

# Metropolis Street Racer Tokyo Driving Instructions Guide Final

by Wolf Feather

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METROPOLIS STREET RACER: TOKYO DRIVING INSTRUCTIONS GUIDE

by

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Tokyo: Shinjuku: Short: Ohme Kaido Higashi  
Tokyo: Shinjuku: Short: Odakyu Nishi  
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Tokyo: Shinjuku: Short: Nishi Shinjuku Kita  
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Tokyo: Shinjuku: Medium: Eki Nishi-Guchi Minami  
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Tokyo: Shinjuku: Long: Nishi Shinjuku Eki Kita  
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Diagrams

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#### SPACING AND LENGTH

For optimum readability, this driving guide should be viewed/printed using a monowidth font, such as Courier. Check for appropriate font setting by making sure the numbers and letters below line up:

1234567890123456789012345678901234567890123456789012  
ABCDEFGHIJKLMNPOQRSTUVWXYZabcdefghijklmnopqrstuvwxy

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#### PERMISSIONS

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#### INTRODUCTION

First, Metropolis Street Racer is definitely NOT for the casual racing gamer; those who view racing as continually standing on the accelerator until the race ends will DEFINITELY fail miserably in this game. While speed is needed to clear the many tasks in Metropolis Street Racer, the game focuses much more heavily upon racing skill and racing style, with Kudos (points) awarded or detracted based upon the player's performance.

Even accomplished racing gamers will find Metropolis Street Racer quite challenging. This is especially true for those who are not drift specialists, as drifting is essential in this game. Combined with the length of the game, this means that players will be returning to this game for a LONG, LONG, LONG, LONG, LONG time!!!

This guide is designed to present driving instructions for the Tokyo circuits in Metropolis Street Racer. Information has also been taken from my General Racing/Driving Guide with appropriate modifications.

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#### RACING TIPS: BRAKING

The first step in driving fast is knowing when, where, and how much to slow down (braking). The braking zone will differ somewhat for each car depending upon its strengths and weaknesses. It certainly helps for the player to try a Practice run to truly learn the circuits - including the braking zones - before engaging in the actual events.

When looking for braking zones, try to find a particular stationary object near the entry of each corner; it helps tremendously if this object is far enough away from the circuit that it will not be knocked over during a race. To begin, try using the brakes when the front of the car is parallel with the chosen stationary object. If this does not slow the car enough before corner entry or if the car slows too much before reaching the corner, pick another stationary object on the following lap and try again.

Cars with a higher horsepower output will inherently attain faster speeds, and will therefore require a longer braking zone than cars with a lower horsepower output.

A final note on braking: To the extent possible, ALWAYS brake in a straight line. If braking only occurs when cornering, the car will likely be carrying too much speed for the corner, resulting in the car sliding and/or spinning (a slide or spin can mean the difference between winning and ending up in last position at the end of a race.)

If nothing else, players should strive to become one of the best 'breakers' they possibly can. This will essentially force a player to become a better racer/driver in general once the player has overcome the urge to constantly run at top speed at all times with no regard for damages to self or others. Also, slowing the car appropriately will make other aspects of racing/driving easier, especially in J-turns, hairpin corners, and chicanes.

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#### RACING TIPS: CORNERING

Ideally, the best way to approach a corner is from the outside of the turn, braking well before entering the corner. At the apex (the midpoint of the corner), the car should be right up against the edge of the pavement. On corner exit, the car drifts back to the outside of the pavement and speeds off down the straightaway. So, for a right-hand turn of about ninety degrees, enter the corner from the left, come to the right to hit the apex, and drift back to the left on corner exit. See the Diagrams section at the end of this guide for a sample standard corner.

For corners that are less than ninety degrees, it may be possible to just barely tap the brakes - if at all - and be able to clear such corners successfully. However, the same principles of cornering apply: approach from the outside of the turn, hit the apex, and drift back outside on corner exit.

For corners more than ninety degrees but well less than 180 degrees, braking will certainly be required. However, for

these 'J-turns,' the apex of the corner is not the midpoint, but a point approximately two-thirds of the way around the corner. J-turns require great familiarity to know when to begin diving toward the inside of the corner and when to power to the outside on corner exit. See the Diagrams section at the end of this guide for a sample J-turn.

Hairpin corners are turns of approximately 180 degrees. Braking is certainly required before corner entry, and the cornering process is the same as for standard corners: Approach from the outside, drift inside to hit the apex (located at halfway around the corner, or after turning ninety degrees), and drifting back to the outside on corner exit. See the Diagrams section at the end of this guide for a sample hairpin corner.

If there are two corners of approximately ninety degrees each AND both corners turn in the same direction AND there is only a VERY brief straightaway between the two corners, they may be able to be treated like an extended hairpin corner. Sometimes, however, these 'U-turns' have a straightaway between the corners that is long enough to prohibit a hairpin-like treatment; in this case, drifting to the outside on exiting the first of the two corners will automatically set up the approach to the next turn. See the Diagrams section at the end of this guide for a sample U-turn.

FIA (the governing body of F1 racing, World Rally Championship, and other forms of international motorsport) seems to love chicanes. One common type of chicane is essentially a 'quick-flick,' where the circuit quickly edges off in one direction then realigns itself in a path parallel to the original stretch of pavement, as in the examples in the Diagrams section at the end of this guide. Here, the object is to approach the first corner from the outside, hit BOTH apexes, and drift to the outside of the second turn.

FIA also seems to like the 'Bus Stop' chicane, which is essentially just a pair of quick-flicks, with the second forming the mirror image of the first, as shown in the Diagrams section at the end of this guide. Perhaps the most famous Bus Stop chicane is the chicane (which is actually called the 'Bus Stop Chicane') at Pit Entry at Spa-Francorchamps, the home of the annual Grand Prix of Belgium (F1 racing) and the host of The 24 Hours of Spa (for endurance racing).

Virtually every other type of corner or corner combination encountered in racing (primarily in road racing) combines elements of the corners presented above. These complex corners and chicanes can be challenging, such as the Ascari chicane at Monza. See the Diagrams section for an idea of the formation of Ascari.

However, in illegal street/highway racing, the positioning of traffic can 'create' the various corners and corner combinations mentioned here. For example, weaving in and out of traffic creates a virtual bus stop chicane (see the Diagrams section at the end of this guide). Slowing may be necessary - it often is - depending on the distance between

the vehicles. See the Sample Circuit Using Some of the Above Corner Types Combines in the Diagrams section at the end of this guide; note that this is a diagram for a very technical circuit.

At some race venues, 'artificial chicanes' may be created by placing cones and/or (concrete) barriers in the middle of a straightaway. This situation exists at numerous circuits in Tokyo.

One thing which can change the approach to cornering is the available vision. Blind and semi-blind corners require ABSOLUTE knowledge of such corners. Here is where gamers have an advantage over real-world drivers: Gamers can (usually) change their viewpoint (camera position), which can sometimes provide a wider, clearer view of the circuit, which can be especially important when approaching semi-blind corners; real-world drivers are obviously inhibited by the design of their cars and racing helmets.

Also important to cornering - especially with long, extended corners - is the corner's radius. Most corners use an identical radius throughout their length. However, some are increasing-radius corners or decreasing-radius corners. These corners may require shifting the apex point of a corner, and almost always result in a change of speed. Decreasing-radius corners are perhaps the trickiest, because the angle of the corner becomes sharper, thus generally requiring more braking as well as more turning of the steering wheel. Increasing-radius corners are corners for which the angle becomes more and more gentle as the corner progresses; this means that drivers will generally accelerate more, harder, or faster, but such an extra burst of speed can backfire and require more braking. See the Diagrams section at the end of this guide for sample images of a decreasing-radius corner and an increasing-radius corner.

For traditional road racing circuits, increasing-radius and decreasing-radius corners may not be too much of a problem; after several laps around one of these circuits, a driver will know where the braking and acceleration points are as well as the shifted apex point (should a shift be required). However, for stage-based rally racing, where the roads are virtually unknown and the driver knows what is ahead only because of the navigator's instructions (which - based upon notes - may or may not be absolutely correct), the unknown can cause drivers to brake more often and/or more heavily. This need for 'extra' braking is also tempered by the fact that in much of rally racing, corners are either blind or semi-blind, due to trees, buildings, and other obstacles to clear vision all the way around a corner.

One particularly interesting aspect of cornering is one which I honestly do not know if it works in reality (I am not a real-world racer, although I would certainly LOVE the chance to attend a racing school!!!), but which works in numerous racing/driving games I have played over the years. This aspect is to use the accelerator to help with quickly and safely navigating sharp corners. This works by first BRAKING AS USUAL IN ADVANCE OF THE CORNER, then - once in the corner

itself - rapidly pumping the brakes for the duration of the corner (or at least until well past the apex of the corner). The action of rapidly pumping the accelerator appears to cause the drive wheels to catch the pavement just enough to help stop or slow a sliding car, causing the non-drive wheels to continue slipping and the entire car to turn just a little faster. Using this rapid-pumping technique with the accelerator does take a little practice initially, and seems to work best with FR cars; however, once perfected, this technique can pay dividends, especially with REALLY sharp hairpin corners, such as several in London.

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#### RACING TIPS: WET-WEATHER RACING/DRIVING

Almost everything written to this point in the guide focuses solely upon dry-weather racing/driving conditions. In fact, most racing/driving games deal ONLY with dry-weather conditions.

Metropolis Street Racer simply will not allow a player to drive a circuit the same way in wet-weather conditions as in dry-weather conditions. The braking zone for all but the gentlest of corners will need to be extended, or else the car risks to hydroplane itself off the pavement.

Throttle management is also key in wet-conditions racing. Due to the water on the circuit, there is inherently less tire grip, so strong acceleration is more likely to cause undue wheelspin - which could in turn spin the car and create a collision. If a car has gone off the pavement, then the sand and/or grass which collect on the tires provide absolutely NO traction at all, so just the act of getting back to the pavement will likely result in numerous spins.

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#### TOKYO: ASAKUSA: SHORT: SHIN-NAKAMISE KITA

This is a triangle-shaped venue run in a clockwise direction. Turn 2 is definitely the sharpest of the corners, although ALL corners are J-turns. As such, all three corners will require drifting tactics.

The straightaway between Turns 3 and 1 is only two lanes wide, whereas the other two straightaways are each four lanes wide.

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#### TOKYO: ASAKUSA: SHORT: EKI-IRIGUCHI MINAMI

This is roughly a trapezoidally-shaped venue run in a counterclockwise direction. The initial straightaway is definitely the widest part of this event venue.

At the end of the initial straightaway is a bridge for (subway?) trains; the left-hand Turn 1 immediately follows. Turn 1 is a nasty J-turn of roughly 150 degrees onto a narrow alleyway; drifting will almost certainly be required here,

but even drifting may be too dangerous here due to the incredibly-tight proximity of the barriers and the buildings heading into the alleyway.

The straightaway between Turns 1 and 2 is nearly non-existent before the circuit heads to the left at the 30-degree Turn 2. This leads onto another tight, narrow alleyway; however, unless encumbered by traffic, it should be fairly easy to clear Turn 2 at full acceleration.

Turn 3 is a 45-degree left-hand corner leading out of the alleyways and back onto normal, wide city streets. However, the straightaway between Turns 3 and 4 is virtually non-existent leading to the 135-degree J-turn at Turn 4.

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TOKYO: ASAKUSA: SHORT: CHIKATETSU-NORIBA MINAMI

The Chikatetsu-Noriba Minami event venue is another mixture of wide (four lanes) city streets and tight (single-lane) alleyways. Turn 1 is a right-hand corner just a little more than ninety degrees in radius; however, the circuit transitions from the wide city streets to the tight alleyways here, so precision driving is required to avoid incurring any Penalties for collisions here.

Almost as soon as drivers have recovered from Turn 1, the left-hand Turn 2 is ready to take them by surprise. Turn 2 is a left-hand corner leading onto another narrow alleyway. The corner itself, however, is twice as wide as the alleyways, so the temptation to swing out a bit on cornering here will result in colliding with the fencing at the outside of the entrance to this second tight alleyway.

Almost as soon as drivers have recovered from Turn 2 comes the right-hand 135-degree J-turn at Turn 3. This transitions back onto the wide city streets, allowing for plenty of room for drifting tactics exiting the narrow alleyways.

After the longest straightaway of the Chikatetsu-Noriba Minami venue is the right-hand J-turn at Turn 4. This is a 135-degree corner onto the initial straightaway, which is also four lanes wide.

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TOKYO: ASAKUSA: SHORT: SENSO-JI KITA

This is a fairly-rectangular event venue, part of which runs through a traditional Shinto shrine area. Players truly need to become quite familiar with this traditional Shinto shrine area, as it is often used for events held in the Asakusa sector of Tokyo.

The initial straightaway is fairly narrow, only two lanes wide. This lessens very briefly to a single lane through a small gateway-type structure at the Start/Finish Line. Almost immediately afterward is the right-hand Turn 1, which opens onto a city street which is four lanes wide.

At the next intersection, the circuit turns to the left onto



a narrower street which is only two lanes wide. Ahead, the circuit turns to the right and re-enters the traditional Shinto shrine area with a straightaway which is even tighter but can still accommodate two-abreast racing with small cars.

The very end of this straightaway through the shrine area provides two possibilities.

#1.) The easiest and fastest possibility is to keep going ahead toward the temple itself, turning right at Turn 4 just in front of the temple itself.

#2.) However, immediately coming out of the covered section of the straightaway, drivers may wish to make the quick and TIGHT right-left chicane around a smaller building. This will make the final right-hand turn to the Start/Finish Line EXTREMELY tight, but if there is an accident ahead clogging the main raceway just in front of the temple, this is a viable alternate route.

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TOKYO: ASAKUSA: SHORT: SHIN-NAKAMISE MINAMI

This is a rectangular-shaped venue run in a clockwise direction. Turn 1 leads onto the narrow covered passage through the traditional shrine area. However, Turn 2 comes well before reaching the temple itself; those who forget this fact will definitely bang the barrier at Turn 2 and lose several positions in a race.

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TOKYO: ASAKUSA: SHORT: ASAKUSA NI-CHOME KITA

All corners at Asakusa Ni-Chome Kita are right-hand turns; all corners are J-turns except Turn 2. The straightaway between Turns 2 and 3 is only two lanes wide; the same is true for the straightaway between Lanes 3 and 4, but the lanes themselves are a bit wider here.

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TOKYO: ASAKUSA: SHORT: ASAKUSA-CHUO MINAMI

The initial straightaway is two lanes wide. This can be important for Turn 1, a right-hand J-turn opening onto a street which is four lanes wide, thus allowing for plenty of swing-out room while drifting for this corner.

Turn 2 is a 45-degree right-hand corner immediately before the overhead subway bridge; in fact, going underneath the bridge instantly results in slamming into a barrier. However, Turn 2 leads onto a single-lane alleyway; the slightest mistake here will result in a Penalty for colliding with the buildings on either side.

After an all-too-short straightaway, Turn 3 is a left-hand 45-degree corner onto yet another single-lane alleyway. The protrusions of the barriers into the raceway here can cause trouble, so it is not really possible to fly through this area at top acceleration.

Exiting the alleyway is Turn 4, a right-hand 135-degree J-

turn leading onto a four-lane city street. Drifting tactics will help to maintain a good amount of speed here, and the 'extra' three lanes of width will permit good swing-out room.

Turn 5 is a right-hand corner of a little more than ninety degrees. Drifting tactics may be useful here, but this corner leads onto the initial two-lane straightaway.

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TOKYO: ASAKUSA: SHORT: KANKO-ANNAI NISHI

This is Shin-Nakamise Minami with a shifted Start/Finish Line.

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TOKYO: ASAKUSA: SHORT: AKEIDO HIGASHI

Immediately past the Start/Finish Line, Turn 1 is a right-hand right-angle corner which leads onto the tight, narrow covered passageway of the Shinto temple grounds. At the steps of the temple, the circuit makes another right-hand right-angle turn for Turn 2, opening onto the longest straightaway of the Akeido Higashi event venue; this straightaway widens to two full lanes on a city street once the circuit has left the temple grounds.

At the end of the long straightaway is the right-hand J-turn for Turn 3. Due to the length of the preceding straightaway, Turn 3 will have a rather lengthy braking zone. Drifting tactics will definitely be of use in conquering Turn 3.

>From the exit of Turn 3, the subway bridge can be seen ahead. The right-hand 45-degree Turn 4 is IMMEDIATELY in front of this bridge. A pristine racing line is needed to avoid the protrusion of the apex into the raceway, especially since Turn 4 leads back into the section of narrow single-lane alleyways.

Ahead, Turn 4 is another right-hand corner. While less than 45 degrees in radius, the protrusions of the barriers and the fencing can wreak havoc for those who attempt to speed through this section at full acceleration. Turn 4 leads onto the initial straightaway, which is not much wider than the single-lane alleyway area.

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TOKYO: ASAKUSA: SHORT: ASAKUSA EKI MINAMI

This is a triangular event venue run in a counterclockwise direction. All three corners are left-hand J-turns, but Turn 3 is the sharpest corner of the three turns. Drifting tactics will be useful for Turns 1 and 2, but essential to keeping up momentum throughout Turn 3.

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TOKYO: ASAKUSA: MEDIUM: UMAMICHI MINAMI

This is a rectangularly-shaped venue run in a clockwise direction. All corners are right-hand right-angle corners; while drifting tactics are not essential, they can be helpful

at Umamichi Minami.

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TOKYO: ASAKUSA: MEDIUM: NUCHI SUMIDA-GAWA KITA

JUST BEFORE entering the traditional Shinto shrine area, Turn 1 is a left-hand right-angle corner shortly beyond the Start/Finish Line. This leads onto a short four-lane straightaway. Turn 2 is a right-hand right-angle corner leading onto a two-lane straightaway. Shortly afterward, the right-angle left-hand Turn 3 empties onto the covered narrow straightaway leading out of the temple grounds.

Turn 4 is a left-hand right-angle corner onto wider (four-lane) city streets. Shortly afterward is the left-hand right-angle Turn 5; with a wide racing line, Turn 5 can be safely cleared without any braking or drifting. Turn 5 empties onto the longest straightaway of this event venue, so the braking zone for the left-hand 135-degree Turn 6 (the final corner) will be rather lengthy.

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TOKYO: ASAKUSA: MEDIUM: HATO-BUS NORIBA KITA

This is a triangularly-shaped event venue run in a counterclockwise direction. While there appear to be only three corners on the circuit map, 'Turn 2' is a double-apex corner, with the second apex much longer and much gentler than the first. The first and last corners will certainly require drifting tactics.

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TOKYO: ASAKUSA: MEDIUM: NAKAMISE KITA

At the end of the short initial two-lane straightaway is the left-hand right-angle Turn 1, leading onto a four-lane city street. Turn 2 is a right-hand right-angle corner leading onto a two-lane city street (although these lanes themselves are fairly wide compared to the lanes throughout the rest of the Nakamise Kita event venue). Turn 3 is a right-hand J-turn (of approximately 100 degrees) leading onto a short four-lane-wide city street.

Just beyond the subway bridge is the right-hand Turn 4, with a radius of approximately sixty degrees. This empties onto a VERY narrow two-lane street, but the apex of Turn 4 protrudes somewhat into the raceway, so caution is definitely required here.

After an almost non-existent straightaway, Turn 5 is a thirty-degree left-hand corner onto a single-lane alleyway. The apex protrudes into the raceway here as well, making full-speed driving virtually impossible in this section of the circuit.

Turn 6 is a gentle left-hand corner back onto the wide four-lane city streets of Asakusa. Once again, beware the protrusion of the apex; since Turn 6 opens onto such a wide street, a wide racing line is certainly optimal here.

Turn 7 is a right-hand 135-degree J-turn onto another city street which is also four lanes wide. It is important to keep a wide racing line through Turn 7 and keep to the left side of the ensuing short straightaway to create the optimal racing line for the right-hand right-angle Turn 8, which leads through the narrow covered passageway of the temple grounds. The right-hand right-angle Turn 9 is immediately at the end of the covered passageway, and leads to the Start/Finish Line.

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TOKYO: ASAKUSA: MEDIUM: ASAKUSA ELEMENTARY

The Start/Finish Line is located within the covered passageway through the temple grounds. At its end, the circuit turns to the left (a right-angle corner) onto a four-lane city street for Turn 1. Shortly afterward is Turn 2, a left-hand 135-degree J-turn onto another wide city street; drifting tactics must almost certainly be employed here. This is followed almost immediately by the right-hand 45-degree Turn 3, leading into the single-lane narrow alleyway section of Asakusa.

At the end of the alleyway is the 45-degree right-hand Turn 4, leading onto a two-lane street. Almost immediately afterward is the left-hand 45-degree Turn 5, leading back onto the four-lane city streets.

Turn 6 is a left-hand J-turn onto a two-lane street; drifting tactics will be needed here. At the end of the straightaway, Turn 7 is the left-hand right-angle corner at the steps of the temple.

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TOKYO: ASAKUSA: MEDIUM: KOEN NISHI

The Start/Finish Line is located within the covered passageway through the temple grounds. At its end, the circuit turns to the left (a right-angle corner) onto a four-lane city street for Turn 1. Shortly afterward is Turn 2, a left-hand 135-degree J-turn onto another wide city street; drifting tactics must almost certainly be employed here.

Turn 3 is a right-hand 45-degree corner onto a narrow two-lane street. Almost immediately afterward is the left-hand 45-degree Turn 4 with a protruding apex; Turn 4 exits onto a single-lane alleyway.

Almost immediately afterward is the left-hand 45-degree Turn 5, leading back onto the four-lane city streets.

Turn 6 is a left-hand J-turn onto a two-lane street; drifting tactics will be needed here. At the end of the straightaway, Turn 7 is the left-hand right-angle corner at the steps of the temple.

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TOKYO: ASAKUSA: MEDIUM: SENSO-JI IRIGUCHI KITA

Turn 1 is a right-hand J-turn opening onto a four-lane city

street. Ahead is an overhead subway bridge; the 45-degree right-hand Turn 2 is immediately beyond this subway bridge and leads onto a narrow two-lane street. At the second intersection ahead, the circuit makes a left-hand J-turn onto a wide four-lane city street, making drifting tactics quite useful here.

Ahead is the right-hand J-turn for Turn 4, leading onto another four-lane city street; drifting tactics should be used for Turn 4. One city block later is the right-hand perpendicular corner leading back onto the covered passageway of the temple grounds. At the steps of the temple itself is the right-hand right-angle Turn 6, leading onto the long initial straightaway.

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TOKYO: ASAKUSA: MEDIUM: BEER-BIRU TONNERU

This is a rectangularly-shaped event venue with a slight nose-shaped protrusion along one side. This is also the first event venue in Asakusa to make use of the curving tunnel, a section that players will need to know very well. Also, from the Start/Finish Line, briefly looking back will reveal a large carrot atop a building; this will be a good landmark to use when racing counterclockwise on those Asakusa circuits making use of the tunnel.

Turn 1 is a right-hand right-angle corner. This leads onto a four-lane city street which is incredibly long. After a long braking zone, Turn 2 is a right-hand right-angle corner leading to a four-lane bridge over the river. On the other side of this bridge is the right-hand right-angle Turn 3 which opens onto a two-lane straightaway almost directly underneath an elevated highway.

The road 'underneath' the elevated highway bends to the left just before the right-hand right-angle Turn 5, which opens onto the two-lane road which will curve around to the left through a tunnel (forming Turn 6). Almost as soon as the raceway exits the tunnel is the right-hand right-angle Turn 7, leading onto the initial straightaway (over a bridge) and to the Start/Finish Line.

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TOKYO: ASAKUSA: MEDIUM: KOEN KITA

The Start/Finish Line is located near the beginning of a four-lane bridge over a river. On the opposite side is the left-hand right-angle Turn 1, which opens onto another four-lane city street. Ahead, Turn 2 is a 45-degree corner to the right IMMEDIATELY in front of the overhead subway bridge; Turn 2 leads onto a narrow two-lane street. Almost immediately afterward is another right-hand right-angle corner, this time onto another two-lane street.

At the end of this section is the left-hand right-angle Turn 4, leading onto a four-lane city street. Ahead is the 45-degree left-hand Turn 5, which can be taken at full acceleration as it leads onto another four-lane city street.

Across the bridge over the river, look on the upper-left side for the gigantic carrot atop a building; before the building, look for an elevated highway. IMMEDIATELY on the other side of the elevated highway is the left-hand right-angle Turn 6. This opens onto a two-lane street which enters a tunnel and curves to the right (Turn 7). Exiting the tunnel, the circuit makes a left-hand right-angle turn (Turn 8) onto a two-lane street. Finally, at the end of this lengthy straightaway is the left-hand right-angle Turn 9, leading to the Start/Finish Line just beyond corner exit.

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TOKYO: ASAKUSA: LONG: KENKO-CENTER HIGASHI

The circuit map for Kenko-Center Higashi makes this event venue look identical to the medium-length Koen Kita event venue, but there are indeed a few differences. Most notably, there are no narrow alleyways to contend with at Kenko-Center Higashi.

The initial straightaway is four lanes wide. Ahead is the 45-degree left-hand Turn 1, which can be taken at full acceleration as it leads onto another four-lane city street.

Across the bridge over the river, look on the upper-left side for the gigantic carrot atop a building; before the building, look for an elevated highway. IMMEDIATELY on the other side of the elevated highway is the left-hand right-angle Turn 2. This opens onto a two-lane street which enters a tunnel and curves to the right (Turn 3). Exiting the tunnel, the circuit makes a left-hand right-angle turn (Turn 4) onto a two-lane street. At the end of this lengthy straightaway is the left-hand right-angle Turn 5, leading onto a four-lane bridge over the river. On the other side of the bridge is the left-hand right-angle Turn 6.

Ahead, the black-and-yellow right turn sign/barrier can be seen. Note that this is WELL before the overhead subway bridge. This corner (Turn 7) is a 105-degree turn onto a two-lane street leading back toward the shrine area. However, just before entering the temple grounds is the left-hand right-angle Turn 8, which leads back toward the Start/Finish Line.

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TOKYO: ASAKUSA: LONG: NISHI SUMIDA-GAWA

The Start/Finish Line is on a bridge over the river, with the cars facing the building with the massive carrot at its top. Turn 1 is the left-hand right-angle corner between the massive carrot and the overhead highway. Turn 1 leads onto the two-lane street which then enters the tunnel and curves to the right (Turn 2); the left-hand right-angle Turn 3 is immediately upon exiting the tunnel.

At the end of the long two-lane straightaway is the left-hand right-angle Turn 4, which leads onto a wide four-lane bridge. At the end of this bridge is another right-angle left-hand corner (Turn 5) onto another four-lane road.

Turn 6 is a right-hand 45-degree corner coming WELL before the overhead subway bridge; this corner opens onto a two-lane street headed back toward the shrine area. Just before entering the temple grounds, however, the raceway makes a left-hand right-angle turn onto a four-lane city street to form Turn 7.

One city block later is the left-hand right-angle Turn 8, going back to a narrow two-lane street; almost immediately afterward is the 45-degree left-hand Turn 9, which leads onto a single-lane alleyway. Almost immediately afterward is the right-hand 135-degree J-turn for Turn 10, back onto a four-lane city street. At the end of this street is the left-hand right-angle Turn 11, leading back to the Start/Finish Line.

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TOKYO: ASAKUSA: LONG: BEER-BIRU MINAMI

The Start/Finish Line is at the end of a bridge over the river. Looking back, players can see the gigantic carrot behind them.

Immediately after the Start/Finish Line, the circuit fades slightly to the left; one city block later, the circuit makes a right-hand right-angle turn into the long covered passageway at Turn 1. IMMEDIATELY at the end of this covered passageway is the right-hand right-angle Turn 2 onto a two-lane street. One city block later, the circuit makes a left-hand right-angle turn onto a four-lane city street.

After two city blocks, the circuit makes a right-hand right-angle corner (Turn 4) onto a two-lane city street; the lanes here are rather wide, so this is really a 'three-lane' city street. After two city blocks, the raceway makes a left-hand right-angle corner at Turn 5 onto yet another four-lane city street. At the next intersection, Turn 6 is a right-hand right-angle corner leading onto a four-lane bridge over the river. At the end of the bridge is the right-hand right-angle Turn 7, which leads onto the two-lane street almost directly underneath the elevated highway.

The road 'underneath' the elevated highway bends to the left just before the right-hand right-angle Turn 8, which opens onto the two-lane road which will curve around to the left through a tunnel (forming Turn 9). Almost as soon as the raceway exits the tunnel is the right-hand right-angle Turn 10, leading onto the initial straightaway (over a bridge) and to the Start/Finish Line.

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TOKYO: ASAKUSA: LONG: ASAKUSA CHALLENGE

Forthcoming

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TOKYO: ASAKUSA: LONG: ASAKUSA EKI-IRIGUCHI

>From the Start/Finish Line on a bridge over the river, look on the upper-left side for the gigantic carrot atop a building; before the building, look for an elevated highway.

IMMEDIATELY on the other side of the elevated highway is the left-hand right-angle Turn 1. This opens onto a two-lane street which enters a tunnel and curves to the right (Turn 2). Exiting the tunnel, the circuit makes a left-hand right-angle turn (Turn 3) onto a two-lane street. Finally, at the end of this lengthy straightaway is the left-hand right-angle Turn 4, leading across another bridge over the river.

At the end of the bridge is the left-hand right-angle Turn 5. A few city blocks later is the left-hand obtuse-angle Turn 6, which can be taken at full acceleration with a pristine racing line; care must be taken, as Turn 6 leads onto a narrow two-lane street leading back to the temple complex.

At the steps of the temple is the left-hand right-angle Turn 7. The raceway narrows for the covered passageway area. Halfway along the covered passage is the left-hand right-angle Turn 8 leading onto a two-lane-lane street. One city block later, the raceway heads back to the right for the right-angle Turn 9, then ahead is the left-hand 45-degree full-acceleration Turn 10 onto the bridge which contains the Start/Finish Line.

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TOKYO: ASAKUSA: LONG: SUMIDA-GAWA NORTH

Sumida-Gawa North is a relatively fast event venue, with really no tricky sections and plenty of long straightaways. It is due to the length of the straightaways that drifting tactics can be quite useful here, as that will allow cars to carry more speed through the generally-perpendicular corners.

>From the Start/Finish Line on a bridge over the river, look on the upper-left side for the gigantic carrot atop a building; before the building, look for an elevated highway. IMMEDIATELY on the other side of the elevated highway is the left-hand right-angle Turn 1. This opens onto a two-lane street which enters a tunnel and curves to the right (Turn 2). Exiting the tunnel, the circuit makes a left-hand right-angle turn (Turn 3) onto a two-lane street. Finally, at the end of this lengthy straightaway is the left-hand right-angle Turn 4, leading across another bridge over the river.

At the end of the bridge is the left-hand right-angle Turn 5. A few city blocks later is the left-hand obtuse-angle Turn 6, which can be taken at full acceleration with a pristine racing line; care must be taken, as Turn 6 leads onto a narrow two-lane street leading back to the temple complex.

At the steps of the temple is the left-hand right-angle Turn 7. The raceway narrows for the covered passageway area. At the end of the covered passageway is the left-hand right-angle Turn 8, flowing out onto a four-lane street which will lead to the Start/Finish Line.

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TOKYO: ASAKUSA: LONG: KOEN MINAMI

Here, the Start/Finish Line is located at the beginning of a bridge over the river. One city block beyond the bridge (and



the quick fade to the left) is the right-hand Turn 1, a right-angle corner onto the temple grounds.

At the steps of the temple is the right-hand right-angle Turn 2. Just after leaving the grounds is the right-angle right-hand Turn 3, leading onto a four-lane street. Several city blocks later is the left-hand right-angle Turn 4 onto a narrow two-lane street. Almost immediately after Turn 4 is the left-hand 45-degree Turn 5 onto a very narrow single-lane alleyway; the apex protrudes into the raceway, so a somewhat-wide racing line and plenty of cautious braking is needed here. Almost immediately after Turn 5 is the left-hand 45-degree Turn 6 back onto a four-lane city street; again, the apex protrudes into the raceway, but since Turn 6 empties onto such a wide city street, a wide racing line is extremely easy to accomplish here.

Several city blocks later is the right-hand Turn 7, a right-angle corner leading onto the second bridge over the river. On the other side of this bridge is the right-hand right-angle Turn 8 which opens onto a two-lane straightaway almost directly underneath an elevated highway.

The road 'underneath' the elevated highway bends to the left just before the right-hand right-angle Turn 9, which opens onto the two-lane road which will curve around to the left through a tunnel (forming Turn 10). Almost as soon as the raceway exits the tunnel is the right-hand right-angle Turn 11, leading onto the initial straightaway (over a bridge) and to the Start/Finish Line.

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TOKYO: ASAKUSA: LONG: ASAKUSA NI-CHOME

Asakusa Ni-Chome is a relatively fast event venue, with virtually no tricky sections and plenty of long straightaways. It is due to the length of the straightaways that drifting tactics can be quite useful here, as that will allow cars to carry more speed through the generally-perpendicular corners.

The Start/Finish Line is located at the halfway point of the longest straightaway of the Asakusa Ni-Chome event venue. This makes the braking zone for the right-hand right-angle Turn 1 (leading onto a four-lane bridge over the river) rather lengthy on a hotlap. On the other side of this bridge is the right-hand right-angle Turn 2 which opens onto a two-lane straightaway almost directly underneath an elevated highway.

The road 'underneath' the elevated highway bends to the left just before the right-hand right-angle Turn 3, which opens onto the two-lane road which will curve around to the left through a tunnel (forming Turn 4). Almost as soon as the raceway exits the tunnel is the right-hand right-angle Turn 5, leading onto another four-lane bridge over the river.

One city block beyond the bridge (and the quick fade to the left) is the right-hand Turn 6, a right-angle corner onto the

temple grounds. At the steps of the temple is the right-hand right-angle Turn 7. Just after leaving the grounds is the right-angle right-hand Turn 8, leading onto a four-lane street.

At the end of this long street is the left-hand J-turn Turn 9, requiring plenty of drifting to maintain speed. This leads onto the four-lane straightaway leading to the Start/Finish Line.

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TOKYO: ASAKUSA: LONG: ASAKUSA ZENKI

Available ONLY in Time Attack Mode, this venue allows players to roam freely along those routes used in the Asakusa sector of Tokyo.

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TOKYO: SHIBUYA: SHORT: EKI-HIGASHI-GUCHI

Despite the inexplicable protrusion on the circuit map, this is a more-or-less oval-shaped event venue run in a counterclockwise direction. As at most event venues in Shibuya and Shinjuku, there are plenty of medians to make events much more difficult than they really need to be >:-(

The Start/Finish Line is at the entrance of Turn 1, a left-hand hairpin corner. The corner itself is narrower than the straightaway leading to Turn 1, and is essentially semi-blind due to the barriers forming the apex.

Coming out of Turn 1, the raceway widens to a four-lane city street. However, the third lane almost literally disappears, replaced by a bus shelter, while the right-most lane goes to the right around this bus shelter.

Immediately afterward is the left-hand Turn 2, another narrowed hairpin corner which leads onto the other four-lane city street forming this event venue.

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TOKYO: SHIBUYA: SHORT: FUKUSHIKAIKAN HIGASHI

Fortunately, medians are lacking at this triangularly-shaped event venue run in a clockwise direction. The Start/Finish Line is at the exit of Turn 3, which leads onto a four-lane city street.

Ahead, Turn 1 is a right-hand J-turn leading onto an ascending two-lane city street. At its top is the right-hand J-turn at Turn 2, which marks the crest of the Fukushimaikan Higashi event venue as it turns onto another two-lane city street which descends to the right-angle right-hand Turn 3.

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TOKYO: SHIBUYA: SHORT: PLAZA-MAE MINAMI

Back at the bus station, the Start/Finish Line is actually at

the mid-point of a quick left-right chicane!!!

After a quick fade to the right is the left-hand hairpin corner for Turn 1. This leads onto a three-lane city street with a fourth lane on the right side of the raceway; this fourth lane then goes a little further to the right and around a large median. After the median, the three other lanes (forming the main part of the raceway) all slide one lane to the right to rejoin the right-most lane.

To the left at the end of this straightaway are two support pillars for the overhead covered pedestrian bridge. After the SECOND pillar is the left-hand right-angle Turn 2. It is important to note that the corner is after the SECOND pillar because this is not always the case for events held in Shibuya.

The narrowed left-hand hairpin corner for Turn 2 is rather dark, even in clear conditions in the midday hour, due to the lengthy shadows. It will be difficult to spot darker-colored cars here, so it is important to instead look for brake lights and/or tire smoke from wheel lock.

Turn 2 leads out onto another three-lane city street. Remember that the Start/Finish Line is at the mid-point of the chicane.

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TOKYO: SHIBUYA: SHORT: SHIBUYA ICHI-CHOME KITA

The Start/Finish Line is located along a 'straightaway' which is actually a long extended curve. It is important to keep to the right side of this 'straightaway' to set up the best possible racing line for Turn 1.

The left-hand Turn 1 is a right-angle left-hand corner leading to a dip underneath a bridge. At the top of the dip is the left-hand right-angle Turn 2, which requires a wide racing line to avoid the median bisecting the following four-lane city street.

At the end of the median is the left-hand right-angle Turn 3. This leads onto the four-lane city street which contains the Start/Finish Line.

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TOKYO: SHIBUYA: SHORT: HACHIKO-MAE HIGASHI

This is a roughly-rectangular event venue back at the bus station area. Events here are run in a clockwise direction.

The end of the initial three-lane straightaway has a bus shelter on the right, with the right-most lane going around it. It is best to keep to the main raceway (the left-most lanes), as they provide the best racing line for the right-hand right-angle Turn 1.

The 'short chute' between Turns 1 and 2 dips underneath a bridge. Due to the inherent darkness (because of the shadows), it will be difficult to spot darker-colored cars

here, even during clear conditions in the midday hour.

At the top of the dip is the right-hand right-angle Turn 2. Note that the initial barrier on the inside gives away BEFORE the actual corner, so look instead for the second barrier (the white barrier with the red trim) to pick the apex point for Turn 2.

The next straightaway is three lanes wide, and continually fades from side to side.

Turns 3 and 4 are also right-angle right-hand corners.

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TOKYO: SHIBUYA: SHORT: ROUTE 246 NISHI  
Forthcoming

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TOKYO: SHIBUYA: SHORT: SHIBUYA ICHI-CHOME MINAMI  
This is a fairly-straightforward rectangularly-shaped event venue run in a clockwise direction. Most straightaways are four lanes wide. Turn 2 is a J-turn, whereas Turn 3 is about 65 degrees. Beware the median in the middle of the raceway at the exit of Turn 3.

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TOKYO: SHIBUYA: SHORT: YOUBINKYOKO-MAE HIGASHI  
This is another fairly-straightforward rectangularly-shaped event venue, but this time it is run in a counterclockwise direction. The 'front stretch' and the 'back stretch' are both four lanes wide, whereas the two 'short chutes' are two lanes wide. Turn 2 is the highest elevation of the Youbinkyoko-Mae Higashi event venue; Turn 4 is the lowest elevation of the Youbinkyoko-Mae Higashi event venue.

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TOKYO: SHIBUYA: SHORT: EKI KITA-KOUKASHITA NISHI  
The Start/Finish Line is on a four-lane city street just beyond the exit of the final corner of this event venue. ahead, Turn 1 is a left-hand 45-degree corner leading up a slightly-ascending two-lane city street. At the crest of the hill is the right-hand J-turn, which empties onto another two-lane city street which descends a little more abruptly. Turn 1 can be handled at full acceleration, but drifting tactics WILL be required to maintain much speed throughout Turn 2.

At the base of the hill is the right-hand right-angle Turn 3. It is easy to overlook this corner, however, as its outside barrier (painted green and white) tends to blend in with the other colors in this area of the event venue. Care must be taken to use a wide racing line for Turn 3, as there is a thin median bisecting the four-lane raceway at the exit of this corner.

At the end of the median is the right-hand right-angle Turn

4; this is a somewhat-protracted corner, so a wide racing line is best to avoid inadvertently banging the inside barrier here. After the short chute is the right-hand right-angle Turn 5; the Start/Finish Line is at the exit of Turn 5.

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TOKYO: SHIBUYA: MEDIUM: SHIBUYA HOTEL-MAE KITA

This is a more-or-less triangularly-shaped event venue run in a clockwise direction. The Start/Finish Line is near the top of the venue (which is at Turn 3). The initial straightaway is a semi-steep descent all the way from Turn 3 down to Turn 1. Turn 2 is a nasty right-hand J-turn which begins the long, slow, gentle ascent to Turn 3. Except the initial straightaway, the other 'straightaways' each contain several multi-directional fades... some of which are indicated with easily-visible arrows.

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TOKYO: SHIBUYA: MEDIUM: MARUI KOUSATEN MINAMI

There are two thin consecutive medians bisecting the four-lane the initial straightaway; the Start/Finish Line is near the beginning of the first median on the right-hand side of the raceway.

Turn 1 is a left-hand 135-degree J-turn onto a two-lane city street; drifting tactics will definitely be needed here. After an almost non-existent straightaway is the left-hand 45-degree Turn 2 (leading onto another four-lane city street), which can be taken at full acceleration.

Turn 3 is a left-hand right-angle corner onto a two-lane city street. After a brief straightaway, Turn 4 is a left-hand right-angle corner leading to the Start/Finish Line and the initial straightaway; the best racing line here is a wide line out of Turn 4 to avoid the medians in the middle of the raceway on corner exit.

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TOKYO: SHIBUYA: MEDIUM: SYOBO-SYO KITA

The Start/Finish Line is near the bottom of a steep two-lane incline. Turn 1 is a left-hand 105-degree corner at the crest of the circuit; drifting tactics may be useful here.

The straightaway coming out of Turn 1 is several lanes wide, beginning the long, slow descent of the circuit. Turn 2 is a left-hand 75-degree corner; slight or perhaps moderate braking will be needed here to ensure avoiding the barriers.

At the bottom of the circuit is the left-hand right-angle Turn 3. There are a pair of consecutive medians bisecting this four-lane raceway, so a wide racing line out of Turn 3 is best.

At the end of the second median is the left-hand right-angle Turn 4, leading to a short chute underneath a subway bridge. Unfortunately, even in clear conditions at the midday hour, it is EXTREMELY dark underneath this bridge due to the

shadows, so quickly spotting darker-colored vehicles will be virtually impossible; look instead for brake lights and/or tire smoke from wheel lock.

The right-hand right-angle Turn 5 is immediately on the other side of the bridge (back in the sunlight if competing in clear daylight conditions). After a short straightaway is the left-hand right-angle Turn 6, which begins the upward trend of the raceway and leads directly to the Start/Finish Line.

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TOKYO: SHIBUYA: MEDIUM: EKI MINAMI GUCHI

Returning to the bus station area, this is a U-shaped event venue. The Start/Finish is immediately at the exit of Turn 6, which cars beginning events here lined up IN Turn 6 itself.

The initial straightaway is three lanes wide. Turn 1 is a right-hand hairpin corner with the raceway doubling back upon itself; the hairpin corner itself is only about two lanes wide, but it opens up onto a FIVE-LANE city street.

The circuit then makes a semi-wide swing to the right (Turn 2). On the other side of the two-lane dip (underneath the subway bridge) is the right-hand Turn 3, leading onto a three-lane city street.

Like Turn 1, Turn 4 is a right-hand hairpin corner with the raceway doubling back upon itself; the hairpin corner itself is only about two lanes wide, but it opens up onto a three-lane city street.

Halfway along the ensuing straightaway, the raceway has a left-right mini-chicane. Then comes the left-hand right-angle Turn 5, leading to another two-lane dip underneath the subway bridge.

Finally is the left-hand Turn 6. This is actually a J-turn with an immediate swing back to the right to straighten out just as cars pass underneath the Start/Finish Line.

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TOKYO: SHIBUYA: MEDIUM: MIYASHITA-KOEN NISHI

At the end of a long four-lane straightaway, the left-hand right-angle Turn 1 has two racing lines. There is a median bisecting the four-lane dip, so it is best to use a TIGHT racing line for Turn 1 to make the left-hand right-angle Turn 2 much easier; using a wide racing line at Turn 1 turns Turn 2 into a VERY nasty J-turn.

After another long straightaway, the left-hand right-angle Turn 3 opens onto a four-lane city street bisected by a median. A wide racing line for Turn 3 will avoid the median and set up a good racing line for the left-hand right-angle Turn 4.

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TOKYO: SHIBUYA: MEDIUM: SHIBUYA KITA

Virtually ALL corners at Shibuya Kita are J-turns. As such, drifting tactics will need to be employed for EVERY CORNER.

The Shibuya Kita event venue begins with the Start/Finish Line near the beginning of the initial three-lane straightaway. This is a fairly short straightaway up to the left-hand J-turn at Turn 1. This passes underneath a bridge, where it is VERY dark even in clear daylight conditions in the midday hour.

Immediately on the other side of the bridge is the right-hand J-turn for Turn 2. There is a median in the middle of this four-lane raceway, but there really is no 'optimal' racing line here. A tight racing line at Turn 2 will make the right-hand J-turn at Turn 3 easier, whereas a wide racing line in Turn 2 (the better racing line) will require a MUCH sharper cornering angle at Turn 3 because the end of the median is so close to the corner itself.

After a quick two-lane straightaway, the circuit heads back to the left at Turn 4 with a J-turn. This leads onto a four-lane street, which makes a right-hand J-turn (Turn 5) onto a two-lane city street which ascends to the right-hand J-turn at Turn 6, the highest elevation of this event venue.

Following Turn 6, the circuit heads steeply back downhill (on a two-lane city street) to the right-hand right-angle Turn 7. The Start/Finish Line is almost immediately upon corner exit.

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TOKYO: SHIBUYA: MEDIUM: SEIBU-MAE MINAMI

This is a rectangularish-shaped event venue run in a counterclockwise direction. The end of the initial four-lane straightaway is bisected by a thin median. The 'short chute' between Turns 3 and 4 is a four-lane dip bisected by support pillars for the overhead subway bridge. Also, the 'back stretch' has a fast right-left chicane about 2/3 of the way along its length.

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TOKYO: SHIBUYA: MEDIUM: SHIBUYA MARUI KITA

This is an elongated version (elongated by one city block) of Seibu-Mae Minami run in a clockwise direction, and with the Start/Finish Line positioned alongside the first median. Also, the raceway underneath the subway bridge is reduced to two lanes, as ALL traffic is forced into the same two lanes.

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TOKYO: SHIBUYA: MEDIUM: SEGAWORLD MINAMI

The 'initial straightaway' actually comprises Turns 1 and 2 as well. Turn 1 is a left-hand corner, while Turn 2 is a right-hand corner. Both Turn 1 and Turn 2 are sixty-degree corners which can generally be taken at full acceleration... but this really does require a PRISTINE racing line and DRY racing conditions with CLEAR visibility. Especially in wet

conditions (whether during the day or at night), this is a particularly difficult section of the circuit due to the high speeds which are usually attained along this 'initial straightaway.'

Turn 3 is a right-hand J-turn which will definitely require drifting tactics. Following Turn 3, the circuit heads steeply back downhill (on a two-lane city street) to the right-hand right-angle Turn 4, which leads onto a three-lane city street. After TWO city blocks (the straightaway makes a dogleg to the right after the first city block), the circuit makes a left-hand J-turn onto a two-lane street underneath a pair of subway bridges.

After this brief section, the raceway heads back to the right again with another J-turn (Turn 6) onto a four-lane city street bisected by a thin median. Following this are two right-hand right-angle corners connected by a four-lane 'short chute.' The Start/Finish Line is shortly beyond the exit of Turn 8.

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TOKYO: SHIBUYA: LONG: KOEN-DORI NISHI

This is a rather odd event venue which will likely prove to be difficult to master.

The Start/Finish Line is at the top of a short but steep descending two-lane city street into the left-hand Turn 1, a J-turn which will require some drifting. The next section is a three-lane city street which curves gently to the right (Turn 2), and then suddenly makes a tight right-hand right-angle turn (Turn 3) onto a four-lane straightaway initially bisected by a thin median; a wide racing line is best for the Turns 2-3 complex.

The four-lane straightaway out of Turn 3 is the longest straightaway of the Koen-Dori Nishi event venue... and it also contains numerous fades in the section near the bus station. VERY good knowledge of this section of the circuit will be required in order to speed through this area at full acceleration without banging the barriers.

At the end of this long straightaway is the right-hand hairpin corner marking Turn 5. It is best to keep a wide racing line here and go to the left side of the bus shelter on corner exit; trying to go to the right side of this bus shelter would result in a tighter, slower racing line. However, along this three-lane straightaway, it is important to NOT build up too much speed, as the circuit makes a left-hand sixty-degree turn at the first intersection (Turn 6); the three-lane city street also makes a slow, steady ascent up to the right-hand NASTY J-turn at Turn 7, which opens up to the Start/Finish Line.

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TOKYO: SHIBUYA: LONG: SHIBUYA MARUI MINAMI

There are two consecutive thin medians bisecting the four-lane initial straightaway; the Start/Finish Line is at about



the midpoint of the first median, with all cars beginning events here on the right side of the initial median.

Turn 1 is a left-hand J-turn requiring drifting tactics. The brief ensuing straightaway is VERY dark as the cars pass underneath a subway bridge; even in clear daylight conditions at midday, it will be VERY difficult to spot darker-colored cars underneath this bridge.

IMMEDIATELY after the bridge is the right-hand J-turn marking Turn 2, opening onto a short three-lane straightaway. After one city block, the circuit makes a right-angle left-hand turn (Turn 3) onto a two-lane straightaway and climbs a steep hill up to the highest elevation in the Shibuya sector at the left-hand J-turn for Turn 4.

After two city blocks on a two-lane city street comes the left-hand J-turn for Turn 5. TWO city blocks later, the raceway makes a right-hand right-angle turn (Turn 6) onto a four-lane city street.

After two city blocks, the circuit makes a pair of left-hand right-angle corners back onto the initial straightaway. It is important to use a wide racing line exiting Turn 8, as that will ensure avoiding the median at corner exit and also set up the optimum racing line for Turn 1 if on a hoptlap.

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TOKYO: SHIBUYA: LONG: WEST BUS DEPOT SOUTH

This is a VERY tricky event venue. Those who love technical racing circuits will LOVE West Bus Depot South!!!!

The Start/Finish Line begins in the area with the dip underneath a wide subway bridge at one end of the bus station area. The raceway is four lanes wide, bisected by the support pillars for the bridge; cars begin events here lined up on the right side of the support pillars.

Turn 1 is a NASTY left-hand J-turn with an IMMEDIATE dogleg back to the right. Neither racing line is really optimal here, but the racing line from the left side of the support pillars (through the dip area) is slightly faster. On corner exit, the two left-most lanes diverge to the left around a bus shelter, then all four lanes rejoin on the other side.

The straightaway out of Turn 1 is the longest straightaway of the West Bus Depot South event venue. The straightaway ends with two consecutive thin medians... FAR beyond Turn 1; therefore, drivers will need to use a LONG braking zone for Turn 2. It is best to stay to the right side of the medians for the optimal racing line for Turn 2.

Turn 2 is a right-angle left-hand requiring drifting tactics. The brief ensuing straightaway is VERY dark as the cars pass underneath a subway bridge; even in clear daylight conditions at midday, it will be VERY difficult to spot darker-colored cars underneath this bridge.

Immediately after Turn 2, the raceway makes a gentle curve to

the left for Turn 3. However, it is important to keep as close to the apex as possible here, as the right-hand J-turn for Turn 4 quickly wisks cars up a steep two-lane slope.

At the crest of this slope is Turn 5, a left-hand J-turn onto a gently-descending three-lane city street. At its base is the right-hand sixty-degree Turn 6, which can be tricky at full acceleration (especially in wet conditions).

Once back in the bus station area, there is a nasty and fast left-right chicane just before the final corner. The colors of the barriers here blend in VERY well with the surrounding area, so it can be VERY tricky to actually spot the raceway here.

The left-hand right-angle Turn 7 is the final corner of this event venue.

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TOKYO: SHIBUYA: LONG: SHIBUYA CHALLENGE  
Forthcoming

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TOKYO: SHIBUYA: LONG: EKI-MINAMI KOUKASHITA

The Start/Finish Line here is located at the exit of the bus station area. The 'initial straightaway' actually comprises Turns 1 and 2 as well. Turn 1 is a left-hand corner, while Turn 2 is a right-hand corner. Both Turn 1 and Turn 2 are sixty-degree corners which can generally be taken at full acceleration... but this really does require a PRISTINE racing line and DRY racing conditions with CLEAR visibility. Especially in wet conditions (whether during the day or at night), this is a particularly difficult section of the circuit due to the high speeds which are usually attained along this 'initial straightaway.'

Turn 3 is a right-hand J-turn which will definitely require drifting tactics. Following Turn 3, the circuit heads steeply back downhill (on a two-lane city street) to the right-hand right-angle Turn 4, which leads onto a three-lane city street.

After one city block is Turn 5, a left-hand J-turn onto the VERY dark straightaway underneath a subway bridge. Immediately on the other side of this subway bridge is the right-hand J-turn for Turn 6; keep wide on this corner to avoid the two consecutive thin medians bisecting this four-lane street.

As this straightaway enters the bus station area, there is a NASTY right-left chicane (Turns 7 and 8). This chicane is rather difficult to spot due to the colors of the barriers blending in TOO well with the surrounding area. Once past the chicane, it is important to keep to the left of the bus shelter which bisects the raceway.

Turn 9 is a right-hand J-turn leading to the dip. Using a wide racing line here is best, both for Turn 9 AND Turn 10.

On the other side of the dip is the right-hand right-angle Turn 10. This is a somewhat-extended corner, so it is best to keep somewhat wide through Turn 10.

As the raceway leaves the bus station area, there is another fast right-left chicane (Turns 11 and 12). The Start/Finish Line immediately follows.

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TOKYO: SHIBUYA: LONG: TOKYO DENRYOKU-MAE KITA  
This is almost exactly the reverse/mirror configuration of the Eki-Minami Koukashita event venue, with a shifted Start/Finish Line.

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TOKYO: SHIBUYA: LONG: SHIBUYA KUYAKUSHO-MAE MINAMI  
This is almost identical to Tokyo Denryoku-Mae Kita, with a shifted Start/Finish Line.

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TOKYO: SHIBUYA: LONG: SHIBUYA ZENIKI  
Available ONLY in Time Attack Mode, this venue allows players to roam freely along those routes used in the Shibuya sector of Tokyo.

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TOKYO: SHINJUKU: SHORT: BUSINESS GAI NISHI  
This is a tiny rectangularly-shaped event venue run in a counterclockwise direction. All corners are right-angle corners.

Turn 1 leads to a straightaway underneath a pedestrian plaza. There is a short steep descent, a flat section, then a short steep rise back to street level. This straightaway is only two lanes wide.

Following Turn 2 is a four-lane street. However, the right-most lane (the swing-out area for the exit of Turn 2) disappears halfway to Turn 3.

At the entry of Turn 4, a thin median (which is VERY difficult to spot, even during clear daylight conditions during the midday hour) bisects the four-lane raceway. Turn 4 exits onto the initial four-lane straightaway.

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TOKYO: SHINJUKU: SHORT: EKI BUS NORIBA KITA  
This event venue has three lanes all the way around.

Turn 1 is a left-hand hairpin corner. Drifting tactics can be great here for style points and for maintaining a good amount of speed.

Turns 2 and 3 for a quick right-left chicane. However, at the transition point for the chicane, the left-most lane disappears and a new lane is added to the right side of the raceway. This is not so bad here at the Eki Bus Noriba Kita event venue, but when this chicane is used as part of much longer circuits, this chicane can be exceedingly brutal at high speeds.

Turns 4 and 5 are a pair of left-hand right-angle corners connected by a short straightaway. Turn 5 leads onto the initial straightaway and the Start/Finish Line.

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TOKYO: SHINJUKU: SHORT: ODAKYU NISHI-GAWA

This is a tricky triangularly-shaped event venue run in a counterclockwise direction. All straightaways are four lanes wide, but each is also bisected by one or more WIDE medians. Therefore, it is best to maintain either only-wide or only-tight racing lines here.

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TOKYO: SHINJUKU: SHORT: OHME KAIDO HIGASHI

This is a rectangularly-shaped event venue run in a clockwise direction. All corners are right-hand right-angle corners. All straightaways are four lanes wide; however, the exits of Turn 1 and Turn 3 have thin, brief medians bisecting the raceway.

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TOKYO: SHINJUKU: SHORT: ODAKYU NISHI

All straightaways here are four lanes wide, but there are plenty of medians to cause potential trouble... especially at nighttime and in other low-visibility conditions.

The initial straightaway is bisected by a wide median. The exits of Turn 2, Turn 3, AND Turn 4 all have medians bisecting the raceway as well. Therefore, as at Odakyu Nishi-Gawa, it is best to maintain either only-wide or only-tight racing lines here.

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TOKYO: SHINJUKU: SHORT: BUS NORIBA KITA

This is another somewhat-tricky event venue.

The initial straightaway is a four-lane city street bisected by a WIDE median. Cars will begin events here on the left side of the median.

Turn 1 is a right-hand right-angle corner. Because of the WIDE median bisecting the four-lane raceway at corner exit, it is best to maintain a wide racing line here. After one city block, the median ends and the raceway narrows to three lanes.

Now comes the aforementioned chicane, but approached this

time from the reverse. This is a fast right-left chicane (Turns 2 and 3) which really requires some braking beforehand in order to keep from banging the barriers. Just beyond this chicane is the right-hand hairpin corner (Turn 4) .

Halfway along this straightaway, the raceway doglegs to the left AND a thin median appears to bisect the raceway. However, due to a bridge over the beginning of the median, the dark shadows here make the median very difficult to spot even in clear daylight conditions during the midday hour, so it is best to keep a TIGHT racing line here for the dogleg.

Turn 5 is a right-hand J-turn leading to the Start/Finish Line. Since the initial straightaway is also bisected by a WIDE median, it is best to keep a wide racing line through Turn 5. This is made a little more difficult as the raceway narrows by half in Turn 5.

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TOKYO: SHINJUKU: SHORT: NISHI SHINJUKU KITA

The initial straightaway is an incredible FIVE lanes wide, providing plenty of opportunity to pass multiple cars at once without any collisions. Turn 1 is a right-hand 45-degree corner onto a four-lane city street bisected by a thin median; shortly thereafter is Turn 2, another right-hand 45-degree corner onto a four-lane city street bisected by a wide median. Turn 1 can be handled easily at full acceleration (primarily if using a tight racing line), whereas Turn 2 will require at least minor braking to avoid banging the barriers and/or the median.

After one city block comes the right-hand right-angle Turn 3. This turns onto a SIX-lane city street bisected by a wide median. Drifting through this corner using a wide racing line is probably best, although the inside racing line is also quite serviceable as well.

At the end of this straightaway is the right-hand right-angle Turn 4 onto a four-lane city street. At the next intersection is the left-hand right-angle Turn 5 onto another four-lane city street.

At the end of the pedestrian plaza (on the right side of the raceway), Turn 6 is a right-hand right-angle corner onto a short SIX-lane straightaway bisected by a thin median. The barrier really protrudes into the corner itself, so a tight racing line is best. The median only lasts for the first half of the straightaway; immediately beyond the barrier, it is important to get to the far-left side of the raceway to set up the right-hand right-angle Turn 7, which opens onto the initial straightaway and the Start/Finish Line.

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TOKYO: SHINJUKU: SHORT: HIGASHI DORI MINAMI

The initial straightaway at Higashi Dori Minami is four lanes wide; actually, this city street is eight lanes wide, but only the four right-most lanes are used for this circuit configuration. This is important information to remember for

the final corner of this event venue.

Turn 1 is a left-hand right-angle corner onto an EIGHT-lane city street bisected by a wide median; a wide racing line is best here.

Turns 2 and 3 form a quick left-right chicane onto a three-lane street. Minor braking should be employed here to assure keeping the car from ramming the barriers.

Just beyond the chicane is the left-hand right-angle Turn 4, opening onto a six-lane city street bisected by a wide median. At the end of this city block is the left-hand right-angle Turn 5, leading onto a four-lane city street with NO medians :-)

At the end of this long straightaway is the left-hand right-angle Turn 6. This is a tricky corner, because it at first appears on approach that cars can go to either side of the median at the exit of Turn 6. However, once actually IN the corner itself, it becomes very evident that the street on the left side of the median has been blocked off; those who have already committed to using this barricaded side of the street will incur Penalties for ramming the barrier here. Therefore, it is IMPERATIVE to use a wide racing line here at Turn 6.

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TOKYO: SHINJUKU: SHORT: CHUO-DORI HIGASHI

Almost immediately beyond the Start/Finish Line, the raceway makes a slight fade to the left as it passes underneath a pedestrian bridge. This point marks the beginning of two consecutive wide medians bisecting the four-lane raceway. Using the left side of this city street is probably best.

At the end of the second median is the left-hand right-angle Turn 1. This leads onto an EIGHT-lane city street also bisected by a median. Halfway along this straightaway, the circuit fades again a little bit to the left. If using the right side of the raceway here, it is imperative to keep to the two left-most lanes, as the two right-most lanes will be barricaded beginning just beyond the fade.

Turn 2 is a left-hand 45-degree corner which can generally be taken at full acceleration. The following four-lane city street is bisected initially by a thin median.

Turn 3 is a left-hand right-angle corner onto a six-lane city street which is also bisected by a median. After one city block, the circuit heads back to the right (Turn 4) with a perpendicular corner onto a short three-lane city street.

Turn 5 is the left-hand hairpin corner. This is followed immediately by the quick right-left chicane (Turns 6 and 7), which leads to the Start/Finish Line.

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TOKYO: SHINJUKU: SHORT: BUSINESS GAI MINAMI

The circuit map for Business Gai Minami looks VERY daunting. While this definitely in a rather technical event venue, it is really fairly easy (or at least fairly predictable) in the overall scheme of things, since by the time players unlock this particular event venue, they should already be quite familiar with the various sections of this circuit from other venues in Shinjuku; it is now simply a matter of putting those various sections together into a single circuit.

The initial straightaway is six lanes wide, but is bisected by a wide median. At the end of this straightaway is a right-hand right-angle corner onto a three-lane city street with NO medians. Shortly thereafter is the now-familiar left-hand hairpin corner (Turn 2), followed by the quick right-left chicane (Turns 3 and 4). At the end of this city block, the circuit makes a left-hand right-angle turn to mark Turn 5.

One city block later is the right-hand 45-degree Turn 6, where the four-lane city street is suddenly bisected by a thin median; the beginning of this median is rather difficult to see - even in clear daylight conditions during the midday hour - due to the shadow cast by the overhead pedestrian bridge. Ahead is the left-hand 45-degree Turn 7; if on the right side of the median, the raceway will be quickly reduced to one single lane at Turn 7.

Shortly following Turn 7, the circuit makes a left-hand right-angle turn at Turn 8. This will lead traffic underneath the pedestrian plaza, with the left-hand right-angle Turn 9 on the other side.

One city block later is the right-hand right-angle Turn 10. One city block beyond that is the left-hand right-angle Turn 11, leading onto the initial straightaway and its wide median.

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TOKYO: SHINJUKU: SHORT: SHINJUKU CHALLENGE  
Forthcoming

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TOKYO: SHINJUKU: SHORT: SHINJUKU GARD MINAMI

The initial straightaway is three lanes wide and only one city block in length, with the Start/Finish Line at the mid-point of this initial straightaway.

Turn 1 is a right-hand right-angle corner onto a city street which is six lanes wide and bisected by a wide median. A wide racing line is best for Turn 1, as that provides a better racing line for the right-hand right-angle Turn 2, which opens onto a four-lane city street.

After one city block, the raceway turns to the left with a perpendicular Turn 3 onto another four-lane city street. At the end of the pedestrian plaza (on the right side of the raceway) is the right-hand right-angle Turn 4; there is a thin median bisecting this six-lane straightaway at corner

exit, and a tight racing line (while employing drifting tactics) is best here. At the end of this single city block, the right-hand right-angle Turn 5 brings traffic onto the next straightaway, which is four lanes wide.

At the end of the pedestrian plaza (again, on the right side of the raceway), the circuit makes a left-hand 45-degree corner for Turn 6. The raceway is instantly reduced to three lanes here, so it is best to either keep to the left-most lanes approaching Turn 6, or tighten the racing line for Turn 6.

After a quick fade to the right comes the right-hand right-angle Turn 7. This is a four-lane city street bisected by two consecutive wide medians. At the end of the second median is the right-hand right-angle Turn 8 onto a three-lane straightaway. Once city block beyond that is the left-hand right-angle Turn 9, leading back onto the initial straightaway and its wide median.

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TOKYO: SHINJUKU: MEDIUM: SHINJUKU HODOKYO SHITA

The Start/Finish Line is located near the entry to the now-familiar chicane in Shinjuku. Turns 1 and 2 mark the right-left chicane, with Turn 3 marking the right-hand hairpin corner. One city block later, the circuit makes a left-hand right-angle corner at Turn 4 onto a six-lane city street bisected by a wide median.

After one city block comes the right-hand right-angle Turn 5 onto a four-lane city street. After another city block comes the left-hand right-angle Turn 6 onto yet another four-lane city street.

At the end of the pedestrian plaza (on the right side of the raceway) is the right-hand right-angle Turn 7; there is a thin median bisecting this six-lane straightaway at corner exit, and a tight racing line (while employing drifting tactics) is best here. At the end of this single city block, the right-hand right-angle Turn 8 brings traffic onto the next straightaway, which is four lanes wide.

At the end of the pedestrian plaza, there is a quick fade to the right. There is also a thin median which begins at this fade, which is obscured heavily by dark shadows caused by the overhead pedestrian bridge; these dark shadows thus make it VERY difficult to see the beginning of the thin median and WILL cause trouble until this section of the circuit is committed VERY well to memory.

One city block beyond the fade, the circuit makes a left-hand right-angle turn (Turn 9) onto a three-lane city street. At the end of this single city block is the final corner (Turn 10), a right-hand right-angle corner back toward the Start/Finish Line and the imminent chicane.

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TOKYO: SHINJUKU: MEDIUM: BUS ROTARY KITA



The Start/Finish Line is located on the longest straightaway of the Bus Rotary Kita event venue, just before the slight left-hand fade. At the end of this VERY long four-lane straightaway is the left-hand J-turn marking Turn 1; due to the immense length of this initial straightaway and the tremendous speeds which will be achieved here, Turn 1 requires a VERY long braking zone.

Turn 1 empties onto a short three-lane city street. At the end of the single city block is the left-hand right-angle Turn 2, which opens onto a four-lane city street bisected by a wide median; a tight racing line is best here due to the upcoming chicane.

This chicane is not THE chicane, but rather a left-right (Turns 3 and 4) coming into what is THE hairpin at many other event venues here in the Shinjuku sector of Tokyo. Slight or moderate braking will need to be employed here in order to keep from banging the barriers at this chicane.

Two city blocks later, the circuit makes a left-hand 45-degree corner (Turn 5) underneath a pedestrian bridge. A thin median begins underneath this pedestrian bridge, and it is very difficult to spot due to the dark shadow cast by the bridge itself.

One city block later comes the final and most difficult corner of the Bus Rotary Kita event venue. This is a NASTY left-hand J-turn (Turn 6) which will DEFINITELY require drifting tactics. What makes this corner particularly difficult is that there is a thin median at both corner entry AND corner exit. Exiting Turn 5, it may be best to use the left side of the median; in Turn 6, it will be SLIGHTLY easier to then 'slide' to the right side of the next median.

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TOKYO: SHINJUKU: MEDIUM: NISHI GUCHI BUS NORIBA

The initial straightaway begins as a five-lane city street, with the Start/Finish Line in this five-lane section. However, it quickly shrinks to only three lanes in width as the two left-most lanes are barricaded. After a quick fade to the right, the raceway opens up once again to five lanes in width... but then shrinks down to four lanes in width immediately before Turn 1.

Turn 1 is a left-hand right-angle corner onto a six-lane city street. Halfway along this short straightaway, a thin median bisects the raceway; going to the left of the raceway provides the best possible racing line here.

Turn 2 is then a left-hand right-angle corner onto a four-lane city street. At the end of the pedestrian plaza (on the left side of the raceway), Turn 3 is a right-hand right-angle corner onto another four-lane city street. After a single city block, the left-hand right-angle Turn 4 empties onto a six-lane city street bisected by a wide median.

At the end of this median, the circuit makes a right-hand right-angle corner (Turn 5) onto a three-lane city street.

Next come the left-hand hairpin (Turn 6) and the chicane (Turns 7 and 8).

Ahead, at the dark shadow cast by the overhead pedestrian bridge, the circuit fades to the left, and the four-lane city street is suddenly bisected by a wide median; due to the dark shadows here, it is almost impossible to see the median on approach, so good knowledge of this area of the circuit is key to success. It is also best to go to the right side of this wide median, as this will create a better racing line for Turn 9.

After the two consecutive wide medians comes the left-hand right-angle Turn 9. This leads back onto the initial five-lane straightaway and the Start/Finish Line.

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TOKYO: SHINJUKU: MEDIUM: KOSYU KAIDO NISHI II

The Start/Finish Line is located on a city street which is EIGHT lanes wide. However, for a distance of several city blocks, there are four lanes running in each direction, separated only by a thin white fence.

One city block beyond the Start/Finish Line is the left-hand right-angle Turn 1; this leads onto a city street with four NARROW lanes - this is about two-thirds of the width of the initial straightaway. At the end of this straightaway is the right-hand right-angle Turn 2, leading onto a six-lane city street bisected by a wide median; a wide racing line is best here.

At the end of the median is the left-hand right-angle Turn 3 onto a four-lane city street. After one city block comes a pair of right-hand right-angle corners (Turns 4 and 5) separated by a three-lane city street.

Next comes the chicane (Turns 6 and 7), opening onto an EIGHT-lane city street (just beyond what should be the hairpin corner) which is bisected by a wide median. It is best to use the left side of the raceway here, as this provides a much better racing line for Turn 8 ahead.

At the end of the median comes the right-hand right-angle Turn 9. It is important to keep a WIDE racing line here, as only the left-most four lanes of this eight-lane city street are used; this is because the right-most four lanes will soon have traffic coming in the opposite direction.

At the end of this longest straightaway of the Kosyu Kaido Nishi II event venue comes a SHARP and NASTY right-hand hairpin corner (Turn 10) as the circuit doubles back upon itself. One city block later is the Start/Finish Line.

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TOKYO: SHINJUKU: MEDIUM: KITA DORI HIGASHI

Forthcoming

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TOKYO: SHINJUKU: MEDIUM: SHINJUKU RESTAURANT HIGASHI

The initial straightaway is four lanes wide and is also the single longest straightaway of the Shinjuku Restaurant Higashi event venue. Due to the immense length of this initial straightaway, Turn 1 will have a LONG braking zone; given that the Start/Finish Line is near the end of the initial straightaway, it can provide a good marker for the braking zone for Turn 1.

Turn 1 is a nasty left-hand J-turn onto a three-lane raceway; drifting tactics will DEFINITELY be required here. After a few city blocks, the circuit makes a left-hand right-angle corner (Turn 2) onto an EIGHT-lane city street bisected by a wide median; it is best to keep to the right side of this median, which avoids the need to merge to the right later.

After the median comes the now-familiar right-left chicane (Turn 3 and 4). This is followed one city block later by the left-hand right-angle Turn 5.

After another city block, the raceway doglegs to the right at Turn 6. This occurs underneath a dark pedestrian bridge which obscures the beginning of the thin median which bisects the four-lane street. It is best to keep to the right side of this thin median.

Ahead is the left-hand 45-degree Turn 7. The right side of the raceway (to the right of the thin median) cuts down to a single lane briefly at Turn 7, then the median ends to provide uninterrupted four-lane racing alongside the pedestrian plaza (on the left side of the raceway).

At the end of the pedestrian plaza is the left-hand right-angle Turn 8 onto a six-lane city street. Halfway along this brief straightaway, a thin median bisects the raceway; it is best to keep to the left-hand side of the median, as this makes the left-hand right-angle Turn 9 a bit easier.

At the end of the pedestrian plaza (on the left side of the raceway) is the right-hand right-angle Turn 10. This leads onto the four-lane initial straightaway. At the next intersection, this city street fades slightly to the left.

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TOKYO: SHINJUKU: MEDIUM: SHINJUKU MINAMI-GUCHI

The Start/Finish Line is at the mid-point of the second-longest straightaway at the Shinjuku Minami-Guchi event venue.

Turn 1 is a right-hand right-angle corner onto a four-lane straightaway bisected by a thin median; it is best to use a wide racing line through Turn 1 to get to the left side of this median. One city block later comes the left-hand right-angle Turn 2, which also has a thin median at its exit. This median quickly gives away to provide an unfettered four-lane city street. However, the right-hand right-angle Turn 3 quickly follows.

This is now the single longest straightaway at the Shinjuku Minami-Guchi event venue. Note that this six-lane city street is 'bisected' by a thin raised 'platform.' For most circuit configurations making use of this particular straightaway, this platform holds thin fencing to form numerous consecutive medians with varying-width gaps; other barriers then force traffic from one side of this city street to the other. These raised 'platforms' can be crossed now - with some difficulty - but players may wish to try slaloming through the gaps as a means of 'practicing' for when the barriers are in place.

At the end of this lengthy straightaway is the right-hand right-angle Turn 4; this opens onto a city street which is four lanes wide. After a few city blocks is the right-hand dogleg forming Turn 5, opening onto a four-lane city street running alongside the pedestrian plaza (on the left-hand side of the raceway).

At the end of the pedestrian plaza is the right-hand right-angle Turn 6, leading onto another four-lane city street. After a single city block, the raceway makes a left-hand right-angle corner onto a six-lane city street bisected by a wide median.

At the end of this section is a right-hand right-angle corner marking Turn 8. Next quickly comes a left-right chicane (Turns 9 and 10) opening onto an EIGHT-lane city street bisected by a wide median; it is important to keep to the left side of this median to set up the best possible racing line for the final corner.

After the median is the right-hand right-angle Turn 11. This opens onto the initial straightaway.

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TOKYO: SHINJUKU: MEDIUM: TOCHO DORI MINAMI

This is the Shinjuku Minami-Guchi event venue run in reverse. The only change is that the long straightaway which formerly had the raised platforms now has the fencing on them, forcing all traffic to the right-most three lanes of the straightaway; there is no need to switch from one side of the street to the other here.

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TOKYO: SHINJUKU: MEDIUM: TOCHO KITA-DORI HIGASHI

The Start/Finish Line is near the beginning of the initial straightaway, which is a city street which is four lanes wide. At the end of the pedestrian plaza (on the right-hand side of the raceway) is a quick fade to the right. A thin median bisects the raceway beginning at this fade; it is best to keep to the right side of this thin median.

At the end of the thin median is the right-hand 45-degree Turn 1. Whereas the previous fade can be easily handled safely at full acceleration, Turn 1 requires moderate braking to keep from banging the barriers due to all the speed carried into this corner.

Ahead is the left-right chicane marking Turns 2 and 3. Moderate braking will again be needed. It is best to swing wide to the left exiting Turn 3 to avoid the wide median bisecting this six-lane straightaway.

After one city block is the right-hand right-angle Turn 4, leading onto a three-lane raceway. This is the second-longest straightaway at this event venue, so Turn 5 will require a LONG braking zone.

Turn 5 is a right-hand right-angle corner leading to a brief straightaway which is one city block long and four lanes wide; this straightaway is bisected by a thin median. It is best to keep to the left of this thin median (thus requiring a wide racing line exiting Turn 5).

Then comes the left-hand right-angle Turn 6. There is also a thin median bisecting the raceway at the exit of Turn 6; it is best to keep a tight racing line here to stay on the left side of this new thin median. This thin median disappears halfway to Turn 7.

Turn 7 is a right-hand right-angle corner which leads onto the single-longest straightaway in Shinjuku. This time, a tight racing line is REQUIRED, as the left side of this six-lane street is barricaded. While racing along this lengthy straightaway, traffic will twice be forced to switch to the opposite side of the street; these switching points can be very difficult to spot at nighttime and in other low-visibility conditions.

At the end of this lengthy straightaway is the right-hand right-angle Turn 8, leading onto a four-lane city street. Due to the immense length of the previous straightaway, a LONG braking zone is necessary for Turn 8.

After several city blocks, there is a left-hand right-angle turn (Turn 9) onto a six-lane city street initially bisected by a thin median; a tight racing line is best here. One city block later, the raceway makes its final corner (a right-hand right-angle turn) onto the initial straightaway.

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TOKYO: SHINJUKU: MEDIUM: NISHI SHINJUKU 2 CHOME

The initial straightaway is four lanes wide, and the Start/Finish Line is located near its end. The initial corner is a left-hand 45-degree corner onto a four-lane street bisected by a thin median. This thin median can be difficult to spot due to the dark shadow cast by the overhead pedestrian bridge; it is best to keep tight to the left here, and begin braking immediately out of Turn 1.

After a single city block is the left-hand 135-degree J-turn marking Turn 2. This is another four-lane city street bisected by a thin median. In the corner itself, it is best to slide as far to the right side as possible, as this will be a better racing line than trying to stay tight to the apex. SEVERE braking and some drifting will be required for

Turn 2.

After a single city block is the right-hand right-angle Turn 3. This leads onto a four-lane city street alongside the pedestrian plaza (on the right-hand side of the raceway). At the end of the pedestrian plaza is a 30-degree left-hand fade.

At the end of this straightaway is the left-hand right-angle Turn 4 onto the longest straightaway in Shinjuku. This time, traffic MUST use a wide racing line, as the three left-most lanes are barricaded. Fortunately, there is NO switching between sides of the street for this event venue, so players can fly along this straightaway at full acceleration with no need to worry about high-speed maneuvers (unless passing other cars).

At the end of this immense straightaway is the left-hand right-angle Turn 5. Halfway along the next straightaway (which is four lanes wide), a thin median bisects the raceway; it is best to keep to the right-hand side of this thin median.

Next comes the right-hand right-angle Turn 6, which opens onto a brief straightaway with four lanes bisected by another thin median; a tight racing line is best here, keeping to the right-hand side of this new thin median. At the end of this median is the left-hand right-angle Turn 7 onto the three left-most lanes of a six-lane city street.

After two city blocks, traffic is suddenly forced to the three right-most lanes of this six-lane city street. Fortunately, this switch is very well-marked - unlike the switches required in many circuit configurations making use of the longest straightaway in Shinjuku.

After two more city blocks comes the left-hand right-angle Turn 8. This opens onto an EIGHT-lane city street bisected by a wide median. A wide racing line is best.

At the end of the median comes a quick left-right chicane (Turns 9 and 10). It is best to brake somewhat before entering the chicane to ensure avoiding the barriers, which are VERY difficult to miss at high speeds.

This chicane opens onto the initial straightaway; the Start/Finish Line is near its end.

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TOKYO: SHINJUKU: MEDIUM: TOCHO-DORI HIGASHI

The initial straightaway is three lanes wide and four city blocks in length; the Start/Finish Line is at the mid-point of this initial straightaway.

Turn 1 is a left-hand right-angle corner onto a city street which is EIGHT lanes wide and bisected by a wide median; a wide racing line is best here. At the end of the median is THE chicane in Shinjuku (Turns 2 and 3), a fast right-left onto a three-lane city street. At the end of this city block

is the left-hand right-angle Turn 4 onto another three-lane city street.

After a single city block is the right-hand 45-degree Turn 5 onto a four-lane city street bisected by a thin median. This thin median is difficult to spot due to the shadows from the overhead pedestrian bridge. A tight racing line is best here; this corner can be safely cleared at full acceleration, but it is probably best to brake at least slightly.

At the end of this single city block, the median disappears as the raceway makes a left-hand 45-degree turn (Turn 6). This corner can be cleared at full acceleration. Note that those who used the right side of the thin median between Turns 5 and 6 will have their raceway reduced to a single lane just before entering Turn 6, but this corner can still be cleared safely at full acceleration nonetheless.

After a single city block comes the left-hand right-angle Turn 7, leading onto a short six-lane straightaway. At the end of this straightaway is a thin median bisecting the raceway; keeping to the right side of this thin median provides the best possible racing line for the right-hand 45-degree Turn 8 onto a five-lane city street.

At the end of this straightaway is the left-hand right-angle Turn 9, leading onto the longest straightaway in Shinjuku. A TIGHT racing line is required here, as the right-most three lanes of this lengthy city street are initially barricaded. There will be two switching points along this straightaway. Turn 10 will require a LONG braking zone due to the immense length of this straightaway.

Turn 10 is a left-hand right-angle corner onto a four-lane city street. Halfway along this straightaway, a thin median bisects the raceway; keep to the right here.

Turn 11 is a right-hand right-angle corner onto a four-lane city street bisected by another thin median; keep a tight racing line here.

After a single city block, the raceway makes a left-hand right-angle corner onto the initial straightaway.

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TOKYO: SHINJUKU: MEDIUM: EKI NISHI-GUCHI MINAMI

This final event venue in Shinjuku begins on a six-lane city street bisected by a wide median. Traffic begins on the right-most three lanes; after two city blocks, traffic is suddenly diverted to the left-most three lanes. Two city blocks later comes the right-hand right-angle Turn 1, leading onto a single city block with a four-lane straightaway bisected by a thin median; keeping to the left side of the thin median is best for Turn 2, a left-hand right-angle corner leading onto a four-lane city street initially also bisected by a single thin median.

At the end of this straightaway is the right-hand right-angle Turn 3, leading onto the single longest straightaway in

Shinjuku. Traffic MUST use a wide racing line here, as the three right-most lanes are initially barricaded. ALL THREE SWITCHING POINTS ARE USED, so players can expect to be making several high-speed maneuvers along this lengthy straightaway.

At the end of this immense straightaway is the right-hand right-angle Turn 4 onto a five-lane city street; this corner will require a LONG braking zone. After several city blocks is the right-hand 45-degree Turn 5, which can be taken at full acceleration as it leads onto a four-lane straightaway alongside the pedestrian plaza (on the left-hand side of the raceway).

At the end of the pedestrian plaza is the left-hand right-angle Turn 6, leading onto a four-lane city street. After a single city block, the raceway makes a right-hand 45-degree turn at Turn 7; there is a thin median bisecting the four-lane raceway here, and it is best to keep to the right side of this thin median. After a single city block is the left-hand 45-degree Turn 8 onto a three-lane city street.

One city block later is the right-hand right-angle Turn 9 onto a three-lane city street. Then comes THE chicane (Turns 10 and 11), a fast right-left chicane. At the exit of the chicane, keep to the left side of the wide median.

After the median comes the right-hand right-angle Turn 12 onto the initial straightaway.

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#### TOKYO: SHINJUKU: LONG: SHINJUKU NI-CHOME NISHI

The initial straightaway for the first long-length event venue in Shinjuku happens to also be the longest straightaway in Shinjuku. All traffic begins on the right-hand side of the raceway, and will switch to the opposite side of the raceway twice.

At the end of the longest straightaway in Shinjuku, the circuit makes a right-hand right-angle turn at Turn 1; this leads onto a five-lane city street. Several city blocks later comes the left-hand 45-degree Turn 2 onto a four-lane city street initially bisected by a thin median; it is best to keep to the left of this thin median while passing through this corner at full acceleration. One city block later comes the right-hand right-angle Turn 3, leading onto another four-lane city street with the pedestrian plaza just to the right of the raceway.

At the end of the pedestrian plaza is the left-hand 45-degree Turn 4. It is best to keep a wide racing line here to avoid the wide median bisecting this six-lane city street. After a quick fade to the right is the right-hand right-angle Turn 5; a wide racing line is best here to get to the left side of the wide median bisecting the four-lane city street at the exit of Turn 5.

Turns 6 and 7 are THE right-left chicane; remember to brake slightly on approach to help avoid the barriers. Keeping to the left of the next wide median will make the right-hand



right-angle Turn 8 much easier.

Now on the three right-hand lanes of a six-lane median-bisected city street, traffic will be forced to the three left-most lanes ahead. Two city blocks beyond this switching point is the right-hand right-angle Turn 9, leading onto a four-lane city street bisected by a thin median; keep to the left of this median. Next is the left-hand right-angle Turn 10, leading onto another four-lane city street initially also bisected by a thin median; use a tight racing line here to keep to the left side of this thin median.

Turn 11 is the final corner, a right-hand right-angle corner leading onto the initial straightaway. A TIGHT racing line is required here, as the three left-most lanes of this lengthy straightaway are initially barricaded.

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TOKYO: SHINJUKU: LONG: NISHI SHINJUKU EKIKITA

This event venue is essentially the reverse/mirror configuration of Shinjuku Ni-Chome Nishi with two exceptions:

- 1.) The shifted Start/Finish Line
- 2.) Instead of going AROUND the pedestrian plaza, the raceway runs UNDERNEATH the pedestrian plaza.

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TOKYO: SHINJUKU: LONG: EKI NISHI-GUCHI KITA

This is the Nishi Shinjuku Ekikita configuration with two exceptions:

- 1.) The shifted Start/Finish Line
- 2.) Instead of going UNDERNEATH the pedestrian plaza, the raceway runs AROUND the pedestrian plaza.

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TOKYO: SHINJUKU: LONG: HIGASHI DORI KITA II

The initial straightaway is six lanes wide and bisected by a wide median. The Start/Finish Line is at the mid-point of this initial straightaway.

The first three corners are a left-right-left section each separated by a single three-lane city block each; the exit of Turn 3 requires a wide racing line to avoid the wide median bisecting the four-lane raceway. Turn 4 is a left-hand right-angle corner requiring a wide racing line to also avoid the wide median bisecting the ensuing four-lane raceway.

Shortly beyond Turn 4, the raceway narrows to only three lanes, then fades to the right onto a four-lane city street alongside the pedestrian plaza (on the left-hand side of the raceway). At the end of the pedestrian plaza is the left-hand right-angle Turn 5, leading onto a six-lane city street bisected at the end by a thin median; it is important to keep to the right side of this thin median, as it provides a better racing line for the right-hand 45-degree Turn 6 onto a five-lane city street.

Several city blocks later is the left-hand right-angle Turn

7, leading onto the longest straightaway in Shinjuku. A TIGHT racing line is required for Turn 7, as the three right-most lanes are initially barricaded. However, traffic will twice be forced to switch to the opposite side of this long straightaway.

At the end of the lengthy straightaway is the left-hand right-angle Turn 8, leading onto a four-lane city street which will eventually become bisected by a thin median; it is best to keep to the right side of this median. At the end of the thin median is the right-hand right-angle Turn 9 onto another four-lane city street bisected by a thin median; again, it is best to keep to the right side of this thin median.

Turn 10 is the left-hand right-angle corner one city block beyond Turn 9; this opens onto a three-lane raceway. Two city blocks later is the left-hand right-angle Turn 11 onto a city street comprised of four NARROW lanes. At the end of this straightaway is the right-hand right-angle Turn 12, leading onto the initial four-lane straightaway and its bisecting wide median.

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TOKYO: SHINJUKU: LONG: OHME KAIDO NISHI

The Start/Finish Line is located near the end of the five-lane straightaway from the pedestrian plaza to the longest straightaway in Shinjuku. Turn 1 is thus the left-hand right-angle corner leading onto the longest straightaway in Shinjuku. A TIGHT racing line will be required for Turn 1, as the three right-most lanes are initially barricaded. All three switching points are used along this lengthy straightaway, allowing plenty of opportunity for players to hone their high-speed maneuvering skills.

At the end of the lengthy straightaway is the left-hand right-angle Turn 2, leading onto a four-lane city street which will eventually become bisected by a thin median; it is best to keep to the right side of this median. At the end of the thin median is the right-hand right-angle Turn 3 onto another four-lane city street bisected by a thin median; again, it is best to keep to the right side of this thin median.

Turn 4 is the left-hand right-angle corner one city block beyond Turn 3; this opens onto a three-lane raceway. Two city blocks later, the raceway switches to the right-hand side of the wide median. Two city blocks beyond the switching point is the left-hand right-angle Turn 5; it is best to keep to the right side of the wide median here.

Turns 6 and 7 form a fast left-right chicane just beyond the wide median. It is best to use moderate braking here to ensure keeping off the barriers.

Ahead is the right-hand right-angle Turn 8, leading onto a short three-lane city street. Next comes the left-hand right-angle Turn 9; it is best to keep a wide racing line to avoid the wide median here at corner exit.

Turn 9 is a left-hand right-angle corner requiring a wide racing line to also avoid the wide median bisecting the ensuing four-lane raceway.

Shortly beyond Turn 9, the raceway narrows to only three lanes, then fades to the right onto a four-lane city street alongside the pedestrian plaza (on the left-hand side of the raceway). At the end of the pedestrian plaza is the left-hand right-angle Turn 10, leading onto a six-lane city street bisected at the end by a thin median; it is important to keep to the right side of this thin median, as it provides a better racing line for the right-hand 45-degree Turn 11 onto the initial straightaway.

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TOKYO: SHINJUKU: LONG: SHINJUKU-GARD MINAMI

One city block beyond the Start/Finish Line is a quick left-right chicane (Turns 1 and 2) onto an eight-lane city street; keep to the left side of the wide median when exiting the chicane. At the end of this median is the right-hand right-angle Turn 3 onto a three-lane straightaway; after two city blocks, the traffic is forced to the left side of the wide median.

At the end of this section is the right-hand right-angle Turn 4 onto a four-lane city street bisected by a thin median; it is best to keep to the left side of this thin median. After a single city block is the left-hand right-angle Turn 5 leading onto another four-lane straightaway which is initially also bisected by a thin median; it is best to use a tight racing line here to keep to the left-hand side of this thin median.

At the end of this straightaway is the right-hand right-angle Turn 6 onto the longest straightaway in Shinjuku. Interestingly, there are no barricades here, only the slightly-raised 'platforms' lining the middle of this lengthy six-lane straightaway.

At the end of the lengthy straightaway is the right-hand right-angle Turn 7 onto a five-lane city street with a slight fade to the right about halfway along its length.

At the end of this straightaway is the left-hand right-angle Turn 8 onto a four-lane city street which is soon bisected by a thin median; it is best to keep to the right side of this thin median. At the end of this thin median is the right-hand 45-degree Turn 9 onto a six-lane city street with a WIDE median; it is best to keep to the right side of this median as well. Ahead is the right-hand right-angle Turn 10 onto a four-lane street with a wide median; in Turn 10, it is best to slide to the outside of the corner to get to the left side of the median at the exit of Turn 10.

At the end of the second wide median is the right-hand right-angle Turn 11. From the left side of the wide median, this will be a somewhat-tight corner, so drifting tactics will definitely need to be employed here.

At the end of the three-lane city block is the left-hand right-angle corner leading onto the initial straightaway.

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TOKYO: SHINJUKU: LONG: NISHI SHINJUKU NI-CHOME

Nishi Shinjuku Ni-Chome is a particularly-technical event venue with numerous corners throughout the first half of a lap. Good speeds can be attained in the latter half of a lap, however, providing a good opportunity for both speed experts and cornering experts to win events at this event venue :-)

The circuit begins with THE fast right-left chicane (Turns 1 and 2). At the next intersection, the circuit turns to the left (Turn 3) onto a three-lane straightaway; at the next intersection, the circuit turns to the left again (Turn 4) onto another three-lane straightaway. After a single city block, the raceway makes a right-hand right-angle corner (Turn 5) onto a four-lane street bisected by a wide median; a tight racing line is best here to get on the right side of the wide median at the exit of Turn 5.

At the end of the wide median is the right-hand right-angle Turn 6, leading onto a four-lane city street. A single city block later is the left-hand right-angle Turn 7 leading onto yet another four-lane city street.

Next is the right-hand right-angle Turn 8. This leads onto the straightaway underneath the pedestrian plaza. On the other side of this steep dip is the left-hand right-angle Turn 9, leading onto a four-lane city street. At the end of the pedestrian plaza, Turn 10 is a left-hand right-angle corner onto a six-lane city street which is eventually bisected by a thin median; it is best to keep to the right side of this thin median. At the end of the thin median is the right-hand 45-degree Turn 11, leading onto a city street which is five lanes wide.

Several city blocks later is the left-hand right-angle Turn 12. This leads onto the single longest straightaway in Shinjuku, but the barriers in the middle of the street have been removed.

At the end of the lengthy straightaway is the left-hand right-angle Turn 13, leading onto a four-lane city street which will eventually become bisected by a thin median; it is best to keep to the right side of this median. At the end of the thin median is the right-hand right-angle Turn 14 onto another four-lane city street bisected by a thin median; again, it is best to keep to the right side of this thin median.

Turn 15 is the left-hand right-angle corner one city block beyond Turn 14; this opens onto a three-lane raceway. Four city blocks later is the final corner (Turn 15), a left-hand right-angle corner leading onto the initial straightaway; it is best to keep to the right side of the wide median on corner exit.

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TOKYO: SHINJUKU: LONG: KOSYU KAIDO NISHI  
Forthcoming

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TOKYO: SHINJUKU: LONG: OHME KAIDO NISHI II

This event venue begins on the single longest straightaway in Shinjuku. The barricades are in place here, and all three switching points are used, with the Start/Finish Line located at the mid-point between the first and second switching points.

At the end of the lengthy straightaway is the left-hand right-angle Turn 1, leading onto a four-lane city street which will eventually become bisected by a thin median; it is best to keep to the right side of this median. At the end of the thin median is the right-hand right-angle Turn 2 onto another four-lane city street bisected by a thin median; again, it is best to keep to the right side of this thin median.

Turn 3 is the left-hand right-angle corner one city block beyond Turn 2; this opens onto a three-lane raceway. Two city blocks later is the left-hand right-angle Turn 4 onto a city street comprised of four NARROW lanes. At the end of this straightaway is the right-hand right-angle Turn 5 onto a four-lane city street bisected by a wide median; a wide racing line is best here to get to the left side of the wide median. At the end of the wide median is the right-hand right-angle Turn 6 onto a three-lane city street.

Turn 7 is then the left-hand hairpin corner, with THE chicane following (Turns 8 and 9). After one city block is the left-hand right-angle Turn 10 onto a three-lane city street. Next is the right-hand 45-degree Turn 11 underneath the pedestrian bridge; keep hard to the right to avoid the thin median bisecting the four-lane raceway here. Next comes the left-hand 135-degree J-turn marking Turn 12; it is best to keep a wide racing line here while using plenty of drift to avoid the thin median at the exit of Turn 12. Turn 13 is a right-hand right-angle corner leading onto a four-lane city street alongside the pedestrian plaza.

Next is the right-hand right-angle Turn 14. This leads onto the straightaway underneath the pedestrian plaza. On the other side of this steep dip is the left-hand right-angle Turn 15, leading onto a four-lane city street. At the end of the pedestrian plaza, Turn 16 is a left-hand right-angle corner onto a six-lane city street which is eventually bisected by a thin median; it is best to keep to the right side of this thin median. At the end of the thin median is the right-hand 45-degree Turn 17, leading onto a city street which is five lanes wide.

Several city blocks later is the left-hand right-angle Turn 18, which requires a wide racing line since the left-most three lanes have been barricaded. This leads onto the single

longest straightaway in Shinjuku, which for this event venue also happens to be the initial straightaway. The Start/Finish Line is located at the mid-point between the first and second switching areas.

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TOKYO: SHINJUKU: LONG: SUMITOMO-BIRU HIGASHI

Events here begin on a four-lane city street. Just beyond the Start/Finish Line is Turn 1, a left-hand 45-degree corner underneath an overhead pedestrian bridge where a thin median forms to bisect the four-lane city street. Keep to the left of this thin difficult-to-see median.

After one city block is the right-hand right-angle Turn 2, which opens onto a wider city street with a wide median. It is best to keep wide to the left here to avoid the wide median. Between Turns 2 and 3, the raceway fades to the right.

Turn 3 is a right-hand right-angle corner leading onto a four-lane city street bisected by two consecutive wide medians. Again, keep a wide racing line here to avoid the wide medians. The ensuing straightaway makes a quick fade to the right at the end of the second wide median.

Next is Turns 4 and 5, forming THE fast right-left chicane in Shinjuku. It is best to use moderate braking before the chicane to ensure keeping off the barriers. On exiting the chicane, it is best to keep to the left-hand side of the next wide median.

Turn 6 is the right-hand right-angle corner at the end of the wide median. This leads onto a three-lane city street which lasts for four city blocks.

Turn 7 is a right-hand right-angle corner leading onto a four-lane city street bisected by a thin median; it is best to keep a wide racing line in Turn 7 to stay to the left-hand side of this thin median. Turn 8 is the left-hand right-angle corner one city block later onto yet another four-lane city street also initially bisected by a thin median; it is best to use a tight racing line here to stay on the left side of this new thin median.

Turn 9 is the right-hand right-angle corner leading onto the single longest straightaway in Shinjuku. There are no barricades here, so drivers will have unfettered access to the entire six-lane width of this immense straightaway.

At the end of the immense straightaway is the right-hand right-angle Turn 10, leading onto a five-lane city street. Ahead is the right-hand 45-degree Turn 11 onto a four-lane city street. Turn 12 is a right-hand right-angle corner onto another four-lane city street.

One single city block later is the left-hand right-angle Turn 13 leading onto a four-lane city street bisected by a wide median; it is best to use a wide racing line to stay on the right-hand side of this wide median. At the next

intersection is Turn 14, a right-angle left-hand corner leading onto the initial straightaway.

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TOKYO: SHINJUKU: LONG: NISHI SHINJUKU RESTAURANT

This is essentially the reverse/mirror configuration of the Sumitomo-Biru Higashi event venue, except that:

- 1.) the Start/Finish Line has been shifted
- 2.) the raceway goes around and then UNDER the pedestrian plaza

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TOKYO: SHINJUKU: LONG: SHINJUKU ZENIKI

Available ONLY in Time Attack Mode, this venue allows players to roam freely along those routes used in the Shinjuku sector of Tokyo.

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DIAGRAMS

This section contains the diagrams referred to earlier in the guide.

Ascari Chicane (at Monza):



Bus Stop Chicane (Variant I - Wide Chicane):



Bus Stop Chicane (Variant II - Narrow Chicane):



Decreasing-radius Corner:



Hairpin Corner:







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CONTACT

For rants, raves, etc., contact me at FEATHER7@IX.NETCOM.COM;  
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Wolf Feather      Jamie Stafford  
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Just as there are many parts needed to make a human a human, there's a  
remarkable number of things needed to make an individual what they are.

- Major Kusanagi, \_Ghost in the Shell\_

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What isn't remembered never happened. - \_Serial Experiments Lain\_  
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