

F1 Championship Season 2000 Car Set-Ups Guide Final

by Wolf Feather

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F1 CHAMPIONSHIP SEASON 2000: CAR SET-UPS GUIDE

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SPACING AND LENGTH

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

1234567890123456789012345678901234567890123456789012
ABCDEFGHIJKLMNPOQRSTUVWXYZabcdefghijklmnopqrstuvwxyz

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

Remember: Plagiarism in ANY form is NOT tolerated!!!!

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INTRODUCTION

Most likely, if you play F1 Championship Season 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. What this guide presents is a set of tuning parameters for the various circuits which should provide a good basis for car set-up for each circuit.

Please keep in mind that these suggested car set-ups are just that: suggestions. These are designed with my personal aggressive driving style in mind. Therefore, the set-ups presented here will likely need to be tweaked for each player's comfort level and driving style.

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CAR SET-UPS

First, these set-ups are for the PSX and PS2 versions of F1 Championship Season 2000. It has been brought to my attention that the PC version of the game uses a different set-up configuration. Unfortunately, I cannot provide any assistance here, as I own a Mac, only use PCs on rare occasions on campus, and do not have access to a PC on which I can play games. Gomen nasai :-(

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, and other car settings (press the up, down, and circle buttons to switch between these dialogues). For

Steering Lock: +3

Front Suspension: -2
Rear Suspension: -2
Brake Balance: -2
Engine RPM: +2
Side Pod Radiators: +3
Front Downforce: -3
Rear Downforce: -3
Ride Height: -3*
Rear Diffuser: +3

*This is an ABSOLUTELY FLAT circuit, so the only reason to raise ride height is to slow the car for better cornering. At Albert Park, this is really only an issue at Turns 3 and 15, and in the odd-formation Pit Lane Entry.

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GRAND PRIX OF BRAZIL: INTERLAGOS

Suggested Car Set-up:

Gear Ratios: -3
Steering Lock: +3
Front Suspension: -2
Rear Suspension: -2
Brake Balance: -2
Engine RPM: +2
Side Pod Radiators: +3
Front Downforce: +1
Rear Downforce: +1
Ride Height: -1
Rear Diffuser: +2

Note: This set-up is designed to take advantage of the lower portion of the circuit.

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GRAND PRIX OF SAN MARINO: IMOLA

Suggested Car Set-up:

Gear Ratios: -3
Steering Lock: +3
Front Suspension: -2
Rear Suspension: -2
Brake Balance: -2
Engine RPM: +2
Side Pod Radiators: +3
Front Downforce: -3
Rear Downforce: -3
Ride Height: -1
Rear Diffuser: +3

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GRAND PRIX OF GREAT BRITAIN: SILVERSTONE

Suggested Car Set-up:

Gear Ratios: -3
Steering Lock: +3
Front Suspension: -2
Rear Suspension: -2
Brake Balance: -2
Engine RPM: +2
Side Pod Radiators: +3
Front Downforce: -2

Rear Downforce: -2
Ride Height: -2
Rear Diffuser: +3

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GRAND PRIX OF SPAIN: CATALUNYA

Suggested Car Set-up:

Gear Ratios: -3
Steering Lock: +3
Front Suspension: -2
Rear Suspension: -2
Brake Balance: -2
Engine RPM: +2
Side Pod Radiators: +3
Front Downforce: -3
Rear Downforce: -3
Ride Height: -2
Rear Diffuser: +3

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GRAND PRIX OF EUROPE: NURBURGRING

Suggested Car Set-up:

Gear Ratios: -3
Steering Lock: +3
Front Suspension: -2
Rear Suspension: -2
Brake Balance: -2
Engine RPM: +2
Side Pod Radiators: +3
Front Downforce: -2
Rear Downforce: -2
Ride Height: -1
Rear Diffuser: -3

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GRAND PRIX OF MONACO: MONTE CARLO (TEMPORARY STREET CIRCUIT)

Suggested Car Set-up:

Gear Ratios: -3
Steering Lock: +3
Front Suspension: -2
Rear Suspension: -2
Brake Balance: -2
Engine RPM: +3
Side Pod Radiators: +3
Front Downforce: +3*
Rear Downforce: +3*
Ride Height: -2
Rear Diffuser: +3

*The downforce options are purposely set much higher than at other circuits to assist in cornering. The Monaco circuit simply does not allow for a high-speed set-up.

GRAND PRIX OF CANADA: CIRCUIT GILLES VILLENEUVE

Suggested Car Set-up:

Gear Ratios: -3
Steering Lock: +3
Front Suspension: -2

Rear Suspension: -2
Brake Balance: -2
Engine RPM: +2
Side Pod Radiators: +3
Front Downforce: -2
Rear Downforce: -2
Ride Height: -3*
Rear Diffuser: +2

*The Circuit Gilles Villeneuve is almost perfectly flat, so the only reason to raise ride height is for better cornering due to slower top-end speed.

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GRAND PRIX OF FRANCE: NEVERS MAGNY-COURS

Suggested Car Set-up:

Gear Ratios: -3
Steering Lock: +3
Front Suspension: -2
Rear Suspension: -2
Brake Balance: -2
Engine RPM: +2
Side Pod Radiators: +3
Front Downforce: -3
Rear Downforce: +3
Ride Height: -3
Rear Diffuser: -1

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GRAND PRIX OF AUSTRIA: A1-RING

Suggested Car Set-up:

Gear Ratios: -3
Steering Lock: +3
Front Suspension: -2
Rear Suspension: -2
Brake Balance: -2
Engine RPM: +2
Side Pod Radiators: +3
Front Downforce: -2
Rear Downforce: -2
Ride Height: -1
Rear Diffuser: +2

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GRAND PRIX OF GERMANY: HOCKENHEIM

Suggested Car Set-up:

Gear Ratios: -3
Steering Lock: +3
Front Suspension: -2
Rear Suspension: -2
Brake Balance: -2
Engine RPM: +3
Side Pod Radiators: +3
Front Downforce: -3
Rear Downforce: -3
Ride Height: -3*
Rear Diffuser: -1

*The Hockenheim circuit is almost perfectly flat, so the only

reason to raise the Rear Height is for better cornering due to slower top-end speed.

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GRAND PRIX OF HUNGARY: HUNGARORING

Suggested Car Set-up:

Gear Ratios: -3
Steering Lock: +3
Front Suspension: -2
Rear Suspension: -2
Brake Balance: -2
Engine RPM: +2
Side Pod Radiators: +3
Front Downforce: -2
Rear Downforce: -2
Ride Height: -2
Rear Diffuser: +1

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GRAND PRIX OF BELGIUM: SPA-FRANCORCHAMPS

Suggested Car Set-up:

Gear Ratios: -3
Steering Lock: +3
Front Suspension: -2
Rear Suspension: -2
Brake Balance: -2
Engine RPM: +2
Side Pod Radiators: +3
Front Downforce: -2
Rear Downforce: -2
Ride Height: -2
Rear Diffuser: +1

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GRAND PRIX OF ITALY: MONZA

Suggested Car Set-up:

Gear Ratios: -3
Steering Lock: +3
Front Suspension: -2
Rear Suspension: -2
Brake Balance: -2
Engine RPM: +2
Side Pod Radiators: +3
Front Downforce: -3
Rear Downforce: -3
Ride Height: -3*
Rear Diffuser: -1

*The Monza circuit is absolutely flat, so the only reason to raise the Ride Height is to sacrifice top-end speed for better cornering.

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GRAND PRIX OF THE UNITED STATES: INDIANAPOLIS

Suggested Car Set-up:

Gear Ratios: -3
Steering Lock: -3

Front Suspension: -2
Rear Suspension: -2
Brake Balance: -2
Engine RPM: +2
Side Pod Radiators: +3
Front Downforce: -3
Rear Downforce: -3
Ride Height: -3
Rear Diffuser: +1

Note that this is a low-downforce set-up designed specifically to take advantage of the Indy oval section of the course. This set-up makes the infield segment rather tricky, especially 'Mickey' and 'Mouse.' Extreme caution must be taken in the infield portion of the circuit, especially if playing with Tire Wear activated and/or in wet conditions.

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GRAND PRIX OF JAPAN: SUZUKA

Suggested Car Set-up:

Gear Ratios: -3
Steering Lock: +3
Front Suspension: -2
Rear Suspension: -2
Brake Balance: -2
Engine RPM: +2
Side Pod Radiators: +3
Front Downforce: -2
Rear Downforce: -2
Ride Height: -3
Rear Diffuser: +2

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GRAND PRIX OF MALAYSIA: SEPANG

Suggested Car Set-up:

Gear Ratios: -3
Steering Lock: +3
Front Suspension: -2
Rear Suspension: -2
Brake Balance: -2
Engine RPM: +2
Side Pod Radiators: +3
Front Downforce: -2
Rear Downforce: -2
Ride Height: -2
Rear Diffuser: +2

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CONTACT INFORMATION

For questions, rants, raves, comments of appreciation, etc., or to be added to my e-mail list for updates to this driving guide, please contact me at: FEATHER7@IX.NETCOM.COM; also, if you have enjoyed this guide and feel that it has been helpful to you, I would certainly appreciate a small donation via PayPal (<http://www.paypal.com/>) using the above e-mail

address.

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Wolf Feather Jamie Stafford

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Just as there are many parts needed to make a human a human, there's a remarkable number of things needed to make an individual what they are.

- Major Kusanagi, _Ghost in the Shell_

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

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