

Metropolis Street Racer London Driving Instructions Guide Final

by Wolf Feather

Updated on Dec 1, 2002

METROPOLIS STREET RACER: LONDON DRIVING INSTRUCTIONS GUIDE

by

Wolf Feather/Jamie Stafford
FEATHER7@IX.NETCOM.COM

Initial Version Completed: November 15, 2002

FINAL VERSION Completed: December 1, 2002

=====
=====
=====

CONTENTS

Spacing and Length

Permissions

Introduction

Racing Tips: Braking

Racing Tips: Cornering

Racing Tips: Wet-weather Racing/Driving

London: St. James' Park: Short: Queen Victoria Memorial

London: St. James' Park: Short: Buckingham Gate South

London: St. James' Park: Short: Buckingham Gate North

London: St. James' Park: Short: Great George Street East II

London: St. James' Park: Short: King Charles Street West

London: St. James' Park: Short: House Guards East

London: St. James' Park: Short: St. James' Park West

London: St. James' Park: Short: Great George Street East

London: St. James' Park: Short: St. James' Park Bridge North

London: St. James' Park: Short: Birdcage Walk West II

London: St. James' Park: Short: Great George Street West

London: St. James' Park: Medium: St. James' Park West II

London: St. James' Park: Medium: House Guards South II

London: St. James' Park: Medium: St. James' Park North

London: St. James' Park: Medium: Birdcage Walk East III

London: St. James' Park: Medium: Birdcage Walk East II

London: St. James' Park: Medium: Cabinet War Rooms North

London: St. James' Park: Medium: House Guards North

London: St. James' Park: Medium: The Cenotaph North

London: St. James' Park: Medium: St. James Bridge South

London: St. James' Park: Medium: House Guards South

London: St. James' Park: Medium: Birdcage Walk West III

London: St. James' Park: Long: Birdcage Walk West

London: St. James' Park: Long: The Mall East

London: St. James' Park: Long: Whitehall South

London: St. James' Park: Long: St. James Challenge

London: St. James' Park: Long: The Mall West IV

London: St. James' Park: Long: Parliament Street South

London: St. James' Park: Long: The Forthcourt South

London: St. James' Park: Long: Birdcage Walk East

London: St. James' Park: Long: Parliament Street South II
London: St. James' Park: Long: St. James Circular
London: Trafalgar: Short: Charing Cross Road South
London: Trafalgar: Short: Lekester Square North
London: Trafalgar: Short: Nelson's Column South
London: Trafalgar: Short: Trafalgar South
London: Trafalgar: Short: Nelson's Column North
London: Trafalgar: Short: St. Martins North
London: Trafalgar: Short: Strand North
London: Trafalgar: Short: Trafalgar East
London: Trafalgar: Short: Cockspur Street East
London: Trafalgar: Short: Pall Mall East II
London: Trafalgar: Medium: The Mall West V
London: Trafalgar: Medium: Admiralty Arch East
London: Trafalgar: Medium: Pall Mall West
London: Trafalgar: Medium: St. Martins North II
London: Trafalgar: Medium: Pall Mall East
London: Trafalgar: Medium: Regent Street South
London: Trafalgar: Medium: Trafalgar Challenge
London: Trafalgar: Medium: Regent Street South II
London: Trafalgar: Medium: Charing Cross East
London: Trafalgar: Medium: Coventry Street West
London: Trafalgar: Long: Irving Street East
London: Trafalgar: Long: Regent Street North II
London: Trafalgar: Long: Regent Street South II
London: Trafalgar: Long: The Mall West III
London: Trafalgar: Long: Regent Street North
London: Trafalgar: Long: Charing Cross Road North
London: Trafalgar: Long: The Mall East II
London: Trafalgar: Long: The Mall West II
London: Trafalgar: Long: Trafalgar Circular
London: Westminster: Short: Parliament Square Circular
London: Westminster: Short: Parliament Square West
London: Westminster: Short: Parliament Square South
London: Westminster: Short: St. Thomas' North
London: Westminster: Short: Lambeth Bridge East
London: Westminster: Short: Houses of Parliament South
London: Westminster: Short: A23 West
London: Westminster: Short: Parliament Square West II
London: Westminster: Medium: Milbank South
London: Westminster: Medium: Parliament Square East
London: Westminster: Medium: Westminster Bridge East II
London: Westminster: Medium: Lambeth Palace Road North
London: Westminster: Medium: Lambeth Bridge West
London: Westminster: Medium: Westminster Bridge East
London: Westminster: Medium: Westminster Challenge
London: Westminster: Long: Bridge Street West
London: Westminster: Long: Old Palace Yard North
London: Westminster: Long: Westminster Bridge East IV
London: Westminster: Long: Westminster Bridge East III
London: Westminster: Long: New Palace Yard South
London: Westminster: Long: Abingdon Street South
London: Westminster: Long: Westminster Circular

Diagrams

Contact

=====

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
ABCDEFGHIJKLMNOPQRSTUVWXYZabcdefghijklmnopqrstuvwxyz

=====

PERMISSIONS

This guide may ONLY be posted on FeatherGuides, GameFAQs.com, PSXCodez.com, FlGamers, Cheatcc.com, Absolute-PlayStation.com, InsidePS2Games.com, RedCoupe, gamesover.com, CheatPlanet.com, The Cheat Empire, a2zweblinks.com, Gameguru, GameReactors.com, RobsGaming.com, cheatingplanet.com, CheatHeaven, IGN, vgstrategies.com, hellzgate, Games Domain, ps2fantasy.com, and neoseeker.com.

Permission is granted to download and print one copy of this game guide for personal use.

=====
=====
=====

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 London circuits in Metropolis Street Racer. Information has also been taken from my General Racing/Driving Guide with appropriate modifications.

=====
=====
=====

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.

=====

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.

=====

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.

=====
=====
=====

LONDON: ST. JAMES' PARK: SHORT: QUEEN VICTORIA MEMORIAL

This is a purely circular 'circuit' encircling a tall white statue. Those quite familiar with the Circle Track license tests in Gran Turismo 2 (on the PlayStation/PSOne) and Gran Turismo 3 (on the PlayStation2) will have absolutely no trouble with this venue. The trick here is to get up to a fast-yet-comfortable speed as quickly as possible, and then maintain a steady turning angle to match the circumference of the continual apex around the statue, lightly tapping the brakes as necessary.

Should the car start to drift to the outside, apply the brakes just slightly longer during the taps; should the car come too close to the continual apex, wait just a little bit longer between taps.

This is by far the easiest event venue in the game, and it is also rather fun :-)

=====

LONDON: ST. JAMES' PARK: SHORT: BUCKINGHAM GATE SOUTH

It may be best to consider this venue as a triangle with rounded corners. The first corner is the sharpest of the three turns here, and drifting the rear end of the car will definitely be required to maintain a fairly good speed here. The second and third corners are thus not quite as sharp, but players will definitely benefit from drifting in these corners as well. The raceway in the final corner is narrowed

by barriers on the left-hand side, so players should be prepared to move through here single-file in a race if necessary.

=====

LONDON: ST. JAMES' PARK: SHORT: BUCKINGHAM GATE NORTH

This venue effectively merges Queen Victoria Memorial with Buckingham Gate South to form one single race venue. The first two corners are from Buckingham Gate South, right-hand turns which require drifting. Next is a semi-gentle left-hand corner, but not too much speed can be carried through here in order to set up the next section.

Now in the former Queen Victoria Memorial area, the raceway is a LONG steady right-hand corner around the tall white statue; this corner runs for well more than 270 degrees in total curvature. On exiting here, the course curves gently back to the left to the Start/Finish Line.

=====

LONDON: ST. JAMES' PARK: SHORT: GREAT GEORGE STREET EAST II

This venue can be considered as a rectangularized-oval, or as a rectangle with rounded corners. The Start/Finish Line is approximately halfway along the 'front straight.'

At the end of the 'front straight' is a statue atop a column in the middle of the raceway. This is immediately followed by descending STAIRS (?!?!?!?!?!?!), then the left-hand right-angle corner that is Turn 1. Shortly thereafter is a similar corner for Turn 2.

About 3/5 of the way along the 'back stretch,' the raceway narrows by nearly half, with all traffic forced to merge to the left side of the raceway. Almost immediately afterward is the third left-hand ninety-degree corner, whose middle and exit are further narrowed by more barriers. The raceway then widens for the 'short chute' to Turn 4.

The final corner is the trickiest, as this is where traffic jams are most likely to occur at this venue. This is also a left-hand right-angle corner, but the raceway passes through a VERY VERY VERY VERY VERY narrow archway through which only ONE vehicle can pass at a time, thus forcing cars to pass through single-file. Even in clear daylight conditions, it is often difficult to truly spot the archway on approach, so FLAWLESS knowledge of this area of the circuit is key to winning. If any one car botches the approach to this archway, it is highly likely that the car will block the raceway, thus causing a massive pile-up of cars if there are competitors trailing closely.

Drafting is not necessary for this venue. However, the deeper a player gets into a lap, the more braking is required to safely negotiate each of the four corners.

=====

LONDON: ST. JAMES' PARK: SHORT: KING CHARLES STREET WEST

This venue is largely 'L'-shaped, and uses much of Great George Street East II with an additional segment. The Start/Finish Line has also been moved to what would be the 'back stretch' of the Great George Street East II venue.

Beyond the Start/Finish Line, the raceway narrows nearly in half, as at the Great George Street East II venue. However, things differ here in that, almost immediately after the narrowing of the raceway, this venue turns to the right (ninety degrees) with a little more narrowing. After a very brief straightaway, there are a pair of consecutive left-hand right-angle corners through which the raceway widens a little each time; these can be taken as a single wide left-hand hairpin corner. This comprises Turns 1-3.

Turn 4 is identical to Turn 4 at Great George Street East II: a left-hand right-angle corner through the VERY VERY VERY VERY VERY narrow archway, and then onto the 'back stretch' of this venue. The final two corners are identical to Turns 1 and 2 at Great George Street East II, in that the column with the statue must be avoided and stairs descended at the entry to this final section.

=====

LONDON: ST. JAMES' PARK: SHORT: HOUSE GUARDS EAST

This venue is more-or-less rectangular... mostly less. The raceway is marked with narrow archways and various obstacles which must be circumnavigated at high speeds and which will almost certainly cause problems at night and in other low-visibility racing conditions.

The approach to the first corner actually contains TWO obstacles in the roadway. The first, a tall column, is easy to see. Almost directly behind it, however, is a tiny fenced area in the middle of the roadway directly at the entry of Turn 1. Those who pass these obstacles on the left will have a harder time getting through Turn 1, as the fenced-in area will block direct access to the corner itself, so it is best to pass these obstacles on the right; however, heavy braking will be required, and drifting the rear end of the car will certainly help. The exit of Turn 1 passes through a VERY narrow archway.

Ahead, another stone column can be seen in the roadway. Directly beyond it is a set of descending STAIRS, then the raceway takes a J-turn to the right. Drifting here will help to get through the corner faster, but may not be necessary if passing the column on the left (which provides the optimum racing line here).

The 'back stretch' has a dogleg to the left which can be taken at full throttle - but it is so short that it is possible to overshoot Turn 3, a right-hand J-turn which is extremely wide and will easily allow for four-wide racing action... but the next 'short chute' is too narrow for four-wide racing.

The 'short chute' passes through another VERY narrow archway just before the right-hand right-angle Turn 4. However, once

on the 'front stretch,' there is still one more statue in the middle of the road way which must be avoided before reaching the Start/Finish Line.

=====

LONDON: ST. JAMES' PARK: SHORT: ST. JAMES' PARK WEST

This venue is essentially shaped like a long carrot (Ryo-Ohki, where are you!?!?!), so players should expect trouble at the 'point' of the circuit.

The 'front stretch' is the only lengthy section which can truly be taken at full acceleration. Except with the fastest of cars, the right-hand J-turn at the end of the 'front stretch' (the beginning of the 'top' of the carrot) can be taken with just a little braking if using a very wide racing line which perfectly hits the apex.

Coming across the 'top' of the carrot, the raceway doglegs slightly to the right. At this dogleg, smart players will begin braking for Turn 2, which enters the most difficult section of the circuit.

Turn 2 transitions from fairly wide roadway to fairly narrow park path. Further, the exit of Turn 2 passes between two metal columns or posts, as if a gate previously blocked access to the park. This can be a prime overtaking area by outbraking competitors, and it can also be a great place to simply ram other cars to take their position(s) just before entering the park. In any case, the columns/posts are so close together that only one car may pass at a time.

Once in the park, the path is bounded by fencing and twists back and forth, with a MAJOR twist forming a severe dogleg beside a building. Even worse, this building blocks the left quarter of the raceway, making it even more difficult to carry any significant speed while attempting to clear the fence-protected apex of the tight right-hand dogleg.

The 'tip' of the carrot is the most difficult area. A large part of the difficulty here comes from attempting to find the proper braking point - which is made even more difficult because the path is covered with gravel... whereas the cars in Metropolis Street Racer are inherently equipped with tires designed for driving on pavement and cannot be changed under any circumstances :-(If the player can show the car enough, drifting through this tight right-hand hairpin can help to shed some time on a lap.

>From here, it is time to power the accelerator up the 'front stretch' to Turn 1!!!

=====

LONDON: ST. JAMES' PARK: SHORT: GREAT GEORGE STREET EAST

This is the reverse/mirror configuration of House Guards East.

=====

LONDON: ST. JAMES' PARK: SHORT: ST. JAMES' PARK BRIDGE NORTH
Races here begin by heading along the outer edge of St. James' Park toward the tall white statue used at the Queen Victoria Memorial venue. Once at the statue, the raceway essentially makes a left-hand right-angle turn, follows around the statue for ninety degrees, then makes another left-hand right-angle turn; in reality, it is best to treat this section as one LONG left-hand right-angle corner with a WIDE racing line that brushes up against the fencing surrounding the tall white statue. Shortly after passing out of this section, there will be another left-hand corner, this time opening onto a slightly-wider raceway with an angle of about 135 degrees.

Turn 3 ahead is tricky. This is a left-hand J-turn onto a narrow stone path through the park. While it is possible to run through the park side-by-side, this is not recommended - especially when passing over the short bridge (which narrows compared to the stone-covered pathways).

Shortly after leaving the bridge, there is a final left-hand corner, this time emerging onto pavement. This is another J-turn, but definitely much gentler than Turn 3. Shortly ahead is the Start/Finish Line.

=====

LONDON: ST. JAMES' PARK: SHORT: BIRDCAGE WALK WEST II
This is essentially the reverse/mirror configuration of St. James' Park Bridge North. However, the Start/Finish Line has been moved much closer toward the tall white statue.

=====

LONDON: ST. JAMES' PARK: SHORT: GREAT GEORGE STREET WEST
Events here begin on the section of House Guards East with the dogleg. The dogleg to the left can be taken at full throttle - but it is so short that it is possible to overshoot Turn 1, a right-hand J-turn which is extremely wide and will easily allow for four-wide racing action... but the next 'short chute' is too narrow for four-wide racing.

The 'short chute' passes through another VERY narrow archway just before the right-hand right-angle Turn 2. However, once on the 'back stretch,' there are several statues and fenced-in areas in the middle of the raceway which must be avoided.

After passing a small grassy square on the right, a pair of consecutive narrowed right-hand right-angle corners brings the traffic around to the opposite side of the square. The narrowed Turn 5 then heads to the left, back toward the 'front stretch,' with Turn 6 leading to the right and onto the 'front stretch' itself.

=====

LONDON: ST. JAMES' PARK: MEDIUM: ST. JAMES' PARK WEST II
Events here begin in St. James' Park, with the Start/Finish Line positioned directly at the entrance to the narrow bridge. This means that in races, since the player always

begins in last position, it would be wise to simply stay back and wait for the other cars to slot onto the bridge at the beginning of a race to avoid incurring Penalties and to ensure that the car does not become stuck in a traffic jam.

Shortly after clearing the bridge, the path transitions to pavement in Turn 1. This is a left-hand corner which is trickier than it appears on approach (especially at nighttime and in other low-visibility conditions) because the barrier on the inside of the corner juts outward a bit at the apex, meaning that those who are not paying attention will suddenly find themselves either at a standstill against this barrier or knocked askew in the raceway. For this reason, the traditional racing line through Turn 1 will NOT be productive. Slight braking is necessary to ensure avoiding this projection of the inside barrier.

Turn 2 will require moderate braking. This is a left-hand corner which is not particularly difficult, although the fencing along the raceway can trick the eyes... and the player's confidence. This opens onto a section which doglegs to the right and to the left.

Turn 3 transitions from fairly wide roadway to fairly narrow park path. Further, the exit of Turn 3 passes between two metal columns or posts, as if a gate previously blocked access to the park. This can be a prime overtaking area by outbraking competitors, and it can also be a great place to simply ram other cars to take their position(s) just before entering the park. In any case, the columns/posts are so close together that only one car may pass at a time.

Once in the park, the path is bounded by fencing and twists back and forth, with a MAJOR twist forming a severe dogleg beside a building. Even worse, this building blocks the left quarter of the raceway, making it even more difficult to carry any significant speed while attempting to clear the fence-protected apex of the tight right-hand dogleg.

Turn 4 is a tight left-hand J-turn to connect with the path leading to the bridge and the Start/Finish Line. Because of the narrowness of the paths, this is an extremely difficult corner, and drifting will be required in order to carry any semi-respectable speed through this corner. The Start/Finish Line is almost adjacent to the exit of Turn 4.

=====

LONDON: ST. JAMES' PARK: MEDIUM: HOUSE GUARDS SOUTH II
Shortly past the Start/Finish Line, the raceway turns to the right into St. James' Park, transitioning to the traditional stone path. The 'mouth' of the path is fairly wide here, about as wide as the paved raceway, but then narrows down twice - first to regular path width, then to the bridge width. Fortunately, this race circuit uses this same path all the way to the other side of the park, so there is no sharp turn after crossing the bridge.

Turn 2 is a right-hand corner which leads out onto a red raceway which is much wider than the path; only minor braking

should be needed here... if any. After a fairly lengthy straightaway, Turn 3 is a gentle right-hand corner which leads onto a long section of flat-out acceleration with several slight doglegs several times around the perimeter of St. James' Park.

Turn 4 can be tricky due to all the speed gained through the dogleg section. This J-turn requires at least moderate braking, and perhaps drifting as well. Good speed is required out of Turn 4 on the final lap, as the Start/Finish Line is not very far beyond the exit of this last corner.

=====

LONDON: ST. JAMES' PARK: MEDIUM: ST. JAMES' PARK NORTH
Events at this circuit begin in St. James' Park itself. This initial path twists a bit, with its major left-hand dogleg blocked partially on the right by the protrusion of a building; therefore, carrying a lot of speed through this section is obviously necessary, but carries far more risk than usual. This eventually leads onto red pavement at Turn 1, a right-hand J-turn which can take players by surprise.

After a straightaway which has several fades, Turn 2 is even trickier. This is a blind left-hand right-angle corner which seems fairly straightforward at first, but then the ascending STAIRS and the stone column in the middle of the raceway are revealed. A wide racing line is probably best here to gain a few more milliseconds to spot the column and plan a driving line around it.

Ahead, the raceway narrows and funnels traffic single-file through a VERY tiny stone archway, beyond which the raceway turns sharply to the right. Drifting will certainly help with Turn 3 here.

After a VERY brief straightaway, the very barrier-narrowed Turn 4 heads to the right, where the roadway momentarily widens, then narrows, then widens again. Taking a wide line out of Turn 4 will result in cars banging the narrowing barrier beyond the corner exit; banging this barrier with excessive speed will almost certainly force the car into a spin. Drifting may help with Turn 4, but because the corner is so incredibly narrow and tight, players may want to think twice before engaging in drifting tactics here.

After a lengthy straightaway with several fades, the raceway turns to the right back into St. James' Park, transitioning to the traditional stone path. The 'mouth' of the path is fairly wide here, about as wide as the paved raceway, but then narrows down twice - first to regular path width, then to the bridge width. Just beyond the exit of the bridge, the raceway turns sharply to the right, with the Start/Finish Line just beyond the exit of this final corner.

=====

LONDON: ST. JAMES' PARK: MEDIUM: BIRDCAGE WALK EAST III
The first turn is a left-hand right-angle corner leading through a VERY narrow archway which can only accommodate one

car. Once through here, the raceway widens somewhat. Ahead, the right-hand right-angle Turn 2 is preceded by a stone column in the middle of the raceway, itself followed by descending STAIRS; plenty of drift can be very beneficial here for corner exit.

Almost immediately after the dogleg to the left, the raceway itself makes a hard left turn (Turn 3) onto a stone path of St. James' Park. Once in the park, the path is bounded by fencing and twists back and forth, with a MAJOR twist forming a severe dogleg beside a building. Even worse, this building blocks the left quarter of the raceway, making it even more difficult to carry any significant speed while attempting to clear the fence-protected apex of the tight right-hand dogleg.

Turn 4 is a tight left-hand J-turn to connect with the path leading to the now-familiar bridge. Because of the narrowness of the paths, this is an extremely difficult corner, and drifting will be required in order to carry any semi-respectable speed through this corner.

Shortly after clearing the bridge, the path transitions to pavement in Turn 5. This is a left-hand corner which is trickier than it appears on approach (especially at nighttime and in other low-visibility conditions) because the barrier on the inside of the corner juts outward a bit at the apex, meaning that those who are not paying attention will suddenly find themselves either at a standstill against this barrier or knocked askew in the raceway. For this reason, the traditional racing line through Turn 5 will NOT be productive. Slight braking is necessary to ensure avoiding this projection of the inside barrier. Turn 5 opens onto a lengthy straightaway.

After a dogleg to the left, Big Ben is visible ahead between the buildings. Also visible are two sets of arrows: the nearest arrows point to the right, while the next set point to the left. It is easy to get confused here and assume that the first set of arrows indicate that the raceway is narrowing (this is especially true at night), but there actually IS a right-hand turn here. In fact, Turn 6 is extremely narrow, so extreme caution must be taken here, especially given the speed attained along the straightaway following Turn 5. After a very brief straightaway, there are a pair of consecutive left-hand right-angle corners (Turns 7 and 8) through which the raceway widens a little each time; these can be taken as a single wide left-hand hairpin corner. The Start/Finish Line is located at the exit of this tricky section.

=====

LONDON: ST. JAMES' PARK: MEDIUM: BIRDCAGE WALK EAST II
This is essentially the reverse/mirror of Birdcage Walk East III, except that what would be the initial left-right section (up the steps and through a tiny archway) has been removed.

=====

LONDON: ST. JAMES' PARK: MEDIUM: CABINET WAR ROOMS NORTH

Starting within St. James' Park, the first turn is indeed the trickiest of this circuit. From the Start/Finish Line, arrows can be seen pointing to the right, indicating a major corner to the right; however, the raceway really only makes a quick JOG to the right before continuing onward along a nearly-parallel trajectory. This is a rather significant jog, however, as the barrier blocks a direct path from stone path to red pavement.

After a very brief straightaway, the raceway comes to the tall white statue from Queen Victoria Memorial. The raceway heads around the statue to the right, ultimately making a total turn of roughly 270 degrees before continuing onward. This is a great place to pass those cars which carry too much speed into the statue area and find themselves sliding to the outside of the raceway; passes can then easily be made close to the continuous apex. After an all-too-brief straightaway, there is a turn to the left which requires slight braking.

A long straightaway ensues, allowing cars to attain fairly high speeds. This is a problem for the left-hand Turn 4, which then requires rather heavy braking due to all the speed. Cars which carry too much speed through Turn 4 will almost certainly bounce off the barrier at corner exit and spin violently.

After a few doglegs, Turn 5 transitions from fairly wide roadway to fairly narrow park path. Further, the exit of Turn 5 passes between two metal columns or posts, as if a gate previously blocked access to the park. This can be a prime overtaking area by outbraking competitors, and it can also be a great place to simply ram other cars to take their position(s) just before entering the park. In any case, the columns/posts are so close together that only one car may pass at a time.

Once in the park, the path is bounded by fencing and twists back and forth, with a MAJOR twist forming a severe dogleg beside a building. Even worse, this building blocks the left quarter of the raceway, making it even more difficult to carry any significant speed while attempting to clear the fence-protected apex of the tight right-hand dogleg.

The Start/Finish Line is just beyond this protruding building.

=====

LONDON: ST. JAMES' PARK: MEDIUM: HOUSE GUARDS NORTH

Forthcoming

=====

LONDON: ST. JAMES' PARK: MEDIUM: THE CENOTAPH NORTH

Almost immediately beyond the Start/Finish Line, Turn 1 is a left-hand corner likely requiring just light braking if a fairly wide racing line is used. This opens onto a somewhat-lengthy straightaway, at the end of which the raceway turns to the left into St. James' Park, transitioning to the

traditional stone path. The 'mouth' of the path is fairly wide here, about as wide as the paved raceway, but then narrows down twice - first to regular path width, then to the bridge width.

At the end of the path, the raceway exits St. James' Park and turns to the left (Turn 3). This is a fairly significant corner, but the apex cannot be cut due to a slightly-protruding barrier.

After a dogleg to the left, Big Ben is visible ahead between the buildings. Also visible are two sets of arrows: the nearest arrows point to the right, while the next set point to the left. It is easy to get confused here and assume that the first set of arrows indicate that the raceway is narrowing (this is especially true at night), but there actually IS a right-hand turn here. In fact, Turn 4 is extremely narrow, so extreme caution must be taken here, especially given the speed attained along the straightaway following Turn 3. After a very brief straightaway, there are a pair of consecutive left-hand right-angle corners (Turns 5 and 6) through which the raceway widens a little each time; these can be taken as a single wide left-hand hairpin corner.

This next straightaway is also fairly lengthy, and contains three obstacles in the raceway. The third obstacle makes turning left for Turn 7 very difficult, as it blocks what would be the optimal racing line. Making things more difficult is the fact that this blind corner turns and passes underneath a tiny archway cut into a building, so only one car can pass through at a time; this is a prime place for traffic jams.

Shortly past the archway, the raceway again turns to the right. This corner can be taken flat-out. Ahead, just beyond the left-hand dogleg, is the Start/Finish Line.

=====

LONDON: ST. JAMES' PARK: MEDIUM: ST. JAMES BRIDGE SOUTH

This is essentially the same as The Cenotaph North, except that the left-right section through the building's archways comes one city block sooner (thus avoiding the obstacles in the raceway), and the Start/Finish Line is positioned just about where Big Ben can first be seen.

=====

LONDON: ST. JAMES' PARK: MEDIUM: HOUSE GUARDS SOUTH

Launching off the Start/Finish Line, there are two obstacles in the raceway which must be avoided. Immediately beyond the second of these obstacles, however, the circuit turns sharply to the right in an extremely narrow section which is likely to cause bottlenecks if any one car makes a mistake here. On corner exit, the raceway widens, then narrows, then widens again.

Ahead, the circuit continues to the right on a corner (Turn 2) which should require light braking. After two doglegs (one to the right and one to the left), the raceway itself

makes a hard left turn (Turn 3) onto a stone path of St. James' Park. Once in the park, the path is bounded by fencing and twists back and forth, with a MAJOR twist forming a severe dogleg beside a building. Even worse, this building blocks the left quarter of the raceway, making it even more difficult to carry any significant speed while attempting to clear the fence-protected apex of the tight right-hand dogleg.

Turn 4 is a right-hand tight hairpin turn which WILL require drifting in order to carry good speed here and hopefully make a few passes on corner exit. It may be extremely difficult to judge the proper braking zone here, especially at night or in other low-visibility conditions.

After a lengthy straightaway, the circuit holds a double right-hand apex (Turns 5 and 6) followed almost immediately by a left-hand J-turn (Turn 7) toward a tiny covered archway through a building. Just beyond the archway, the circuit makes a perpendicular turn to the right, where another stone column must be avoided before attaining the Start/Finish Line.

=====

LONDON: ST. JAMES' PARK: MEDIUM: BIRDCAGE WALK WEST III
This event venue runs around the circumference of St. James' Park. As such, the straightaways are rather lengthy, requiring long braking zones before each corner. Also, except for the entry to and the exit from the traffic circle around the tall white statue, all corners are right-hand corners. This is a great race venue for those who prefer high speeds over technical driving.

=====

LONDON: ST. JAMES' PARK: LONG: BIRDCAGE WALK WEST
The 'front stretch' is an excellent and lengthy high-speed area. However, due to the incredible speeds attained here, the braking zone for the right-hand J-turn at Turn 1 will be EXTREMELY long. Once past Turn 1, there is a slight dogleg in the circuit.

Almost immediately after the dogleg to the left, the raceway itself makes a hard right turn (Turn 2) onto a stone path of St. James' Park. Once in the park, the path is bounded by fencing and twists back and forth, with a MAJOR twist forming a severe dogleg beside a building. Even worse, this building blocks the left quarter of the raceway, making it even more difficult to carry any significant speed while attempting to clear the fence-protected apex of the tight right-hand dogleg.

Turn 3 is a tight left-hand J-turn to connect with the path leading to the now-familiar bridge. Because of the narrowness of the paths, this is an extremely difficult corner, and drifting will be required in order to carry any semi-respectable speed through this corner.

At the end of the path, Turn 4 is a sharp right-hand J-turn

transitioning back onto the pavement. Drifting will be required here to maintain some semblance of speed during this transition.

After a somewhat-long straightaway, the circuit narrows practically in half for the right-hand J-turn at Turn 5. This leads to the traffic circle from the Queen Victoria Memorial venue; this time, however, the raceway remains to the right side of the traffic circle, so it is possible to power out of Turn 5 and easily straightline this traffic circle through the dogleg at its end to the immense straightaway, with the Start/Finish Line appearing shortly past the traffic circle.

=====

LONDON: ST. JAMES' PARK: LONG: THE MALL EAST

A large part of this venue runs along the perimeter of St. James' Park, where a lot of speed can be attained. However, this is tempered by a technical section with obstacles in the raceway.

>From the Start/Finish Line, two obstacles (a stone column and a fenced-in area) make the right-hand perpendicular Turn 1 rather difficult. It is best to clear these obstacles on the left, as this provides a better (although certainly not optimum) racing line into Turn 1; drifting is also certainly a requirement here. However, the exit of Turn 1 passes through a VERY narrow archway through a building, so traffic jams can be quite common here.

Once past the archway, a stone column appears in the raceway ahead. The best racing line is to pass this column on the right, and descend the STAIRS while turning through this left-hand right-angle corner. Shortly afterward, the circuit turns again to the right with a J-turn, bringing the cars now to the perimeter of St. James' Park.

After a lengthy straightaway, the next complex of right-hand corners can be tricky. The fencing in this area can play tricks on the eyes, causing the player to think the circuit is narrower than it actually is here, and that the 'short chute' between Turns 4 and 5 is longer than it actually is.

Once clear of Turn 5 (exiting the traffic circle), the longest straightaway at this venue awaits, providing an excellent opportunity to attain excessive speeds. It is important to carry as much speed as possible through Turn 5, or else competitors will be able to easily pass by. However, due to the incredible speeds attained here, the braking zone for the right-hand J-turn at Turn 6 will be EXTREMELY long.

Once past Turn 6, there is a slight dogleg in the circuit before the wide left-hand Turn 7. This leads up to a narrow archway, with the right-hand right-angle Turn 8 immediately following.

On exiting the final corner, it is important to get to the left side of the circuit as quickly as possible, both to avoid the stone obstacle in the raceway (beyond which is the

Start/Finish Line) and to set up Turn 1 ahead.

=====

LONDON: ST. JAMES' PARK: LONG: WHITEHALL SOUTH
Forthcoming

=====

LONDON: ST. JAMES' PARK: LONG: ST. JAMES CHALLENGE
Forthcoming

=====

LONDON: ST. JAMES' PARK: LONG: THE MALL WEST IV
This venue is a mixture of high-speed, lengthy straightaways and technical cornering. Much of the raceway runs along the perimeter of St. James' Park.

The opening straightaway is rather lengthy and contains a dogleg to the right, where the raceway passes between buildings. Just ahead are two sets of arrows to the left; the first simply indicates that the circuit is narrowing in half, whereas the second indicates Turn 1, a tight left-hand right-angle corner which is extremely narrow on exit due to a fenced-in area. Almost immediately upon exiting Turn 1, there is a similar turn to the left passing through a VERY narrow archway. Ahead, a tall stone column stands in the raceway just before descending STAIRS and the right-angle right-hand Turn 3.

The rest of this circuit now runs along the perimeter of St. James' Park. This straightaway contains two doglegs to the left, followed closely by an actual left-hand corner which will require light or moderate braking. Strong power is needed through and out of Turn 4 to set up passing opportunities along this longest of straightaways at this venue.

At the end of the immense straightaway, the trickiest section of the circuit is at hand, as the raceway goes around the traffic circle from the Queen Victoria Memorial venue. This complex involves a 45-degree turn to the right, traveling approximately 270 degrees, straightening out, a 'short chute,' then a VERY narrow left-hand J-turn onto the straightaway containing the Start/Finish Line. Most likely, this tricky complex is where a race will be either won or lost.

=====

LONDON: ST. JAMES' PARK: LONG: PARLIAMENT STREET SOUTH
The circuit map for this venue looks incredibly similar the circuit map for The Mall West IV, but there are indeed differences here. The main differences are that:

- 1.) Parliament Street South actually runs through St. James' Park.
- 2.) Parliament Street South is run in the reverse direction compared to The Mall West IV.

The Start/Finish Line is at the dogleg leaving the area of buildings (facing away from Big Ben) and heading alongside St. James' Park. This opening straightaway is rather lengthy, which makes the traffic circle complex incredibly... complex.

The traffic circle complex involves a NARROW right-hand J-turn, a quick turn to the left, approximately 270 degrees to the right around the tall statue, and another turn to the left to leave the area. The fencing in this area can play tricks on the eyes, causing the player to think the circuit is narrower than it actually is here.

The next straightaway appears (on the circuit map) to run all the way to the end of St. James' Park along its perimeter but that is not the case. About 1/3 of the way along this perimeter, there is a NASTY right-left chicane onto a path through St. James' Park; unsuspecting players will be stopped in their tiremarks against a barrier while competitors fly past onto the path and into the distance. This is most likely where a race will be either won or lost.

Once on the path through St. James' Park, the first part of the path is a straightforward sprint. Then, however, comes the nasty dogleg with the protruding building. Shortly beyond this, the path exits onto red pavement and the raceway passes through a narrow archway, beyond which is a right-hand right-angle corner. Exiting this turn requires a wide racing line to get around a stone column in the raceway.

There are two more obstacles in the raceway. After passing a small grassy square on the right, a pair of consecutive narrowed right-hand right-angle corners brings the traffic around to the opposite side of the square. The following narrowed corner then heads to the left, back onto the 'front stretch.'

=====

LONDON: ST. JAMES' PARK: LONG: THE FORTHCOURT SOUTH
Forthcoming

=====

LONDON: ST. JAMES' PARK: LONG: BIRDCAGE WALK EAST
Shortly beyond the Start/Finish Line are two obstacles in the raceway; a third appears later on this straightaway. It is best to pass all three obstacles on the right, to see up the best possible racing line for the left-hand Turn 1, which passes through a narrow archway. Shortly afterward, the raceway makes a right-hand turn through the widened Turn 2, then a dogleg to the left, then an actual slight-braking turn through the left-hand Turn 3 and onto the longest straightaway of the venue (running along the outer perimeter of St. James' Park), which in turns spills into the aforementioned tricky traffic circle complex.

Exiting the traffic circle complex, another lengthy straightaway ensues. After a dogleg to the left, Big Ben is visible ahead between the buildings. Also visible are two

sets of arrows: the nearest arrows point to the right, while the next set point to the left. It is easy to get confused here and assume that the first set of arrows indicate that the raceway is narrowing (this is especially true at night), but there actually IS a right-hand turn here; in fact, the corner IS extremely narrow, so extreme caution must be taken here, especially given the speed attained along the straightaway following the traffic circle complex. After a very brief straightaway, there are a pair of consecutive left-hand right-angle corners through which the raceway widens a little each time; these can be taken as a single wide left-hand hairpin corner. The Start/Finish Line is located at the exit of this tricky section.

=====

LONDON: ST. JAMES' PARK: LONG: PARLIAMENT STREET SOUTH II
After a dogleg to the left following the Start/Finish Line, Turn 1 transitions from fairly wide roadway to fairly narrow park path. Further, the exit of Turn 1 passes between two metal columns or posts, as if a gate previously blocked access to the park. This can be a prime overtaking area by outbraking competitors, and it can also be a great place to simply ram other cars to take their position(s) just before entering the park. In any case, the columns/posts are so close together that only one car may pass at a time.

Once in the park, the path is bounded by fencing and twists back and forth, with a MAJOR twist forming a severe dogleg beside a building. Even worse, this building blocks the left quarter of the raceway, making it even more difficult to carry any significant speed while attempting to clear the fence-protected apex of the tight right-hand dogleg.

Turn 2 is a tight left-hand J-turn to connect with the path leading to the now-familiar narrow bridge. Because of the narrowness of the paths, this is an extremely difficult corner, and drifting will be required in order to carry any semi-respectable speed through this corner.

Ahead, Turn 3 marks a transition from narrow stone path to wide pavement. A nice straightaway follows.

Next is a triple-apex right-hand complex (Turns 4-6) through the right side of the traffic circle. The first corner is a right-angle corner, with a 'short chute' up to the traffic circle itself. There are two other right-hand corners here, but the fencing can make it appear much trickier than it actually is. This complex empties onto the longest straightaway of the venue as it passes along the perimeter of St. James' Park.

At the end of the massive straightaway, the right-hand Turn 7 requires a LONG braking zone. This empties onto a left-hand dogleg, and then onto a widened left-hand Turn 8 to head toward a narrow archway. Just past the archway, the right-hand right-angle Turn 9 awaits.

This straightaway contains FOUR obstacles blocking the raceway. It is best to exit Turn 9 rather wide to pass the

first obstacle on the left, then quickly cut to the right to pass the second and third obstacles. At the fourth obstacle, there is NO possibility of passing it on the left, so the only option is to keep tight to the right while passing through its narrow entry into the right-and right-angle Turn 10. Exiting Turn 10, the raceway widens, then narrows, then widens again.

Ahead is the final corner, a right-hand perpendicular turn which can be carried with great speed and only slight braking (if any). This leads up to the Start/Finish Line.

=====

LONDON: ST. JAMES' PARK: LONG: ST. JAMES CIRCULAR

Available ONLY in Time Attack Mode, this venue allows players to roam freely along those routes used in the St. James' Park sector of London.

=====
=====
=====

LONDON: TRAFALGAR: SHORT: CHARING CROSS ROAD SOUTH

Forthcoming

=====

LONDON: TRAFALGAR: SHORT: LEKESTER SQUARE NORTH

This oddly-shaped 'circle' venue is not really a circle, nor is it a square, nor is it an oval. However, it must really be approached in the same manner as Queen Victoria Memorial. There are also several buildings protruding away from the barriers.

=====

LONDON: TRAFALGAR: SHORT: NELSON'S COLUMN SOUTH

This is a highly-technical triangular-shaped venue with a median in the raceway at the Start/Finish Line. DRIFTING IS AN ABSOLUTE NECESSITY to even be somewhat competitive here.

=====

LONDON: TRAFALGAR: SHORT: TRAFALGAR SOUTH

The circuit map for Trafalgar South shows that this is a circular venue. The reality is that this is really a square-shaped venue with well-rounded corners. Turns 1 and 2 are somewhat narrow (not much, but enough to potentially surprise players), while Turns 3 and 4 are rather wide.

=====

LONDON: TRAFALGAR: SHORT: NELSON'S COLUMN NORTH

This is essentially an egg-shaped venue encircling Nelson's Column, using all right-hand corners. The outside barriers are NOT all flush together, which can create havoc for cars which come too close to the outer barriers. Turn 1 is fairly wide, while the other corners are all rather narrow.

=====

LONDON: TRAFALGAR: SHORT: ST. MARTINS NORTH

Like Nelson's Column North, this is essentially an egg-shaped venue. Each of the corners (to the left) are somewhat narrowed, with further narrowing of the raceway before the entry of Turn 2. A median appears between Turns 1 and 2. Also, Turn 1 is the sharpest of the corners here, and will likely require drifting.

=====

LONDON: TRAFALGAR: SHORT: STRAND NORTH

This venue is almost identical to St. Martins North, except that it is extended by one city block. Otherwise, everything listed for St. Martins North (above) applies equally to Strand North.

=====

LONDON: TRAFALGAR: SHORT: TRAFALGAR EAST

This is almost identical to Strand North, except that the westernmost end of the venue comes to a point. Just before the point, the raceway narrows. The point itself is an incredibly-sharp left-hand hairpin corner which will DEFINITELY require drifting.

=====

LONDON: TRAFALGAR: SHORT: COCKSPUR STREET EAST

For such a short event venue, this is indeed a tricky circuit. Essentially trapezoidal in nature, this venue uses all left-hand corners.

Ahead of the Start/Finish Line, a tall column stands in the middle of the raceway, which narrows as it passes the column. The column itself stands at the top of several groups of STAIRS, then the circuit heads to the left for Turn 1.

Ahead, there are a set of three archways in the raceway. The best racing line is to use the right-most archway, then perform Turn 2 by hitting the apex EXACTLY, as Turn 2 narrows tremendously. On exit, it is important to keep to the right, as there is a median in the raceway on corner exit.

The raceway narrows again just before Turn 3. Ahead, Turn 4 can be seen, but it is easy to overshoot the corner at night and in other low-visibility conditions. It is important to keep wide to the right exiting Turn 4 to avoid the obstacle in the middle of the raceway immediately before the Start/Finish Line.

=====

LONDON: TRAFALGAR: SHORT: PALL MALL EAST II

Pall Mall East II is even trickier than Cockspur Street East!!!

Here, the Start/Finish Line is located before the triple-archway. Again, it is best to use the right-most archway,

then perform Turn 1 by hitting the apex EXACTLY, as Turn 1 narrows tremendously. IMMEDIATELY, drivers must get to the left for the right-hand Turn 2, which is a tight J-turn.

Turn 3 follows almost immediately. This left-hand J-turn is made even more difficult because of both the narrowness of the raceway and the fact that the barrier at the apex protrudes into the raceway itself, essentially forcing cars to 'turn right' before they can finally turn left here. This corner will DEFINITELY require drifting.

The ensuing straightaway narrows briefly and then widens again. Ahead, the left-hand right-angle Turn 4 can be seen, but it is easy to overshoot the corner at night and in other low-visibility conditions. It is important to keep wide to the right exiting Turn 4 to avoid the obstacle in the middle of the raceway on corner exit.

Turn 5 follows very quickly after Turn 4. Here, a tall column stands in the middle of the raceway, which narrows as it passes the column. The column itself stands at the top of several groups of STAIRS, then the circuit heads to the left for Turn 1, and on to the Start/Finish Line.

=====

LONDON: TRAFALGAR: MEDIUM: THE MALL WEST V

This is the reverse/mirror of Pall mall East II, with the Start/Finish Line moved to before the tight corner with the protruding barrier at the apex.

=====

LONDON: TRAFALGAR: MEDIUM: ADMIRALTY ARCH EAST

This is a reverse/mirror version of Cockspur Street East, except extended by one city block in its back side to include a fairly tight hairpin corner.

=====

LONDON: TRAFALGAR: MEDIUM: PALL MALL WEST

This is Admiralty Arch East with an additional hairpin corner, and the Start/Finish Line moved to between the two hairpins.

=====

LONDON: TRAFALGAR: MEDIUM: ST. MARTINS NORTH II

Turn 1 is a left-hand perpendicular corner which must be taken wide to avoid the column in the raceway on corner exit and to properly set up Turn 2.

Ahead, a tall column stands in the middle of the raceway, which narrows as it passes the column. The column itself stands at the top of several groups of STAIRS, then the circuit heads to the left for Turn 2.

Ahead, there are a set of three archways in the raceway. The best racing line is to use the right-most archway, as the circuit narrows and forces traffic to merge to the right upon

passing through the archways. Ahead, a gentle double-apex left-hand section brings the traffic around Nelsons Column onto the 'front stretch,' which contains two brief narrow sections before the Start/Finish Line.

=====
LONDON: TRAFALGAR: MEDIUM: PALL MALL EAST

This is identical to St. Martins North II, except that the Start/Finish Line has been moved to DIRECTLY before the triple-archways, which are followed by a tight nasty left-right-left chicane before going around Nelsons Column.

=====
LONDON: TRAFALGAR: MEDIUM: REGENT STREET SOUTH

Regent Street South is fairly different from any of the preceding event venues in the Trafalgar sector of London. The first complex is a set of three gentle left-hand corners which continually narrow the raceway and transition onto red brick. Almost immediately, the raceway transitions to whiter blocks and turns to the right rather abruptly, requiring at least moderate braking. Almost immediately after that, the circuit cuts back abruptly to the left around a building, hiding an obstacle in the roadway, so a wide racing line is required around this building; then the exit of the corner narrows to force all traffic to merge to the left. (While drifting may indeed be beneficial for much of this initial complex, the worst part of the circuit has now been completed - whew!!!)

After a short straightaway, the circuit edges to the right just before a 135-degree left-hand J-turn (Turn 6). Fortunately, the raceway is a bit wider here, but drifting will still be quite beneficial through this corner.

Ahead, Turn 7 is a left-hand right-angle corner whose optimum racing line is blocked by a statue in the raceway. By entering Turn 7 from the extreme far-right and hitting the apex flawlessly, it is possible to squeak by this statue without incident. Ahead, the raceway narrows, merging all traffic to the left at the Start/Finish Line.

=====
LONDON: TRAFALGAR: MEDIUM: TRAFALGAR CHALLENGE
Forthcoming

=====
LONDON: TRAFALGAR: MEDIUM: REGENT STREET SOUTH II

This is the same as Regent Street South, except that the right-left complex on the white blocks comes earlier. This is good in that it makes it easier to spot and thus get around the obstacle in the raceway at the end of this section.

=====
LONDON: TRAFALGAR: MEDIUM: CHARING CROSS EAST

This is the reverse/mirror configuration of Regent Street South.

=====

LONDON: TRAFALGAR: MEDIUM: COVENTRY STREET WEST

This is Regent Street South II with an additional left-right-left around a building. Plus, the Start/Finish Line has been moved to the transition point from red brick to pavement.

=====

LONDON: TRAFALGAR: LONG: IRVING STREET EAST

This is the reverse of Coventry Street West, with the Start/Finish Line moved to the area with the white blocks.

=====

LONDON: TRAFALGAR: LONG: REGENT STREET NORTH II

Almost directly beyond the Start/Finish Line is a lamppost in the middle of the raceway. Avoiding this, players should get to the far-left side of the raceway to set up the right-hand Turn 1, then get back to the right side to set up the left-hand Turn 2.

A number of gentle right-hand corners follow, sometimes with the raceway narrowing somewhat. At the median, take the right side, to better set up the following left-hand corner (Turn 6).

Turn 7 follows almost immediately - and, due to the statue in the raceway, there is almost no good way through this corner. The best thing to do (which is definitely NOT the optimal racing line thanks to the statue) is to approach from the far left, then treat Turn 7 as a decreasing-radius corner to squeak past both the apex and the statue.

When the Sanyo sign on the side of the building can be seen, begin braking for the right-hand J-turn at Turn 8. Drifting will be required to maintain some speed here. The raceway fades slightly to the left on corner exit, and continues on to the Start/Finish Line.

=====

LONDON: TRAFALGAR: LONG: REGENT STREET SOUTH II

This is the reverse/mirror of Coventry Street West with the Start/Finish Line alongside the added building.

=====

LONDON: TRAFALGAR: LONG: THE MALL WEST III

This relatively high-speed circuit begins just before the transition from pavement to red brick entering the section with the white blocks. The first two corners are a right-left complex through the white-block area, with the lightpost in the middle of the raceway exiting the blind Turn 2. After a straightaway, a quick fade to the right precedes the left-hand J-turn at Turn 3, where drifting is probably a good idea to maintain speed.

This opens onto a long straightaway where great speeds can be attained. There are two obstacles in the raceway along the latter half of this straightaway; it is best to pass these on the right-hand side in order to have the best possible racing line for Turn 4. Immediately after the second obstacle (the tall stone column), the raceway descends STAIRS, then makes a perpendicular turn to the left.

Ahead is the triple-archway. This time, the middle archway is the best one to use, as the raceway narrows here from either side, forcing all traffic to merge to the center.

Once past the triple-archway, the circuit makes three gentle high-speed turns to the left. Due to narrowness from the left side, it is best to keep to the right until the exit of the third turn, where the circuit widens briefly but then narrows from the right side at the Start/Finish Line.

=====

LONDON: TRAFALGAR: LONG: REGENT STREET NORTH

This is essentially a reverse/mirror configuration of The Mall West III with a shifted Start/Finish Line.

=====

LONDON: TRAFALGAR: LONG: CHARING CROSS ROAD NORTH

This is essentially The Mall West III with a clockwise trip around Nelsons Column.

=====

LONDON: TRAFALGAR: LONG: THE MALL EAST II

At first glance at the circuit map, this appears to be just like The Mall West III. However, this is much trickier, especially at night or in other low-visibility conditions.

Turn 1 is a right-hand J-turn with a fade to the left on corner exit. Drifting through Turn 1 should help to maintain a semblance of speed, which can help in passing slower cars on corner exit.

Immediately after the obstacle in the middle of the raceway, the circuit makes its right-left bend through the white-block area. It is best to pass the lamppost on the left to provide a better racing line for Turn 2.

Now the circuit begins to get rather tricky (and, unfortunately, not in an SSX way). There is a nasty fade to the left immediately before Turn 3, which itself is a tight and narrow J-turn to the right around a protruding barrier (fencing) at the apex. Drifting is DEFINITELY required here to maintain a little more speed than any competitors. The circuit fades again to the right on corner exit.

Now at Nelsons Column, the circuit goes around it counterclockwise. It is best to not gain too much speed here for Turns 4 and 5, as Turn 6 is NASTY!!!

Immediately after Turn 5, the circuit heads back to the right. This is another J-turn, which leads to a widened raceway and the triple-archway. It is best to take the left-most or center archway, then get to the left side of the raceway to set up Turn 7.

This final corner must be taken wide, as it empties onto ascending STAIRS with a tall stone column at its center. After passing one more obstacle in the middle of the raceway, cars pass the Start/Finish Line.

=====

LONDON: TRAFALGAR: LONG: THE MALL WEST II
Forthcoming

=====

LONDON: TRAFALGAR: LONG: TRAFALGAR CIRCULAR
Available ONLY in Time Attack Mode, this venue allows players to roam freely along those routes used in the Trafalgar sector of London.

=====

LONDON: WESTMINSTER: SHORT: PARLIAMENT SQUARE CIRCULAR
This is a circular venue with all corners to the left. The first turn is greatly narrowed compared to all the others.

=====

LONDON: WESTMINSTER: SHORT: PARLIAMENT SQUARE WEST
Forthcoming

=====

LONDON: WESTMINSTER: SHORT: PARLIAMENT SQUARE SOUTH
This is a rather technical venue for such a short circuit. Speed is definitely a detriment here.

The first 'corner' is actually made of multiple right-hand corners in a wide sweep around a building. It is best to keep to the left as much as possible here, as apexes tend to extend out into the raceway. This entire 'corner' runs for approximately 275 degrees, but it seems to go on for much, much, MUCH longer than that!!!! After the first 180 degrees, it is important to begin braking, for as soon as the first 'corner' ends, an incredibly tight left-hand hairpin challenges even the best technical drivers.

Immediately following the hairpin, the circuit begins an even wider right-hand triple-apex 'corner' with narrow turns through its long sweeping run. The end of this 'corner' fades to the left to the Start/Finish Line.

=====

LONDON: WESTMINSTER: SHORT: ST. THOMAS' NORTH

This circuit configuration will be repeated in similar fashion throughout the Westminster sector (two loops around buildings connected by a stretch of flat-out acceleration), so players would be smart to come to grips with this particular venue as similar tactics will come into use later on in the game.

The initial straightaway heads in one direction while across the left-side barrier, the circuit heads in the opposite direction. If cars are passing in the opposite direction (on the left), it may be difficult to hear if there are any cars approaching quickly from behind.

At the end of the short initial straightaway, the circuit makes three left-hand right-angle turns. The raceway is rather narrow, both for the straightaway and for these corners around a medium-tall building. After the third left-hand turn (275 degrees around the medium-tall building), the circuit continues to the right with another perpendicular turn, heading back along the initial straightaway but in the opposite direction. Throughout this entire segment, drifting can be beneficial in these tight, narrow corners.

After the short straightaway, the circuit widens greatly as it loops to the left around a larger building. This is a great place - and really the only viable place - to pass one or more cars, especially should they drift toward the outside of the loop. This section around the building can really be treated as a circular track similar to the Queen Victoria Memorial venue (but in the opposite direction). After a total radius of 360 degrees, there is another right-hand right-angle corner which ends with the Start/Finish Line.

=====

LONDON: WESTMINSTER: SHORT: LAMBETH BRIDGE EAST

This uses a similar configuration to St. Thomas' North.

Events here begin on a bridge crossing the Thames River. At each end of the bridge, cars must go clockwise around a small traffic circle, then get back onto the bridge and head the other way.

This is a rather straightforward venue overall. Unfortunately, the only real chances of making any passes are at the traffic circles, because the raceway over the bridge (in either direction) is really too narrow for successfully making passes.

=====

LONDON: WESTMINSTER: SHORT: HOUSES OF PARLIAMENT SOUTH

After a left-hand perpendicular turn, the raceway widens briefly, then narrows greatly. Turns 2 and 3 are right-hand corners around a small building; these should probably be taken as a wide single hairpin corner.

Immediately following Turn 3 is a right-hand perpendicular corner to the left, followed immediately by a right-hand right-angle corner. Once the raceway narrows, another right-

hand right-angle corner follows.

After a quick fade to the left, the raceway doubles back on itself to the right in an incredibly tight hairpin turn. There is some good swing-out area for this corner on exit, but the raceway narrows again very quickly for the Start/Finish Line.

=====

LONDON: WESTMINSTER: SHORT: A23 WEST

The initial straightaway heads in one direction while across the left-side barrier, the circuit heads in the opposite direction. If cars are passing in the opposite direction (on the left), it may be difficult to hear if there are any cars approaching quickly from behind.

At the end of the short initial straightaway, the circuit makes three left-hand right-angle turns. The raceway is rather narrow, both for the straightaway and for these corners around a medium-tall building. After the third left-hand turn (275 degrees around the medium-tall building), the circuit continues to the right with another perpendicular turn, heading back along the initial straightaway but in the opposite direction. Throughout this entire segment, drifting can be beneficial in these tight, narrow corners.

After the short straightaway, the circuit widens greatly as it loops to the left around a larger building. This is a great place - and really the only viable place - to pass one or more cars, especially should they drift toward the outside of the loop. This section around the building can really be treated as a circular track similar to the Queen Victoria Memorial venue (but in the opposite direction). After a total radius of 275 degrees, there is another right-hand right-angle corner which leads onto a straightaway where speed can be attained... but this is not wise due to the nasty left-hand hairpin as the circuit doubles back upon itself and returns toward the large building circled previously. Once at the building, the circuit makes a final right-hand perpendicular turn to the Start/Finish Line.

=====

LONDON: WESTMINSTER: SHORT: PARLIAMENT SQUARE WEST II

The initial left-hand right-angle corner allows for some swing-out room, but then the circuit narrows greatly again and leads onto a straightaway where speed can be attained. Speed is not a benefit here, however, as the circuit soon doubles back upon itself (to the right), allowing some generous swing-out room.

Shortly, the circuit turns to the left, then makes two turns to the right around a grassy square. The raceway around the square is rather wide, except for the second of these two right-hand corners. On exit, the raceway widens, then narrows again.

Speed can once again be attained, but is not suggested due to the tight hairpin ahead as the circuit doubles back upon

itself (again, to the right). There is NO swing-out room here, however, to drifting is DEFINITELY a necessity here. The Start/Finish Line awaits upon corner exit.

=====

LONDON: WESTMINSTER: MEDIUM: MILBANK SOUTH

Again, this is a circuit with a configuration similar to St. Thomas' North. The main difference here is that the traffic circles are rounded counterclockwise, and the straightaways are longer, wider, and contain multiple fades.

=====

LONDON: WESTMINSTER: MEDIUM: PARLIAMENT SQUARE EAST

This is essentially Milbank South with an additional left-right chicane at one of the ends of the circuit (the end encircling a building and a grassy square).

=====

LONDON: WESTMINSTER: MEDIUM: WESTMINSTER BRIDGE EAST II

This is essentially Milbank South running in clockwise fashion around a building and a grassy square.

=====

LONDON: WESTMINSTER: MEDIUM: LAMBETH PALACE ROAD NORTH

This is essentially Milbank with a bus stop chicane around a building just following the traffic circle (the other end loops clockwise around a wide building).

=====

LONDON: WESTMINSTER: MEDIUM: LAMBETH BRIDGE WEST

This time, the Start/Finish Line is on a bridge over the Thames River. Once on the other side, there is a traffic circle, but the raceway turns to the right and onto a long straightaway with numerous fades. At its end, traffic circles a grassy square in a counterclockwise direction, then heads back along the same straightaway in the opposite direction to the traffic circle, which is also taken counterclockwise before crossing the river via the same bridge. After encircling the traffic circle on the other side (again, in a counterclockwise direction), the cars get back on the bridge to meet the Start/Finish Line.

=====

LONDON: WESTMINSTER: MEDIUM: WESTMINSTER BRIDGE EAST

This is a TRUE circuit - no traffic circles, no doubling back, etc. This venue runs along both sides of the Thames River, making use of two bridges.

The initial 'straightaway' is almost constantly in movement. It is four lanes wide, so there should be no problems in making passes. However, there are several medians along this initial 'straightaway,' and these are incredibly difficult to spot at nighttime and in other low-visibility conditions; therefore, it may be best to try to keep to either the left

or the right on this 'straightaway.'

The other straightaways are much more STRAIGHT, especially the bridges. The four left-hand corners, however, can be tricky, with some narrowing and others fairly wide.

=====

LONDON: WESTMINSTER: MEDIUM: WESTMINSTER CHALLENGE
Forthcoming

=====

LONDON: WESTMINSTER: LONG: BRIDGE STREET WEST

This odd venue is roughly shaped like a yoke that might be put on a beast of burden to help with plowing on a farm. The ends of the 'yoke' can be rather tricky, although high speeds can be attained on the bridge over the Thames River.

Quickly after the Start/Finish Line, the circuit doubles back upon itself (to the left). Once alongside Big Ben, it turns to the right and heads out across the Thames River.

On the other end of the bridge, the circuit turns to the right and narrows. After a brief straightaway, the raceway loops 275 degrees counterclockwise around a medium-tall building before turning to the right back upon itself and heading for the now-familiar wide building, where the circuit loops around counterclockwise for 275 degrees before heading to the right again, back across the bridge.

On the other end of the bridge, the circuit makes a 180 degree loop around the grassy square, then a right-hand right-angle turn to the Start/Finish Line.

=====

LONDON: WESTMINSTER: LONG: OLD PALACE YARD NORTH

This is another TRUE circuit. In fact, this is Westminster Bridge East with two main changes:

- 1.) The circuit is run in reverse/mirror configuration.
- 2.) The traffic circles, building, and grassy square at each of the four corners of the circuit are now looped in a clockwise direction.

=====

LONDON: WESTMINSTER: LONG: WESTMINSTER BRIDGE EAST IV

This is Westminster Bridge East with several changes:

- 1.) The most significant change is that the raceway uses only HALF the actual roadway. The positive aspect of this is that there are no medians with which players must contend.
- 2.) There are several 'switches' between halves of the roadway. This is essentially a precursor to the events held in Tokyo.
- 3.) Only two buildings and one traffic circle are looped (counterclockwise).

=====

LONDON: WESTMINSTER: LONG: WESTMINSTER BRIDGE EAST III
This is Lambeth Bridge West run in reverse configuration
(taking the traffic circles and buildings in a clockwise
direction).

=====

LONDON: WESTMINSTER: LONG: NEW PALACE YARD SOUTH
Forthcoming

=====

LONDON: WESTMINSTER: LONG: ABINGDON STREET SOUTH
This odd venue is roughly shaped like a yoke with long
extensions and a short bar over the shoulders. This is run
with the loops taken in a clockwise direction.

=====

LONDON: WESTMINSTER: LONG: WESTMINSTER CIRCULAR
Available ONLY in Time Attack Mode, this venue allows players
to roam freely along those routes used in the Westminster
sector of London.

=====

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:

->*****

*

<-*****

Increasing-radius Corner:

->*****

*

*

*

*

*

<-*****

J-turn

*

*

*

*

Quick-flicks (Variant I - Wide Chicane):

*

Quick-flicks (Variant II - Narrow Chicane):

Sample Circuit Using Some of the Above Corner Types Combined:

```

*****|*****      *****
*      |->      *      *      *
*      **      ***      *
*      *      **      *
*      *      *      *      *
*      *      *      *      *      *****
*      **      *      *      *
*      *      *      *****
*****      *
*****

```

Standard Corner:

*

*

*

*

*

*

*

*

U-turn:

->*****

*

*

*

<-*****

Virtual Bus Stop Chicane:

```

+++++
                Car #1  ->->->->->->  Car #3
Player Path: ->->->->->->  Car #2  ->->->->->->
+++++

```

```

=====
=====
=====

```

CONTACT

For rants, raves, etc., contact me at FEATHER7@IX.NETCOM.COM;
also, if you have enjoyed this guide and feel that it has
been helpful to you, I would certainly appreciate a small
donation via PayPal (<http://www.paypal.com/>) using the above
e-mail address.

To find the latest version of this and all my other
PSX/PS2/DC/Mac game guides, visit FeatherGuides at
<http://feathersites.angelcities.com/>

```

=====
=====
=====

```

```

=====
                Wolf Feather    Jamie Stafford
=====

```

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_

```

=====
                What isn't remembered never happened. - _Serial Experiments Lain_
=====

```