

F1 2000 FAQ/Driving Guide Final

by Wolf Feather

Updated on Apr 3, 2001

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SPACING

For optimum readability, this driving guide should be viewed/printed using a monowidth font, such as Courier.

Check for font setting by making sure the numbers and letters below line up:

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PERMISSIONS

Permission is hereby granted for a user to download and/or print out a copy of this driving guide for personal use.

This driving guide may only be posted on: FeatherGuides, GameFAQs.com, flgamers.com, PSXCodez.com, Cheatcc.com, Absolute-PlayStation.com, InsidePS2Games.com, CheatPlanet.com, The Cheat Empire, a2zweblinks.com, Gameguru, cheatingplanet.com, neoseeker.com, and vgstrategies.com. Please contact me for permission to post elsewhere on the Internet.

Should anyone wish to translate this driving guide into other languages (F1 2000 is also optimized for French and Spanish), please contact me for permission and provide me with a copy when complete (especially important so that I can improve my French and Spanish skills).

This driving guide is the result of well over 150 hours of gameplay and approximately 40 (fortunately nonconsecutive) hours of writing and editing. Plagiarism is therefore NOT tolerated!!!!

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FINAL VERSION NOTICE

This is the final version of the F1 2000 Driving Guide. Since there will be no future changes, the copy of this guide on FeatherGuides (<http://www.angelcities.com/members/feathersites/>) is an experiment with an HTML version of the guide, facilitating guide navigation for online users.

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INTRODUCTION

Most likely, if you play F1 2000, then you are at least a casual fan of Formula 1 racing, and have at least a basic knowledge of many or all of the currently-used F1 courses. That knowledge does indeed help when first playing F1 2000, and vice versa - extensive gameplay helps in determining where the drivers are on each course when races are televised.

The main part of this driving guide provides information to help you to cleanly drive each course. Even those who know the courses fairly well and/or play the game regularly can always use tips.

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ASSUMPTIONS AND CONVENTIONS

Several of the official course and segment names used in F1 racing include the use of characters which are not standard to the English language, on which the Internet and standard text-only documents are based. In order to eliminate the potential for "strange characters" in a standard text-only document, these characters have not been used.

This driving guide is designed with the assumption that you (the player) are playing with Dry Weather, Fuel Usage, Flags, Equipment Failures, and Damage all activated. (Weather is randomized if Realistic Weather is chosen.) Most important here is Flags; with the Flags option activated, shortcutting corners, driving too far off-course, passing another car when the yellow flag is displayed, and reckless driving (including driving backward during a race) will instigate a ten-second Stop-Go Penalty; driving backward results in an immediate Black Flag, ending your race). It is not possible to "accumulate" multiple outstanding Stop-Go Penalties and then serve them all at once; if more than one Stop-Go Penalty is outstanding, you will be shown a Black Flag and be forced to end the race prematurely.

According to the FIA's rules for F1 competition, a driver may make no more than three complete laps before serving a Stop-Go Penalty once one has been assigned, or else the driver is shown the Black Flag. However, if a Stop-Go Penalty is issued in the last five laps of a race and is unserved, the driver is instead penalized by adding twenty seconds to his or her overall time. F1 2000 also follows the twenty-second penalty in this case, but only if the Stop-Go Penalty was assigned with less than three complete laps remaining in the race.

Most racetracks outside the United States name the corners and even some straightaways. Where these names are known, they will be included in parentheses and referenced in the explanatory text. These names have been gathered from course maps available on the courses' official Web sites, my memory of how F1 races have been called by the TV sportscasters, and/or from the Training mode of F1 Championship Season 2000 (the follow-up game to F1 2000, also by EA Sports). To the extent possible, these names have been translated into English.

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SETTINGS

During the Test Day, Practice, and Qualifying sessions, sitting in the Pits and pressing the Start button brings up an options screen. Selecting "Car Setup" brings up dialogues to change Front Downforce, Rear Downforce, Gear Ratios, Steering Lock, Front Suspension, Rear Suspension, Brake Balance, and Ground Clearance (press the up and down buttons to switch between these dialogues). For convention, this driving guide will use the following system to show these settings:

Ground Clearance: -1

These dialogues show seven small boxes. The centermost box means a neutral setting. The three boxes to the left mean progressively lower settings (negative), while the three boxes to the right mean progressively higher settings (positive). The number indicates how many boxes in each direction the red square should move; a zero indicates a neutral setting. Each course will have suggested settings for the above dialogues to help stabilize the chosen car for that course. These are just suggestions, largely based upon my rather aggressive driving style; experiment and find the car set-up which works best for your driving style for each course.

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GENERAL TIPS

In general, bumping other cars is a bad thing: You might damage your own car, and, if it occurs too much, you may also receive a Stop-Go Penalty. If you ram another car's backside at full speed, you will almost definitely receive a Stop-Go Penalty. The best way to avoid Stop-Go Penalties is to keep at least two wheels on the approved driving surfaces (pavement and rumble strips) at all times, and to refrain from colliding with other cars.

Normally, the best way to approach a turn is from the outside. At the apex of the turn, your car should be as close as possible to the inside of the turn. As you leave the turn, drive back toward the outside. This is obviously made more difficult on really tight and/or blind corners, especially at Monaco.

If playing with Fuel Usage activated, it may be a good idea to set your Pit Stops for late in the race. This way, should you need to pit early to repair damage, you can also take on "extra" fuel at that time and eliminate a later-scheduled Pit Stop. Note that this is not possible when serving a Stop-Go Penalty, as the Pit Crew is not permitted to touch the car while the Penalty is being served.

Should you be fortunate enough to begin lapping the field, the backmarkers will usually stay out of your way. However, this is not always the case, especially as you approach the cars in the points.

Braking is of utmost importance, especially when approaching a tight chicane or a blind corner. If you are not sure of where a corner is (especially with other cars in front of you), brake early. For a real-world example of what can happen by missing a braking zone, refer to the 2000 Grand Prix of Italy at Monza (Lap 1, Roggia Chicane; this is the massive accident in which flying debris struck and killed a volunteer corner worker).

Activating the Flags option in F1 2000 causes the game to use the same flags and related rules as an actual F1 race. I have never been shown a Blue Flag (allow the car(s) behind to pass), but that does not mean that - in the right situation - you will not be shown a Blue Flag. When shown a Yellow Flag,

you are to slow down and not pass anyone until you see a Green Flag (normal racing conditions); however, when the Yellow Flag is displayed, you are certainly permitted to pass a vehicle with obvious problems, such as a car (usually Mazacane or Gene) with a blown engine.

Amazingly, in F1 2000, a car can still be driven even after a wheel has fallen off!!!! If you lose a wheel, it will usually be on the front of the car, due to bumping another car or smashing against a barrier. Turning the car toward the missing wheel (i.e., turning left if the left front wheel is missing) is not very difficult, but turning away from the missing wheel (turning right in this example) is nearly impossible at any speed faster than a snail's crawl. However, once any two wheels have separated from the car, the race/qualification/practice immediately ends.

It is rare that your rear wing will ever be damaged; the most probable means of damaging the rear wing is spinning and hitting a barrier or another car with the backside of your vehicle. However, if you are too aggressive or are not careful entering the Pit Lane (especially if coming in at full speed at Monza), you may damage your front wing. If a wing only has "a slight knock" and is labeled yellow in the damage indicator, you can still drive normally, although serious caution must be taken on downhill turns (such as the first corner at Hungaroring). If a wing comes off the car, don't plan on taking corners at any respectable speed, and passing other vehicles becomes nearly impossible even in a straight line due to the improper flow of air around your car.

If playing the Championship mode, points are awarded for the top six cars at the end of the race; these points are given to the driver (for the Drivers Championship) and the team (for the Constructors Championship). The points are awarded as follows, in accordance with FIA regulations:

First Place:	10 points
Second Place:	6 points
Third Place:	4 points
Fourth Place:	3 points
Fifth Place:	2 points
Sixth Place:	1 point

Thus, if you are concerned about winning the Constructors Championship, race as a driver for an historically good team, such as Ferrari or McLaren.

Whichever driver and team you select to represent you in the race, you will periodically be given updates as to your teammate's status during the race (i.e., if you race as Jean Alesi, you will be given status updates on Nick Heidfeld's track position and pitting schedule). It is extremely important to listen to this information, especially during the window(s) for pit stops, as each team can only service one car at a time in Pit Lane. If you come into Pit Lane while your teammate is being serviced, you cannot pit and will be forced to drive straight through Pit Lane without receiving serviceŒ which itself will likely set you back

severely in track position, but you will also be set back even further when you come around again to make your true pit stop.

If you are a visually-oriented person, it may help you to go to the FIA's official Web site (<http://www.fia.com/> - the site is available in both English and in French) and go to the current season's race schedule. From here, the official Web sites (available in at least English and the host country's official languages; sometimes other language options are also available) of most of the race circuits can be accessed, and course maps can be downloaded and printed for you to study. Note that some online course maps are in very high resolution, thus file size is large; this may be a concern for those using a slow computer and/or modem.

Always use caution when passing, cornering, or even breathing, as auto racing is an inherently dangerous sport!!!

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THE 2000 COURSES

F1 2000 presents the courses in the order in which they were presented for the 2000 Formula 1 season. This driving guide will follow the same convention, which will be especially useful for those playing the Championship Mode.

F1 Race Schedule, 2000 Season:

March 12	Australia	Albert Park
March 26	Brazil	Interlagos
April 9	San Marino	Imola
April 23	Great Britain	Silverstone
May 7	Spain	Catalunya
May 21	Europe	Nurburgring
June 4	Monaco	Unnamed (Street Circuit)
June 18	Canada	Gilles Villeneuve
July 2	France	Nevers Magny-Cours
July 16	Austria	Al-Ring
July 30	Germany	Hockenheim
August 13	Hungary	Hungaroring
August 27	Belgium	Spa-Francorchamps
September 10	Italy	Monza
September 24	USA	Indianapolis
October 8	Japan	Suzuka
October 22	Malaysia	Kuala Lumpur

NOTE: The 2001 F1 race schedule has been posted and is now available at the FIA Web site (<http://www.fia.com/>). The race schedule also has links to the official Web sites of most of the permanent and temporary street circuits hosting F1 races. Please note that the 2001 race schedule uses the same courses as the 2000 season (on which F1 2000 is based), but in a different order. For example, the Grand Prix of Malaysia was the final race of the 2000 season, but is the second race of the 2001 season.

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COURSE DIFFICULTY AND DRIVABILITY RANKINGS

This section is highly subjective - take this information

with several grains of salt. The courses here are listed by their order in the 2000 F1 racing season.

Australia	Easy	Extreme fun
Brazil	Medium	Lower course frustrating
Imola	Medium	Fun
Silverstone	Medium	Good
Catalunya	Easy	Fun
Nurburgring	Medium	Somewhat Frustrating
Monaco	VERY DIFFICULT	HIGHLY ANNOYING
Gilles Villeneuve	Medium	Fun
Nevers Magny-Cours	Easy	Quite fun
Al-Ring	Medium	Very challenging
Hockenheim	Easy	Fun and FAST
Hungaroring	Medium	Upper course challenging, but fun overall
Spa-Francorchamps	Medium	Enjoyably challenging
Monza	Easy	Fun and FAST
Indianapolis	Medium	Depends on set-up
Suzuka	Medium	Fun challenge
Kuala Lumpur	Medium	Not too bad

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GRAND PRIX OF AUSTRALIA: ALBERT PARK

This course is built around the beautiful Albert Park Lake. As you drive around the eastern shore of the lake, you can see people enjoying themselves on the lake to your right. There are usually plenty of trees on both sides of the track, with a nice view of Melbourne's buildings as you come through Turns 12 and 13. The Albert Park circuit features many long, gentle, no-braking corners, allowing for incredible top-end speed. However, these are tempered with several moderate- and hard-braking corners.

Suggested Set-up:

Front Downforce: -1
Rear Downforce: +3
Gear Ratios: -3
Steering Lock: +3
Front Suspension: +2
Rear Suspension: +2
Brake Balance: -1
Ground Clearance: -2

Pit Straight: The front straight is fairly long, following a light-braking corner (Turn 16). However, Turn 1 requires an early braking zone.

Turn 1: A moderate-braking right-hand corner. If you miss the braking zone here, there is a wide area in which you can recover, and a long run-off area. Traffic will often bunch up entering Turn 1.

Turn 2: Immediately following Turn 1, this is a gentle left-hand turn which can be taken at full speed. Excellent acceleration out of Turn 1 makes the exit of Turn 2 and the

ensuing straightaway a prime passing zone.

Turn 3: This is a hard-braking right-hand corner following a long straightaway. Again, there is a wide recovery area here, as well as an extended run-off lane. A little speed can be made coming out of Turn 3, but the straightaway is virtually non-existent, requiring moderate braking for Turn 4. This is definitely NOT a place to pass (safely). Traffic tends to bunch up here for Turns 3 and 4.

Turn 4: A left-hand corner requiring at least moderate braking. To the outside of the corner is a wide, paved recovery area; however, driving too far out to the right will result in a Stop-Go Penalty. Good acceleration out of Turn 4 can set up a good passing opportunity.

Turn 5: A gentle right-hand corner through the trees which leads to a nice straightaway. No braking is necessary here.

Turn 6: A semi-hidden moderate-braking right-hand corner. Traffic will sometimes bunch up here, as drivers try to spot the corner. A wide recovery zone is available here as well.

Turn 7: Immediately following Turn 6, Turn 7 is a very gentle left-hand corner which brings you alongside the northernmost end of Albert Park Lake.

Turn 8: This is almost not a turn at all, as it curves extremely gently along the shoreline.

Turn 9: The first piece of pavement to the right is NOT the official corner; taking this bypass area results in a Stop-Go Penalty. The official corner is a tight right-hand turn which requires moderate or hard braking. Traffic almost always bunches up here.

Turn 10: This is almost not a turn at all, as it curves extremely gently to the left and back along the shoreline. There is absolutely NO room for error on the right side of the track, as the pavement runs directly up against the barrier. The view of Albert Park Lake is quite serene from here, but don't take your eyes off the course!!!

Turns 11 and 12: If you are not navigating traffic, Turns 11 and 12 can be taken at full speed, although some drivers may feel more comfortable with tapping the brakes once in each turn. However, sliding even one pixel across the rumble strips on either side of the road results in a Stop-Go Penalty.

Straightaway: The pavement runs directly up against the barrier on the left side of the course here, creating problems for cars on the left whose engines suddenly expire.

Turn 13: This is a semi-blind right-hand corner requiring moderate braking if you are alone; traffic tends to bunch up here. The recovery area again is quite wide, with an extremely long run-off area if needed. This leads to a short straightaway which can be a prime passing zone if acceleration out of Turn 13 is strong.

Turn 14: A light-braking, right-hand corner with a wide recovery area. This is a good place to pass on braking upon entering the corner.

Turn 15: Do not be fooled by the run-off lane which goes directly ahead into an unforgiving barrier; there IS a turn to the left here requiring moderate braking. This is also a good place to pass on braking when entering the corner. Note that the Pit Entry is immediately to the right upon exiting the corner, to be sure to look for cars moving slower than expected as they enter Pit Lane.

Turn 16: Without traffic, this right-hand corner can be taken at full speed if you slowed enough in Turn 15. But, be careful with the approach and exit angles for this turn, as the barrier (and a grandstand) is just a few feet off the pavement on the left as you exit the corner. This leads onto the Pit Straight.

Pit Entry: The Pit Lane begins immediately after Turn 15. It is possible to enter at a fairly high speed, but there will be a turn to the right very quickly, requiring moderate braking. Before entering the main Pit area, however, is a right-left chicane, so be prepared to truly slam on the brakes, or else the nose of your car will slam into the Pit Lane barrier.

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GRAND PRIX OF BRAZIL: INTERLAGOS

Most F1 courses are driven clockwise; built on a steep hillside, Interlagos is driven counter-clockwise. There are two main set-up options here: low-downforce for high speeds, and high-downforce for better cornering. The upper part of the course features long segments of flat-out, full-throttle, top-speed driving, which is prime for low-downforce set-ups. However, the lower part of the course (where the most clock time is spent) features tight corners and several significant elevation changes, so high-downforce set-ups are highly beneficial here.

Suggested Set-up:

Front Downforce: +1

Rear Downforce: +3

Gear Ratios: -3

Steering Lock: +3

Front Suspension: +2

Rear Suspension: +2

Brake Balance: -1

Ground Clearance: -1

NOTE: This suggested car set-up is for a high-downforce set-up, to take advantage of passing under braking on the lower part of the course.

Pit Straight: This is the highest point of the course in terms of elevation. There is no room to pull off the course here if there is a problem with a car. This is also the fastest portion of the course, leading into the most

dangerous corner at Interlagos. There are several left-hand fades along the "Pit Straight." This "straightaway" is the longest stretch of flat-out acceleration of this course. The optimal racing line is hard to the left, so be careful not to rub the left-side tires against the barriers. The Pit Entrance is also to the left, and cars may enter here at top speed.

Turn 1 (S do Senna): Especially since this corner follows an incredibly long and fast "Pit Straight," this is by far the most dangerous turn on the course. This is a tight, left-hand, semi-blind, downhill corner requiring severe braking long before reaching the turn. Unless you have PERFECT confidence in your car's braking AND turning ability, this is definitely NOT a place to pass!!! For those who overrun the corner, there is a sizeable patch of kitty litter, but there is also a two-level barrier; the first barrier is a short segment, so it is possible (if necessary) to drive behind this first barrier and come out on the other side in the middle of Turn 3.

Turn 2 (S do Senna): This follows immediately after Turn 1. This right-hand corner can be taken at full speed (unless slower traffic blocks the path) to set up prime passing opportunities in Curva du Sol or along the following straightaway. Amazingly, there is a small paved path between the main track and the Pit Lane where the old Pit Lane met the course (drivers used to rejoin the race at the outside of Turn 2). F1 2000 does not penalize you for leaving the main course via this short piece of pavement and driving along the rest of the Pit Lane, which makes this a great method for passing a large group of cars at once (the Pit Lane rejoins the course just beyond the exit of Turn 3); however, extreme caution must be taken not to ram the barrier on the left of the Pit Lane when attempting this maneuver at full speed.

Turn 3 (Curva du Sol): Immediately following S do Senna, Turn 3 is a gentle left-hand corner which can also be taken at top speed. Just beyond the exit of Turn 3, the Pit Lane rejoins the main course on the left. Curva du Sol leads into yet another long straightaway.

Turn 4 (Lago): This corner begins the lower portion of the course in terms of elevation. Lago is a semi-hidden left-hand corner with a slight downward slope. Moderate braking is necessary here to keep from sliding the car into the recovery zone. Good acceleration out of Lago sets up great passing in the next corner and along the following straightaway.

Turn 5: A gentle left-hand turn, this can be taken at full throttle. The course begins to slope upward again.

Straightaway: This is effectively the last straightaway before the Pit Straight at the beginning of the course. The course here slopes upward, so cars with excellent acceleration out of Turns 4 and 5 can pass those with poor uphill speed.

Turn 6 (Laranjinha): This is the beginning of a pair of

right-hand corners which effectively form a "U" shape. The entry of this corner can be taken at full throttle, but be ready to touch the brakes at the exit of this corner. Turn 6 is also on the crown of a hill.

Turn 7 (Laranjinha): The final corner of a "U" shape in the course, this is a right-hand decreasing-radius corner with a gentle downward slope.

Turn 8 (Curva do S): After an almost negligible straightaway, this right-hand corner requires moderate braking. The course also begins to slope downhill at the beginning of Turn 8. Pinheirinho immediately follows.

Turn 9 (Pinheirinho): Immediately upon exiting Turn 8, slam on the brakes again for the sharp left-hand Pinheirinho. This is potentially a good place to pass other cars, especially if using a high-downforce set-up. Turn 9 is a long corner, however, so it is important to hug the apex longer than usual. The exit of Pinheirinho leads to an upward-sloping straightaway.

Turn 10 (Bica do Pato): The entrance of Turn 10 begins the final downward slope of the course, making this right-hand corner even more difficult to navigate. Heavy braking and excellent hands are required to maneuver the car safely through this corner. Good acceleration is needed exiting Bica do Pato to pass traffic in the next corner and ensuing straightaway. The kitty litter is available if you overshoot the corner, but you will quickly find yourself rubbing against a barrier.

Turn 11 (Mergulho): This left-hand corner almost immediately follows Bica do Pato and can be taken flat-out to provide good speed along the next (very short) straightaway. Good acceleration out of Turn 10 makes this a good passing zone if you have a decent racing line, otherwise you may find yourself off the course on the outside of the corner.

Turn 12 (Juncao): This is a tight left-hand corner requiring moderate to heavy braking. The final, steep uphill slope begins here, and the exit of the corner is hidden (even in chase view). It is extremely easy to run off the outside of the corner here, but a small patch of grass and another paved lane provide run-off relief here. This corner leads to the incredibly long Pit Straight.

Pit Exit: The Pit Lane once emptied onto the exit of Turn 2; it now rejoins the main course just after the exit of Curva du Sol. This makes Pit Lane extremely long and F1 2000 refuses to give you control of your car until you are effectively past Turn 2. This fact makes it extremely important to select your pit strategy carefully in long races.

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GRAND PRIX OF SAN MARINO: IMOLA

The Imola circuit is challenging but rather fun. Again, this is a "counterclockwise" circuit, but, oddly, the Pits and

Paddock are located on the outside of the circuit and not on the inside. There is extremely little tolerance for shortcutting the chicanes, and Turn 6 (Tosa) is essentially a blind corner unless traffic is present to mark the course for you.

Set-up:

Front Downforce: +1

Rear Downforce: +3

Gear Ratios: -3

Steering Lock: +3

Front Suspension: +2

Rear Suspension: +2

Brake Balance: -1

Ground Clearance: -2

Pit Straight: This is a long straightaway, which enables high speeds as the cars cross the Start/Finish Line. Good exit speed out of the final chicane makes for prime passing and a good show for the spectators. The Pit Straight fades to the left at the end of Pit Lane (which is aligned with the Start/Finish Line). Once past the Pits, there is a barrier directly against the right side of the track.

Turns 1 and 2 (Tamburello): This is a left-right chicane. Turn 1 requires moderate braking, but if you slow enough in Turn 1, you should be able to drive at full throttle through Turn 2 and beyond. There is slight tolerance for cutting the corners here, but not much. If you try to take the entire chicane at full speed, you can make it through Turn 1 fairly well, but you will quickly find yourself in the grass on the outside of Turn 2 and banging against the nearby barrier. If you completely miss the braking zone for Turn 1, there is a huge sand trap to help you recover.

Turn 3 (Tamburello): Immediately following Turn 2, Tamburello is a soft left-hand corner which can be taken at full speed. Good acceleration out of Turn 1 makes this a good passing zone. Following this corner is a significant straightaway.

Turns 4 and 5 (Villeneuve): This is another left-right chicane, but not as lengthy as the first. Without traffic to navigate, this chicane can be taken at top speed with no braking and without risk of shortcutting either corner, but care must be taken not to slide off the course at the exit of Turn 5. The course slopes upward at the exit of this chicane.

Turn 6 (Tosa): This is a blind left-hand corner which continues the upward slope of the course. Moderate or even severe braking is required here, or else your car will be in the kitty litter and headed toward the grandstands. Traffic is actually a benefit in approaching this corner, as the course is largely hidden from view, but other cars are easy to see. If any mistake is to be made here, it is to shortcut the corner, as the CPU is actually quite tolerant on this corner.

Straightaway: The course continues up the hill here, cresting underneath the overhead Firestone advertisement. Just beyond

the ad, the track fades to the right as it begins its gentle downward slope, but then leads directly into Piratella.

Turn 7 (Piratella): The course continues downward here, with the slope increasing. This is a left-hand semi-blind corner. It is rather easy to slip off the pavement here and into the kitty litter on the outside of the corner. Any passing done here is best made tight to the apex of the corner, perhaps with only the right-side wheels on the pavement or rumble strip.

Turn 8: Barely a corner at all but more than a fade, the course gently turns to the left here as the track passes under an Arexons banner. This is a full-speed "corner."

Turns 9 and 10 (Mineralli): This is a pair of right-hand corners which effectively function as a decreasing-radius "U" formation. Turn 9 can be taken at full speed, but upon exit to the outside of Turn 9, heavy braking is needed and extra steering to the right is required to safely navigate around the decreasing-radius Turn 10. The track begins another (steep) uphill slope in Turn 10. Tightly hugging the apex allows for prime passing through Turn 10. Care must be taken not to enter Turn 10 too fast, or else you will be off the course on the left. If you do find yourself off-course, you MUST turn sharply to the right to get back onto the pavement, as Turn 11 immediately follows and the CPU allows virtually no tolerance here for shortcutting.

Turn 11 (Mineralli): Immediately following Turn 10, the left-hand Turn 11 continues the upward slope of the course. There is almost no CPU tolerance for shortcutting here, so it is very important to remain on-course here. Care must be taken not to slip off to the right of the track as you pass underneath the EA Sports banner.

Turns 12-13 (Alta Chicane): This is a right-left chicane, beginning underneath the EuroBusiness banner. Although there is NO tolerance for shortcutting here, this chicane can be easily taken at full speed; however, other cars generally slow significantly for this chicane, so a full-speed maneuver here in traffic is not advised. The barrier to the outside of Turn 13 is very close to the track, so be careful not to slip off the course.

Straightaway: The course begins its final downhill slope here, fading gently first to the left, then to the right.

Turns 14 and 15 (Rivazza): This is a left-hand "U" formation. Moderate braking is required entering Turn 14, but then Turn 15 can be taken at full speed, although some may feel more comfortable lightly tapping the brakes here. Caution must be taken to use enough braking entering the "U" formation, or else you will end up in the sand on the right side of the track.

Straightaway: This is the final long straightaway before reaching the Pit Straight. However, the official course fades to the right just after passing underneath the Helix banner; driving straight ahead (the pavement of the old

course) and thus missing the entire final chicane results in a Stop-Go Penalty. The end of this straightaway provides two options: 1.) Keep driving straight ahead onto Pit Lane; 2.) Turn left for the final chicane.

Turns 16 and 17 (Bassa Chicane): This is the final chicane (left-right) of the course. There is no tolerance for shortcutting here. To the outside of Turn 16 is the Pit Lane entry, so be mindful of slower cars entering Pit Lane as you approach the chicane. Moderate braking is required entering Turn 16, but then Turn 17 can usually be taken at full speed onto the Pit Straight.

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GRAND PRIX OF GREAT BRITAIN: SILVERSTONE

For the 2000 F1 season, the British Grand Prix was moved up in the racing calendar, and resulted in a very wet weekend (although the race itself was semi-sunny). Built on an airport site, this historic course features wide run-off areas in most places. At last, this course is a return to normal, clockwise racing.

Set-up:

Front Downforce: -1
Rear Downforce: +3
Gear Ratios: -3
Steering Lock: +3
Front Suspension: +2
Rear Suspension: +2
Brake Balance: -1
Ground Clearance: -1

Pit Straight: The Start/Finish Line is directly at the beginning of the Pit Straight. There is no room for error on the right side of the track, as the Pit Lane barrier is directly against the pavement.

Turn 1 (Copse): This is a moderate right-hand corner which can be taken at full speed, but be careful to not run off the course at the exit of the turn. The best racing line is to tightly hug the apex, but the Pit Lane barrier is right there against the pavement, so it is imperative to keep the right-side tires from rubbing the barrier. Turn 1 exits onto a long straightaway.

Straightaway: The Pit Lane rejoins the main course from the right about 1/3 of the way along the straight.

Turns 2-5 (Bechetts): This is a set of left-right-left-right "S" curves. Turns 2 and 4 can be taken at full speed, but Turns 3 and 5 require moderate or even heavy braking.

Turn 6 (Chapel): This is a gentle left-hand corner which can be taken at full speed. This opens onto Hangar Straight.

Straightaway (Hangar Straight): At 738.28m, this is the longest straightaway of the course. Good acceleration out of Turn 5 (the final "S" curve) can lead to good passing opportunities along Hangar Straight and/or entering the

braking zone for Turn 7 (Stowe). To your left is the Roger Clark Circuit, owned and operated by the same organization which owns and operates this Grand Prix Circuit.

Turn 7 (Stowe): If you have sufficient downforce, this corner can be taken at full speed; otherwise, light or moderate braking will be required here in order to remain on the pavement. This is a sweeping right-hand corner followed immediately by a left-hand semi-corner. This is the southernmost point of the course.

Straightaway (Vale): If you use a high-downforce set-up and can successfully navigate Turn 7 (Stowe) without braking, then you should be able to continue passing others fairly easily along Vale, especially if they use a low-downforce set-up and had to brake through Stowe.

Turns 8 and 9 (Club): There is a stretch of pavement to the left, but that is NOT the official course; in fact, it has a tall barrier blocking a clear path for those who wish to accumulate a Stop-Go Penalty. The official corner is a tight left-hand turn followed by the increasing-radius right-hand Turn 9, leading out onto another long straightaway (Abbey Straight).

Turns 10 and 11 (Abbey): Like the previous set of corners, there is another stretch of pavement to the left which is not part of the official course; as before, this patch of pavement is blocked by a tall barrier, and taking this route will accumulate a Stop-Go Penalty. The official Turn 10 is a tight left-hand corner, but not as tight as Turn 8. This is immediately followed by a light-braking Turn 11, a right-hand corner. Be careful not to slip off the course and rub the nearby barrier on exiting Turn 11.

Straightaway (Farm Straight): With good acceleration out of Abbey, good passing opportunities can be made here.

Turn 12 (Bridge): Immediately after passing underneath the pedestrian bridge, you will enter a complex similar to The Stadium at Hockenheim. This is a right-hand corner which can be taken at full speed with almost all set-ups.

Turn 13 (Priory): With the suggested race set-up, this left-hand corner will require light braking. With a high-downforce set-up, no braking should be necessary.

Turn 14 (Brooklands): Another left-hand corner, this one requires moderate braking with any set-up. There is a small sand trap for those who miss the braking zone.

Turn 15 (Luffield): This set of right-hand corners essentially form a "U" shape, and both require moderate or severe braking to avoid sliding off into the kitty litter. The exit of Luffield can be taken flat-out all the way to Turn 3. The entry to Pit Lane is on the left shortly leaving Luffield.

Turn 16 (Woodcote): Barely a corner but more than a fade, the course eases to the right here. At the exit of the corner is

the Start/Finish Line, and the right-side barrier begins abruptly here (be careful not to hit it). In F1 2000, be careful not to drive to the right of the official course; you will not be given a Stop-Go Penalty here, but if you drive over the painted advertisement, your car will slow noticeably.

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GRAND PRIX OF SPAIN: CATALUNYA

The Catalunya circuit is challenging, especially the two hairpins and the "J" turns. For observers and drivers alike, plenty of action can be found at the Spanish Grand Prix.

Set-up:

Front Downforce: -1
Rear Downforce: +3
Gear Ratios: -3
Steering Lock: +3
Front Suspension: +2
Rear Suspension: +2
Brake Balance: -1
Ground Clearance: -2

Pit Straight: As usual, incredible speeds can be attained here. Watch for cars rejoining the race from the right side of the straightaway.

Turn 1 (Elf): This is a right-hand corner which can only be taken flat-out if using a high-downforce set-up, which is not advisable for the Catalunya circuit— even then, it requires quick reflexes and a flawless racing line to keep from sliding off the course. Otherwise, light braking is required here. Be careful not to hug the inside of the corner too tightly, or you will damage your right-side tires on the barrier. Strong acceleration out of Turn 1 creates great passing opportunities all the way to Repsol.

Turn 2 (Elf): Immediately following Turn 1, the left-hand Turn 2 can usually be taken at top acceleration. With strong acceleration out of Turn 1, this is a prime passing zone.

Turn 3 (Seat): A sweeping right-hand increasing-radius corner which can be taken at full speed, this is also a good place to pass slower cars.

Turn 4 (Repsol): This is a semi-blind right-hand hairpin corner which requires moderate or heavy braking. The barrier on the inside of the corner rests almost directly against the track. This can actually be a good place to pass, but only with extreme caution. Don't come too hot into this corner or else you will find yourself in the sand. After clearing the first 90 degrees, you should be able to accelerate fairly well if you are not encumbered by traffic.

Turn 5: After a very short straightaway, this is a semi-blind left-hand hairpin, a bit tighter than Turn 4. Moderate or heavy braking will be needed here, or you will definitely be using the recovery area.

Straightaway: This straightaway fades to the left. Good acceleration out of Turn 5 can create passing opportunities, especially in the braking zone for Wuth.

Turn 6 (Wuth): With a good racing line, you should be able to brake lightly to clear this semi-blind left-hand turn. Beware the barrier on the inside of the corner. The angle of the rumble strip along the apex in relation to the short patch of grass is rather odd; if you roll your left-side tires onto the grass, you may quickly lose control of the car, causing the vehicle to slide or even spin. The exit of Wuth has an immediate fade to the right.

Turn 7 (Campsa): This right-hand corner can be taken at full speed. Note that the official circuit is to the right; do not drive directly ahead on another patch of pavement or you will be assigned a Stop-Go Penalty.

Turn 8 (La Cacsá): Severe braking is required for this left-hand corner. While not suggested, you may be able to pass other cars on braking here. As with Wuth, stay off the rumble strips and grass on the inside of the turn, or you will risk losing control of the car. This is a "J" turn, and the corner seems to go on forever before you reach the exit.

Turn 9 (Banc Sabadeau): Shortly following Turn 8, moderate or heavy braking will be needed here for the right-hand, upward-sloping corner. This is also a "J" turn. If you need a recovery area anywhere on the course, it will most likely be here.

Turn 10: Light braking may be needed for this right-hand corner. The key here is to truly hug the inside of the turn and accelerate strongly through the exit. Watch for slow cars here preparing to go to Pit Lane for servicing.

Turn 11: Entering this right-hand corner, the Pit Lane begins on the right, so be on the lookout for very slow cars here. If you take this final corner too tightly, or make a VERY late decision to go to the pits, you will likely damage the front of the car on a barrier.

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GRAND PRIX OF EUROPE: NURBURGRING

>From a driving standpoint, the hilly Nurburgring circuit is very much characterized by its tight corners. Thus, tire wear is a definite issue in long races here. Even more important, however, is braking early for almost every corner; perhaps only the streets of Monaco require more braking than does the Nurburgring circuit.

Set-up:

Front Downforce: +1

Rear Downforce: +3

Gear Ratios: -3

Steering Lock: +3

Front Suspension: +2

Rear Suspension: +2

Brake Balance: -1

Ground Clearance: -1

Pit Straight: This straightaway is fairly long, but the Start/Finish Line is near the exit of the final corner. The Pit Lane rejoins the course near the end of the Pit Straight, just before the Castrol S.

Turns 1 and 2 (Castrol S): Light or moderate braking is required before entering the right-left "S" curve. It is quite easy to miss seeing the entry to the Castrol S unless traffic is present to mark the corner for you. Until you know the course really well, expect to find yourself driving straight ahead into the recovery area. Also, be careful not to drive too wide exiting the Castrol S.

Turn 3: Light braking will be necessary for this left-hand corner, unless using a high-downforce set-up. With any set-up, however, hard braking will be required for the Ford Curve. Beginning at the top of Turn 3, the course moves downhill.

Turn 4 (Ford Curve): This is a hard right-hand corner, practically a "J" curve. The course resumes an uphill slope here. Braking too late here means a trip through the kitty litter, while riding up on the inside rumble strips usually means losing control of the car. This is definitely NOT a place to pass unless absolutely necessary.

Straightaway: The course fades to the left here. If you can accelerate well out of the Ford Curve, you should be able to pass several cars here.

Turn 5 (Dunlop Curve): Severe braking for this hairpin is a must unless you really want to drive through the sand. Again, rolling up on the rumble strips on the inside of the curve will likely cause you to lose control of the car. The course continues gently uphill here toward the Audi S.

Turns 6 and 7 (Audi S): Entering the left-right Audi S, the uphill slope of the course increases, making it very difficult to see the course more than a few feet ahead. The exit of Turn 6 is the crest of this hill; Turn 7 begins a slight downhill slope. Unless traffic blocks your racing line, the entire Audi S can be taken at top speed, so good acceleration out of the Dunlop Curve will be very beneficial for passing exiting Turn 7.

Turn 8 (RTL Curve): With the rise in the course entering the left-hand RTL Curve, this appears to be identical to Turn 6 on approach. However, you MUST use moderate braking entering the RTL Curve, or you will definitely be on the grass on the outside of the curve. This corner is followed by the gentler BIT Curve.

Turn 9 (BIT Curve): This right-hand curve quickly follows the RTL Curve, forming an "S" curve. If you have a good racing line exiting the RTL Curve, you should be able to speed through the BIT Curve without any problem.

Turn 10 (Bilstein-Bogen): This is a gentle right-hand semi-

corner which can be taken at full throttle. From here to the Veedal S, the course makes its final and steepest upward slope.

Turns 11 and 12 (Veedal S): This is an extremely tight left-right made even worse for the drivers by its placement at the very crest of the hill. For those who overshoot the chicane, there is a patch of pavement which bypasses the chicane and rejoins the main course, but those taking this route are greeted with a Stop-Go Penalty. Only experts can fly through the Veedal S at full speed; even then, this requires a high-downforce set-up which may not be very beneficial overall due to the course's long straightaways.

Turn 13 (Coca-Cola Curve): A "J" turn to the right, moderate braking is required here to keep from sliding off the course. The entry of the Coca-Cola Curve is also where the Pit Lane begins, so cars may be slowing on approach to go to the pits for servicing. This is the final corner of the course.

Pit Entry: The Pit Lane begins at the entry of the final corner. It is extremely important to slow down before entering Pit Lane; if you come in too fast, you will almost certainly damage the front of the car on the barrier.

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GRAND PRIX OF MONACO: MONTE CARLO (TEMPORARY STREET CIRCUIT)
"To finish first, first you must finish." The Monaco circuit is a highly daunting temporary street course, especially from the Driver View or the Front Wing View, as the barriers are FAR too close for comfort, and passing is virtually impossible for even expert drivers. If there is a problem with a car, there are extremely few places to pull off the course, so all drivers must be wary of damaged vehicles, especially slow or stationary cars around the many blind corners. The most significant key to simply finishing a race at Monaco is SURVIVAL, which means a slow, methodical, patient race. Aggressive drivers (like myself) would almost certainly end up dead - or at least driving an extremely beat-up vehicle - driving the Monaco circuit for real!!! For a comparison, the Surfer's Paradise circuit in Newman-Haas Racing is a sweet dream compared to the Monaco circuit!!!!

Given the handling and physics parameters of F1 2000, this is by far the most difficult circuit in the game, precisely due to the infinite closeness of the barriers; those who have done well on the Monaco course in other incarnations of F1 racing games may be extremely disappointed with their results at Monaco in F1 2000. While this is not an option in Championship Mode once the Championship has begun, it may be best to attempt to conquer this course with Damage and Tire Wear off.

Tip: F1 2000 allows you to toggle the Fuel/Damage Indicator on and off at will. When driving at Monaco, this Indicator should be on at ALL times. This course is so unbelievably TIGHT that even the most cautious of drivers will likely bump a barrier (or another car) fairly often and all those bumps WILL eventually take their toll.

Set-up:

Front Downforce: +3

Rear Downforce: +3

Gear Ratios: -1

Steering Lock: +3

Front Suspension: +2

Rear Suspension: +2

Brake Balance: -1

Ground Clearance: +1

Pit Straight: Not straight at all, the "Pit Straight" fades to the right along its entire length. Near the end, the Pit Lane rejoins the main course from the right.

Turn 1 (Sainte Devote): This is a tight right-hand semi-blind corner; heavy braking is required long before reaching Sainte Devote. To the left on entering this corner is one of the few areas to pull off the course if there is a problem. The uphill portion of the course begins here.

Straightaway (Beau Rivage): Not really straight with its varying-direction fades, the circuit climbs steeply uphill here. Because of the fades, this is actually NOT a passing zone; you may think you have enough room to pass a slower car and actually pull up alongside it, but then you and the slower vehicle will end up bumping each other and/or a barrier because of a fade.

Turn 2 (Massanet): This is a sweeping left-hand blind corner requiring moderate braking on entry and light braking as you continue through the turn. If you come in too fast, the corner workers will be scraping the right side of your car off the barrier at the end of the race; if you take the corner too tightly, the same will happen for the left side of the car. The exit of Massanet is the highest point on the course which has only just begun, even if it IS all "downhill" from here!!!

Turn 3 (Casino): Light or moderate braking will be needed for the right-hand Casino. This corner almost immediately follows Massanet, and begins the long downward trajectory of the course. This corner is actually wider than most, to the extent that a car in trouble may be parked along the barrier on the outside of the corner. Be careful not to scrape the left-side barrier while exiting Turn 3.

Turn 4 (Mirabeau): Following a long downhill straightaway, heavy braking is needed for this right-hand blind "J" turn. A small pull-off area is provided on the left on entry. If you miss the braking zone, your front end will be crushed up against yet another barrier. This corner continues the course's downhill slope, which adds to the difficulty of the turn.

Turn 5 (Great Curve): Following an extremely short straightaway, this left-hand hairpin is one of the slowest in all of F1 racing. If you have excellent braking ability, you can actually PASS (a rarity!!!) by taking the tight inside line; otherwise, it would be best to drive through the Great

Curve single-file.

Turns 6 and 7 (Portier): This pair of right-hand corners form a "U" shape, but neither can be taken at any respectable speed. Between these two corners on the left is a pull-off area, with another to the left on exiting the "U" formation. Turn 7 is the slowest of the two corners, and is the most difficult in terms of the view of the track. Accelerating too soon out of Turn 7 means banging the left side of the car against yet another immovable barrier.

Straightaway (The Tunnel): This "straightaway" is actually a very long right-hand fade in a semi-tunnel (the left side provides a clear view of the water). However, even on a sunny day, visibility here is poor due to the sun being at a "wrong" angle compared to the circuit. Start braking shortly after breaking back out into the sunlight (assuming Dry Weather is active), or you will break the front end of the car at the chicane.

Chicane (Nouveau Chicane): This would not be so bad, except that F1 2000 puts both rumble strips AND a nasty barrier here to mark the chicane; some other F1 games (including the follow-up game to F1 2000) use only rumble strips here. With the barrier here to impede your progress, braking is of utmost importance. The course narrows as you come around the chicane, but then "widens" back to "normal" at the exit.

Turn 8 (Tobacco): This left-hand corner is best taken with light braking, although it can be cleared with no braking with sufficient downforce, no traffic, and a FLAWLESS racing line.

Turns 9-12 (Swimming Pool): This is essentially a double chicane around the swimming pool. Turns 9 and 10 form a tight left-right combination, for which moderate braking is required. After an extremely short straightaway, Turns 11 and 12 form the opposite configuration (right-left), but are even tighter. This opens out onto a short straightaway where you MIGHT be able to pass ONE car.

Turns 13 and 14 (La Rascasse): This is a tight left-right chicane requiring moderate braking for Turn 13 and heavy braking for Turn 14. Even worse, Turn 14 is a "J" turn, so the racing line is also very important here. The Pit Lane is to the right at the exit of the chicane.

Turns 15 and 16 (Anthony Hoges): A tight right-left chicane, these are the final corners of the Monaco circuit. The course narrows here through the chicane, then "widens" to "normal" for the Pit Straight.

Pit Entry: The entrance to the Pit Lane is to the right immediately after clearing La Rascasse. Given that La Rascasse is a blind corner, on every lap, expect a slower car here headed for the pits.

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This incredible circuit is built on an island, accessible to spectators only via subway. Much of the course runs along the southern and northern shores of the island. This course is also unusual in that the paddock area is again to the outside of the course, along the northern shore of the island. The long, sweeping straightaways provide for excellent top-end speed - a much-welcome change from the slow, tight corners and the many unforgiving barriers of the streets of Monaco (the previous race circuit in Championship Mode) - but there are several tight corners here to challenge both drivers and cars. Mind The Pin (Turn 10), the westernmost corner of the course.

Set-up:

Front Downforce: 0

Rear Downforce: +3

Gear Ratios: -3

Steering Lock: +3

Front Suspension: +2

Rear Suspension: +2

Brake Balance: -1

Ground Clearance: -2

Pit Straight: This follows the final chicane of the circuit. As the Pit Lane rejoins the main course from the left, the Pit Straight fades to the right, setting up Turn 1.

Turn 1: This left-hand corner will require moderate braking, and immediately flows into the Senna Curve. There is a patch of extra pavement before entering Turn 1, but it is set too far back to be useful in attempting to gain a better racing line.

Turn 2 (Senna Curve): This is a right-hand hairpin corner requiring heavy or severe braking. It is very easy to run too wide here, slipping off into the grass. Likewise, it is rather easy to overcompensate and cut the corner, which can result in a Stop-Go Penalty. A moderate straightaway follows the Senna Curve, so acceleration from the exit is important.

Turns 3 and 4: This right-left chicane can provide a good passing zone. Turn 3 is tight and semi-blind, but passing on braking is an option for those who know the chicane well. Turn 4 is an easier corner, allowing good acceleration on exit, but it is still easy to overshoot the exit of the chicane and bang the right side of the car against the nearby barrier. If you overshoot the entry to the chicane, you will be given a Stop-Go Penalty if you attempt to simply edge back onto the main course.

Straightaway: At the end of this moderate straightaway, the course fades to the left, followed by Turn 5. Light braking may be required at the fade if navigating traffic.

Turn 5: This sweeping right-hand corner can be taken at full speed, unless you are coping with traffic. Be careful not to hug the corner too tightly, or your right-side tires will be on the grass here.

Turn 6: This left-hand corner will require moderate braking,

or you will be flying through the grass toward the spectators in Grandstand 33. Minor shortcutting of this corner is allowed by the CPU, which may be beneficial here for passing on braking. This leads out to a very short straightaway.

Turn 7: Following a very short straightaway, Turn 7 is a light-braking right-hand corner. The outside of Turn 7 is a short, steep hillside with a barrier, so DO NOT run wide entering the corner!!! It is easy to run wide on exit and slip off the course and into the barrier on the left, so be careful.

Straightaway: The course runs along the southern shore of the island here. Unfortunately, the extremely tall barrier prevents much of a view which actually forces your eyes to be transfixed on the road and other cars ahead. Once you pass underneath the pedestrian bridge, begin braking for the next chicane.

Turns 8 and 9: This right-left chicane is similar to Turns 6 and 7 in that overrunning the chicane leaves you driving through the sand directly toward another grandstand full of spectators. Moderate braking will be needed to safely enter the chicane's tight right-hand corner. The second corner of the chicane is a gentler left-hand turn, but you might still run off the course to the right on exit and grind the right side of the car against the barrier, or roll up on the rumble strips on the inside of the corner and lose control of the car. Accelerate strongly out of the chicane to set up passing possibilities along the following straightaway and into The Pin. Nowhere on the course is there less CPU tolerance for shortcutting than in this chicane; if you overshoot the first corner, you can certainly expect to receive a Stop-Go Penalty.

Straightaway: About two-thirds of the way along, the course fades to the left. Begin braking early for Casino Hairpin unless you really want to slip through the sand trap; braking after passing underneath the second pedestrian bridge may be too late for this braking zone.

Turn 10 (Casino Hairpin): This is a tight right-hand hairpin requiring heavy or even severe braking, depending on when you begin braking for the corner. Somehow, this corner seems to be longer than it really is, so be judicious with the accelerator until you see clear, straight track ahead.

Straightaway: On exiting Turn 10, the course fades to the right, then back to the left. However, no braking is required here.

Turn 11: Officially marked on course maps as a corner, the course actually only fades to the right here, thus no braking is required. You should be fairly high up in the gearbox by the time you reach Turn 11.

Straightaway (Casino Straight): The Casino Straight (named for the casino in the middle of the island) runs parallel to the northern shore of the island on which the course is built; there is not much of a view to the left, but it is not

very interesting anyhow. This is by far the longest straightaway of the entire course, so much of the time spent here will be in your car's top gear; a car with a low-downforce set-up will perform quite well along the Casino Straight. The Casino Straight leads to the final (right-left) chicane of the course, as well as the entry for Pit Lane. The Casino de Montreal is the grayish complex off the course to the right as you drive between the final two pedestrian bridges.

Turns 12 and 13: This is a right-left chicane which can be cleared (without traffic) with light or moderate braking. With a high-downforce set-up, this chicane can be taken at full speed and no braking, but only by those with a flawless racing line and a perfect knowledge of the corners. The exit of Turn 13 has a wide odd-colored Lane of concrete to allow for some swing-out, but be careful not to bump the barrier. The exit of the chicane flows onto the Pit Straight. The Pit Lane entry runs straight ahead in line with the Casino Straight, so cars slowing on the left are likely heading in for servicing.

Pit Entry: As you enter the final (right-left) chicane, the Pit Entry runs straight ahead. Once clear of the main course, there is very little room for deceleration before the Pit Lane's own right-left chicane, so it is very important to slow down on Casino Straight before the Pit Entry. Keep to the left when slowing on Casino Straight, allowing other cars to keep to the right as they prepare for the final chicane.

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GRAND PRIX OF FRANCE: NEVERS MAGNY-COURS

The Magny-Cours circuit is characterized by long, sweeping straightaways and fairly quick corners. The Adelaide hairpin will almost definitely cause trouble, especially for aggressive drivers, and rivals the Turn 1 (La Source) hairpin at Spa-Francorchamps as the slowest corner in all of F1 racing. This is a very fun course to drive (admittedly a very subjective statement), but its layout can produce problems from the standpoint of hearing other cars: Three of its straightaways are almost exactly parallel to each other, sometimes making it difficult to determine where other cars are truly located around you as you try to anticipate where the next group of traffic that you will need to navigate is located. The circuit also has extremely wide areas along most of the main course to pull aside should your car have a major malfunction.

Set-up:

Front Downforce: +1
Rear Downforce: +3
Gear Ratios: -1
Steering Lock: +3
Front Suspension: +2
Rear Suspension: +2
Brake Balance: -1
Ground Clearance: -2

Pit Straight: Following the tight High School chicane, strong

acceleration through the Pit Straight creates good passing chances through Great Curve and into Estoril. However, the tightness of the High School chicane and the incredibly close proximity of the Pit Lane barrier requires immense caution as you come onto the Pit Straight. The Start/Finish Line is about halfway down the Pit Straight; the Pit Lane rejoins the course from the left at this point.

Turn 1 (Great Curve): In accordance with its name, this is a wide left-hand corner which can be taken flat-out.

Turn 2 (Estoril): Depending on your set-up, either light or moderate braking will be needed for entering the VERY long right-hand 180-degree Estoril; in either case, you will almost certainly be tapping the brakes in Estoril. It is quite easy to roll the right-side tires off onto the grass, and it is just as easy to slip off on the grass on the outside of Estoril.

Straightaway (Golf): The Golf Straight is by far the longest of the course and includes several fades to the right.

Turn 3 (Adelaide): The right-hand Adelaide hairpin is EXTREMELY tight. The key here is to brake EARLY, as you will be downshifting from your top gear to your lowest gear rapidly; if you begin braking too late, you will be off in the grass. If you accelerate too soon out of Adelaide, you will be rolling through the kitty litter and losing valuable track position.

Straightaway: Acceleration out of Adelaide is important for passing other cars here. There are a few fades in the course here.

Turns 4 and 5 (Nurburgring): This is a right-left chicane which will require light braking. If using a high-downforce set-up, it is possible to fly through Nurburgring without braking by making use of the bright-green extension on the inside of Turn 5. However, if you remain on the bright-green extension for too long, you will be assigned a Stop-Go Penalty.

Turn 6 (180 Degrees): This is quite true - the official name of this corner is "180 Degrees" according to the official Web site of Magny-Cours. This is a wide left-hand hairpin nestled well within the Estoril hairpin. Running too wide here will put you out in the sand; running too close to the apex could put you up on the rumble strips and force you to lose control.

Straightaway: The third of the three parallel-running straightaways, this "straightaway" has several fades before the Imola chicane.

Turns 7 and 8 (Imola): This right-left chicane should require light braking, except for cars with high-downforce set-ups and a flawless racing line. A short straightaway out of Imola sets up the Water Castle curve. There is not much CPU tolerance for running off the course here.

Turn 9 (Water Castle): Somewhere between a "J" turn and a hairpin, this is an increasing-radius right-hand corner leading into the final straightaway of the circuit.

Turns 10 and 11 (High School): There is a false line of pavement to the right as you near the official chicane; this false pavement runs directly up to an immovable barrier. The official chicane requires light braking on entering, and allows for a VERY short burst of acceleration on exit. There is yet another bright-green extension on the inside of Turn 10, but taking this risks acquiring a Stop-Go Penalty. If you completely miss this chicane, you will both accumulate a Stop-Go Penalty and blast through the sand trap and break the front end on a barrier blocking direct access to Pit Lane.

Turn 12 (High School): On entry, the Pit Lane begins to the left. The official corner is a tight right-hand turn which requires moderate or even heavy braking; wheel lock is very much a possibility here. If you miss the corner, you will blast through the all-too-brief sand trap and ram directly against a barrier. If you roll up on the inside of the corner, the angle of the rumble strips to the pavement will almost certainly cause your car to spin.

Pit Entry: The Pit Lane begins to the left at the entry of Turn 12. The Pit Lane has its own sharp corner almost immediately, so it is best to begin slowing (or rather, barely accelerating) as you leave the High School chicane.

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GRAND PRIX OF AUSTRIA: A1-RING

This course may only have seven corners, the fewest of the circuits used in the 2000 racing season, but it is still quite challenging for the drivers. The course itself is built on a hillside, with the Paddock area and the Pit Straight located at the lowest elevation of the course.

Set-up:

Front Downforce: +1
Rear Downforce: +3
Gear Ratios: -1
Steering Lock: +3
Front Suspension: +2
Rear Suspension: +2
Brake Balance: -1
Ground Clearance: -1

Pit Straight: Long and straight; main grandstands to the left, Pit Lane to the right. Rather mundane, except that the entire Pit Straight has a slow uphill climb into the Castrol Curve.

Turn 1 (Castrol Curve): After a rather mundane Pit Straight, the Castrol Curve is anything but mundane. This is a right-hand uphill corner which requires moderate braking. The Pit Lane rejoins the main course on the right at the exit of the corner, but the Pit Lane barrier ends just before the entrance to Castrol Curve, meaning that if you really need to avoid an accident (or a large group of cars) on Castrol, you

can suddenly jump over to the end of the Pit Laneš without a Stop-Go Penalty. Because of the steep slope of the hill, it is all too easy to drive off the outside of the corner and into a sand trap.

Straightaway: There are a few fades in the straightaway as the course continues its uphill climb. The end of the straightaway (approaching Remus Curve) has a suddenly steeper grade.

Turn 2 (Remus Curve): This is a TIGHT right-hand "J" turn requiring heavy or even severe braking. The uphill climb of the course continues through most of the turn, making high or even moderate speeds impossible here. Even worse, this is a blind corner due to the barrier. Aggressive drivers will certainly end up overrunning the Remus Curve on exit and find themselves in the kitty litter.

Straightaway: Located at the highest elevation of the course, this straightaway has a fade to the right, then another to the left. After the second fade, prepare for braking before arriving at the Gosser Curve.

Turn 3 (Gosser Curve): Another tight right-hand corner, moderate braking will be required here to avoid sliding off the course and into yet another sand trap. This is also a blind corner, due to the barrier on the inside of Gosser. The course begins to slowly descend in elevation here.

Straightaway: This is actually NOT a straightaway at all; the course map does not list the right-hand turn, but it is definitely more than just a fade. If you overrun this, you will end up in the same sand trap as before - it is simply extended along the left side of the course from the outside of Gosser until well beyond the unofficial corner.

Turn 4 (Niki Lauda Curve): This is a wide left-hand corner which will require light or moderate braking; even if you slow greatly before entering the corner, you will likely be tapping the brakes as you progress through Niki Lauda. There is another wide patch of sand on the outside of the corner, stretching almost all the way to the entrance of the Gerhard Berger Curve. A short straightaway separates Turns 4 and 5.

Turn 5 (Gerhard Berger Curve): This is almost identical to the Niki Lauda Curve, but with an additional sand trap which begins on the inside of the corner.

Straightaway: Again more than a fade but not listed as an official corner, there is a "turn" to the right shortly after exiting the Gerhard Berger Curve. About two-thirds of the way along, the course enters a forested area.

Turn 6 (Jochen Rindt Curve): This is a semi-hidden right-hand corner which can be taken with light braking unless using a low-downforce set-up. Another sand trap awaits those who run off the outside of the corner. A short straightaway follows Jochen Rindt.

Turn 7 (Mobilkom Curve): This is a right-hand corner which

will require light or moderate braking. The Pit Lane begins on the right just before the entry to Mobilkom, so be careful not to bump cars slowing before going to the pits. The Pit Lane barrier does not begin until shortly after the exit of Mobilkom, and the CPU does not assign a Stop-Go Penalty for taking the Pit Lane and rejoining the course (slightly downhill) before reaching the barrier.

Pit Entry: Located just before the entrance to the Mobilkom Curve, the Pit Lane is to the right. This is a long pit lane, so plan to stay out of here as much as possible!!!

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GRAND PRIX OF GERMANY: HOCKENHEIM

Surrounded by multitudes of trees, this is the fastest course used for F1 racing in 2000. If not for the Jim Clark, Brems, and Ayrton Senna chicanes, cars would be flying around the course in top gear all the way from the North Curve (Turn 1) to the entry of the Stadium (Turn 10). The three chicanes have paved shortcuts, but taking these will certainly amass a Stop-Go Penalty each time. Except the right side of the Pit Straight, there is more than enough room to pull well off the pavement should a car have a serious problem.

Special Note: To truly discover the speeds and the lap times once possible before the chicanes were added to Hockenheim, turn off the Flags option (if necessary) and purposely drive on the old course pavement through each of the chicanes.

Set-up:

Front Downforce: -2
Rear Downforce: +2
Gear Ratios: -1
Steering Lock: +3
Front Suspension: +2
Rear Suspension: +2
Brake Balance: -1
Ground Clearance: -3

Pit Straight: The entire left side of the Pit Straight has a rumble strip, the only course with this design. This is an extremely short straightaway compared to the rest of the course.

Turn 1 (North Curve): This right-hand corner can be taken with no or little braking. The Pit Lane rejoins the course from the right at the exit of North Curve. If you are not at full acceleration exiting this corner, you will definitely be passed in the long sweeping straightaway leading to the Jim Clark chicane.

Straightaway: Immensely lengthy and lined with trees, speed is of the utmost importance here. The entire straightaway is an extremely gentle fade to the right. Drift to the left when you reach the grandstands.

Turns 2 and 3 (Jim Clark Chicane): DO NOT keep driving straight ahead here; the mandatory chicane is a right-left pair of corners. Moderate braking should be required for

Turn 2, but full acceleration can be taken leading out of the chicane.

Straightaway: Yet another long, sweeping straightaway which fades calmly to the right. Again, drift to the left before entering the Brems Chicane.

Turns 4 and 5 (Brems Chicane): The original course configuration (used in older F1 racing games) did not have a chicane here, and the original pavement remains. However, the official course currently in use advances slightly from the old course, suddenly cuts tightly to the right and crosses the old pavement, then cuts tightly to the left to rejoin the old pavement. Moderate braking will be needed for Turn 4, and light braking for Turn 5.

Turn 6 (East Curve): This is a very wide right-hand corner which can be taken at top speed. Strong acceleration out of Brems is important to assist in passing here.

Straightaway: This is yet another long straightaway, but without any fades. Drift to the right for the Ayrton Senna Chicane.

Turns 7-9 (Ayrton Senna Chicane): DO NOT follow the old course pavement directly ahead unless you really WANT to serve a Stop-Go Penalty. The official course turns to the left, cuts tightly to the right, and eases left again. It is actually possible to speed into Turn 7 at top speed, then slam HARD on the brakes through Turn 8, and accelerate quickly out of the chicaneŠ but this is not recommended.

Straightaway: The final long straightaway of the course has extra pavement on the left, "blocked" only by a line of orange cones. Surprisingly, the CPU does not assign a Stop-Go Penalty for driving to the left of these cones, so this could potentially be a place to pass large numbers of cars. This extra pavement begins shortly after the exit of the Ayrton Senna chicane, and ends at the entry of the Stadium; thus, if you are on this "extra" pavement entering the Stadium, you will have a better racing line for Turn 10, allowing you to clearly navigate the corner without braking.

Turn 10 (Entrance to the Stadium: Agip Curve): Light braking may be required here, but you should be able to pass through the Agip Curve without any braking at all (especially if your racing line began with the "extra" pavement on the left before the Stadium). A short straightaway follows.

Turn 11 (Continuing through the Stadium: Sachscurve): This is a left-hand wide hairpin turn. Be careful not to overrun the corner and end up in the grass, either entering or exiting the corner.

Straightaway (Continuing through the Stadium): This short straightaway has a fade to the left, followed by a fade to the right.

Turns 12 and 13 (Exiting the Stadium: Opel): This first right-hand corner is somewhat tight, and moderate braking

will be required here; the old course rejoins the current course from the left on exit, so if you run wide in this corner, you can recover here. The final corner of the circuit is a right-hand corner which will require light braking. The Pit Lane entry is to the right just before the official Turn 13. Unless you are headed for the pits, you should be able to accelerate out of the Stadium here and stay on the accelerator all the way to the Jim Clark chicane which is quite a long time!!!!

Pit Entry: The Pit Lane begins to the right at the entry of Turn 13 (the final corner of the Stadium).

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GRAND PRIX OF HUNGARY: HUNGARORING

The Hungaroring circuit has wide run-off areas, which can be quite important, especially for Turn 1. It is imperative to qualify near the top of the grid and be (one of) the first through this corner, as traffic backs up tremendously here at the start of a race.

Set-up:

Front Downforce: +1
Rear Downforce: +3
Gear Ratios: -3
Steering Lock: +3
Front Suspension: +2
Rear Suspension: +2
Brake Balance: -1
Ground Clearance: -1

Pit Straight: This is the highest point on the course and a very long straightaway. Actually, the highest point is at the very end of the Pit Straight, at the entrance of Turn 1.

Turn 1: It's all downhill from here almost literally. This right-hand hairpin corner is downhill all the way through, making early braking a necessity; plus, you will certainly be tapping the brakes all the way through this important first turn. If you do overrun the corner, there is a huge sand trap for your inconvenience. However, if you roll up on the inside rumble strips, expect your car to spin violently.

Turns 2 and 3: After a short straightaway, Turn 2 is a left-hand "J" turn requiring light braking; do not keep going straight ahead and miss the official corner, as that patch of pavement ends in an immovable barrier. It is quickly followed by Turn 3, a right-hand corner which must be taken at full throttle to set up passing opportunities through Turn 3 and along the ensuing straightaway.

Turn 4: This moderate left-hand corner may require light braking or can be taken flat-out, depending on the downforce set-up of the car. Plenty of kitty litter awaits those who overrun the corner.

Turn 5: Moderate braking is necessary for this right-hand "J" turn. Plenty of sand is available on both sides of the pavement here, just in case.

Turns 6 and 7: The CPU is very touchy about this right-left chicane; virtually ANY short-cutting here results in a Stop-Go Penalty. There is plenty of sand here as well, just in case. Turn 6 is tight, requiring heavy braking. Turn 7 requires light braking, and beware the barrier on the right on exit if you happen to swing out too wide.

Turn 8: This moderate left-hand corner may require light braking, but may also be taken at full speed if using sufficient downforce.

Turn 9: Almost immediately following Turn 8, this right-hand corner definitely requires moderate braking to keep to the pavement. Accelerate strongly out of Turn 9 to set up passing opportunities.

Turn 10: An easy left-hand corner which can be taken at top speed. This is a prime place to pass if sufficient acceleration was made out of Turn 9.

Turn 11: Shortly following Turn 10, the right-hand Turn 11 requires moderate braking to stay out of the kitty litter.

Turns 12 and 13: This is a right-left chicane for which the CPU is again very touchy concerning shortcutting. While slowing for the corner here is officially preferable, it is possible with any downforce set-up to speed through at full throttle by making use of the rumble strips; of course, this is virtually impossible to do safely if racing in wet conditions.

Turn 14: This is a wide "J" turn to the left. At first, there is plenty of sand to the outside for those who overrun the corner, but then a metal barrier rubs up against the pavement beginning about halfway around the corner, so DO NOT overrun the corner if you like having the right side of the car intact. The course begins its uphill trajectory here. A very short straightaway follows.

Turn 15: At the entry of this final corner is the Pit Lane entry on the left, so beware of slower cars on the right. The official corner itself is an uphill, right-hand hairpin with little room for those who overrun the corner. Accelerate strongly out of this final corner to pass along the Pit Straight and put on a show for the spectators.

Pit Entry: The Pit Lane begins at the entry of Turn 15 on the right; begin slowing (or do not accelerate much) at the end of Turn 14.

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GRAND PRIX OF BELGIUM: SPA-FRANCORCHAMPS

This is a well-storied course used for many forms of racing. One of the longer courses used in the 2000 F1 season, the forest setting is rather scenic. This is also home to the famous Turn 1 - the La Source hairpin - which is the slowest corner in all of F1 racing. As at Hungaroring, it is very important to be at the front of the grid on the first lap to

safely navigate the first turn.

Set-up:

Front Downforce: +1

Rear Downforce: +3

Gear Ratios: -3

Steering Lock: +3

Front Suspension: +2

Rear Suspension: +2

Brake Balance: -1

Ground Clearance: 0

NOTE: A negative setting on Ground Clearance will increase overall speed, but will definitely mean bottoming out along the steep uphill fades through Eau Rouge.

Pit Straight: Strong acceleration out of the Bus Stop chicane allows SOME room for passing here, but only experts would ever consider waiting until after crossing the Start/Finish Line to brake for La Source, because the Line is so far down the Pit Straight. The course also slopes downward here, all the way through La Source.

Turn 1 (La Source): This is an incredibly tight right-hand hairpin. Fortunately, there is plenty of swing-out room and plenty of recovery space, both paved. The downward slope of the course is not much, but it does add to the difficulty of this hairpin turn. Brake lock-up and the resultant flat-spotting of the tires is quite easy to inadvertently accomplish here, especially in wet racing conditions, so caution is extremely important. If a car in front of you takes the wrong racing line, passing here can be easy. Passing can also occur here if you brake REALLY late (after crossing the Start/Finish Line) AND have a high-downforce set-up to allow for tighter cornering.

Straightaway: Immediately at the exit of La Source is where the Pit Lane rejoins the main course, so try to keep away from the inside of the course here. To the right is the Pit Lane for the 24-hour races held at Spa-Francorchamps; take care not to smash into this Pit Lane concrete barrier. Immediately after passing the "other" Pit Lane and entering Eau Rouge (Red Water), the straightaway has several fades during a semi-blind steep uphill climb into Turn 2. It is all too easy to misjudge the racing line and wind up out in the sand and the grass on either side of the pavement here.

Turn 2 (Eau Rouge): This is an easy right-hand corner at the top of the steep uphill climb. The kitty litter on either side of the course fades away shortly after the corner.

Straightaway (Kemmel): The course truly enters the forested area here, with trees lining both sides of the course. Cars can easily achieve speeds well over 180MPH and even surpassing 200MPH (depending on downforce set-up) by the end of this straightaway.

Turns 3-5 (Malmedy): This is a right-left-right combination of corners. Moderate or even heavy braking is necessary entering Malmedy (Turn 3), but little or no braking is needed

for Turn 4. After an almost non-existent straightaway, light braking is needed for Turn 5. The Malmedy complex has plenty of run-off room, both sand and grass.

Straightaway: Between Malmedy and Bruxelles (the French spelling of "Brussels," the capital of Belgium), the course takes a steep downward trajectory. This can be a good passing zone for those who did not need to use the brakes leaving the Malmedy complex.

Turn 6 (Bruxelles): The course continues downhill all the way through this right-hand hairpin, making heavy braking a necessity before the corner as well as light braking most of the way through Bruxelles. If any corner is to be overrun on a regular basis during the course of a race, this is it, so the wide sandy recovery area may actually be a blessing in disguise. However, due to the slope of the hill, running up on the rumble strips on the inside of the turn may well result in a spin.

Turn 7: Shortly following Bruxelles, this left-hand corner requires light or moderate braking.

Turn 8 and 9 (Pouhon): These two easy left-hand corners essentially form a wide "U" shape. Unless traffic blocks the main racing line, top speed can be carried from Turn 7 all the way through Pouhon. There is plenty of run-off room here, if needed.

Turns 10 and 11 (Fagnes): This right-left complex will require light braking on entry, and possibly tapping the brakes through Turn 11 as well. Accelerate well out of fagnes to pass one or two cars on the short straightaway which follows.

Turn 12 (Stavelot): This is another right-hand corner, requiring light or moderate braking. It is highly important to accelerate STRONG out of Stavelot, as you won't be even tapping the brakes until the Bus Stop.

Turn 13 (Blanchimont): This is a long, sweeping, left-hand corner which must be carried at top speed (from Stavelot) or else you WILL be passed by others. The trees here are pretty, but keep your eyes on the road!!!!

Turns 14-17 (Bus Stop Chicane): This is a tight left-right followed by a short straight and a tight right-left. The beginning of the chicane is at the top of a small rise, so the first two turns are blocked from view on approach unless other cars are there to mark the course for you. Moderate braking should be used for both parts of the Bus Stop, but experts can semi-easily fly through the Bus Stop at top speed. The CPU has little tolerance for shortcutting here.

Pit Entry: While the Bus Stop begins here with a tight left-hand corner, the Pit Lane continues straight ahead, with a quick right-left mini-chicane of its own.

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GRAND PRIX OF ITALY: MONZA

This historic high-speed track hosts a highly partial pro-Ferrari crowd. Unfortunately, F1 2000 uses the "old" course configuration; for the 2000 incarnation of the Italian Grand Prix, the initial tight left-right-left-right chicanes used in previous races were removed and replaced instead with a gentler right-left-right chicane similar to Hockenheim's Jim Clark Chicane, but slightly tighter in overall configuration. The 2000 Italian Grand Prix is the race in which a volunteer corner worker was killed at the Roggia chicane, due to all the flying debris from the first-lap multi-car collision caused by a driver missing his braking zone. This is the final race of the "European" season; the final three races are all overseas, "flyaway" races.

Set-up:

Front Downforce: -1
Rear Downforce: +3
Gear Ratios: -3
Steering Lock: +3
Front Suspension: +2
Rear Suspension: +2
Brake Balance: -1
Ground Clearance: -2

Pit Straight: Strong acceleration out of the Parabolica can create prime passing opportunities along the Pit Straight. The Pit Lane begins on the right shortly after exiting the Parabolica. All along the Pit Straight, take care not to rub the right-side tires against the barriers, which are practically flush up against the pavement.

Turns 1-4 (Rettifilino): These are the aforementioned "old" chicanes. This is a pair of consecutive tight left-right corners. The CPU does allow for some shortcutting here, but not much. The inside of each of these four corners has a straight line diagonal to the pavement where the different types of grass join together; cross this line by a single pixel and you will be serving a Stop-Go Penalty shortly.

Turn 5 (Biaassono): This sweeping right-hand corner among the thick trees can be taken flat-out. To the left is a long, wide area of sand, but the corner is so extremely gentle that the sand should not be needed for any reason unless you blow an engine.

Turns 6 and 7 (Roggia): This chicane is extremely difficult to see on approach unless traffic is present to mark the pavement for you, so it is very easy to overrun the chicane. This is a very tight left-right chicane which even experts will rarely be able to handle at full speed; moderate braking is required by drivers of all levels of experience. The CPU has NO tolerance for shortcutting Roggia, so don't even try it!!!! There is a large sand trap for those who miss the chicane altogether.

Turn 8 (First Lesmo): This right-hand corner requires light or moderate braking. There is a wide sand trap on the outside of the corner.

Turn 9 (Second Lesmo): This right-hand corner is a little tighter than the First Lesmo, and also has a significant area of kitty litter on the outside of the corner. Moderate braking will be needed here.

Turn 10 (Serraglio): This is really just a fade to the left, but the official course map lists this as a curve. Counting this as a fade, this marks about the halfway point on the longest straightaway of the Monza circuit. There is sufficient room to pull off the course here on either side if necessary, except when passing underneath the bridge.

Turns 11-13 (Ascari): The Ascari chicane is more difficult than it seems. Turn 11 is a left-hand corner requiring at least light braking. This is followed immediately by a right-hand corner requiring moderate braking. Turn 13 can be taken at full acceleration if you slowed enough in Turn 12. Wide areas of grass and sand are available for those overrunning any part of the chicane, but those drivers will also be given a Stop-Go Penalty. Unfortunately, F1 2000 does not provide the real course's paved swing-out area on the exit of Ascari.

Straightaway (Rettilineo Parabolica): This is a significant straightaway and a prime passing zone, especially with powerful acceleration out of Ascari.

Turn 14 (Curva Parabolica): This final corner is a wide increasing-radius right-hand "hairpin." Light or moderate braking is required on entry, but once about one-third of the way around the "hairpin," stand on the accelerator all the way through to the Rettifilio. The outside of the Curva Parabolica has an immense expanse of kitty litter, but this should not be necessary.

Pit Entry: Shortly after exiting the Curva Parabolica, the Pit Lane begins on the right. This is perhaps the shortest Pit Lane in all of F1; there is virtually NO room for deceleration once leaving the main course, so cars going in for servicing will begin slowing at the exit of the Curva Parabolica.

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GRAND PRIX OF THE UNITED STATES: INDIANAPOLIS
The inaugural U.S. Grand Prix was significant for three reasons. First, for the first time ever, cars were racing "backward" (clockwise) at Indianapolis. Second, cars were racing in the rain, which is unheard-of in American auto racing. Third, FIA allowed Fox Sports Net, the American cable network which provided the world feed coverage of the race, to introduce the side-view of a driver (Michael Shumacher) at work. Fortunately, except the Pit Straight, the course features wide run-off areas, especially along Hulman Blvd. For the drivers, part of the "mystique" of the U.S. Grand Prix at Indianapolis was the closeness of the spectators; at no other F1 circuit are the fans literally "just across the wall" from the cars. The U.S. Grand Prix begins the final "flyaway" (non-European) races of the 2000 season.

Set-up:

Front Downforce: +2
Rear Downforce: +3
Gear Ratios: -3
Steering Lock: +3
Front Suspension: +2
Rear Suspension: +2
Brake Balance: -1
Ground Clearance: -2

NOTE ON SET-UP: All weekend long, teams were struggling with one major decision: to use a low-downforce set-up or a high-downforce set-up. The infield of the course has so many corners (and really only one straightaway of any mention) that it necessitated a high-downforce set-up for optimum speed and handling; the main Indy course requires drivers to stand on the throttle for nearly thirty seconds, thus requiring a low-downforce set-up to take maximum advantage of this extensive prime passing zone. The suggested set-up presented here is for a high-downforce set-up, to take advantage of the infield segment of the course. For those racing in Easy or Medium modes, you might still get passed on the main Indy course, but it is easy to block challengers from getting by. For those in higher racing modes, this may not be a good set-up to use. Experiment and find the set-up which works best for you - at Indy especially, but also at any other F1 course.

Pit Straight: This is the same as the Pit Straight used for the Indy and NASCAR races here, but the cars drive in the "wrong" direction. Expect top speeds close to or even exceeding 200MPH for those cars using a low-downforce set-up; cars with a high-downforce set-up will likely hold a top speed of only 160-170MPH.

Turns 1 and 2: After about 28 seconds at full throttle, this tight right-left combination can be deadly if you miss the braking zone. Brake early and hard to safely navigate Turn 1 in first or second gear, then accelerate through Turn 2.

Turn 3: This is a sweeping right-hand corner which can be taken at top speed.

Turn 4: This is a long right-hand "J" turn requiring moderate braking to keep to the pavement.

Turn 5: Another right-hand corner, this corner requires light or moderate braking, and can be a good passing zone with good braking on entry.

Turn 6: This left-hand hairpin requires good braking throughout. Accelerating too soon will certainly put you out on the grass.

Turn 7: This is a right-hand "J" turn onto Human Blvd. Moderate braking is need here, but there is fortunately a wide paved swing-out area on exit.

Straightaway (Hulman Blvd.): This is the longest straightaway

of the infield course, so strong acceleration is key here. Cars with a low-downforce set-up will greatly benefit here, especially with a low gear ratio).

Turn 8: Turning a little to the right, this corner requires light or moderate braking, depending on car set-up and top speed on Hulman Blvd. However, the following straightaway is extremely short, so do not expect to accelerate much before "Mickey" and "Mouse."

Turn 9 ("Mickey"): This is a tight right-hand "J" turn, nicknamed "Mickey" by the sportscasters at the inaugural F1 race at Indianapolis. This is a second-gear corner at best, but likely first gear is a better choice here.

Turn 10 ("Mouse"): This tight left-hand hairpin corner was nicknamed "Mouse" by sportscasters. Any speed above 45MPH will certainly force you off the course and into the grass. A strong, short burst of acceleration out of "Mouse" can set up a good passing opportunity in Turn 11.

Turn 11: This long right-hand corner is the final corner of the course requiring braking. It is still fairly easy to slip off the course, so be careful here. From here all the way to the end of the Pit Straight, you should be fully on the accelerator, for approximately 28 seconds before braking for the first corner.

Turn 12: This right-hand corner brings the cars back out onto the oval used for Indy and NASCAR races, and coming back out onto the banking may be a little challenging at first. No braking is required here.

Turn 13: This is the banked "Turn 1" of the Indy and NASCAR races here, taken in reverse. It is important to hug the apex of the corner tightly, but to keep off the infield grass.

Pit Entry: The Pit Lane begins just before Turn 13, but in F1 2000, the Pit Lane barrier doesn't begin until the exit of Turn 13. This means that 1.) you can enter the Pit Lane "late," or 2.) you can use the beginning of the Pit Lane to pass slower cars on the main course, then cut back out to the Pit Straight just before the barrier; in either case, you are likely to cross the grass, although there is a short paved area just before the Pit Lane barrier.

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GRAND PRIX OF JAPAN: SUZUKA

This famous figure-eight circuit is used for many forms of auto and motorcycle racing. One of the most famous sights of the "circuit" is the large Ferris Wheel on the left behind the spectator stands as cars pass along the Pit Straight. The Grand Prix of Japan is usually the last race of the F1 season, but was pushed back by one race for the 2000 season; it will once again be the final race of the season beginning in 2001.

Set-up:

Front Downforce: +1
Rear Downforce: +3
Gear Ratios: -3
Steering Lock: +3
Front Suspension: +2
Rear Suspension: +2
Brake Balance: -1
Ground Clearance: -1

Pit Straight: Good speeds can be achieved here with strong acceleration out of the chicane. The Pit Lane rejoins the course from the right near the end of the Pit Straight.

Turn 1: This right-hand hairpin requires moderate braking on approach, and you will likely be tapping the brakes through the hairpin itself. This begins an uphill climb, and it is difficult to see the left side of the pavement on exit, so be careful not to run too wide and end up out in the sand. There is really no reason to overrun the hairpin on entry, as the corner is quite easily identifiable.

Turns 2-5 (S Curves): This is the hardest section of the course - tight left-right-left-right corners. The first of the "S" curves can likely be taken at full speed, with light or moderate braking for Turn 3. Turn 4 can be taken either flat-out (not suggested) or with light braking. No matter what, slam on the brakes for Turn 5, the tightest corner of the "S" section. This entire segment of the course continues the uphill climb, making Turn 5 a little more difficult. There is ample recovery room on either side of the course through the uphill "S" section. The "S" section is a good place to pass slower cars, if you have enough confidence in your brakes to pass during corner entry. No matter what, you will NOT be surviving the "S" curves unless you use the brakes generously.

Turn 6 (Dunlop Curve): This sweeping left-hand corner is the crest of the initial uphill segment of the course, and can be taken at full acceleration.

Turn 7 (Degner): Here, the course turns to the right in anticipation of the figure-eight pattern. Light braking will likely be required, but cars with sufficient high-downforce set-ups can speed through here without braking. To the outside of the course is a wide expanse of grass and sand in case you overrun the corner.

Turn 8 (Degner): The final right-hand corner before passing underneath the bridge, this turn is tighter than the previous corner, thus moderate braking and a steady racing line will be required here. This is also another prime passing zone.

Straightaway: Accelerate strongly out of Degner and you should be able to pass one or two cars as you drive underneath the bridge. The course fades to the right here before reaching the tight hairpin.

Turn 9 (Hairpin): This is a tight left-hand hairpin which begins the next uphill segment of the Suzuka circuit. It is possible to shortcut a little here, but the grass combined

with the angle of the hill here will really slow you down. Be careful not to accelerate too soon, or you will be out in the grass. There is a sizeable patch of kitty litter for those who miss the hairpin completely.

Turn 10: Continuing the uphill run, the course here makes a wide sweep to the right. Braking here means losing track positions.

Turns 11 and 12 (Spoon): This is a tricky pair of left-hand corners, in a decreasing-radius "U" formation. The first corner is fairly standard, requiring little (if any) braking. However, Turn 12 is both tighter AND slopes downhill, so judicious usage of brakes and a pristine racing line are both important here, especially if attempting to pass a slower vehicle. If you misjudge any single corner at Suzuka, it will be Turn 12; fortunately, there is plenty of recovery room on both sides of the pavement here. However, do not roll up on the rumble strips or the grass on the inside of Turn 12, as that will almost certainly cause you to lose control and likely spin.

Straightaway: Power out of Spoon and fly along the straightaway, passing multiple cars, especially if you have a low-downforce set-up. After you cross the bridge, start thinking about the chicane.

Turn 13 (130R): Shortly after crossing the bridge, the course turns gently to the left. No braking is required here, but look for cars slowing for the Pit Lane entry just before the chicane.

Turns 14-16 (Chicane): This is a very tricky part of the course. The chicane begins with a moderate turn to the right, then a tight left-hand corner, then ends with a wider turn to the right and out onto the Pit Straight. Fortunately, the inside of the chicane is filled with sand and not barriers, but cutting the chicane results in a Stop-Go Penalty. Be careful coming out of Turn 15 that you don't go too wide and bump the right-front tire on the Pit Lane barrier.

Pit Entry: The Pit Lane begins to the right just before Chicane. Note that the Pit Entry is the SECOND patch of pavement to the right coming off the main course.

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GRAND PRIX OF MALAYSIA: SEPANG

This is the second-newest F1 course in use, its construction completed in time for the end of the 1999 F1 season. Sepang includes very wide recovery zones all along the course, on both sides of the pavement, with very few exceptions. The main grandstands are nestled within the course itself, as the "back straight" and the "Pit Straight" flank each side of the main spectator seats, linked by a tight left-hand hairpin. While the pavement is rather wide for an F1 circuit, it is actually more difficult to drive than it appears on television, especially the "back" part of the course (behind the main grandstands).

Set-up:

Front Downforce: +1

Rear Downforce: +3

Gear Ratios: -3

Steering Lock: +3

Front Suspension: +2

Rear Suspension: +2

Brake Balance: -1

Ground Clearance: -2

Pit Straight: The main grandstands are to the left as you fly down the Pit Straight. There is a short bit of sand or grass to the right between the main course and the Pit Lane barrier, about enough room for a car to pull off. Slam on the brakes at the end of the Pit Straight, as the first two corners are VERY tight.

Turns 1 and 2: Turn 1 is a TIGHT right-hand corner, followed immediately by a not-as-tight-but-still-difficult left-hand Turn 2. If there is traffic ahead of you, the cars will certainly bunch up here. The first corner on the opening lap of any F1 race is characterized by cars bunching up together; given the downhill slope of Turns 1 (beginning at the exit) and 2, cars are even more likely than usual to bump each other and/or the barrier here. Fortunately, the outside of Turn 2 has a wide (sand-filled) recovery area, so if a major accident takes place, it might be wise to (carefully) take to the sand to avoid the worst of the chaos and debris.

Turn 3: Accelerate hard through this sweeping right-hand corner. No braking is necessary here. The course begins a gentle uphill climb here.

Turn 4: It is easy to overrun this corner, either on entry or on exit, but the wide patch of sand is available to slow you down in these situations. This right-hand corner is the crest of the uphill climb which began in Turn 3. Moderate braking will be required here.

Turns 5 and 6: Turn 5 is an easy left-hand corner, followed by the similarly-shaped right-hand Turn 6. In Turn 5, the barrier comes very close to the pavement on the inside of the corner, so be careful not to roll up on the grass here. There is plenty of space for recovery on the outside of each corner, which may be important exiting Turn 6 as it is rather easy to run too wide on exit. Both corners can be taken either flat-out or with simply a light tapping of the brakes.

Turns 7 and 8: These two right-hand corners are best taken in a wide "U" formation. It is possible to fly through these corners at top speed, but some may feel more comfortable by tapping the brakes very briefly at about the apex of each corner. There is plenty of kitty litter on the outside of the corners here if you lose concentration and drive off the pavement.

Turn 9: This tight left-hand corner is made even more difficult by the brief uphill slope leading to the corner itself, which hides the view of the pavement as the course

turns to the left here. Early braking is key, or else you WILL be caught out in the sand trap. Moderate or heavy braking will be needed here, depending on your top speed coming out of the "U" formation of Turns 7 and 8. If you have excellent confidence in your braking ability (especially with fresh tires after a pit stop), this is a great place to pass other cars on braking, but only if attempted near the inside of the corner.

Turn 10: After the tightness of Turn 9, Turn 10's right-hand corner can be taken at full throttle. The course climbs gently uphill here, cresting shortly after the exit.

Turn 11: The course begins a gentle downhill slope near the entry of Turn 11, then turns to the right as the downhill slope continues. Light or moderate braking will be needed here. This is also a good place to pass other cars on braking. It is also easy to overrun the corner, so there is plenty of sand to the outside of the corner to slow you down in this instance.

Turn 12: After a short straightaway, the course turns to the left. If you hug the apex tightly, you should be able to take Turn 12 without braking. Again, plenty of sand awaits those who slide off the pavement here.

Turn 13: This is a right-hand decreasing-radius hairpin with no paved swing-out area on exit, making the corner more difficult than it at first appears. The first 90 degrees can be taken at top speed, although some braking is greatly recommended here. After that, moderate or heavy braking is required to keep from rolling out into the kitty litter. Strong acceleration is key on exit.

Straightaway: This straightaway runs along the "back side" of the main grandstands. This is a very long straightaway, so powerful acceleration out of the Turn 13 hairpin can provide good passing opportunities here, especially for those using a low-downforce set-up. Near the end of the straightaway, a line of pavement leaves to the right, but this is NOT the Pit Lane entry used for F1 races.

Turn 14: This is the final corner of the course, and perhaps the most important in a close race. Following the long straightaway both the "back side" of the main grandstands, this is a left-hand hairpin, much tighter than Turn 13. It is key here to approach from the right, tightly hug the apex, and accelerate strongly to the right on exit. The Pit Lane entry begins here halfway through the hairpin, so beware of slower cars going in for servicing. This is also a good place to pass on braking, especially for those with a high-downforce set-up.

Pit Entry: The Pit Lane begins halfway through the Turn 14 hairpin (the final corner of the course). Keep to the right entering the hairpin, to allow those passing you to dive to the left-hand apex of the corner; after the first 90 degrees of the corner, drive straight ahead along the Pit Lane. However, you will quickly find the Pit Lane curving to the left, so make sure you have slowed enough to not bang the

front wing or front-right tire against the barrier.

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WRAP-UP

Hopefully, this driving guide will be/has been of some use to you. Fortunately, the follow-up game, F1 Championship Season 2000, is almost identical to F1 2000, so the information in this driving guide can largely also apply to the newer game. In fact, if possible, I suggest upgrading to the more recent game, which features a better physics engine (which makes Monaco a little easier to survive), more realistic opponent behavior (truly challenging for us aggressive drivers), more racing modes (including an interactive training/analysis mode for each of the seventeen courses used in the 2000 F1 racing season), and more potential car problems (brake damage, suspension failure, transmission problems, etc.). In short, F1 Championship Season 2000 is more realistic than F1 2000.

The official FIA Web site (<http://www.fia.com/>) has a lot of good information for F1 racing, including the current season's race schedule and links to the official Web sites of most of the courses used. The FIA Web site is available in both French and English.

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CONTACT INFORMATION

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