

F-1 World Grand Prix FAQ

by superstar64

Updated to v9.0 on Sep 20, 2001

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*           F-1 WORLD GRAND PRIX WALKTHROUGH           *
*   Written by Jordan Stopciati (superstar64)         *
*           VERSION 1.0 revised on 01/05/2002         *
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UPDATES

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V0.9 - September 20, 2001

First version, contains most of the stuff I want to put in. In the next version coming soon, I expect to have:

* Challenge mode strategies

Not much to expect of myself, is it? There's a lot more to come, so keep your eyes peeled for updates. If you have anything to add, just drop me an e-mail at:

js_sstar64@hotmail.com

V1.0 - January 5, 2002

Finally, I have a complete version 1 out (found that I forgot to put the basic Australia strategy in... :P). Challenges are done, I've elaborated on some information (including track lengths and full race distances for each of the tracks). Hopefully I'll be able to have other stuff for version 1.5, including some driver profiles.

=====
1. LEGAL STUFF
=====

There are lots people out there who are just willing to take any good FAQ that they can find, rip it off, and do all sorts of weird and wonderful things with it. Not if I can't help it. Here's what I ask before you even start reading this guide, it is very short, very sweet, and very polite. I don't ask much from you.

This game walkthrough is supplied to you free of charge. You most likely have to pay for Internet access but they are giving you access to this information - which I supply to you for no charge. Because I really don't pay much for this sort of thing, I don't charge anything. Therefore, I don't make a profit. Selling it without my permission doesn't just deprive me of the credit, it also deprives me of cash that is rightly mine. (Not to mention it wouldn't hurt to pay for some of those unregistered shareware programs...)

Please do not use any of this information if you are writing a game guide for this game unless you give me credit. There are no exceptions to this. I will find out if you rip me off, and you can be sued for it. I can easily use that money that I win for a lot of things. What am I talking about? Something called "plagiarism". It is a fact that I am under eighteen (yeah, I write FAQs and I'm not eighteen yet. Your point?). It is fiction that I can not sue you. That is nonsense. Just cite your source and I'll just mind my business. I do the same thing.

Myself, GameFAQs, or any other website that publishes this FAQ can not be held responsible for any injury, small or large, that directly or indirectly is connected to this document. I can not be held responsible for any of these unsolicited or solicited events. (this is just a small sample)

- Damaged F-1 World Grand Prix game
- Damaged video game system
- Damaged reputation
- Damaged house(s)
- Damaged privilege(s)
- Damaged body part(s)
- Damaged land area(s)

I don't care if somebody ends up dying because of this. The intention of this FAQ was not to drop an H-bomb on the Internet and cause everything within a five hundred mile radius to cease to exist. My intention was to lend a hand to people who need the extra help with this game. So don't blame me for anything.

=====
2. MODES OF PLAY
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There are five modes of play in F-1 World Grand Prix:

Exhibition: Go against 21 other drivers in a race. You can change the settings and have a four-lap sprint or as much as the full race distance. You can start from first and get a head start or try to navigate your way through the pack from twenty-second, among other things. Pick any track, any driver, and you're ready to go on any of the 1997 Formula 1 tracks!

Grand Prix: Go through the seventeen races of the 1997 Formula 1 World Championship. You score points if you finish in the top six of a race (ten for first place down to one point for sixth place.) If you can finish the season with the most points, you win the championship and become the greatest driver in the world. Sounds like a good title to put to yourself, doesn't it?

Challenge: You've been stuck in a pretty good, or bad, situation from the 1997 season and you'd better make the most of it. You start with three situations in three categories: Offense, Defense, and Trouble. You score points for making merit out of each situation. Doing well on each challenge will open up the next challenge in that category.

Time Trial: Take a test drive on any one of the seventeen Grand Prix tracks. It's just you, and your ghost (which appears if you set a new best time). Try to put in the best time you can - it works when you start getting into Grand Prix and Challenge modes - then you have to know the tracks pretty well if you wish to succeed.

2 Player - Go head-to-head with a friend, an enemy, or anyone that you want to go head-to-head with. It's just you and the other guy. Pick any driver, any track, and you're ready to go. There isn't much other stuff to do - just try to beat that other guy and you shouldn't have to do much anything else (other than stop for fuel, etc.)

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3. A TYPICAL FORMULA 1 RACE
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The race all starts with the Friday practice session. In this session, you receive four laps in Rookie or Professional difficulty, up to twenty on Champion. You are not obligated to use all these laps, and they have no effect on your starting race position. Generally, times in this session are half a second slower than the qualifying pace.

You get another practice session on Saturday, which is also limited to four laps in Rookie and Professional, twenty in Champion. This is the last opportunity you're going to get to pick a set-up before the moment of truth: qualifying. This will not count towards your position in the race, however.

Then, the moment of truth: qualifying. In actual F1, a one-hour session is allotted, and you get twelve laps (including your in and out of pit laps.) Well, the only thing you'll get here is twelve laps to take the pole position. There's no time limit. The times are fixed at the beginning of the session, so you won't have to worry about someone besting your time. On Champion difficulty, if your time is not within 107% of the pole position time, you will not be allowed to start the race.

On the race day, there is a short warm-up before the race starts. Same rules as practice apply.

Finally, there is the race. You start on the grid in the position you qualified in. Above the car, five lights will illuminate, one by one, separated by one second each. After approximately three seconds, the lights will go off, an air horn will sound, and this signals the start of the race.

Occasionally, you may see a flag waving on the left side of your screen. These are what the colours mean:

Yellow - Passing is not permitted in this area, slow down.

Green - End of the caution zone (shown at the end of a yellow flag area)

straights you will have. However, your braking performance will decrease and it'll get harder to turn through the corners. On the other hand, the higher the angle (more wing, more drag), the lower your top speed. However, it allows better braking and better turning.

Rear Wing - (10 to 40 degrees) - The rear wing angle, like the front wing angle, determines the aerodynamic efficiency of your car. The same as "Front Wing" applies here. Note that if the front wing angle is higher than the rear wing angle, the car will oversteer. Likewise, if the rear wing angle is higher than the front wing angle, the car will understeer (or is it in reverse?). You can change this as you want.

Fuel - (5 to 100 percent) - The fuel in your car, believe it or not, is very important in deciding how many times you will come into the pits. The more fuel that is in your car, the longer that your car will be able to stay on your track before having to go into the pits. At the beginning of the race, the car will have more sluggish acceleration, but as the fuel load lightens the acceleration starts to improve. A full fuel tank will get you near the end of the race. Pit strategy is your call. You may want to go for a light load at first to get ahead of the pack, then make a stop with plenty of fuel to take you to the end of the race.

Tires - (Soft & hard slicks, intermediates, rain and heavy rain tires) - Tire choice is another very important decision. The easiest way to break it down is the wear. If rain is looking likely or it is raining, you may want to opt for the rain or heavy rain tires. Dry weather will call for the soft or hard slicks. If conditions are variable, you might want to use the intermediate tires. Soft slicks break down sooner than hard slicks, but are faster. The same applies for intermediates, rain tires, and heavy rain.

Gear Ratios - (Low, semi-low, medium, semi-high, high) - The gear ratios will affect how often you have to shift up. Unfortunately, like in some other racing games, you can't adjust gear ratios precisely. Lower gear ratios are good for low-speed tracks like Monaco, but be careful, because you'll hit top speed and damage your gearbox easily. On the other hand, higher gear ratios are better for high-speed circuits.

Suspension - (Soft, medium soft, medium, medium hard, hard) - Suspension has an effect on how much damage your car can take. Harder suspension will allow your car to go a little bit faster, but it will get damaged more easily. On the other hand, softer suspension is a little bit slower, but takes a little bit more punishment. If you're not worried about having accidents, you might want to go with harder suspension.

Steering Sensitivity - (14 to 28 degrees) - Steering sensitivity determines how sensitive your car is to steering. For tight turns, you might want to go with a larger steering sensitivity. For turns which are mostly sweeping, go for a smaller steering sensitivity. Be careful, however. If you get this wrong, your car may want to understeer (not want to turn as well as you want it to), or oversteer (turn too much, turning the car into the inside wall or getting it to turn the wrong way backwards into the outside wall).

----- OTHER OPTIONS -----

You can select some other options, but not in the Paddock Computer: you have to set it up on the menu.

Grid position (Exhibition mode only) - (1st to 22nd) - When you go into Exhibition mode, you can set the grid position you want to go to. You can choose to make it easy for yourself and start in first, or give yourself a

challenge and start from the back of the pack. Since you can't qualify in Exhibition mode, this is the only option you have to set your grid position.

97 Events - (On/Off) - If you turn 97 Events on, the cars will be lined up on the grid in the same way that they were for the actual race during the season. They will go out of the race at the exact same time as the time that they retired from the race in 1997. They'll change positions at the same time. Only you can change the outcome of what happens, for example if you qualify 15th when the driver you chose qualified 5th, the game will adjust accordingly and move everyone that is advantaged by the change up one position.

Damage - (On/Off) - If you turn this on, running into a wall, into another car, or revving your engine too high, will cause damage to your car. In the race screen, there are six indicators, each indicating different sectional areas of the car:

- SUS - Suspension
- TYR - Tires
- AER - Aerodynamics (wings, etc.)
- GER - Gearbox mechanism
- ENG - Engine
- FUL - Fuel

As they become more damaged or more in need to be looked after in the pit, a red indicator comes on next to the appropriate section of the car. As the damage becomes more severe, the indicator becomes brighter. And if the damage requires an imminent stop in the pits, it will flash between bright and dim. (Note: Tires and fuel indicate wear and current fuel level, respectively.) Suspension is usually first to get damaged, immediately followed by aerodynamics and the engine in an accident.

Pit In - (On/Off) - If you turn this on, you will have to worry about tire wear and fuel. Leave it off if you want to stay on the track all the time and not worry about stops. This emphasizes pit strategy quite a bit. In a future version, I'll have some pit strategies for you.

Flags - (On/Off) - If you check above, you can see that flags are shown. The flags are only shown if you have this method on (the only flags that are always shown, regardless of whether this mode is on or off, are the black flag and the chequered flag). Turn this on if you want to play fair. If you want to break the rules all the time and not be penalized, keep this off.

Acceleration/Braking Assist - (On/Off) - When you select your driver, if you select Rookie mode, this option will become available to you. If you turn it on, the computer will select the optimum places to start accelerating and the braking points, and do all that work for you. All you have to worry about is steering. Turn it off, on the other hand, and the A and B buttons are under your control. Keeping it off is the best idea, as staying with this mode for a long time will not give you much of an advantage.

Gears (Automatic/Manual) - As this is a racing game, you can shift up or shift down appropriately. If you want, you can leave this off and let the computer shift for you automatically when you reach maximum revs in each gear. If you want control of shifting, go to manual transmission and use the Z and R buttons to do the shifting for you. Get to manual as soon as possible. It takes a while, but eventually you get into a shifting rhythm, and it helps you win. Trust me. ;)

Distance (4/8/16/Half/Full) - Control the distance that you want to race. Four laps is the shortest distance, but it won't allow you much time to get a jump on the field if you're starting in last place, for example. The full race distance (the number of laps that actual Formula 1 racers race on that track,

which is the lowest number of laps that total over 305 km) may give you more time, but it'll take up quite a large block of your time, one hour and fifteen minutes at the least. If you don't pause the game, then the experience you're getting is really similar to F1.

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5. TEAMS AND DRIVERS
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As all the drivers and teams are roughly equal in performance in this game, there are a few things you might want to note for each team:

Ferrari

Has seven speeds instead of six, therefore you'll have to shift up more often. Otherwise it's a pretty good car to have under you.

Williams

Theoretically, it's probably the fastest car that you'll find. The problem, however, is that it seems quite heavy and not as responsive.

Benetton

A reasonably fast car, and pretty good in the turns. Not a bad option. Really nice at Hockenheim.

McLaren

Balanced and quick. Pretty good at accelerating, and it's good in the turns.

Prost

It's not all that fast, and it seems a little bit heavy. I wouldn't recommend this 100%.

Sauber

Not much comment about this car.

Arrows

Still little comment.

Tyrrell - This car is the only one to have a unique X-wing design on the front of it. Personally, I don't know if it has any effect on the performance.

Stewart and Minardi

Both are powered by V8 engines instead of the regular V10, so you might want to question using these cars: they will not be as powerful.

Jordan

Has seven speeds instead of six, and I also consider it to be the best cornering vehicle. It takes the curves really well, in my opinion. This is my preference to use (either Ralf Schumacher or Fisichella).

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6. CIRCUITS
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Round 1 - Australia (Albert Park)
5.301 kilometers, 58 lap race

Australia is the first circuit on the Formula 1 calendar and is just a taste of things to come. It combines several low-speed turns with a few high-speed turns, but because it is a road course, you can't expect very many of the straights to really be "straight." The chicane that gives you the first time

split, however, can be quite difficult when you first take it, as the circuit goes right but you must keep to the left and then turn right, otherwise you cut the turn right off. And you don't want to do that.

Round 2 - Brazil (Interlagos)

4.292 kilometers, 72 lap race

Brazil is another one of the tough circuits on the F1 calendar. The first corner (the Senna chicane) is quite tough to master, because it banks heavily on the left turn, but you have to get right next to the retaining wall on the left-hand side. It can very easily fool you. Then, there's a right turn directly after that. Take it wrong and you go right off into the gravel. After a few more turns, you're in the hairpin section, which consists of several 180-degree turns (be careful not to lock up your brakes when braking for the turns). The final part of the circuit is a banked section that leads right to the start/finish line. Get behind another car and gradually dive in and out of their slipstream, you'll need the tow. I'll get into the slipstream tactic later.

Round 3 - Argentina (Buenos Aires)

4.259 kilometers, 72 lap race

Argentina, in my opinion, is the most difficult circuit that you're ever going to race. The corners can get extremely nasty, and this circuit really separates the pros from the duds. It's especially obvious in Champion mode where you have to stick to the racing line like glue if you want to have a shot at winning. That's my strategy. Take the corners as carefully as possible, as you may end up getting surprised and overshooting the end of the corner and going into the grass or gravel.

Round 4 - San Marino (Imola)

4.930 kilometers, 62 lap race

This is a difficult track, mainly because it's so easy to make a mistake. One of the first turns on the track can almost be taken completely flat-out, which is unusual for a chicane turn (their objective is to slow you down). There are a lot of off-camber corners on the circuit that turn left but slope to your right, and if you make a small error it can cost you quite a bit. A chicane in the middle of the course causes you to slow down quite a bit, otherwise you crash into the wall on the right side of the course. Generally, you want to pour it on in some areas, but be a little bit more cautious in other sections of the course.

Round 5 - Monaco (Monte Carlo)

3.366 kilometers, 78 lap race

The Monaco circuit is the slowest one on the calendar, which means you want to keep your wing angle high and the fuel high, plus you have to keep the gear ratios low. There are only two areas where you really get to pour on the speed: the Beau Rivage uphill rise, and the tunnel. On all the other parts of the circuit, there's just a lot of Armco barrier. This circuit is extremely hard to pass on. Catching up to a driver is one thing, passing them is another. And try to keep off the Armco barrier. If you just graze it, you might be okay, but continuous hitting will really start to hurt.

Round 6 - Spain (Barcelona)

4.728 kilometers, 65 lap race

This course has the longest straight in F1, and it's the front straight. The remainder of the turns are mainly sweeping, and the hairpins are a lot slower.

On some curves you can just lift off a little and then go flat-out, and on some of the turns they are gradually sweeping: you have to ease off the throttle, go to the outside, go back to the inside, and complete the turn. The first couple of turns after the first chicane are a prime example of this. They seem to last forever, but you have to hit both of the turn apexes, otherwise you run off onto the gravel.

Round 7 - Canada (Montreal)
4.421 kilometers, 69 lap race

Canada is a very difficult circuit, because the straights are very long and you're going to have to hit the brakes to get around the chicane turns, not to mention the low-speed hairpin turns at each end of the course. After the first hairpin (the Senna hairpin), you'll learn about the stop-and-go nature of the Canadian track. The truth is, it's just two long straights separated by two hairpin turns, broken by the occasional chicane. Most of the chicanes should be taken in third gear, with the exception of the second one after the Senna turn, which requires second gear. You may be tempted to brake as late as possible, but you don't want to ruin your tires.

Round 8 - France (Magny-Cours)
4.247 kilometers, 72 lap race

Like Canada, France is very much stop-and-go style. It's mainly several straights that seem to be connected by several hairpin turns. This means you want to go for speed. There's only one area that you might not get the opportunity to go all-out and that's the final chicane and right turn before the start/finish line. Go for speed at around 15 to 20 degrees, and you can take some of the turns flat-out. After the slowest curve on the track, the chicane that immediately follows is a flat-out one. But if you don't feel that you can go through it, you don't have to.

Round 9 - Britain (Silverstone)
5.140 kilometers, 59 lap race

It's difficult to determine whether this circuit can be called high-speed or low-speed because it has a little bit of everything. For example, the first few turns are reasonably fast, but after a little while you start to get some slower turns. The last few hairpin turns - left, and then right - are quite difficult because you might think that the turn is ending when in fact, it is not. Expect a lot of wear and tear on the tires, especially if you're racing on Professional. If you put soft slicks on, you'll probably be making three stops instead of two if you go with them for the whole race.

Round 10 - Germany (Hockenheim)
6.823 kilometers, 45 lap race

One of the high-speed circuits on the Formula 1 calendar, the Hockenheim circuit is situated in the forest, for the most part, and the speed runs high on each of the extremely long straights. They are all broken by chicanes, so don't expect to be running at full throttle for all of the lap. Be careful not to run at full revs (approximately 350 km/h, 230 MPH) for too long. The stadium section is the most difficult, because then the circuit is slower and, since you'll most likely be running a high-speed setup, it'll be difficult to take the turns because the grip is zilch (err...that was just a coincidence that was a German word). But trust me...this is one heck of a fast circuit. If it wasn't for the chicanes you could speed around all your life.

Round 11 - Hungary (Hungaroring)
3.968 kilometers, 77 lap race

The Hungarian circuit is one of the slower ones on the calendar, but it certainly does not feel slow. As a matter of fact, it's absolutely insane to drive. If you want to do well on this track you're going to have to be careful. The first turn is most likely the most difficult, it is a blind curve and gets gradually sharper towards the end, so expect it coming and exercise caution. The hairpin turns are the worst, though. Try not to brake too fast and wear out the tires. Some curves, however, you can take flat out. If you see the chance to gun past a few cars if you can take a turn faster than them, floor it. You probably won't get another chance for a little while. A 30 to 35 degree wing angle will work best, but try not to hit maximum revs too often. Damon Hill learned this the hard way when his gearbox broke at this track in that actual 1997 season, leaving him with two gears and a stuck throttle. He eventually finished second. You'll have a Challenge with this in the game.

Round 12 - Belgium (Spa-Francorchamps)
6.968 kilometers, 44 lap race

Spa-Francorchamps is a circuit where you have to be extremely sure of yourself if you want to get past other cars. There are not very many passing opportunities on the track, even though you have several long straights to get into another car's slipstream, accelerate, and try to get past. However, that strategy doesn't really work here. The best places you will get to pass are the start/finish straight, and into and out of the first turn. If you want to pass anywhere else, you're going to have to have a lot of guts. It's especially hard trying to pass the Williams driver or Michael Schumacher. They are hellbent on defending their position (usually first or second place). They put up a major fight. A 20-20 setup for wing angles and semi-high gear ratios is, for the most part, the best way to go. And may I please mention the final chicane? Take that carefully. Learn the racing line perfectly, because if you mess up here you're screwed.

Round 13 - Italy (Monza)
5.770 kilometers, 53 lap race

This is the ultimate high-speed track. If you're looking for true speed, this circuit is for you. However, this is a very difficult track for passing. You don't have too much of a speed advantage on most of the straights (with the exception of the straight leading up to the final turn and the start/finish line). The chicanes don't create too many passing opportunities either. They are extremely tight. But when you're in the lead, you want to take them as fast as possible, so stay to the outside, cut across, then repeat. It's especially difficult at the second chicane after the start/finish. Have a major speed setup. You'll need all the velocity you can get.

Round 14 - Austria (Al-Ring)
4.323 kilometers, 71 lap race

Austria is a tough (albeit very simple) circuit, but extremely hilly. The first couple of turns are sharp and uphill. There's very little run-off on these turns at the exit, so try to stay on the track and stop cutting the grass. The middle section is just as difficult to stay on the track...face it - try to stay on the track and you might just have a shot at winning! You do, however, have plenty of opportunities to pass, because the computer players tend to get into traffic jams at the first two corners, especially on lap one. Keep out of the way and you can just breeze by and gain a lot of ground.

Round 15 - Luxembourg (Nurburgring)
4.556 kilometers, 67 lap race

The Luxembourg track is no real challenge, it might be impressive, but it's not all that difficult. There are two hairpin turns on the track, both are all right, but on the second one (the one where you see the electronic results tower), be careful not to go off the track. As for the rest of the circuit, it's just several kinks. It's certainly not simple, but the chicane towards the end of the track may become difficult. Believe it or not, you can actually take it flat-out. You can easily damage your car if you take it wrong, though. Generally, it's quite boring. Don't expect too much overtaking in the middle section of the course.

Round 16 - Japan (Suzuka)
5.864 kilometers, 53 lap race

Suzuka, Japan is an extremely difficult circuit, and has plenty of nasty kinks waiting to spoil you. This is not an easy circuit, it is very hard to get a setup and it seems as if the computer is always faster than you. What you want to do is try to find a way through the turn sequence after the start/finish line and ends at the underpass. If you have a low steering sensitivity and/or your tires are getting worn out, it will be hard to be able to get through without running off onto the gravel. And you don't want to do that. So go for a high steering sensitivity. After the underpass, you want to be careful at the spoon curve, which may catch you out. From there on, it's easy going. Generally, if you can stay clean through the esses, it's possible to catch up to computer players.

Round 17 - Europe (Jerez)
4.428 kilometers, 69 lap race

It's the championship showdown, and you couldn't ask for a stranger place to hold it. The European track is one that does not lean towards high speeds or slow corners. There are three long straights that allow you to hit high speeds, but all the same, there is a section of the track that consists of several complicated turns. Because most of the time you are most likely going to be going for speed, that's what you should go for - a speed setup, but all the same, 15 to 20 degrees will most likely do the trick for wing angles.

Bonus Track - U.S.A. (Hawaii)
3.003 kilometers, 99 lap race

This circuit is awarded to you after you win the championship on Professional. Or, you can change the Williams' driver's name to "DRIVER VACATION" if you want this circuit. Personally, I despise this circuit with all my heart. It only takes a minute (53 seconds is possible) to complete a full lap, but there are so many difficult sections of the course that it's unreal. I can easily compare this circuit to the Hungarian circuit. When you're on the bridge, it rises up and curves down extremely sharply, so when you're going down the bridge, the car may want to bottom out pretty nastily on you. If you get unlucky, the car could completely lose control and cause some severe damage. In the volcano section, after the gentle right-hander be prepared to slow down for the turn to get sharper. Otherwise just brace yourself for this hideous track.

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7. STRATEGIES
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Burning out is a big problem, and you especially don't want to burn out at the start on Grand Prix mode. It can, and may, happen sometimes, but there really is no reason to burn out as the starting sequence is the same at every start and it is very easy to learn (gap between the fifth red light illuminating and the starting horn in particular). It does happen, though, and in case it does,

the most important thing to remember is to GET OFF THE THROTTLE. You want to do that as soon as possible before cars start to overtake you and you end up at the back of the grid. So anyway, get off the gas for about a second, then start accelerating again. Your car should get better traction and accelerate faster.

Slipstreaming is a very handy technique that works quite well to pass cars on very long straights (Germany, Italy, Canada). To get it going, get directly behind another car. Your car will start to accelerate a lot faster and you'll most likely find yourself pulling up behind the car in front of you. This is a great passing opportunity, but be careful. The risk is hitting top revs, after which you can't go any faster and continuous operation at those RPMs will cause damage. To avoid this, gradually dive in and out as you hit top revs. When you think you can get past, get as much speed as you can, pull out, and just go for it. Once you're running side by side, try to make the move.

On Rookie mode, you don't have to worry about acceleration and braking. On Professional mode, you can take the turns faster than a real F1 driver would take them. But on Champion, the turning physics resemble an F1 car quite well. That means you can't follow the same ways that you did before - your driving style will have to change quite a bit. First of all, stick to the racing line like glue. That's how you get the fast times. Stray one inch off of it and the chances are you're gonna screw up. Second of all, slow down at most of the curves that you took flat-out before. The steering is very exaggerated at high speed. You could very well make an error and slam right into the retaining wall. That damages your car quite severely, if it doesn't disable it. The crashes get really nasty in Champion.

Be careful when lapping traffic! What this means is if you're passing a car that's a lot slower, but not for position - they don't always move out of the way and let you through, but don't suddenly duck out from behind. If you make a mistake you'll ride right into the back of the other car. If the speed differential is not major, you might not have any major damage. On the other hand, if the other car is just crawling around the track, expect a lot of flying parts.

If you have "pit in" on, you really have to decide what pit strategy you want to use. A two-stop strategy is usually the norm and you usually have to put hard or soft tires on with a medium load of fuel. Three stops is useful if you want to gain a lot of ground in each of your stints, where you will need soft tires and a light fuel load. Then, there's just one stop, where you want hard tires and lots of fuel. You'll be able to stay out on the track longer and get a jump on anyone who is two-stopping, but you won't be able to make up much ground on the track. Of course, you can combine any of the above and stop early, gain a lot of ground, fuel for close to the end of the race, keep your lead, then stop again for just enough fuel to last you to the end. If you're still confused about this, just e-mail me and I'll tell you. I might even devote a whole section of this guide to pit strategy, it's so important, because it can make or break your race.

Cheating just doesn't cut it. There are plenty of subtle differences between F-1 World Grand Prix and actual Formula 1 racing. Most of them apply only when you have flags on. In F1WGP, if you overtake a car if a yellow flag is waving, you automatically get a black and white flag. The game does not care if you yield back the position (in F1 if you passed under a yellow flag but yielded back the position you would not be penalized). In addition, if you cut a corner, you'll get a black and white flag. In reality, the only time you would be penalized is if you gained an advantage by cutting the corner. Generally F1WGP isn't very good at calculating what an "advantage" is. You'll know, however, when you get penalized, because it'll seem like you hit an invisible wall (car spins sideways and back onto the track...how realistic is that?)

More information on overtaking: there are some times and places where you just don't overtake: in the rain, it's going to be very hard to pass, because your car will be slower. Strangely enough, the computer players will not. Chicanes are also a bad overtaking location, as if you get to the inside the other car will try to T-bone you if you're not completely past. The best way to get an advantage and pass them is to get a nice run off a turn. Just after a hairpin is an EXCELLENT place to pass. If you can get a nice clean acceleration out of the turn you stand a great chance of getting ahead. I especially emphasize this if there's a very long straight after it, because eventually you'll get past and the other car will drop back.

Last but not least: you get some problems at some of the narrower chicanes. The final turn sequence at Belgium, the first two chicanes at Italy, both cause problems, as they are extremely narrow and easily damage your car if you ride up over the curbs. So be cautious.

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8. CHALLENGE MODE
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Challenge Mode is a special mode in F-1 World Grand Prix that is indeed the cool mode if you want to jump into the closing laps of a race in a rush to get back to the front, or a situation where you need to defend your position, or even a situation where the driver here has gotten themselves royally screwed up and you need to worry about trying to still be competitive even though you're going to lose the race. All these challenges, by the way, are on Professional difficulty, with an automatic transmission.

If you get at least one point in a challenge, you open up the next challenge in that category (e.g. getting at least one point in Offense A will unlock Offense B). At the beginning of the game, only Offense A, Defense A, and Trouble A are available to you. If you get at least one point in all fifteen of the regular challenges, you will open up the Ultimate Challenge. Strategies for all of the challenges are indicated here.

--- OFFENSE A ---

Driver: Olivier Panis (Prost)

Race: Spanish GP, Circuit de Catalunya

Scenario: In 1997, Bridgestone began to supply F1 tires to selected teams. Goodyear, their rival, had previously monopolized the F1 tire market and were supplying all teams. At the Spanish Grand Prix, Goodyear introduced a new super-soft tire compound which many teams used. The extra grip in these tires produced excellent qualifying times, but in the race, they couldn't put up with the heat and required more pit stops than calculated. Olivier Panis is on the better Bridgestone tires, and your objective is to gain as many places as possible as the Goodyear users make an unscheduled pit stop.

Strategy: Because most drivers that you will pass will be in the pit lane, you need to know if you can pass them in the pit lane or not. Most pit stops take approximately ten seconds, but in reality it is a lot more than that as you are required to slow down when coming in and out of the pit lane. Therefore, the time you lose can be much greater. This allows more drivers to pass you. Generally, if the driver ahead of you has less than a twenty-five to thirty second advantage when they enter, as long as you don't mess up, you stand a chance of passing them. If you can pass some cars out on the track, that's even better and if you can get up into third place, that's certainly worth five

points.

--- OFFENSE B ---

Driver: Giancarlo Fisichella (Jordan)

Race: Canadian GP, Montreal

Scenario: At the Canadian Grand Prix, Goodyear re-introduced the super soft tire compound. It had been improved, but there were still problems. Towards the end of his stint, Giancarlo Fisichella decided to stay out more laps than calculated, even though his tires were badly blistering. Try to gain as many positions as you can in this final stint and try to get on the podium. Your tires are extremely worn, however, so be cautious.

Strategy: Believe it or not, you can win this race if you can take the lead before the end of lap 53 (as indicated by the lap counter, which doesn't always start on one in Challenge mode.) I am absolutely serious. If you drive your heart out (while trying not to severely damage your tires), you can win. You will be assisted by some drivers coming in for their pit stops.

(In case you're wondering why the end of the race is lap 53 instead of the regular 69 in Exhibition, it was because Olivier Panis had a severe accident on the 53rd lap, causing the race to be red-flagged. He broke both of his legs, however, he did recover and is still driving in F1 today. This has been another one of my trivia tidbits. :)

--- OFFENSE C ---

Driver: Shinji Nakano (Prost)

Race: Hungarian GP, Hungaroring

Scenario: In the closing laps of the Hungarian Grand Prix, Shinji Nakano found himself in a situation to score some points. He had been battling with Eddie Irvine and the two Schumacher brothers for a good part of the race. Try to pass Irvine as soon as possible. This will allow you to challenge Michael and Ralf Schumacher, and possibly have a shot at getting a podium.

Strategy: You want the podium. You want nothing else. Once the challenge starts the ranking will be as follows: Hill, Williams (Villeneuve), Herbert, Schumacher, Ralf, Irvine, Nakano (you). Just drive your butt off around the track. Pass Irvine and the Schumacher brothers as early as possible so that you can challenge for the podium position. I can't give much advice other than that. To do so would just be useless. Follow the track strategy and you should be just fine.

--- OFFENSE D ---

Driver: David Coulthard (McLaren)

Race: Italian GP, Monza

Scenario: The Monza circuit is extremely high speed, and has very few opportunities for you to make any overtaking manoeuvres. Therefore, if you can get into the lead, it is a big advantage. In the 1997 race, David Coulthard was challenging Jean Alesi for the lead but was failing to pass him. When the time came for both him and Alesi to refuel, Coulthard realized that the only chance that he had to pass Alesi was if he made a faster pit stop. As Coulthard, try to pass Alesi out on the track, otherwise follow him into the pit, refuel faster, and try to hold onto the lead.

Strategy: You have to refuel after two laps. Alesi can hold out until the final lap of this challenge. So, in order to guarantee yourself the win in this challenge, it's good if you can pass Alesi down the straights. Just use the slipstream tactic, get in behind him, then pull out and overtake. Once the time comes for you to refuel, two laps into the challenge, attack the pitlane with all you've got. One of the advantages of the Monza pitlane is that you can dive right off the track and hit it at full speed before the pit limiter kicks in and limits you to 88 km/h. Just go for a lap or two of fuel. You might have to pass Hakkinen when you come out, but that should be easy enough to do. Alesi will stop on the last lap, so it'll be easy enough to pass him.

--- OFFENSE E ---

Driver: Michael Schumacher (Ferrari)

Race: European GP, Jerez

Scenario: The championship of 1997 ended at the circuit of Jerez de la Frontera. Michael Schumacher led the Williams' team's top driver by one point. At the end of the first stint, Schumacher was in third position, and Mika Hakkinen needed to refuel. If he could stay ahead of the Williams driver, Schumacher could win the championship. Your objective is to build up a large lead between you and the Williams driver. Frentzen, in the lead, will attempt to hold you up in order for your margin to peg back.

Situation: This is not the easiest challenge that you will ever have. At the beginning of the challenge, you are in fourth place. The Williams driver (Villeneuve) will pull into the pits right at the beginning of the challenge as you come up to the final turn. Just drive the circuit like the racing driver that you are. Make the move on Frentzen, and then just shoot off into the distance. It's a pretty effective method to get the five points that you will need to win the race.

--- DEFENSE A ---

Driver: David Coulthard (McLaren)

Race: Australian GP, Albert Park

Scenario: David Coulthard surprised everyone during the Australian Grand Prix by taking the lead several times during the race. With the laps winding down, Coulthard was under pressure from Heinz-Harold Frentzen, while Michael Schumacher attempted to catch the leaders. Your objective is to hold the two of them off and score McLaren's first victory in three years.

Frentzen might not be all that aggressive, but Schumi certainly is. When I ran this challenge, HHH retired. Therefore, you only have Schumacher to contend with. Just try to run as clean a race as you can. Don't try to play dirty. Follow the track strategy for Australia, and if you can do that, you shouldn't have a problem scoring the five points.

--- DEFENSE B ---

Driver: Gerhard Berger (Benetton)

Race: German GP, Hockenheim

Scenario: In the German Grand Prix, Gerhard Berger had a big lead over the second place car of Fisichella. Berger's car began to run short of fuel,

meaning that he had to enter the pits. Fisichella had enough fuel on board to overtake Berger while he was in the pit. Try to build up as much of a lead as you can. Then when you pit, try to keep your lead as much as possible, and possibly even try to build it up again.

Strategy: You are driving a very good car. It has a little bit more cornering grip than the sort of car you would usually drive at Hockenheim, so use this advantage to take the chicanes and the corners as fast as you can. This really helps to build up your lead. If you open up an effective gap - at least thirty seconds should be enough - you can come out of the pits ahead. This should be after two laps of racing. Use the final lap of the challenge to open up the gap as much as you can. Fifteen seconds should be more than enough.

--- DEFENSE C ---

Driver: Michael Schumacher (Ferrari)

Race: French GP, Magny-Cours

Scenario: In the closing laps of the French Grand Prix Michael Schumacher was en route to a victory. He had built up a comfortable lead over challenger Heinz-Harold Frentzen and victory was looking extremely likely. However, his brother Ralf Schumacher, who had entered F1 for the 1997 season, was also running a good race in sixth place. If he could stay on the lead lap, he might be able to benefit from a car dropping out of the race in front of him. As Michael, lap the French track for the final time and win the race. Ralf's car will come up eventually, but don't lap him so that he may be able to score some points as well.

Strategy: You get to show a little bit of brotherly love in this challenge. The challenge is very short - one lap. Don't push through the corners. Get to the point where you're almost allowing Frentzen, who is approximately five seconds behind you, to pursue you for the lead, but don't take it that far. Try to keep Ralf's yellow car out of sight until the last couple of turns (possibly start getting on the gas in the middle of the straight after the 180 degree turn).

--- DEFENSE D ---

Driver: Heinz-Harold Frentzen (Williams)

Race: San Marino GP (Imola)

Scenario: In the final laps of the San Marino Grand Prix, Heinz-Harold Frentzen desperately tried to hold off Michael Schumacher. There were several cars in their way, though. If Frentzen could get through them faster, they would become an obstacle to Michael Schumacher. Use the cars that you are lapping in order to block Schumacher, and win the race.

Strategy: What can I say? Clear the traffic as fast as you can. If you're good you can probably lap six cars in about three or four laps. M. Schumacher is almost guaranteed to get tied up behind at least one of them. If you can put five or six cars behind you, it shouldn't be all that hard to get about a eight to ten second gap and get the five points you need to edge closer to the big 100 point milestone.

--- DEFENSE E ---

Driver: Mika Hakkinen (McLaren)

Race: British GP, Silverstone

Scenario: During the British Grand Prix, Mika Hakkinen was sitting in third place, a good distance behind the leaders, with everybody on their way to the pits for new tires. When the time came for pit stops, Hakkinen made the decision to stay out a few more laps, despite badly worn tires. Try to build up as much of a lead as you can in the next few laps. You have badly worn tires, so be careful out there.

Strategy: Eddie Irvine, who is in second place, will retire towards the end of your first lap, and then the Williams driver will go into the pits. At this time, you will be able to take the lead. You will not have much of a gap - you will probably be able to see the Williams driver exiting the pitlane and about to resume normal racing speed - but it is enough to take the lead. Now start speeding around the track as fast as you can. Going off into the gravel, however, will most likely be quite costly. At least a ten second gap should guarantee you the win.

--- TROUBLE A ---

Driver: Michael Schumacher (Ferrari)

Race: Belgian GP, Spa-Francorchamps

Scenario: The Belgian track is well known for its unpredictable weather. Before the race began, the track was drenched in a torrential downpour. After the first lap, however, the rain stopped, but unfortunately, since almost all drivers were on rain tires, they would lose time. Michael Schumacher, on the other hand, started on intermediate tires. This gave him the upper hand as the track dried. Gain as much time as possible to guarantee yourself a win.

Strategy: Most of the cars will most certainly be slower than you. You shouldn't have a hard time passing them. Because all cars are slower when driving in the rain, once the track starts to dry, you will be faster and be able to post quicker and quicker lap times. This will help you move up from third place (where you started) to the lead. Then all you have to do is keep it up and you should be able to build up a lead that will make a comeback unlikely.

--- TROUBLE B ---

Driver: Ukyo Katayama (Minardi)

Race: Hungarian GP, Hungaroring

Scenario: During the Hungarian Grand Prix Ukyo Katayama struggled to remain in the top ten. His brakes had failed in the final laps of the race and were no longer effective, causing his lap times to become much less impressive. Your objective is to try to record the best lap times that you can in the final laps of the race. Because your brakes have failed, you will not be able to have nearly as effective deceleration.

Strategy: It's simple enough to drive this circuit, but the problem is that you don't have brakes. The Hungaroring is a circuit that places a lot of emphasis on cornering and therefore braking, so you're in a bit of a fix. The best strategy is to "brake", or release the accelerator, well before the 150 meter board. On most of the corners you don't have to lose too much speed from high-speed straights. The second last turn will be most difficult, however. Start slowing down at the chicane because the distance will close fast.

--- TROUBLE C ---

Driver: Giancarlo Fisichella (Jordan)

Race: German GP, Hockenheim

Scenario: Giancarlo Fisichella was running a great race in Germany, when disaster suddenly struck. In the closing stages of the race, Fisichella had a puncture which rendered one of this rear tires ineffective as it eventually flew off. Fortunately, he was able to return to the pits and have it repaired. Once your tire flies off, try to navigate back to the pits, replace the wheel, and return to the circuit and try to gain back as much time as you can.

Strategy: It's not the comeback that is the hard part. It is trying to navigate a tricycle car. If you lose a rear wheel, that is a bigger problem than if you lost a front wheel. The car is going to want to pull to the left, so hold the control stick a bit to the right when traveling straight ahead. Compensate accordingly in the turns (it'll be easiest to make a left turn, but right turns will be very difficult). Michael Schumacher is lurking right behind you. Hold him up while you struggle back. Luckily, it's not that far.

--- TROUBLE D ---

Driver: Heinz-Harold Frentzen (Williams)

Race: Monaco GP, Monte Carlo

Scenario: The Monaco GP began in a light downpour. Most teams decided to opt for the intermediate or rain tires, but the Williams team took a gamble when they decided to go on slicks. They thought that they would be able to gain position if the rain started to become weak and stop. Unfortunately, the rain got heavier and showed no signs of stopping throughout the whole race. As Frentzen, try to stay in the lead as long as you can. The slicks will not be effective on a wet track, so be very careful.

Strategy: What can I say? You're gonna have a bloody hard time on this challenge. Just take the corners as carefully as you can and keep an eye on the lineup behind you. If one driver decides to dive out to the side, they're going to pass you, no doubt about it. The longer you can hold on to your lead, the more points you might be able to score. Keeping the lead, however, is critical. If you surrender a position, you're not going to get it back.

--- TROUBLE E ---

Driver: Damon Hill (Arrows)

Race: Hungarian GP, Hungaroring

Scenario: In 1996, Damon Hill was driving for the powerful Williams team and won the world championship. However, in 1997, he switched to the weaker Arrows team and had problems with reliability all season. However, in Hungary, he shocked everyone by taking the lead and building up a lead of as much as 35 seconds at one point. However, on lap 76, with only two laps remaining Hill's Arrows weakened and he was left with only his bottom two gears. Your objective is to try to finish as high as possible. Even though you have a big lead, the gap will close very quickly.

Strategy: You'll notice the "GEA" damage light turning from dim to bright to flashing as you begin the scenario. Luckily for you, your gearbox doesn't break immediately. At first you'll have five gears, then four, then three, and most likely by the end of the first lap you'll be down to two gears. The rule of

thumb is to not hit top revs. It will not take long for the gearbox to break even further. With only two gears on your car the top speed is 154 km/h (approx 90 MPH). With one gear, it is 108. If you continually drive at top revs for most of the lap, it will be a guarantee that you lose second gear, then first gear and have a powerless car, which will not score any points at all. Once the Williams driver catches up (which will most likely be somewhere in the back kink), try to block as much as you can. You'll get a break in the turns but you will be hopeless in the straights. Every time the Williams driver seems to dive to the side, block, block, block. That will score you the five points.

--- ULTIMATE ---

Driver: Eddie Irvine (Ferrari)

Race: Japanese GP, Suzuka

Scenario: During the Japanese Grand Prix, Michael Schumacher was able to benefit from his teammate Eddie Irvine. During the race, Irvine was able to catch, and then block, the Williams driver. This allowed Schumacher to catch up to the two of them, overtake, and eventually, win the race. As Irvine, repeat this in the twelve laps that you get in the Ultimate Challenge. Then, try to finish as high as possible while consigning the Williams driver to a lower position.

Strategy: This challenge is twelve laps long. In the esses before the underpass, weave through the traffic in order to get to the front of the field, as this is the best opportunity that you will have throughout the whole race. Block the Williams driver, then once you see the other red Ferrari coming, keep him hemmed in. Try to do this for as long as you can throughout the race until the time comes for the pit stops in the middle of the challenge. Even after that, catch up to the Williams driver. Once you've put him in a low position (not too low...remember that you have to catch up!), put the pedal down again and try to get back up into second place. Michael Schumacher will almost certainly have an unrelinquishable lead. On this final challenge, you can score up to 25 points.

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9. CODES

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You might be aware that you can change the Williams driver's name to whatever you want. If you change his name to certain names, you can unlock different things temporarily until you change the name again or turn the game off. (Note: the first name must be "DRIVER" as in "DRIVER PYRITE" or something like that.) Here are the last names:

Chrome - unlock Silver Driver

Pyrite - unlock Gold Driver

Vacation - unlock Bonus Track

Museum - unlock Gallery

Pandora - open up Ultimate Challenge in File 4 on Challenge Mode

I'm sure I didn't get them all, but...hey, what can I do?

And here's what you do to get them permanently:

80% in Challenge Mode - unlock Silver Driver

90% in Challenge Mode - unlock Gold Driver

Defeat Rookie difficulty in Grand Prix mode - unlock Gallery and Credits

Defeat Professional difficulty in Grand Prix mode - unlock Bonus Track

Once again, I'm sure there's some stuff that I've missed...

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10. QUESTIONS
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Q: Who is the Williams driver, and why was he not mentioned?

A: In 1997, Jacques Villeneuve was the top driver for the Williams team. He, as a matter of fact, is the Williams driver in this game. For some reason, most of the Formula 1 video games (at least based on the '96 to '98 seasons) failed to mention Villeneuve. I'm pretty sure that this was because of legal reasons (which is surprising to say the least, considering that he did win the 1997 world championship). However, all his statistics (date of birth, nationality, etc.) are included in F1WGP.

Q: What is "telemetry"?

A: Telemetry is information broadcast from the car to the pits giving information on speed, brake pressure, throttle pressure, G-forces, and so on. In its simplest form, indicated in F1WGP, it is a graph comparing distance to time (e.g. recording your speed around different sections of the track). This information helps calculate where you are accelerating and braking and how effective it is, and, if there is a best lap telemetry graph, you can make comparisons to where and how you are gaining/losing time. You can then use that information to determine what you should do to gain that time back. It is an invaluable resource, especially to the people who obsess over a "perfect lap".

Q: Driving strategies, please?

A: The simplest, and most effective: this is not an arcade game, people. This is a real simulation, just like Gran Turismo or any sim game. This means that you will have to slow down at the corners on many occasions. I am preparing an HTML version of this FAQ. In it, I will have a "good lap" movie recorded, which includes optimum cornering speeds. Bottom line? You just can't take a corner flat-out in this game, with the possible exception of the neck-straining corners in Belgium, Silverstone, and so on.

Q: Are there any F1WGP competitions online?

A: Yes. They don't number as many as the competitions for games like F1-2000, Grand Prix 3, and all that, but I do know that there are websites that allow you to participate in online F1WGP tournaments. E-mail me at the address below for more information.

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11. END
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This FAQ is copyright (C) 2001 by Jordan Stopciati. (Please read the "Legal Stuff" section for a full disclaimer and my personal plagiarism/etc. policy.)

I'd like to thank you for reading this, I really appreciate it (as I make no money from writing video game FAQs, your support is pretty much the only way I get paid. But it does just as well as money!) Other FAQs for Excitebike 64, Super Mario 64, and San Francisco Rush 2049 are currently online on GameFAQs.com. The following people must be credited:

- Everyone on the F-1 board that I surf: Mark and Erik in particular. Their support is greatly appreciated.
- Jeff "CJayC" Veasey, who maintains an awesome site and takes the time to post my FAQs without complaining. Not many people can lay claim to that.
- Paradigm Entertainment and Video System, for creating F-1 World Grand Prix.

- Myself, I wrote this thing.
- Errr...Microsoft, for developing WordPad and giving me a text editor that doesn't give me hell. Without them, this wouldn't be possible either.
- You, the reader.

You can contact me with any strategies, comments, tips, etc. for FlWGP, or for any of my FAQs in general, by contacting me at the following e-mail address:

js_sstar64@hotmail.com

Chain letters, hate mail, or anything that else I determine to be a waste of the 2 MB space that I get for this account, will be deleted without a second thought. You have been warned.

Once again, thanks for reading. This concludes the F-1 World Grand Prix FAQ for N64.

See you on the track...

=== END DOCUMENT ===

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