Need for Speed: Porsche Unleashed – Strategy Guide

PC

Strategy Guide (PC) by kschang77

Updated: 01/17/2002

Need for Speed: Porsche Unleashed

Unofficial Strategy Guide and FAQ

by Kasey Chang (ksc1@aol.com)

special thanks to Jeff Reid

released January 17, 2002

0 Introduction

0.1 A word from the author

A quick browse through the gamefaq.com shows that there is no NFS:PU FAQ. So here's my version.

Jeff Reid has provided valuable assistance in this edition. His charts and comments appear in the car tuning section and Evolution section.

This is a FAQ, NOT a manual. You won't learn how to play the game with this document, and I'm NOT about to add it to ease the life of software pirates.

This USG only covers the PC version since that's the only version that I have.

The game is known as "Need for Speed: Porsche 2000" in Europe.

Some of you may recognize my name as the editor for the XCOM and XCOM2: TFTD FAQ's, among many others.

0.2 The Most Frequently Asked Questions

Q: Can you send me Porsche Unleashed (or portions thereof)?
A: No. It's in bargain bins now, so go buy it!

Q: Can you send me the manual (or portions thereof)?
A: No.

Q: Can you tell me the install code?
A: Look at the back of your NFS:PU CD case.

Q: I don't have the case!
A: Ask EA for a replacement, or buy another copy.

Q: Can you tell me how to play the game?
A: Read the manual.

Q: What's the latest version?
A: You'll need to sign-on to EA Racing, where autopatch is used. Needless to say, hacked versions can't be patched.

Q: How do I get it to work on Windows 2000?
A: You may need to limit virtual paging file, enable compatibility mode, and maybe delete GIMME.DLL in the directory. See http://www.racerplanet.com, FAQ section.

Q: How do I get past factory driver mission _____?
A: Read the Factory Driver walkthrough

Q: Where are the cheat codes?
A: See the last section.

Q: Why do I only get access to 4 tracks when I start?
A: You gain additional tracks by progressing in Evolution.

Q: How do I make money in Evolution?
A: Buy a used car, fix it up, sell it for the value. Repeat until satisfied with self-worth. You will ALWAYS make money this way.

Q: How is the price of a car calculated?
A: It appears to be dependent on 1) number of races, 2) number of enhancement parts, 3) number of miles, 4) current condition (i.e. has damage or not), 5) availability, and 6) age. The specific formula is not known.

Q: Why can't I change the gear ratios of the transmission?
A: Only racing class cars with racing gearboxes have individually adjustable gear ratios.

Q: I didn't get car X back in year Y. How do I get it now?
A: Some cars disappear from market forever after certain years. If you missed it, there's nothing you can do. (Some claimed that they MAY still appear, but the chances are like 1 in 10000, so you'll have to buy/sell LOTS of cars) Also see Jeff Reid's "car availability chart" in the Evolution section.

Q: I did not win the bonus car. Can I buy it somehow?
A: In the few years after the bonus race you can buy the bonus car from the new car showroom. Sometimes the bonus car will also appear in the used car market for the next few years. Also see Jeff Reid's "car availability chart" in the Evolution section.

Q: Can I exit the game without forfeiting the tournament?
A: Yes with one exception. As long as you finished the previous race, you can exit. Just hit EXIT (lower right) and confirm. Next time you come back, same tournament should still be selected. Go ahead and race! EXCEPTION: this does NOT apply to the bonus race. If you exit the game at the bonus race screen, it's the same as if you pushed the "decline" button.

Q: Is there a limit on how many cars you can own?
A: Maximum cars you can own is EIGHTY (81). You can own 80 in the regular Evolution. That should allow one of each model and variant, not counting the Factory Driver bonus cars. You can win the GT1 in the Modern Era Bonus race. There are three Factory Driver bonus cars, making a total of 84. [Thanks to Jeff Reid for the correction]

Q: Can I “save” my current progress in case I need to “go back” in Evolution?
A: Make a copy of the SAVEDATA directory in your Porsche Unleashed subdirectory.

Q: Do you know of good record times so I can see how good (or bad) I am?
A: Try here NFS World Records at http://www.xs4all.nl/~eel/nfswr/porsche/

Q: How do I put my own picture as the driver?
A: [From http://www.higherstakes.com] Take the image you want (in .jpg or .bmp file format), rename it to yourname.jpg (or .bmp), yourname being the name of your PU character. Then simply put that file in you NFS:PU directory. Note: the game will resize the image as necessary. The only place where you can see that picture in single player mode is when you select your profile and on your ID in factory driver I think. However, you and everyone else will see it every time a multiplayer game loads.

Q: Can I get additional cars?
A: EA has released 4 official downloadable cars for NFS:PU. They are 1987 959, 1992 928 GTS, 1997 911 GT2, and 1998 911 GT3. You can download them at http://www.needforspeed.com, then click on the NFS:PU link, then downloads.

Q: I want MORE cars than that!
A: Try http://www.nfscars.com. However, the file format in NFS:PU has not been fully decoded so most "new" cars are just variations of the built-in cars.

Q: I can't buy the downloaded cars in Evolution!
A: You're not supposed to. They don't appear in the "game economy" unless you hack files.

Q: Where can I find NFS:PU related utilities and hacks?
A: Try http://www.nfscars.com

Q: What happened/is happening to EARacing.com?
A: Originally EA was going to shut down EARacing.com as of January 8th, 2002. However on January 8th, 2002 they suddenly reversed their decision and will keep EARacing running, but they did not promise for how long. Just in case, an alternative NFSPU and NFS:HS client has been developed at http://ncop.racerplanet.com

0.3 Terms of Distribution

then no permission is needed.

2a) In case you can't read, that means TXT only. No banners, no HTML borders, no cutting up into multiple pages to get you more banner hits, and esp. no adding your site name to the site list. A surrounding frame/toolbar is fine.

3) No charge other than "reasonable" compensation should charged for its distribution. Free is preferred, of course. Sale of this information is expressly prohibited. If you see any one selling this guide, drop me a line at ksc1@aol.com.

4) If you used material from this, PLEASE ACKNOWLEDGE the source, else it is plagiarism.

5) The author hereby grants all games-related web sites the right to archive and link to this document to share among the game fandom, provided that all above restrictions are followed.

Sidenote: The above conditions are known as a statutory contract. If you meet them, then you are entitled to the rights I give you in 5), i.e. archive and display this document on your website. If you don't follow them, then you did not meet the statutory contract conditions, and therefore you have no right to display this document. If you do so, then you are infringing upon my copyright. This section was added for any websites that don't seem to understand this.

For the gamers: You are under NO obligation to send me ANY compensation. However, I do ask for a VOLUNTARY contribution of one (1) US Dollar if you live in the United States, and if you believe this guide helped your game. If you choose to do so, please make your US$1.00 check or $1.00 worth of US stamps to "Kuo-Sheng Chang", and send it to "2220 Turk Blvd. #6, San Francisco, CA 94118 USA".

If you don't live in the US, please send me some local stamps. I collect stamps too.

0.4 Distribution

This USG should be available at major game websites, though it'll be specifically released to Gamefaqs (http://www.gamefaqs.com). Always go there for the latest version.

0.5 Other Notes

There is no warranty for this document. After all, it depends on YOU the player. All I can do is offer some advice.

PLEASE let me know if there's a confusing or missing remark... If you find an question about this game that is not covered in the USG, e-mail it to me at ksc1@aol.com. I'll try to answer it and include it in the next update.

0.6 The Author

I am just a game player who decided to write my own FAQs when the ones I find don't cover what I want to see. Lots of people like what I did, so I kept doing it.

Previously, I've written Unofficial Strategy Guides (USGs) for XCOM, XCOM2:TFTD, Wing Commander 3, Wing Commander 4, Fade to Black, Spycraft, 688(I) Hunter/Killer, Mechwarrior 3, Mechwarrior 3: Pirate's Moon Expansion Pack, and many more. You can find them on http://www.gamefaqs.com.

If you need to write me, send e-mail to ksc1@aol.com. And please, do NOT ask me to send you patches, install codes, or the game itself. I'll either ignore you completely or send you a nastygram depending on my mood. So don't even bother me, please.

0.7 Disclaimer/ Copyright Information

Special thanks to Jeff Reid, who provided many charts that were included in this revision. You will also find a lot of his advice car tuning and tracks.

The information compiled in this USG has been gathered independently through the author's efforts except where noted.

0.8 Spoiler Warning

The USG contains spoilers about all factory driver missions as well as evolution races.

0.9 Release History

1-NOV-2000 Initial release

6-AUG-2001 Fixed a few notes, updated minor info, fixed the cheat code section

20-SEP-2001 I can't believe I didn't fix the James Dean info… And a few more notes on toe-in and other car adjustments…

13-OCT-2001 I can't believe there are STILL people asking me for install codes. Sheesh! Also updated some info about the cars, a bit on handling, and found two video clips demonstrating the spinout maneuver.

17-JAN-2002 Added FAQs about limited access to tracks, and added a few of Jeff Reid's charts and comments about car adjustments. Added note on demise and revival of EARacing.com

1 Introduction and General Game Info

1.1 NFS History

1.1.1 The first NFS

The first Need for Speed was EA's response to the successful Accolade Test Drive series. Co-produced with Road and Track magazine, it features contemporary super-exotics and experimental cars. This was before the advent of 3D acceleration, but the graphics and the driving model paved the way to several sequels. It included police chase mode, which was revolutionary at the time.

1.1.2 Need for Speed II and II SE

Need for Speed II dropped the magazine association and went on to include more exoticars, but dropped the police chase mode.

The Special Edition (SE) added more cars, one track, and included Voodoo GLIDE 3D acceleration (a first in a car sim). SE also "improved" part of the tracks.

1.1.3 Need for Speed III: Hot Pursuit

NFS3 brought back the police chase mode, and made it into a game almost in itself. You can now act as either the chaser or the chasee, on seven different courses. Unlock different courses and special bonus cars by winning tournaments and knockouts (the last place in the race is eliminated).

There are plenty of cars from luxo-sports like Jaguar and Aston-Martin to exoticars like the Lamborghini and Ferrari. There are plenty of race modes. The game has full race recording to record your best passes or crashes. There is no car damage though, and the driving model is a bit weak. Some of the track and cars must be unlocked, but the cheat codes were quickly released to enable those cars and tracks. The tracks are still circuits.

EA also included the car editing tools on the CD, and the fans quickly responded by editing the included cars and creating new cars. The tracks are also quickly edited once the file format was decoded, and fans quickly re-textured and edited the tracks.

1.1.4 Need for Speed: High Stakes

High Stakes is basically what NFS3 should have been, with more tracks, more cars, and perhaps the most important improvement: a career mode.

Seven additional tracks have been added for a total of fourteen. Each course can be raced mirrored, reverse, at night, in bad weather, etc. Each of the courses is quite different, from European countryside to high-tech freeways and more. However, they are still circuits.

More cars have been added. The luxo-sports have been dropped in favor of quick roadsters like the MB SLK and the BMW Z3. Then we go up the scale to Camaros, Firebirds, and Corvettes, all the way up to the MB SLK-GTR and the McLaren F1.

The cars can now be enhanced, though it’s rather generic enhancements like level 1 upgrade, level 2 upgrade, etc. Each car can now be damaged, and they affect handling. On the other hand, the damage is a bit lower than “reality” (smash head-on into a wall at 100+mph does not instantly destroy your car)..

The most important feature is the career mode, where you start with a small budget, and attempt to complete the world tour. You do that by racing the different courses in different conditions with different cars for different lengths, and occasionally, race for car ownership i.e. high stakes (if you lose, lose your car. If you win, you get your opponent’s car). You win prize money, upgrade and buy more cars, and win more races. If you win certain tournaments, you’ll receive special bonus cars.

The Hot Pursuit mode has been enhanced to include two additional chase games per side, for a total of six different hot pursuit modes. The police roadblocks now include hefty cement blocks that’ll REALLY stop your car.

A relatively primitive multiplayer component was added, along with an auto-patch system that checks for and downloads updates automatically.

High Stakes was known in Europe as "Road Challenge".

1.2 NFS:PU Game Info

1.2.1 Requirements and Recommended Setup

The program runs fine on a Celeron 400, 64 meg RAM, Diamond Viper 550 (Nvidia TNT chipset). On the other hand, occasionally (after several races) the game runs out of memory and starts swapping to HD, slowing the frame rate to a crawl. Therefore, 128 megs of RAM is recommended. If you want higher resolution or more car details, get better video card and/or faster CPU.

1.2.2 What's new in NFS: Porsche Unleashed

NFS: Porsche Unleashed, known as NFS: Porsche 2000 in Europe, focuses only on Porsches. You won't find any other brand of cars in this game. It traces Porsche history from the early 356's down to the 2000 911's and Boxsters.

A mission-based game called Factory Driver has been added, where you must take your car and accomplish specific tasks, such as timed acrobatic maneuvers, timed slaloms, reach destination under time limit, and so on.

The career mode, Evolution, takes you from the very first 356 to the current '00 911 as you race your way through Porsche history, eventually driving most models Porsche makes. Start with one car and work your way to own the whole stable by winning races and buying/selling cars in the car market. There are also plenty of parts you can buy to enhance each and every model, all of them authentic from the Porsche catalog.

The physics model has been completely revamped. A true 4-point physics system models each wheel independently. The "loose-ness" of certain Porsche models are modeled expertly, even without force-feedback. Each car can be individually adjusted.

Rally-style tracks have been added. Instead of endless circuit tracks in each of the NFS games before, rally tracks start at one point and end in another. If you crave circuits, you can always race the Monte Carlo tracks, with 5 variations to choose from.

NFS:PU also includes online racing in beta form as EARacing.com. It was going to close on January 8th, 2002. However, on the day before the deadline EA suddenly reversed their decision (probably after receiving large amount of negative feedback from disgruntled EARacing users). The technology created for NFS:PU was incorporated into Motor City Online.

Unfortunately, there is no more Hot Pursuit mode. Police do show up occasionally in factory driver missions, and there are "codes" that enable the police in quick race modes.

1.2.3 What's special about Porsche Unleashed

The four-point (all four wheels) physics model is one of the most realistic physics model in a car sim yet.

Factory Driver mode is a good way to add new skill sets than just racing.

Evolution is a lot of fun as a career mode, combining economy and car collecting.

Lots of fast cars and great graphics.

Rally style tracks (circuits are boring!)

Multiple paths through the same track give you the choice.

1.2.4 What's not so good about Porsche Unleashed

Its emphasis on Porsche turns off fans that are not so hot about Porsches. Its exclusive license on Porsche prevented other game makers from including Porsche in their car sims, such as Sony's Gran Turismo 2. (But as those who play GT3 knows, Porsches are back…)

The cars' handling has been somewhat exaggerated.

No hot pursuit mode.

Factory Driver assignments sometimes are too unrealistic (would Porsche really order you to deliver a car in less than 3 minutes and break every speed limit on the way?)

Money is just a bit too easy to come by in Evolution.

1.3 Motor City Online

Motor City Online is EA's vision of massive multiplayer car racing sim, where you join a virtual town of car enthusiasts driving classic American muscle cars, complete with online virtual economy. However, it's an online only game with a monthly fee. It is now available in stores.

1.4 Need for Speed: Hot Pursuit 2

EA has announced this title for the next-gen consoles. It will probably be ported to the PC later.

2 The Porsches

Here's a list of the cars you'll have the opportunity of driving or owning, dividing into three different eras and four classes in each era.

Please also see the Evolution section for Jeff Reid's notes on Evolution.

2.1 The Cars : Classic Era

A coupe will outperform the equivalent targa or convertible. This is due to the more rigid body structure, which in turn handles better.

2.1.1 Class 3

Class 3 cars are not much above factory spec. They don't have much horsepower, not too much handling. However, they are much easier to handle than the faster cars.

'50 356 1100 Cabriolet
'50 356 1100 Coupe Ferdinand

The first 356's doesn't have enough horsepower to be fast, nor the handling to be great, but it's still better than what was available then. Due to lack of power, it's NOT as tail-happy (loose) as later Porsches. The skinny tires are enough to handle the tiny engines back then if you don't push the car too far. It

gives warning if it’s about to break loose.

The 356’s worst trait is its tendency to roll over if you push it too far and got the car sliding sideways. Add rear downforce and lots of it. To bring the car back under control, let go of the accelerator, and countersteer slightly until the car straightens out. Then continue turning and accelerating. Do NOT hit the brakes. Doing so makes the tail LOOSER as it shifts the weight forward.

In case you did not know, Ferdinand was named after Dr. Ferdinand Porsche, founder of the company.

Ferdinand handles slightly better than the Cabriolet (according to the internal ratings chart) and should probably be your initial choice.

'51 356 1300 Cabriolet
'51 356 1300 Coupe
'52 356 1500 Cabriolet
'52 356 1500 Coupe
'53 356 1500 Super Cabriolet
'53 356 1500 Super Coupe
'54 356 1300 Super Cabriolet
'54 356 1300 Super Coupe

These cars became available between 1950 and 1956. You can find these on the used car market in 1956. If you want them, get them now. They start to disappear from "new cars" in 1960, and appear only rarely in the "used car" lot in the 1960’s. They disappear almost completely by 1982.

'56 356 A 1300 Super Cabriolet
'56 356 A 1300 Super Coupe
'56 356 A 1600 Cabriolet
'56 356 A 1600 Coupe
'56 356 A 1600 Super Cabriolet
'56 356 A 1600 Super Coupe
'56 356 A 1600 Speedster
'56 356 A 1600 Super Speedster
'56 356 A 1300 Cabriolet
'56 356 A 1300 Coupe
'59 356 A 1600 Convertible D
'59 356 A 1600 Super Convertible D

The 356 A series are minor improvements over the existing models, which didn’t change much. Performance parts such as bigger carburetor, performance intake and exhaust, and sports springs and racing shocks became available at this time. The bigger engines improve performance, but also make the tail a bit looser.

The 356A’s disappear by 1989. After that you’ll only see 356B’s.

2.1.2 Class 2

'60 356 B 1600 Roadster
'60 356 B 1600 Hardtop
'60 356 B 1600 Cabriolet
'60 356 B 1600 Coupe
'60 356 B 1600 Super Cabriolet
'60 356 B 1600 Super Coupe
'60 356 B 1600 Super Roadster
'60 356 B 1600 Super Hardtop
'60 356 B 1600 Super 90 Cabriolet
'60 356 B 1600 Super 90 Coupe
'60 356 B 1600 Super 90 Hardtop

'60 356 B 1600 Super 90 Roadster

The 356B's adds better carburetor and better fuel control, bigger engine, with improved suspension and slight revision of the body for even better performance. Of all these cars, the Super 90's perform the best, due to the enhanced engines.

Some models of these 12 may not be readily available. You'll have to look for them.

2.1.3 Class 1

'62 356 B 2000 GS Carrera 2

This is the fastest 356, period. This car will outpace just about anything in the classic era except maybe a 911 or 911 S. The Carrera 2 does NOT share the 2.0L engine with the 911. That was a common misconception (including me, for a while).

'65 911 Coupe
'67 911 S Targa
'67 911 S Coupe
'67 911 Targa

The early 911's are a bit light and not really enough horsepower. This makes their "looseness" only come out in the corners. Learn to approach each corner correctly and countersteer.

(A little Porsche history… There's actually a 912, which is really a 911 with a smaller engine. While not quite as classic as 911, it's still a classic collector's car.)

2.1.4 Race Class

'56 550 A Spyder (Classic Era Bonus Car)

Actually a pretty BAD car compared to a loaded Class 1 like a 356B GS Carrera 2 or even a 911S, 550's best trait is it is NOT loose. The 550 Spyder mainly has classic looks and the racing setup (including racing transmission with adjustable gear ratios). It handles quite well for a car that old. On the other hand, you can go faster with a 911 S in the corners due to better handling. If you want to race this car, tune the gears for a bit more speed in the corners.

James Dean, American idol, actor, and racecar driver, died in a 550 Spyder in 1955. Before that he won several races in a 550 Spyder. He also owned a 356B.

2.2 The Cars : Golden Era

2.2.1 Class 3

'72 911 S 2.4 Targa
'72 911 S 2.4 Coupe

The 911's with the 2.4 engine perform better than their predecessors. With more power, the tail is getting looser. Add the ducktail to keep it under control.

'70 914/4 1.7
'73 914/4 2.0
'74 914/4 1.8

The 914 economy Porsches need all the power upgrades they can get. They are quite light and not that loose in the corners. They

are a lot like the very early 356's. These cars aren't that fast so you need to maintain your speed in the corners to win.

'82 944 Coupe
'87 944 S Coupe

The 944, being front-engined, is not quite as nimble as the 911's, but is much more forgiving. S version has better suspension and more rigid body for better handling. The large engine bay allows installation of aftermarket superchargers, which add lots of horsepower.

A 944 with top-of-the-line parts should use setup of 15% ride height, 80% stiffness, 30% travel, 45 tire pressure front and rear, and no change in downforce. This setup is sufficient to outturn the competition, as long as you don't do it TOO fast. If you do approach too fast, use the brakes and even the handbrakes. The car is very forgiving compared to the 911s.

The best of Class 3 is probably the 944 S or the 911 S 2.4, depending on racing style and availability. I'd race the 944 S as it's easier to drive, though the 911 S may be a little faster.

2.2.2 Class 2
'73 911 Carrera RS 2.7 Coupe
'73 911 Carrera RS 2.7 Coupe (Factory Driver Bonus Car)

Probably the most hard-to-handle Porsche, the RS 2.7's have enough horsepower to be VERY loose around the corners. It has factory-standard ducktail, but even that may not be enough. Adjust your downforce carefully.

The Bonus car does not have any advantages over the regular version.

'88 944 Turbo S Coupe

Ah, the turbo upgrade to the 944 S… Not quite as classic as 911, but powerful nonetheless. It's fast, but still not quite as nimble as the 911 Carrera RS 2.7.

2.2.3 Class 1

'75 911 Turbo 3.0 Coupe (930)
'78 911 Turbo 3.3 Coupe (930)

The Turbo 911's gets improved and turbo-charged engines. While tail happy, the whaletail upgrade keeps that under control. Still, treat this like the Carrera RS, countersteer into the turn to keep it under control.

Some people reported that whaletail seem to slow the car down. Remember to adjust your downforce settings after getting the whaletail.

'87 959

The 959 is a download car. You can't buy it in the game economy. It has 4-wheel drive (a first), LeMans-inspired twin-turbo engine, computer traction control, and much more. It is just as fast as one of the modern (late 90's) 911's with a MUCH BIGGER engine.

In real-life, you launch the 959 by revving the engine to 7000 RPM, then drop the clutch! If you try this with a non-Porsche you'll probably destroy the gearbox.

2.2.4 Race Class

'78 935/78 Coupe "Moby Dick" (Golden Era Bonus Car)

The Moby Dick is a very rare car. If you can win or buy one, do so immediately. It commands a HUGE price (2 million) when you finish the modern era. It's not that fast though, with only a 4-gear gearbox. If you want to race it, tune the gears. It's basically a 935 with a huge body kit.

2.3 The Cars : Modern Era

2.3.1 Class 3

'89 911 Carrera 4 Coupe (964)
'90 911 Carrera 2 Targa (964)
'90 911 Carrera 4 Targa (964)
'90 911 Carrera 4 Cabriolet (964)
'90 911 Carrera 2 Coupe (964)
'90 911 Carrera 2 Cabriolet (964)

Carrera 4's are 4-wheel drive, which helps reduce the tail-happiness and improves handling. However, 4WD also adds a bit of weight. The 964's gets the auto spoiler (it pops up when you exceed 40 kph), though you can replace that with a whaletail.

'89 944 S2 Cabriolet
'91 944 Turbo Cabriolet

Further improved 944's are somewhat better handling, but not by much.

'97 Boxster (Factory Driver Bonus Car)
'97 Boxster
'00 Boxster S

Boxster is a Porsche roadster. Use the hardtop config to get the best frame rigidity. While not as fast as the 911's, they are a lot of fun. Most notable feature is one HUGE exhaust in the tail. Boxster S has bigger 3.2L engine and better handling. Boxster has a rear spoiler, though it's well hidden and only deploys when the speed exceeds 40 mph, similar to the 911 (996).

The best Class 3 Modern car is the 911 Carrera 4 Coupe. The rigid structure and AWD gives it the edge over even the 944 S2.

2.3.2 Class 2

'91 911 Turbo 3.3 Coupe (964)
'93 911 Turbo 3.6 Coupe (964)

The next generation 911's aren't that much of an improvement over the Class 3 911's, except for the turbo engines. Handling gets better though.

'92 928 GTS

Another download-only car, it's used in the World GT races. GTS being the smallest (almost factory) class. It's front-engined like the 944.

'94 911 Carrera Cabriolet (993)
'94 911 Carrera Coupe (993)
'95 911 Carrera 4 Coupe (993)
'95 911 Carrera 4 Cabriolet (993)

'96 911 Carrera Targa (993)
'96 911 Carrera 4S Coupe (993)
'96 911 Carrera Coupe (993)
'96 911 Carrera 4 Coupe (993)
'97 911 Carrera S 3.6 Coupe (993)

The various versions of 993 series 911s are improved, reducing the “loose-ness” of the chassis. However, it can still lose traction if you push it too far. Adding the GT2 tail (twin spoiler) can help. Best in the class would be the Carrera 4 Coupe (’96 version).

Somehow, the 4S version handles a little worse, at least according to the car compare list! Jeff Reid said this is a program error. The 4S should be the fastest in the class.

'98 911 Carrera 3.4 Cabriolet (996)
'98 911 Carrera 3.4 Coupe (996)
'99 911 Carrera 4 Cabriolet (996)
'99 911 Carrera 4 Coupe (996)

The 996 series 911’s are fast… really fast, and the Carrera 4 gets 4-wheel drive. The 996 series seems to be perfectly balanced, with NO loose-ness in the tail unless you push the car excessively. The Coupe version handles better due to the tighter chasis.

2.3.3 Class 1

'95 911 Turbo 3.6 Coupe (993)

The fastest 993 is somewhat tail-happy. If you can control it, it’s VERY fast. Whether it’s faster than the 996 depends on your driving style. The 993 is a bit nimbler, while the 996 has higher top speed and acceleration.

'00 911 Turbo (996)
'00 911 Turbo (996) (Factory Driver Bonus Car)

The 996 is almost perfectly balanced. If you can’t make it through the turn, you really are moving too fast. Unless you pushed the car too far, tail won’t get loose. This car is more likely to understeer than oversteer. The rear spoiler is almost invisible, and pops out only when the speed is above 40 mph. Even when deployed, it’s still quite small.

2.3.4 Race Class

'97 911 GT2 race version
'98 911 GT3 Cup

These two cars are download cars. You can’t buy them. They have multi-stage turbochargers, and are used in World Sports Car GT endurance races (similar to LeMans, but with less modified cars).

'98 911 GT1 race version (Modern Era Bonus Car)

The GT1 gets full bodywork like LeMans racers. It’s very fast, and it really sticks to the road. Though the extra length makes it less nimble. On tight corners you may have to tap the handbrakes to bring the nose around. You can win this with the bonus race, or you can buy it as in the "club races" era.

3 The Parts Bin

You can get a variety of parts to customize your Porsches, from

cosmetic parts like bumpers and rims, to engine enhancements like performance exhaust and turbocharger, to different tires, shocks, brakes, and more. Here's how different parts affect the performance of your car.

If you can't afford all the upgrades, perhaps you should try to make some more money first via car fixing, then come back and buy some. Adding upgrades piecemeal is a waste of money.

3.1 Flywheel

The flywheel is basically a "momentum" reservoir. Once you spun it up, it keeps the RPMs up. A lighter flywheel improves acceleration as it takes less power to spin up. On the other hand, it also preserves less momentum. A heavier flywheel maintains your forward momentum when you go uphill.

Conclusion: use the lightest flywheel you can get. The acceleration gain outweighs the loss of uphill power in most situations.

3.2 Engine Enhancements

The different manifolds/intakes, turbocharger/supercharger kits, exhausts, ECU upgrade, throttle body, injector and/or carburetor, etc. all perform the same purpose: add horsepower to the engine, by enriching the fuel mixture and optimizing the power production.

Remember that some cars come with bigger engines. Other cars (esp. early models) can have the bigger engine added if they become available.

Conclusion: add the best the money can buy and skip the rest.

3.3 Transmission / Gearbox

There are five kinds of gearboxes. Regular, close-ratio (higher mid-band acceleration but maybe lower top speed and lower initial acceleration), low speed (high acceleration but lower top speed), high speed (lower acceleration but high top speed), and racing (each gear is independently adjustable). Not all gearboxes are available for all vehicles. The racing gearbox can only be used in race class vehicles.

Which gearbox should you use? Fit the gearbox to the task. On a high-speed course like Autobahn or Zone Industrielle, you want the high-speed gearbox to get the most speed out of the straight sections and the fast corners. On a lower speed course like Alps or Corsica, where you hardly ever reach top speed due to all the curves, use the low-speed or close-ratio gearbox to gain time in the corners.

On a course with both high and low speed sections, use the regular gearbox as the best compromise.

The quickshifter basically allows more precise gear switching by shortening the shift lever. If the quickshifter is available, definitely get it.

Conclusion: depends on the course.

How to tune the racing transmission to each course is a different topic altogether. Please see 4.3.7 for Jeff Reid's advice on how to tune gear ratios.

3.4 Spoilers and Bumpers

Most of the bumpers are decoration only, though the more expensive ones have a slight aerodynamic effect that helps to keep you on the road, and some are slightly lighter.

Spoilers, on the other hand, do have a positive effect on your high-speed handling by pushing your tail down, at the price of more friction. Some Porsche models have special spoilers. The old 911's have "ducktail", while the early turbo 911's have the "whaletail". The modern 911's get the GT2 tail. Some reported that these really slow down the car, so try them before you leave them on.

Conclusion: upgrade these last. If you do, go all out and get the best.

3.5 Springs and Shocks

In general, the harder the shocks and springs, the more responsive the car, but harder the ride, and may cause you to lose traction as the wheel bounce OFF the ground. Most are adjustable.

Conclusion: just get the most expensive available.

3.6 Tires

There are only three kinds of tires in PU: regular/stock tires, slicks, and rain tires.

Regular tires are all-season all-around performance tires. They provide decent traction in all environments, including asphalt, mud, grass, and even a bit of rain and snow.

Slicks provide maximum traction on asphalt and other flat surfaces, but loses traction quickly when off road. Perfect for racing at Monte Carlo, and roads where you have plenty of tarmac to run on. Remember NOT to take those non-road shortcuts when you have slicks on.

Rain tires are optimized for traction during rain and snow conditions, making them perfect for Autobahn and Alps tracks. They have more rolling resistance and less traction than the other two types of tires on dry ground.

Conclusion: use the right tool for the job.

3.7 Rims

Rims are decoration only. All available rims are real authentic Porsche rims. There's 4 Porsches around my house and I've seen them with these rims.

Conclusion: use whichever looks good.

3.8 Weight Reduction

Less weight is always good, as it helps your acceleration, albeit just slightly. The more expensive it is (carbon fiber vs. fiberglass), the lighter it is. Some of the more expensive bumpers are also slightly lighter.

Conclusion: buy the most expensive stuff available.

3.9 Sway bars

Also known as anti-roll bars or torsion bars, there are actually two bars: one between the front wheels, and one between the rear wheels. The stiffer the bar, the less your car body will roll when taking a turn, and thus keep more rubber on the road (and more traction and all that). Of course, in NFS:PU you only get one.

Conclusion: get the most expensive / stiffest you can get

3.10 Brakes

Obvious use of stopping power… Most courses require you to use the brakes quite a bit. After all, "body braking" is bad both for looks and your virtual pocketbook (repair costs).

Conclusion: get the best money can buy, but this can wait till the end.

4 Car Tuning

Why would you tune a car? To give it better handling, of course. Let's discuss first the physics of car handling, then a bit on what to adjust, and finally how each parameter affects handling.

First tip, go into options, and set the map mode to 75% of normal size. That gives you a good look at the surrounding, even at high speed, so you can see the upcoming curves and prepare for them. The "normal" size is just too close to see enough of the track to anticipate turns.

4.1 The Physics of Handling

To understand handling, we need to explain traction. To explain traction, we need to explain weight and friction.

Basically, friction is defined as the force pushing two surfaces together multiplied by a friction coefficient (i.e. a number that depends on which two surfaces are involved). For tires, you're looking at the weight, but not the WHOLE weight of the car, just a portion of it, because the weight moves around a bit as the car moves.

4.1.1 Weight Transfer

You may not think about it, but the weight of the car moves quite a bit while you drive.

When you accelerate, the weight moves backwards so more of it rests on the rear wheels. Conversely, when you brake, the weight moves forward toward the front wheels. When you turn, the outside wheels take more weight than the inside.

Friction is simply weight (downward force) multiplied by a friction coefficient. There's only so much weight in a car. If one wheel gets more weight, the other three then must get less. Therefore, the weight transfer affects friction/traction of all four wheels. The more weight your car has, the less the acceleration, so a car's setup is a compromise between traction and speed.

4.1.2 Now, the suspension system…

In general, stiffer springs and shocks give you a car that handles great when going straight, but hard to corner. The stiffer shocks "respond" faster to the road condition, but the

stiffer shocks also tend to receive “more” of the weight, cutting traction elsewhere. If you have really hard shocks the wheel may even leave the ground as it can't react fast enough to the road surface.

Conversely, softer shocks give you better control in the corners, but slower straight-aways. Softer shocks respond slower to the road, but it dampens the weight transfer, keeping traction even.

You, as the car tuner, have to tune the car to the track. Some tracks require softer shocks to take the corners easier or to handle the rough terrain. Other tracks with high-speed straights and corners should have stiffer shocks for better handling.

The general motto is set “the stiffest shocks you can handle”. Stiff shocks, while very responsive, can cause the car to be a bit too eager, and hard to corner.

4.1.3 Example: Why you should not hit the brakes while turning

As we’ve explained earlier, hitting the brakes causes the weight to transfer forward to the front wheels.

If a car is already “loose” to start with, the rear wheels are JUST hanging on. If you do a weight transfer forward, the rear wheels will have decreased traction, making the tail looser.

To recover, stop braking, which will make the car even and put a bit of the weight to the rear wheels, and hopefully regain traction.

4.2 The Problems of Handling

Handling problems usually fall into oversteer or understeer.

4.2.1 Oversteer

Oversteer, also known as “loose”, means you turned, but the car turned further than you intend to do. This is caused by a loss of traction in the rear wheels.

When you turn, the weight transfers to the outside wheels, esp. the outside front wheel (as you lose speed in a corner). That may be enough to break loose the tail.

The fix is to increase rear traction by increasing rear downforce, decrease rear tire pressure, move brake balance rearward, decrease shock stiffness, or increase shock travel.

4.2.2 Understeer

Understeer, also known as “push”, means you turned, but the car does not turn enough. This is caused by loss of traction in the front wheels.

The fix is to increase traction in the front by increase toe-in (slightly), increase front downforce, decrease front tire pressure, decrease shock stiffness, increase shock travel, and so on.

4.2.3 Achieving the balance

If you approach the corner too fast, no amount of tuning will save you from hitting the outside wall. If you’re sure that your approach speed is correct, then it’s time to tune the car.

Ideally, you want your car to neither push nor loose when going around the corner at the speed of your choosing. You can either make one end tighter or make the other end a little looser to achieve the balance.

Most drivers want a slightly “pushy” car. Most cars on the road tend to understeer, since it’s easier to control. Stop understeer by slowing down and add more weight to the front wheels.

Conversely, you may want the car to be just slightly loose at the corners. Being loose actually makes the car more manueverable, though it’s possible to lose control. A slightly loose car can just “glide” around the corner, maintaining a higher cornering speed, but it’s not easy to keep it right on the edge.

4.3 What to adjust and how much

Note: some of the terms here are not strictly correct racing terms. Toe in and camber are actually two different measurements, but for game’s sake, we’ll discuss them as if they are the same.

4.3.1 Steering – Toe in

Toe-in is exactly what it sounds like. It measures how far the tires are pointing inward (like your toes).

While common sense would dictate that zero toe-in is what you want, you actually do want some toe-in, at least on the front-end. First, toe-in keeps your car straight on the road. Due to the natural tolerances and flexing, tires NEVER have exact toe-in. By adding slight toe-in, your car will go naturally straight due to the slight “inward” forces from the tires. You want the toe-in in this case to be large enough to keep your car straight, yet small enough to not decrease traction. Conversely, toe-out (negative toe-in) will cause the car to be “touchy” and unstable going down the straights.

Second, toe-in, in a turn, controls the “slip angle”, the difference between the tire’s movement direction vs. tire’s pointing direction. Toe-in will increase oversteer since your outside tire is pointing FURTHER than your steering, and your inside tire, with huge slip angle, will tend to slip and decrease traction, thus more oversteer. Conversely, toe-out will induce UNDERSTEER.

Previously I stated Toe-in is same as camber. This is NOT correct.

My Conclusion: Toe-in is a valuable adjustment that is hard to understand. Make very minor adjustments only, and determine what behavior you’re trying to induce first.

Jeff's Conclusion: If game pad or keyboard used, set toe-in to 1/4 from left instead of all the way right. Highest cornering speeds appear to occur with toe-in all the way right, about 1/2 throttle, and 1/3rd of full steering. Toe in will also allow full throttle with heavy steering, but I don't think this is as fast. [KC's note: well, that just shows how flawed this physics model is. :-)]

4.3.2 Brake Balance

This is also known as “brake bias”. Most cars should have a rear brake bias, which allows the rear wheels to get more brake pressure. As the car brakes and weight shifts forward, the bias

will balance out to achieve optimum stopping distance.

If you push the brake bias forward, the rear of the car may come loose during braking.

Keep the bias in the middle or a half way to the rear is good unless you're trying to FORCE a loose tail while braking. That is usually a bad idea.

4.3.3 Tire Pressure

PU's tire pressure effects are vastly simplified. If you want hard handling, add more pressure. If you want more traction, decrease pressure. Most people keep them at the default or go all the way up to 45 psi. The car does seem to handle a little better at 45 psi tire pressure.

Jeff Reid adds Set the rear tire slightly lower (like 43) for more rear traction. Some cars may handle better with a SLIGHT decrease of front tire pressure. The '78 911, for example, handles better with 45/40. Reducing back tire pressure seems have the same effect as increasing front downforce.

4.3.4 Shocks - Ride Height

In general, the lower the ride height, the less chassis roll and better response. However, this causes problems when you hit a bump. A bump that you could have handled with normal ride height (and kept the wheels on the ground) would cause your car to get some air, where you can't steer or accelerate or brake!

Conclusion: depends on the track's number of bumps. If most of the track is flat, set to as low as possible. On the courses with big bumps, set them higher. Schwartzwald has some big bumps.

Jeff's Conclusion: Just set it to the lowest there is.

4.3.5 Shocks - Stiffness

Stiff shocks give better handling, but less traction overall. On big bumps, the stiffness may cause the wheel to leave the road as it transfers most of the shock to you instead of absorbing some. Stiff shocks also tend to cause more weight transfer.

Conclusion: set to the stiffest setting that you can handle, except on the courses with big bumps.

Jeff's Conclusion: Just set it to the stiffest there is.

4.3.6 Shocks - Travel

This is a measure of how far can the shock compresses. Lower amount of travel means less body roll. On the other hand, set it too low and the shocks can hit bottom, causing you to feel most of the jolt, and the wheel can bounce off the pavement.

Conclusion: leave this one alone unless you're out of things to adjust. Half way or 25% is good. Basically, this one is as low as you can handle.

Jeff's Conclusion: Just set it to the HIGHEST there is. (Ed.-- Yes, I know, this is counter-intuitive, but give it a try!)

4.3.7 Gear Ratio

If you have a racing transmission in your car (only race class

cars), you can tune the individual gears. This can help you achieve better acceleration, or to optimize the power band for the driving conditions.

Most cars have optimum power band not too far from redline. Monitor your engine RPMs as you go around the course. If your RPMs fall way beyond that point, consider adjusting the gear it was in. Also, monitor the RPM's when you race. If consistently fall below redline, it may be time to use a taller gearbox (like close-ratio or low speed).

Note from Jeff Reid: "There's a weird bug in NFS:PU that makes the race cars faster. By setting top gear and final offset to the max negative values, the race cars go faster, but renders top gear useless by making it too tall. In the case of the GT1, you're left with 5 gears.

These are the gear settings I use with a manual tranny
1st: -0.05 2nd: -0.10 3rd: -0.10 4th: -0.05 5th: 0.00 6th: -0.25 final -0.50

for an auto(matic transmission), try these
1st: -0.10 2nd: -0.15 3rd: -0.15 4th: -0.10 5th: -0.05 6th: -0.25 final -0.50"

4.3.8 Downforce, front and back

Some cars have adjustable spoilers, which can help add some downforce to help in traction, at the expense of more air resistance (thus lower top speed).

The settings in NFS seem to be reversed. If you decrease the setting, the downforce increases.

On slower tracks, you aren't moving very fast. Therefore downforce is not that important. Set downforce to 0 (100%) and see if you can still handle the car. If you can't, increase downforce until you can handle it.

Jeff's Conclusion: Set downforce in 1F:3R ratio.

4.3.9 Tires

I suggest using the right tires for the right tracks. On the tracks with a bit of mud, you may need regular tires. On rainy and snowy tracks like Alps and Autobahn, use rain tires. Otherwise, use slicks.

Jeff Reid suggests using slicks on ALL tracks. His reasoning is that you lose more time on the fast sections with the regular or rain tires than you can make on the slower sections that you need the tires for.

If you really know your car, try Jeff's suggestion. If you can't handle the car on the slippery tracks like Alps or Autobahn, then try regular or rain tires.

4.4 Tuning tricks from Jeff Reid's Toolbox

On cars that oversteer really badly, set front downforce to zero, and reduce front tire pressure, for example, the 1978 911, set pressure to 45/40 and it behaves itself.

Using a manual tranny allows you to brake unrealistically fast, by downshifting early (don't do this in a corner as car will spin).

My latest recommended setup is to have tire pressures set to 45/45, and downforce ratio about 3 to 1, for example, 99/33 or 81/27. Reducing rear tire pressure has similar effect to increasing
front downforce. At Alps, run pressure at 45/45 and front downforce to 0 to avoid spinning in the snow.

5 Your opponents: the AI drivers

5.1 The breakdown

In a tournament or a club race, you usually race against 7 other cars.

Two of the seven are aces. They pick the best cars from the eligible ones, and they have all the enhancements. They also rarely if ever make mistakes. However, they CAN make mistakes, and you can always “help” them make some. One of them would be better than the other. In most cases, one of them would be Parise, and the other Dylan.
Two of the seven are fodder. They pick the worst cars and drive like old ladies.

The other three are average. They have pretty good cars, but not necessarily the best, and maybe not the best parts if they get good cars. Their driving skills are also average.

The breakdown is designed so if you drive well, you should make it to the top three with no problem. Only if you drive poorly will you fail to advance to the next tournament.

5.2 AI tendencies

AI cars tend to take corners conservatively, esp. the slower cars. They do not want any tire skidding. You should know the approach speed for each corner by now for each car and how to get the tail loose just enough to go around the corner. Therefore you should have the advantage.

AI cars also tend to avoid damage to the extent to avoiding you if possible. You can use this to force them off the road or cut in front of them to slow them down.

AI cars avoid damage, so if you are willing to accept some damage as you take a corner a bit fast so that you slide into the outside wall, you can usually advance several places, esp. around really slow corners, such as a switchback or a chicane.

AI cars react very quickly to skidding. Only in extreme situations (like too much air or the car was pushed sideways) will AI car lose control.

AI cars have problem coping with jumps. At Normandie they often lose control or flip the car when they take those hills at high speed.

AI also is very quick to reset their cars if they get into trouble, such as getting extended air or get their cars sideways or flipped. They don’t seem to have the two-second wait period after reset before they can start, unlike you.

AI does not handle snow driving very well. If you have rain tires and AWD, you should be able to beat all opponents in Alps if you don’t crash. That usually means you need to get out front.

If you use high-speed gearbox, then all AI seem to use high-speed gearbox. Otherwise, AI cars sometimes use low-speed gearbox or close-ratio gearbox, so they will get a jump on you on acceleration if you use the regular gearbox. If you don't achieve top speed on this track, consider using close-ratio or low-speed gearbox yourself.

5.3 Police Behavior

You hardly ever see police cars around the different courses, but they do show up, esp. in factory driver assignments.

Zone Industrielle has the worst police concentration. Two police cars are there full time, and their 911s are INCREDIBLY fast, beating your top speed even with the high-speed gearbox. Their high speed on the other hand means they usually cause accidents, either by running into you or other cars on the road. They also seem to take some turns on two wheels only!

To avoid the police cars, you should take the shortcuts. Zone has two shortcuts, at least one of which will avoid the local police patrol.

The police in NFS:PU attempt to knock you off the road instead of issuing tickets. Avoid the charge to let the cop get in front of you, then find a good spot to pass the police car. Hopefully the police car will crash into one of the traffic cars while attempting to pass and lose you.

Also see traffic behavior below when they encounter police.

5.4 Traffic Behavior

You will see traffic cars on test drives, the factory driver assignments that involves public road, and some classic club races.

The traffic cars move at a very sedate speed, no more than the speed limit. You'll blow right by them if you drive at racing speeds. If you driving in the incoming lane, they'll honk, but otherwise, they will just keep going and ignore you completely. In fact, they'll keep going even if you (or your fellow racers) crash into them.

If there's a police with sirens on approaching, all traffic will slow down and turn off to their side of the road. You should stay in the middle of the road to avoid running into any one trying to avoid the police. You can use this against the police.

5.5 Playing Dirty

Here are some dirty tricks to use against AI cars.

The spinout maneuver: use against a car next to you

Drop back half a car-length, so your hood is right at about his rear tires. Now turn INTO him and keep accelerating. If you do it just right you'll push his tail around and he'll slide off your other side heading the wrong way. If there's a lot of cars behind you, don't be surprised if you cause a chain reaction!

FYI… Real cops use this trick on suspects they need to remove from the road. Watch it being done on a suspect car at this URL (you'll need RealPlayer or Windows Media Player). Look for the spinout maneuver near the end when the Crown Vic interceptor bumps the pickup off the road.

http://www.cops.com/pages/opening_shots_great_moment.html

Or try this one, when they spin a sedan off the road…

http://www.cops.com/pages/opening_shots_az.html

The slide cushion maneuver: use in corners

When taking a corner with other cars in front, check if there's room inside. If there is, then definitely cut inside. Try to time yourself so you hit the apex right when you're next to that car. If you slide out, your tail should bump that car and you'll stay in control.

You can use this maneuver with no other car if you take the outside line in a curve and there's nice wall there to keep you on the road. You'll take damage, but it's better than spinning out.

Please note though that this may not always work. If you fail, you may end up spinning yourself out of the race.

Jeff Reid suggests "As a car passes you, you swerve hard to in front of him so his car's front end hits the side of your car. This usually makes trailing car spin sideways and spins the swerving car back to straight again. If the swerver misses, though, he ends up sideways. This is why it's better to stay directly behind, and/or fake a pass either brake or switch sides that you pass on."

In general, you should spend your attention racing instead of trying to spin the other guy out.

6 The Courses

Here's some notes on the courses and suggested generic settings. You'll need to customize this a bit to fit individual cars, but they should work for most cars.

The setting slider reads left as 0% and right as 100%. These are pretty conservative settings as they are designed to let the car understeer. If you prefer a looser car, add 10 to the rear downforce settings. You may need a bit more if the car is really stable like the 911 (996) Turbo.

You can and SHOULD practice on each of the tracks before you race on them, and I do not mean test drive. You can test drive too, but you'll run into traffic, even on Monte Carlo tracks! Instead, I mean the PRACTICE button when you're about to race the tournament.

You should adjust your gear ratios (if possible) for each and every track you race for optimum times. Some tracks are fast, some tracks are slow with more corners.

Please also note that you do NOT have access to the full list of tracks initially. You will need to progress in Evolution to unlock the other tracks.

Jeff Reid adds the following tip: On tracks with rails and tunnels, bouncing side or rear end of car off a rail/wall is often the fastest way. Use the parking brake to brake the tail loose. Avoid letting front-end damage as this slows down car a lot.

6.1 Schwartzwald

Grass, gravel, dirt, and some mud, this course is marked by a lot of walls on the side and several 180 curves. Definitely use stock tires on this course, slicks are a distant second.

There's one section where you can cut through the grass next to the hut and the tree. Just remember that you'll need stock tires to drive on grass, as you'll need to turn a little.

The alternate path is not that much shorter, though it does seem a little shorter (albeit with more curves) and muddier. Doesn't matter which one you take if you have stock tires.

No shortcuts worth mentioning on this track.

Jeff Reid adds: If not driving GT1, tap brakes on the small humps to avoid air. At the fork, take the dirt path.

6.2 Pyrenees

Pyrenees is a fast track with quite a few smooth curves. Be careful around the heavy curves.

Western split is debatable. While shorter, it also has more curves. If you have slicks, skip it and just take that wide curve at high speed. If you have stock tires on you may be able to gain a second by taking the shorter/curvier route.

Cut wide under the aqueduct if you have stock tires on. If you have slicks, you may want to stay on the road.

Be careful about using too much of the shoulders. Sometimes a little piece of the hill just extends into the shoulder. Hit that at high speed, and you'll be really flying.

Jeff Reid adds: Take the OUTSIDE (off the road) through large archway. Don't take dirt path unless you're good at bouncing off walls using handbrake.

6.3 Cote d'Azur

There are no shortcuts on this course. It's high speed all the way.

There is one short alternate path inside the town, and you can take a detour down into the docks, but those are not really that short. May as well stick to the main road. The dock route is worth taking, because you'll need to slow down for the main road, and the dock route let's you keep a little more speed.

The curves are deceptively simple, don't be fooled. Take them too fast and you will slide into the outside wall. Slow down properly.

Jeff Reid adds: Fowards, taking left fork through town a tad quicker. Backwards, take the pier run.

6.4 Alps

Snowy terrain tests your low-traction handling.

The switchback is very dangerous to loose cars. Be extra careful and don't JAM on the throttle. Use several quick taps. You'll likely spin out if you try to burn rubber. Slow way down, get

your nose around, THEN accelerate. You don't really want to go around those switchbacks on two wheels only, as it's QUITE possible to flip the car that way!

If you have rain tires, you can try taking shortcut through the snow. Some have reported cutting underneath the hovering helicopter, through the icy lake, etc. On the other hand, with rain tires, you can drive on the road at a very decent speed, something the AI cars don't do in the snow. They don't seem to ever use rain tires!

The two routes on the western split are almost equal, though I prefer the southern route. While it has more curves, there's enough room on the shoulders to allow you take them almost as a straight.

Jeff Reid adds: Hit the brakes early for the first hairpin, most wait too late. For fast cars, hit brakes at the first shadow on the road or you'll go too fast into the corner. After snowy chute section, car can go straight across snowy area to get back onto road in the helicopter area. Take the right fork near the end. GT1 can be good here, better at hairpins (with manual tranny) since it won't roll as easy, harder to control in the snow (shift up an extra gear), but faster on final straight as it won't go airborne like 911.

6.5 Autobahn

Speed course with occasional rain, this course provides a unique challenge.

The interchanges are dangerous if you do not slow to the appropriate cornering speed. Try the outside merge instead of the inside. It's slightly safer. If you take the inside lane, don't scrape the outside wall. Right at the end there's a sign jutting into the road. If you hit it, you'll probably flip the car.

There's one lane at the tollbooths that are wider than the others.

At the split tunnel on the east side, the fastest way through is go in on the right side. Use the gap between the poles to cut into the left side and take the left tunnel. As the two sides merge use the gap again to cut into the right side, then use the room to take the last corner left wide.

Jeff Reid adds: Autobahn fwd: For most cars, skip first tunnel, take second tunnel. For slow cars or backwards, skip both tunnels. GT1 is fastest here.

6.6 Auvergne

Driving in town with three paths can be tricky. There are actually more hidden tunnels and such in town that's not on the map. For racing purposes the three routes are about equal. The central route is a little shorter, but also narrower.

Be very careful when maneuvering in the tight streets. Slamming into a house will cause major damage to your car. Only pass when you can really get ahead.

A lot of opponents will take the western route. If you decide to stay central, give plenty of room to the cars turning left. They don't look before they turn left, and they'll run into you if you let them. Instead, go on the right side and give them the turning

room.

Try not to run over the fire hydrants as that does major damage to your car.

When you are past the town to the ruins (those white columns), you can actually cut outside.

Jeff Reid adds: Tunnel path is fastest if you use parking brake on corners, and lucky. Middle path (second left) is only about 1 second slower than tunnel path, but does not require as much luck.

6.7 Normandie

The shortcut on the eastern side should always be taken, as it's actually shorter and not that hard to turn into or out of.

To negotiate the old town you'll need to drive on grass a bit and cut through between poles and buildings. It's much easier doing the town eastward instead of westward. I recommend when you head westward, keep right. When you do eastward, take the LEFT side.

It's unclear which of the western split route is worth taking. One is shorter, but has more curves. The other is longer but allows full speed cruising. If you take the corners perfectly and have stock tires, you may be able to save a second taking the shorter route. If you're already up to speed or are using slicks, just go the long route.

Interesting places: there's a guy with a fiddle in the town, and if you drive through the gas station you'll hear the ding-ding bells.

Jeff Reid adds: GT1 is good here as it won't go airborne as much as the 911's do. Go right at first fork. Go right at the second fork, slow down and go near or inside of fuel pumps. At the next fork, take the dirt path.

6.8 Corsica

This multi-pathed course has a lot of splits, but the distance involved is actually identical among the different routes.

There is one shortcut that involves going through a tunnel with one tight S-curve. The main route, doing a long S-turn is about a second slower. If you can take a bit of damage, slam your way through the tunnel to gain a little time.

Some parts of the road are quite narrow, and the switchback can cause spinouts if you take them too fast. What's worse, occasionally you'll see traffic on this road, esp. club races.

Do NOT kiss the sides near tunnel entrances. The tunnels have "lips", which will stop you cold if you plan to scrape your way out of the tunnel.

Jeff Reid adds: Corsica forward: take dirt tunnel, go left into next tunnel, continuing on to next tunnel (right across intersection), then next tunnel (left). Same path backwards.

6.9 Zone Industrielle

This is a fast track with two shortcuts and one alternate route. Slicks all the way!

On the eastern side, pretty close to the eastern edge, there's a shortcut that takes you into a tunnel passing through the train station. This shortcut should always be taken unless you're just going too fast to turn in. This shortcut bypasses the police in the area.

The second shortcut is near the middle of the course, where you turn into a steel factory and then turn back out. It should taken in factory driver as this shortcut avoids the police in the area. In races you can skip this as it's not that much shorter.

The western side has a northern and a southern route. I personally prefer the northern route. It's narrower, but much shorter, with lots of room to cut back into the main road. There's one very tight spot through the warehouses where a big truck blocks the road. You will have to use the ramp. If you're heading east, the white car to your right is your sign. When you see it, take the first left ramp you see. If you're going west, you should see the truck headlights. That's the signal for you to climb right side ramp.

Jeff Reid adds: Use first and last tunnels, skip middle tunnel. In the case of the truck in tunnel, instead of the ramp, cars can get by on the far side of truck, collision off [ed-- slide off?] makes this a bit easier. Backwards is easier to get through. GT1 fastest here.

6.10 Monte Carlo 1

The switchback is the only tricky part. Once you pass the switchback just be careful around the 90-degree turns and around the fountain. Don't take the underpass tunnel too fast, as there's an S-curve right at the end of it

6.11 Monte Carlo 2

Be very careful around the fountain. It's very easy to slam into that "lip" protecting the exit from the fountain court. Otherwise, this course is a high-speed paradise, except for that one 180 turn. Definitely use the high-speed gearbox on this. You can run away from the crowd at the waterfront area.

6.12 Monte Carlo 3

The switchback can be pretty painful, which reduces top speed. Be careful about that turn around the fountain at the end. Many times, that "entrance" is pretty narrow, with the piece of concrete sticking out. If you hit it, expect to take quite a bit of damage or even flip over. Consider using the regular or close-ratio box on this course.

6.13 Monte Carlo 4

MC4 has some sharp turns, but average speed is still quite high.

The trick is NOT to go too fast through the concrete tunnel with the two bumps. If you're going too fast, the curve right at the exit will get you as you can't brake while your car's in the air! Slow down a bit as you go into the tunnel. Tap the brakes while you're not in the air. Take the right curve out, then get on the right side and cut left through that 90 degree turn. Then accelerate down to the waterfront.

You can go full speed down the waterfront. The tricky part is when you see the curve at the waterfront tunnel. Slow down a little as that curve cannot be taken at full speed unless you

have really high downforce setting. Get through that curve, then accelerate down to the yacht, then it's back to street driving.

6.14 Monte Carlo 5

MC5 is a high-speed course with one tricky 90-degree left turn. Again, don't go through the tunnel that fast. If you don't make that 90-degree turn, you end up going on the side route, which is a lot slower and narrower.

7 Evolution

Evolution is the heart of Porsche Unleashed. More than just a "career mode", it's part racing, part car collecting, and part money making.

Unless you win a tournament, the time will NOT pass. This leaves you a lot of time to make money. Then you can get those cars you want. However, once you let the years pass, there is no going back.

You can repeat each tournament if you wish. You must place in the top three in each of the tournaments before you can advance into the next era or have a chance at the bonus car.

You CAN cancel a race if you hit ESC before the 3-2-1 countdown starts. This is essential if you forgot to adjust your setup or change your tires. Quit to game menu, then get back into Evolution.

You CAN exit the game without finishing the whole tournament. You can exit at the garage screen. When you open evolution again you'll still be in the tournament with the next race ready to go.

When you encounter an unfamiliar track in a tournament, you should practice on this track before racing on it. The practice button is there for a reason.

You only get one chance to win the bonus race. If you choose EXIT, when you come back you'll be in the next era, without a chance to run the bonus race.

You are limited to a total of 81 cars in Evolution, which is every car in the game, not counting the bonus cars.

7.1 The Evolution Economy

You have three sources of income: winning races, selling cars, and selling parts (that you bought before).

You have four ways to spend money: repair cars, buying cars, buying parts, and paying entry fees to the races.

7.1.1 Making Money

The way to make money is buy a used car, fix it up, then sell it. You'll make a 15-25% profit. There's no need to paint it up or add parts to it. The more expensive the car, the more money you'll make on it. The more repair a car needs, the less likely you'll make money.

For example, You found a somewhat damaged 356A for 10352. It needs about 2400 of repairs. So total cost is about 12752. The car should have a value of about 15000 when you're finished the repairs (look at the bottom of the screen, it should state the value), and should sell for that price. Your profit is

approximately 2250.

The cars in your collection will actually lose money if you just let them sit there. The more races you win with that car, and the more parts you have in it, the more that car is worth. Of course, the mileage and other condition of the car are also factors.

7.1.2 Supply and Demand

In the Evolution economy, supply and demand are both infinite. The source of used cars never dry up. No matter how many you buy up, there will always be more. You may have to exit the screen then come back, but some will ALWAYS be available. Keep in mind that some specific models may be scarce or impossible to find after their time.

Likewise, selling a lot of cars does not in any way decrease demand or otherwise affect prices. As long as you price your cars correctly, they should go with no problems.

7.1.3 Pricing to Sell

Pricing the car to sell can be tricky until you notice the “value” indicator in the garage for that car. Price the car around that (maybe a tiny bit below), and it should sell with no problem.

The more races you win (and more 1st place you win) the more the car would sell for.

7.1.4 Saving Money

The only money savings you can control is minimize repairs. There’s no haggling (negotiating) over prices of cars and parts.

Of course, you don’t need to enhance every single car in your inventory. If you have multiple car sin the same family, you can use only one set of parts, and transfer as needed.

You would have some parts left over from enhancing all these cars. Sell those extra parts for a little more money.

7.2 Evolution : Classic Era

Please see the individual course notes and car notes for tips on how to handle each.

The Classic Era only has tournaments. There are no club races yet.

When you start in 1950, there are no used cars yet. You must reach 1956 before used cars become available.

The follow tips assumes you want one of EVERY model of every Porsche in your collection.

You actually win a lot more than what the tournament says is the prize. You have to add the per-race winnings (depends on the finish).

You have to place at least in the Top 3 in each tournament to advance into the Golden Era.

7.2.1 Classic Era Tournaments

To simplify the listing, only the first four letters of the

course name is listed. Each course has the direction of travel listed. It's either west to east (WE), or east to west (EW). Monte Carlo circuits are clockwise (CW) or counter-clockwise (CCW).

You start Evolution with 11K, in the year 1950. You have just enough to get the 356 1100 Ferdinand or the Cabriolet. The Ferdinand has slightly better handling. Don't scratch it in first tournament, as you have no money for repairs.

7.2.1.1 356 Challenge (1950)

356 only, no entry fee, 5K prize.

Two races: Norm (WE), Cote (EW)

The first race is very easy. The AI drivers are very conservative in the classic tournaments.

I suggest using the Ferdinand, as it handles slightly better than the Cabriolet due to stiffer frame (having a roof).

When you complete this tournament it'll be 1956, and used cars (of all the previous years, total of 10 models) will be on the market. If you placed first in both races, you should make 15.5K, enough to start buying, fixing, and selling the cars. Be patient, and you can make enough to put all 10 cars in your collection (used, of course) as well as have a good investment base for the future (say 100K) after you get the best 356A and the enhancements.

7.2.1.2 356 A Cup (1956)

356A only, no entry fee, 6K prize.

Two races, Pyr (WE), Norm (EW)

This tournament is still quite easy. You should finish at least a minute ahead in both races, even without any performance parts.

The 356A have more power, so you will have to learn to countersteer now. Pick the Super Coupe. Add the performance upgrades. Decrease the rear downforce setting to 45 (it actually handles better that way!)

When you complete this tournament it'll be 1960. The Regular 356's will virtually disappear from the market. All the used cars will be 356A except for 1 356 every once in a long while. Use the investment base to double your money to 250K, then buy all 10 models available back in 1956, fix them up, and put on your paint job. That should be enough for you to buy the 356B with all the performance part upgrades. Keep the money, as you'll need to do the same thing again for the next stage.

7.2.1.3 356 B Trophy (1960)

356B, 1600cc engine maximum. No entry fee, 10K prize.

Three races, Cote (WE), Pyr (WE), Norm (WE)

This tournament starts to show some heated competition. If you're good, you can still beat the nearest competition by 20+ seconds

Use the Super 90 Hardtop or Super 90 Speedster. These two are identical in stats. The Super 90 engine should ensure you out-accelerate all competition.

When you complete this tournament, it'll be 1965. The older class 3 cars will come back, though still rare compare to the newer class 3 and class 2 cars. Now is a good time to get all the cars you missed, and there's actually 12 of them (not 10!). Remember to keep at LEAST 250K for future investment.

7.2.1.4 2000 cc Challenge (1965)

2000 cc engine only. 500 entry fee, 11K prize.

Three races: Cote (WE), Pyr (EW), Norm (EW)

The 2000 cc challenge is limited to either the new 911's, or the 356B 2000 GS Carrera, with the same 2000 cc engine.

If you looked at the car compare screen, you should realize immediately that the 911 is a superior car in all aspects than the 356B 2000. Definitely pick the 911, and add all the parts you can.

The 911 is looser than the 356B. You will have to learn to countersteer each corner. If the tires didn't squeak around each corner, you're not going fast enough. Turn into the corner. As the tail breaks loose, countersteer slightly, just enough so the car doesn't get away from you, but leave the tail turning. When you got around the corner, countersteer enough to straighten out and accelerate out of the corner.

When you finish this tournament, it'll be 1969. The 911 S is now available.

7.2.1.5 911 Cup (1969)

911 only. 1K entry fee, 12K prize.

Three races: Cote (EW), Pyr (WE), 2 laps MC3 (CCW)

As the 911S is now available, definitely get one. Seems somehow your competition use a lot of enhanced 911's instead of 911S, but the end result is the same. Add the parts, learn to countersteer, and you should advance with no problems.

Once you finish this tournament in the top 3, you've finished the Classic Era, and you go onto the 550 Spyder Cup.

7.2.1.6 550 Spyder Cup (Classic Era Bonus Race)

In the Bonus Race, you get one chance to win a 550 Spyder. You'll have to win against 7 other 550 Spyders on MC3 for 5 laps. If you win, you get to keep the car. If you decline, you go straight to the Golden Era.

The trick of handling the 550 Spyder is the right speed and countersteer. This car understeers until the rear wheels come loose, then the car switches to medium oversteer. If you approach the corner just right, you'll be just loose enough to get the nose around the corner. If you go too fast, you'll either hit the outside wall or do a 180 as you lose the tail completely. It's better to go too slow into the corner than too fast.

Consider taking the switchback fast, slide sideways into the outside wall, then continue on. You'll be damaged, but you should pass all the competition at once.

7.3 Evolution : Golden Era

To simplify the listing, only the first four letters of the course name is listed. Each course has the direction of travel listed. It's either west to east (WE), or east to west (EW). Monte Carlo circuits are clockwise (CW) or counter-clockwise (CCW).

While in Golden Era, you can race either the Tournaments or the Classic Club Races. The Club races do not count against advancing to modern era, and will not cause the years to elapse. It's a way to make your old cars worth more.

If you did not win the 550 Spyder in the Classic Bonus Race, you can buy a new one from "new cars" screen until about 1975. After that you can always find one on the used market, though it'll cost a lot more.

Remember to make more money. It's boring, but it helps your bottom line. You'll need at least a million, if not more.

7.3.1 Golden Era Tournaments

The best opponents will tend to use the close ratio gearbox or the low speed gearbox, so they will beat you in acceleration. Try to cut them off and keep them behind you. AI usually do not like collisions and should avoid you.

7.3.1.1 914 Cup (1970)

914 only. 3500 Entry fee, 15K prize.

Two races: Schw (WE), Corsica (EW)

The 914's are not very maneuverable. Therefore, take EVERY shortcut you can find, but use the right tires. You can only get the 1.7's for now, and they're a little underpowered, similar to the original 356's.

When you finish, it'll be 1973. Now you get the really hard-to-handle cars… The 2.7 Carrera RS (Rally Style).

7.3.1.2 Mixed Class Challenge (1973)

Class 2 or 3 Golden Era only, 4K Entry fee, 2K prize.

Three races: Zone (WE), MC1 (CW), Pyr (WE)

This race allows either class 2 or class 3 cars, which basically means the 911 S 2.4, or the 911 Carrera RS 2.7. If you can handle the 2.0 911 S, you can probably handle the 2.4's with a bit of practice. On the other hand, the 2.7's are REALLY loose. If you lose control, expect to incur major damage and lose the race.

One setup seems to work for me for the RS. Do not adjust downforce. Adjust tire pressure to 40 psi both front and rear. Ride height is reduced to 3 notches from left. Stiffness is reduced to 3 notches from right. Travel is 2 notches left from center. Do NOT fly through the corners. This car has NO margin of

error for you to correct the approach if you miss the approach speed. Learn to “glide” around the corners and you should win.

It’s not surprising if you do NOT take first place. The competition (usually 1 RS 2.7 and 1 S 2.4) will beat you pretty bad if you can’t handle the RS. On the other hand, as long as you place in the top 3, you’ll advance to the next tournament.

7.3.1.3 911 Non-turbo Trophy (1975)

911 Non-turbo only, 4500 entry fee, 22500 prize.

Three races: Cote (EW), Schw (WE), Cors (EW)

The car choices are the same… 2.7 RS, or 2.4 S. Which one can you handle better?

One setup seems to work for me for the RS. Do not adjust downforce. Adjust tire pressure to 40 psi both front and rear. Ride height is reduced to 3 notches from left. Stiffness is reduced to 3 notches from right. Travel is 2 notches left from center. Do NOT fly through the corners. This car has NO margin of error for you to correct the approach if you miss the approach speed. Learn to “glide” around the corners and you should win.

Be careful on the switchbacks and the 180’s at Schw and Cors. It’s very easy to spin out on those. Slow down enough so you just “glide” around the corner.

Don’t be surprised if you do NOT take first place. The competition (usually 1 RS 2.7 and 1 S 2.4) will beat you pretty bad if you can’t handle the RS. On the other hand, as long as you place in the top 3, you’ll advance to the next tournament.

7.3.1.4 Carrera RS Challenge (1977)

Carrera RS only, 10K entry fee, 25K prize

Four races: Norm (WE), MC2 (CCW), Zone (WE), Pyr (EW)

This tournament is very hard. Don’t be surprised if you do NOT place in the top three in this tournament in your first attempt. You will likely spend 5-10K in repairs every race. Reverse Normandie is very tough trying to make it through the town without slamming into those hay hills. Take the LEFT side through town is the key. While right side looks tempting, it’s also too tight.

One setup seems to work for me for the RS. Do not adjust downforce. Adjust tire pressure to 45 psi both front and rear. Ride height is reduced to 3 notches from left. Stiffness is reduced to 3 notches from right. Travel is 2 notches left from center. Do NOT fly through the corners. This car has NO margin of error for you to correct the approach if you miss it. If you don’t like the looseness, add more downforce in the rear.

Note: You don’t have to do the Carrera RS Challenge when it’s first offered. You can do the 911 Turbo Trophy in 1977 with the 3.0 Turbo first.

7.3.1.5 944 Cup (1982)

944 only, 10K entry fee, 50K prize

Five races: Pyr (WE), Zone (WE), MC1 (CW), Cors (WE), Schw (EW)

The front-engined car behaves quite differently from the typical Porsche. Compare to the Carrera RS, this car is VERY forgiving. It understeers, so braking while turning is actually encouraged, as it helps add traction to the front wheels and pull the nose through the turn. It can even handle a little bit of handbrake turn, as long as you don't overdo it. It CAN spinout if you approach a corner too fast, esp. an ultra-slow corner like a switchback. In that case, LET the car slide ALL the way into the wall, and let the wall straighten you out.

944 with top-of-the-line parts should use setup of 15% ride height, 80% stiffness, 30% travel, 45 tire pressure front and rear, and no change in downforce. This setup is sufficient to outturn the competition, as long as you don't do it TOO fast. If you do approach too fast, use the brakes and even the handbrakes. Use Slicks in the first three races, then stock tires at Schwartzwald.

Note: by 1982 it's impossible find any 356's. You may find some of the '59 models, but anything earlier are simply not available. You can find plenty of 356A's and 356B's though.

Note: You don't have to do the 944 Cup when it's first offered. You can do the 911 Turbo Trophy in 1982, since those cars appeared back in 75 and 78.

7.3.1.6 911 Turbo Trophy (1988)

911 Turbo only (3.0 or 3.3), 20K entry fee, 60K prize.

Four races: Norm (EW), Zone (EW), Pyr (WE), Schw (WE)

These cars are not quite as loose as the Carrera RS, but they're still pretty loose. Learn to countersteer around the corners then straighten out. Use slicks in the first three races, then stock tires for Schwartzwald.

This is the last tournament in Golden Era. Ready for the Moby Dick trophy?

7.3.1.7 Moby Dick Trophy (Golden Era Bonus Race)

In the Bonus Race, you get one chance to win a 935/78 Moby Dick. You'll have to win against 7 other Moby Dicks on MC2 for 5 laps. If you win, you get to keep the car. If you decline, you go straight to the Modern Era.

You really, really need to practice before taking on the race. The car and the track are unfamiliar. If you don't practice, you'll likely lose.

If you didn't win, you can buy a Moby Dick from the showroom. You may find a used one once in a while in the immediate year after.

7.3.2 Classic Era Club Races

Club races may have traffic on the road. Racing in traffic means you'll have to drive slower to keep yourself on the right side of the road…

7.3.2.1 356 Cup

Any 356 variant, 2K to enter, 20K prize money

Three races: Schw (WE), Cors (EW), Norm (EW)

As the name suggests, you can use the 356B 2000 Carrera GS, and blow the doors off every body else (except another GS). Why use anything else?

7.3.2.2 Over the Mountain

Any classic era car, 1K to enter, 40K prize money, no pay till end

Three races: Pyr (WE), Corsica (EW), Cote (WE)

You'll probably want the 911 S Coupe, as it's the best of the classic era.

Keep in mind that "no pay till end" means exactly that… No money for repairs. On the other hand, you should have PLENTY of cars and money that repair bill should be insignificant.

7.3.2.3 Classic 911

Pre-1970 911, 2500 to enter, 30K prize money

Three races: MC1 (CW), MC3 (CCW), MC2 (CCW)

Again, you'll want the 911 S Coupe. Keep the tail a little loose to glide around the corners.

7.3.2.4 European Rally

Classic Era Cars only, 4K to enter, 100K prize money, no pay till end

Six races: Cote (WE), Norm (WE), Pyr (EW), Schw (EW), Cors (WE), Zone (EW).

You'll probably want the 911 S Coupe again. Don't damage too far as you don't get any payment till the very end.

7.4 Evolution : Modern Era

To simplify the listing, only the first four letters of the course name is listed. Each course has the direction of travel listed. It's either west to east (WE), or east to west (EW). Monte Carlo circuits are clockwise (CW) or counter-clockwise (CCW).

While in Modern Era, you can race either the Tournaments or the Club Races. The Club races will not cause the years to elapse, but do not count against finishing the modern era either.

If you did not win the Moby Dick, you can purchase one at the "new cars" screen until 1992. It costs 450K, but it sure looks good. You may find a few at the used car screen depending on your luck.

The cars are starting to be expensive, so definitely make a LOT of money here. 5 to 10 million is not too little.

7.4.1 Modern Era Tournaments

Modern Era tournaments feature the fastest cars. Traction control and all-wheel-drive are starting to become standard equipment.

7.4.1.1 Class 3 Trophy (1990)

Must use modern class 3 car, 25K to enter, 150K prize money.

Two races: Auvg (WE), Alps (WE)

As you'll be doing a bit of snow driving, you'll need rain tires. Definitely bring an AWD vehicle like the 964 Carrera 4.

7.4.1.2 Class 2 Trophy (1993)

Any modern class 2 car, 30K to enter, 175K prize money.

Three races: Auto (WE), MC5 (CW), Schw (EW)

Bring an AWD vehicle like the 993 Carrera 4's and rain tires for Autobahn.

7.4.1.3 Class 1 Trophy (1996)

Any modern class 1 car, 35K to enter, 100K prize money

Four races: Zone (WE), Alps (WE), MC4 (CCW), Auto (WE)

You only have one choice in 1996: the 993 Turbo.

If you collect the cars, you may notice some '95 Carrera 4's available in the used car section. Those are not available in the new car showrooms, so don't miss them.

7.4.1.4 Boxster Challenge (1997)

Boxster only, 40K to enter, 125K prize money

Four races: Auvg (WE), Norm (WE), Cors (WE), MC1 (CCW)

Boxster tends to understeer instead of oversteer, at least in the default config. Add more front downforce and/or a little toe in to keep the front wheels on the ground. Use the hardtop config for best performance. If you're really swinging wide, consider tapping the hand brakes.

7.4.1.5 911 Anniversary Cup (1999)

911 (996) non-turbo only, 45K to enter, 140K prize money

Five races: Cote (WE), Zone (EW), Pyrn (WE), MC2 (CW), Alps (EW)

Definitely bring in the best Class 2 996, like the 996 Carrera 4. AWD definitely helps in all situations. The tracks should be easy by now except Alps, as you're doing this one "backwards" from all previous Alps encounters.

7.4.1.6 911 Turbo Challenge (2000)

Modern Era 911 turbo only (993 or 996), 50K to enter, 200K prize money

Six races: Norm (EW), Schw (WE), Cors (EW), MC3 (CW), Auto (EW), Auvg (EW)

There's only one car to choose, the 996 Turbo. You're doing both Autobahn and Auvergne "backwards", so better practice first.

7.4.1.7 911 GT1 Cup (Bonus Race)

In the Bonus Race, you get one chance to win a 911 GT1. You'll have to win (i.e. first place) against 7 other GT1 on MC5 for 5 laps. If you win, you get to keep the car. If you decline, you've finished Evolution.

You really, really need to practice before taking on the race. The car and the track are unfamiliar. If you don't practice, you'll likely lose. The GT1 is VERY sticky and understeers. MC5 is not that hard except for this one big right hand curve after the Yacht turn. Then there's the left turn as you come out the tunnel. Both must be handled with reduced speed. One of the AI drivers is VERY fast. Try not to get into accidents.

7.4.2 Classic Era Club Races

Please see 8.3.2 for complete listing.

7.4.3 Golden Era Club Races

7.4.3.1 914 Challenge

914 model only, 3K to enter, 30K prize money

Three races: Cors (EW), Alps (WE), Schw (WE)

You'll want to use the 914 1.8 (better engine, really) with all the enhancements.

7.4.3.2 944 Trophy

944 model only, 5K to enter, 80K prize money

Three races: Schw (WE), Zone (WE), Alps (WE)

Well, 944 S2 or the earlier 944 S coupe? They're about equal with the extra parts added.

7.4.3.3 Western European Rally

Any pre-1980 model, 38K to enter, 400K prize money, no pay till end

Nine races: Schw (WE), Auvg (WE), Cote (EW), Cors (EW), Norm (WE), Auto (WE), Pyr (WE), Alps (WE), Zone (EW)

The best pre-1980 car is the 3.3 Turbo. Learn to handle the slightly loose tail.

7.4.3.4 Carrera 2.7 RS Cup

Carrera 2.7 RS model only, 10K to enter, 175K prize money

Six races: MC4 (CW), Alps (EW), Pyr (EW), MC2 (CW), Cors (WE), MC5 (CCW).

2.7 RS is hard to handle, as explained before. Be VERY careful.

7.4.3.5 Hill Climb

Any classic or golden era car, 10K to enter, 40K prize money

Three races: Norm (EW), Pyr (WE), Alps (WE)

The best Golden Era car would be the 3.3 Turbo.

7.4.3.6 Monte Carlo

Any classic or golden era car, 15K to enter, 70K prize money

Five races: MC1 (CW), MC2 (CCW), MC3 (CCW), MC4 (CW), and MC5 (CW)

The 3.3 Turbo is probably your best bet, unless you wish to bring out your Moby Dick for this…

7.5 You've won Evolution!

Now that you've won, you can play all the "club races".

7.5.1 Classic Era Club Races

Please see 8.3.2

7.5.2 Golden Era Club Races

Please see 8.4.3

7.5.3 Modern Era Club Races

7.5.3.1 AWD

All Wheel Drive vehicles only, 15K to enter, 100K prize money

Four races: Schw (WE), Alps (EW), Pyr (EW), Auvg (WE)

911 (996) Turbo is AWD… So go for it! Otherwise bring a Carrera 4 instead.

7.5.3.2 Hill Climb

No restrictions, 10K to enter, 90K prize money

Three races: Norm (EW), Pyr (WE), Alps (WE)

As there are no restrictions, feel free to bring out the 911 GT1. Otherwise, use the 996 Turbo.

7.5.3.3 Monte Carlo

No restrictions, 20K to enter, 150K prize money

Five races: MC1 (CW), MC2 (CCW), MC3 (CCW), MC4 (CW), and MC5 (CW)

Feel free to bring out the 911 GT1. Otherwise, just use the 996 Turbo…

7.5.3.4 Rally of Europe

No restrictions, 25K to enter, 1 million prize money, no pay till end

Nine races: Schw (WE), Pyr (WE), Cote (WE), Alps (WE), Auto (WE), Auvg (WE), Norm (EW), Cors (EW), Zone (WE)

As there's no restrictions, feel free to bring out the 911 GT1. Otherwise, just use the 996 Turbo…

7.5.3.5 Turbo Trophy

Factory Turbo only, 20K to enter, 200K prize money

Four races: Cote (EW), Zone (WE), Norm (WE), Cors (EW)

Use the 911 (996) Turbo.

7.6 Evolution Log by Jeff Reid

Classic Era Tournaments

#	Year	Name	Track	for/bck	car used by Jeff
1	1950	356 Challenge	Normandie	f	1950 356 1100 Cabriolet
2			Cote dAzur	f	
3	1956	356 A Cup	Pyrenees	f	1956 356A 1600 Super Speedster
4			Normandie	f	
5	1960	356 B Endurance	Cote dAzur	f	1960 Super 90 Roadster
6			Pyrenees	f	
7			Normandie	b	
8	1965	2000cc challenge	Cote dAzur	f	1965 911 Coupe
9			Pyrenees	b	
10			Normandie	f	
11	1969	911 Cup	Cote dAzur	b	1967 911 S Coupe
12			Pyrenees	f	
13			Monte Carlo 3	f	
14		Bonus	Monte Carlo 3	f	1956 550A Spyder

Golden Era Tournaments

#	Year	Name	Track	for/bck	car
1	1970	914 Trophy	Schwarzwald	f	1970 914/4 1.7
2			Corsica	f	
3	1973	Mixed Class Challenge	Zone industrielle	f	1973 911 Carrera RS 2.7
4			Monte Carlo 1 (2 laps)	f	
5			Pyrenees	f	
6	1975	911 non-turbo cup	Cote dAzur	b	1973 911 Carrera RS 2.7
7			Schwarzwald	f	
8			Corsica	f	
9	1978	Carrera Rs 2.7 Challenge	Normandie	b	1973 911 Carrers RS 2.7
10			Monte Carlo 2 (2 laps)	f	
11			Zone industrielle	f	
12			Pyrenees	b	
13	1982	944 Cup	Pyrenees	f	1982 944 Coupe
14			Zone industrielle	f	

```
15                              Monte Carlo 3 (2 laps)  b
16                              Corsica                 b
17                              Schwarzwald             b
18 1988 911 Turbo Challenge     Normandie               f 1978 911 Turbo 3.3 (930)
19                              Zone industrielle       b
20                              Pyrenees                f
21                              Schwarzwald             f
22      bonus                   Monte Carlo 2 (5 laps)  f 1978 935/78 Moby Dick

Modern Era Tournaments

 1 1989 Class 3 Trophy          Auvergne                f 1989 944 S2 Cabriolet (964)
 2                              Alps                    f
 3 1993 Class 2 Trophy          Autobahn                f 1993 911 Turbo 3.6 (964)
 4                              Monte Carlo 5 (2 laps)  f
 5                              Schwarzwald             b
 6 1996 Class 1 Trophy          Zone Industrielle       f 1995 911 Turbo 3.6 (993)
 7                              Alps                    f
 8                              Monte Carlo 4 (2 laps)  f
 9                              Autobahn                f
10 1997 Boxter Challenge        Auvergne                f 1997 Boxter
11                              Normandie               b
12                              Corsica                 b
13                              Monte Carlo 1 (2 laps)  b
14 1999 911 Anniversary Cup     Cote dAzur              f 1999 911 Carrera 4 (996)
15                              Zone Industrielle       b
16                              Pyrenees                f
17                              Monte Carlo 2 (2 laps)  b
18                              Alps                    b
19 2000 911 Turbo Challenge     Normandie               f 2000 911 Turbo (996)
20                              Schwarzwald             f
21                              Corsica                 f
22                              Monte Carlo 3 (2 laps)  b
23                              Autobahn                b
24                              Auvergne                b
25      bonus                   Monte Carlo 5 (5 laps)  f 1998 911 GT1

Classic Club

 1 356 Challenge                Schwarzwald             f 1962 356B 2000 Carrera 2
 2                              Corsica                 f
 3                              Normandie               b
 4 Over the Mountain            Pyrenees                f 1967 911 S Coupe
 5                              Corsica                 f
 6                              Cote dAzur              f
 7 Classic 911                  Monte Carlo 1 (3 laps)  f 1967 911 S Coupe
 8                              Monte Carlo 3 (3 laps)  f
 9                              Monte Carlo 2 (3 laps)  f
10 European Rally               Cote dAzur              b 1967 911 S Coupe
11                              Normandie               b
12                              Pyrenees                b
13                              Schwarzwald             b
14                              Corsica                 b
15                              Zone Industrielle       b

Golden Club

 1 914 Challenge                Corsica                 f 1973 914/4 2.0
 2                              Alps                    f
 3                              Schwarzwald             f
 4 944 Trophy                   Schwarzwald             f 1988 944 Turbo S Coupe
 5                              Zone Industrielle       f
 6                              Alps                    f
 7 Rally of Western Europe      Schwarzwald             f 1978 935/78 Moby Dick
 8                              Auvergne                f
 9                              Cote dAzur              b
```

```
10                              Corsica                 f
11                              Normandie               b
12                              Autobahn                f
13                              Pyrenees                f
14                              Alps                    f
15                              Zone Industrielle       b
16 911 Carrera RS 2.7 Cup       Monte Carlo 4 (3 laps)  f 1973 911 Carrera RS 2.7 Coupe
17                              Alps                    b
18                              Pyrenees                b
19                              Monte Carlo 2 (3 laps)  b
20                              Corsica                 b
21                              Monte Carlo 5 (3 laps)  b
22 Hill Climb                   Normandie               f 1978 911 Turbo 3.3 Coupe (930)
23                              Pyrenees                f
24                              Alps                    f
25 Monte Carlo                  Monte Carlo 1 (5 laps)  f 1978 935/78 Moby Dick
26                              Monte Carlo 2 (5 laps)  f
27                              Monte Carlo 3 (5 laps)  f
28                              Monte Carlo 4 (5 laps)  f
29                              Monte Carlo 5 (5 laps)  f

Modern Club

 1 AWD Challenge                Schwarzwald             f 1995 911 Turbo (993)
 2                              Alps                    b
 3                              Pyrenees                b
 4                              Auvergne                f
 5 Hill Climb                   Normandie               f 1995 911 Turbo (993)
 6                              Pyrenees                f
 7                              Alps                    f
 8 Monte Carlo                  Monte Carlo 1 (5 laps)  f 1998 911 GT1
 9                              Monte Carlo 2 (5 laps)  f
10                              Monte Carlo 3 (5 laps)  f
11                              Monte Carlo 4 (5 laps)  f
12                              Monte Carlo 5 (5 laps)  f
13 Rally of Europe              Schwarzwald             f 1998 911 GT1
14                              Pyrenees                b
15                              Cote dAzur              f
16                              Alps                    f
17                              Autobahn                f
18                              Auvergne                f
19                              Normandie               f
20                              Corsica                 f
21                              Zone Industrielle       f
22 Turbo Trophy                 Cote dAzur              b 1995 911 Turbo (993)
23                              Zone Industrielle       f
24                              Normandie               b
25                              Corsica                 f
```

7.7 Full Evolution Car List and Availability (by Jeff Reid)

Year	Car Model	Available	Class
1950	356 1100	Coupe Ferdinand	class 3 classic
		Cabriolet	
1951	356 1300	Coupe Cabriolet	
1952	356 1500	Coupe	
		Cabriolet	
1953	356 1500	Super Coupe	
		Super Cabriolet	
1954	356 1300	Super Coupe	
		Super Cabriolet	
1956	356A 1300	Coupe	
		Cabriolet	
		Super Coupe	
		Super Cabriolet	

```
           1600  Cabriolet
                 Coupe
                 Super Cabriolet
                 Super Coupe
                 Speedster
                 Super Speedster
1959  356A 1600  Convertible D  (u in 1965)
                 Super Convertible D
1960  356B 1600  Hardtop                        class 2
                 Coupe
                 Roadster
                 Cabriolet
                 Super Coupe
                 Super Cabriolet
                 Super Roadster
                 Super Hardtop
                 Super 90 Cabriolet
                 Super 90 Coupe
                 Super 90 Hardtop
                 Super 90 Roadster
1962  356B 2000  GS Carrera2                    class 1
1965  911        Coupe  (next era 1969)
1967  911        Targa
                 S Coupe
                 S Targa
1956  550A       Spyder                         class R
1970  914/4      1.7                            class 3 golden
1972  911 S 2.4  Coupe
                 Targa
1973  914/4      2.0
1974  914/4      1.8
1982  944        Coupe
1987  944        S Coupe
1973  911        Carrera RS 2.7 Coupe (fd)      class 2
1988  944        Turbo S Coupe
1975  930        Turbo 3.0 Coupe                class 1
1978  930        Turbo 3.3 Coupe
1978  935/78     Coupe "Moby Dick"              class r
1989  944 S2     Cabriolet                      class 3 modern
      964        Carrera 4 Coupe
1990  964        Carrera 2 Coupe
                 Carrera 2 Cabriolet
                 Carrera 2 Targa
                 Carrera 4 Cabriolet
                 Carrera 4 Targa
1991  944        Turbo Cabriolet
1997  ...        Boxster (fd)
2000  ...        Boxster S
1991  964        Turbo 3.3 Coupe                class 2
1993  964        Turbo 3.6 Coupe
1994  993        Carrera Coupe
                 Carrera Cabriolet
1995  993        Carrera 4 Coupe
                 Carrera 4 Cabriolet
1996  993        Carrera Coupe
                 Carrera Targa
                 Carrera 4 Coupe
                 Carrera 4S Coupe
1997  993        Carrera S 3.6 Coupe
1998  996        Carrera 3.4 Coupe
                 Carrera 3.4 Cabriolet
1999  996        Carrera 4 Coupe
                 Carrera 4 Cabriolet
1995  993        Turbo 3.6 Coupe                class 1
2000  996        Turbo (fd)
1998  911        GT1 Race Version               class R
```

downloadable cars
1987 959
1992 928 GTS
1997 911 GT2
1998 911 GT3

factory driver bonus cars
1973 911 Carrera RS 2.7 Coupe
1997 Boxster
2000 996 Turbo

Classic Era
1950-2 races
1956-2 races
1960-3 races
1965-3 races
1969-3 races + bonus race

Golden Era
1970-2 races
1973-3 races
1975-3 races
1978-4 races
1982-5 races
1988-4 races + bonus race

Modern Era
1989-2 races
1993-3 races
1996-4 races
1997-4 races
1999-5 races
2000-6 races + bonus race

8 Factory Driver

You were just hired at Porsche as a junior test driver. Your objective is to make it to Ace Test Driver. Throughout the process, you'll race fellow test drivers (of all ranks), perform various tasks such as delivery of important parts or cars to specific destinations, and perform specific stunt maneuvers.

You MUST complete each mission of factory driver to advance to the next one.

All the maneuvers except Reverse 180 can be done with automatic transmission.

8.1 The Mission Types

8.1.1 Skidpad Maneuvers

If you hit a cone, you get 1 second added to your time. So try not to do it.

You must complete the spin maneuver, either the 180 or the 360, within the specified area (between the cones).

Find the right speed to allow you to make the turn but maintain enough speed to continue.

8.1.2 Slalom Test

The slalom test is a test of finding the optimum speed to take each corner. Speed up, slow down to turn, then speed up again.

It’s about maintaining the rhythm. If you hit a cone, you get 1 second added to your time.

8.1.3 Car Delivery

Car delivery is hard because 1) You can’t scratch the car, and 2) there may be some cops around. While the cops are pretty fast and they can overtake you and/or ram you off the road, that’s not the real danger. It’s the traffic cars that try to get off the road when they hear sirens that cause them to get in YOUR way.

To deal with police, LET them pass you. When they come up fast behind you, dodge to one side and slow down, THEN find a good spot to pass them again. If you let them come directly behind you, they’ll push you off the road.

Stay in the center of the road when police are behind you. The traffic cars will try to pull over to the side, leaving the center open. If you stay in the lanes or try to go for the shoulders you’ll run right into traffic.

If your car is scratched, the timer turns red. As long as timer is still green, you can continue. Sometimes, gentle collisions don’t count.

8.1.4 Road Rally

Road Rally basically means follow the directions and hit all the checkpoints in the minimum amount of time. The route has been planned for you already.

The trick in winning road rally is TIME. This requires you to learn the course intimately, and how to take each corner optimally. Where can you go fast, where should you go slow, etc.

8.1.5 Road Racing

Racing basically means you race fellow drivers, no holds barred. Body damage is tolerated. In fact, you CAN and SHOULD push other cars off the road, into traffic, etc. Just make sure you don’t go off the road yourself.

8.2 Specific Maneuvers

Here are some tips about the individual maneuvers. You will need to perform all of these optimally to win.

8.2.1 90 degree turn

You don’t need handbrakes to perform 90-degree turns. As you come close to the cone, judge the optimum stopping distance to engage the brakes full. You need to reach the cone JUST at the turning speed. Then turn the wheel full over, and straighten out and start accelerating.

8.2.2 Slalom

The trick in slalom is the rhythm and correct approach speed. Speed up on the straight sections. Slow down just enough to turn, try to carry as much speed into the “corner” as possible without losing control, then accelerate out of the turn toward the next cone.

8.2.3 180 spin

The 180 spin requires the use of handbrakes. You’ll probably want

to spin right, esp. in the mid-engine Porsches, due to the gyroscopic effect of the engine. Head for the cones, just a little to the left of center. When you reach it, pull handbrakes and pull hard right, then immediately release the steering to neutral. You should spin only 180 degrees or close enough.

8.2.4 180 degree cone turn

The 180-degree cone turn is going around the cone and reverse course. This is hard to do optimally. The best way is treat this as a 150 turn. Approach the cone, but go a little wide. Turn in just as you're about to pass it, then pull the handbrakes and do a 150 turn (a little shy of full 180). You should now be lined up and ready to continue.

8.2.5 360 spin

The 360 spin is hard to master until you figure out that you need to assist the car a bit with the steering. Approach the cones at a good speed (80 kph is good). When you just about to reach it, pull handbrakes and hit hard right. As the car turns 180, reverse the wheel to hard left and release the brakes. Straighten out when the car turns all 360 degrees and accelerate out of the cones.

If you can't finish the maneuver inside the cones, you're either starting too late or going too fast. Slow down, or start a little earlier than you did.

8.2.6 180 reverse spin

The 180 reverse spin must be performed with manual transmission. Basically, you speed up in reverse, then hit neutral, turn full right, then engage first just as the car came around 180 degrees.

You could cheat on this test. Reverse into the cones, then turn the wheel left and stop when the car faces the row of cones. Right turn 90 degrees and exit the cones. It'll be a lot slower, but it'll count. You have plenty of time on the clock to finish the other maneuvers.

8.2.7 Proper cornering

Most people do not take the corners correctly. The correct way to take the corner is start from outside of the turn, brake a little, aim for the apex of the turn. As you crest the apex, start accelerating out of the turn. Use the shoulder and all the room to maximize the turning radius. The smaller the radius, the sharper the turn, the slower you are when exiting the turn.

In NFS:PU (and most driving games), driving off the road slow you down. You can use this effect to help you "brake" into the corner.

8.2.8 Loose-tail recovery

This is not a maneuver, but you'll need to know it for the races.

Your tires are screeching and your car nose is swinging further than you want. What would you do? The proper reaction can mean no loss of time vs. a total spinout and out of the race.

First step is STOP ACCELERATING. Neither step on the gas nor the brakes.

Second step is countersteer slightly, until the tail stops

sliding.

The car will then start going straight. Turn wheel into the turn and continue the turn and perhaps accelerate again, but gently. Too much torque can break the tires loose again.

8.2.9 Brake Turn

Sometimes, you HAVE to push the tail loose to get the tail around to get the nose pointed in the right direction, and that is the Brake Turn.

In a turn, do a QUICK pull the hand-brakes and your tail should slide. If you pull the handbrake too long, you get a full 180-turn. Do QUICK TAPS and you'll get shorter sharp turns. Turn this at a few corners, learn what your car can or cannot do.

You should be careful doing this in the rear-engined cars. The front-engine car like the 944 is a bit more forgiving with this maneuver.

8.3 The Assignments

8.3.1 Assignment 1: Slalom

Easy slalom… Take the 98 Boxster to the skidpad and do an easy slalom… Right, left, right, then 180. You have 27 seconds. Complete this and you get the title of Junior Test Driver.

This is the easiest slalom there is. As long as you don’t go full out and try to slam through each corner you should have plenty of time to make it through. Don’t turn too hard around those 90-degree turns and lose sight of the next cone.

8.3.2 Assignment 2: Second Slalom

Not so easy slalom… Take the Carrera to the skidpad. Right, left, right, left 90, left 90, left, right, left… You have 26 seconds this time.

8.3.3 Assignment 3: Road Slalom

Take the classic Carrera RS and complete this road slalom without damaging the car. You have 32 seconds.

Consider running over the first cone in order not to ruin your approach.

8.3.4 Assignment 4: 360 Spin 1

Take the Carrera S and do a 360 four-wheel drift within the cones on the skidpad. You have 15 seconds.

See the 360 spin technique explanation above.

8.3.5 Assignment 5: Highway Slalom

Take the 911 Turbo and try to finish the Autobahn slalom in under 28 seconds.

Standard slalom test, except for the rain. Find the optimum speed for each corner, and brake just enough to get the nose pointing the right way.

8.3.6 Assignment 6: Delivery

You have 1:50 to get a brand new 911 Turbo to the docks at Cote d'Azur.

This course has no shortcuts, and no cops. Just take the corners optimally and you should be fine.

8.3.7 Assignment 7: Town Slalom

Do the Normandie slalom in under 50 seconds with the Carrera.

8.3.8 Assignment 8: Longer Skidpad

Beat the 58-second record on this complex skidpad, which is basically slalom followed by multiple 180 turns.

The 180 turns are a little tricky after doing only slaloms, but you should have no problems after some practice.

8.3.9 Assignment 9: Boxster Delivery

You've been tapped for a Boxster delivery to the docks in Zone Industrielle. You have 3 minutes.

Try the course a couple times. There are two shortcuts on this course. The first one will let you dodge the first cop. The second shortcut dodges the second cop. Remember to take the left fork (the main road) to go to the dock, though be careful rushing through those dark exits.

8.3.10 Assignment 10: Road Rally

Knock over 12 cones in Corsica in under 4 minutes. Use the Carrera 4.

Your first road rally. You may not beat it the first time. Take your time and learn the course. Corsica is a multi-route course with multiple intersections and even a "shortcut" that is not. Use the replay to help you pinpoint corners you did not take optimally. There's occasional traffic but that should not be a problem. Watch for the tunnel entrances. You can't scrape the wall there.

8.3.11 Assignment 11: Double 360's

Take the 993 Turbo and do a 360, a 180, then another 360, in under 36 seconds, between the cones of course.

Basically a longer version of Assignment 4, the trick is doing the 360 on-demand in the space allotted.

8.3.12 Assignment 12: Rally Demo

Take the 996 and take the customer out for a spin. Don't scratch the car. You have 4 minutes.

This is similar to Assignment 10, with the catch of no damage.

8.3.13 Assignment 13: The Promotion Test

Take the 944 S2 and negotiate the Autobahn slalom… It's raining, and you have 59 seconds.

If you win, you get the title of Test Driver (no more "junior"). You also get a special Porsche 911 2.7 RS in your "collection".

8.3.14 Assignment 14: Boxster Delivery 2

You have 2:33 to get a Boxster to the customer at Avergne with no scratch at all.

Don’t take shortcuts, as the town is somewhat messy to go through.

8.3.15 Assignment 15: 4WD test

Take the Carrera 4 to the Alps and make it through in under 1:09.

The trick of driving on snow is 1) rain tires (though you don’t get it here), 2) no sharp movements (smooth all the way), 3) somewhat slower cornering speed, 4) stay on the road, and 5) 4WD cars (already covered).

8.3.16 Assignment 16: Parts Delivery

You have 3:07 to get to the warehouse in Zone Industrielle AND come back. Use the Carrera.

Use the first shortcut to avoid the first cop.

8.3.17 Assignment 17: Skidpad Redux

Take the Carrera S and make it through this skidpad exercise in 39 seconds or less.

8.3.18 Assignment 18: Race Billy

Take the Carrera and show Billy who’s the real driver… The course is Pyrenees.

The trick at Pyrenees is to take each corner at the right speed. Some corners can be taken at almost full throttle, while others require cutting the apex.

8.3.19 Assignment 19: Skidpad Boxster

Take the Boxster S and do another skidpad pattern in 39 seconds.

8.3.20 Assignment 20: Race Some More

Take a Carrera and race Billy, Rolf, and Frank at Pyrenees. Same Pyrenees hint applies.

8.3.21 Assignment 21: Capture the Flag

Auvergne rally, Carrera, 6:25 time limit. Enough said.

Despite the name, this is just another rally. The trick is taking the sharp turns in minimal time, and that means SLOWING DOWN in order to do the 180 spin.

8.3.22 Assignment 22: Slalom and 360

Beat 43-second time with Carrera on this new course, featuring a 360, a diagonal slalom, then another 360.

By now the 360 maneuver should be second nature… Remember to countersteer!

8.3.23 Assignment 23: Promotion Race

Beat Rolf in the Carrera RS in Corsica and you win the Chief Test Driver title.

If you win, you get the Chief Test Driver title, as well as the custom paint job Boxster.

Carrera RS is a bit hard to handle, so don't "trade paint" with Rolf and spin out.

8.3.24 Assignment 24: GT1 360

Take this GT1 racer to the skidpad through its paces. Figure 8, 360, two turns, and some slalom. You have 37 seconds.

The 360 turn in a GT1 is tricky. You will HAVE to countersteer to get the nose around in a GT1, whereas the "normal" cars have enough momentum get the nose around without countersteer.

8.3.25 Assignment 25: Catch the Train

Get to the train station in under 3:30, no damage to the Carrera! The train station is in the shortcut, so you'll have to take the train shortcut.

8.3.26 Assignment 26: Schwartzwald Slalom

You have 37 seconds to make it through this slalom in Schwartzwald with the 911 Turbo.

8.3.27 Assignment 27: Billy's Slalom

Back to the skidpad, you have 50 seconds to make it through this tight slalom.

8.3.28 Assignment 28: Alps Switchback

With 37 second, you must complete the course in the Alps, which includes TWO switchbacks, where it's very easy to spinout… Take each at the right speed. Try not to use the handbrakes.

This is probably the tightest time limit in the timed tests in all of factory driver. You will beat this with only milliseconds to spare.

8.3.29 Assignment 29: Another Race

Beat Frank and Billy in a race of Carrera 4's at Pyrenees. They aren't THAT tough. Just stay near them and look for a GOOD place to pass. Don't push them, as they recover better than you.

8.3.30 Assignment 30: Skidpad Spins

With 50 seconds and a Carrera, perform a 180 spin, a REVERSE 180 spin, then 2 turns, and finally a 360 spin. You HAVE to use manual transmission on this one.

The reverse 180 is usually the killer here. Consult the "hint" on the reverse 180 maneuver.

8.3.31 Assignment 31: Monte Carlo Test

You have 3:40 to finish 3 laps of Monte Carlo 2 course, without damaging the GT1 racer. This should be no problem for you…

8.3.32 Assignment 32: Race the Racers

The Porsche Racing Team decided they want to race you… They're sending 4 more GT1s to take you on. Make 3 laps of Monte Carlo 1,

and may the best driver win…

This race is TOUGH. You'll HAVE to use all the dirty tricks and need a lot of luck to win this one. If you can make it all the way to the front on the first lap, you should have no problems. Feel free to use the handbrakes to help you negotiate the switchback.

8.3.33 Assignment 33: 996 Turbo Run

Take the 996 Turbo and make 2 laps around the Monte Carlo 5 in under 2:30, don't scratch it!

This is actually a preview of the next race. While the order say don't scratch it, a minor scratch wouldn't really hurt.

8.3.34 Assignment 34: Final Promotion

Your chance for the Ace Test Driver is here… Beat Stephanie on the Monte Carlo 3 track in two laps with the 996 Turbo.

If you win, you get the title of Ace Test Driver, as well as the bonus 996 Turbo.

8.4 Full Factory Driver Summary by Jeff Reid

##	type	Where	Car used
01	cones	Weissach Skid Pad	1997 Boxster
02	cones	Weissach Skid Pad	1994 911 Carrera Coupe (993)
03	cones	Corsica	1973 911 Carrera RS 2.7 Coupe
04	cones	Weissach Skid Pad	1997 911 Carrera S 3.6 Coupe (993)
05	cones	Autobahn	1995 911 Turbo 3.6 Coupe (993)
06	solo run	Cote d'Azur	1995 911 Turbo 3.6 Coupe (993)
07	cones	Normandie	1998 911 Carrera 3.4 Cabriolet (996)
08	cones	Weissach Skid Pad	1996 911 Carrera Targa (993)
09	solo run	Zone Industrielle	1997 Boxster
10	cones run	Corsica	1995 911 Carrera 4 Coupe (993)
11	cones	Weissach Skid Pad	1995 911 Turbo 3.6 Coupe (993)
12	solo run	Corsica	1998 911 Carrera 3.4 Coupe (996)
13	cones	Autobahn	1989 944 S2 Cabriolet
14	solo run	Auvergne	1997 Boxster
15	short run	Alps	1999 911 Carrera 4 Cabriolet (996)
16	solo run	Zone Industrielle	1994 911 Carrera Cabriolet (993)
17	cones	Weissach Skid Pad	1997 911 Carrera S 3.6 Coupe (993)
18	race	Pyrenees	1998 911 Carrera 3.4 Cabriolet (996)
19	cones	Weissach Skid Pad	2000 Boxster S
20	race	Pyrenees	1998 911 Carrera 3.4 Cabriolet (996)
21	cones run	Auvergne	1994 911 Carrera Coupe (993)
22	cones	Weissach Skid Pad	1998 911 Carrera 3.4 Cabriolet (996)
23	race	Corsica	1973 911 Carrera RS 2.7 Coupe
24	cones	Weissach Skid Pad	1998 911 GT1 race version
25	solo run	Zone Inustrielle	1994 911 Carrera Coupe (993)
26	cones	Schwarzwald	1995 911 Turbo 3.6 Coupe (993)
27	cones	Weissach Skid Pad	1999 911 Carrera 4 Coupe (996)
28	cones	Alps	1995 911 Turbo 3.6 Coupe (993)
29	race	Pyrenees	1995 911 Carrera 4 Coupe (993)
30	cones	Weissach Skid Pad	1998 911 Carrera 3.4 Cabriolet (996)
31	solo run	Monte Carlo 2 3 laps	1998 911 GT1 race version
32	race	Monte Carlo 1 3 laps	1998 911 GT1 race version
33	solo run	Monte Carlo 5 2 laps	2000 911 Turbo (996)
34	race	Monte Carlo 3 2 laps	2000 911 Turbo (996)

Traffic present in solo runs and races until event 29.

9 Miscellaneous Information

9.1 EA Racing

http://www.earacing.com (EA racing) is was going to be closed down on January 8th, 2002. It has been superceded by Motor City Online, which is an online massive multiplayer service with monthly subscription fee.

UPDATE: On January 8th 2002, EA suddenly reversed their decision! They will keep EARacing running, but no mention on period of time.

In case EARacing ever go down, try the alternative client listed at http://ncop.racerplanet.com

9.2 Multiplayer Protocol

In general, you should only use the default (red) cars in online races, unless the host says it is okay to use tuned/customized cars.

Most races should race identical cars, or at least same class (or lower), usually collision off.

Jeff Reid comments: "If collision is on, it's a free for all. In NFS:HS, when collision is on, a free for all is expected, and nobody gets upset. If you want a clean race, collision is off. If you can't get the host to turn off collision, just keep bumping him and ruin his chance in winning. After a few races he'll get the hint. "

9.3 Bugs

In the Evolution “showroom”, there’s a bug with the 911 (996) models. The car’s right-side numbers are not visible, if you had applied racing numbers in the paintshop. If you have both doors open, you can just see the number in the WRONG angle when you look in from the left side. Apparently someone forgot the invert the angle when they copied the numbers from the left side.

9.4 Cheat codes

Go to main menu (out of Evolution). Create a new player with the one of following names to activate the cheat. A sound should confirm the cheat being active. Then select your regular character and continue.

Some of the these codes (NOT ALL) work in multiplayer as well.

Gulliver	Turn the Porsches into tiny radio-controlled cars (complete with antenna!)
Smash Up	Skidpad destruction derby racing
Dakar	Car physics and the tracks both change to rally style physics.
Fuzzyfuz	Enable police cars in quick races (some tracks do not have police)
yraGyraG	All cars get 993 physics
fetherw8	Makes all cars heavier

Note: old version of the FAQ listed “allporsche”. That is not a valid code for the PC version.

---THE END---

View in: Text Mode