NASCAR® Heat™

front cover

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BEFORE YOU START

RELEASE NOTES

The *NASCAR® Heat™* CD-ROM has a Release Notes file where you can view updated information about the game. To view this file, click on the title screen's **Release Notes** button.

LICENSE AGREEMENT

To view the License Agreement, insert the *NASCAR® Heat™* CD-ROM disc into the CD-ROM drive. In the Windows® desktop, double-click on "My Computer" and then double-click on the CD-ROM drive icon: double-click on the License.txt file to view the License Agreement. You can also read the License Agreement on page 53 of this manual.

SYSTEM REQUIREMENTS

Operating System:	Windows® 95/98
Processor:	Pentium® II 233 MHz or higher
Memory:	32 MB RAM
Hard Disk Space:	20 MB Free
CD-ROM Drive:	8X Speed
Video:	Any Direct 3-D compatible video card (4 MB AGP or better)
DirectX:	DirectX version 7.0 (included) or higher
Modem:	33.6 baud (for modem/Internet play)

RECOMMENDED DEVICES

Sound:	DirectX compatible sound card
Control:	Windows–compatible
	Joystick or steering wheel

INTRODUCTION

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

Climb into the drivers seat and you're ready for all the thrills — and spills — of America's #1 motorsport. *NASCAR® Heat™* offers you top-name drivers and tracks. You can learn how it feels to rub fenders with Dale Earnhardt, Jeff Gordon, Dale Jarrett and Mark Martin. Moreover, you can mix it up with the "big boys" on NASCAR®'s hottest tracks, including the world famous Daytona International Speedway.

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

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

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

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

CHAPTER 1:
REVVING YOUR ENGINES — YOUR FIRST RACE

Before you hit the track, you need to do a couple of things. Don't stress: getting *NASCAR® Heat™* up and running will only take a few minutes with these instructions. First, check and see if your computer meets the system specifications. Next, place the disc in your CD-ROM drive. Once that's done, prepare for a couple laps around Daytona.

"INSTALLING" THE GAME

NASCAR® Heat™ does not require installation to play. Just follow these simple steps and you're ready for action:

1. Launch Windows® 95/98.
2. Insert the *NASCAR® Heat™* CD-ROM game disc into your CD-ROM drive.
3. Click on the "Play" button on the *NASCAR® Heat™* title screen.

Follow these simple steps every time you want to play the game.

Clicking on the **Setup** button on the *NASCAR® Heat™* title screen will allow you to play the game from your hard drive as well as set up a **Desktop Icon** and a **Start Menu** shortcut to the game. To play the game from your hard drive, click on the "Start" button on the Windows® task bar, then click on Programs\Hasbro Interactive\NASCAR Heat once the game has been loaded. To **Uninstall** the game, click on "My Computer" in the Windows® desktop, click on the control panel and click on Add/Remove Programs. Locate NASCAR® Heat™ from the list of files to remove and click on the **Add/Remove**… button.

NOTE: The NASCAR® Heat™ *CD-ROM must be inserted in your CD-ROM drive in order to play the game.*

Release Notes contain updated information about the game.

Exit will allow you to leave the game and return to your Windows® desktop.

SETTING UP A RACE

After tearing through the package and "installing" the software, you are probably ready to rock. We understand. You bought the game to race, not read. So, let's go ahead and take a few laps at Daytona. First, launch *NASCAR® Heat™* and watch the introduction. Next the Main Menu will appear on your screen. This is where we'll begin.

NOTE: Before configuring features within NASCAR® Heat™ you need to add and calibrate all steering wheel and joystick devices in Windows®. Do this by exiting NASCAR® Heat™ and clicking on the Windows® Start menu. Choose Settings, then select Control Panel. Next, click on the Game Controller icon. Use the on-screen directions to add and calibrate the appropriate input device to your system.

Before you go anywhere, you'll have to check your controls. *NASCAR® Heat™* does its best to configure itself for your controller, but better safe than sorry…you wouldn't want to see the green flag fall without knowing where your gas is! Left-click on Options and then select Controls from the Options menu. The Controls screen enables gamers to set their features according to their input device, which can be the keyboard, or any game controller supported by Windows® (e.g. gamepad, joystick, or steering wheel).

Configuring your game controls is simple. Just click on each input box next to the corresponding car control. When the "Set Control" window appears, apply the input from your keyboard or game controller that you wish to activate that particular car control. For example, select the **Steer Left** input box. A large "Set Control" window appears. If using a steering wheel, simply turn the wheel left to configure the setting accordingly. Thus, every time you move

your wheel left your car will turn in that same direction.

Be sure to configure all the necessary features with your input device(s). The **Default** settings include configurations for both the keyboard and a joystick. Auto shifting works like an automatic transmission: When it is activated, you won't have to worry about configuring or using the **Upshift, Downshift,** and **Clutch** functions. Once you're pleased with all the configurations, select **Back** to return to the Options menu and then the Main Menu.

CONTROLS

**CAR CONTROLS   INPUT BOXES   SET CONTROL
WINDOW**
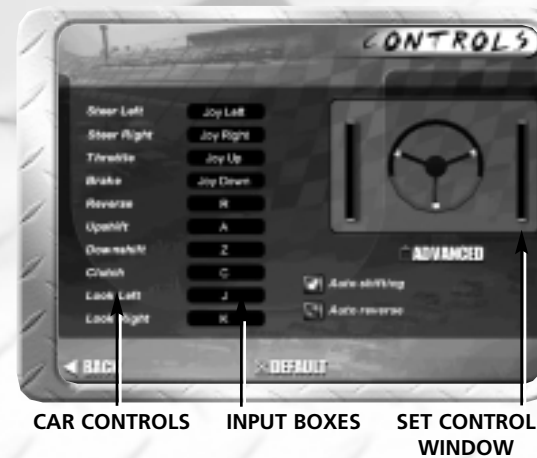
TIP: To get the most out of NASCAR® Heat™*, we recommend using a steering wheel and pedal combo. Joysticks are the next best thing.*

Refer to page 25 for further information on controls and controllers. From the Main Menu, left-click on **Single Race** to display the Drivers menu, where you'll see a list of drivers whose cars you can race or drive. Once you decide on a driver, highlight the name by clicking on it and then choose **Select** at the bottom right of the screen to go to the next screen.

The Tracks menu now fills the screen. Simply left-click on "Daytona" to highlight the track. Click on **Select** at the bottom right of the screen to finalize your decision and advance to the Race Day menu. We're almost ready to burn some rubber.

Since you're only going to take a quick trip around the track, we need to modify the number of laps for the race. Left-click on the **Setup** button to access the Setup menu.

Click on the left-hand arrow button under **Race Length** to reduce the length of the race to 2 laps (or 1%). Select Back to return to the Race Day menu page. Click on the Race button to head onto Daytona. Enjoy the ride!

RUNNING A QUICK RACE

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

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

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

Secondly, you must drive "the line" to be competitive. For those of you unfamiliar with this racing term, the line is the fastest and most efficient path around a track. Don't be fooled: the line is usually not the shortest path, especially when racing ovals. The key to driving the line is knowing how to drive a course's curves. You want to exit each turn in a manner that gives you the fastest speed on the ensuing straight. How you enter each turn, of course, affects the outcome of your exit. Furthermore, the line for each track is different. Only getting out there and practicing will teach you those differences.

TIP: Watch how the Artificial Intelligence (AI) cars follow the line.

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

A Second Try

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

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

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

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

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

Overview of Special Features

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

CHAPTER 2: GAME MENUS

THE MAIN MENU

From the Main Menu screen you can select a game mode, create a Player Name, control Options (visual enhancements, audio effects, replays, and game controls), and Exit the game to your Windows® desktop.

*NOTE: The **Back** button, which is found on most screens, will always return you to the previous screen.*

Game Modes

Beat the Heat: Participate in the game's famous Beat the Heat challenges. Arranged in sets, these challenges are a white-knuckle adventure with more than 30 scenarios to pass. Pass each challenge and you'll be awarded a Gold, Silver, or Bronze trophy for your skill and will advance to the next scenario.

Race the Pro: Would you like to go head-to-head against some of NASCAR®'s best? Well, click here to set up battles at various venues against Bobby Labonte, Dale Earnhardt Jr. and a host of others. The car that you're racing against represents lines the drivers have laid down themselves while playing *NASCAR® Heat™* and racing the tracks. See if you have what it takes to challenge stock car racing's hottest stars.

Single Race: Run against the pros on NASCAR®'s famous tracks, including Daytona International Speedway, Bristol Motor Speedway, Lowe's Motor Speedway, and Talladega Superspeedway.

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

Multiplayer: *NASCAR® Heat™* enables multiple players to mix things up against each other via modem, ISDN, Cable/DSL, or LAN.

BEAT THE HEAT MENU

Select the Beat the Heat button on the Main Menu screen to view the Beat the Heat menu screen. You begin with simple and easy challenges at Daytona and gradually work your way up to the adrenaline-pumping High Octane challenges. There are six Beat the Heat sets.

Set 1, Superspeedway
Set 2, Speedway
Set 3, Short Course
Set 4, Advanced
Set 5, NASCAR® Race
Set 6, High Octane

The Beat the Heat window displays the various sets and type of challenges. Use the **arrow buttons** to preview the sets. While you can preview sets, you cannot race the sets out of order. You'll begin racing in the Set 1, Superspeedway, and must successfully pass all the challenges before you can select Set 2, Speedway. As you com-

plete each set, your rating is tracked on the **rate-o-meter,** from Rookie to Champion. Clicking on the **Select** button takes you to a more detailed Beat the Heat Set screen, featuring that set's challenges.

*Note: The Select button will only appear for those sets you have qualified for. Use the **Back** button to return to the Beat the Heat menu.*

Use your mouse to select a highlighted **challenge**. As with the sets, you must successfully complete the challenges in sequence and cannot select challenges you have not qualified for. The challenge criteria tell you what sort of performance is required to win a Gold, Silver, or Bronze trophy and advance to the next challenge. To begin the highlighted challenge in the upper right-hand area of the page, simply select **Go Race!** Allen Bestwich will give you a video introduction for every challenge and a NASCAR® driver will introduce the High Octane challenges. Get ready — once the track loads you'll be dropped right into the action. **Back** returns you to the previous page and **Options** displays the Options screen.

BEAT THE HEAT WINDOW

ARROW
BUTTONS

RATE-O-METER

After completing each challenge you must hit the "Esc" key to exit to the **Results** screen. From here, you can select: **Back** to return to the set screen; and **Try Again!** to try the same test. If you've passed and won an award you can **Try Again** or go **Back** to the set menu, where you'll find the next challenge highlighted.

CHALLENGE CRITERIA

RACE THE PRO MENU

Selecting the **Race the Pro** button on the Main Menu displays the Race the Pro menu. Race the Pro offers you the chance to race various NASCAR® drivers in head-to-head action. Use the arrow buttons to scroll through the various drivers. Adjust the difficulty level by clicking on either the Normal or Expert setting and choose the track on which you wish to compete by clicking the appropriate name.

Click on **Go Race!** once you've made your selections. You'll start out at race speed heading for the Start/Finish line where you will find a ghost car image of the pro. From then on, it's head-to-head action as you Race the Pro. You can hit the "Esc" key at any time to Resume, Restart, Replay, or End the Race. After each race you can press the Space bar to watch a replay of the race or click on **Try Again!** to race the same challenge.

SINGLE RACE MENU

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

Drivers Menu:
Single Race Mode
After selecting the Single Race feature, the **Drivers** menu screen appears and displays a list of available NASCAR® drivers and Player Names. Click on the arrow buttons or scroll bar to navigate through all the names. Click on a name to highlight it. Once you've decided on a driver, finalize your decision

by clicking on **Select**. If you do not want to race for a particular driver, you can always choose the Hasbro car #113, which gives you access to the Paint Kit. See page 30 for more information about the Paint Kit.

*NOTE: Although it may seem at first as if you are racing as the selected driver, you are instead driving his car. For example, if you choose Dale Jarrett, you will drive his car using the name you typed in under **Player Name** in the Main screen. Your name (as you entered it) is listed as the driver for the Hasbro car #113. Also, if you choose a real car (e.g., Jarrett), you will be listed as the driver of that car in-race and on all Records screens. Since you would be in Jarrett's car, he would not be racing and his name would thus be left out of that race's lineup and finish standings.*

Tracks Menu
After choosing a driver and clicking Select from the Drivers screen, the **Tracks** menu appears.

Use the scroll bar and arrow buttons to navigate through the full list of tracks. Click on a track name to highlight it. **Race Stats** will display facts about the event being held at that track. The **Race Date** refers to the date of the event on the NASCAR® 2000 racing schedule. **Race Time** indicates whether the event takes place at night or during the day. **Race Length** indicates the number of miles that comprise that particular race.

EVENT ICON

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

Once you've found a track and event you want to race in, click on **Select.**

THE RACE DAY MENU: SINGLE RACE MODE

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

Race Info displays information about the race length, your opponents' AI strength, the number of flags, and your qualifying position. Use the arrow buttons to control the setup for your single race. The **Records** feature contains your lap and race speed records from previous races on this track. **Options** permits you to modify graphics, sound effects, and control configurations. Click on **Back** to return to the previous screen. Hit "Esc" on your keyboard to end a race, leave the track or return to the previous menu.

*NOTE: Clicking on Records takes you to the **Records** screen where records for lap times and average speed records are listed by driver and date. Use the arrow buttons in the upper right quarter of the screen to view the appropriate statistics. Select **Clear** to delete all records for that track and **Back** to return to the Race Day menu.*

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

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

Race: Select this button to begin the event.

Garage: Click here if you need to make some adjustments to your car's chassis, tires, gears, etc. See Chapter 6 for more information on *NASCAR® Heat™*'s Garage features. *IMPORTANT! This option is only available in* **Expert** *mode.*

Setup: This feature allows you to modify race parameters, including the number of opponents and race length. Changes to applicable features are reflected in the Race Info section.

Setup Features

Race Parameter	Function
Realism	Controls how realistically your car performs. Normal mode is the easier of the two; Expert is the more realistic.
Opponent Strength	Overrides the Adaptive AI of *NASCAR® Heat™* (a feature that dynamically adjusts the computer-controlled opponents based on how you drive). Allows you to modify the skill level of opponents, including a mode for customizing the computer AI difficulty percentage.
Race Length	Modifies number of laps you run during a race.
Pack Size	Modifies number of opponents.
Ghost Mode	Creates a ghost car representing your best lap.
Wear Factor	This increases how quickly the tires wear and the gas is used.
Flags	**None, Black,** and **All**. None means that no flags are thrown during the race. Black means that cars may be black-flagged for serious infractions, and All means that the entire spectrum of NASCAR® flags are used.
Caution/Pitroad Driving	When selected the computer will pilot your car to the pits from the entrance of pit road. You'll regain control of your car when you re-enter the racetrack.

CHAMPIONSHIP MENU

Like setting up single races, championship seasons involve several menu screens. To start a racing season, you must first click on the Main Menu's **Championship** button. This will take you to the Career Menu.

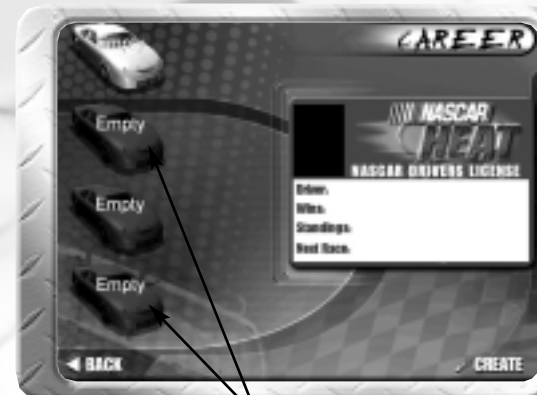**DRIVER SLOTS**

The Career Menu

In order to race a championship season, you must first register. Click on a car in the Driver Slots and then select **Create**. Once you have registered, your name (either the name of a real driver or a name you created, if you choose the Hasbro car #113) will fill one of the empty slots.

*NOTE: Retiring a career is simple. Return to the Career screen and click on the particular driver you wish to remove. Next, select the **Delete** feature at the bottom of the screen and follow the on-screen instructions.*

Drivers Menu: Championship Mode

Clicking Create advances you to the **Drivers** screen, discussed in the Single Race Menu section, page 14. Use the arrow buttons or scroll bar to navigate the driver index and then click on a driver's name. Although the driver you select will appear in one of the Driver slots on the Career screen, you will not be racing as that particular driver, but rather will be driving that driver's car. For instance, if you select Dale Earnhardt Jr. from the driver index you will not assume Dale's identity; instead, the name that you submitted as a Player Name will appear in the season standings. Dale Earnhardt Jr. will not, in this instance, appear in any season races. This is because you will be driving his car in all the Championship races. So, you can take the wheel of a licensed car or any of the fake cars. And by default, you are listed on the Driver select screen as the driver of the Hasbro car #113.

After choosing a driver, click on **Select** to advance to the next menu screen.

Setup Menu

Choosing **Select** on the Drivers menu activates the Setup menu. The Championship Race Setup menu is slightly different than the one for Single Race mode. Unlike the former, the Championship Race setup parameters include a **Season** feature. Use the arrow buttons to adjust the season length. Options exist for Full, Medium and Short seasons. By default, the Season Type is set to Full. Specific information about other Setup features and their functions are listed on page 17. Once you're satisfied with the parameters, just click on Select. However, keep in mind that you will not be able to adjust these settings once you start your first race of the season.

Standings Screen

Clicking on the **Select** feature in the Setup menu screen calls up the Standings screen. This screen contains a roster of Championship season drivers, including points and finish statistics. Use the arrow buttons in the upper and lower left corners of the roster window to navigate the list. **Time** indicates how much time you've spent with this season.

Next Race reveals the next event on your schedule. **Back** returns you to the previous screen; clicking on **Options** displays the Options menu, which is discussed later in this chapter. To begin a race in Championship mode, you must click **Schedule** from the Standings screen.

The Schedule screen contains a roster of events arranged in chronological order, with the current **Race Day** event

highlighted. Navigate through the events by using the arrow buttons on the upper and lower left-hand corners of the roster.

To view the results of the event highlighted on the Schedule screen, click on the **Results** button. You'll see the Results screen, which shows driver statistics for the displayed event. Click on the arrow buttons surrounding an event's name to view data for other events. Click on **Back** to return to the Schedule screen.

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

THE RACE DAY MENU: CHAMPIONSHIP MODE

Practice, Qualify, and Race work the same way as those for Single Race mode, described on page 16. If you are playing **Expert** mode, the Garage button is also present. (See page 41 for more information on this feature.) The Championship Race Day screen, like that for Single Race mode, also contains a

Race Info section, along with Records, Options, and Back features, described on page 16. However, the Race Day menu page for the Championship mode differs somewhat from the one for Single Race mode. The Championship Race Day screen does not contain a Setup button, as you can only setup the race parameters at the beginning of the season.

Click on **Race** to start the event. When the race is over hit "Esc" to exit and view the Results screen.

MULTIPLAYER MENUS

Click on the **Multiplayer** button from the Main Menu to display the Multiplayer menu.

1. Pick a driver from the **Drivers** roster and click Select.

2. Choose a **connection:** either a 33.6K Modem, 56K Modem, ISDN, Cable/DSL, or LAN.

LIST OF PLAYERS   CHAT WINDOW

To Join a Game
Click on **Find** and enter the host's IP address in the Find Game window to locate multiplayer games. **Note:** In order to join a game, the person hosting the game must provide you with his or her IP address. See "How to Find Your IP Address" on page 22.

To Host a Game
Click on the **Create** button. Enter a name for your server and password (optional) in the Create Server window and then click OK. Another Multiplayer menu screen will appear.

Use the arrow buttons to choose the track, and set realism level, wear factor, race length, and AI cars. *Note: You must inform other players via phone, email, or some other method of your server name. Without this information, other players will not be able to join your game. There is an sixteen player limit to all multiplayer games.*

When players join the game, their name will appear in the list of players and you can chat with them by typing messages in the **chat window.** Shift-clicking a name will boot that player from the game.

CHAT
Hasbro Interactive and NASCAR® do 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.

Kids, check with your parent or guardian before using the chat function or if you are concerned about any chat you receive.

Click on **Qualify** if you want players to run qualifying laps in order to set the starting grid. Otherwise, leave it unchecked and *NASCAR® Heat™* will automatically create a lineup. When everyone's ready, click on **Go Race!** From then on, it works just like Single Race mode, except there are real people behind the wheels of those cars.

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® 95/98 Task Bar, and then click on RUN.

3) When the RUN window appears, type "winipcfg" (without quotes), and then 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:

   • **E-mail** – Use your e-mail program to send your IP address to other players, OR

   • **Phone** – Call the other players and tell them your IP address via a second phone line, OR

   • **Chat or Instant Message Programs** – Use programs such as ICQ or AOL Instant Messenger to send your IP address to the other players.

Helpful Web Site Addresses
ICQ – http://www.mirabilis.com
AOL Instant Messenger – http://www.aol.com/aim/

Kids, check with your parent or guardian before visiting any web site.

OPTIONS MENU

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

Most Options menus contain four buttons.

Graphics: Adjusts the visual properties, such as screen resolution, and special effects (e.g. smoke, shadow, and skids) level.

Sound: Selecting this button adjusts Audio modifications, including sound controls and game sounds.

Controls: Advances to the Controls screen, where you can configure your input devices (e.g., keyboard, joystick, wheel, etc.).

Replay: Click this button to load and view replays of saved races.

The Graphics Menu
The Graphics menu allows you to adjust visual features and test the frame speed of your computer.

Visual Quality controls Detail Level, Draw Distance, and Effects Level. Detail Level adjusts the graphical detail. For instance, low Detail Level blacks out the car windows. Draw Distance determines how far ahead objects can be seen. Of course, the higher the setting, the further ahead you see.

NOTE: The further up the road you can see, the smoother your control input will be and the faster you will drive. On the other hand, low-end computers can't handle too much detail without dragging down the frame-rate, and low frame-rate is a certain recipe for driving disaster.

Effects Level adjusts the level of such effects as skid marks, shadows and smoke.

The Mirror feature creates a rearview mirror.

Resolution has up to four settings, depending on the capabilities of your computer: 640 x 480, 800 x 600, 1024 x 768, and 1280 x 1024. The more pixels crammed onto your screen, the better the picture. Running higher resolutions, however, requires more memory and computer power and could slow the game.

Mipmapping is a smoothing technique that improves the game's overall visual quality. It prevents objects from looking "blocky" when they are nearby. Control this feature by clicking on the checkbox.

Detail Level should be set low if your computer is slow.

Click on the **Benchmark** button to test the implemented graphic settings with a short video clip. After it finishes playing, the frame-rate for that clip appears in the small box under the Benchmark heading. Frame-rate is the number of times per second that the computer screen is refreshed. For example, a reading of 20.3 indicates that, on average, your computer screen refreshed 20.3 times per second. The higher the frame-rate, the easier the driving. Readings with a frame-rate of at least 18 are good. Anything lower than 18 frames per second is difficult to drive. Turn off options or lower the graphics settings to increase your frame-rate.

NOTE: Most graphics features require additional memory and computing power. Turning down visual enhancements or lowering the screen enhancements can boost the frame-rate.

Back returns you to the Options menu.

Selecting **Default** resets all Graphic features to their default settings.

THE SOUND MENU

Clicking Sound in the Options menu displays the game's audio output controls.

Sound Controls control the overall volume and quality

of the sounds. Modify how loud sounds are with the Volume slider. Fidelity determines whether the game runs in 8- or 16-bit sound.

Game Sounds controls the game features' volume. Use the slider or the arrow buttons to control the volume for the Spotter and the Music.

Select **Back** to return to the Options menu.

Click **Default** to restore *NASCAR® Heat™*'s default audio settings.

THE CONTROLS MENU

Clicking the Options menu's **Controls** button displays the Controls menu.

Activate **Auto shifting** and **Auto reverse** by clicking on the appropriate box. **Default** steering features are programmed for both steering wheels and joysticks. For example, "Joy Up" corresponds to both pressing a steering wheel's accelerator pedal and moving a joystick forward — both of these input device actions will activate the car's throttle. The other features are configured with specific keyboard keys.

CAR CONTROL   INPUT CONTROL   SET CONTROL WINDOWS
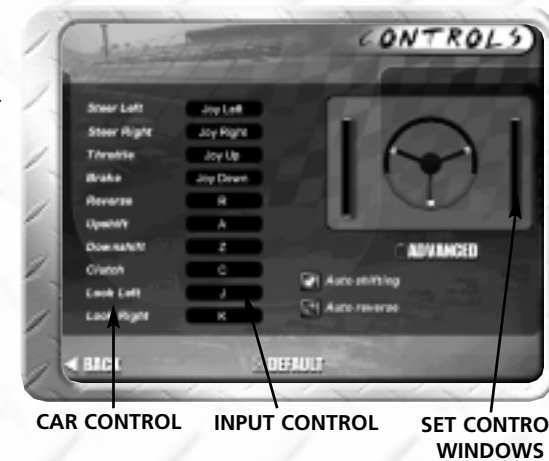
Default Controls Configurations & Functions

Feature	Default Configuration	Function
Steer Left	Joy Left (wheel/joystick) ⇦ (keyboard)	Turns car towards the left
Steer Right	Joy Right (wheel/joystick) ⇨ (keyboard)	Turns car towards the right
Throttle	Joy Button 1 (wheel/joystick) ⇧ (keyboard)	Accelerates car
Brake	Joy Button 2 (wheel/joystick) ⇩ (keyboard)	Decelerates car
Reverse	R	Backs up car
Upshift	A	Manually shifts car into a higher gear
Downshift	Z	Manually shifts car into a lower gear
Clutch	C	Hold while manually switching gears
Look Left	J	View opponents on your left
Look Right	K	View opponents on your right
Auto Shifting	(Activated)	Car automatically shifts gears when necessary
Auto Reverse	(Deactivated)	Car automatically reverses itself when necessary

To reconfigure controls, click on the various **input control** boxes. For example, move your cursor over the Steer Left area and click on the corresponding input control box — the window with the words "Joy Left" inside. The "Set Control" window will appear; now, execute the action you wish to trigger steering left. For instance, press the "L" key if you wish to use this action for steering your car left. The newly configured key will appear in the Steer Left input control box.

NOTE: If using a steering wheel or joystick, don't forget to add and calibrate your input device within Windows® before making control configurations in NASCAR® Heat™. *Do this by first returning to your*

desktop. Click on the **Start** menu button. Move your cursor over Settings and click on Control Panel from the pop-up menu. Next, select Game Controllers from the Control Panel contents. Select the General tab. Click on the Game Controller's **Add/Remove …** button to add the new device and then select the Properties button to calibrate it. Select the Advanced tab. If using a steering wheel you should deactivate the "Poll with interrupts enabled" checkbox. When activated, this feature tends to create jitter in the steering wheel. Click the OK button to finalize the new settings. Now you can set the controls within NASCAR® Heat™.

The Advanced Screen

Click on the Advanced icon in the Controls screen to access the Advanced screen. Here you may fine-tune your **Steering**, **Throttle** and **Brake** controls with the Dead Spot and Overshoot functions.

Dead Spot helps when your input device is too sensitive. Suppose your car is too sensitive to steering input, making it hard to control. To decrease its sensitivity, increase the wheel's Dead Spot with the arrow buttons.

Overshoot compensates for an input device that is not sensitive enough. Press the key or pedal configured as your throttle input. The indicator window next to Throttle illustrates with a red bar how effective this input is. The farther the bar reaches to the right, the more effective the input. Let's say that the bar only covers 80% of this window, indicating that your input device is not working to full capacity. Use the Overshoot function to compensate for inadequate input by applying 20% Overshoot to push your throttle capacity to a full 100%. Thus, although your input device lacks sufficient input, the Overshoot feature provides adequate compensation.

Non-Linear Steering: Linear steering devices include steering wheels and joysticks. These devices offer a full line of smooth, controlled circular motion created in the same motion as your hand(s) on the input device. For example, turning a joystick left in a 45-degree angle moves the car in the exact same motion and direction. Keyboard input, however, is considered a digital or non-linear
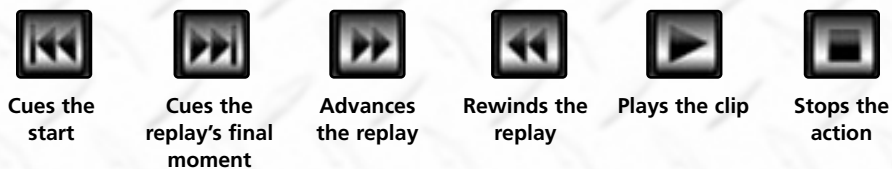
device. Although pressing keys moves your car in the same range as a steering wheel and joystick, the actual movements made by pressing the keys are not linear. Instead, they consist of digital-controlled movement similar to turning a light switch on and off. Due to the nature of non-linear steering, movement can be jerky and hard to control. Applying the Non-Linear Steering function makes using the keyboard as a steering input device much easier.

Supersampling queries or "samples" your input device at high rates, obtaining the most accurate readings from your joystick, steering wheel, and/or keyboard. Although the feature allows you to control your car more easily, it slows the game on low-end computers.

Smoothing levels or "smooths" the input obtained from your device, preventing car movements from being jerky. Be sure to use this feature if steering from the keyboard. Simply click on the function to activate it. Once activated, a check appears in its adjacent box. To deactivate the function, click on it again.

REPLAY MENU

A replay of your performance is available after the race: just press your "Space bar" to start replay. During the replay a control box appears in the lower right-hand corner of the screen. This box contains features that resemble those found on a VCR.

Control buttons

Viewing perspective

Driver selection

| Cues the start | Cues the replay's final moment | Advances the replay | Rewinds the replay | Plays the clip | Stops the action |

*NOTE: Click the **Full** button to view the replay screen without the control box. Right- or left-clicking your mouse retrieves the control box.*

Clicking on the arrow buttons surrounding the viewing perspective box adjusts the viewing perspective. The different views and their characteristics are listed below. Clicking on the arrow buttons around the driver selection box allows you to view the race from the perspective of other drivers.

Replay Viewing Perspectives

Perspective	Characteristic
TV	Multiple camera angles similar to those used for televised racing events
Cockpit	Perspective from inside the car's cockpit
Bumper	View race from the car's front bumper
Chassis	A look at the car's front wheels and springs
Rear	View race from the car's back bumper
Near Chase	View the car from a nearby perspective
Chase	View back end of the car from several car lengths away
Far Chase	View the car from a slight distance
Rear Chase	View front end of the car from several car lengths away
Overhead	View the car from a directly overhead perspective
Aerial	A more distant and encompassing overhead view of the car and track

NOTE: NASCAR® Heat™'s replay features, along with the challenge scenarios, are instrumental for building your skills. By watching and critiquing your performances, you'll see where you can improve. Furthermore, turning the camera on your opponents enables you to study the pros.

Replay Control Buttons

Save allows you to name and save a replay. A Save Replay window appears on the screen. Enter a new name for the replay and click on Save.

Replay opens a previously saved replay from the Options menu. The Open Replay window appears again. Click on the replay that you wish to view. Once highlighted, click **Load** to view the replay.

Stats will take you to a secondary Replay screen that displays race statistics and your car controls alongside a small-screen version of the replay. You can use this screen to see what you did with your car controls during various portions of the race.

Exit closes the replay session.

PAINT KIT SCREEN

The Paint Kit screen allows players to paint and decal the stock car machine of their dreams. Be the envy of your friends during multi-player contests, as you show off your craftsmanship on the track and in the paint shop.

Unless you are racing an officially licensed NASCAR® car, the Paint Kit screen is available from the Drivers menu. You can not paint or add decals to NASCAR®'s officially licensed cars. After selecting a car, the **Paint Kit** button appears on the bottom of the screen. Click on it to advance to the Paint Kit screen.

3D WINDOW SECTION WINDOW EDITING WINDOW

SELECTED COLOR BOX COLOR SPECTRUM COLOR PALETTE PAINT KIT TOOLS
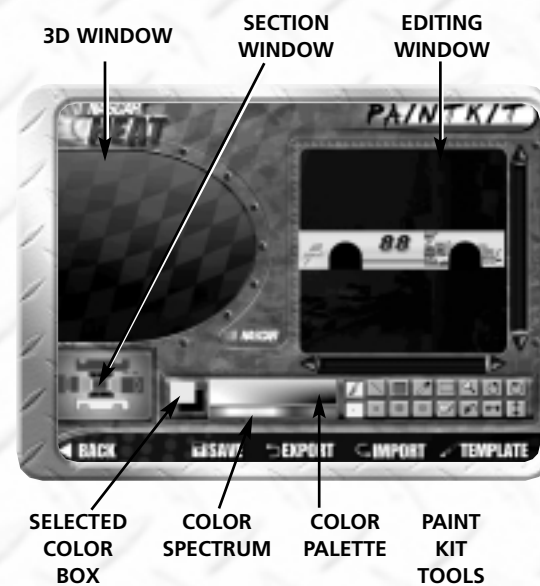
Paint Kit Windows

The **3D window** contains a 3D image of your vehicle. To rotate the car, move the pointer to the screen (it will change into a hand), hold down the left mouse button, and drag the car in the desired direction.

The **section window** below the 3D window contains a display of the sections of the car. Clicking on a section does three things:
- It highlights that particular section of the car in this window.
- Shifts the 3D image (in 3D window) so that highlighted section of the car is visible.
- Displays the section in the editing window (located in the upper right area of the screen).

The **editing window** allows you to apply paint and decals to the section of the car you have selected from the selection window.

Selecting Paint: The color spectrum and the color palette are your primary means of selecting paint. Click on the color spectrum to select a color. Selecting a color from the color spectrum will also display various hues of that color in the color palette; you can then click on a color in the color palette. Whatever color you select appears in the selected color box and will be applied by all your paint tools.

NOTE: While you can use the cursor to select colors in the color spectrum and color palette, you can also use the **dropper** *tool to select colors from the section of the car displayed in the editing window. This allows you to select a color for your paint tools that will match the colors of the car.*

Paint Kit Tools

Button	Function
	Draws freehand lines
	Draws straight lines
	Places filled rectangles and squares
	Selects paint color from either spectrum, palette, or sections of the car in the editing window
	Copies selected area
	Magnifies viewing area
	Rotates decals and images in a counterclockwise manner
	Rotates decals and images in a clockwise manner
	Adjusts brush size to a narrow width
	Adjusts brush size to a medium width
	Adjusts brush size to a large width
	Adjusts brush size to a large uneven width, giving lines the appearance of being applied with a spray can
	Allows selection of hood and body decals and digits
	Removes the last change made
	Flips decals and digits from left to right
	Flips decals and digits from top to bottom

Using these buttons is fairly simple and self-explanatory. It is important, however, to keep in mind that a number of these features can be used in conjunction with each other. For instance, when applying decals you may need to rotate images. Let's say you click on ▣ and choose "2" from the digits section. You want to place the number on the car roof so that it reads from the left door to the driver's door, instead of from back window to front window. Before applying the digit, click ▣ and the number will appear as you want. Then click on the roof of the car in the edit box to add the digit. Remember that ▣ ▣ ↔ ↕ are used to rotate and flip images created with the ▣ and ▣ . Use ▣ , ▣ , ▣ and ▣ to adjust the line width on ▣ and ▣ Coordinating these features properly makes customizing your car easier and much more fun.

Back returns you to the Drivers screen.

Save, of course, saves the changes made to your car.

Export sends images to other paint programs or another copy of NASCAR® Heat™.

**Import** saves the current paint job to the NASCAR® Heat™ folder on your hard drive.

Template advances you to the Template screen.

Template Screen

The Template screen contains features similar to those found on the Paint Kit screen. For instance, the 3D window and the section window work the same as in the Paint Kit. The template window, however, displays several templates that produce the finished paint job in the 3D window. Modify the template patterns by clicking the golden arrow buttons around the template selection box; each number represents a different template pattern. Modify the patterns' colors by clicking on the color spectrum or color palette and then clicking on the color block of each template to apply the color. If you're happy with the results, click Approve then select Back to exit the Paint Kit menu.

NOTE: If you've made changes to your car's design but haven't saved them, clicking on Back gives you the chance to do so. A File Changed window will prompt you to save your changes.
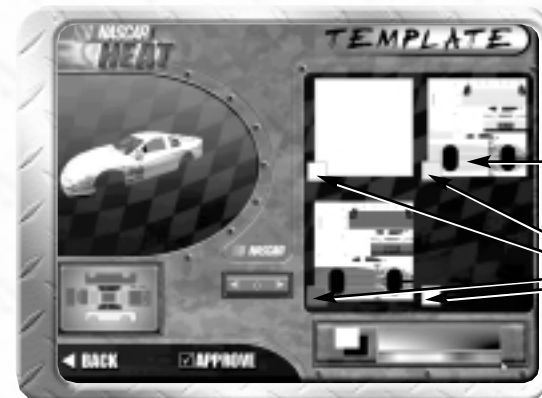
TEMPLATE WINDOW

CHAPTER 3: BEAT THE HEAT

NASCAR® Heat™'s Beat the Heat mode is perhaps the most innovative feature to ever grace a racing game. Just click the Main Menu's **Beat the Heat** button and you're ready to go.

Beat the Heat begins with basic challenges, such as successfully completing a turn within a specific time limit, and culminates with adrenaline-pumping racing scenarios that require consummate racing skill to win. Beat the Heat has six sets:

1. Superspeedway
2. Speedway
3. Short Course
4. Advanced
5. NASCAR® Race
6. High Octane

Each set contains six challenges that you must successfully complete, according to specific criteria. Awards (Gold, Silver and Bronze trophies) are handed out for each successfully completed challenge. You race until you succeed. Podium finishes (Gold, Silver, and Bronze trophies) allow racers to either try the contest again (in hopes of bettering their result) or advance to the next challenge.

You have to successfully complete all the challenges in a set before you advance to the next set. Thus, you won't be able to select or view the contents of Set 3, The Short Course, until you master all the challenges in both The Superspeedway (Set 1) and the Speedway (Set 2).

Throughout the Beat the Heat challenges, you will receive 3 points for every Gold trophy you receive, 2 points for every Silver, and 1 point for every Bronze. The total of those points is used to give you a Beat the Heat rating as displayed in the rate-o-meter on the main Beat the Heat screen — from Rookie to Champion.

TAKING THE CHALLENGE

Choose Select to view the challenges and objectives for a given set. Click on a highlighted challenge from the list and click **Go Race!**. (Note: You can only choose highlighted challenges and must pass all previous challenges to advance to the next one.) After completing the challenge, watch the replay by hitting the Space Bar on your keyboard or hit "Esc" to view the Results Screen.

NOTE: Pause or exit a challenge by pressing the "Esc" key and following the on-screen instructions.

The **Results Screen** indicates whether you passed the challenge and, if so, what kind of trophy you've won.
- **Try Again!** restarts the challenge.
- **Back** returns you to the Challenge screen.

*NOTE: Quitting Beat the Heat is simple. Select **Back** to exit the Beat the Heat menu and return to the Main Menu. Click **Exit** to exit NASCAR® Heat™. Don't worry. You can pick up where you left off. Your results are automatically saved.*

SUPERSPEEDWAY
NASCAR®'s largest and fastest tracks comprise the first Beat the Heat set. Awards criteria are based on either finishing position or lap time. There are challenges on Daytona International Speedway and Talladega Superspeedway. Your initiation into the ranks begins with successfully completing your first turn at Daytona. From there you'll learn to draft properly, battle for position at Talladega, and even

get a chance to race Jeff Gordon's #24 Chevrolet in the Pepsi 400 at Daytona. There are two keys to successful superspeedway driving: Be smooth, and mash that gas!

SPEEDWAY
Although only the second set in your Beat the Heat career, you'll find plenty of excitement in the challenges we've laid out for you. You begin and finish this set at Dover Downs International Speedway, but between visits to Dover's banks a lot happens. Prepare for a metal-grinding showdown at Texas Motor Speedway. We also have some last-lap action waiting for you in several contests, including evading a massive pile-up at Lowe's Motor Speedway. If that wasn't enough, Dale Earnhardt will be breathing down your neck in a thrill-packed "Pass or be Passed" challenge.

SHORT COURSE
As the tracks get shorter, the challenges get tougher. Be prepared to not only learn how to use your brakes, but play bumper tag as well. Your first exercise is on NASCAR® circuit's slowest track, Martinsville Speedway. Later, you'll have to help your teammate, Bobby Labonte, pass some of the competition, and you'll find that trading some paint is in order. More chaos awaits at Richmond International Speedway. Finally, during the last two challenges, you'll battle NASCAR®'s best short track drivers in the race's closing laps.

ADVANCED
Set 4 places you onto the most difficult tracks in NASCAR®'s schedule. You'll learn the importance of drafting at Talladega Superspeedway, and later, play challenges at Phoenix International Speedway and Las Vegas Motor Speedway — driving the toughest "lines" in the business. But without a doubt, your hardest opponent in this section is those dang

right-hand turns. If you think the speedways were hard, just wait till you try taming the Watkins Glen International and Sears Point.

NASCAR® RACE

Racing six of the most diverse venues on the NASCAR® schedule comprise the Set 5 challenges — all based on actual occurrences from the 2000 season!

HIGH OCTANE

Having completed various challenges and races, the final chapter in the Beat the Heat challenges turns up the pressure full throttle. The six scenarios offered here require lots of "shoe," and a bit of brains. For example, to grab a victory at Loudon, you must balance an aggressive run with fuel conservation. Another dares you to hold off the competition while pounding through lapped cars at Lowe's Motor Speedway. See if you can take home the Cup when placed in the same situation as 1999 NASCAR® Winston Cup Champion Dale Jarrett. Finally, to cap things off, race as "Little E" in a classic match against the Intimidator. This is NASCAR® racing at its best!

MYSTERY SET

And just to entice you even more, once you pass all 36 of the Beat the Heat challenges, you'll unlock the Mystery set. Here, you'll face everything from the young guns of 2000 to the king himself, Richard Petty, in the ultimate NASCAR® clash!

CHAPTER 4: RACE THE PRO

NASCAR® Heat™ is full of firsts. Besides our unique Beat the Heat challenges, you can compete one-on-one against NASCAR® Winston Cup's hottest names. That's right. For the first time in gaming history, you can actually race against cars driven by real NASCAR® drivers! Each pro's car is a virtual representation of recorded laps they've taken around that track while playing *NASCAR® Heat™*. Thus, you're actually racing against the pros — and NOT against a computer simulation of the selected driver. This is as close to the real thing as you can get. Just think, you're competing against champions such as Dale Earnhardt and Rusty Wallace!

Go head-to-head against stock car racing's biggest stars and see how you really stack up against NASCAR® Winston Cup Cup's elite. Learn firsthand how to tame the toughest tracks on the 2000 schedule. Watch how each driver lays his unique line, and try to duplicate his success. Or if you want, forge your own path.

The Race the Pro Menu

Select the Main Menu's **Race the Pro** button to display the Race the Pro menu. A driver window is in the screen's center. Several options, which control the driver, the track and realism level, are located there. Three features hang at the bottom of the page. Click **Back** to return to the Main Menu, select **Options** to access the Options menu, and choose **Go Race!** to... you guessed it — go race.

The driver window, as mentioned earlier, contains two options. A picture of a driver and his car appears in the left half of the window. Click the arrows to the right or left of the window to view the available drivers. Once you decide on a driver, choose a track for your showdown. For example, the Bobby Labonte window contains three venues: **Atlanta**, **Bristol**, and **North Carolina**. Click on one. Finally, select **Go Race!** to head to the track.

You compete against a ghost-car image of the driver's car. The car races the exact line laid down by the drivers while playing *NASCAR® Heat™*. If the pro beats you to the line, he'll wait until you arrive and then start again. After completing the laps, a statistics window pops on the screen detailing your driving. Press the Space bar key to view a replay of your performance. When done, click on the Replay panel's **Exit** button to view the performance page. This screen indicates how you did against the pro. Select **Back** to return to the Race the Pro menu and choose **Try Again!** to compete in the same challenge once more. See if you can beat the pro on all his given tracks.

CHAPTER 5: WRENCHING THE CAR

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

THE GARAGE MENU

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

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

INFORMATION WINDOW   COMPONENT SETUP BOXES

Type the setup name for your setup in the Setup Name box so you can save this setup and use it again. *Note: Do not hit the "Enter" key after you type a setup name. Doing so will load the track and take you to the race. When you are through typing, simply click the cursor **anywhere other than** the Setup Name box.* Below the setup name are the controls for Front Sway Bar, Rear Sway Bar, Brake Bias, Spoiler Angle, Grille Tape and Wheel Lock, each of which is described below. Adjust these components with the arrow buttons.

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

Front Sway Bar

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

Rear Sway Bar

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

Brake Bias

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

Spoiler Angle

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

Grille Tape

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

Wheel Lock

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

THE INFORMATION WINDOW

The information window displays various information about components of your car and allows you to adjust them. To select a component, click on the yellow header in the component's setup box.

Information about that component will appear in the information window. To make adjustments to the components use the arrow buttons in the information window and changes to those components will be displayed in the component setup box. Let's take a look at the different setup boxes.
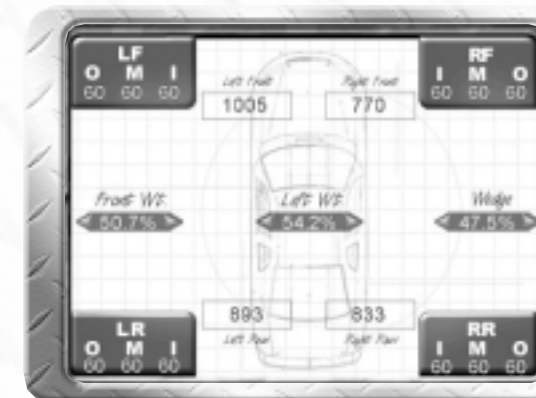
Weight

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

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

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

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

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

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

Shocks

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

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

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

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

Springs

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

Tires

Clicking on the yellow Tire header displays the tire inflation information. Here you can raise and lower the tire pressures of all four car tires. To a degree tires are like less sensitive springs (or shock absorbers). Lowering the tire pressure is equivalent to softening the spring. Accordingly, lowering the tire pressure will give you more grip (and a bit more drag). If your car is loose/oversteering on the ovals, try lowering the right rear tire pressure. Of course there's a limit to how low you can go. Anything below 26 pounds will cause the sidewall to soften, which in turn causes the tire to roll over on itself. That's not a good thing, so keep those pressures above 26 PSI.

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

Camber

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

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

NOTE: Only a paperback book-sized piece of the tire actually contacts the asphalt. This small area is called the "contact patch." Most chassis adjustments are aimed at maximizing the size of the contact patch. Camber is a good example. A vertical tire maximizes the patch; an angled tire does not. Consequently, camber changes are focused on ensuring that the tires are as close to vertical as possible when cornering.

By the same token, the left side tires — which are angled away from the chassis — are pulled toward the chassis. This makes them perpendicular to the track while cornering and increases their traction.

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

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

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

SETUP TIPS

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

The Car Isn't Slowing You Down
When in doubt refer to this first tip. If you find *NASCAR® Heat™* difficult to drive, it's probably not your car's fault. The game's default setups are good; practice will make them perfect. Many cyber test drivers estimate that it takes 500 laps per track to learn to drive quickly. While this may be a little more time than most gamers have, at least drive through all of the challenges before entering the garage.

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

Default Setting
If you find that you've made too many changes, you can always click on the **Default** button to reset all the component setups.

Test Your Change
You can't tell how a change affects your chassis until you get on the track, heat your tires, and see how the car handles. To test your changes, click on **Test**. Hit the "Esc" key twice to end your test laps.

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

CHAPTER 6:
A BRIEF HISTORY OF NASCAR® RACING

IN THE BEGINNING…

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

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

THE ROARING '5OS

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

domestic and foreign vehicles, with Porsches and Jaguars racing alongside America's fastest stock cars.

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

FAST TIMES

Over the next two decades Bill France saw his dream blossom; NASCAR® emerged as the premier American motorsport. In 1961 the Firecracker 250 was the first national telecast of a NASCAR® race. And as the cameras started rolling, a slew of new racing stars took the sport by storm. Ned Jarrett, David Pearson, Cale Yarborough, Glenn "Fireball" Roberts, Bobby Allison, Joe Weatherly, Buddy Baker, Lee Roy Yarbrough, and Benny Parsons were among the top drivers of this era. However, the most dominant force in the sport was a second-generation NASCAR® driver named Richard Petty. The North Carolina native collected a total of seven NASCAR® Winston Cup championships in the '60s and '70s. In his illustrious career "King Richard" —as he is affectionately called—posted 200 victories, 27 of those coming in his record 1967 season. America loves champions, and Petty no doubt played an integral role in NASCAR®'s marketing success.

France would eventually pass his legacy on to his son William C. France in 1972. However, before he did, he made two more lasting contributions to NASCAR®. In 1969, France unleashed the longest track on the circuit, the 2.66-mile Talladega Superspeedway. The

fastest lap recorded in NASCAR® history came on this Alabama track; in 1987 Bill Elliot lapped Talladega at 212.809 mph. NASCAR®'s largest sponsorship also came under France's tenure. The R. J. Reynolds Company announced in 1970 the most famous marketing decision in sports history. Reynolds and NASCAR® agreed to rename the Grand National racing division the NASCAR® Winston Cup. The new sponsorship and faster tracks, along with a horde of new talent, quickly made NASCAR® the major racing series in the United States.

THUNDER ROADS

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

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

NASCAR® WINSTON CUP CHAMPIONS

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

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2. The type of computer you are running the game on.
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You may also communicate with our technical support via the Internet at:

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**Repetitive Strain Statement**

⚠ **CAUTION**
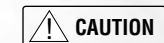
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⚠ **CAUTION**
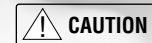
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HOT KEYS

F1 — In Car Cam / Bumper Cam

F2 — Chassis Cam

F3 — Near Chase / Chase / Far Chase

F4 — Sky Cam / Blimp Cam / TV Cam

F5 — Leader Board

F6 — Race Board

F7 — Tire Status / Damage Status

F8 — Pit Adjustments

    F9 — Fuel: Fill Tank / Splash 'n Go / None

    F10 — Tires: 2 / 4 / None

    F11 — Repairs: Yes / No

    F12 — Restore Defaults

F8 — (Press Twice) Wedge Adjustment *

F8 — (Press 3 Times) Tire Pressure *

    F9 — Left Front *

    F10 — Right Front *

    F11 — Left Rear *

    F12 — Right Rear *

* For the above, please use bracket keys to make adjustments:
[— Decreases

] — Increases

P — Pause

ESC — Quit Game

Space Bar — Reset Car from Roll Over

Page Up/Page Down — Scroll Cars