whichever view is best for you. Some cameras are probably more useful in replays than during the race. Simply press the number key along the top row of the keyboard that corresponds to the view you desire.

- **1 (Far Chasing View):** The camera follows your chosen rider, about two bike lengths behind.
- **2 (Medium Chasing View):** The camera follows your rider, from about half a length behind.
- **3 (On-Bike View):** The camera shows the view from your bike, including the bike's console.
- **4 (Helmet Cam):** Similar to the On-Bike View, but this camera turns when your rider turns.
- **5 (Uninterrupted View):** The camera shows the view from your rider's position, with no cockpit.
- **6 (Television):** The camera shows your bike as it passes a series of stationary cameras.

OTHER CONTROLS

The following keys change your display while racing, to provide more (or less) information:

- **F1** enables the Full HUD, which shows gear, speed, lap time, and all intermediate popups.
- **F2** enables the Simple HUD, which shows intermediate popups only.
- **F3** enables the Position HUD, which shows the current position data for the race leader, your rider, and riders near you.
- **F4** enables the Minimum HUD, which shows only the Pit Board at the beginning of each lap.
- **F5** toggles braking hints that appear at the top of the screen. These are on by default.
- **F6** toggles the skid warning hints that appear at the top of the screen. These are on by default.
- **F7** toggles the tyre wear indicator in the top left corner of the screen. This is on by default.
- **F8** performs a screen capture, and saves the resulting graphics file under your GP500 directory (\\...\\GP500\\Save\\Screenshots\\).
- **F11** moves the camera to a different rider, backwards through all the riders that are present in the race.
- **F12** moves the camera to a different rider, forwards through all the riders that are present in the race.
- **Esc** calls up the In-Game Menu (see **The Pits** below)
- **L** changes the on-bike LCD display (if the cockpit is visible)

The on-bike LCD has four settings:

- **Lap Timer** shows the elapsed time of the current lap.
- **Race Timer** shows the total elapsed time of the race/practice session.
- **Gear/Speed** shows your current gear and speed.
- **Top Speed** shows the highest speed you have reached this session.

The on-bike LCD is only visible in the Cockpit View.

THE RACING SCREEN



- **You:** This is the rider you have chosen. Your rider is not visible in some views (such as Helmet-Cam).
- **Opponent:** This is another rider controlled by the computer or by another human player.
- **Last Lap:** This is your previous lap time.
- **Lap Record:** This is your best lap time of this session.
- **Official Record:** This is the best lap time recorded on this track for an equivalent session (Practice, Qualify, or Race).
- **Tyre Status:** This shows the current temperature of your tyres. Green tyres are at their optimum temperature. Blue tyres are too cold, and Red tyres are too hot. Cold tyres don't grip the road as well as warm tyres. Hot tyres grip the road better but also wear out faster.
- **Position:** This is your current position in the qualify/race standings.
- **Lap Time:** This is the elapsed time of your current lap.
- **Speed:** This is your current speed in km/h (per hour).
- **Gear:** This is your current gear.
- **Hint Area:** Warnings (for braking and/or sliding) appear in this area when needed.
- **Flag:** Flags appear in this area when they are waved.

THE PITS



You can pause while racing by pressing the Esc key or cruising into the pit lane (which appears as a side road near the end of your lap).

You will see several options:

- **Resume** allows you to continue racing.
- **Pits** allows you to customise your bike (see **Chapter 5: Customising Your Bike**).
- **Standings** allows you to view your current standing in the race.
- **Replay** allows you to play back the current lap, from the beginning to the present. You can also save replays using this option.
- **End Session** allows you to end your current racing session. If there is still more to do (e.g., if this is a qualifying period and there's a race to come), you can save your game using this option.
- **Restart Session** wipes the slate clean and allows you to restart the current session of the race.

Note that one or more of these options may be disabled depending on the circumstances of the game. For example, the *Standings* option is unavailable in Time Trials and Practice sessions. Similarly, the *Replay* and *Restart Session* options are unavailable at the beginning of a new session.

DEMONSTRATION MODE

If *GP500* is left idle, it will engage a Demonstration Mode. This Mode shows a computer-generated race on one of the 14 Grand Prix tracks, from various camera angles. This Mode also shows the design credits for *GP500*. Press the Esc key to quit this Mode at any time.



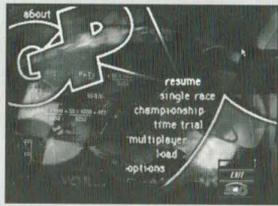
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**CHAPTER 3: PREPARING
TO RACE**



GP500

THE MAIN MENU



After the initial movie, the first thing you see is the Main menu. From here, you can begin any race you wish or resume a race in progress.

ABOUT

About appears at the top left corner of the screen. Click it to display technical information about your program version and system profile. Should you ever need to contact Customer Support, this information will be helpful. While viewing this information, you can save a screenshot using the ScreenDump button.

RESUME

Resume is only available if you stopped a previous race or championship before it was over. Use *Resume* to continue the race. You may continue in the next full session of the race. (For example, if you quit during Practice, the *Resume* button allows you to *Qualify*.)

SINGLE RACE

A *Single Race* is a complete Grand Prix meeting, beginning with practice, bike adjustments (if needed), qualifying laps, and culminating in the race itself. You can run a single race on any of the 14 tracks of the 1998 Grand Prix, against one or more computer-controlled riders.

CHAMPIONSHIP

A *Championship* game follows the 1998 Grand Prix tour through all 14 tracks. As in the single race, you can race against one or more computer-controlled riders; rather than selecting a track, however, you race on all 14. You accumulate points from each race based on your finishing position; the winner of the championship is the rider who accumulates the largest point total.

TIME TRIAL

In *Time Trial*, you ride alone on any track you choose. Use Time Trials to hone your racing skills and test-drive different customisations of your bike. As you race, a recorded rider will appear on the track, repeating the best lap on record for the track. This recorded rider will restart at the beginning of each of your laps. By watching and following this rider, you can learn how the best lap was done... and perhaps how to do it even better.

MULTIPLAYER

Of course, the ultimate racing experience is to prove yourself against a living, breathing opponent. *GP500* allows you to race against your friends-via modem, serial connection, LAN or Internet. For more information, refer to **Chapter 8: Multiplayer**.

LOAD

Use the *Load* option to load a previously saved race. Races can be saved after any session (Practice, Qualify, or one race from a Championship series). You can also use *Load* to bring up a previously saved replay file for review (or just for showing off).

OPTIONS

Use *Options* to customise your sound and video properties to enhance your experience. The *Options* menu also allows you to customise difficulty settings and adjust game controls.

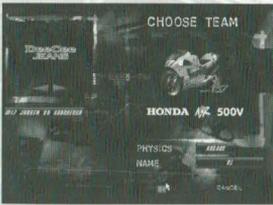
EXIT

If you ever want to quit racing, use the *Exit* button to return to Windows.

THE SINGLE RACE

The *Single Race* command on the Main menu allows you to experience a single Grand Prix weekend, including practice, qualification, and the race itself.

To begin a *Single Race*, click the *Single Race* option on the Main menu.



The first thing you'll have to do is select a team, a rider, a name, and a physics level.

1. Using the arrows under the current team logo, select a team. You can choose any of the teams from the 1998 FIM World Championship. (The default team is Team Roberts.)
2. Choose your rider (and bike) by clicking on any member of the team you have chosen. (The first rider on the team is selected by default.) Your bike selection is determined by your rider selection. (If you are riding with the default team, your default rider is Kenny Roberts Jr. on the Modenas KR3.) You can choose any rider you want to represent in the game; other than the associated bike selection, the differences are aesthetic.
3. Enter your name by typing in the field next to Name. This name is independent of your rider selection. (The default name is the name from your Windows settings.)
4. Set the physics level for your race by clicking the button next to *Physics*. You can select one of two possible settings:
 - **Arcade:** In *Arcade* mode, the computer helps you prevent crashes by preventing you from overbraking or overaccelerating. The helper is not perfect but should prevent most crashes that result from these errors.
 - **Simulation:** In *Simulation* mode, it's all up to you. Accelerate too hard, and you can slide or flip your bike. Brake too hard, and you'll find yourself lying in the dirt.
- More customised difficulty settings appear in the "Difficulty" section of **Chapter 4: Options**.
5. Click OK to proceed. (To return to the Main menu, click *Cancel*; your selections will be forgotten.)
6. To select a track, click on one from the list at the left. As you click on a track from the Track Selector, the Track Display changes to show the track you have chosen. Further helpful information can be obtained from the Info and View buttons. View shows an on-bike video of one lap with corner advice. Info plays a short audio background description of the track.



- **Triple-Buffer:** A technique that allows a video card to set up three separate buffer areas within frame-buffer memory. This allows multiple output frames to be rendered and processed. This provides additional acceleration over double buffering.
7. Once you have selected a track, click *Load Bike Setup* to load customised bike settings (if you have previously saved them). You can also customise your bike during the Practice or Qualify sessions of the race. For details on bike customisation, refer to **Chapter 5: Customising Your Bike**.
 8. You are now ready to start racing. A single race has three sessions:
 - **Practice** is a timed free practice session. It allows you to get familiar with the track and experiment with different bike configurations. This is the best time to work on customising your bike. Practice is completely optional, and the results of practice do not affect the outcome of the race. The time limit for Practice is set according to your race distance setting (see "Adjusting Difficulty" in **Chapter 4: Options**).

- **Qualify** is a timed session in which you and the other riders attempt to establish the best possible lap times for the track. Only your best lap time counts for position. The best riders start at the front of the pack when the race begins; other riders start behind. The time limit for the Qualify session is the same as the time limit for Practice. You can continue customising your bike during this session, but the clock is running. In order to qualify, you must establish a lap time that is no more than 7% slower than the fastest rider (that's 4.2 seconds per lap minute). When you are satisfied that your established time is sufficient, you may end the session early. Computer-controlled riders always stay for the entire practice, and their times after you quit may improve significantly.
- **Race** is the main event. Riders start in their positions as established in the Qualify session, and when the light turns green, it's all or nothing. For tips on getting ahead and staying there, refer to **Chapter 6: Racing Strategy**.



After each session is completed, the current standings are shown.

After the Practice session, this screen will have a *Qualify* button, which takes you to the Qualify session of the race. After the Qualify session, this screen will have a *Race* button, which starts the race.

This screen also has an *Exit* button at the bottom left. You can use this button to return to the Main menu. If you *Exit* after the Practice or Qualify sessions, you can resume racing with the *Resume* command on the Main menu.

The standings after Practice have no bearing on the race. They can be used, however, to get an idea of how well you'll need to perform in order to qualify. The standings after the Qualify session determine the rider positions at the start of the race. Of course, the standings after the Race are final.

The Save button allows you to save your race after the Practice or Qualify sessions. For more information on saving games, refer to "Saving Races" in **Chapter 7: The Victory Lap**.

THE CHAMPIONSHIP

A Championship follows the 1998 500cc Grand Prix in chronological order. It is essentially a series of 14 single races, each on a different track.

As in the Single Race, you must select a team, replace a rider, enter your name, and set a physics level for the races. (Refer to the procedure outlined in "The Single Race" above.) Once these selections are made, they cannot be changed for the duration of the Championship.

The Track Selection screen is essentially the same as in the Single Race (see "The Single Race" above). The most obvious difference is that you cannot change the track selection; you must do the whole tour, in chronological order (starting with Suzuka, Japan, and ending with Buenos Aires, Argentina.)

As with the Single Race, you start with *Practice*, then you *Qualify*, then you *Race*. It is recommended that you run a few time trials or single races on each track before facing it in a Championship. Such practice gives you a chance to familiarise yourself with the track ahead of time. You can also use it to customise your bike ahead of time and save your preferred settings. You can load these settings using the *Load Bike Setup* button on the Track Selection screen.

The *Practice* button starts the Practice session of the race. As in the Single Race, you can end this session after it begins by calling the Pit Menu (press the Esc key or enter the pits) and clicking *End Session*. Free Practice is the best time to customise your bike, if you have not already done so. For details on bike customisation, refer to **Chapter 5: Customising Your Bike**.

After Practice, you can *Exit*, *Save*, or *Qualify* just as in a Single Race (see **The Single Race** above). After qualifying, you can *Exit*, *Save*, or *Race*.

After the race, you will see the Grand Prix results. This screen is essentially the same as the Standings screen in the Single Race (see **The Single Race** above). You can *Exit* or *Save* at this point, if you wish. After you have saved, or if you choose not to save your game, click *Championship* to view the current tour standings.

Final Standing
Japanese Grand Prix

1	Chen	USA	Points	6:44.219
2	Orlough	AUS	Points	07:01.564
3	Kiefer	ITA	Points	07:21.111
4	Wright	ITA	Points	07:21.111
5	Reid	ITA	Points	11:14.644
6	Reid	ITA	Points	11:14.644
7	Reid	ITA	Points	11:14.644
8	Reid	ITA	Points	11:14.644
9	Reid	ITA	Points	11:14.644
10	Reid	ITA	Points	11:14.644
11	Reid	ITA	Points	11:14.644
12	Reid	ITA	Points	11:14.644
13	Reid	ITA	Points	11:14.644
14	Reid	ITA	Points	11:14.644
15	Reid	ITA	Points	11:14.644
16	Reid	ITA	Points	11:14.644
17	Reid	ITA	Points	11:14.644
18	Reid	ITA	Points	11:14.644
19	Reid	ITA	Points	11:14.644
20	Reid	ITA	Points	11:14.644

EXIT VIEW ONLINE DRIVER

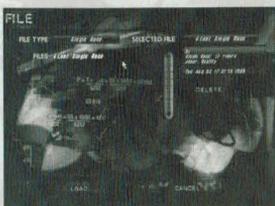
This screen shows the current accumulated points of all competitors. Points are assigned after each race according to the Championship point scale (which appears in **Chapter 6: Racing Strategy**). Click *Exit* to end your game or *Next Race* to proceed to the next meeting of the 500cc Grand Prix tour.

The computer-controlled opponent riders improve slightly in their skills each time you win a Championship. To keep winning, you'll have to continue to refine your skills, improve your corners, and fine-tune your machine.

LOADING RACES

The *Load* button on the Main menu allows you to load single races, championships, or replay files. To load a file:

1. Click *Load* from the Main menu. You will see the Loading Screen.



2. Click the File Type button to select a Single Race file, Championship file, or Replay file.

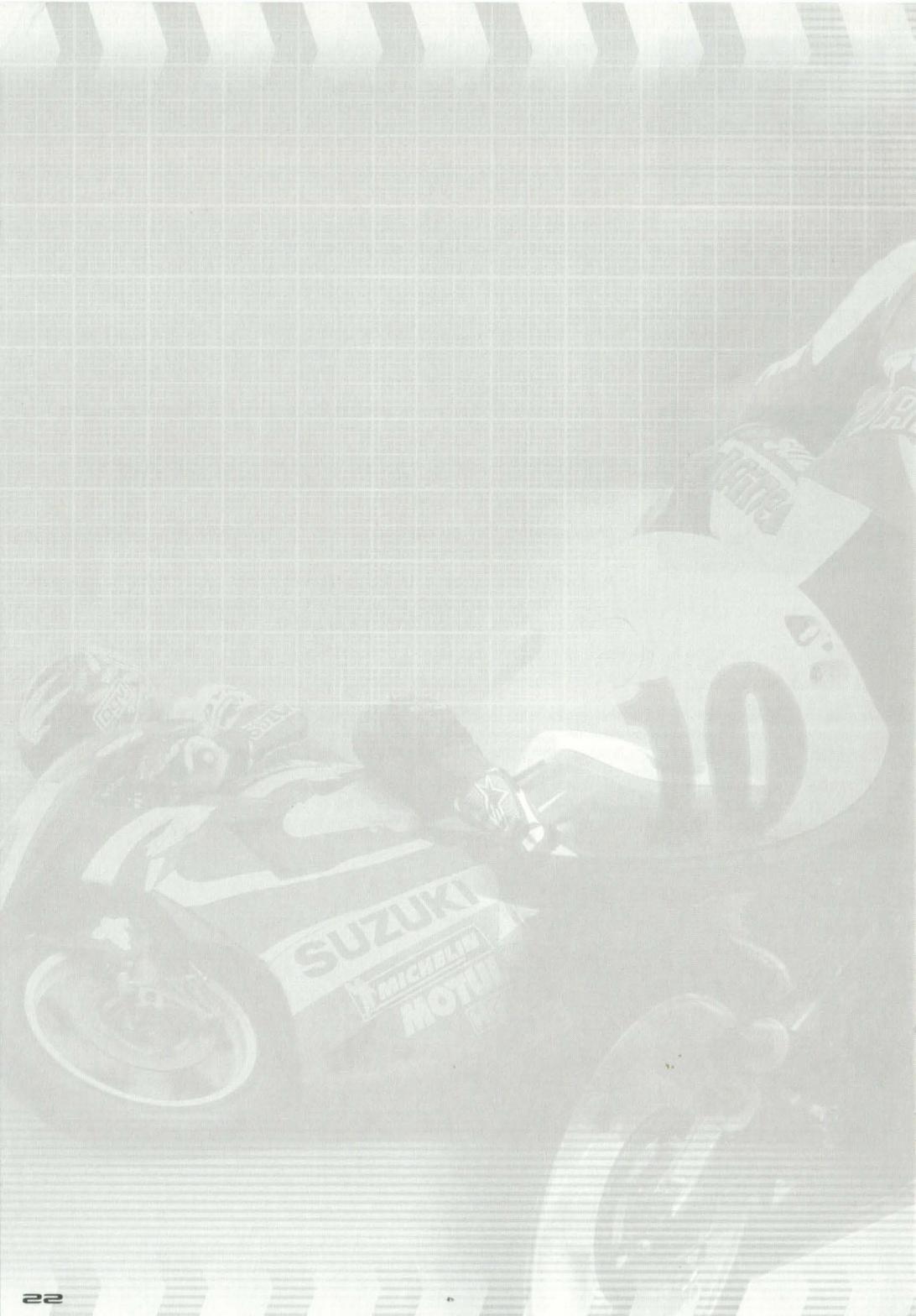
- **Single Race** files contain your current race session, your standings and qualification time (if established), your chosen team and rider, your bike configuration settings, and your chosen track.
- **Championship** files store the same data as Single Race files, plus the Championship Standings and your results from previous races.
- **Replay** files store up to a full lap of telemetry data, allowing you to review the action from any camera position and any rider's perspective. They can be used to evaluate your performance or just to show off.

3. Click on a file from the list displayed below *File Type*. Details of the selected file appear below the filename.

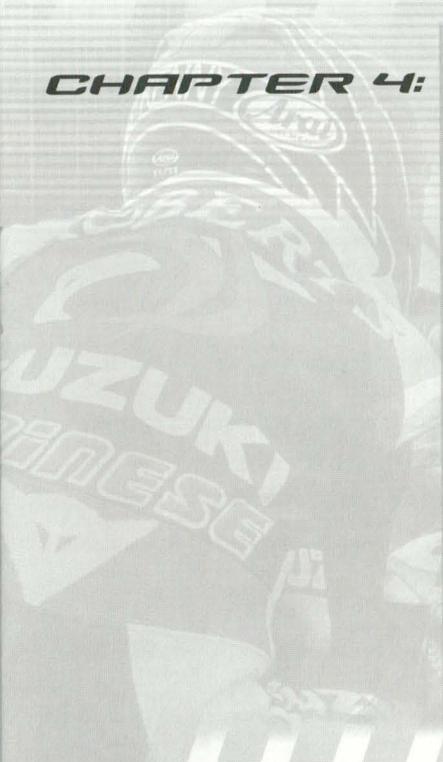
4. Click *Load* to proceed.

Loading *Single Race* or *Championship* files brings you to the Track Selection screen. Certain options on the screen may be unavailable, as a result of sessions already run before the file was saved. Loading *Replay* files will call up the Replay controls, and allow you to review the action from the beginning of the file.

Of course, you can only load a file that you have previously saved. Single Races can be saved after the Practice or Qualify sessions. Championships can be saved after any race or after any Practice or Qualify session. Replay files can be saved at any time on the track. For more information on saving games, refer to **Chapter 7: The Victory Lap**.



CHAPTER 4: OPTIONS



GP500

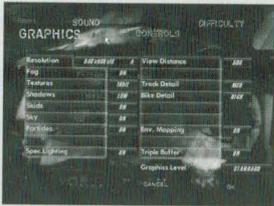
THE OPTIONS MENU

The *Options* menu is divided into four screens: *Graphics*, *Sound*, *Controls*, and *Difficulty*. Click the corresponding button to bring up that screen.

Two buttons appear at the bottom of every screen: *Cancel* and *OK*. *Cancel* returns you to the Main menu and undoes any Options changes you have made. *OK* stores your changes and returns you to the Main Menu.

ADJUSTING GRAPHICS

Click on the *Graphics* button to adjust graphics. Changing these options can smooth out your monitor's performance on slower machines or enhance the level of detail on faster machines.



The *Graphics Level* button in the lower right corner can be set to High Speed, Standard, or High Quality.

- **High Speed:** Of the three default settings, this one generates the fastest frame rate.
- **Standard:** This setting balances video performance with simulation quality.
- **High Quality:** This setting makes detail the first priority, and video will not perform well on slower systems.

If you wish, you can customise your graphics rather than accepting one of these three defaults. If you change any option other than *Graphics Level*, the *Graphics Level* bar will read "Custom."

- **Resolution** changes the resolution of the display during the race. At higher resolutions, detail is sharper but performance is slower. The available settings are determined by your video hardware. After changing the resolution to anything other than the current resolution, you must click the A button (Apply) next to the new setting for the change to take place.
- **Fog** toggles the fog effect. Fog allows distant objects to be drawn in less detail and therefore accelerates video performance.
- **Textures** can be set to use 8-bit, 16-bit, or 24-bit colour. Greater colour depth improves detail and realism but slows performance.
- **Shadows** can be switched off, or set to low or high level. Turning them off causes a slight performance improvement at the expense of realism. *High* shadows model a complete shadow of your rider; *Low* shadows model a more generic shadow.
- **Skids** toggles the skid marks on the track. Skids can help you find the right racing line for the track, but can slow down performance.
- **Sky** toggles realistic rendering of the sky overhead. Turning it off causes a slight performance improvement at the expense of realism.
- **Particles** toggles minor graphic details such as grass, dirt, gravel bits (if your bike goes off the track), sparks from the fairing (when you turn too hard) and so on. Turning them off causes a slight performance improvement at the expense of realism.
- **Spec. Lighting** toggles special lighting that makes various textures shinier.
- **View Distance** sets the limits of visibility. It can be set to 400, 500, 600, 700, or 800 metres. A shorter limit improves performance, while a higher limit improves detail. Even the shortest distance allows you to see a sufficient amount of the track to race successfully.
- **Track Detail** determines the level of detail for drawing the track itself: Minimum (*Min*), Low, Average (*Avg*), High, and Max.
- **Bike Detail** determines the level of detail used in rendering your bike and those of your opponents: Minimum (*Min*), Average (*Avg*), and Max.
- **Env. Mapping** toggles Environment Mapping, which models the reflections of various surfaces on one another.
- **Triple Buffer** is a toggle for the triple VRAM buffer. Switching this option *On* protects the game from certain rare visual distortions caused by Windows. Switching it off can significantly improve your display performance.

ADJUSTING SOUND

Click on the *Sound* button to adjust sound options.

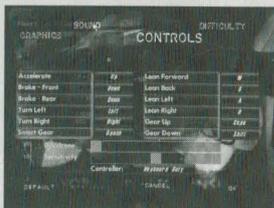


- **Master Volume** controls the total volume level for the game. Click on any point on the dial to turn the volume up or down to that level.
- **UI Volume** controls the volume level of user interface sound effects relative to the *Master Volume* setting. Click on the dial to change the volume.
- **Music Volume** controls the volume level of music relative to the *Master Volume* setting. Click on the dial to change the music volume. Music is played only when you are not racing.

- **Channels** is the maximum number of distinct sounds that can be heard at any given time. Higher numbers mean more detail and clarity, but can reduce game performance on a slower computer. Options range from 4 to 128 channels.
- **Quality** determines the sound quality of samples. You can opt to use 11KHz or 22KHz sounds. 22KHz sounds are cleaner, but require more processing time and may reduce game performance.
- **Own Bike's Detail** sets the level of detail for your bike's sounds. *Low* detail means you hear only engine sounds. *Medium* detail adds the gear-shifting sounds to your bike. *High* detail includes throttle variation noises.
- **Other Bikes' Detail** works exactly like *Own Bike's Detail*, except that it controls the sounds for the other bikes.
- **Track Sounds Detail** sets the level of track and crowd noise. *Low* detail means there are no sounds other than the sounds of your bike and those of your opponents. *Medium* detail adds crowd noises. *High* detail adds environmental and miscellaneous noises (such as helicopters, Ferris wheels, etc.)
- **2D Mode** allows you to choose whether 2D sound effects are processed by *hardware* (your sound card) or *software* (the game).
- **3D Mode** allows you to choose whether 3D sound effects are processed by *hardware* (your sound card), *software* (the game), *EAX* (if you have an EAX-compatible sound card), or *A3D* (if you have an A3D-compatible sound card).

ADJUSTING CONTROLS

Click on the *Controls* button to adjust game control settings.



The most important option on this screen is the Controller. You can control your bike via *Joystick*, *Gamepad*, *Wheel* or *Keyboard Only*, depending on what you have available to you and your own preference.

Use the *Deadzone* and *Sensitivity* controls to customise the game's response to your joystick, gamepad or wheel. *Deadzone* sets the size of the central area that the game disregards; *Sensitivity* determines the game's response level when the joystick moves outside the *Deadzone*.

When you have selected a controller, the screen shows the current control assignments for that controller type. You can change the controls for *Accelerate*, *Brake Front*, *Brake Rear*, *Turn Left*, *Turn Right*, *Smart Shift*, *Lean Forward*, *Lean Back*, *Lean Left*, *Lean Right*, *Gear Up*, or *Gear Down*. To change a control assignment, click on the field that identifies the button or joystick movement. When the text is highlighted, enter the new control. On a keyboard, do this by pressing the key you wish to associate with the control. On a joystick, gamepad or wheel, push the desired action button or move the stick (or hat or wheel) in the desired direction. The control will be changed to your new selection. You can restore the default settings for your controller type by clicking the *Default* button.

ADJUSTING DIFFICULTY

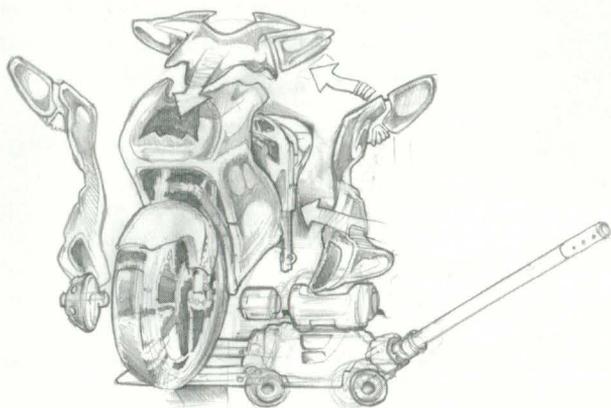
Click on the *Difficulty* button to adjust difficulty settings.



- **Race Distance** determines the length of each race as a percentage of the 1998 500cc Grand Prix. Grand Prix races are between 100 and 130 km, and run about 45 minutes on average. You can race the entire distance or as little as 10% of the full length. Each click changes the distance by 10% of the total. Note that changing this distance also changes the Practice and Qualify time limits for the race; each of these sessions lasts 6 minutes per 10% of the race.
- **Number of Bikes** determines the number of participants in the race. A larger number of opponents can slow down your computer's video performance, but is more realistic. Races must have at least two riders and can have as many as 24.
- **Opposition Strength** is an abstract measurement of the riding skill of computer-controlled riders. 100% puts them at their best, while 10% puts them at their worst. This setting does not affect the performance of their bikes but does affect their riding skills.
- **Forced Retirement** is a toggle for the consequences of crashing. When switched to *Off*, you can crash your bike as often as you like, with no consequences other than lost time. When this toggle is switched *On*, you must retire from the race if you crash.
- **Shifting** determines whether your bike's gears are shifted by computer (*Auto*) or directly by you (*Man*). Automatic shifting is done at what the computer considers optimal RPM, which may or may not be the best time for racing purposes. Manual shifting gives you the potential for better control.
- **Braking** determines whether the computer assists you in slowing down for corners. Manual (*Man*) braking means it's completely up to you. *Auto* braking means the computer slows your bike down as you approach corners. You can still brake manually at any time. *Auto* braking will not prevent you from crashing, skidding, or missing turns; it merely guarantees that if you take the right line on a corner and don't accelerate too hard coming out, you'll stay in control.
- **Rider Leaning** determines the degree to which the computer controls your rider's leaning. You can choose to take complete control of leaning (*Man Full*), control only side-to-side leaning (*Man L/R*), control only forward-backward leaning (*Man A/B*), or let the computer control all leaning action (*Auto Full*).

CHAPTER 5: CUSTOMISING

YOUR BIKE



GP500

BETTER, STRONGER, FASTER

Your bike is already a streamlined, custom-built, high-performance machine. The standard bike configuration, however, may not be ideal for every track. In order to squeeze every last ounce of performance from your chosen machine, you can retune the engine, change the gear ratios, adjust the suspension, or change the tyres.

To customise your bike, you must first be on the track during a Practice or Qualify session. Press the Esc key or enter the Pit Lane and then click "Pits" from the menu that appears. (See "The Pits" in **Chapter 2: Getting Started** for details on this menu.)

On the right side of the screen, the following options always appear:

- **Save** saves the current configuration of engine, gears, suspension, and tires to a file. The Save screen is exactly like the screens for saving races and replay files; refer to "Saving Races" in **Chapter 7: The Victory Lap** for more details.
- **Load** lets you to load a preset configuration file. The Load screen is exactly like the screens for loading races and replay files; refer to "Loading Races" in **Chapter 3: Preparing to Race** for more details.
- **Cancel** restores your previous settings and put you back on the track. Regardless of where you were when you entered the Configuration screen, you reappear in the pits.
- **Default** restores the default settings so you can customise your bike from that baseline.
- **OK** applies your changes to your bike and put you back on the track. Regardless of where you were when you entered the Pit screen, you reappear in the pits. If you choose to save your game, your customised settings are saved with your Single Race or Championship. If you wish to use your customised settings in other races, you must use the Save function on the Pit screen itself.

Your standing in the current Grand Prix session appears on the bottom of the screen.

The Pit screen has four modes: *Engine*, *Gears*, *Suspension*, and *Tyres*. To select any of these modes, click the corresponding controls (which appear across the top of the screen).

TYRE ADJUSTMENTS

Click on the Tyres button to change the tyres on your bike.



You can select a tyre for the front or rear wheel. Choose between three tyre types:

- **Hard** tyres last the longest, but they don't hold the road as well as other tyres.
- **Medium** tyres are balanced between the needs for extended wear and enhanced grip.
- **Soft** tyres grip the road for better cornering but wear more quickly. Worn tyres do not hold the road very well at all.

This screen also shows the current level of wear on your tyres. Worn tyres do not grip the road as well, and thus reduce your turning speed.

In general, you should always select the softest tyre that will last through the race. Tyre selection is very subjective, as it depends as much on your individual style as the track in question.

The front tyre is worn down primarily by hard braking. The wider rear tyre is worn down primarily by hard acceleration after turns. Both tyres are worn down somewhat by sharp turns.

ENGINE ADJUSTMENTS

Click on the *Engine* button to change the tuning of your bike's engine.



Choose from one of three tuning arrangements for your engine. Each is identified by a graph of torque and bhp (brake horsepower) over the engine's RPM levels. Power at low RPM improves initial acceleration, while power at higher RPM indicates better acceleration as your bike approaches top speed.

- **Type 1:** This engine is tuned for low-end power. It accelerates quickly from a standing start and provides good slow-turn recovery. It loses power (relatively) at high speeds and therefore has difficulty reaching the bike's top speed on long straights. This engine performs best on a track with slow turns and short straights.
- **Type 2:** A balanced power curve gives this engine better high-speed performance than Type 1 but better acceleration than Type 3. This engine performs best on tracks with moderate straights and faster turns.
- **Type 3:** This engine is tuned for high-end power. It accelerates slowly but gains power as you gain speed. This engine recovers well only from the fastest turns. It performs best on a track with very few (or very fast) turns and long straights.

GEAR ADJUSTMENTS

Click on the *Gears* button to change the ratios of your bike's gears.



Your bike has six gears, and you'll want to set them in a curve that puts your best acceleration at the most common speeds. To determine the common speeds of a particular track, check it out in practice or time trials, and note the ratings of the turns. These are the speeds you'll stay at most often, so they're the points where you'll want the most acceleration.

Each gear is adjusted with a slider, which corresponds to a gear ratio. These ratios are abstract, but you can see the results of your adjustment by looking at the top speed for a gear as you change it. The current top speed for each gear is displayed to the right of the gear ratio slider. A lower top speed provides

better acceleration but also requires an earlier shift-which affects acceleration in the next gear. The top speed of the 6th gear is the top speed for the bike.

Depending on your engine type, your best acceleration is at either low, middle, or high RPMs. Once you've determined the critical speeds of the track you're racing, you should arrange your gears around those speeds based on your engine type. For example, if your best acceleration is at high RPMs (Type 3 engine), you'll want your gears to have closer ratios at the critical speeds. This keeps the engine at high RPM throughout the critical zone of acceleration. If your best acceleration is at low RPMs (Type 1 engine), you'll want the gears spaced further apart in order to minimise the time spent at high RPMs (where the engine is weakest.)

SUSPENSION ADJUSTMENTS

Click on the *Suspension* button to customise your bike's suspension. Suspension can be adjusted independently for both the front and rear wheels.



On the tracks of the FIM World Championship, the racing surface is quite smooth. There are no bumps or potholes to worry about as long as you stay on the track. Your main concern in suspension is the bike's response during turns. The front shock compresses as you brake to enter a turn and rebounds as you reach the peak of the turn and stop braking. The rear shock compresses as you accelerate out of the turn and rebounds as you recover to full speed following the turn.

The goal of suspension adjustments is to maximise your level of control while the bike is not level, while also allowing the bike to return to a level state as quickly as possible. Your bike performs best, in terms of steering and stability,

when the shocks are in their uncompressed state; performance begins to fall off when the shock is compressed by more than 20-30%.

- **Spring Rate** measures the capacity of the shock to resist compression. A higher number means a faster recovery after braking ends but less control while braking. A lower number provides better control while braking but slower recovery.
- **Compression Damping** reduces the shock's response to compression, in order to prevent oscillation. Setting this value too high can prevent full shock absorption, reducing control. Setting this value too low can cause oscillation of the shock following compression, which prevents your bike from returning to a level state.
- **Rebound Damping** reduces the shock's rebound rate, the same way compression damping reduces a shock's response. If it is set too high, the shock can be slow to rebound, which means reduced tyre grip until rebounding is complete. If it is set too low, oscillation occurs following recovery, and your bike takes more time to return to level.
- **Preload** is the amount of force applied to the shock under unstressed conditions. In effect, it establishes the total difference between the compressed and normal states of the shocks.
- **Stiffness Progression** sets the difference between the shock's spring rate at low and high compression states. A low number corresponds to a shock whose resistance is essentially uniform. A higher number indicates that the shock has less resistance early on, but gradually increases resistance as the force becomes greater.

The best settings depend very much on your riding style, which determines the level of compression that your shocks encounter. Experimentation will lead you to settings that work well for you.

Additionally, the following options modify the position of the bike's front wheel. These controls are normally adjusted together in order to keep the bike level.

- **Rake** is the angle of the front fork, measured from the vertical. A steeper angle allows tighter cornering, while a wider angle provides better stability.
- **Trail** is the distance from the bottom centre of the front wheel to the point where the steering axis meets the road. With a shorter length, the bike will turn into corners more readily; with a longer length, the bike will return more readily to a straight line.

CHAPTER 6: RACING

STRATEGY



GP500

PACING YOURSELF

The cardinal rule of racing is "Slow down." The Grand Prix is full of turns, and too much speed on a turn will dump you in the gravel and put you out of competition. You can open up the throttle on the straights, but if you ever hit your bike's top speed, it will be a very short thrill. Staying on the track is more important than staying on the throttle.

You also have to keep in mind the temperature and wear of your tyres, and your own stamina. Taking the early lead may feel good, but in a long race it can also wear you (and your tyres) out ahead of schedule, and leave you behind in the final laps. If you can't finish the race, you'll never win it.

The winner is the fastest rider to stay on the track... which means you have to push it right to the edge of disaster, as often as you can, for as long as you can. But one mistake could move you from first to last, or put you out of the race entirely. Even a moment in the grass or gravel can cost you precious seconds that can never be replaced. You need to know what's coming up ahead on the track. You have to be ready for the next turn, long before you can see it.

Hey, nobody said it was easy.

HOLDING THE LINE

When there are gravel pits, grass sides, grandstands, and tyre walls to consider, the shortest way from start to finish is nowhere near a straight line. The shortest route around the track is to take the inside of each turn, gradually moving from one side of the track to the other as necessary between turns.

Of course, shortest doesn't necessarily mean fastest. The fastest way through a turn is usually to start on the outside of the track, cut to the inside at the midpoint of the curve, and drift back out to the edge as you accelerate. This effectively widens the turn, and increases the speed you can maintain.

"The line" is a curved path around the track that takes all turns at their best possible speed and minimises maneuvers on the straight sections of track. This combines the shortest and fastest routes, providing the best possible lap. The closer you can stay to that line, the faster you'll get around the track.

The optimum race line is not shown by the simulation. The only way you can be sure you're on it is by your lap times-when you're approaching the record, you're in the right place.

If you're having trouble finding the line, watch the computer-controlled riders during practice. They're not perfect, but they come close. Matching speed and position with a computer-controlled rider is a good way to learn the track. If no riders are near you, watch for the tyre marks on the turns. Some of them show where riders have lost control-some of them might even be yours. But if there's a solid cluster of them, they're probably right where your wheels should be.

OVERTAKING

No matter how well you've tuned your bike, and no matter how hard you run, you'll never beat a rider you can't pass.

If you start out at the pole position and hold the lead for the entire race, all you need to do is defend. For the rest of us, overtaking is the name of the game. To pass a rider, you first have to catch them. Then you have to grab the opportunities that present themselves.

There are four basic ways to overtake a rider:

- **Superior Acceleration.** If you've tuned your gears right, you'll be able to pull out of a turn faster and hit higher speed on the straights. Superior acceleration can be used after a turn, but won't help before or during a turn. Note that your opponent will probably attempt to block you from passing—you'll have to get your timing right, or you'll crash or go off the track.
- **Tighter Turns.** As your opponent approaches a turn, he will probably go wide to follow the line. If you take the inside of the corner, you'll lose some speed on the turn... but your opponent will have to stay on the outside of the bend, which lengthens his turn and reduce his acceleration on the far side. This is the most common strategy for overtaking in any race.
- **Late Braking.** As your opponent approaches a turn, he will reduce speed. If you've got the guts, you can hold off on the brakes for a little longer and pass him on the approach. Now all you've got to do is slow down in time to hold the turn, without letting your opponent pass you again on the inside of the corner.
- **Patience.** No rider is perfect. If you follow them for long enough, you'll be there when they make a mistake, and you'll be ready to take advantage. It's just as easy for them to lose control as it is for you. Of course, this only works if they make a critical mistake before you do—and that's not always a safe bet.

DEFENDING

Now that you've taken the lead, you've got to stay there. The main way to do this is to hold the Line and run a cleaner, faster race than anyone behind you. After all, passing maneuvers take extra time, which means the riders gaining on you are also losing ground. The same tactics you used to get in front, however, can be used to get in front of you.

Defensive maneuvers may slow you down, but if they keep you in the lead, it doesn't matter. A rider who can't pass you can't beat you.

For every overtaking strategy, there is a defense:

- **Superior Acceleration.** The simplest way to beat technology is with technology, but it's not the only answer. When a rider is coming up behind you, he'll have to move to one side in order to pass—a collision won't help him any more than it helps you. When your tailing rider decides which side to pass you on, start drifting to that side. He'll have to abort or go off the track, and either way you win. Of course, he'll probably try for the other side, but the same tactic applies.
- **Tighter Turns.** In order to turn tighter, your opponent must brake harder, lean farther, and start out close to your position. You, on the other hand, have a wider turn and smoother acceleration. Your opponent gains the better turning line, but you have better control. Use it to your advantage. If you're already braking as hard as you can just to hold the turn, your opponent won't be able to maintain control and still outbrake you... and losing control means losing time.
- **Late Braking.** Late braking is only effective against a rider who is playing it safe and braking early. If you're braking as late as you can, anyone who brakes later is braking too late or is going slower than you are in the first place.
- **Patience.** No rider is perfect, and that includes you. Your goal while in the lead is to do it as fast and clean as you can. Overdo it and you'll make a mistake, and your tailing rider will be there to take advantage. Crash, and half a dozen other riders will be there too, even if you get back on the track immediately. Ride hard, but don't lose traction—ride fast, but don't forget your brakes.

FLAGS

Throughout the race, track marshal's use colored flags to communicate critical information to the riders. When flags are waved, they appear at the top of the screen.

- **Yellow** flags mean caution. They indicate unexpected track problems or an accident ahead. If the yellow flag flashes briefly, there has probably been a crash in which both riders ended up off the track. If the yellow flag stays on, there are more serious problems ahead. Overtaking is not allowed under yellow flag conditions; if you do so, you will be disqualified (see **Black** flags, below).
- **Blue** flags indicate that an overtaking maneuver is in progress. If you see a blue flag, someone is attempting to pass you, and you need to pick up speed or get out of the way.
- The **Checkered** flag means the race is over. If you're in first position when you see it, you've won the race.
- The **Black** flag means the race is over-at least, for you. You've been disqualified, due to reckless behavior, mechanical problems, or unsportsmanlike conduct. Whatever the reason, your results are invalid and the marshals want you off the track now.

PENALTIES

There are many infractions that can disqualify you from racing, but most of them are technical-your bike must meet certain specifications set by the race officials at the beginning of the season. Any bike you choose to race in *GP500* automatically meets these specifications, and you can't violate them through adjustment.

During the race, you can be penalised for endangering other riders or for cutting corners.

- **Endangering Other Riders:** If your presence on the course becomes an exceptional hazard to other riders, the marshals will remove you from the track via the black flag. As long as you are riding at a similar speed to the other riders in the race, this is not likely, but may still occur (e.g., if you pass another rider under yellow flag conditions).
- **Cutting Corners:** It is not against the rules to leave the track; normally, it slows you down and therefore is its own punishment. On some tracks, however, it is possible to leave the track and return at an advantageous point. For example, crossing the gravel in front of a chicane is often faster than staying on the track. This earns you a Stop and Go penalty.

THE STOP AND GO PENALTY

When you earn a Stop and Go penalty, a warning message appears at the top of your screen: "[YOUR NAME] CUT A CORNER!" On receiving this penalty, you must enter the pit lane within three laps. You must come to a stop in the pit lane and remain stopped for 5 seconds before proceeding in order to clear this penalty. The warning will appear as you pass the pits for three consecutive laps, or until you clear it.

If you fail to clear the Stop and Go penalty within three laps, you will be shown the black flag. If you incur a Stop and Go penalty with less than three laps to go and finish the race before clearing it, 30 seconds are added to your finishing time.

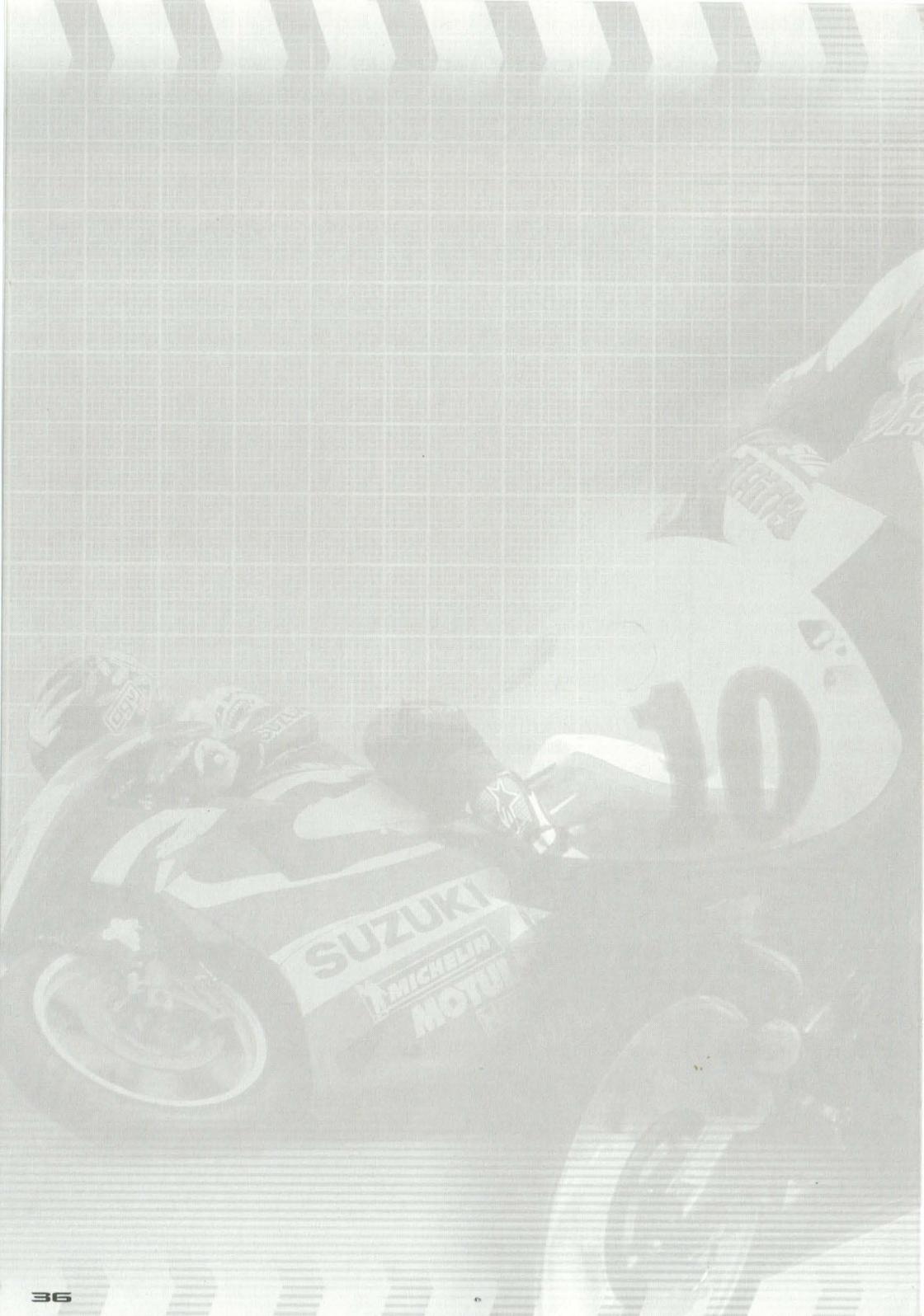
CHAMPIONSHIP POINT SCALE

At the end of every race of the Grand Prix tour, points are awarded to the first 15 qualified finishers. These points are accumulated toward a total that determines each rider's Grand Prix standing. At the end of the tour, the rider with the most points is the winner. Of course, the highest points go to the earliest finishers, and you'll never top the list if you're always in back. It takes a lot of 15th-place finishes to equal even one win, and there just aren't that many races.

You do not have to win every race. In fact, if you can stay consistently on the podium, you could win the championship without ever placing first in a race. The important thing is to place as high as you can on every track. Win the races you can win, stay competitive in the rest, and you're a strong bet for the Grand Prix championship.

The Grand Prix Championship point scale:

1st	25
2nd	20
3rd	16
4th	13
5th	11
6th	10
7th	9
8th	8
9th	7
10th	6
11th	5
12th	4
13th	3
14th	2
15th	1



CHAPTER 7: THE VICTORY LAP



GP500

REPLAY CONTROLS

What's the point of winning if you can't enjoy it? Whether you've just finished your best lap ever, won the race, crashed spectacularly, or overtaken a particularly tough opponent, chances are you'll want to see it again on tape. To activate the Instant Replay, press the Esc key and click the *Replay* button from the Pit menu.

Replays store a maximum of one full lap of data; if you crash after completing a lap, your replay runs from the previous lap, starting at the point of your crash.



Full Rewind skips to the beginning of the replay tape. If you are already at the beginning of the tape, this button does nothing.

Rewind rewinds the replay. Unlike Full Rewind, this does not immediately skip to the beginning. The rewind is gradual so you can play from a desired point.

Frame Reverse rewinds the replay by one frame. Hold down this button for a slow-motion rewind, one frame at a time.

Play rolls the replay tape forward at normal speed.

Frame Forward advances the replay tape by one frame. Hold down this button for a slow-motion display, one frame at a time.

Fast Forward fast-forwards the replay. Like Rewind, this moves through the tape quickly but not instantly.

Full Forward skips instantly to the end of the replay. If you are already at the end of the replay tape, this button does nothing.

Change Rider POV lets you view the replay from another rider's perspective. Each click moves the camera to a different rider, from all riders that are present in the replay file.

Change Camera lets you view the replay from any camera perspective. The list of available cameras is the same as in the race itself. For a list of cameras, refer to "Camera Controls" in **Chapter 2: Getting Started**.

Save Replay saves your replay to a file on your hard drive. The screen for saving replays is functionally identical to the one for saving races (see "Saving Races" below).

Exit Replay resumes the action or returns to the Main menu.

SAVING RACES

When you click the *Save* button after a Practice session, Qualify session, or Championship Race, or during a Replay or in the Pits, you see the Saving Screen.



To save a file, follow these steps:

1. Click on the Save button.

- For *Single Race* and *Championship* files, the *Save* button appears on the *Standings* screen.
- For *Pit Settings* files, the *Save* button appears in the *Pits*.
- For *Replay* files, the *Save* button appears as one of the *Replay* controls.
- *Multiplayer* files are saved automatically when a multiplayer game ends.

2. Select a file to overwrite, or enter a filename.

• To save over an existing file, click the desired file from the list on the left. The *Message Area* shows general information about that file.

• To save a new file, click on the field next to *Save Name*, and use the keyboard to edit the filename.

3. Click *Save* to save the file.

CHAPTER 8: MULTIPLAYER

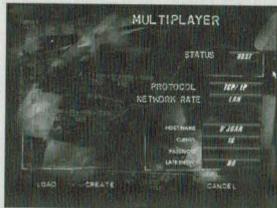


GP500

STARTING A MULTIPLAYER GAME

To begin a multiplayer game, click *Multiplayer* from the Main menu. You must select a bike and a rider, and the physics level for the multiplayer game. This procedure is the same as in a *Single Race* or *Championship* (see "The Single Race" in **Chapter 3: Preparing to Race** for more information).

When you have made your selections, click OK to proceed. This takes you to the Multiplayer Creation Screen.



- **Protocol** allows you to choose your mode of connection: *TCP/IP* or *IPX*.

If you choose *TCP/IP*, you may need to enter a *Host IP#*. If you are attached to a LAN, you can leave this blank. It will default to your normal server and context.

- **Cancel** returns you to the Main menu.

When you are ready to begin, click *Continue*.

THE MULTIPLAYER LOBBY

After you click the *Continue* button, you go to the Multiplayer Lobby. This screen lists all available multiplayer games available through your current connection. (If you are connected by *Modem* or *Serial* cable, only one game is displayed.)



- Click **Host** to start a new Multiplayer game as the Host. This will take you to the Multiplayer Host screen.
- Click **Join** to join an existing Multiplayer game. You must select a game from the list before clicking this button. If a password is required for the game you wish to join, you will be prompted to enter it.
- Click **Auto Refresh On/Off** to toggle the Auto Refresh feature. When this is switched On, the game automatically refreshes the session list every ten seconds.
- Click **Refresh** to update the game list. This will update the list of active games. This is not necessary if you have the Auto Refresh feature switched On.

To return to the Multiplayer Creation screen, click *Cancel*.

THE MULTIPLAYER HOST SCREEN

The Multiplayer Host screen allows you to set a few additional options for Multiplayer games. These settings are only available to the Host of a game.

- **Host Name:** This is used to identify the multiplayer game. You can edit the name to any label you desire.
- **Clients:** This sets the maximum number of clients (including yourself) in the race. You can choose from 2 to 24 clients. The default limit is 16.
- **Password:** This allows you to create a password protected game. You may use any password you like, but the clients must all know the password to be able to join the game.
- **Network Rate: (TCP/IP only)** Use this control to specify the expected data flow rate of your network. If you use dial-up networking, you should select *28.8K Modem*. If you have a physical connection you should probably select *LAN*.

HOW TO FIND YOUR IP ADDRESS USING WINDOWS 95/98

To find your IP address so that you can communicate it to other players, follow the steps detailed below:

1. Connect to your ISP (Internet Service Provider). *This must be done before continuing.*
2. Click on the Start button on your Windows taskbar, and then click on "Run."
3. When the Run dialog box appears, type **winiipcfg** and click OK.
4. The box labeled "IP Address" is your IP address for that session. Note: Your IP address may change each time you log on depending on your ISP.
5. If you are hosting the game, you must communicate your current IP address to the other players wishing to join the game. You can do this via one of the following methods:
 - **E-mail:** Use your e-mail program to send your IP address to other players.
 - **Phone:** Call the other players and tell them your IP address before playing.
 - **Chat or Instant Message Programs:** Use programs such as ICQ or AOL Instant Messenger to send your IP address to the other players. (For info on ICQ, see www.mirabilis.com; for info on AOL Instant Messenger, visit www.aol.com/aim/.)

THE MULTIPLAYER CONTROL CENTER

The Multiplayer Control Center displays information on connected *Players*, *Track* selections, current *Rules*, and race *Results*. To switch the screen to any of these modes, click the appropriate button at the top of the screen.

The lower half of the screen is devoted to a multiplayer chat area. To enter a message in the Chat window, click on the field below the Chat window, and type away.

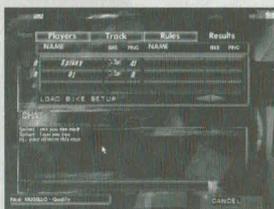
DISCLAIMER:

Hasbro Interactive does not monitor, control, endorse, or accept responsibility for the content of text or voice chat messages transmitted through the use of this product. Use of the chat function is at your own risk. Users are strongly encouraged not to give out personal information through chat transmissions.

If you are under 18 years of age, check with your parent or guardian before using the chat function or if you are concerned about any chat you receive.

Two other controls appear at the bottom of the screen: *Start* (Hosts only!) and *Cancel*. Clicking *Start* sends the signal to begin the next race. Clicking *Cancel* removes you from competition.

PLAYERS



To view information on the human players in the game, click *Players* at the top of the Multiplayer Control Center. This information can be viewed by any player and updates automatically whenever a player joins or leaves the game.

The window shows up to six players at a time and displays the following information:

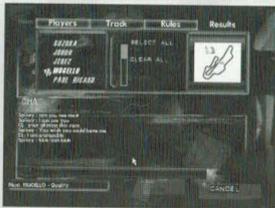
- **Name:** The player's name, as reported by their computer.
- **Bike:** A graphic representation of their bike, including its color scheme.
- **Ping:** The time it takes for a packet to go from the host computer to the player's computer and back. (For the Host, this is always zero.) A high number indicates a less reliable connection.

There may be an "R" or an "e" next to the Names of various players. The "R" indicates that the player is ready to proceed. The "e" indicates that there is a network error. A race cannot begin unless all players are ready (indicated by an "R" next to all Names).

The host may click on the "R" next to a player's name to remove the player from the Multiplayer game. Removed players are returned to the Multiplayer Lobby. an "R."

If more than six players are present, the arrows beneath the Names can be used to scroll through the player list.

TRACK

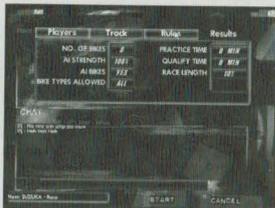


To view the current track schedule for the Multiplayer game, click *Track* at the top of the Multiplayer Control Center. This information can be viewed by any player, but can only be modified by the Host.

The Track screen is divided into three sections. From left to right, they are:

- **Track List** lists all available tracks. A checkered flag appears next to the tracks that have been selected. Click on a single track to select it as the only track to be raced. To select multiple tracks, hold down the Ctrl key while clicking on a track to select or deselect it. Only the Host can change the track selections. These selections cannot be changed after the start of the first race.
- **Selection Controls** contains a scroll bar for the track list and two selection controls: *Select All* (to select all tracks for the multiplayer game) and *Clear All* (to clear all selections and start afresh). Only the Host can use these selection controls. These selections cannot be changed after the start of the first race.
- **Track Display** shows a reduced map of the last track selected.

RULES



To view the current Rules for the multiplayer game, click *Rules* at the top of the screen. This information can be viewed by any player, but can only be modified by the Host.

The following Rules can be set by the Host:

- **No. of Bikes** determines the number of bikes in the race. If this number is set higher than the number of available players, computer-controlled riders fill the slots if allowed (see *All Bikes* below). This number cannot be changed after the beginning of the first race or Practice/Qualify session.
- **AI Strength** is an abstract rating of the skill level of computer-controlled riders. It can be set from weakest (10%) to strongest (100%). (This is functionally identical to the Opposition Strength control in the "Adjusting Difficulty" section of **Chapter 4: Options**.)
- **AI Bikes** determines whether AI Bikes are allowed in the race. If this is set to *No*, only human riders can race, and empty slots are not automatically filled. This selection cannot be changed after the beginning of the first race or Practice/Qualify session.
- **Cheat Bikes:** (Yes / No) This control determines whether you will allow bikes in the race which were not present in the 1998 500cc Grand Prix.
- **Practice Time** sets the amount of time available for practice. You can set this time in increments of 5 minutes, from zero to 60 minutes total. Zero indicates that the practice session will be skipped.
- **Qualify Time** sets the amount of time available for qualifying laps. You can set this time in increments of 5 minutes, from zero to 60 minutes total. Zero indicates that the qualifying laps will be skipped.
- **Race Length** sets the length of the multiplayer race, relative to the actual 1998 Grand Prix race. You can set this length in increments of 10%, from 10% to 100% of the actual length.

RESULTS



To view the results of the last session, click *Results* at the top of the screen. This information can be viewed by any player and is updated automatically at the end of each race, practice, or qualify session.

This mode displays no information until at least one Practice Session, Qualify Session, or Race has been run.

Results are displayed by rider name and time, either actual time (for first place) or the difference (for subsequent riders). Click the arrows to scroll through the list if more than six riders were in the race. Each click moves to the next page of six riders on the list.

APPENDIX A: THE TRACKS

These are the tracks of the 1998 500cc Grand Prix tour. Race data is from the 1998 Grand Prix. Official lap records are recorded only during races.

SUZUKA



Marlboro GP of Japan

Suzuka, Japan

Pre-1998 Lap Record: 2:06.782 (Doohan 1997)

1998 race: 21 laps, 123.223km

Winning time: 44:59.478 (164.223km/h)

1998 Fastest Lap: 2:06.746 (Biaggi) (new record)

JOHOR



Marlboro Malaysian GP

Johor, Malaysia

Pre-1998 Lap Record: None

1998 was the first 500cc Grand Prix on this track.

1998 race: 30 laps, 115.516km

Winning time: 45:15.533 (153.516km/h)

1998 Fastest Lap: 1:29.636 (Doohan) (new record)

JEREZ



GP Marlboro de España

Jerez de la Frontera, Spain

Lap Record: 1:44.168 (Schwartz 1994)

1998 race: 27 laps, 119.297km

Winning time: 47:21.522 (151.297km/h)

1998 Fastest Lap: 1:44.448 (Criville)

MUGELLO



Gran Premio Q8 d'Italia

Mugello, Italy

Pre-1998 Lap Record: 1:53.829 (Doohan 1993)

1998 race: 23 laps, 120.795km

Winning time: 43:55.307 (164.795km/h)

1998 Fastest Lap: 1:53.342 (Doohan) (new record)

PAUL RICARD



Grand Prix de France

Le Castellet, France

Lap Record: 1:21.674 (Doohan 1997)

1998 race: 31 laps, 117.583km

Winning time: 42:41.128 (165.583km/h)

1998 Fastest Lap: 1:21.736 (Criville)

JARAMA



GP Comunidad de Madrid

Madrid, Spain

Pre-1998 Lap Record: 1:34.815 (Rainey 1991)

1998 race: 30 laps, 115.330km

Winning time: 47:21.513 (146.330km/h)

1998 Fastest Lap: 1:33.617 (Checa) (new record)

ASSEN



Rizla Dutch TT

Assen, Netherlands

Lap Record: 2:02.443 (Schwartz 1991)

1998 race: 20 laps, 120.772km

Winning time: 41:17.788 (175.772km/h)

1998 Fastest Lap: 2:02.941 (Doohan)

Longest lap length in the 1998 Grand Prix

Fastest race (avg. speed) in the 1998 Grand Prix

DONINGTON PARK



British Grand Prix

Donington, Great Britain

Pre-1998 Lap Record: 1:32.856 (Doohan 1997)

1998 race: 30 laps, 120.859km

Winning time: 46:45.662 (154.859km/h)

1998 Fastest Lap: 1:32.661 (Crafar) (new record)

SACHSENRING

Polini Motorrad GP Deutschland

Sachsenring, Germany

Pre-1998 Lap Record: None

1998 was the first Grand Prix at Sachsenring since 1972.

1998 race: 31 laps, 108.800km

Winning time: 46:00.876 (141.800km/h)

1998 Fastest Lap: 1:28.381 (Barros) (new record)

Shortest lap length in the 1998 Grand Prix

Slowest race (avg. speed) in the 1998 Grand Prix



AUTOMOTODROM BRNO

Grand Prix Ceske Republiky

Brno, Czechoslovakia

Pre-1998 Lap Record: 2:02.560 (Doohan 1997)

1998 race: 22 laps, 118.784km

Winning time: 45:12.430 (157.784km/h)

1998 Fastest Lap: 2:02.335 (Criville) (new record)



IMOLA

Gran Premio Cirio "Citta' di Imola"

Imola, Italy

Lap Record: 1:49.436 (Doohan 1997)

1998 race: 25 laps, 123.755km

Winning time: 46:00.920 (160.755km/h)

1998 Fastest Lap: 1:49.556 (Biaggi)



CIRCUIT DE CATALUNYA

GP Marlboro de Catalunya

Barcelona, Spain

Pre-1998 Lap Record: 1:46.861 (Doohan 1997)

1998 race: 25 laps, 118.960km

Winning time: 44:53.264 (157.960km/h)

1998 Fastest Lap: 1:46.810 (Barros) (new record)



PHILLIP ISLAND



Qantas Australian Grand Prix

Victoria, Australia

Pre-1998 Lap Record: 1:34.113 (Doohan 97)

1998 race: 27 laps, 120.719km

Winning time: 42:42.511 (168.719km/h)

1998 Fastest Lap: 1:33.868 (Crafar) (new record)

BUENOS AIRES



GP Marlboro de Argentina

Oscar A. Galvez circuit

Buenos Aires, Argentina

Pre-1998 Lap Record: 1:46.270 (Doohan 1994)

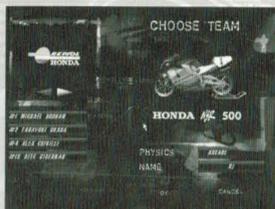
1998 race: 27 laps, 117.547km

Winning time: 47:07.332 (149.547km/h)

1998 Fastest Lap: 1:44.122 (Okada) (new record)

APPENDIX B: THE BIKES

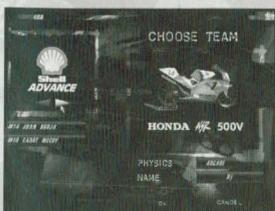
HONDA NSR 500:



First Race:	1985
Engine:	two-stroke V4 water-cooled, 499.27cc
Power:	over 180bhp
Bore x Stroke:	54mm x 54.5mm
Weight:	135kg

The NSR500 V4 is designed for high power output and has been a consistent winner for over 12 years with relatively minor changes in design.

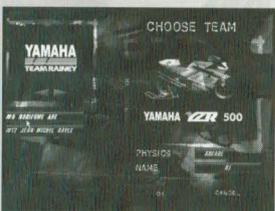
HONDA NSR 500V:



First Race:	1997
Engine:	two-stroke V2 water-cooled, 499.72cc
Power:	135bhp
Bore x Stroke:	68mm x 68.8mm
Weight:	101kg

The smaller NSR500 V2 is a lighter bike, designed for better cornering and overall performance rather than high-end power.

YAMAHA YZR500:



First Race:	1982
Engine:	two-stroke V4 water-cooled, 499.27cc
Power:	180+bhp
Bore x Stroke:	54mm x 54.5mm
Weight:	131+kg

The Yamaha YZR500 underwent a complete chassis redesign for the 1998 Grand Prix. It has been designed for superior handling, and has a high level of grip for cornering.

SUZUKI RGV500:



First Race:	1987
Engine:	two-stroke V4 water-cooled, 499.27cc
Power:	185+bhp
Bore x Stroke:	54mm x 54.5mm
Weight:	131kg

The Suzuki RGV is slightly less powerful than its four cylinder competitors, but has the advantage of better braking, and the ability to turn into corners faster.

ELF MUZ:



First Race:	1998
Engine:	two-stroke V4 water-cooled, 499.27cc
Power:	over 160bhp
Bore x Stroke:	54mm x 54.5mm
Weight:	131kg

With an engine developed from sidecar racing, the MuZ provides a high output engine, but is less maneuverable as it is slightly overweight.

MODENAS KR3:



First Race:	1997
Engine:	two-stroke V3 water-cooled, 500cc (estimated)
Power:	160+bhp
Bore x Stroke:	59.5mm x 59.9mm (estimated)
Weight:	116kg

The developmental KR3 is the only 3-cylinder bike in competition. The goal of the KR3 is to bridge the gap between V2 and V4 performance characteristics, providing power comparable to a V4 with a 15kg weight advantage.

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If you have problems and require assistance, you can contact **Customer Services** on:

Phone: +44 (0) 1454 893900
Hours of operation: 0900-1730 GMT/BST, Monday to Friday
Fax: +44 (0) 1454 894296

Note: Phoning this number costs the same as a standard rate call no matter where you call from in the UK. If you do telephone the Customer Services line, if possible please be sitting in-front of your computer and have a pen and paper at the ready. Before contacting our Customer Services, please try to have the following information ready so that we may help you more efficiently:

The name of the game, the make and model of your computer, the processor and it's speed, peripherals, graphics card with it's driver date and version, sound card with it's driver date and version, which version of Windows you are using, total memory installed, exact error message (if any) version of DirectX installed, type of CD-ROM drive, total system resources free before running the program and finally the name of any programs running in the background.

EMAIL

Alternatively you can email our Technical Support operators:
uksupport@hiuk.com

WEBSITE

<http://www.hasbrointeractive.com>

To ensure a prompt reply please summarise your issues as concisely as you can, giving details, as above, of the game, the problem or error, any circumstances that you feel relevant and your particular computer system. We will endeavour to return your mail within the day.

All letters should be addressed to:

Hasbro Interactive (Europe) Customer Support
The Ridge, Chipping Sodbury
South Gloucestershire
BS37 6BN
England, UK

CUSTOMER SERVICES - AUSTRALIA

If you have problems and require assistance, you can contact **Customer Services** on:

Phone: 1902 262 667
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KEYBOARD CONTROLS

RIDER/BIKE CONTROLS:

Up Arrow: Accelerate

Down Arrow: Brake

Left Arrow: Turn Left

Right Arrow: Turn Right

Spacebar: Look Back

Q: Shift Gears Up (if shifting is manual)

Z: Shift Gears Down (if shifting is manual)

Ctrl: Smart Shift (if shifting is manual)

Esc: In-Game menu (see "The Pits" in **Chapter 2: Getting Started**)

The arrows on your numeric keypad can be used as above if your keyboard's NumLock is off.

W: Lean Forward (if leaning is manual)

S: Lean Back (if leaning is manual)

A: Lean Left (if leaning is manual)

D: Lean Right (if leaning is manual)

R: Reverse (only if bike is stopped)

CAMERA CONTROLS:

1 (Far Chasing View): The camera follows your chosen rider, about two bike lengths behind.

2 (Medium Chasing View): The camera follows your rider, from about half a length behind.

3 (On-Bike View): The camera shows the view from your bike, including the bike's console.

4 (Helmet Cam): Similar to the On-Bike View, but this camera turns when your rider turns.

5 (Uninterrupted View): The camera shows the view from your rider's position, with no cockpit.

6 (Television) The camera shows your bike as it passes a series of stationary cameras.

HUD CONTROLS:

L: changes the on-bike LCD display if cockpit is visible (see **Chapter 2: Getting Started** for details)

F1: Full HUD

F2: Simple HUD

F3: Position HUD

F4: Minimal HUD

F5: Toggle Brake Hints

F6: Toggle Skid Hints

F7: Toggle Tyre wear indicator

F8: Saves a screenshot



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