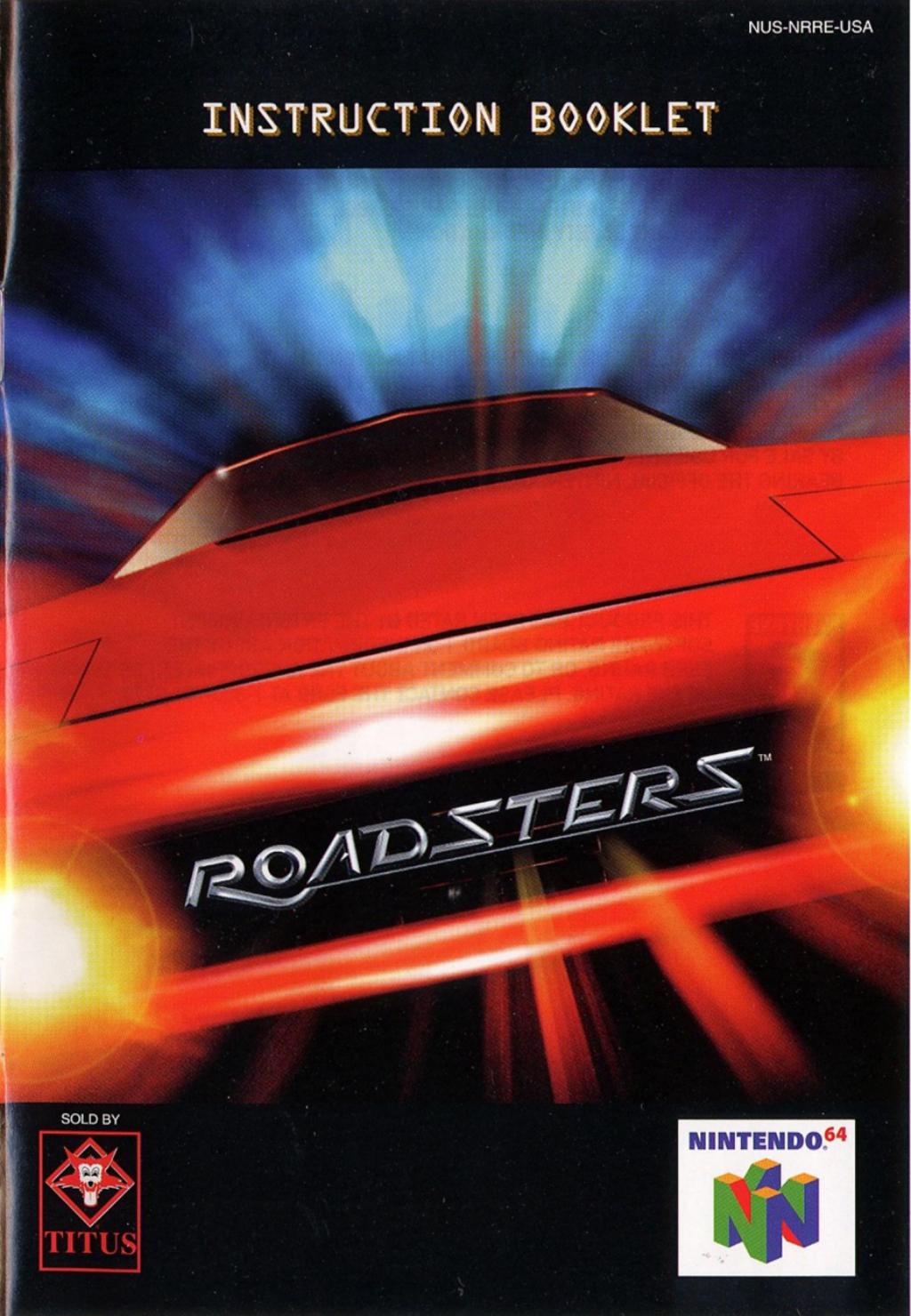


INSTRUCTION BOOKLET



ROADSTERTM

SOLD BY



NINTENDO⁶⁴



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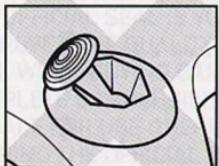
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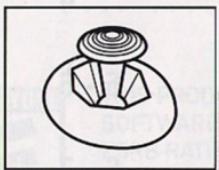
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CONTROL STICK FUNCTION

The Nintendo 64 Controller contains a Control Stick which uses an analog system to read the angles and direction of its movement. This allows subtle control that is not possible using the conventional + Control Pad. When turning the Control Deck power ON, do not move the Control Stick from its neutral position on the controller.



If the Control Stick is held at an angled position (as shown in the picture on the left) when the power is turned ON, this position will be set as neutral. This will cause games using the Control Stick to operate incorrectly.

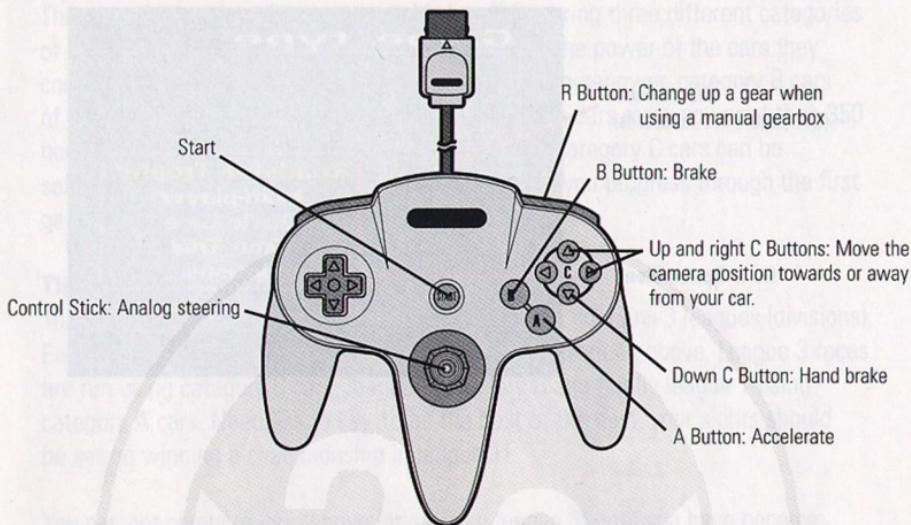


To reset the neutral position once the game has started, let go of the Control Stick so it can return to its center position (as shown in the picture on the left) then press start while holding the L and R Buttons.

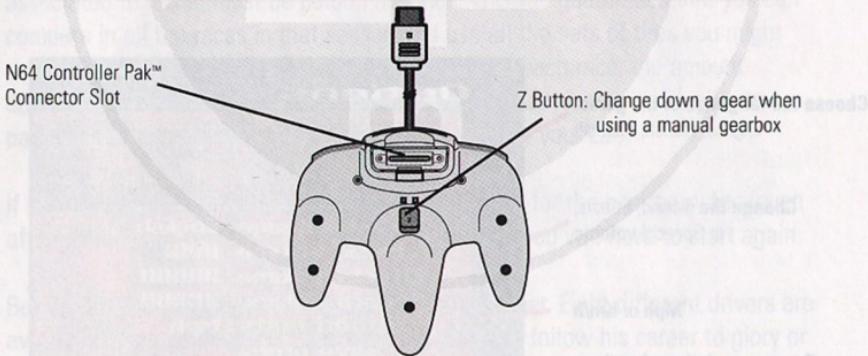
The Control Stick is a precision instrument, make sure not to spill liquids or place any foreign objects into it.



N64 CONTROLLER



Back of Controller



To engage reverse gear, hold the Z Button and briefly move the Control Stick backwards. Once reverse has been engaged the A and B Buttons can be used to accelerate and brake as normal. To return to forward gears, simply release the Z Button.

MAIN MENU

Start a race
(See page 5 & 6 for details)

Go to Option Menu



OPTION MENU

Choose the language of the game:
English, French, Spanish

**Change the (Music, Effects,
or Speech) volume**

Mph or Km/h

**Save your choice of options
on the N64 controller pak.**



GAME STYLES

There are four styles of games available, each featuring three different categories of car. The categories are divided up depending on the power of the cars they contain. Category C features cars of less than 250 horsepower, category B cars of between 250 and 350 horsepower and category A cars more powerful than 350 horsepower. When first playing the game, only the category C cars can be selected. The other categories become available as you progress through the first game style -The Roadster Trophy.

The Roadster Trophy

The Roadster Trophy is an annual championship that contains 3 leagues (divisions). Each league is associated with a car category, as described above. League 3 races are run using category C cars, league 2 category B and finally league 1 using category A cars. Needless to say, to be the best of the best, your sights should be set on winning a championship in league 1!

You can not compete in a league (apart from league 3) until you have become champion of the preceding league. Therefore, when you first enter the Roadster Trophy you must start in league 3. Each season in any league has an entry fee associated to it that must be paid in advance. This fee guarantees that you can compete in all the races in that season and use all the sets of tires you might need (see later). Prize money is given at the end of each race, the amount depending on your final position. You must win enough money to be able to pay for the following season and, hopefully, upgrade your car.

If you finish a season without enough money to pay for the next entry fee (even after selling your car!) then your career is over and you will have to start again.

But before you can start, you must first select a driver. Eight different drivers are available. Once a driver has been selected, you will follow his career to glory or despair. You can change the name of your driver and this name will be associated to any lap records you might break. As you progress through the seasons of the Roadster Trophy you will be given the opportunity to save your drivers current position onto a Controller Pak, which can then be reloaded from the driver select page.

GAME STYLES (cont.)

Multiplayer

You can compete in a championship with up to three of your friends by selecting the Multiplayer game style.

Quick Race

Quick races bypass all the tricky parts of the Roadster Trophy and get you on a circuit to race with the minimum of fuss. Select a driver, a category, a circuit and finally a car and you're off!

Time Trials

Time Trials let you compete against the clock or simply practice in a circuit without any other cars getting in your way. During the race, various time displays will help you improve your lap times. Possibly the most useful are the 'partial times'. Each circuit is divided into three equal lengths and each section is timed separately. At the end of each section, the difference between your time and the best time for that section is displayed. If the time is in red, then you were slower than the best time; if it is green, then you were faster.

UPGRADES IN THE GARAGE

Upgrading your car

During the Roadster Trophy, you will have the possibility to upgrade your car or buy other cars. This is done in the garage. The upgrades available are slightly different for each car, but are generally as follows.



Buy a more powerful engine: This is the most expensive option, but will allow you to accelerate harder and go faster.

Add a turbo: Certain engines can have turbos added. These have the effect of boosting your acceleration at certain engine RPMs.

Buy a racing exhaust: Fitting a racing exhaust will liberate some more power from your engine and will also increase your acceleration.

Buy a gear ratio modifier toolkit: Once you own a gear toolkit for your car you will be able to select different styles of gear ratio. Short ratios increase your acceleration, but reduce your maximum speed, which can be useful on twisty circuits. Long ratios sacrifice acceleration for a higher top speed, good for circuits with long fast corners and straights.

Buy a suspension modifier toolkit: This will allow you to tighten or soften your suspension, which will make the car more or less prone to sliding and behave more or less violently under hard acceleration or braking.

Buy a set of super tires: Super tires have more grip than regular tires and could give you a little extra advantage. Unlike regular tires, they are not covered by the season entry fee and must be bought separately. Worse still, they can only be used once, after which they are discarded.

WEATHER, TIRES & PITSTOPs

Weather, tire selections and pitstops

Before each race of the Roadster Trophy you will be provided information about the weather and the state of the road surface. From this you must decide which type of tires to fit for the race. Fit the wrong tires and your car will handle badly and you risk losing a lot of time each lap. There are four types of tires.

Dry tires: Give the best results when the road is dry, but lose grip quickly if it starts raining.

Wet tires: Once the road is wet, wet tires should be fitted.

Studded tires: Should be used on icy roads, but lose grip if the snow gets too deep.

Snow tires: Should be used when there is a thick covering of snow on the ground.

Your choice of tires can be very strategic. If you start the race with the wrong tires, you will have to make a pitstop to change them during the race. This will cost you some valuable time, but can not always be avoided. Some races will start dry and finish wet (or vice versa) and oblige you to pit at some stage during the race. Once again, the choice of when you pit can affect the outcome of the race.

IMPROVING DRIVING SKILLS

Each car handles differently, but there are some basic rules that apply to all of them.

Hard accelerations or decelerations will shift the mass of your car backwards or forwards respectively. This can have some undesirable consequences. Under hard acceleration, the nose of your car becomes 'light' (the mass transfers to the rear). This removes traction from the front tires and the car's steering will become less responsive, often not turning enough to make it around some corners. The obvious solution is to ease off the gas and let the front wheels recover some grip, letting the car turn better.

However, if the car's mass moves to the front of the car, the rear wheels will lose grip and steering will become overly violent as the front wheels bite the road. This is good if you want to induce a slide, but bad if you do it by accident as it can easily lead to your spinning off the track.

If the back of your car starts to slide, you will have to recover it by steering into the slide. That is to say, if the back of your car slides to the left, you must steer to the left to stop it. Care must be taken not to steer into the slide too hard or too long, as this can produce a violent counter reaction and send the back of the car spinning off in the other direction, often irrecoverably.

Finally, when driving the more powerful cars, wheel spins will become a factor. If your wheels spin because you are accelerating too hard, they will lose grip. If this happens in a corner, you will notice the rear of your car suddenly breaking away towards the exterior of the curve. You must steer into the resulting slide and ease off the accelerator in order to recover. Be careful not to brake or cut the gas completely or you will transfer mass to the front wheels, over steering and probably spinning out.

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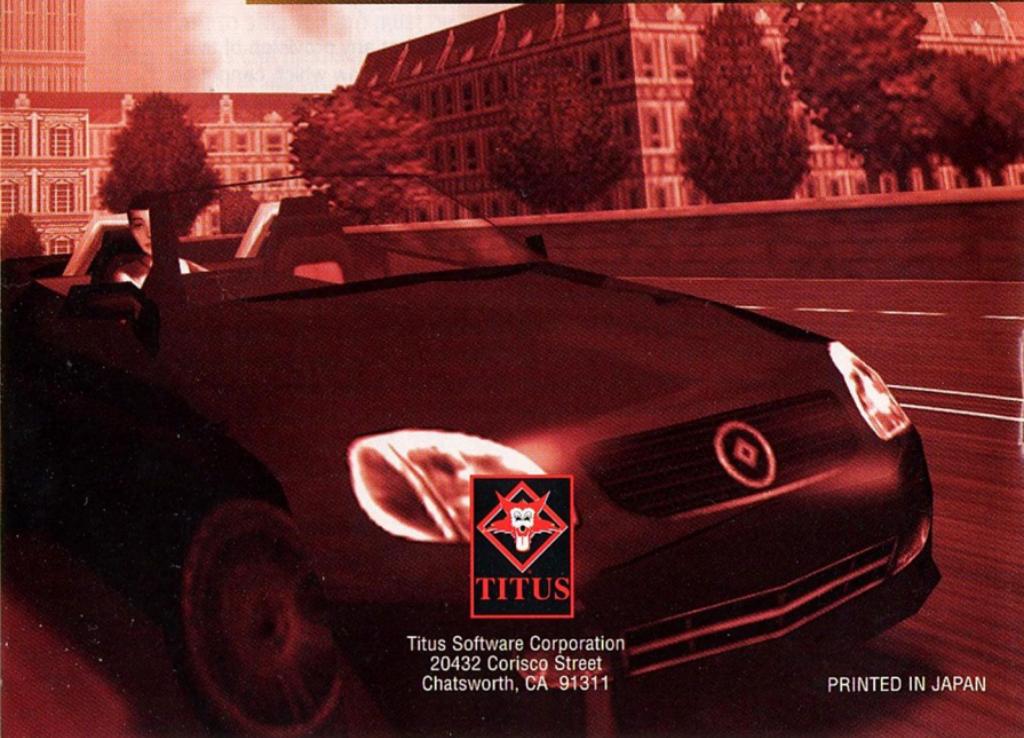
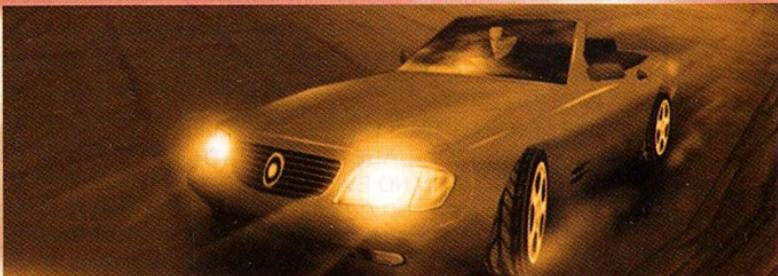
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