

- iii. Car List
- iv. Manufacturer's List
- v. Tracks
- vi. License Tests
 - 1.) Mini-guide: How to get all golds
- vii. Walkthrough/Strategy Guide
- viii. Tips on how to get fast cash
- ix. Tuning Information
 - 1.) Muffler**
 - 2.) Brakes**
 - 3.) Engine**
 - 4.) Drivetrain**
 - 5.) Turbo**
 - 6.) Intercooler**
 - 7.) Suspension**
 - 8.) Tires**
 - 9.) Others**
- x. FAQ (Frequently Asked Questions)
- xi. Fastest Times
- VI. Arcade Disc
 - i. Game Options
 - ii. Strategy Guide
- VII. Secrets / Codes
- VIII. Glitches, Comments, and Complaints
- IX. Best Cars
- X. Credits
- XI. Contact Info
- XII. Closing Statements

*UPDATED

**NEW SECTION

.....

I. INTRODUCTION

.....

Some may say that Gran Turismo was the greatest racing game ever created, and I used to agree with them. But now, a new king has arrived--Gran Turismo 2. I got the game for Christmas, and I've been playing it NON-STOP. It's head and shoulders above it's predecessor, and is the greatest racing game ever created. It brings a tear to my eye whenever I remotley THINK about it. Well, maybe not, but it is fantastic. Actually, it's simply INCREDIBLE.

Here's a quote from a review of GT2 in EGM #127, by John Davison that sums it all up:

"Can we give a game an 11?"

By the way, GT 2 received all 10's from the Review Crew. A perfect score. A platinum award. The only other games that have recieved this prestigious award have been Metal Gear Solid, Zelda: Ocarina of Time, Chrono Trigger, and Soul Calibur. It's that good.

GAME INFO:

Game: Gran Turismo 2

Platform: PSX

Price: \$19.99

Available: Now

Players: 2

Supports: Dual Shock, JogCon controller, NegCon controller

Developer: Polyphony Digital

Publisher: SCEA

Tracks: 29 (twice as many if you include mirrored courses)

Cars: Over 600(!)

Best Car: Tough choice...I'd have to say the Suzuki Escudo

Best Tip: Keep on tuning!

.....

II. LEGAL STUFF

.....

This FAQ can only appear on the following sites (w/out having to ask me):

- GameFAQS <www.gamefaqs.com>
- Cheat Code Central <www.cheatcc.com>
- GameSages <www.gamesages.com>
- Vgstrategies.com <<http://vgstrategies.about.com>>
- GameShark.com <www.gameshark.com>
- The Resource <<http://nemmysresource.cjb.net>>
- Happy Puppy <<http://www.happypuppy.com>>

NOT WWW.MEGAGAMES.COM

If anyone finds it on any other site or MegaGames.com, please inform me ASAP.

E-Mail Address: nemesis@flipmode.com

Copyright:

© Copyright 2000 Brett "Nemesis" Franklin. This FAQ and everything included within this file cannot be reproduced in any way, shape or form (physical, electrical, or otherwise) aside from being placed on a freely-accessible, non-commercial web page in it's original, unedited and unaltered format. This FAQ cannot be used for profitable purposes (even if no money would be made from selling it) or promotional purposes. It cannot be used in any sort of commercial transaction. It cannot be given away as some sort of bonus, gift, etc., with a purchase as this creates incentive to buy and is therefore prohibited.

Furthermore, this FAQ cannot be used by the publishers, editors, employees or associates, etc. of any company, group, business, or association, etc., nor can it be used by game sites and the like. It cannot be used in magazines, guides, books, etc. or in any other form of printed or electronic media (including mediums not specifically mentioned) in ANY way, shape, or form (including reprinting, reference or inclusion), without the express written permission of the author, myself. This FAQ was created and is owned by me, Brett Franklin. All copyrights and trademarks are acknowledged and respected that are not

specifically mentioned in this FAQ.

This FAQ was written for GameFAQs (www.gamefaqs.com) only. I don't want it to be put up on any other web site and am not above explaining this to your ad banner guys or whoever else I can get ahold of if you decide to violate this disclaimer.

To continue, this FAQ and everything included herein is protected by the Berne Copyright Convention of 1976, not to mention International Copyright Law. Remember that plagiarism is a crime, and that this is a copyrighted work--stealing from this guide is putting yourself at risk, plain and simple, because the law is on my side. If you would like to contribute to this FAQ (you will be credited,) please e-mail me, as well as any questions, comments, or corrections, to the address above.

The Prize List is © Copyright of Dan GC <lbdangc@aol.com> and Wolf <mungo@aon.com>

The Mini-Guide that shows which cars had what HP before it declined that is in the FAQ section and the Walkthrough section, is © Copyright of Cedric <zest9ex@hotmail.com>.

All car manufacturers and companies are © Copyright of their original owners.

Gran Turismo 2 is © Copyright of Polyphony Digital and Sony Computer Entertainment America, and Sony Computer Entertainment of Japan.

All rights reserved.

.....

III. UPDATES/REVISION HISTORY

.....

Version: Final (07/02/01)

- Updated the format a bit, fixed some errors, and changed the site at the top of the FAQ, and removed the previous Revision History.

 ***** i. Controls *****

Directional pad/Analog stick-----Turn car

L1-----Use rear-view mirror

L2-----Shift Down

R1-----Switch car view

R2-----Shift up

Triangle-----Reverse


```
*****
***** iii. Car List *****
*****
```

Here's the latest list of every car in GT2:

ACURA

- Integra SiR-G '98
- Integra Type R '98 spec
- Integra SiR-G '95
- NSX '90
- NSX Type R '92
- NSX Type S Zero '97
- NSX Type S '97
- NSX '97

ALFA ROMEO

- 145 2.0 Cloverleaf '98
- 159 2.0 TS 16V '98
- 156 2.5 V6 24V '98
- 166 2.0 TS '98
- 166 2.5 V6 24V '98
- 166 3.0 V6 24V '98
- GTV 2.0 TS 16V '98
- GTV 3.0 V6 24V '98
- Spider 2.0 TS '98

ASTON MARTIN

- DB6
- DB7 Coupe
- DB7 Volante
- V8 Advantage

AUDI

- A3 1.8 T Sport
- A4 Avant 2.8 Quattro
- S3
- S4 Limousine
- TT

BMW

- 323ci Coupe (E46)
- 323i Coupe (E36)
- 323ti Compact (E36)
- 328ci Coupe (E46)
- 328i Sedan (E46)
- 528i Sedan
- 740I Sedan
- 840Ci Sports

CHEVERLOLET

- Camaro Z28
- Camaro Z28 '69
- Camaro Z28 30th Anniversary
- Camaro Z28 Coupe '98

- Corvette '67
- Corvette Coupe '96
- Corvette Grand Sport
- Corvette 427 '69

CHRYSLER

- Phaeton

CITROEN

- Saxo 1.6I VTS
- Xantia 3.0I V6 Exclusive
- Xsara 1.8I 16V Exclusive

DAIHATSU

- Mira TR (4WD) '98
- Mira TR-XX '90
- Mira TX (2WD) '97
- Mira TX (4WD) '97
- Move SR-XX (4WD)
- Move CX '95
- Move SR-XX (2WD) '97
- Move SR-XX (4WD) '97
- Move Aero Down Custom '98
- Opti Aero Down Beex '98
- Opti Club Sports (2WD) '97
- Opti Club Sports (4WD) '97
- Storia CX (2WD) '98
- Storia CX (4WD) '98
- Storia X4 '98
- Terioskid Aerodown '98

DODGE

- Avenger ES
- Challenger
- Charger '71
- Intrepid ES
- Neon RT
- Stratus ES
- Viper GTS
- Viper GTS-R
- Viper RT/10

FIAT

- 500 Sporting
- 600
- Barchetta
- Coupe 2.0 20V Turbo
- Punto GT

FORD

- Cougar 2.5I 24V '97
- Escort 1.8 Gti
- Focus Ghia 2.0 '98
- Focus Zetec 1.8 '98
- Ka
- Contour Ghia X
- Mustang GT '98
- Mustang SVT Cobra '98
- Mustang GT '99
- Mustang SVT Cobra '99

-Puma 1.7I DOHC
-Taurus SHO '99

HONDA

-Accord SiR-T '98
-Accord Type R
-Accord Wagon SiR '98
-Accord SiR '96
-Accord Touring Wagon SiR '96
-Accord SiR-T '97
-Accord Wagon 2300VTL 4WD '97
-Beat '91
-Beat version F '92
-Beat version Z '94
-Civic (EG) Ferio SiR '93
-Civic (EG) SiR II '93
-Civic (EK) Ferio Si '98
-Civic (EK) SiR '98
-Civic (EK) Ferio Si II '96
-Civic (EK) Type R '97
-CRX Del Sol SiR '92
-CRX Del Sol VXi '92
-CRX Del Sol SiR '95
-CRX Del Sol VGi '95
-CRX SiR '89
-Life T Type '98
-Life T Type '97
-Logo TS '98
-Prelude SiR '98
-Prelude SiR S spec '98
-Prelude SiR '96
-Prelude Type-S '96
-Prelude Si '91
-Prelude Si VTEC '91
-S2000 '99
-Z Turbo '98

JAGUAR

-XJ Sport 3.2
-XJ220
XJR Vehicle
-XK180
-XK8 Coupe
-XKR

LANCIA

-Delta HF Integrale
-Delta HF Integrale Evoluzione
-Y 1.2 16V

LISTER

-Storm V12

LOTUS

-Elan S2 '64
-Elan S4 Sprint '71
-Elan S2 '90
-Elise 111S
-Elise 190
-Elise

-Esprit Sport 350
-Esprit V8 GT
-Esprit V8 SE

MAZDA

-AZ-1 '91
-Demio GL '97
-Demio GL-X '97
-Demio GL-X Special '98
-Demio LX G Package '97
-Enfini RX-7 Type R (FD) '91
-Enfini RX-7 Touring X (FD) '96
-Enfini RX-7Type RB (FD) '96
-Enfini RX-7 Type RZ (FD) '96
-Eunos Cosmo 13B Type-S CCS '94
-Eunos Cosmo 20B Type-E CCS '94
-Familia GT-X (BG) '92
-Familia GT-R (BG) '92
-Familia S-Wagon Sport 20 '99
-Miata Normal '89
-Miata V-Special '90
-Miata S--Special '92
-Miata Normal '93
-Miata S-Special '93
-Miata V-Special '93
-Lantis Coupe 2000 Type-R '93
-Roadster 1.6 S Package '98
-Roadster 1.8 RS '98
-Roadster 1.8 VS '98
-RX-7 RS-R '97
-RX-7 Type RB '97
-RX-7 Type RS '97
-RX-7 Type RZ '97
-RX-7 Type R '98
-RX-7 Type RB '98
-RX-7 Type RS '98
-Savanna RX-7 Cabriolet (FC) '90
-Savanna RX-7 Enfini III (FC) '90
-Savanna RX-7 GT-X (FC) '90
-Savanna RX-7 GT-Turbo (SA22C) '83

MERCEDES-BENZ

-A160 Avantgarde
-AMG C43
-AMG C55
-AMG E55
-CLK 200 Sports
-CLK 320 Sports
-SLK Kompressor

MERCURY

-Cougar '99

MG

-MGF 1.8I VVC

MINI

-Mini 1.3
-Mini Cooper 1.3i

MITSUBISHI

-Eclipse GT '97
-FTO GP Version R '97
-FTO GPX '97
-FTO GR '97
-FTO GPX '94
-FTO GR '94
-Galant Super VR-4 '98
-Galant VR-G '98
-Galant VR-4 '96
-Galant VR-G Touring '96
-GTO SR '98
-GTO Twin Turbo '98
-GTO Twin Turbo '92
-GTO '92
-GTO MR '95
-GTO SR '95
-GTO Twin Turbo '95
-GTO SR '97
-GTO Twin Turbo '97
-Lancer Evolution III GSR '95
-Lancer Evolution IV GSR '96
-Lancer Evolution V GSR '98
-Lancer Evolution V RS '98
-FTO GP Version R '97
-Lancer Evolution VI GSR '99
-Lancer Evolution VI RS '99
-Minika Pj '98
-Minika Dangan ZZ '90
-Mirage Cyborg R '92
-Mirage Asti RX '96
-Mirage Asti RZ '97
-Mirage Cyborg-ZR '97
-Mirage Asti RX-R '98
-Pajero Mini Sport '98
-Pajero Mini VR-II '97
-Regnum ST '97
-Regnum VR-4 Type-S '97
-Regum ST '98
-Regurm Super VR4 '98
-Regnum VR-4 Type-S '98

NISSAN

-240Z HS30 (240ZG) '71
-300ZX Version R 2by2 '98
-300ZX Version R 2by2 Twin Turbo '98
-300ZX Version S 2seater '98
-300ZX Version S 2seater Twin Turbo '98
-300ZX Version S 2by2 '94
-300ZX Version R 2by2 Twin Turbo '94
-300ZX Version S 2seater '94
-300ZX Version S 2seater Twin Turbo '94
-Cube X '98
-March G# 97
-March Super Turbo '89
-Primera 2.0Te '90
-Primera 2.0Te '95
-Primera 2.0Te-V '98
-Primera 2.0G-V '98
-Pulsar Gti-R '91

-Pulsar VZ-R '97
-Pulsar VZ-R N1 '97
-R390 GT1 '98
-Silvia K's (S13/1800cc) '88
-Silvia Q's (S13/1800cc) '88
-Silvia K's (S13/2000cc) '91
-Silvia Q's (S13/2000cc) '91
-Silvia K's (S14) '95
-Silvia Q's (S14) '95
-Silvia K's (S14) '96
-Silvia Q's (S14) '96
-Silvia K's Aero SE Sports Package (S14) '98
-Silvia Spec R (S15) '99
-Silvia Spec R Aero (S15) '99
-Silvia Spec S (S15) '99
-Silvia Spec S Aero (S15) '99
-Silhouette
-Skyline GT-R Nismo (R32) '90
-Skyline GT-R Vspec II (R32) '94
-Skyline GT-R (R32) '89
-Skyline GT-R (R32) '91
-Skyline GTS-t Type M (R32) '91
-Skyline GTS25 Type S (R32) '91
-Skyline GTS4 (R32) '91
-Skyline GT-R Vspec (R32) '93
-Skyline GT-R (R33) '97
-Skyline (4door) GT-R Autotech Version 40th Anniversary (R33) '97
-Skyline GT-R Vspec (R33) '97
-Skyline GT-R (R33) '95
-Skyline GT-R Vspec (R33) '95
-Skyline GTS25t Type M (R33) '96
-Skyline 25GT Turbo (R34) '98
-Skyline GT-R (R34) '99
-Skyline GT-R Vspec (R34) '99
-Skyline RS-X Turbo Intercooler (DR3) '84
-Skyline GTS-R (R31) '87
-Stager Autech Version 260RS '97
-Stager RS Four V '97
-Stager Autech Version 260RS '98
-Stager 25t RS Four V '98
-Sunny VZ-R '98

OPEL

-Astra SRI 2.0i 16V
-Corsa Sport 1.6i 16V
-Tigra 1.6I
-Vectra 2.0 16V

PEUGEOT

-106 1.6 Rallye
-106 1.6 S16
-206 Gti
-206 Rally Car
-206 Gti-6 2.0 (S16)
-306 Rally Car
-406 3.0 V6 Coupe

PLYMOUTH

-Barracuda '70
-GTX

- Pronto Spyder
- Road Runner
- Road Runner Superbird

RENAULT

- Clio II 16v
- Clio Sport V6 24v
- Espace F1
- Laguna V6
- Megane 2.0 16v Coupe

RUF

- BTR
- BTR2
- BTR4
- CTR
- CTR2
- Turbo R

SHELBY

- Cobra 427 '67
- Cobra Coupe
- GT350
- GT500

SUBARU

- Alccione SVX S4 '95
- Alccione SVX Version L '95
- Forrester S/tb '97
- Impreza 22B STi Version '98
- Impreza Sedan WRX '94
- Impreza Wagon WRX '94
- Impreza Sedan WRX STi Version II '95
- Impreza Wagon WRX STi Version II '95
- Impreza Sedan WRX '96
- Impreza Sedan WRX STi Version III '96
- Impreza Wagon WRX '96
- Impreza Wagon WRX STi Version III '96
- Impreza WRX Type R Version IV '96
- Impreza WRX '97
- Impreza WRX Type R SRi Version IV '97
- Impreza WRX STi Version IV Wagon '97
- Impreza WRX Wagon '97
- Impreza WRX '98
- Impreza WRX STi Version V '98
- Impreza WRX STi Type R Version V '98
- Impreza WRX STi Wagon '98
- Impreza WRX Wagon '98
- Legacy Touring Sports RS '93
- Legacy Touring Wagon GT '93
- Legacy Touring Sedan RS '96
- Legacy Touring Wagon GT-B '96
- Legacy Touring Wagon GT-B Limited '97
- Legacy B4 RSK '98
- Legacy Touring Wagon GT-B '98
- Preo RM '98
- Preo RS '98
- Rex Supercharger VX '90
- Vivio RX-R '97
- Vivio RX-RA '97

SUZUKI

- Artworks RS-Z '98
- Artworks RS/Z '97
- Artworks Sports Limited '97
- Artworks RS/X '90
- Cappuccino '95
- Kei S '98
- Servo Mode SR-Four '90
- Wagon R RR '98
- Wagon R Aero RS '97
- Wagon R Corm FT '97
- Wagon R Turbo RT/S '97

TOMMY KARA

- ZZ-S Coupe

TOYOTA

- Altezza AS200 '98
- Altezza RS200 '98
- Aristo S300 '97
- Aristo V300 '97
- Aristo 3.0V '91
- Gardena GT-T '97
- Celica SS-III '97
- Celica GT-FOUR (ST165) '88
- Celica GT-FOUR (ST185) '91
- Celica GT-FOUR RC (ST185) '91
- Celica GT-R (ST185) '91
- Celica GT-FOUR (ST205) '95
- Celica SS-II (ST205) '95
- Chaser Tourer S '96
- Chaser Tourer V '96
- Corolla Levin BZG (A111) '96
- Corolla Levin BZR (A111) '98
- Corolla Levin GT-APEX (AE86) '85
- Corolla Levin Rally Car '98
- Corona 200GT '96
- Mark II Tourer S '92
- Mark II Tourer V '92
- MR Spyder '96
- MR2 1600G-Limited Super Charger (AW11) '86
- MR2 G-Limited '96
- MR2 GT-S '96
- MR2 G-Limited '96
- MR2 GT-S '98
- Prius '97
- Soarer 2.5 GT-T VVT-I '96
- Soarer 2.5 GT-T '95
- Sprinter BZG '96
- Sprinter BZR (A111) '98
- Sprinter GT-Apex (AE86) '85
- Starlet Glanza V '96
- Starlet Glanza V '98
- Starlet 3 door Turbo S (EP71) '87
- Starlet 3 door (KP61) '82
- Supra RZ '97
- Supra SZ-R '97
- Supra RZ '95
- Supra SZ-R '95

- Supra RZ '96
- Supra SZ-R '96
- Supra TwinTurbo-R (JZA70) '91
- Supra GT Turbo Limited (MA70) '89
- Witz F '99

TVR

- Cerbera 4.2
- Cerbera 4.5
- Cerbera Speed 6
- Chimera 4.2
- Chimera 4.5
- Chimera 5.0
- Griffith 500
- Griffith Blackpool B340
- Speed 12
- Tuscan Speed 6

VECTOR

- M12
- Weigert Vector W8

VENTURI

- Atlantique 300
- Atlantique 400GT

VOLKSWAGEN

- Golf IV 2.3 V5
- Golf IV GTi
- Golf IV GTi 1.8T
- Golf IV TDi
- Lupo 1.4
- New Beetle 1.9
- New Beetle 2.0
- Polo 1.4 16V
- Polo G40

***** iv. Manufacturer's List *****

Here's the list of every car manufacturer in the game:

- Advan
- Alitalia
- Alpine
- Autobacs
- BBS
- BP
- Bremo
- Bridgestone
- Castrol
- Cibie
- Denso
- Dunlop
- elf
- Enkei
- Esso
- Exxon
- Falken

Fet
Gulf
Havoline
Kenwood
Magnetti
Marelli
Masterfit
Michelin
Mobile
MOMO
Motul
Movistar
Oz
Pennzoil
Pirelli
Potenza
Puma
Quaker State
Rays
Red Line Racing
Red Line Synthetic Oil
Speedline
Texaco
Total
Toyo Tire
Trampio
Valeo
Vodafone
Yokohama

LIST OF TUNERS

-AMG
-Audi Sport
-Fiat Auto
-Corse
-Ford Racing
-HKS
-Lister Sport
-Lotus
-Mazda Speed
-Mine's
-Mugen
-Nismo
-Ralliart
-Spoon
-STi
-Tom's
-TRD
-TVR Racing
-TWR Racing

=====
Super Fully Tuned Car List (Japanese version)
=====

Hp : The Hp at home after you had brought it

Tuned : The Fully tuned Hp after all the modifications on it
(turbo/muffler)

Drive : The type of drive-train for each car

Type: The type of Engine that the car uses, whether it's a
N.A (Naturally Aspirated) or
Turbo or

-- (car cannot be tuned for N.A & Turbo)

Price : Price of the car sold after you purchased it. If is "Used", then car
belong to Used

Car section. Else, both prized/new cars had the price sold amount.

Weight: The original weight of the car in Kg, not lb

Tuned Weight: The car had gone through all the weight-cutting measures.

Car Mode: Y = Car can accept racer body modification (decals/paint etc)

N = Car cannot accept racer body modification

.....

Car	Hp	Tuned	Drive	Type	Price	Wgt (kg)
-----	----	-------	-------	------	-------	----------

Tuned Mode

.....

Alfa Romeo

=====

145 2.0 Cloverleaf '98	151	340	FF	Turbo	733,000	1210
1113 N						
155						
2.0 TS 16V'98	151	272	FF	N.A	296,500	1300
1110 Y						
Touring Car '95	552	--	4WD		25mil	1060 -
-						
156						
2.0 TS 16V '98	151	356	FF	Turbo	863,200	1250
1067 Y						
2.5 V6 24V '98	198	470	FF	Turbo	927,700	1320
1127 Y						
166						
2.0 TS 16V '98	151	356	FF	Turbo	1,021,200	1420
1263 N						
2.5 V6 24V '98	211	390	FF	N.A	1,155,200	1490
1326 N						
3.0 V6 24v '98	247	416	FF	N.A	1,274,000	1510
1343 N						
GTV						
2.0 TS 16V '98	151	356	FF	Turbo	959,000	1370
1170 Y						
3.0 V6 24V '98	247	416	FF	N.A	1,226,700	1415
1208 Y						
Spider 2.0 TS'98	151	356	FF	Turbo	1,019,700	1370
1219 N						

~~~~~

Aston Martin

=====

|        |     |     |    |    |         |      |
|--------|-----|-----|----|----|---------|------|
| DB6    | 328 | 394 | FR | -- | 961,500 | 1550 |
| 1379 N |     |     |    |    |         |      |



|            |     |     |    |       |            |      |  |
|------------|-----|-----|----|-------|------------|------|--|
| DB7        |     |     |    |       |            |      |  |
| Coupe      | 386 | 539 | FR | Turbo | 4,325,000  | 1775 |  |
| 1515 Y     |     |     |    |       |            |      |  |
| Volante    | 386 | 539 | FR | Turbo | 4,637,500  | 1850 |  |
| 1580 Y     |     |     |    |       |            |      |  |
| V8 Vantage | 590 | 737 | FR | Turbo | 11,375,000 | 1990 |  |
| 1771 N     |     |     |    |       |            |      |  |

~~~~~

Audi

=====

A3 Limousine	151	348	FF	Turbo	853,200	1145	
1053 N							
A4 2.8 Quattro	194	347	4WD	N.A	1,263,200	1430	
1221 Y							
S3	211	389	4WD	--	1,186,500	1375	
1223 N							
S4 Limousine	273	610	4WD	Turbo	993,200	1510	
1289 Y							
TT'99	223	403	4WD	Turbo	1,164,500	1395	
1191 Y							
TT LM Edition	552	--	4WD	Turbo	25mil	970	
--							
--							

~~~~~

BMW

=====

|               |     |         |    |           |           |      |  |
|---------------|-----|---------|----|-----------|-----------|------|--|
| 323ci         | 148 | 313     | FR | N.A       | 1,045,000 | 1440 |  |
| 1229 Y        |     |         |    |           |           |      |  |
| 323ci Coupe   | 173 | 373/449 | FR | N.A/Turbo | 1,134,000 | 1445 |  |
| 1234 Y        |     |         |    |           |           |      |  |
| 328ti Compact | 168 | 363     | FR | N.A       | 1,322,200 | 1330 |  |
| 1183 N        |     |         |    |           |           |      |  |
| 328ci Coupe   | 191 | 376/480 | FR | N.A/Turbo | 1,267,200 | 1465 |  |
| 1250 Y        |     |         |    |           |           |      |  |
| 328I Sedan    | 191 | 376     | FR | N.A       | 1,382,700 | 1460 |  |
| 1298 N        |     |         |    |           |           |      |  |
| 528I Sedan    | 140 | 320     | FR | N.A       | 1,537,500 | 1575 |  |
| 1401 N        |     |         |    |           |           |      |  |
| 740I          | 280 | 427     | FR | N.A       | 2,525,000 | 2055 |  |
| 1828 N        |     |         |    |           |           |      |  |
| 840ci Coupe   | 281 | 421     | FR | N.A       | 2,625,000 | 1895 |  |
| 1686 N        |     |         |    |           |           |      |  |

~~~~~

Chevrolet

=====

Camaro							
SS '97	316	622	FR	N.A	822,000	1561	
1333 Y							
Z/28 '69	303	439	FR	N.A	935,500	1540	
1315 Y							
Z/28 Coupe '97	290	624	FR	N.A	570,700	1561	
1333 Y							
Z/28 30th Aniv	290	624	FR	N.A	700,000	1561	
1333 Y							
Corvette							
Stingray '67	440	639	FR	N.A	1,618,700	1540	
1315 Y							

Coupe '82	224	401	FR	N.A	632,000	1516
1295 Y						
Coupe '96	338	677	FR	N.A	921,000	1496
1277 Y						
Grand Sport '96	338	677	FR	N.A	1,000,000	1496
1277 Y						
ZR-1 '95	410	652	FR	N.A	1,265,000	1590
1358 Y						
427 stingray '69	446	626	FR	N.A	1,317,200	1472
1257 Y						

~~~~~

#### Chrysler

=====

|                        |     |     |    |     |        |      |
|------------------------|-----|-----|----|-----|--------|------|
| Phaeton                | 510 | 612 | FR | N.A | 2.5mil | 1600 |
| 1424 N                 |     |     |    |     |        |      |
| Viper GTS-R Team Oreca | 700 | --  | FR | N.A | 25mil  | 1150 |
| -                      |     |     |    |     |        |      |
| - --                   |     |     |    |     |        |      |

~~~~~

Citroen

=====

Saxo 1.6 VTS	120	268	FF	N.A	533,200	935
834 Y						
Xantia 3.0I V6	193	361	FF	N.A	980,700	1496
1331 N						
Xsara 1.8I 16v	110	266	FF	Turbo	674,000	1115
1025 N						
Xsara Rally Car	348	--	4WD		12.5mil	960 --
--						

~~~~~

#### Daihatsu

=====

|                     |    |     |     |       |         |     |
|---------------------|----|-----|-----|-------|---------|-----|
| Midget D-Type II    | 32 | 84  | FR  | Turbo | 148,500 | 570 |
| 524 N               |    |     |     |       |         |     |
| Mira                |    |     |     |       |         |     |
| TR-XX '90           | 64 | 185 | 4WD | Turbo | Used    | 740 |
| 659 Y               |    |     |     |       |         |     |
| TR-4WD '98          | 61 | 193 | 4WD | Turbo | 283,200 | 780 |
| 695 Y               |    |     |     |       |         |     |
| TX-4WD '98          | 61 | 193 | 4WD | Turbo | 243,000 | 770 |
| 686 Y               |    |     |     |       |         |     |
| Move                |    |     |     |       |         |     |
| AeroDown Custom '98 | 61 | 193 | 4WD | Turbo | 345,000 | 890 |
| 793 Y               |    |     |     |       |         |     |
| CX '95              | 54 | 90  | FF  | Turbo | Used    | 740 |
| 659 Y               |    |     |     |       |         |     |
| SR-XX (2wd) '97     | 61 | 193 | FF  | Turbo | Used    | 760 |
| 678 Y               |    |     |     |       |         |     |
| SR-XX (4wd) '97     | 61 | 193 | 4WD | Turbo | Used    | 720 |
| 642 Y               |    |     |     |       |         |     |
| SR-XX (4wd) '98     | 61 | 193 | 4WD | Turbo | 316,200 | 880 |
| 784 Y               |    |     |     |       |         |     |
| Opti                |    |     |     |       |         |     |
| Club Sports 2wd '97 | 54 | 84  | FF  | Turbo | Used    | 660 |
| 588 Y               |    |     |     |       |         |     |
| Club Sports 4wd '97 | 54 | 84  | 4WD | Turbo | Used    | 710 |

|                  |     |     |     |     |     |       |              |
|------------------|-----|-----|-----|-----|-----|-------|--------------|
| 633              | Y   |     |     |     |     |       |              |
| AeroDown         | 4wd | '98 | 61  | 193 | 4WD | Turbo | 298,700 820  |
| 754              | N   |     |     |     |     |       |              |
| Storia           |     |     |     |     |     |       |              |
| CX               | 2wd | '98 | 58  | 177 | FF  | Turbo | 259,500 840  |
| 748              | Y   |     |     |     |     |       |              |
| CX               | 4wd | '98 | 58  | 177 | 4WD | Turbo | 295,700 890  |
| 793              | Y   |     |     |     |     |       |              |
| X4               |     | '98 | 118 | 198 | 4WD | Turbo | 347,500 840  |
| 748              | Y   |     |     |     |     |       |              |
| Rally Car        |     |     | 433 | --  | 4WD | Turbo | 25mil 800    |
| --               |     |     |     |     |     |       |              |
| --               |     |     |     |     |     |       |              |
| Terios ArrowDown |     | '98 | 61  | 193 | 4WD | Turbo | 347,500 1000 |
| 920              | N   |     |     |     |     |       |              |

~~~~~

Dodge

=====

Avenger ES			140	340	FF	Turbo	552,700 1359
1209	N						
Interprid ES			227	513	FF	Turbo	616,500 1596
1363	Y						
Concept Car			220	358	MR	Turbo	2.5mil 980
873	Y						
Concept Car LM Edition			534	--	MR	Turbo	12.5mil 900
-							
-	--						
Stratus ES			102	377	FF	Turbo	513,700 1364
1213	N						
Charger '71			389	567	FR	N.A	527,000 1717
1528	N						
Challenger '72			293	447	FR	N.A	287,500 1656
1473	N						
Neon ACR			151	287	FF	N.A	371,500 1125
1003	Y						
	R/T		151	287	FF	N.A	376,700 1125
1003	Y						
Viper							
GTS-R LM '98					FR	N.A	
GTS			470	716	FR	N.A	1,885,200 1531
1307	Y						
[R]-GTS-R			700	--	FR	N.A	25mil 1247
--							
RT/10			470	716	FR	N.A	1,819,700 1506
1286	Y						
[R]STP Taisan '99			655	--	FR	N.A	25mil 1180
--							
--							

~~~~~

### Fiat

=====

|                     |   |  |     |     |    |       |              |
|---------------------|---|--|-----|-----|----|-------|--------------|
| 500 Sporting '98    |   |  | 54  | 190 | FF | Turbo | 337,500 735  |
| 655                 | Y |  |     |     |    |       |              |
| 500R '75            |   |  | 22  | 140 | RR | Turbo | 212,500 520  |
| 463                 | Y |  |     |     |    |       |              |
| 600 Sporting        |   |  | 54  | 190 | FF | Turbo | 327,500 735  |
| 676                 | Y |  |     |     |    |       |              |
| Coupe 2.0 20V Turbo |   |  | 214 | 397 | FF | Turbo | 997,500 1310 |

|      |   |           |     |     |    |       |         |      |
|------|---|-----------|-----|-----|----|-------|---------|------|
| 1118 | Y | Barchetta | 124 | 250 | FF | N.A   | 708,700 | 1060 |
| 975  | N | Punto     | 130 | 217 | FF | Turbo | 587,000 | 1000 |
| 896  | Y |           |     |     |    |       |         |      |

~~~~~

Ford

====

GT40	Mark III '66	310	--	MR	N.A	12.5mil	998
--							
--	Mark III LM Gulf	499	--	MR	N.A	25mil	998
--							
GT90	Concept Car	730	--	MR	Turbo	12.5mil	1452
Ka		60	177	FF	Turbo	375,000	875
780	Y						
Escort	Rally Car	467	--	4WD		12.5mil	1230
--							
--							
RS200	Rally Car	384	491	4WD	Turbo	2.5mil	1260
1121	N						
Cougar	2.5I 24v	175	520	FF	Turbo	1,050,000	1391
1237	N						
Taurus	SHO '99	235	370	FF	N.A	774,500	1510
1289	Y						
Puma	1.7I DOHC	122	256	FF	N.A	692,700	1034
922	Y						
Focus							
	Rally Car '99	467	--	4WD		12,5mil	1230
--							
--							
Gia	2.0 Zetec	125	394	FF	Turbo	677,500	1160
1067	N						
Gia	1.8	114	221/260	FF	N.A/Turbo	590,000	1125
1035	N						
Mustang							
GT	'98	210	374	FR	N.A	432,200	1487
1323	N						
SVT	Cobra '98	307	467	FR	N.A	712,200	1541
1316	Y						
GT	'99	210	374	FR	N.A	437,000	1485
1321	N						
SVT	Cobra '99	323	471	FR	N.A	720,000	1556
1328	Y						
GT	Race Car '99						
[R]	Saleem SR WideBody	649	--	FR		25mil	1180
--							
--							
Mondeo	GiaX 2.5I 24v	175	337	FF	N.A	596,200	1398
1194	Y						

~~~~~

HKS

====

|      |           |      |    |     |       |       |      |
|------|-----------|------|----|-----|-------|-------|------|
| R33  | Drag GT-R | 1026 | -- | 4WD | Turbo | 25mil | 1280 |
| --   |           |      |    |     |       |       |      |
| --   |           |      |    |     |       |       |      |
| Drag | 180SX     | 1026 | -- | FR  | Turbo | 25mil | 980  |

--  
--

~~~~~

Honda

=====

CR-X

Sir (EF8) '91	158	208	FF	N.A	Used	986
879 Y						
Del-Sol LM Edition	626	-	MR	N.A	25mil	890 -
-						
Vxi '92	127	187	FF	N.A	Used	1037
925 Y						
Sir '92	165	251	FF	N.A	Used	1037
925 Y						
Vgi '95	131	187	FF	N.A	Used	1040
927 Y						
Sir '95	167	248	FF	N.A	Used	1100
981 Y						

NSX

'90	276	420	MR	N.A	Used	1365
1165 Y						
Type-R '92	276	429	MR	N.A	Used	1230
1050 Y						
Type-R '97	294	460	MR	N.A	2,276,700	1392
1188 Y						
Type-S '97	288	451	MR	N.A	2,589,200	1320
1127 Y						
Type-S Zero	288	451	MR	N.A	2,464,200	1270
1084 Y						

NSX-R GT2 LM '95

S2000 '99	245	370	FR	N.A	845,000	1240
1058 Y						
S2000 GT1	586	--	FR	N.A	25mil	960

--
--

Z Turbo '98	62	187	4WD	Turbo	322,000	970/ 892
-------------	----	-----	-----	-------	---------	-------------

N

Accord

Sir '96	187	323	FF	N.A	Used	1490
1272 Y						
Touring Wagon Sir '96	187	280	FF	N.A	Used	1450
1238 Y						
Sir-T '97	193	343	FF	N.A	Used	1300
1110 Y						
Wagon 2300VTL '97	167	286	4WD	N.A	Used	1450
1238 Y						
Sir-T '98	193	344	FF	N.A	537,000	1300
1110 Y						
Wagon Sir '98	200	307	FF	N.A	624,500	1430
1221 Y						
Type-R	210	328	FF	N.A	1,000,000	1344
1148 Y						

Integra

Sir-G '95	177	251	FF	N.A	Used	1210
1079 Y						
Type-R '95	195	288/368	FF	N.A/Turbo	Used	1177

1049	Y						
Sir-G	'98	177	251	FF	N.A	497,000	1120
999	Y						
Type-R	98 Spec '98	197	376	FF	Turbo	629,000	1080
963	Y						
Civic							
Sir-II	'93	157	240/294	FF	N.A/Turbo	Used	950
847	Y						
Ferio Sir	EG '93	157	240	FF	N.A	Used	1032
920	Y						
Sir-II	'95	167	243/298	FF	N.A/Turbo	Used	1022
911	Y						
Ferio Si II	EK '97	167	243	FF	N.A	Used	1142
1018	Y						
Type-R	(EK) '97	181	263/306	FF	N.A/Turbo	Used	1050
937	Y						
Sir	(EK) '98	167	243/326	FF	N.A/Turbo	442,00	1100
981	Y						
Ferio Si	EK '98 (Sdn)	167	243	FF	N.A	464,50	1130
1007	Y						
Type-R	EK '98	181	263/336	FF	N.A/Turbo	499,500	1050
937	Y						
Beat							
'91		62	130	MR	N.A	Used	760
678	Y						
Ver. F	'92	62	95/130	MR	N.A/Turbo	Used	760
678	Y						
Ver. Z	'94	62	95/130	MR	N.A/Turbo	Used	760
678	Y						
Prelude							
Si	'91	158	283	FF	N.A	Used	1300
1110	Y						
Si	VTEC '91	211	307	FF	N.A	Used	1330
1135	Y						
Sir	'96	194	323	FF	N.A	Used	1340
1144	Y						
Type-S	'96	214	338	FF	N.A	623,200	1380
1178	Y						
Sir	'98	197	326	FF	N.A	570,700	1290
1102	Y						
Sir	Spec '92	217	347	FF	N.A	573,200	1270
1084	Y						
Life							
T	'97	45	121	FF	Turbo	Used	790
726	N						
T	'98	48	120	FF	Turbo	307,200	820
754	N						
Logo TS	'98	90	194	FF	Turbo	324,500	980
873	Y						
Castrol	Mugen NSX	617	--	MR	N.A	25mil	1180 -
--							
Takata	NSX	617	--	MR	N.A	25mil	1180
--							
--							
Mobil 1	NSX	617	--	MR	N.A	25mil	1180
--							

--
 Raybrig NSX 617 -- MR N.A 25mil 1180
 --
 --

~~~~~

Jaguar

=====

XJ Sports 3.2                    241    517                    FR    Turbo                    1,538,500                    1710  
 1521 N  
 XJ220 Race Car GT                549    --                    MR                                            25mil                    1375  
 --  
 --  
 XJR                                400    559                    FR    Turbo                    2,259,700                    1775  
 1579 N  
 XJR 15 Race Car                    477    --                    MR                                            25mil                    1050  
 --  
 --  
 XK8 coupe                        291    557                    FR    N.A                    2,213,700                    1615  
 1437 N  
 XKR Coupe                        400    559                    FR    Turbo                    2,622,200                    1640  
 1459 N

~~~~~

Lancia

=====

Y 1.2 16v 88 211 FF Turbo 550,000 910
 811 Y
 Stratos 190 -- MR N.A 750,000
 Delta
 S4 '85 394 -- 4WD Turbo 12.5mil 1200
 --
 --
 HF Integrale 184 310 4WD Turbo 742,700 1315
 1170 N
 HF Evolution 208 407 4WD Turbo 800,000 1300
 1110 Y
 HF Coll. 217 480 4WD Turbo 1,100,000 1340
 1192 N

~~~~~

Lister

=====

Storm V12                        600    719                    FR    --                    9,603,500                    1438    1227  
 Y

~~~~~

Lotus

=====

Elan

S2 '64 104 213 FR N.A 1,025,000 638
 568
 S2 '90 133 237 FF Turbo 1,114,500 997
 917 N
 S4 Sprint '71 127 213 FR N.A 945,000 694
 618 Y
 GT1 622 -- MR 25mil 900

--
 --

Elise							
111s	144	223/258	MR	N.A/Turbo	1,162,000	770	
686 Y							
190	187	230/267	MR	N.A/Turbo	1,463,000	670	
597 Y							
Sport 135	133	215/247	MR	N.A/Turbo	1,265,200	770	
686 Y							
Normal	122	230/266	MR	N.A/Turbo	981,200	690	
614 Y							
MotorSports	203	257/333	MR	N.A/Turbo	2,500,000	700	
644 N							

Esprit							
Sport 350	356	669	MR	Turbo	2,838,500	1300	
1157 N							
V8 GT	356	669	MR	Turbo	2,183,000	1380	
1228 N							
V8 SE	356	669	MR	Turbo	5,673,500	1380	
1228 N							
[R]GT1	586	--	MR		25mil	900	
--							
--							
Europa	127	240/304	MR	N.A/Turbo	2mil	730	
650							
Y							

~~~~~

|                         |     |     |    |       |         |      |  |
|-------------------------|-----|-----|----|-------|---------|------|--|
| Mazda                   |     |     |    |       |         |      |  |
| =====                   |     |     |    |       |         |      |  |
| AZ-1 '91                | 62  | 180 | MR | Turbo | Used    | 720  |  |
| N                       |     |     |    |       |         |      |  |
| Savannah RX-7 Cab FC'90 | 205 | 380 | FR | Turbo | Used    | 1390 |  |
| 1187 Y                  |     |     |    |       |         |      |  |
| RX-7                    |     |     |    |       |         |      |  |
| Type RS '97             | 263 | 532 | FR | Turbo | Used    | 1280 |  |
| 1093 Y                  |     |     |    |       |         |      |  |
| Type RZ '97             | 263 | 532 | FR | Turbo | Used    | 1250 |  |
| 1067 Y                  |     |     |    |       |         |      |  |
| Type RB '97             | 263 | 532 | FR | Turbo | Used    | 1260 |  |
| 1076 Y                  |     |     |    |       |         |      |  |
| RS-R '97                | 263 | 532 | FR | Turbo | Used    | 1280 |  |
| 1093 Y                  |     |     |    |       |         |      |  |
| Type RS '98             | 290 | 643 | FR | Turbo | 944,500 | 1280 |  |
| 1093 Y                  |     |     |    |       |         |      |  |
| Type R '98              | 278 | 619 | FR | Turbo | 867,500 | 1260 |  |
| 1076 Y                  |     |     |    |       |         |      |  |
| Type RB '98             | 263 | 549 | FR | Turbo | 724,500 | 1240 |  |
| 1058 Y                  |     |     |    |       |         |      |  |
| Type-R FD '91           | 264 | 440 | FR | Turbo | Used    | 1260 |  |
| 1076 Y                  |     |     |    |       |         |      |  |
| Type RZ FD '96          | 264 | 474 | FR | Turbo | Used    | 1250 |  |
| 1067 Y                  |     |     |    |       |         |      |  |
| Type RB FD '96          | 264 | 474 | FR | Turbo | Used    | 1260 |  |
| 1076 Y                  |     |     |    |       |         |      |  |
| Touring X FD '96        | 264 | 474 | FR | Turbo | Used    | 1330 |  |
| 1135 Y                  |     |     |    |       |         |      |  |
| GT Turbo SA22C '83      | 164 | 440 | FR | Turbo | Used    | 1020 |  |
| 909 Y                   |     |     |    |       |         |      |  |
| GT-X FC '90             | 205 | 380 | FR | Turbo | Used    | 1250 |  |



|                         |   |     |         |     |           |         |  |      |
|-------------------------|---|-----|---------|-----|-----------|---------|--|------|
| 1067                    | Y |     |         |     |           |         |  |      |
| III FC '90              |   | 210 | 397     | FR  | Turbo     | Used    |  | 1200 |
| 1070                    | Y |     |         |     |           |         |  |      |
| [R]A-Spec LM            |   | 549 | --      | FR  | Turbo     | 25mil   |  | 1050 |
| --                      |   |     |         |     |           |         |  |      |
| --                      |   |     |         |     |           |         |  |      |
| [R]GTC LM               |   | 566 | --      | FR  | Turbo     | 25mil   |  | 960  |
| --                      |   |     |         |     |           |         |  |      |
| --                      |   |     |         |     |           |         |  |      |
| [R]RE Advane            |   | 453 | --      | FR  | Turbo     | 12.5mil |  | 980  |
| --                      |   |     |         |     |           |         |  |      |
| --                      |   |     |         |     |           |         |  |      |
| [R] LM Edition          |   | 559 | --      | FR  | Turbo     | 25mil   |  | 960  |
| --                      |   |     |         |     |           |         |  |      |
| --                      |   |     |         |     |           |         |  |      |
| Demio                   |   |     |         |     |           |         |  |      |
| GL-X '97                |   | 98  | 254     | FF  | Turbo     | Used    |  | 960  |
| 856                     | Y |     |         |     |           |         |  |      |
| GL '97                  |   | 98  | 254     | FF  | Turbo     | Used    |  | 960  |
| 856                     | Y |     |         |     |           |         |  |      |
| LX-G '97                |   | 82  | 201     | FF  | Turbo     | Used    |  | 910  |
| 811                     | Y |     |         |     |           |         |  |      |
| GL-X Spec '98           |   |     |         |     |           |         |  |      |
| GL-X '99                |   | 98  | 254     | FF  | Turbo     | 366,500 |  | 960  |
| 856                     | Y |     |         |     |           |         |  |      |
| Familia                 |   |     |         |     |           |         |  |      |
| Interplay 4dr Sdn '89   |   | 111 | 376     | FF  | Turbo     | Used    |  | 1000 |
| 892                     | Y |     |         |     |           |         |  |      |
| GT-X BG '92             |   | 178 | 331     | 4WD | Turbo     | Used    |  | 1200 |
| 1070                    | Y |     |         |     |           |         |  |      |
| GT-R BG '92             |   | 208 | 358     | 4WD | Turbo     | Used    |  | 1210 |
| 1079                    | Y |     |         |     |           |         |  |      |
| S Wgn Sport 20 '99      |   | 170 | 394     | 4WD | Turbo     | 483,200 |  | 1310 |
| 1118                    | Y |     |         |     |           |         |  |      |
| Eunos Comos             |   |     |         |     |           |         |  |      |
| Type S CCS 13B '94      |   | 228 | 423     | FR  | Turbo     | Used    |  | 1520 |
| 1297                    | Y |     |         |     |           |         |  |      |
| Type E CCS 20B '94      |   | 278 | 643     | FR  | Turbo     | Used    |  | 1640 |
| 1400                    | Y |     |         |     |           |         |  |      |
| Lantis Coupe2000 Type-R |   | 174 | 316     | FF  | N.A       | Used    |  | 1240 |
| 1058                    | Y |     |         |     |           |         |  |      |
| Miata                   |   |     |         |     |           |         |  |      |
| '89                     |   | 118 | 208/241 | FR  | N.A/Turbo | Used    |  | 980  |
| 873                     | Y |     |         |     |           |         |  |      |
| V-Spec '90              |   | 118 | 208/241 | FR  | N.A/Turbo | Used    |  | 990  |
| 882                     | Y |     |         |     |           |         |  |      |
| S-Spec '92              |   | 118 | 185/241 | FR  | N.A/Turbo | Used    |  | 990  |
| 882                     | Y |     |         |     |           |         |  |      |
| '93                     |   | 131 | 256/301 | FR  | N.A/Turbo | Used    |  | 980  |
| 873                     | Y |     |         |     |           |         |  |      |
| V-Spec '93              |   | 131 | 256/301 | FR  | N.A/Turbo | Used    |  | 990  |
| 882                     | Y |     |         |     |           |         |  |      |
| S-Spec '93              |   | 131 | 256/301 | FR  | N.A/Turbo | Used    |  | 990  |
| 882                     | Y |     |         |     |           |         |  |      |
| 1.8 RS '98              |   | 143 | 274     | FR  | N.A       | 573,700 |  | 1030 |

|                   |   |     |     |    |       |         |      |
|-------------------|---|-----|-----|----|-------|---------|------|
| 918               | Y |     |     |    |       |         |      |
| 1.8 VS '98        |   | 143 | 274 | FR | N.A   | 598,700 | 1030 |
| 918               | Y |     |     |    |       |         |      |
| 1.6 S Package '98 |   | 124 | 244 | FR | Turbo | 490,000 | 1020 |
| 909               | Y |     |     |    |       |         |      |

~~~~~

Mazda Speed

=====

AZ-1 A-Spec '91		62	180	MR	Turbo	262,000	720
666	N						
RX-7 A-Spec '96		264	500	FR	Turbo	572,500	1220
1088	Y						
GT-C '99		298	692	FR	Turbo	1,125,000	1280
1139	N						
Demio A-Spec '97		101	274	FF	N.A	375,000	820
731	Y						
Miata A-Spec		143	274	FR	N.A	700,000	1040
956	N						
B-Spec		168	? /310	FR	N.A/Turbo	310,000	980
901	N						
C-Spec		200	344	FR	Turbo	1,250,000	1010
929	N						

~~~~~

Mercedes Benz

=====

|                    |   |     |     |    |       |           |      |
|--------------------|---|-----|-----|----|-------|-----------|------|
| A160 Avant Garde   |   | 102 | 251 | FF | Turbo | 675,000   | 1115 |
| 1025               | N |     |     |    |       |           |      |
| AMG E43            |   | 307 | 530 | FR | N.A   | 2.6mil    | 1570 |
| 1397               | N |     |     |    |       |           |      |
| E55                |   | 368 | 504 | FR | N.A   | 3,825,000 | 1710 |
| 1521               | N |     |     |    |       |           |      |
| CLK 200 Sports     |   | 135 | 394 | FR | Turbo | 1,197,000 | 1375 |
| 1223               | N |     |     |    |       |           |      |
| 320 Sports         |   | 228 | 469 | FR | Turbo | 1,601,200 | 1495 |
| 1330               | N |     |     |    |       |           |      |
| DTM 2000           |   |     |     |    |       |           |      |
| SLK 230 Kompressor |   | 198 | 430 | FR | Turbo | 1,382,700 | 1325 |
| 1131               | Y |     |     |    |       |           |      |

~~~~~

Mecury (under Ford)

=====

Cougar XR-7 '67		328	566	FR	N.A	300,000	1598
1422	N						
'99		175	520	FF	Turbo	450,000	1391
1237	N						

~~~~~

MG

=====

|              |   |     |     |    |     |         |      |
|--------------|---|-----|-----|----|-----|---------|------|
| MGF 1.8I VVC |   | 147 | 248 | MR | N.A | 917,700 | 1110 |
| 990          | Y |     |     |    |     |         |      |

~~~~~

Mine's

=====

R32.5 Skyline		627	687	4WD	Turbo	1,750,000	1500
---------------	--	-----	-----	-----	-------	-----------	------

1335 N							
R33 Skyline	627	693	4WD	Turbo	1,875,000	1540	
1370 N							
R34 Skyline	627	693	4WD	Turbo	2,000,000	1540	
1370 N							
Lancer Evo V	419	526	4WD	Turbo	1,375,000	1080	
993 N							

~~~~~

Mini

=====

|                   |     |     |    |       |         |     |  |
|-------------------|-----|-----|----|-------|---------|-----|--|
| Mini 1.3          | 60  | 140 | FF | Turbo | 407,500 | 720 |  |
| 642 Y             |     |     |    |       |         |     |  |
| Cooper 1.3I       | 61  | 177 | FF | Turbo | 420,700 | 720 |  |
| 642 Y             |     |     |    |       |         |     |  |
| Cooper 1275 S MK1 | 243 | --  | FF | Turbo | 12.5mil | 700 |  |
| --                |     |     |    |       |         |     |  |
| --                |     |     |    |       |         |     |  |

~~~~~

Mitsubishi

=====

FTO

GR '94	167	256	FF	N.A	Used	1150	
1026 Y							
GPX '94	195	333	FF	N.A	Used	1170	
1043 Y							
GR '97	177	234	FF	N.A	471,700	1150	
1026 Y							
GPX '97	195	327	FF	N.A	583,200	1170	
1043 Y							
GP Ver R '97	195	327	FF	N.A	540,000	1150	
1026 Y							
[R]Tai Trampo FTO	384	--	4WD	N.A	12.5mil	960	
--							
--							

GTO

'92	221	397	4WD	N.A	Used	1650	
1409 Y							
Twin Turbo '92	298	686	4WD	Turbo	Used	1710	
1460 Y							
SR '95	221	397	4WD	N.A	Used	1650	
1409 Y							
MR '95	287	659	4WD	Turbo	Used	1680	
1435 Y							
Twin Turbo '95	298	686	4WD	Turbo	Used	1710	
1460 Y							
SR '97	221	397	4WD	N.A	Used	1610	
1374 Y							
Twin Turbo '97	307	705	4WD	Turbo	Used	1710	
1460 Y							
SR '99	221	397	4WD	N.A	749,500	1600	
1367 Y							
Twin Turbo '99	318	730	4WD	Turbo	1,080,700	1680	
1435 Y							
Twin Turbo MR '99	307	705	4WD	Turbo	994,700	1670	
1426 Y							
Eclipse GT '97	224	406	FF	Turbo	590,000	1330	

1135	Y							
Galant								
VR-G Touring '96		147	188	FF	N.A	Used		1240
1058	Y							
VR-4 '96		274	409	4WD	Turbo	Used		1480
1264	Y							
VR-G '99		143	200	FF	N.A	487,500		1240
1058	Y							
VR-4 '99		271	459	4WD	Turbo	745,200		1460
1247	Y							
Super VR-4 '98		263	476	4WD	Turbo	732,700		1520
1297	Y							
Pajero Mini VR-II '97								
64		180		4WD	Turbo	Used		920
846	N							
Mini Sports '98		65	175	4WD	Turbo	334,500		940
864	N							
Minica - Dangan ZZ '90								
65		177		4WD	Turbo	Used		720
662	N							
Pj '98		50	148	4WD	Turbo	222,700		750
690	N							
Mirage								
Cyborg R '92		173	233	FF	N.A	Used		1040
927	Y							
Asti RX '96		173	233	FF	N.A	Used		1070
954	Y							
Asti ZR '97		173	233	FF	N.A	352,000		1080
963	Y							
Cyborg ZR '97		173	237	FF	N.A	477,000		1060
945	Y							
Asti RX-R '98		173	243	FF	N.A	352,000		1070
954	Y							
Lancer EVO								
II '94		258	441	4WD	Turbo	Used		1250
1112	N							
III GSR '95		267	411	4WD	Turbo	Used		1260
1076	Y							
IV GSR '96		276	461	4WD	Turbo	Used		1350
1152	Y							
V GSR '98		298	529	4WD	Turbo	Used		1360
1161	Y							
V RS '98		298	529	4WD	Turbo	Used		1260
1076	Y							
VI GSR '99		310	602	4WD	Turbo	812,000		1360
1161	Y							
VI RS '99		310	602	4WD	Turbo	649,500		1260
1076	Y							
Rally Car '98		434	--	4WD	Turbo	12.5mil		1030 -
-	--							
Legnum								
ST '97		147	188	FF	N.A	Used		1310
1118	Y							
VR-4 Type-S '97		263	427	4WD	Turbo	Used		1570
1341	Y							
ST '99		173	220	FF	N.A	480,700		1510
1289	Y							

VR-4 Type-S '99	271	411	4WD	Turbo	743,700	1570
1341 Y						
Super VR-4 '98	263	441	4WD	Turbo	731,200	1570
1341 Y						

~~~~~

Mugen

=====

|                      |     |         |    |           |         |      |    |
|----------------------|-----|---------|----|-----------|---------|------|----|
| Castrol Mugen NSX    | 617 | --      | MR | N.A       | 25mil   | 1180 | -- |
| --                   |     |         |    |           |         |      |    |
| Castrol Mugen Accord |     |         |    |           |         |      |    |
| Mugen CRX Pro 2      | 158 | 208     | FF | N.A       | 250,000 | 1000 |    |
| 920 N                |     |         |    |           |         |      |    |
| CRX Pro 3            | 167 | 248     | FF | N.A       | 300,000 | 1140 |    |
| 1048 N               |     |         |    |           |         |      |    |
| S2000                |     | 297     | FR |           |         |      |    |
| N                    |     |         |    |           |         |      |    |
| Accord Sir-T         | 193 | 306     | FF | N.A       | 700,000 | 1300 |    |
| 1157 N               |     |         |    |           |         |      |    |
| Accord Wgn           | 197 | 283     | FF | N.A       | 625,000 | 1430 |    |
| 1272 N               |     |         |    |           |         |      |    |
| Integra Type-R       | 197 | 287/364 | FF | N.A/Turbo | 750,000 | 1080 |    |
| 993 N                |     |         |    |           |         |      |    |
| Civic Type-R         | 181 | 270/344 | FF | N.A/Turbo | 625,000 | 1060 |    |
| 975 N                |     |         |    |           |         |      |    |
| Civic Ferio          | 167 | 248     | FF | N.A       | 575,000 | 1130 |    |
| 1039 N               |     |         |    |           |         |      |    |
| Beat                 | 62  | 130     | MR | N.A       | 200,000 | 760  |    |
| 699 N                |     |         |    |           |         |      |    |
| Prelude Type-S       | 214 | 328     | FF | N.A       | 750,000 | 131  |    |
| 1165 N               |     |         |    |           |         |      |    |

~~~~~

Nismo

=====

Autech Version GT-R	298	646		4WD	Turbo	1,250,000	1560
1388 N							
Stagea 260RS	348	609		4WD	Turbo	1,200,000	1720
1530 N							
Nismo 270R	268	439		FR	Turbo	1,000,000	1240
1103 N							
Nismo 400R	399	652		4WD	Turbo	3,000,000	1550
1323 Y							
400R Preceding	399	649		4WD	Turbo	2,000,000	1560
1379 N							

~~~~~

Nissan Prince

=====

|               |     |     |  |     |       |      |      |
|---------------|-----|-----|--|-----|-------|------|------|
| Skyline 280MR | 298 | 559 |  | 4WD | Turbo | Used | 1400 |
| 1196 Y        |     |     |  |     |       |      |      |

~~~~~

Nissan

=====

180 SX '95							
'96 Type-S	137	340		FR	Turbo	Used	
1200 1070 Y							
'98							
240SX							

Fastback TypeX '95	198	373	FR	Turbo	Used	1210	
1079 Y							
Fastback TypeX '96							
300ZX							
2 by 2 '94	233	399	FR	N.A	Used	1470	
1255 Y							
2 by 2 TT '94	280	643	FR	Turbo	Used	1530	
1306 Y							
2 seater '94	233	399	FR	N.A	Used	1430	
1221 Y							
2 seater '98 (ver S)	233	399	FR	N.A	767,500	1440	
1229 Y							
2 by 2 '98	233	399	FR	N.A	867,000	1480	
1264 Y							
2 by 2 TT '98	278	669	FR	Turbo	1,047,500	1580	
1349 Y							
2 seater TT '98	278	669	FR	Turbo	997,500	1520	
1297 Y							
[R]300ZX GTS GT-R	682	--	FR	Turbo	25mil	1180	--
--							
[R]Arta Zexel Skyline	712	--	4WD	Turbo	25mil	1180	--
--							
[R]Calsonic Skyline	712	--	4WD	Turbo	25mil	1180	--
--							
[R]Daisin Slivia '99	419	--	FR	N.A	12.5mil	980	--
--							
[R]Kure R33 '97	680	--	4WD	Turbo	25mil	1180	--
--							
[R]Penzoil Nismo GTR	712	--	4WD	Turbo	25mil	1180	--
--							
Cube X '98	81	191	FF	Turbo	352,500	970	
865 Y							
Datsun 240Z '71	155	324	FR	N.A	Used	1010	
901 Y							
Infinity G20 '90							
G20 '95							
March G# '97	77	185	FF	Turbo	355,000	830	
740 Y							
Super Turbo '89	110	218	FF	Turbo	Used	770	
686 Y							
Nismo GTR LM(normal R33)							
GTR LM (Race R33)							
GTR LM (Race R34)							
Primera							
2.0 TE '90	148	297	FF	N.A	Used	1210	
1079 Y							
2.0 TE '95	148	296	FF	N.A	Used	1180	
1052 Y							
2.0 TE '98	187	333	FF	N.A	640,700	1290	
1102 Y							
2.0 Wgn '98	187	333	FF	N.A	596,200	1340	
1144 Y							
Pulsar							
GTI-R '91	231	420	4WD	Turbo	Used	1220	

1088	Y								
Series	VZ-R '97	170	251	FF	N.A	435,000	1120		
999	Y								
	VZ-R N1 '97	197	268	FF	N.A	560,000	1100		
981	Y								
R390	Gt1 Road Car '97	356	845	MR	Turbo	25mil			
R390	GT1 Road Car '98	377	849	MR	Turbo	25mil	1180		
1085	N								
R390	GT1 Race Car '97				--				
--									
R390	GT1 Race Car '98	663	--	MR	Turbo	50mil	--		
--									

Sil	Eighty	204	393	FR	Turbo	200,000			
Slivia									
K (S14)	'95	215	403	FR	Turbo	Used	1240		
1058	Y								
K (S14)	'96 Aero	214	400	FR	Turbo	Used	1250		
1067	Y								
K (1800s) (S13)	'88	174	366	FR	Turbo	Used	1120		
999	Y								
K (2000) (S13)	'91	204	386	FR	Turbo	Used	1170		
1043	Y								
K Aero SE Sports Pkg.		214	446	FR	--	Used	1250		
1067	Y								
Q (S14)	'95	160	356	FR	Turbo	Used	1180		
1052	Y								
Q (S14)	'96	158	343	FR	Turbo	Used	1190		
1061	Y								
Q (1800) (S13)	'88	133	231	FR	N.A	Used	1090		
971	Y								
Q (2000cc) (S13)	'91	137	310	FR	Turbo	Used	1110		
990	Y								
Spec R (S15)	'99	248	474	FR	Turbo	597,500	1240		
1058	Y								
Spec R Aero (S15)	'99	248	474	FR	Turbo	640,000	1240		
1058	Y								
Spec S (S15)	'99	163	356	FR	Turbo	442,500	1200		
1070	Y								
Spec S Aero (S15)	'99	163	356	FR	Turbo	517,500	1200		
1070	Y								

Skyline									
25GT Turbo (R34)	'98	274	476	FR	Turbo	728,200	1410		
1203	Y								
GT-R '71 (kgpclo)		160	235/344	FR	N.A/Turbo	Used	1100		
981	Y								
GT-R (R32)	'89	300	646	4WD	Turbo	Used	1430		
1221	Y								
	'91	300	646	4WD	Turbo	Used	1480		
1264	Y								
GT-R (R33)	'95	314	685	4WD	Turbo	Used	1530		
1306	Y								
	'97	314	672	4WD	Turbo	Used	1530		
1306	Y								
GT-R (R34)	'99	328	785	4WD	Turbo	1,249,500	1540		
1315	Y								

Autech	40th Aniv R33'97	298	727	4WD	Turbo	Used	1560	1388	N
Autech	40th Aniv (prize)	298	646	4WD	Turbo	1,250,000	1560		

1388	N								
GTR Nismo R32 '90		300	646	4WD	Turbo	Used	1500		
1281	Y								
GTR V-Spec R32 '93		300	646	4WD	Turbo	Used	1500		
1281	Y								
		R33 '95	314	672	4WD	Turbo	Used	1540	
1315	Y								
		R33 '97	314	672	4WD	Turbo	Used	1540	
1315	Y								
		R34 '99	328	785	4WD	Turbo	1,399,500	1560	
1332	Y								
GTR V-Spec II (R32 '94		300	646	4WD	Turbo	Used	1500		
1281	Y								
GTS4 (R32) '91		214	390	4WD	Turbo	Used	1420		
1212	Y								
GTS25 Type S (R32) '91		188	323	FR	N.A	Used	1260		
1076	Y								
GTS25T Type M R33 '96		245	441	FR	Turbo	Used	1360		
1161	Y								
GTS-R (R31) '87		211	427	FR	Turbo	Used	1340		
1144	Y								
GTS-T Type M R32 '91		214	390	FR	Turbo	Used	1260		
1076	Y								
RS-X Turbo (DR30) '84		185	427	FR	Turbo	Used	1235		
1101	Y								
Stagea									
RS4V '97		240	446	4WD	Turbo	Used	1620		
1383	Y								
Autech 260RS '97		291	636	4WD	Turbo	Used	1720		
1468	Y								
25T RS Four V '97		240	446	4WD	Turbo	Used	1620		
1383	Y								
Autech 260RS '98		291	636	4WD	Turbo	1,065,000	1720		
1468	Y								
25T RS Four V '98		298	470	4WD	Turbo	815,000	1650		
1409	Y								
Sunny VZ-R '98		170	248	FF	N.A	467,700	1680		
1052	Y								
[R] Skyline R30 Formula		563	--	FR		12.5mil	960	--	
--									
[R] Unisca Jecs Skyline		712	--	4WD	Turbo	25mil	1180	--	
--									
[R] Zanavi Arta Skyline		417	--	FR	N.A	12.5mil	1180	--	
--									
[R] Zexel Skyline '99		680	--	4WD	Turbo	25mil	1180	--	
--									
~~~~~									
Opel									
=====									
Astra Sri 2.0I 16v		137	310	FF	Turbo	546,200	1203		
1072	Y								
Calibra Touring Car		563	--	4WD	N.A	25mil	1060	--	
--									
Corsa Sports 1.6I 16v		104	223	FF	Turbo	497,000	1021		
939	N								
Tigra Ice Race Car		533	--	4WD		12.5mil	950	--	



```

--
    1.6I                104  240   FF  N.A/Turbo  641,000  1032
    920  Y
Vectra 2.5 16v        194  326   FF  N.A      917,500  1379
    1177  Y

```

```

~~~~~
Peugeot
=====

```

```

106 1.6 Rally 101 190 FF N.A 480,700 900
 803 Y
 1.6 S16 125 211 FF N.A 587,500 960
 856 Y
206 Gti 137 378 FF Turbo 611,500 1080
 963 Y
 Rally 467 - 4WD Turbo 12.5mil 1230 --
--
306 S16 171 314 FF N.A 775,000 1160
 1034 Y

406 Sedan (Touring Car) 141 324 FF N.A 1,109,700 1390
 1187 Y
 3.0 V6 Coupe 194 373 FF N.A 1,071,500 1458
 1297 N

```

```

~~~~~
Plymouth
=====

```

```

GTX '67              430  597   FR  N.A      762,200  1603
    1426  N
PT Spider            225  253   MR  --      2.5mil  1225
    1127  N
'Cuda '70            293  447   FR  N.A      603,500  1629
    1449  N
Super Bird '70       430  597   FR  N.A    1,046,200  1742
    1550  N
Muscle Car '71       429  597   FR  N.A    1,135,000  1651
    1469  N

```

```

~~~~~
Renault
=====

```

```

Espace F1 830 -- MR N.A 50mil 1300 -
--
Clio II 16v 108 128 FF -- 559,500 1095
 1007 N
 Sports V6 24v 251 513 MR Turbo 1,311,000 1250
 1078 Y
Megane 2.0 16v Coupe 145 298 FF N.A 716,700 1170
 1043 Y
Laguna V6 193 386 FF N.A 813,700 1470
 1255 Y

```

```

~~~~~
RUF
=====

```

```

BTR2                 426  544   RR  Turbo    6,450,000  1450
    1290  N
BTR Type I           371  637   RR  Turbo    8,750,000  1190
    1094  N

```

BTR Type II	401	520	RR	Turbo	9,250,000	1240
1103 N						
Ruf RCT	384	665	RR	Turbo	7,500,000	1400
1246 N						
CTR2	520	629	4WD	Turbo	9,550,000	1380
1228 N						
CTR2 Sport	537	666	4WD	Turbo	11,000,000	1370
1219 N						
Turbo R	537	666	4WD	Turbo	11,000,000	1491
1326 N						
Yellow Bird	470	607	RR	Turbo	9,250,000	1200
1104 N						

~~~~~

Shelby

=====

| | | | | | | |
|--------------------|-----|-----|----|-----|-----------|--------|
| GT 350 '66 | 308 | 559 | FR | N.A | 1,060,000 | 1270 |
| 1084 Y | | | | | | |
| GT 500KR '68 | 364 | 616 | FR | N.A | 1,590,000 | 1619 |
| 1440 N | | | | | | |
| Cobra 427 '67 | 429 | 626 | FR | N.A | 12.5mil | 1068 |
| 982 N | | | | | | |
| [R]Cobra Coupe '65 | 94 | - | FR | N.A | 25mil | 1043 - |
| - | | | | | | |
| Series 1 | 321 | 580 | FR | N.A | 25mil | 1202 |
| 1105 N | | | | | | |

~~~~~

#### Spoon

=====

S2000	273	297	FR	N.A	1,200,000	1100
1012 N						
Integra Type-R	263	317	FF	N.A	750,000	900
828 N						
Civic Type-R	215	253	FF	N.A	750,000	

~~~~~

Subaru

=====

| | | | | | | | |
|-----------------------|-----|-----|-----|-------|-----------|------|-----|
| 360 Young SS '69 | | 35 | 145 | RR | Turbo | Used | 425 |
| 391 N | | | | | | | |
| Alcyone SVX Ver L '95 | 235 | 389 | 4WD | N.A | Used | 1620 | |
| 1383 Y | | | | | | | |
| SVX S4 '95 | 235 | 389 | 4WD | N.A | Used | 1590 | |
| 1358 Y | | | | | | | |
| [R]Cusco Impreza | 460 | -- | FR | Turbo | 12.5mil | 980 | -- |
| -- | | | | | | | |
| Forester S/TB '97 | 248 | 389 | 4WD | Turbo | 530,500 | 1350 | |
| 1152 Y | | | | | | | |
| Impreza | | | | | | | |
| 22B Sti '98 | 298 | 539 | 4WD | Turbo | 1,357,500 | 1270 | |
| 1084 Y | | | | | | | |
| [R]GTC '99 | | | | | | | |
| Rally Car '99 | 483 | -- | 4WD | Turbo | 12.5mil | 1230 | -- |
| -- | | | | | | | |
| WRX Sedan '94 | 218 | 370 | 4WD | Turbo | Used | 1270 | |
| 1084 Y | | | | | | | |
| '96 | 274 | 381 | 4WD | Turbo | Used | 1250 | |
| 1067 Y | | | | | | | |
| '97 | 267 | 380 | 4WD | Turbo | Used | 1250 | |

| | | | | | | | | | |
|------------------|-----|-------------------|-----|-----|-----|-------|---------|------|--|
| 1067 | Y | | | | | | | | |
| | | '98 | 267 | 389 | 4WD | Turbo | 644,700 | 1270 | |
| 1084 | Y | | | | | | | | |
| WRX Wagon | '94 | | 258 | 387 | 4WD | Turbo | Used | 1280 | |
| 1093 | Y | | | | | | | | |
| | | '96 | 244 | 387 | 4WD | Turbo | Used | 1290 | |
| 1102 | Y | | | | | | | | |
| | | '97 | 268 | 394 | 4WD | Turbo | Used | 1290 | |
| 1102 | Y | | | | | | | | |
| | | '98 | 257 | 407 | 4WD | Turbo | Used | 1300 | |
| 1110 | Y | | | | | | | | |
| WRX STI II Sedan | '95 | | 267 | 383 | 4WD | Turbo | Used | 1240 | |
| 1058 | Y | | | | | | | | |
| | | II Wgn '95 | 258 | 396 | 4WD | Turbo | Used | 1280 | |
| 1093 | Y | | | | | | | | |
| | | III Sedan '96 | 274 | 409 | 4WD | Turbo | Used | 1250 | |
| 1067 | Y | | | | | | | | |
| | | III Wgn '96 | 274 | 409 | 4WD | Turbo | Used | 1300 | |
| 1110 | Y | | | | | | | | |
| | | IV Sedan '97 | 284 | 436 | 4WD | Turbo | Used | 1250 | |
| 1067 | Y | | | | | | | | |
| | | IV Wgn '97 | 284 | 436 | 4WD | Turbo | Used | 1330 | |
| 1135 | Y | | | | | | | | |
| | | V Sedan '98 | 287 | 479 | 4WD | Turbo | Used | 1270 | |
| 1084 | Y | | | | | | | | |
| | | V Wgn '98 | 287 | 479 | 4WD | Turbo | 630,000 | 1310 | |
| 1118 | Y | | | | | | | | |
| | | VI Sedan '99 | 300 | 497 | 4WD | Turbo | 729,700 | 1270 | |
| 1084 | Y | | | | | | | | |
| | | VI Wgn '99 | 300 | 497 | 4WD | Turbo | 729,700 | 1310 | |
| 1118 | Y | | | | | | | | |
| | | Type-R III '96 | 274 | 409 | 4WD | Turbo | Used | 1240 | |
| 1058 | Y | | | | | | | | |
| | | IV '97 | 284 | 436 | 4WD | Turbo | Used | 1240 | |
| 1058 | Y | | | | | | | | |
| | | V '98 | 287 | 479 | 4WD | Turbo | Used | 1260 | |
| 1076 | Y | | | | | | | | |
| | | VI '99 | 300 | 479 | 4WD | Turbo | 752,200 | 1260 | |
| 1076 | Y | | | | | | | | |
| | | Type-RA VI '99 | 284 | 473 | 4WD | Turbo | 714,700 | 1240 | |
| 1058 | Y | | | | | | | | |
| Legacy | | | | | | | | | |
| B4 RSK | '98 | | 290 | 497 | 4WD | Turbo | 647,000 | 1410 | |
| 1203 | Y | | | | | | | | |
| Touring Sedan RS | '96 | | 278 | 461 | 4WD | Turbo | Used | 1380 | |
| 1178 | Y | | | | | | | | |
| | | Sport RS '93 | 266 | 423 | 4WD | Turbo | Used | 1370 | |
| 1170 | Y | | | | | | | | |
| | | Wagon GT '93 | 266 | 423 | 4WD | Turbo | Used | 1390 | |
| 1187 | Y | | | | | | | | |
| | | Wagon GTB '96 | 278 | 461 | 4WD | Turbo | Used | 1430 | |
| 1221 | Y | | | | | | | | |
| | | Wagon GTB '98 | 287 | 524 | 4WD | Turbo | 740,700 | 1480 | |
| 1264 | Y | | | | | | | | |
| | | Wagon Ltd GTB '97 | 278 | 461 | 4WD | Turbo | Used | 1430 | |
| 1221 | Y | | | | | | | | |
| Pleo RM | '98 | | 61 | 190 | 4WD | Turbo | 344,700 | 920 | |
| 846 | N | | | | | | | | |
| | | RS '98 | 61 | 187 | 4WD | Turbo | 316,200 | 860 | |

```

791  N
Vivio RX-R '97          64 177  4WD Turbo  Used  760
678  Y
RX-RA '97              64 177  4WD Turbo  Used  750
669  Y

```

```

~~~~~
Suzuki
=====

```

```

AltoWorks RS/X '90      62 190  4WD Turbo  Used  710
633  Y
      RS/Z '97          62 190  4WD Turbo  Used  710
633  Y
      Sport Ltd '97    62 173  4WD Turbo  Used  710
633  Y
      RS/Z '98         61 185  4WD Turbo  Used  720
642  Y
Cappuccino '95         62 190  FR Turbo   Used  700
624  Y
[R]Cultus Pike Peak    798 --   4WD Turbo  50mil   873  --
--
[R]Escudo Pike Peak    995 --   4WD Turbo  50mil   800  --
--

Kei S '98              64 187  4WD Turbo  274,500 760
699  N
Mode Cervo SR-4 '90    64 117  4WD Turbo  Used    690
634  N

```

```

Wagon-R
Turbo RT/S '95        60 158  4WD Turbo  Used    820
731  Y
Column FT '97         62 173  4WD Turbo  Used    820
731  Y
Aero RS '97           62 190  4WD Turbo  Used    800
713  Y
RR '98                64 187  4WD Turbo  292,500 820
731  Y

```

```

~~~~~
Tommy Kaira
=====

```

```

M13                    88 185  FF Turbo   401,200  830
763  N
M30 Tuned R31 Skyline 251 414  FR Turbo   1,450,000 1410
1254 N
      R32 Skyline 280 659  FR Turbo   1,695,000 1300
1157 N
      R33 Skyline 417 665  4WD Turbo  1,745,000 1530
1361 N
      R34 Skyline 371 675  4WD Turbo  1,695,000 1540
1370 N
[R]ZZ-II              597 --   MR Turbo   25mil    1020  --
--
ZZ III                187 280  MR Turbo   1,250,000  670
616  N
ZZ-S Coupe           193 283  MR Turbo   1,487,500  670
597  Y

```

```

~~~~~

```

Tom's (under Toyota)

=====

| | | | | | | |
|------------------|-----|-----|----|-------|-----------|------|
| T2020 MR2 | 234 | 367 | MR | N.A | 750,000 | 1220 |
| 1122 N | | | | | | |
| T111 AE111 Levin | 175 | 291 | FF | N.A | 550,000 | 1020 |
| 938 N | | | | | | |
| Angel T01 | 158 | 248 | MR | N.A | 1,250,000 | 700 |
| 644 N | | | | | | |
| Supra | 314 | 762 | FR | Turbo | 1,375,000 | 1510 |
| 1343 N | | | | | | |

~~~~~

TRD (under Toyota)

=====

|                      |     |     |    |       |           |      |
|----------------------|-----|-----|----|-------|-----------|------|
| TRD 2000GT (MR2)     | 270 | 514 | MR | Turbo | 750,000   | 1290 |
| 1148 N               |     |     |    |       |           |      |
| TRD 3000GT (Supra)   | 323 | 720 | FR | Turbo | 1,425,000 | 1510 |
| 1289 Y               |     |     |    |       |           |      |
| Chaser TRD Sport X30 | 312 | 687 | FR | N.A   | 1,000,000 | 1470 |
| 1255 Y               |     |     |    |       |           |      |

~~~~~

Toyota

=====

| | | | | | | |
|-----------------|-----|---------|----|-----------|-----------|------|
| 2000GT '67 | 155 | 230/330 | FR | N.A/Turbo | Used | 1145 |
| 1021 Y | | | | | | |
| Altezza 280T | 270 | 417 | FR | Turbo | 850,000 | 1340 |
| 1144 Y | | | | | | |
| AS200 '98 | 158 | 266/360 | FR | N.A/Turbo | 517,000 | 1310 |
| 1118 Y | | | | | | |
| RS200 '98 | 205 | 311/420 | FR | N.A/Turbo | 600,000 | 1340 |
| 1144 Y | | | | | | |
| Aristo 3.0v '91 | 288 | 553 | FR | Turbo | Used | 1680 |
| 1435 Y | | | | | | |
| V300 '97 | 311 | 713 | FR | Turbo | 1,090,000 | 1680 |
| 1435 Y | | | | | | |
| S300 '97 | 234 | 413 | FR | N.A | 890,000 | 1610 |
| 1374 Y | | | | | | |

[R]BP Apex Trueno '99

[R]Castrol Supra GT '96 695 -- FR Turbo 25mil 1150 --

-- [R]Castrol Tom Supra 696 -- FR Turbo 25mil 1150 --

-- [R]Denso Sard Supra 696 -- FR Turbo 25mil 1150 --

-- [R]Cdma Cerumo Supra 696 -- FR Turbo 25mil 1150 --

Caldina GT '97 261 391 4WD Turbo 672,000 1440
1229 Y

Celica 2800GT '83 168 363 FR N.A Used 1235
1101 Y

SSII ST205 '95 183 290 FF N.A Used 1200
1070 Y

SSIII '97 183 317 FF N.A Used 1210
1079 Y

| | | | | | | |
|----------------------|-----|---------|----|-----------|-----------|---------|
| MR Spider '96 | 201 | 320 | MR | N.A | Used | 1230 |
| 1131 N | | | | | | |
| 1600 G-Limited '86 | 137 | 283 | MR | Turbo | Used | 1060 |
| 945 Y | | | | | | |
| '96 | 173 | 304 | MR | N.A | Used | 1240 |
| 1058 Y | | | | | | |
| '98 | 201 | 320 | MR | N.A | 593,700 | 1220 |
| 1088 Y | | | | | | |
| GTS '96 | 251 | 467 | MR | Turbo | Used | 1280 |
| 1093 Y | | | | | | |
| GTS '98 | 270 | 514 | MR | Turbo | 678,200 | 1270 |
| 1084 Y | | | | | | |
| MR-S GS Edition '99 | 137 | 258 | MR | Turbo | 495,000 | 970 |
| 865 Y | | | | | | |
| Tokyo Motor Show '97 | 137 | 165 | MR | -- | 1,250,000 | 970 |
| 892 N | | | | | | |
| Prius '97 | 64 | -- | FF | -- | 537,500 | 1240 -- |
| N | | | | | | |
| Soarer 2.5GT-T '95 | 274 | 424 | FR | Turbo | Used | 1570 |
| 1341 Y | | | | | | |
| 2.5GT-T VVTi '96 | 278 | 433 | FR | Turbo | 902,500 | 1560 |
| 1332 Y | | | | | | |
| 3.0 GT '96 | 234 | 366/579 | FR | N.A/Turbo | 816,200 | 1550 |
| 1323 Y | | | | | | |
| Sprinter Trueno | | | | | | |
| BZG '96 | 175 | 260 | FF | N.A | Used | 1020 |
| 909 Y | | | | | | |
| BZR '98 | 175 | 201/264 | FF | N.A | 474,700 | 1080 |
| 963 Y | | | | | | |
| GT-Apex '83 | 127 | 201/264 | FR | N.A/Turbo | Used | 925 |
| 825 Y | | | | | | |
| GT-Apex '85 | 127 | 201/264 | FR | N.A/Turbo | Used | 925 |
| 825 Y | | | | | | |
| Starlet | | | | | | |
| 3-dr Turbo-S '82 | 71 | 177 | FR | N.A | Used | 710 |
| 633 Y | | | | | | |
| 3-dr Turbo-S '87 | 101 | 227 | FF | Turbo | Used | 790 |
| 704 Y | | | | | | |
| Glanza V '96 | 135 | 240 | FF | Turbo | Used | 920 |
| 820 Y | | | | | | |
| Glanza V '98 | 133 | 231 | FF | Turbo | 362,500 | 950 |
| 847 Y | | | | | | |
| Supra '93 | | | | | | |
| RZ '95 | 298 | 667 | FR | Turbo | Used | 1490 |
| 1272 Y | | | | | | |
| RZ '96 | 301 | 675 | FR | Turbo | Used | 1510 |
| 1289 Y | | | | | | |
| RZ '97 | 330 | 752 | FR | Turbo | 1,120,000 | 1510 |
| 1289 Y | | | | | | |
| GT Turbo Ltd '89 | 238 | 429 | FR | Turbo | Used | 1550 |
| 1323 Y | | | | | | |
| Twin Turbo R '91 | 276 | 450 | FR | Turbo | Used | 1520 |
| 1297 Y | | | | | | |
| SZ-R '95 | 220 | 393 | FR | N.A | Used | 1430 |
| 1221 Y | | | | | | |
| SZ-R '96 | 220 | 393 | FR | N.A | Used | 1450 |
| 1238 Y | | | | | | |
| SZ-R '97 | 223 | 393 | FR | N.A | 867,500 | 1450 |

1238 Y
 [R]Weds Sport Celica'99 394 -- FF Turbo 12.5mil
 XYR Motor Show Celica'99 225 FF -- 1,250,000 1140
 1048 N

~~~~~  
 TVR  
 =====

|          |                |     |     |    |     |           |        |
|----------|----------------|-----|-----|----|-----|-----------|--------|
| Chimera  | 4.0            | 238 | 446 | FR | N.A | 1,385,200 | 1060   |
| 975      | N              |     |     |    |     |           |        |
|          | 4.5            | 287 | 484 | FR | N.A | 1,486,000 | 1060   |
| 975      | N              |     |     |    |     |           |        |
|          | 5.0            | 321 | 536 | FR | N.A | 1,560,200 | 1060   |
| 975      | N              |     |     |    |     |           |        |
| Griffith | 500            | 343 | 572 | FR | N.A | 1,560,200 | 1060   |
| 945      | Y              |     |     |    |     |           |        |
|          | Blackpool B340 | 337 | 577 | FR | N.A | 1,995,000 | 1060   |
| 945      | Y              |     |     |    |     |           |        |
| Cerbera  | 4.2            | 366 | 580 | FR | N.A | 1,796,200 | 1100   |
| 981      | Y              |     |     |    |     |           |        |
|          | 4.5            | 434 | 572 | FR | N.A | 2,032,200 | 1100   |
| 981      | Y              |     |     |    |     |           |        |
|          | Speed 6        | 353 | 549 | FR | N.A | 1,796,200 | 1130   |
| 1007     | Y              |     |     |    |     |           |        |
|          | LM Edition     | 633 | --  | FR | N.A | 25mil     | 890 -- |
| --       |                |     |     |    |     |           |        |
| Speed 12 |                | 819 | --  | FR | N.A | 50mil     | 950    |
| 847      | Y              |     |     |    |     |           |        |
| Tuscan   | Speed 6        | 367 | 559 | FR | N.A | 12.5mil   | 1060   |
| 945      | Y              |     |     |    |     |           |        |

~~~~~  
 Vector
 =====

| | | | | | | | |
|---------------|---|-----|-----|----|-----|------------|---------|
| M12 | | 496 | 643 | MR | N.A | 4,822,200 | 1636 |
| 1456 | N | | | | | | |
| W8 Twin Turbo | | 643 | 725 | MR | N.A | 10,500,000 | 1550 |
| 1379 | N | | | | | | |
| M12 LM | | 689 | -- | MR | N.A | 50mil | 1160 -- |
| -- | | | | | | | |

~~~~~  
 Venturi  
 =====

|          |           |     |     |    |       |           |        |
|----------|-----------|-----|-----|----|-------|-----------|--------|
| Atlantic | 300 Turbo | 213 | 640 | MR | Turbo | 2,603,700 | 1250   |
| 1112     | N         |     |     |    |       |           |        |
|          | 400GT     | 411 | 483 | MR | Turbo | 3,426,000 | 1150   |
| 1026     | Y         |     |     |    |       |           |        |
|          | 600LM     | 715 | --  | MR | Turbo | 50mil     | 960 -- |
| --       |           |     |     |    |       |           |        |

~~~~~  
 Volkswagon
 =====

| | | | | | | | |
|-------------|--------|-----|---------|----|-----------|---------|------|
| Golf IV GTI | | 122 | 273/310 | FF | N.A/Turbo | 725,000 | 1270 |
| 1084 | Y | | | | | | |
| | 2.3 V5 | 150 | 354 | FF | Turbo | 826,000 | 1284 |
| 1096 | Y | | | | | | |

| | | | | | | | | |
|--------|----------|-----|-----|-----|-------|-----------|------|----|
| | GTI 1.8T | 155 | 390 | FF | Turbo | 767,700 | 1236 | |
| 1102 | Y | | | | | | | |
| | V6 | 150 | 354 | FF | Turbo | 1,005,200 | 1284 | |
| 1096 | Y | | | | | | | |
| Beetle | 2.0 | 114 | 376 | FF | Turbo | 398,200 | 1256 | |
| 1072 | Y | | | | | | | |
| Beetle | GT | 456 | -- | 4WD | N.A | 12.5mil | 960 | -- |
| -- | | | | | | | | |
| Polo | 1.4 16v | | | | | | | |
| Lupo | 1.4 | 73 | 178 | FF | Turbo | 417,200 | 864 | |
| 770 | Y | | | | | | | |

P.S: Anyone who has the specs on any cars above that are left empty, feel free to contribute.

Thanks. Hope that this tuned guide can help you guys.

-From: Cedric <zest9ex@hotmail.com>

\*\*\*\*\*
\*\*\*\*\* v. Tracks \*\*\*\*\*
\*\*\*\*\*

Here's a list of all the tracks in GT2:

- Rome Circuit
- Rome Short Track
- Rome Night Drive
- Seattle City Circuit
- Seattle City Short Track
- Mid Field Raceway
- Red Rock Valley Speedway
- Autumn Ring
- Trial Mountain Circuit
- Deep Forest Raceway
- Grand Valley Speedway
- Grand Valley East Section
- Special Stage Route 5
- Clubman Route Stage 5
- Autumn Mini Ring
- Grindelwald
- Tahiti Road
- High Speed Ring
- Test Course
- Laguna Seca Raceway
- Super Speedway
- Motor Sports Land

OTHER TRACKS:

-Test Drive

RALLY TRACKS:

- -Tahit Dirt Road 3
-Smokey Mountain South
-Green Forest Roadway
-Smokey Mountain North
-Tahiti Maze
-Pikes Peak Hill Climb
-[R]Tahiti Dirt Road
-[R]Smokey Mountain North
-Pikes Peak Downhill

STRATEGY FOR TRACKS:

This will be a small guide to all of the tracks that I've unlocked so far in the Arcade Mode, along with the length of each one.

.....

=====
RALLY TRACKS

=====
Tahiti Dirt Route 3

This is a pretty easy track to complete and race on. The only trouble spots are all of the 90 degree turns. Other spots are the very first right turn, the 180 degree turn near the second checkpoint, the breakneck turn that leads into the third checkpoint, and the S-Turn right after the third checkpoint.

LENGTH: 3682 Ft.

Smokey Mountain South

This is another pretty simple track to race on. Some of the spots to watch yourself on are ALL if the 90 degree turns, the double 90 degree turns right before the second checkpoint, the first wide turn before the first checkpoint, the series of turns in between the second and thirs checkpoints, and the last two 90 degree turns before the starting line.

LENGTH: 3260 Ft.

Green Forest Roadway

This is a pretty tough course to race on, mostly because of all the sharper turns. This course requires you to watch yourself on ALL of the turns, so be careful.

LENGTH: 3698 Ft.

Smokey Moutain North

This is one of the easier rally tracks to race on, thanks to it's many straightaways. But be careful on these--if you go too fast, you'll end up spinning out at the next turn trying to slow down. Watch out for all of the 90 degree turns: right after the first sector, the two right before the second sector, and the 180 degree turn following the third sector.

LENGTH: 3580 Ft.

Tahiti Maze

This is one of the hardest, if not the hardest rally tracks to race on. This is mainly because of all the break-neck turns, and multiple S-curves. Watch yourself on the area right before the first sector, and the area in between the second and third sectors--these are the some of the toughest parts of the entire game.

LENGTH: 3600 Ft.

Pikes Peak Hill Climb

Also one of the hardest rally tracks to play on, Pikes Peak Hill Climb involves a TON of S-curves toward the middle of the track and the end. Watch out for these, and keep your speed around 40-50 MPH around these points.

LENGTH: 4181 Ft.

[R]Tahiti Dirt Road

Almost identical to the original Tahiti Dirt Road, it has most of the same trouble spots. Just keep a low speed while taking most of the turns, and you'll be fine.

LENGTH: 3682 Ft.

[R]Smokey Mountain North

Surprisingly, one of the easier tracks to play on. Just watch out for the 90 degree turn right after the start of the second sector, the almost 180-degree turn right before the third sector, and the 180-degree turn right after the finish line.

LENGTH: 3580 Ft.

Pikes Peak Downhill

Virtually identical to the Pikes Peak Hill Climb track, just back wards. Just remember to keep a very low speed around the multiple S-curves in the road.

=====
ROAD TRACKS
=====

Tahiti Road

The easiest track in the entire game, other than the Super Speedway course. It's almost a big square in shape. The only trouble spots are the two 90 degree angles, one right before the second sector(checkpoint), and the other right before the third sector. The last point of trouble is the last 90 degree turn right before you approach the finish line.

LENGTH: 3347 Ft.

Midfield Raceway

A course that is semi-hard, or moderate. Some areas are tough to maneuver, while the rest is simple. Just watch out for all of those 180 degree turns right after the start line, right before the second sector, and right before the third sector.

LENGTH: 3550 Ft.

High Speed Ring

If you've played the first Gran Turismo, you should be familiar with this track, because it was in the first game. Pretty straightforward as a track, but some turns require you to slow down a bit. Overall though, pretty easy.

LENGTH: 3100 Ft.

Super Speedway

Now this is the easiest track in the game, because of it's oval shape. You can take this course at full speed if you want to, just be careful.

LENGTH: 2406 Ft.

Seattle Short Course

Even though this track is small, it is tough to maneuver. There are a TON of very sharp turns in this track, so I won't cover them all. They're everywhere.

LENGTH: 2179 Ft.

Rome Short Course

Rome Short Course is a easy course to race on, just as long as you know what to expect. There are three major 90 degree turn, right before the second sector, before the third sector, and right after the third sector, so slow down when you reach these points.

LENGTH: 2443 Ft.

Red Rock Valley Speedway

A variation of Super Speedway, this course is also easy, other than the 180 degree turns. These are right before and after the second sector, right after the third sector, and before the first sector.

LENGTH: 4100 Ft.

Seattle Circuit

Another variation of a course, this time of Seattle Short Course, this one is a hard track to race on. Some trouble spots are right after the finish line, the series of turns after the first sector, and the turns right before and after the third sector.

LENGTH: 3779 Ft.

Rome Circuit

A variation of the Rome Short Course, this one is pretty tough. Some spots to watch yourself on are the turn after the first sector, and 180 degree turn after the previous turn, the two 90 degree turns right before and after the second sector, and the two 90 degree turns after the third sector.

LENGTH: 4000 Ft.

Grindelwald

Even though Grindelwald may LOOK easy, it's not. Since it has a lot of sharp turns that come out of nowhere, it is one of the most difficult tracks to race on, but also one of the funnest to race on too. Watch yourself on the 180-degree turn right after the finish line, the small 180-degree turn right before the first sector, and all of the rest of the sharp turns right before the second sector and in between the second and third sectors.

LENGTH: 3462 Ft.

Laguna Seca Raceway

This is one of the best tracks in the game, but it's also one of the hardest to manuver, because of the famous corkscrew and all of the sharp turns that are surrounded by dirt. On the corkscrew, slow down to almost a stop, take the turn from the inside, and veer towards the outside of the road. And as for the sharp turns, just slow down REALLY early.

LENGTH: 3602 Ft.

Apricot Hill Speedway

I hate this course. I hate it because of all the tight turns and 90-180-degree angle turns. Just go slow throughout all of the turns so you don't spin out, and only speed up on the straightway near the finish line.

LENGTH: 3864 Ft.

Trail Mountain Circuit

This is an okay course, if it wasn't for all of the blind turns. Trail Mountain Circuit attacks you with a ton of sharp-ass turns, and if you don't slow down, you'll end up either spinning out, or smashing against the outer barrier of the course.

LENGTH: 3979 Ft.

Clubman Stage Route 5

An easy, as well fun track to play on. It's also rather beautiful to look at. Simple track, so just watch out for the 180-degree turns inside of the tunnel, right after the starting line, and the 180-degree turn within the first sector.

LENGTH: 2466 Ft.

Grand Valley East Section

Another simple track to race on, just watch yourself on the first turn, a 180-degree turn after the finish line. Also watch out on the two 90-degree turns right before, and after the second sector.

LENGTH: 3025 Ft.

Grand Valley Speedway

Grand Valley Speedway is rather difficult course to race on. This is mostly because of the 180-degree turn right after the finish line, another 180-degree turn right after the first sector, and multiple 90-degree turns before the second sector, and the last big turns right after the third sector.

LENGTH: 4960 Ft.

Special Stage Route 5

A variation of Clubman Stage Route 5, the Special Stage Route 5 is just a tad harder. Some of the trouble spots are the sharp turn right after the beginning of the first sector, and the REALLY sharp 180-degree turn shortly after the beginning of the second sector.

LENGTH: 3776 Ft.

Autumn Ring

If you played the first GT, then you have raced on the Autumn Ring. This course is a simple, yet satisfying course to race on. It's fairly short, but it packs

some punch. There are some tight turns, but as long as you slow down as these parts, you should be fine.

LENGTH: 2950 Ft.

Test Course

Remember what I said about Super Speedway being the easiest course to race on? Well, forget it: The Test Course is the easiest in the game. It's so easy, in fact, that you can take the entire course at full speed. Simple. :)

LENGTH: 5242 Ft.

Deep Forest Raceway

Again, another course from the original GT. This is a relatively eay track, but maybe that's because I've played the original GT way too much. ;) All you have to do is slow down around the first three 180-degree turns, and you'll be fine.

LENGTH: 3580 Ft.

Rome-Night

Rome-Night is a beautiful track to race on, but it's also pretty hard to race on as well. The main point of interest is the last section, starting right before Sector 3, all the way to the finish line. Just keep a low speed to avoid spin outs.

LENGTH: 4271 Ft.

=====

OTHER TRACKS (THAT CAN ONLY BE ACCESSED IN TIME TRIAL MODE)

=====

Motor Sports Land

One of the funniest tracks in the game, Motor Sports Land is like a tiny Go-Kart track. It's the shortest track in the game, but can only be accessed in the Time Trial Mode in Arcade Disc. You need to go very slow. Very slow...

LENGTH: 888 Ft.

Autumn Ring Mini

Another track that can only be accessed in the Time Trial Mode, Autumn Ring Mini is a variation of Autumn Ring, and is a very easy track to race on. Just go slow around the turns to avoid spin-outs, and you'll be okay. Oh yeah, the Autumn Ring Mini was also in the original GT.

LENGTH: 1255 Ft.

\*\*\*\*\*
 \*\*\*\*\* vi. License Tests \*\*\*\*\*
 \*\*\*\*\*

\*NOTE: Okay, I finally got all golds for every license test in the game, INCLUDING the Super License. I am so proud of myself, because MAN, they were HARD to get. Very, very hard. I almost cried after getting them...well, maybe not, but I sure was happy. :-)

Here are the License Tests and the rewards you get after earning ALL GOLDS on them.

| LICENSE | CAR YOU GET |
|-----------------|---------------------------------------|
| Super License | Toyota GT-One Race Car '99 (672 HP) |
| International A | Mitsubishi FTO LM Edition (549 HP) |
| International B | Honda Del Sol LM Edition (617 HP) |
| International C | Mitsubishi 3000 GT LM Edtion (614 HP) |
| A License | Dodge Concept Car (216 HP) |
| B License | Spoon S2000 (286 HP) |

=====
 1. Mini-Guide: How to get all golds
 =====

Well, I've heard that a lot of people want a guide on how to get through the license tests, and how to get all golds for them (I don't blame you--getting all golds is harder than a b!tch). So, I wrote up this mini-guide to help anyone who needs it. Enjoy!

How the guide is set up:

| <LICENSE TEST NAME> | |
|------------------------------|---------------------|
| <TEST # / NAME> | <TIME FOR A GOLD> |
| <CAR YOU USE> | <TIME FOR A SILVER> |
| <DIFFICULTY> | <TIME FOR A BRONZE> |
| <STRATEGY FOR SPECIFIC TEST> | |
| ----- | |
| <TEST # / NAME> | <TIME FOR A GOLD> |
| <CAR YOU USE> | <TIME FOR A SILVER> |
| <DIFFICULTY> | <TIME FOR A BRONZE> |
| <STRATEGY FOR SPECIFIC TEST> | |


```
-----
<TEST # / NAME>                               <TIME FOR A GOLD>
<CAR YOU USE>                                  <TIME FOR A SILVER>
<DIFFICULTY>                                   <TIME FOR A BRONZE>
```

```
<STRATEGY FOR SPECIFIC TEST>
```

```
-----
And so on...
```

```
-----
: : : : : : : : : : : :
```

B-LICENSE

```
-----
B-1: Start, Acceleration, and Braking 1      0:38.650
Toyota Vitz F '99                             0:38.900
**/*****                                     0:39.800
```

This is the easiest test in the entire game. All you have to do is start revving up the car as soon as possible. Just hit the brakes around the 940 m. mark, and you'll be fine.

```
-----
B-2: Start, Acceleration, and Braking 2      0:29.270
Fiat Coupe                                    0:29.550
**/*****                                     0:30.500
```

Rev up the car as soon as possible to get a good launch. Brake at about the 980 m. mark, at around 114 mph.

```
-----
B-3: Start, Acceleration, and Braking 3      0:26.800
Skyline GT-R V-spec (R34)                   0:27.300
***/*****                                    0:28.000
```

Rev up the car ASAP to get a good launch. You need to brake at the 900 m. mark, at around 130 mph.

```
-----
B-4: Acceleration Basics                    0:23.700
Nissan March G# '97                          0:24.200
**/*****                                     0:27.000
```

Rev up the car ASAP. Follow the Red & White strips, or just drive along it, at a constant speed of 45 mph, then hit the accelerator one you see the finish line.

```
-----
B-5: Acceleration Basics                   0:32.500
Impreza WRX ST: Ver. V '98                 0:33.600
***/*****                                   0:35.300
```

Rev up the car ASAP. Drive along the Red & White strip at a constant speed of around 65 mph. Once you spot the finish line, hit the gas.

B-6: Basics of Cornering 1 0:24.650
Maxda Demio GL-X '99 0:25.200
\*\*\*/\*\*\*\*\* 0:27.000

Rev up the car ASAP. Follow the yellow line, while going at a speed somewhere in the mid 60's, in third gear. After taking the turn, put the pedal to the metal towards the finish line.

B-7: Basics of Cornering 2 0:20.750
Integra Type R (J) 0:21.300
\*\*\*/\*\*\*\*\* 0:22.800

Hold X as soon as you start, because you'll have a rolling start. Drive along the yellow line at a speed within the low 70's in third gear. Now break slightly once the line begins to turn left, then exit the turn towards the outside of the track, and go as fast as you can towards the finish line.

B-8: Basics of Cornering 3 0:23.310
Integra Type R (J) 0:23.800
\*\*\*/\*\*\*\*\* 0:25.500

Hold X as soon as you start, because you'll have a rolling start. Follow the yellow line at a speed of 75-80 mph, then brake slightly once the line begins to turn right, and exit the turn at about 65 mph. Now go as fast as you can towards the goal.

B-9: Basics of Cornering 4 0:23.550
Ford Cougar 0:24.200
\*\*\*\*/\*\*\*\*\* 0:26.000

Rev up your engine ASAP. Follow the yellow line at about 65 mph, in third gear. Use the Red & White strips to drive on once you start to turn right on the second turn. Leave the S-Turn at about 60 mph.

B-10: Basics of Cornering 5 0:20.300
Ford Cougar 0:21.100
\*\*\*\*/\*\*\*\*\* 0:22.700

Hold X as soon as you start, because you'll have a rolling start. Drive along the yellow line as closely as you can. Brake slightly once the yellow line begins to turn to get down to about 57 mph. Go through both turns at about 60 mph, in third gear. Now exit the S-Turn at about 65 mph.

A-LICENSE

A-1: High Speed Braking 0:18.800

Skyline GT-R V-spec (R32)

0:19.200

\*\*\*/\*

0:19.700

Hold X as soon as you start, because you'll have a rolling start. Brake at about

880 m., once you're at about 145 mph.

A-2: Cornering & Braking

0:21.200

Subaru Legacy B4 RSK '98

0:21.500

\*\*\*/\*

0:21.600

Hold X as soon as you start, because you'll have a rolling start. You can go as fast as you want to, but make sure you can be able to brake as you exit the turn. For best results, try to purposely spin your car right before the finish line, and make it go sideways, that way it'll stop easier and faster.

A-3: Intermediate Cornering 1

0:19.200

Integra Type R (J)

0:20.000

\*\*\*/\*

0:21.600

Hold X as soon as you start, because you'll have a rolling start. Follow the yellow line. Brake slightly once you're at about 110 mph, once the line begins to turn right. Take the turn at about 65 mph, leave the turn at about 70 mph, then speed towards the finish line.

A-4: Intermediate Cornering 2

0:19.300

Toyota Altezza RS200 '98

0:20.000

\*\*\*\*/\*

0:21.800

Hold X as soon as you start, because you'll have a rolling start. You need to be careful with this car, since it's a FR car, and can spin out easily. Brake once the line begins to turn right, at about 110 mph, but remember to counter-steer to avoid any over-steering (spinning out). Take the turn at about 68-70 mph, and leave the turn at about 70 mph.

A-5: Intermediate Cornering 3

0:12.600

Integra Type R (J)

0:13.200

\*\*\*\*/\*

0:14.700

Hold X as soon as you start, because you'll have a rolling start. You'll have to do this one by yourself, since there's no more yellow line to guide you. Brake slightly once the track begins to turn. Drive from the outside towards the apex of the turn, at about 104 mph. You should take the turn at about 74 mph, and exit the turn at around 80 mph.

A-6: Intermediate Cornering 4

0:12.500

Toyota Altezza RS200 '98

0:13.200

\*\*\*\*/\*

0:14.900

Hold X as soon as you start, because you'll have a rolling start. Brake a little earlier this time, because you're driving a FR car. Brake once you are at about

106 mph. Turn towards the apex (center) of the turn, and use the Red & White strips to stay along the track. You need to take the turn at about 75 mph, and leave the turn at about 80 mph.

A-7: Applied Cornering 1	0:24.600
3000GT Turbo MR	0:25.200
****/*****	0:27.000

Hold X as soon as you start, because you'll have a rolling start. Brake once you are at about 110 mph, but a little bit earlier, so that the front of your car faces the apex of the first turn. Take the first turn at about 60 mph, go at about 75 mph until you reach the second turn, take this turn at about 70 mph, then exit this turn at about 75 mph. Now speed towards the finish line.

A-8: Applied Cornering 2	0:24.000
Toyota Supra R2 '97	0:24.400
****/*****	0:26.000

Hold X as soon as you start, because you'll have a rolling start. You need to brake a little bit LATER this time, because this FR car will want to oversteer after you've braked slightly. Take the first turn at about 65 mph, get up to 78-80 mph until the second turn, take the second turn at about 65 mph, then exit this turn at about 77 mph.

A-9: Applied Cornering 3	0:14.100
3000GT Turbo MR	0:15.200
****/*****	0:17.700

Hold X as soon as you start, because you'll have a rolling start. You'll need to brake slightly a little bit EARLIER this time, since it's a 4WD car, and it can't turn as well as the other cars. Brake once you are at about 103 mph, and cross through the Red & White strip at the apex of the first turn at about 50 mph, but DO NOT cross so much that you leave the course. Now brake slightly to turn faster, then cross through Red & White strip at the apex of the second turn at about 58-60 mph, then leave the turn at a speed of 65 mph.

A-10: Applied Cornering 4	0:13.700
Toyota Supra R2 '97	0:14.800
****/*****	0:17.000

Hold X as soon as you start, because you'll have a rolling start. You'll need to brake a little bit LATER this time, since you're driving a FR car. Brake from the outside, along the Red & White strip, and take the first turn at about 105 mph, counter-steer to avoid a spin-out, cross through the Red & White strip at the apex of this turn, take the second turn at about 67 mph, cross through the apex of the second turn, then exit the turn at about 75 mph. Now speed towards the goal.

\*MORE TO COME!\*

\*\*\*\*\*
\*\*\*\*\* vii. Walkthrough/Strategy Guide \*\*\*\*\*
\*\*\*\*\*

This walkthrough is just what I've done so far in Simulation Mode on the Simulation Disc. I'm just going to walk you through what I've done so far in the game. I AM NOT finished with, nor am I close. As I do progress, I will add to this section.

WHAT I DID

12/25/99, Saturday

Well, for starters, I went directly to the License Tests to get both of my B and A Licenses. I got my B License by myself, then I figured out what the DATA TRANSFER option does, so I just converted my Gran Turismo 1 game info, and that exempted me from the A license test. I suggest that you do the same thing if you still have your GT 1 game save, as it saves lots of time, unless you want to do the tests all over again or want to get all Golds to unlock the hidden cars.

After I got my B and A licenses, I went to purchase a car. Since I only had 10,000 CR(credits), I had to buy a cheap one, but a quality one as well. So, after shopping around for awhile, I finally found my car: a used Civic 3-Door Si '93. I think it started out with 129 HP when I bought it, but I could be wrong. This is a great first car, and for around 8,000 CR, it's a steal! After buying this car, I used the remaining money to start souping up my Civic. Since I only had about 2,000 CR left over, I had to buy something cheap, so I bought a Racing Flywheel. After that, I entered the GT Japan Nationals, then raced on Midfield Raceway to earn extra cash. The prize for first place was 4,000 CR, so I won it multiple times over. I must have raced in this race over 20 times until I got a lot of extra cash.

Once I had plenty of CR(credits), I went back to soup up my Civic. This time I bought a muffler, brakes, a computer chip for my engine, and a semi-racing Suspension kit. Once I had a Civic that was decent, I entered the Sunday Cup, won it all three races, then used the money I won to buy a Stage One Turbo kit. Now my Civic was up to 211 HP. Next, I won some more easy races(the first race in the Japan Nationals is an easy way to earn cash), then I bought some parts for my Drivetrain, like a new Double-Plate clutch, and a full-racing transmission. Now my Civic was in pretty good shape.

But I felt that I needed something a little more exotic, so I won some more races(I entered the Special Event race for my Honda), then got enough money to buy a brand new Volkswagen New Beetle 2.0L, in silver. This car may look odd, but it's awesome when you soup it up. So now I jumped back into my Civic, won some more EASY races(all of the races in the Sunday Cup are easy with a 211 HP Civic :), then won a lot more money. I know, trying to win the same races over and over again sounds boring in order to earn money, but it does help you with your driving skills.

Once I had enough money, I got back into my Beetle, the proceeded to soup it up.

So far, this is what I've purchased for my shiny new Beetle: A Racing muffler & air cleaner, Sports Brakes, computer chip and a port & polish for my engine, full-racing transmission, a racing flywheel, a triple-plate clutch, a 1.5way Limited-Slip (in For Professionals, in Drivetrain menu), Stage 1 and 2 Turbo kits, semi-racing suspension kit, and Stages 1 & 2 weight reductions. I've been able to race for money and buy all of this stuff within 25 Game-Days.

01/08/00, Saturday

I've just now purchased a used Lancer Evolution IV GSR(J) '96, with 279 HP when bought. I got it for around 20,000 CR. I haven't had a chance to soup it up yet,

so I can't tell you much about it. Well, after I bought the Beetle, I used it to

win the Clubman Cup, the Sunday Cup, and the Japan Nationals. So far, I've gone through 51 days(game time). I plan on entering the FF-Challenge and the 4WD-Challenge soon.

I've just entered both the FF-Challenge and the 4WD Challenges. I won them both,

and I won a Honda Accord SiR-T, and a Toyota T111 for the FF-Challenge. I won a Subaru Legacy Wagon GT-B '96 for the first stage of the 4WD-Challenge. I've souped up my Beetle and Evolution IV. They are now over 390 HP and 360 HP! All I

did was buy the Turbo Kits to add a lot of Horsepower.

01/10/00, Monday

Well, after a breif absence (because of school), I've finally been able to get some quality time with GT2. So, here's what I've done since last time.

Finally! That's all I have to say after I finally got the rest of my licenses. It took me awhile, but I finally did it! I haven't gotten all golds for them, but I'll do that some other time. I haven't really played Arcade Mode much or at

all, so I didn't play through the new tracks yet. I'll probably do that some other time as well.

Since I finally got the rest of my licenses, I decided to buy a car that I just wanted for how it looks: A Honda CRX. I know, this car sucks, but it was only 5,233CR, so I decided to buy it. I only had to win one race in the Sunday Cup to

earn enough money to get it, so that's what I did. But I became EXTREMELY dissapointed, because you can't buy any Turbo Kits for the CRX. Oh well, at least I still have my OTHER cars. After being saddened, I was cheered up after seeing my New Beetle. I then continued by beating ALL of the national series' races. These are the U.S Nationals, French Nationals, U.K Nationals, German Nationals, and the Italian Nationals. Although I was dissapointed that I only won money, and not cars, I was happy about the large amount of \$\$\$ I had racked up afterwards. Heh heh heh... That's all for now, as I have some more homework to do. :(

01/11/00, Tuesday

As of now, I have just bought a used Nissan Skyline GTS-t Type M for a cool 9,453 CR. It was a steal! But to get the money to buy it, I had to race two or three single races in the Sunday Cup to get enough cash. After buying the Skyline, I wanted to enter the FR Challenge, but I knew I needed more HP for my Skyline to be able to compete, so I raced some more in the Sunday Cup, got some more dough, and souped it up a little. I bought a racing Muffler and Air Filter,
a racing Flywheel, and a Stage 1 Turbo Kit. So far, it's up to 260 HP, but I don't think that's enough HP to be able to win, so I still need to get some more engine parts, new suspension, a racing transmission, as well as some weight reductions. I'll probably race some more either tonight or tomorrow, but first,
I have to study for Finals! =)

01/13/00 Thursday

Not much to say here, since I've only played it for about an hour today. The only things that I really did was hop onto my Evolution IV, and raced in the Sunday Cup the whole time to earn some cash, so I can buy my beloved Evolution VI. Yes, I know, it's an amazing car, but what can I say? I ABSOLUTELY love it!

So, I guess this is all I did today, but tomorrow's a DIFFERENT story. You see,

Finals week at school ended today, so that means that I DO NOT have school tomorrow! YESSSSSSSS!! I'm excited, and for good reason. I'm SOOOOOO tired right now, from studying for finals and all, and I get to sleep in on Friday! That also means that I get to have GT2 to myself ALL DAY LONG! So, tomorrow I'll probably attempt to beat the Arcade Mode, so I can finish up the TRACKS section in this FAQ.

Oh yeah, and I almost forgot. I'll be sharing my videogaming time with Grandia. Yep, I finally got it yesterday at EB for about \$30, used, and in PERFECT condition. I'm so happy about that, although I'm afraid that Grandia might affect my play time with GT2. Hmmmm... The updates MIGHT slow down, but I don't think that ANYTHING will stop me from playing GT2. It's just too good! Well, until next time...

01/14/00 Friday

Well, I FINALLY got some decent play time with GT2, and I accomplished a lot, but not as much as I would have liked. Read on to find out how...

So I began my conquest (on beating GT2 of course). I then went to the Euro League Races, then won them all, but not after some serious competition from the computer cars. ;) I now have some new cars: Castrol Supra GT '96 (Toyota), Zexel Skyline GT '97 (Nissan), and a Kure R33 GT '97 (Nissan). I'm trying them out as we speak.

After winning all of these (which wasn't terribly difficult mind you), I went to the 4WD Challenge and raced in the second race of it, on the Seattle Circuit, and after a few tries, I won it. I won a Nismo 400R Preceding Model. It's a phat

car, and I like it a lot . And since the only reason why I bought a Nissan Skyline GTS-t Type M was because it was FR drive, I decided to enter the FR Challenge. It was on Clubman Stage R5, and I was glad, because I'm so used to it. This race was easier than I first thought, and I won it after a couple tries. I got a (Nissan) Sileighty for winning, and it's an okay car. I guess I just have to get used to it. That's about it for today, because I needed to play Grandia for a little bit, but I'm pretty happy that I actually accomplished something for a change. :)

01/15/00 Saturday

What a difference a day makes! I mean, last time I played GT2, I barely accomplished anything, but on Saturday, I earned a BUNCH of cars, and won a lot of races too. I also THOUGHT I had made some progress through the game, but it turns out that I'm not even at 10% done yet. Oh boy... Anyways, here's what I did today, and boy, did I do A LOT.

I started off by wanting to enter some higher class races, but I didn't really have a car that I thought that could compete well, so I decided to try to get ALL GOLDS for some of the license tests. So, to the tests I went. At first, I just tried to get all golds for B license, but then after I did, I decided to try to get them all. Yep, I was gonna try to get all golds for EVERY license. After getting all golds for B license (I won a Spoon S2000 for it, not bad), I went to the A license tests. This was far more difficult, but within an hour, I had every gold for the A license. I got a Dodge Concept Car, which is an OK car,

but not one that could compete with the big boys. Next I went to the International-C license test. Now let me tell you, from this point on, I was frustrated as hell, because getting all golds for teh International licenses is HARD as hell. It wasn't easy, and I wouldn't recommend trying it unless you are a DIE-HARD GT fan, and need to get the special cars. Well, I did it, and I'm very proud of myself. Anyways, once I got the golds for the I-C license, I won a

[R]Mitsubishi 3000GT LM, and it's a NICE car. I used it a lot for a lot of races. It's really fast, with 549 HP, so it's one of my favorite cars in the game.

After trying out the 3000GT LM Ed. (Limited Edition), I went back to the International-B license test, got all golds (this one was SO HARD, I almost busted my controller in anger), then won a [R]Honda Del Sol LM Ed. This car is pretty fast, I assume, because it has 617 HP. I haven't tried it out yet, but I might later on. After this, I of course went to the International-A license, which was killer. It was so difficult that I had to take multiple breaks so I wouldn't get too frustrated. Anywho, after getting all golds for I-A license, I won a GREAT car: a

[R]Mitsubishi FTO LM Ed. This car kicks major ass, and I would recommend it to anyone out there who wants a car that will kill the competition. This baby is at 549 HP, and handles like a dream. I used it for the rest of my races...that is, until I bought the fastest car in the game. More on that later.

Well, after I got my [R]Mitsubishi FTO LM Ed., I went straight to the big races.

I used the FTO to win the third race in the Grand Touring Car Trophy Cup (on Midfield Raceway), and won a [R]Unisia Jecs Skyline GT '99. This car is a really great 4WD car, with 702 HP(!) and I also used it multiple times today. But I needed another car that I could tune and fiddle with myself, so I could win the

rest of the races in this cup, so I raced on this race (the third one) a bunch of times. The reason I did this was because, a) You get 30,000 CR for winning, and b) You win a [R]Unisia Skyline GT '99, which you can sell for an easy 250,000

CR ! And since you can win the same car over and over again, you can rack up the dough FAST. So, I raced this a couple times, and soon I had over 1,000,000 CR. I

then went to the Mitsubishi shop, and bought what I always wanted: a Lancer Evolution VI. I bought this baby, and tuned it until it got up to it's max HP: 593. I then went back to the Grand Touring Car Trohpy Cup, and used it to win the other two races. All I did was go to the Machine Test, then took off a Turbo

Kit to reduce the HP, then entered to races, and won them with ease. For the two

races I won, these are the cars I got: For the first race (Red Rock Valley), I got a [R]Daisan Silvia GT '99, and for the second race (at Grand Valley Speedway), I got a Castrol Mugen NSX GT. These are two awesome cars, but I have yet to use them to race with.

Next, I decided that I wanted some classic cars, so I entered the Muscle Car Cup. This was an EASY cup to win, mainly because of the no-limit to HP rule. There was NO-LIMIT to the amount of HP for the race, so it was easy to win. I just used my [R]Mitsubishi 3000GT LM Ed. for all three races. These are the cars

I won: First race (Seattle Short), I got a Plymouth Spyder (221 HP), for the second race (Seattle Circuit), I got a Shelby Cobra '67 (423 HP), and for the third and final race (Laguna Seca), I got a Chrystler Phaeton (502 HP). These are all nice cars, but I wouldn't want to race with them.

Next, I decided that I needed to finish up the 4WD Challenge (third race at Laguna Seca), so I used my [R]Mitsubishi FTO LM Ed. to win it. Easy as pie. :) I

got a Mine's R32.5 Skyline GTR.

Finally, I came to a conclusion that I needed to give my Unisia some race time, so I used it to enter the Gran Turismo All-Stars. I raced in the first race (at Super Speedway), and won it fast. I got a Mine's Evolution V (413 HP) for winning. Then I suddenly wanted a faster car. I wanted the fastest car in the game. I then remembered from the I-A license tests, that I drove a Suzuki Escudo. The HP was 981(!) I then went over to the Suzuki Shop, and checked out the price of the Escudo. It was 2,000,000 CR. I wanted it anyways, although it was REALLY expensive, so I just used my FTO for the third race in the series (the one at Red Rock Valley), mainly because you get 50,000 CR just for winning,

and you also get a car that you can sell for 500,000 CR! So, I just raced in this race about four times, and after about 30-35 min., I had enough cash to buy

the Escudo. Let me tell you this: the Escudo is the BEST car in the entire game.

It's HP is 981, and it accelerates like nobody's business. It can get from 0-60 in about 2 seconds. Its so fast it's disgusting. But fun. :) Also, you can win a

TVR Speed 12, which is worth 500,000 CR, so, that means that I won one of those too.

Well, that's all for today, so until next time...

01/16/00 Sunday

Today I won some races, but I didn't do nearly as much as I did on Saturday. Probably my biggest accomplishment was when I got all golds for the Super-License. The Super-License tests weren't as hard as I thought they would be, mainly because you had to complete one lap on a course in the allotted time to earn a gold. Some courses were easier than others, but overall, they were pretty difficult to finish. Some of the more difficult courses were the tests on Laguna Seca, and others with dirt barriers, because you had to slow down all the way so you didn't leave the course, or else you would automatically fail. Oh yeah, and I got a [R]Toyota GT-One '99 (672 HP) for getting all golds.

Some other things that I did was purchase some classic cars from the likes of Chevrolet and Dodge. I needed to get some fast cash, so I just won the third race in the Gran Turismo All-Stars event, then sold the car I won for 500,000 CR. After getting the cash, I bought these cars: Dodge Charger (383 HP), Camaro Z28 '69 (298 HP), Corvette Sting Ray '67 (433 HP), and a [R]Corvette 427 Sting Ray '69 (617 HP). I then bought a Rover Mini Cooper 1.3i (168 HP), for the Compact Car event, and the Lightweight event.

I then entered a few races with my [R]Escudo; the Tuned Turbo Car No.1 Cup. For all three races, I got a Mine's R33 Skyline GT-R (618 HP), and two [R]HKS R33 Drag GT-R's (1011 HP!). I sold the extra [R]HKS R33 Drag GT-R for some easy cash. And for the record, I here are two facts about this car: 1) This is the fastest car in the game, with 1011 HP, and 2) This is the UGLIEST car in the game. Yuck. :p

Well, that's all for today.

01/18/00 Tuesday

Not much here, mainly because I had to return to school today. Ughhhh. I hate school. Oh well, here's what I did, and what new cars I got:

The only race I entered today was the second race in the Gran Turismo All-Stars (Special Stage R5), and I won a Mine's R34 Skyline GT-R (618 HP). I haven't tried it out yet, but it looks promising.

Oh, and BTW, I have to say one thing: The HKS R33 Drag car (the one with 1011 HP), sucks a\$\$\$. Even though it goes pretty fast, it handles like sh!t. I hate it. That, and it's Ugly. Eeewwwww...

The only other thing that I did in SIMULATION MODE, was buy a new rally car. I got a Opel Tigra Ice Race Car (524 HP). This is another car whose HP increases after you buy it. Pretty cool, in my view. :)

In the Arcade Mode, however, was a different story. I completely beat the Arcade Disc in about a half-hour. Easy. All I had to do was race on each track on Hard difficulty with my Escudo, and it was smooth sailing from there.

Well, that's it for today...

01/19/00 Wednesday

I did some stuff today, but not as much as usual. I tried to race some of the SLOWER events, such as the Compact Car Cup, but I just couldn't finish them. The

cars were just too slow...I needed some SPEED. Well, here's what I did.

I started off my finishing up the 4WD Challenge, and completing the second race (at Seattle Circuit), and winning a Nismo Preceding Model (393 HP). It's not too shabby. ;)

Now, like I said earlier, I WANTED to finish up some of the slower events, but just couldn't. Not because I suck, but I couldn't handle the ridiculously slow cars. But I did accomplish one feat--I completed one race of the Lightweight "K"

Cup. I bought a Maxda Demio GL-X (98 HP), and used it to complete one of the races. I won a Mugen Beat (61 HP), for it. I think it was the first race on Rome Short.

Anyways, back to some REAL racing, I decided to enter the Convertible Car Cup, and won the third race with my FTO LM Edition. It was really easy. :) I got a Concept Car LM Edition (526 HP) for winning.

Now at this point, I wanted to get the [R]GT40. I've heard a lot about this classic, so I wanted to open it up. So, I needed to buy a MR car, so at first I bought a Acura NSX, but that thing spun out way to easily, so I needed to buy another car. So I bought an Atlantique 400GT. This car was better than the NSX in every way, plus it looked cool. I entered the third race in the MR Challenge at Red Rock Valley, and won the illusive [R]GT40. I must say, this baby could race. It handles amazingly well for a MR car (which usually are prone to spin-outs), and can haul ass too. It also looks phat. :)

After I won my classic (the GT40), I entered the Luxury Car Cup, and used my Lancer Evolution VI to win all three races. It was easy, because all I had to do was detune the Evo after each race (I went backwards, from last to first race), so I would have the right amount of HP to compete. Here are the cars I won for each race: First race- Accord Type-R (207 HP), Second race- Chaser TRD Sports X30 (312 HP), Third race- GT-R 4Door Tuned by Nismo (293 HP). Pretty nice cars, if I do say so myself.

That's it for this Wednesday, so I'll see ya next time...

01/20/00 Thursday

Sorry, no update today. I didn't have much time to even write this, let alone play GT2. There should be a big update tommorrow, since it's gonna be Friday. :)

01/21/00 Friday

Once again, sorry for no update here. I didn't do anything in the Simulation Mode today. I DID, however, go back through the Arcade Mode, and go through the cars I won, and tried to match them up with the tracks that I beat (all of them, BTW). I did this so I could make a small guide in both the Arcade Section, and the Walkthrough Sections, showing what cars you win for beating the Arcade Disc. Hopefully there will be a REAL update for the Simulation Mode.

01/24/00 Monday

I finally got some good play time with GT2 today (but not after some homework), and got through with some races that I was meaning to get through for quite some time now. I WOULD have had time to play it yesterday (Sunday, 23rd), but the Royal Rumble was on, and I ordered it, so I spent my night watching it (and let me say this: DO NOT watch the swimsuit competition if you plan on ordering the Encore PPV, or at least the last half of it--once you see it or hear about it, you'll know why. Eeewwwwwwwwwwwww...)

Well the first thing that I did was complete the Convertible Car Cup, since I only finished the third race of it. I used my VW New Beetle to win the first race (Tahiti Road), and won a MR-5 Show Version (J) '97 (135 HP). After that, I used my [R]Skyline GTR V-Spec (R-34), and just tuned it down to get some HP off it so I could compete in the second race (Grindelwald). I got a MX-5 Miata A Spec (J) (141 HP), for winning.

I then went over to the Historic Car Cup, and used my VW New Beetle for the first race (Tahiti Road), and won a Mugen CR-X III (J) (164 HP). For the second race (Rome Circuit), I used my GT-R 4Door Tuned by Nismo. This race was pretty hard, mainly because of that damn GT40. But the one thing it that I don't get is that the GT40 is over 300 HP when you go to buy it, but the HP limit os only 295 HP for this race. Weird...

For the third race in the Historic Car Cup (Grindelwald), I used my [R]Skyline GTR V-Spec (R-34), and won a XYR '99 (182 HP). Once I completed the Historic Car Cup, I went back to the Compact Car Cup, one of the SLOWEST series of races in the game. I needed a car with low HP, and onw that I could fine tune. I got an Audi. The Audi I bought was an Audi TT 1.8T quattro. I then souped it up with these parts: First & Second stage Turbo Kits, racing muffler, a performance chip, some soft tires, a racing flywheel, a carbon driveshaft, and a racing intercooler. I used this car to win all three races (Rome Short, Seattle Short, and Autumn Ring). All I did was de-tune the Audi for the first two races so I could enter them, then add some more HP in the settings screen for the third race. It was pretty easy, and I won a Vitz F (J) (67 HP), a Clio 16V (106 HP), and a Lupo 1.4 (73 HP).

Well, that's it for today, RAW is on in about 30 min., so the rest of my night is booked. So, until next time...

"I think I'm paranoid..."

CARS I OWN SO FAR:

\*NOTE: I have souped up SOME of these cars, so they may slightly differ from your cars. :)

Car	HP	WT	Drivetrain
Honda Civic 3-Door Si '93	211 HP	2052 Lbs.	FF
Volkswagen New Beetle GLS 2.0L	362 HP	2546 Lbs.	FF

Lancer Evolution IV GSR(J) '96	403 HP	2976 Lbs.	4WD
Honda Accord SiR-T	190 HP	2865 Lbs.	FF
Subaru Legacy Wagon GT-B '96	274 HP	3152 Lbs.	4WD
Tom's T111 (Toyota)	172 HP	2784 Lbs.	FF
Honda CR-X Si	157 HP	2173 Lbs.	FF
[R]Castrol Supra GT '96	685 HP	2845 Lbs.	FR
[R]Zexel Skyline GT '97	670 HP	2709 Lbs.	4WD
[R]Kure R33 GT '97	670 HP	2658 Lbs.	4WD
Nissan Skyline GTS-t Type M	260 HP	2777 Lbs.	4WD
Nismo 400R Preceding Model	393 HP	2670 Lbs.	4WD
Sileighty (Nissan)	201 HP	2798 Lbs.	FR
[R]Mitsubishi FTO LM Ed.	549 HP	2050 Lbs.	4WD
TVR Speed 12	807 HP	2094 Lbs.	FR
[R]Mitsubishi 3000GT LM Ed.	614 HP	2821 Lbs.	4WD
[R]Unisia Jecs Skyline GT '99	702 HP	2601 Lbs.	4WD
[R]Daisan Silvia GT '99	413 HP	2160 Lbs.	FR
[R]Castrol Mugen NSX GT	608 HP	2601 Lbs.	MR
[R]Skyline GTR V-Spec (R-34)	774 HP	2936 Lbs.	4WD
[R]Honda Del Sol LM Ed.	617 HP	1962 Lbs.	4WD
Chrystler Phaeton	502 HP	3527 Lbs.	FR
Shelby Cobra '67	423 HP	2354 Lbs.	FR
Plymouth Spyder	221 HP	2700 Lbs.	FR
Mine's R32.5 Skyline GTR	618 HP	3306 Lbs.	4WD
Dodge Concept Car	216 HP	2160 Lbs.	MR
Spoon S2000	286 HP	2425 Lbs.	FR
Lancer Evolution VI RS '99	534 HP	2555 Lbs.	4WD
Mine's Evolution V	413 HP	2380 Lbs.	4WD
[R]Lancer Evolution V Rally Car'98	428 HP	2270 Lbs.	4WD
[R]Toyota GT-One '99	672 HP	1964 Lbs.	MR
Dodge Charger '67	383 HP	3785 Lbs.	FR
Camero Z28 '69	298 HP	3395 Lbs.	FR
Corvette Sting Ray '67	433 HP	3395 Lbs.	FR
[R]Corvette 427 Sting Ray '69	617 HP	2771 Lbs.	FR
Rover Mini Cooper 1.3i	168 HP	1587 Lbs.	FF
Mine's R33 Skyline GT-R	618 HP	3395 Lbs.	4WD
[R]HKS R33 Drag GT-R	1001 HP	2821 Lbs.	4WD
[R]Escudo Pikes Peak Ed.	981 HP	1763 Lbs.	4WD
Mine's R34 Skyline GT-R	618 HP	3395 Lbs.	4WD
Tigra Ice Race Car (Rally)	524 HP	2094 Lbs.	4WD
Nismo 400R Preceiding Model	393 HP	3417 Lbs.	4WD
Acura NSX Type S	453 HP	2580 Lbs.	MR
Atlantique 400 GT	463 HP	2407 Lbs.	MR
[R]GT40 Race Car	492 HP	2200 Lbs.	MR
Tom's T020	230 HP	2689 Lbs.	MR
Mugen Beat	61 HP	1675 Lbs.	MR
Mazda Demio GL-X	96 HP	2116 Lbs.	MR
Concept Car LM Edition	526 HP	1964 Lbs.	MR
Accord Type-R	207 HP	2962 Lbs.	FF
Chaser TRD Sports X30	312 HP	3240 Lbs.	FR
GT-R 4Door Tuned by Nismo	293 HP	3439 Lbs.	4WD
MR-5 Show Version (J) '97	135 HP	2138 Lbs.	MR
MX-5 Miata A Spec (J)	141 HP	2292 Lbs.	FR
Mugen CR-X III (J)	164 HP	2513 Lbs.	FF
XYR '99	182 HP	2513 Lbs.	FF
Audi TT 1.8T quattro	289 HP	3075 Lbs.	4WD
Europa	125 HP	1609 Lbs.	MR
Vitz F (J) '99	67 HP	1807 Lbs.	FF
Clio 16V	106 HP	2414 Lbs.	FF
Lupo 1.4	73 HP	1904 Lbs.	FF

HOW TO WIN CARS

Every race you can win something. You can either win money and a car, or just money.

Thanks to Dan GC<lbdangc@aol.com> for the car/prize info below!

Easy - One Race - N/A
Normal - One Race - N/A
Hard - One Race - N/A
Expert - Five Races - N/A - You don't win any car in the races, but
you do win money

\*\*\*\*\*

LEGEND

\*\*\*\*\*

[R] Racing model
N/A You don't acquire a Car when you win the race
VS. Versus (Rally Events only)
RC Recommended Car to use
TBA To be Announced (because I haven't finished that event yet)
(J) Japanese Model

Event	[Recommended Car (RC)]	Track	Car/Prize
-------	------------------------	-------	-----------

GRAN TURISMO LEAGUE

Japan Nationals: [RC- Civic 3-Door Si]
Midfield Raceway N/A
Midfield Raceway N/A
Midfield Raceway N/A

US Nationals: [RC- Civic 3-Door Si]
Laguna Seca N/A
Laguna Seca N/A
Laguna Seca N/A

French Nationals: [RC- Civic 3-Door Si/Volkswagen New Beetle (Tuned)]
Tahiti Road N/A
Tahiti Road N/A

UK Nationals: [RC- Civic 3-Door Si/Volkswagen New Beetle (Tuned)]
Trial Mountain N/A
Trial Mountain N/A
Trial Mountain N/A

Italian Nationals: [RC- Civic 3-Door Si/New Beetle (Tuned)]
Rome Short N/A
Rome Circuit N/A

German Nationals: [RC- Civic 3-Door Si/New Beetle (Tuned)]
Deep Forest N/A
Deep Forest N/A

Deep Forest N/A

Euro League: [RC- Lancer Evolution V or VI (Tuned)]

Apricot Hill	[R]Castrol Supra GT '96
Grand Valley	[R]Zexel Skyline GT '97
Rome Circuit	[R]Kure R33 GT '97

Pacific League: [RC- Lancer Evolution V or VI (Tuned)]

Midfield Raceway	[R]Nissan 300ZX GTS '97
Seattle Circuit	[R]Mazda RX-7 LM Edition
Laguna Seca	[R]Drag 180SX

Gran Turismo World League - IA [RC- Escudo P.P Edition/Unisia Skyline]

Trial Mountain	Prize Cars:
Laguna Seca Raceway	[R]Castrol Mugen NSX GT '99
Apricot Hill	[R]R390 GT1 LM Race Car '99
Rome Circuit	[R]Calsonic GT-R GT '99
Midfield Raceway	[R]GT-ONE '98 (?)

Note: When you beat this series, you gain access to all of the courses and the Simulation ending sequence for Disc 1 (Arcade Mode).

SPECIAL EVENTS

Sunday Cup: [RC- Civic 3-Door Si (Tuned)]

Tahiti Road	N/A
High Speed Ring	N/A
Red Rock Valley	N/A

Clubman Cup: [RC- Civic 3-Door Si (Tuned)]

Rome Short	N/A
Grindelwald	N/A
Rome Circuit	N/A

FF Challenge: [RC- Civic 3-Door Si (Tuned)/Mitsubishi FTO '94 (Tuned)]

Tahiti Road	Mugen Accord SiR-T
Midfield Raceway	Tom's T111
Trial Mountain	Mugen Prelude Type-S

FR Challenge: [RC- Nissan Skyline GTS-t Type M]

Clubman Stage R5	Sileighty
Special Stage R5	Nismo 270R
Midfield Raceway	Mazda RX-7 GT-C '99

Mid-engine Challenge: [RC- Atlantique 400 GT/Acura NSX Type S]

Grand Valley East	TRD2000GT
High Speed Ring	Tom's T020
Red Rock Valley	[R]GT40 Race Car

4WD Challenge: [RC- Lancer Evolution V or VI/Skyline GT-R]

Seattle Short	Legacy Wagon GT-B '96
Seattle Circuit	Nismo 400R Preceding Model
Laguna Seca	Mine's R32.5 Skyline GT-R

Lightweight "K" Cup: [RC- Mazda Demio GL-X/Cooper Mini (Tuned)]

Rome Short	Mugen Beat
Seattle Short	Mazda Demio A-spec '97

Tahiti Road Mugen CR-X II

Compact Car World Cup: [RC- Mitsubishi Mirage Cyborg ZR'99/Audi TT 1.8T quattro]

Rome Short Vitz F '99
Seattle Short Clio 16V
Autumn Ring Lupo 1.4

Luxury Sedan Cup: [RC- [R]Mitsubishi FTO LM Ed./Anything else you want]

Rome Circuit Accord Type-R
Special Stage R5 Chaser TRD Sports X30
High Speed Ring GT-R 4Door Tuned by Nismo

Muscle Car Cup: [RC- [R]Mitsubishi FTO LM Ed./[R]Escudo P.P Edition]

Seattle Short PT Spyder
Seattle Circuit Cobra 427 '67
Laguna Seca Phaeton (Dodge)

Convertible Car Cup: [RC- [R]Mitsubishi FTO LM Ed./Cobra 427 '67 /Skyline GTR V-Spec (R-34)]

Tahiti Road MX-5 Miata A Spec
Grindelwald MR-S Show Version '97
Trial Mountain [R]Concept Car LM Edition

Historic Car Cup: [RC- Audi TT 1.8T quattro]

Tahiti Road Mugen CR-X III
Rome Circuit Europa
Grindelwald XYR '99

Station Wagon Cup: [RC- TBA...]

Rome Short Impreza Wagon STi Ver.V '98
Super Speedway Mugen Accord Wagon
Special Stage R5 Stagea 260RS Tuned by Nismo

'80s Sports Car Cup: [RC- TBA...]

Trial Mountain Mugen Ferio
Special Stage R5 Mugen CR-X III
Deep Forest Mugen Civic Type-R
Seattle Circuit Mugen Integra Type-R
Tahiti Road [R]Skyline Silhouette
Formula R30

Grand Touring Car Trophy: [RC- Lancer Evolution VI RS '99/FTO LM Ed.]

Red Rock Valley [R]Daisin Silvia GT '99
Grand Valley [R]Mugen NSX GT
Midfield Raceway [R]Unisia GT-R GT '99

Pure Sports Car Cup: [RC- TBA...]

Laguna Seca Angel T01
Deep Forest ZZIII
Trial Mountain Tuscan Speed 6

Tuned NA Car No.1 Cup (prize car changes regularly): [RC- TBA...]

Autumn Ring Prize Cars:
Grindelwald Spoon Civic Type-R
Laguna Seca Spoon Integra Type-R
MX-5 Miata B Spec (?)
MX-5 Miata C Spec

Tuned Turbo Car No.1 Cup (prize car changes regularly): [RC- [R]Escudo
P.P Ed./[R]Mitsubishi FTO LM Edition]

Special Stage R5	Prize Cars:
Test Course	[R]R33 Drag GT-R
Deep Forest	Mine's R33 Skyline GT-R
	Nismo 400R

Gran Turismo All Stars: [RC- [R]Escudo Pikes Peak Ed./Unisia JECS Skyline GT-R]

Super Speedway	Mine's Lancer Evolution V
Special Stage R5	Mine's R34 Skyline GT-R
Red Rock Valley	Speed 12
Rome Circuit	[R]ZZII
Laguna Seca	R390 GT1 Road Car '97

Super Touring (prize car changes regularly): [RC- TBA...]

Apricot Hill	Prize Cars:
Trial Mountain	TRD3000GT
Laguna Seca	Tom's Supra
Deep Forest	Camaro Z28 30th Anniversary
Rome Circuit	

GT 300 Championship (race series): [RC- TBA...]

Grand Valley East	Prize Cars (must complete all races):
Laguna Seca	[R]Momo MR2 GT '99
Deep Forest	[R]Weds Celica GT '99
Midfield	[R]BP Trueno GT '99
Apricot Hill	[R]Zanavi Silvia GT '99

GT 500 Championship (race series): [RC- TBA...]

Laguna Seca	Prize Cars (must complete all races):
Super Speedway	[R]Arta GT-R GT '99 (?)
Rome Circuit	[R]Cerumo Supra GT '99
Trial Mountain	[R]Takata NSX GT '99
Apricot Hill	[R]STP Viper GT '99

RALLY EVENTS

Green Forest Roadway: [RC- Tigra Ice Race Car]

VS. Astra Sri 2.0i 16V	N/A
VS. Escort Rally Car	N/A
VS. Focus Rally Car	N/A

Smokey Mountain South: [RC- Tigra Ice Race Car]

VS. Storia	N/A
VS. Delta Integrale	N/A
VS. Delta	N/A

Tahiti Maze: [RC- Tigra Ice Race Car]

VS. Celica	N/A
VS. Rally Car	N/A
VS. Lancer Rally Car	N/A

Smokey Mountain North: [RC- Tigra Ice Race Car]

VS. Saxo	N/A
VS. Magane Coupe	N/A
VS. Imprez Rally Car	N/A

Tahiti Dirt R3: [RC- Tigra Ice Race Car]
 VS. Pulsar N/A
 VS. Stratos N/A
 VS. Corolla Rally Car N/A

Pikes Peak Downhill: [RC- Escudo P.P Edition]
 VS. 306 S16 N/A
 VS. Sratos N/A
 VS. Lancer EVO IV GSR N/A

Pikes Peak Hill Climb: [RC- Escudo P.P Edition]
 VS. RS200 Rally Car N/A
 VS. Cultus Pikes Peak N/A
 VS. Escudo Pikes Peak N/A

Smokey Mt. North Reverse:[RC- Escudo P.P Edition]
 VS. Pulsar N/A
 VS. Celica N/A
 VS. Lancer Rally Car N/A

Tahiti Dirt R3 Reverse: [RC- Tigra Ice Race Car]
 VS. Familla N/A
 VS. Impreza Rally Car N/A
 VS. Tiagra Ice Race Car N/A

ENDURANCE

Grand Valley 300 KM [R]Impreza Rally Car
 [R]R390 GT1 LM Race Car '97

Apricot Hill 200 KM Lancia Stratos
 [R]Viper GTS-R

Seattle Circuit 100 Miles [R]GT90
 [R]Escort Rally Car

Laguna Seca 200 Miles [R]3000GT LM Edition '99
 [R]Celica Rally Car

Rome Circuit 2 Stunden [R]Corolla Rally Car'97
 [R]Altezza LM Edition

Trial Mountain [R]Denso Sard Supra '99

SS Route 5 All-Night [R]Cerbera LM Edition
 [R]Lancer Evolution VI

If anyone has any info that I could use for the CAR'S YOU WIN AND HOW TO GET THEM section, or any cars that you've won and how you got them, please e-mail me! Thanks!

 Which cars had what HP below: (It lists which cars had what original HP before it declined. Look in the glitches section for more info on this.)

(These are ALL special cars):

Name of Car	PS (HP) @home	Drivetrain
-R-Subaru Impreza Rally'99	- 483 -	4WD
-R-Penzoil Nissan Skyline	- 712 -	4WD
-R-Dahatisu Storia Rally	- 433 -	4WD
-R-Volks Beetle GT	- 456 -	4WD
-R-Audi TT LM	- 552 -	4WD
-R-Opel Tigra Ice Rally	- 532 -	4WD
-R-Alfa Romeo 155 Touring	- 552 -	4WD
-R-Toyota Corolla Rally	- 426 -	4WD
-R-Mitsi. Lancer EVO VI Rally	- 434 -	4WD
-R-Ciroen Xsara Rally	- 384 -	4WD
-R-Peugeot 206 Rally	- 467 -	4WD
-R-Lancia Delta S4	- 393 -	4WD
-R-Mitsi. Tai Trampo FTO	- 384 -	FF
-R-Mini Cooper 1275	- 243 -	FF
- Lotus Elise GT-1	- 622 -	MR
-R-Lotus Esprit GT-1	- 586 -	MR
-R-Jaguar XJ220 Race Car	- 549 -	MR
-R-Vector M12 LM	- 689 -	MR
-R-Renault Espace F1	- 830 -	MR
-R-Jaguar XJR15 Race Car	- 477 -	MR
-R-Honda S2000 Gt-1	- 586 -	FR
-R-Dodge Viper Team Oreca	- 700 -	FR
-R-Subaru Cusco Impreza	- 460 -	FR
-R-Mazda RX-7 Aspec LM	- 549 -	FR
-R-Mazda RX-7 LM (GT-C)	- 566 -	FR
-R-Mazda Advane RX-7	- 453 -	FR
-R-Toyota Castrol Tom Supra	- 696 -	FR
-R-Mobil 1 NSX	- 617 -	MR
-R-Raybrig NSX	- 617 -	MR

This cars are able to be brought: and tuned to MAX HP(mufffler/NA/Turbo etc):

Tuscan Speed 6	- 559 -	FR
Honda S2000	- 370 -	FR
Toyota Altezza 280T	- 417 -	FR
Dodge Viper GTS	- 716 -	FR
BMW 328i Sedan	- 376 -	FR
Mercedes SLK 230	- 430 -	FR
Mazda RX-7 RS'99	- 643 -	FR
Covette 427'69	- 626 -	FR
Covette '95 ZR-1	- 652 -	FR
Aston Martin DB7 Volante/Coupe)	-539 -	FR
Mercedes AMG E55	- 504 -	FR
Mazda Miata 1.8 VS/RS	- 274 -	FR
Suzuki Cappucino	- 190 -	FR
- Toyota GT-ONE Road	from 602 to MAX 989	MR
- Nissan R390 GT1 Road	from 377 to MAX 849	MR
Subaru Alcyone SVX	- 389 -	4WD
IMpreza TypeR Ver. V	- 479 -	4WD
Nissan Skyline R34 Vspec	- 785 -	4Wd
* Mitsi. Lancer EVO VI GSR	- 602 -	4wd (Sorry to disppoint you): (
Volks Beetle 2.0	- 376 -	FF
Lancia Delta HF Coll.	- 480 -	4WD
Lancia Delta HF EVO	- 407 -	4WD

Ruf CTR2 Sport	- 666 -	4WD (One of the great 4WD)
Ruf CTR2	- 629 -	4WD
Ruf Turbo R	- 666 -	4WD (great as CTR2 sport)
Audi S4	- 610 -	4WD
Mitsi. GTO Twin Turbo'99	- 730 -	4WD
Mitsi. Galant VR-4'99	- 459 -	4wd (great for 450ps race)
Ford RS200 Rally	- 491 -	4WD
Honda Civic TypeR	- 336/341 -	FF (depend on luck for PS)
Mazda Demio GL/GLX	- 254 -	FF
Nissan March S.Turbo'89	- 218 -	FF
Toyota Starlet V '99	- 231 -	FF
Mitsi. Mirage Asti RXR	- 243 -	FF
Mitsi Mirage Cyborg ZR	- 237 -	FF (Great <250ps racer)
Dodge Neon ACR/RT	- 287 -	FF (horrible speed)
Ford Focus 2.0	- 394 -	FF
Ford KA	- 177 -	FF
Volks Golf V6	- 354 -	FF
Opel Tigra 1.6	- 240 -	FF (can use both N.A/Turbo)
Lotus Elan '90 S2	- 237 -	FF
Mini 1.3i	- 177/181 -	FF (more expensive Mini)
Citorn Saxo 1.6i	- 268 -	FF
Peugeot 106 1.6	- 211 -	FF
Fiat 500 sporting	- 190 -	FF
Fiat Coupe	- 397 -	FF
Audi A3	- 348 -	FF
Mazda Lantis Coupe	- 316 -	FF
Renault Megane 2.0 16V	- 298 -	FF (better than Neon)
Nissan Sunny VZ-R	- 248 -	FF
Ford Cougar 2.5i 24V	- 520 -	FF (horrible top speed)
Fiat Punto GT	- 217 -	FF
Peugeot 206 GTi	- 378 -	FF
Toyota Vitz F'99	- 194 -	FF
Toyota Sprinter Trueno BZ-R	- 260 -	FF
Ruf CTR Yellow Bird	- 607 -	RR (very difficult to handle)
Dahatsu Storia X4	- 198 -	4WD
Dahatsu Mira TX/TR	- 193 -	4WD
Alfa Romeo 156 2.5 V6	- 470 -	FF (can use both NA/ Turbo)
Honda NSX S-Zero	- 451 -	MR
Honda Beat'91	- 130 -	MR
Mazda AZ-1	- 180 -	MR
Tommy Kaira ZZ-S.Ed	- 283 -	MR
Toyota MR-S	- 258 -	MR
Lotus Elise 190	- 267 -	MR
Lotus Motor Sports	- 333 -	MR
MGF 1.8i VVC	- 248 -	MR
Renault Clio V6 24V	- 513 -	MR

It's a update of the last few race events/mini-fast guide to events.

Ok, Below is the guide on ALL cars that you won and the Hp after you had tuned your free prized cars:

Name of cars	Hp	Drive	Engine	Tuned Hp	Price Sold
--------------	----	-------	--------	----------	------------

License Tests (Gold)

=====

B - Spoon S2000	???	FR	???	297
A - Dodge Concept	???	MR	???	348

FF Challenge

=====

Race 1: Mugen Accord Sir-T	193	FR	N.A	306	700,000
Race 2: Toyota Tom's T01	175	FF	N.A	291	550,000
Race 3: Mugen Prelude Type-S	214	FF	N.A	328	750,000

FR Challenge

=====

Race 1: Sil Eighty	204	FR	Turbo	393	200,000
Race 2: Nismo 270R	268	FR	Turbo	439	1,000,000
Race 3: Mazda RX-7 GT-C	298	FR	Turbo	692	1,125,000

MR challenge

=====

Race 1: Toyota TRD 2000GT	270	MR	Turbo	514	750,000
Race 2: Toyota Tom's T2020	234	MR	N.A	367	750,000
Race 3: R-Ford GT-40	499	MR	N.A	499	25,000,000

4WD Challenge

=====

Race 1: Subaru Legacy Wgn GTB	278	4WD	Turbo	461	515,000
Race 2: Nismo 400R Preceding	399	4WD	Turbo	649	2,000,000
Race 3: Mine R32.5 Skyline	627	4WD	Turbo	687	1,750,000

Lightweight K Cup

=====

Race 1: Honda Beat	62	MR	Turbo/N.A	130	200,000
Race 2: Demio A-Spec	101	FF	N.A	274	375,000
Race 3: Honda CRX-II	158	FF	N.A	208	250,000

Global Compact Car

=====

Race 1: Toyota Vitz F'99	68	FF	Turbo	194	232,000
Race 2: Renault Clio V6	108	FF	N.A	128	559,500
Race 3: Volks Lupo 1.4	73	FF	Turbo	178	417,200

Luxury Sedan

=====

Race 1: Accord Type-R	210	FF	N.A	328	1,000,000
Race 2: TRD Toyota Chaser X30	312	FR	Turbo	687	1,000,000
Race 3: Autech Skyline GT-R	298	4WD	Turbo	646	1,250,000

Muscle-Car Cup

=====

Race 1: Plymouth PT Spyder	225	MR	N.A	253	2,500,000
Race 2: Shelby Cobra 427'67	429	FR	N.A	626	12,500,000
Race 3: Dodge Phaeton	510	FR	N.A	612	2,500,000

World Open Car

=====

Race 1: Mazda Miata A-Spec	141	FR	N.A	274	700,000
Race 2: Toyota MR-S Show car	137	MR	N.A	165	1,250,000
Race 3: Dodge Concept LM	534	MR	N.A.	534	12,500,000

Historic Car

=====

Race 1: Mugen CRX Pro III	164	FF	N.A	248	300,000
Race 2: Lotus Europa	127	MR	N.A/Turbo	240/304	2,000,000
Race 3: Toyota XYR '99	182	FF	N.A	225	1,250,000

GT-Station Wagon Cup

=====

Race 1: Subaru Impreza Sti V	287	4WD	Turbo	479	630,000
Race 2: Mugen Acdord Wagon	197	FF	N.A	283	625,000
Race 3: Nismo Stagea 260RS	348	4WD	Turbo	609	1,200,000

80's Sports Car

=====

Race 1: Mugen Civic Ferio	167	FF	N.A	248	575,000
Race 2: Mugen CRX Pro III	167	FF	N.A	248	300,000
Race 3: Mugen Civic Ttype-R	181	FF	N.A/Turbo	270/344	625,000
Race 4: Mugen Integra Type-R	197	FF	N.A/Turbo	287/364	750,000
Race 5: R-Nissan R30 Skyline	563	FR	Turbo	563	12,500,000

Gran Touring

=====

Race 1: R-Nissan Daisen Slivia	419	FR	N.A	419	12,500,000
Race 2: R-Castrol NSX GT	617	MR	N.A	617	25,000,000
Race 3: R-Unisca Jecs Skyline	712	4WD	Turbo	712	25,000,000

Pure Sports Car

=====

Race 1: Toyota Tom's T01	158	MR	N.A	248	1,250,000
Race 2: ZZ-II	184	MR	Turbo	280	1,250,000
Race 3: TVR Tuscan Speed 6	367	FR	N.A	559	12,500,000

Tuned N.A No.1

=====

Random cars:

1) Spoon Civic Type-R	213	FF	N.A	253	750,000
2) Spoon Integra Type-R	259	FF	N.A	317	950,000
3) Mazda Miata B-Spec	168	FR	N.A/Turbo	310	310,000
4) Mazda Miata C-Spec	200	FR	Turbo	344	1,250,000

Tuned Turbo

=====

Random cars:

1) Nismo 400R	399	4WD	Turbo	652	3,000,000
2) Mine R33 Skyline GTR	627	4WD	Turbo	693	1,875,000
3) HKS R33 Drag Skyline	1026	4WD	Turbo	1026	25,000,000

Gran Turismo All Stars

=====

Race 1: Mine Lancer EVO V	419	4WD	Turbo	526	1,375,000
Race 2: Mine R34 SkylineGTR	627	4WD	Turbo	693	2,000,000
Race 3: TVR Speed 12	819	FR	N.A	819	50,000,000
Race 4: R-ZZ-II	597	MR	Turbo	597	25,000,000
Race 5: R390 GT1 Road Car'97	356	MR	Turbo	845	25,000,000

Super Touring Trophy

=====

Random Cars:

1) Toyota TRD 3000GT	323	FR	Turbo	720	1,425,000
2) Toyota Tom's Supra	314	FR	Turbo	762	1,375,000
3) Chev. Camaro 30th Aniv	290	FR	N.A	624	700,000

GT 300

=====

Random cars:

1) R-Momo Apex MR2	380	MR	Turbo	380	12,500,000
2) R-Zanavi Slivia GT'99	413	FR	N.A	413	

GT500

=====

Random cars:

1) R-Arta Zexel Skyline GT	712	4WD	Turbo	712	25,000,000
2) R-Cerumo Supra GT	696	FR	Turbo	696	25,000,000
3) STP Viper GT	655	FR	???	655	25,000,000

GT-Euro

=====

Race 1: R-Castrol Supra LM	695	FR	Turbo	695	25,000,000
Race 2: R-R33 Zexel Skyline	680	4WD	Turbo	680	25,000,000
Race 3: R-R33 Kure Skyline	680	4WD	Turbo	680	25,000,000

GT World

=====

Random cars:

1) R-Mugen NSX GT'99	608	MR	N.A	608	
2) R-Toyota Gt-ONE '98	682	MR	Turbo	682	50,000,000

Endurance races:

2) Apricot Hill

- R-Dodge Viper GTS-R	700	FR	N.A	700	25,000,000
-----------------------	-----	----	-----	-----	------------

3) Seattle 100miles
- R-Ford Escort Rally 467 4WD Turbo 467 12,500,000

5) Rome City 2hrs
- R-Toyota Altezza LM 599 FR ??? 599 25,000,000

6) Trial Mountain
- R-Denso Sard Toyota Supra 696 FR Turbo 696 25,000,000

7) Special Stage Route 5
- R-TRV Cerbera LM 633 FR ??? 633 25,000,000

Below are the compiled guide for every race restriction and use of given cars.

<100ps - Honda Beat/Tommy Kaira M13/Honda Life T
>Given: Honda Beat/Vitz F/Lupo 1.4

Note: Tommy Kaira M13 is 97ps, buy Stage 1 Turbo, Stage 1 Muffler, Computer Chip, Port Polishing and Any other necessities. But is able to MAX tuned to 185ps

<150ps - Suzuki Altoworks Sports Ltd/Suzuki Cappuccino/Storia X4
>Given: Honda Beat/Clio V6

<200ps - Same as the <150ps
>Given: Lupo 1.4/Vitz F/MR-S Show Car

<250ps - Mitsi. Mirage Cyborg ZR/Celica '99
>Given: Lotus Europa/Civic Ferio/CRX III/Tom's T01/Spoon Civic

<300ps - FF: Opel Vectra 2.5/Citroen Saxo/Civic Type-R
>Given: Demio A-spec/Civic Type-R/Spoon Civic

FR: Miata 1.8/S2000/BMW 328I
>Given: Miata B-Spec/A-Spec

<350ps - FF: Opel Vectra 2.5/Volk. Golf V6/Civic Type-R/Beetle 2.0
>Given: Civic Type-R/accord Type-R/

4WD: Toyota Celica (St165 GT-4 or St185 GT-4 or '99)
>Given: Impreza Sti V/Stagea 260RS/

 - MR: Dodge Concept(A License)/Lotus Elise Motor Sports
>Given: Tom's T2020/Lotus Europa/ZZ-III

<400ps - FF: Ford Focus 2.0/Fiat Coupe
>Given: Prelude Type-S/Integra Type-R/

 4WD: Celica St185 GT-4/Audi TT/Lancia Delta HF EVO/Lancer EVO
 VI/Impreza/Skyline
>Given: Legacy GTB/Impreza Sti V/Nismo 400R

<450ps - FR: Mercedes SLK/Altezza 280T/Slivia Spec-R Aero
>Given: Nismo 270R/Chaser X30/Daisen Slivia GT

<500ps - MR: Clio 24V

>Given: TRD 2000GT/Ford GT-40

- FR: Mercs E55/DB7/RX-7 RS

>Given: RX-7GT-C/Chaser X30

<550ps - This category is only used for GT-Pacific,

- Ford Cougar (Very poor top speed)

- Opel Tigra Ice Rally (Very good but expensive)

- Aston Martin DB7

- Lancer EVO VI

- Toyota Supra

>Given: Dodge Concept LM/Tuscan Speed 6/RX-7GT-C/Skyline

<600ps - MR: Lotus Esprit GT-1/S2000 GT-1

>Given: ZZ-II

>Mention: Lancer EVO VI RS/Skyline/Viper

<700Ps - 4WD: GTO/Skyline/EVO VI/Ruf CTR2 Sport/ Ruf Turbo-R

>Given: Nismo 400R Preced/Mine R32.5 Skyline/Zexel Skyline/Kure

Skyline/Autech Skyline/Denso Sard Supra

other: Viper/Covette ZR-1/Vector M12 LM

Unlimited: Escudo Pike Peak

>Given: Unisca Jecs Skyline (need a 600ps car to get it)

This above usage of free cars guide is based on my opinion, there is NO hard and

fast rule must follow the above guide.

Ok, if anyone want's a fast suggestion guide to use which cars for which events,

here is shown below: (And it's not in order for the races)

(Note: Credit to psx.ign.com)

Special Events:

FF - Mitsi. FTO

FR - RX-7/NSX/Esprit

MR - Clio 24V/Supra/TVR

4WD - Lancer EVO VI RS/Skyline R34

Light-Weight - Tommy Kaira M13/Mini (for challenge)

Luxury - Mercs/BMW/Lexus/Altezza/Galant VR-4

Open-Car - S2000/Viper (for last race)

Compact - Your own favorite car

Muscle-Car - Any Muscle-car or Viper

Historic - Nissan 240Z/Muscle-Car

Station Wagon - Impreza Sti Wgn (I totally agree)

Pure Sports - Ruf/TVR

Gran Touring - Skyline/Supra/RX-7

80's Sports car - '89 Skyline (to win easily)

Tuned N.A No.1 - Viper/Civic Type-R/FTO/TVR

Tuned Turbo - Skyline R34/Skyline R32 or R32.5/RX-7 GT-C

Gran Turismo All Stars - Unisca Jecs Skyline/GT-40/ZZ-II/Skyline

Super Touring - Lancer EVO VI/Impreza Sti (with race-mod)

GT 300 - Lancer EVO VI
GT 500 - Skyline R34/Escudo Pike Peak (for SURE Win)

GT-League:

GT-Euro - EVO VI RS
GT-Pacific - Impreza/Lancer (any car more than 530ps)
GT-World - Skyline R34/Viper/Supra/Mitsi GTO/Castrol
Supra/Kure R33 Skyline

Endurance races:

Grand Valley - Viper/NSX/RX-7/Supra/Skyline
(4WD uses less Pitstop than FR)
Apricot Hill - EVO VI
Seattle 100miles - EVO VI/Viper
Laguna Seca - Skyline R34/3000GT/Escudo Pike Peak
Rome City 2hrs - Skyline R34/Escudo Pike Peak/Calsonic Skyline
Trial Mountain - Choose your favorite
(Ex: Mini Cooper 1275)=A very Fun but expensive car
S.S Route 5 - Skyline R34/Escudo Pike Peak

Anyone FOUND the "Rare" cars already, here is below as suggested by
Psx.ign.com

Impreza 22B (like the Rally car except is a road car)

'83 RX-7

'68 Toyota 2000GT

'71 Nissan Skyline

Mazda AZ-1 A-spec

RX-7 A-spec

7) Skyline 280MR (MAX out to 559ps - 4WD)

-From: Cedric <zest9ex@hotmail.com>

=====
Cars you win for beating Arcade Disc
=====

\*NOTE: These are just my guesses on what cars you win for each track. I'm not
sure exactly what car you win for each track, but these are my presumptions.

Track	Car(s)
Tahiti Road	Aston Martin V8 Vantage Ford Focus Rally Car
Midfield Raceway	Dodge Viper GTS Peugeot 206 Rally Car
High Speed Ring	Jaguar XKR Coupe Toyota Celica GT Four Rally Car

Super Speedway	Lister Storm Nissan Pulsar Gti-R Rally Car
Seattle Short Course	Renault Clio Sport V6 24V Mazda Protege Rally Car
Rome Short Course	Ruf CTR 2 Subaru Impreza Rally Car
Red Rock Valley Speedway	Shelby Cobra Daytona Coupe Citroen Saxo Rally Car
Seattle Circuit	TVR Tuscan Speed Six Lancia Delta HF Integrale Rally Car
Rome Circuit	Vector M12 Opel Tigra Ice Race Car
Grindelwald	Venturi Atlantique 400 GT Renault Megane Rally Car
Laguna Seca Raceway	Toyota Celica GT-Four Rally Car
Apricot Hill Speedway	Mitsubishi Lancer Evolution III Rally Car
Trial Mountain Circuit	Mitsubishi Lancer Evolution IV Rally Car
Clubman Stage Route 5	Mitsubishi Lancer Evolution VI Rally Car
Grand Valley East Section	Daihatsu Storia X4 Rally Car
Grand Valley Speedway	Ford Escort Rally Car
Special Stage Route 5	Lancia Stratos Rally Car
Autumn Ring	Peugeot 306 Rally Car
Test Course	N/A
Deep Forest Raceway	Mini Cooper 1275 S MK1
Rome-Night	VW Golf Rally Car

THE "MORE" STUFF BY Dan GC <lbdangc@aol.com>

|Transmission Settings: Increasing the Max. Speed Even Further|

I've gotten E-mail from people asking me how to increase the max speed even further after getting fully tuning-up their car, and after putting the gear settings to their lowest because some cars seem to only be able to go up to 220 MPH or so. What I'm about to tell you will make the car's max speed exceed the amount you think is the max possible.

Well, go to the Machine Test and choose 'Max Speed' to test your car's max

speed. Go to the Settings, go to the Gears Settings, and put all of the gears to their lowest and start the test. See your car's max speed and if you want to increase it even further, quit and go back to the Settings. Push [Start] while highlighting one of the gears to return it to its default settings, and change the gears to their lowest settings again. Take the test again and the max speed should have either increased or decreased.

Now quit and go back to the Settings once again. You see the option all the way at the bottom of the menu with the gears? Well, select it and move it to the right a few, then push X or O to accept. Then push [Start] and it'll return to its default number. Go to the gears and make them the lowest possible. Take the test again and the max speed should have increased.

Note: Don't do this for all cars since the higher your max speed, the less acceleration you have. You can also only do this for the final gear afterwards

```
*****  
***** viii. Tips on how to get fast cash *****  
*****
```

- Buy a cheap car when you start out so you can use that extra money to upgrade that car, or save up for another car.

- Win multiple races. Experiment with different races to see which one you can win easily, and which one gives you the most cash for the win.

- Sell extra cars. If you enter any of the Challenge races, you can win hidden cars. Win these challenges over and over to win cars, then sell those cars for a profit.

- Instead of buying a cheap car, then trying to upgrade it, try to get all golds for some of the license tests, that way you get a high quality car, without spending a lot of money on a used or new one.

- Get All Golds for every license test, or at least the International-C and International-A tests. The reward cars are WELL WORTH IT. Trust me.

- Use the cars you won from the license tests (either the FTO LM Ed., or the 3000GT LM Ed), and enter the Grand Touring Car Trophy Cup. Win these races (preferably the last race), a lot of times so you can get a lot of Unisia Skylines, then sell them for an easy 250,000 CR. If you do this for a while, you'll get a TON of cash.

- This is for non gspro or cdx users that have a "normal" gameshark

Enter this code
800B9320 E0DC
800B9322 115C

When you start your game go to the Honda used lot and go to the car named "--" and it will be the CLK, buy it then turn your shark OFF, it will freeze the game up when you enter a race if you dont turn the shark off.

What I found myself, is that the CLK Race Car, which can be yours for only about 6cr, resells for 250,000cr.

Drop about 24,000cr, earn a cool million. :)

- From: Ben

- If you get the Escudo from Suki, you can race it in the All Star race, the last page of the special events, where there are five races to beat. If you pick the third race, you can get the M12 all the time. I cost is 500,000 credits and is pretty easy.

-From: FoxDenTalon@aol.com

\*\*\*\*\*
\*\*\*\*\* ix. Tuning Info \*\*\*\*\*
\*\*\*\*\*

\*NOTE- The ratings are based on a scale from one to five (\* - \*\*\*\*\*). Five stars is the highest rating something can get.

.....

=====
MUFFLER
=====

Sports

Rating: \*\*

Semi-Racing

Rating: \*\*\*

Racing

Rating: \*\*\*\*

.....

=====
BRAKES
=====

=====
FLYWHEEL
=====

Sports

Rating: \*\*

Semi-Racing

Rating: \*\*\*

Racing

Rating: \*\*\*\*

.....

=====
DRIVESHAFT
=====

Carbon Driveshaft

Rating: \*\*\*\*

.....

=====
TURBO
=====

Stage 1

Rating: \*\*\*\*

Stage 2

Rating: \*\*\*\*

Stage 3

Rating: \*\*\*\*

Stage 4

Rating: \*\*\*\*\*

.....

=====
INTERCOOLER
=====

Sports

Rating: \*\*\*\*

Racing

Rating: \*\*\*\*

::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::

=====

SUSPENSION

=====

Sports

Rating: \*\*\*

Semi-Racing

Rating: \*\*\*\*

Full-Customization

Rating: \*\*\*\*\*

::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::

=====

TIRES

=====

Sports

Rating: \*\*\*

Racing Hard

Rating: \*\*\*

Racing Medium

Rating: \*\*\*\*

Racing Soft

Rating: \*\*\*\*\*

Racing Super Soft

Rating: \*\*\*\*\*

Real Life Tires

Rating: \*\*\*\*\*

Dirt Racing Tires

Rating: \*\*\*\*

::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::

=====

WEIGHT REDUCTION

=====

Stage 1

Rating: \*\*\*

Stage 2

Rating: \*\*\*\*

Stage 3

Rating: \*\*\*\*

Racing Modification

Rating: \*\*\*\*\*

::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::::

This mini-section are descriptions that were taken from the GT 2 Reference Manual.

~~~~~

1.) Muffler

~~~~~

Sports

Combines a less-restrictive replacement sports-model air cleaner with a low back-pressure sports muffler to improve intake and exhaust flow. Ideal as a first-time turbo upgrade. Improves high-rpm torque in non supercharged engines.

Semi-Racing

A competition-grade air cleaner with urethane sponge filter is combined with a low-back pressure muffler designed to enhance engine performance at high rpm. Ideal for large-displacement turbo engines. When using with a non-supercharged

engine, proper tuning beforehand is a must.

Racing

Delivering even better intake efficiency than the semi-racing model, this racing air cleaner with a velocity stack is combined with a high-efficiency straight muffler designed for racing cars that normally operate in the high-rpm range. Suitable for tunings that maximize peak power. Reduces low-rpm torque and so requires proper consideration of engine characteristics, gear ratio, and other factors.

~~~~~  
2.) Brakes  
~~~~~

Sports Brakes

Contains carbon metallic brake pads for dependable stopping power, even during long-distance driving. With far more initial stopping power and fade resistance than ordinary brakes, these brakes are also suitable for endurance races. Brake fluid (DOT 5) is also changed.

Brake Balance Controller

Controls the anti-lock braking system to maintain the desired balance in braking power between the front and rear brakes. Strengthen the front to increase understeer for extra stability, or strengthen the rear to increase oversteer for better maneuverability. Remember that a too-strong rear brake balance increases the likelihood of spinout.

~~~~~  
3.) Engine  
~~~~~

Performance Chip

The most basic upgrade. Altering the Engine Management Program settings allows you to boost power by adjusting engine ignition timing, the air/fuel ratio, and other variables. For turbocharged vehicles, the air filter and muffler are also replaced, for a beginner's-level upgrade.

Full-Engine Balancing

An extensive upgrade that includes piston and connecting rod weight balancing, and a precision-balanced crankshaft. Reduces vibration and bearing loads, and

allows higher engine speeds. The rev limiter is reset to take advantage of this.

Port and Polish

Polishes the interior of the intake ports, reducing air-flow resistance boosts engine power by what may seem a low degree, but is essential for normally aspirated and supercharged engines alike.

NA Tune-up

\* STAGE 1:

Boosts the power of non-supercharged engines by adjusting the ignition and valve timing and by installing thinner head gaskets for a higher compression ratio. The exhaust manifold is also replaced. Peak power is enhanced without affecting low-rpm torque.

\* STAGE 2:

Picks up where Stage 1 leaves off. Not only raises the compression ratio even further with high-compression pistons and head polishing, but also boots high-rpm output by replacing the cams, mounting reinforced valve springs, and Port and Polish. Although low-speed torque is diminished somewhat, the emphasis here is on boosting high-rpm power. The Engine Management Computer is also reset according to your vehicle specs.

\* STAGE 3:

Following up on Stage 2 enhancements, this upgrade completely overhauls the engine to enhance high-rpm performance. Higher-compression pistons, special high-lift racing cams with a large amount of valve overlap, heavy-duty competition valve springs and connection rods, and engine block strengthening are all part of the package. The power band is shifted to the medium to high range to boost maximum horsepower.

Displacement Increase

There's no replacement for displacement. This upgrade raises cylinder displacement by increasing engine bore and stroke. Greater displacement generally boosts the engine's torque in all rpm ranges.

~~~~~  
4.) Drivetrain  
~~~~~

Transmissions
=====

\* Sports Transmission

Replaces a normal transmission assembly with a transmission with closer gear ratios in all five gears. Prevents revs from dropping below the powerband when upshifting, and allows smoother downshifts. Ensures useful power in a variety of turns. Recommended for non- supercharged engines.

\* Semi-racing Transmission

These gear ratios are even closer than those of the Sports Close- Ratio Transmission. This gearbox is ideal for highly-tuned cars with a narrow powerband. Note that upshifting and downshifting will become more frequent. Because of time loss during shifting, this transmission may be counterproductive in cars with high-torque, wide-powerband engines.

\* Full-racing Transmission

For races that permit the replacement of all gears, including the final drive gear. This upgrade also makes it possible to fine-tune the gear ratios according to vehicle specs and circuit features.

Clutch

\* Heavy-Duty Single Plate Clutch

Changes the clutch feeling during upshifting, so that upshifting feels more direct than with a normal clutch.

\* Twin Plate Clutch

This racing clutch kit features dual clutch plates, ideal for high-torque, high-power vehicles. Reduces clutch slippage during upshifting, improving acceleration.

\* Triple Plate Clutch

Featuring three clutch plates, this clutch kit boosts torque transmission and enhances the directness of the power. Ideal for highly-tuned cars.

Limited-Slip Differential (For Professionals)

\* 2-Way Limited-Slip

A limited-slip differential that delivers the limited slip effect during both acceleration and deceleration. Stabilizes the vehicle attitude during braking, thereby permitting even harder braking. Delivers powerful traction during acceleration, but clearly makes turning more difficult and so is suited to drivers who are skilled at turning.

\* 1.5-Way Limited-Slip

Reduces the limited-slip effect during deceleration while maintaining the full limited-slip effect during acceleration. This ensures powerful traction, and during braking, prevents excessive reduction in the force of the car attempting to turn. Free of quirkiness, this is a good all-around limited-slip unit.

\* 1-Way Limited-Slip

This limited-slip activates the limited-slip effect only during acceleration, and so is suitable for front wheel drive vehicles, which are difficult to turn under any conditions. The absence of the limited-slip effect during braking makes it possible to maximize turning power. However, the tendency of the vehicle to lose stability during braking should be noted. The shortcoming of this type of limited-slip is that vehicle characteristics during acceleration change greatly when the accelerator is released to decelerate.

\* Full Customization

This special racing modification allows independent adjustment of the limited-slip effect during acceleration and deceleration. Although capable of greatly changing a car's performance, this modification requires careful adjustment as improper adjustment can destroy the car's balance.

Flywheel

\* Sports

A lightweight flywheel made with chrome molybdenum steel. Lets the engine rev more quickly. Improves acceleration slightly, but with narrow-powerband engines, revs may drop below the powerband unless a close-ratio transmission is also used.

\* Semi-Racing

Even lighter than the sports type, this flywheel is especially designed for racing. Makes for a quick-revving engine. Improves acceleration slightly, but with narrow-powerband engines, revs may drop below the powerband even more easily unless a close-ratio transmission is also used.

\* Racing

A super-lightweight flywheel exclusively for racing. Makes for a quick-revving engine that also drops revs quickly. Improves acceleration and deceleration, but with narrow-powerband engines, revs may drop below the powerband unless a close-ratio transmission is also used and the driver can master the proper shifting technique.

Driveshaft

\* Carbon Driveshaft

A lightweight driveshaft made with a carbon composite. Situated between the engine and the differential gear in front-engined, rear wheel drive or all wheel drive cars, the driveshaft is just as important as the flywheel for acceleration performance.

~~~~~  
5.) Turbo  
~~~~~

Turbo Kits
=====

\* STAGE 1:

A turbo kit that uses a compact turbocharger to generate high-rpm torque without sacrificing torque in the low to medium range. Minimal turbo lag and high response combine to create an excellent balance suitable for all types of circuits. Metal gaskets, oil cooler, reinforced oil pump, and other high-durability parts are also installed.

\* STAGE 2:

A turbo kit that stresses high-rpm peak power and low to mid-range balance. Torque in the low range is somewhat low compared to Turbo Kit 1, but mid to high range power is boosted considerably. In addition to metal gaskets, oil cooler, a reinforced oil pump, and other high-durability parts, a fuel pump, injector, computer, and other turbo components are also installed.

\* STAGE 3:

A turbo kit that focuses on quarter-mile acceleration. The powerband shifts further into the high-rpm range than with Turbo Kit 2. For greater effectiveness, this turbo kit should be combined with a close-ratio transmission and other parts. The cam is also replaced with one designed for turbo characteristics. In addition to metal gaskets, oil cooler, a reinforced oil pump, and other high-durability parts, a fuel pump, injector, computer, and other turbo components are also installed.

\* STAGE 4:

An oversized, high-rpm, high-output turbo kit designed purely with maximum horsepower in mind. Suitable for maximum-speed contests, for instance. The cam is also replaced with one designed for turbo characteristics. In addition to metal gaskets, oil cooler, a reinforced oil pump, and other high-durability parts, a special fuel pump, injector, computer, and other turbo components are also installed.

~~~~~  
6.) Intercooler  
~~~~~

Sports

This air-cooled intercooler cools the hot intake air after it is pressurized by the turbocharger. By lowering the intake air temperature, air density is increased, allowing for more fuel to be used and boosting power. An essential part for a high-performance turbo engine.

Racing

Boosts the power of a supercharged engine by lowering the intake air

temperature. The larger capacity increases the temperature-reducing capabilities but slightly lowers engine response. This high-capacity intercooler is a suitable upgrade for engines with a high maximum supercharging pressure.

~~~~~  
7.) Suspension  
~~~~~

Suspension Kits

\* Sports

An all-purpose, beginner-friendly suspension kit that covers all types of driving, from street to circuit. Both front and rear shock absorbers are adjustable to one of 10 damping force levels. Camber angle is also adjustable. Clearence is lowered approximately 1 inch in the front and back. Two-way low-pressure gas shock absorbers (adjustable to 10 levels).

\* Semi-Racing

A ride height-altering suspension kit for intermediate drivers. Spring rate and the shock absorber damping force are harder than with normal sports suspension. Front and rear ride height is adjustable in 1-millimeter increments. Damping force is adjustable to one of 10 levels, and camber angle is also adjustable. Single high-pressure gas shock absorbers.

\* Full Customization (For Professionals)

Enables tuning of all suspension parts. Adjusts shock absorbers, replaces springs with ones with different spring rates, and replaces the stabilizer (anti-roll bar), which controls the vehicle's lateral roll stiffness. Wheel camber can be changed, and toe-in is also adjustable. Shock absorber compression (bound) and extension (rebound) are independently adjustable to one of 10 levels.

~~~~~  
8.) Tires  
~~~~~

Sports Tires

Sports tires are for paved-road driving and have a greater grip than normal tires. Mounting high-performance tires enhances a car's cornering, acceleration, and braking performance and is the most effective upgrade. Purchasing tires entitles you to subsequent tire services for as long as you own those tires. Front and rear tires must be purchased together.

Racing Slick Tires

\* Racing Hard

A set of front and rear slick tires for racing on paved surfaces. These tires have low grip but are made with a durable compound that ensures consistent grip over the long term. Because these tires warm up slowly, use proper caution during the first 2 laps on a racing course.

\* Racing Medium

A set of front and rear slick tires for racing on paved surfaces and made of a special compound that provides a proper balance between grip and durability. Tires heat to the appropriate temperature after 1 lap to ensure high grip. These tires are not as durable as hard tires but last longer.

\* Racing Soft

A set of front and rear slick tires for racing on paved surfaces and made of a special compound that provides excellent grip, although at the expense of some durability. Ideal for time trials, for instance. After only one-half lap, these tires heat sufficiently to provide excellent grip. Limited durability requires more-frequent tire replacement.

\* Racing Super Soft

A set of front and rear slick tires for racing on paved surfaces. These tires, which cast durability to the wind to provide maximum grip, require only several turns to warm up to the point of maximum grip. Caution is required as loss of grip due to wear can occur suddenly.

Dirt Racing Tires

Dirt racing tires, which must be mounted on all 4 wheels for racing on dirt courses. These tires are designed to ensure vehicle controllability on slippery gravel and other unpaved surfaces. Dirt racing tires are available only for certain vehicle types.

Simulation Tires (For Professionals)

A tire that even more closely approximates the characteristic of actual, real-life tires. These tires make driving with the game controller extremely difficult and so provide a virtual experience of real-life driving (as opposed to video-game driving), requiring early braking, careful steering, and delicate accelerator manipulation. This is a set of front and rear tires for paved surfaces.

~~~~~  
9.) Others  
~~~~~

Weight Reduction

\* STAGE 1:

Lightens the vehicle by removing unnecessary parts and relacing others with parts made of lightweight-material. The numerous advantages of a lighter car include enchanced acceleration performance, improved cornering and braking, and better tire durability.

\* STAGE 2:

Lightens the vehicle more by removing more parts and/or replacing more with lighter materials.

\* STAGE 3:

Takes Stage 2 lightening a step further.

Racing Car Modification

Upgrades the car's materials and shape, changes the coloring, and adds aerodynamic parts, which adds downforce to the vehicle. Adjusting the front and rear downforce makes it possible to change the vehicle balance in the high-speed range.

For Professionals

\* Yaw Control System:

This component changes the setting of the Yaw Control System, which generates rotational moment in the vehicle by controlling the distribution of torque between the left and ride drive wheels. Raising the setting creates rotational moment during cornering, making turning easier. Note that too high a setting increases the likelihood of tire spinning.

\* Active Stability Controller:

Prevents spinning due to oversteering by actively controlling the braking power of all four wheels. A high setting stabilizes the car but makes cornering more difficult. A low setting permits greater freedom of movement in cornering but diminishes the spin-prevention effectiveness of the device.

\* TCS Controller:

For adjusting the setting of the TCS (Traction Control System), which prevents wheelspin by automatically releasing the accelerator when a drive wheel is detected to be spinning. Changing the traction control setting changes car's handling. A high setting stabilizes the car by eliminating wheelspin, but may diminish acceleration. With powerful rear wheel drive, a low setting can result in oversteering when the accelerator is being pressed.

1) Q: Do you have to get all golds for every license test in order to open up the hidden car for that License?

A: Yes, you need to get ALL gold trophies for all license test for that specific license.

2) Q: Is there Drag Racing in GT2?

A: NO!!!

3) Q: What's the highest type of trophy for for winning races?

A: The highest ranking trophy or cup is the Silver Cup.

4) Q: How do you get exempt from the License Tests?

A: Go to Data Transfer on the main menu, then go to Convert, then select the Slot with your original GT game data. You can only use it to be exempt from the A and B licenses only.

5) Q: How do I get 100%?

A: You can't. Sorry. :(

6) Q: How come there are Drag Racing cars?

A: I think they accidentally left them in there after either cutting the Drag Racing mode, or before they even imputed the Drag Racing mode.

7) Q: CAN you even get 100%?

A: No, and here's why. Sony of Japan says you can never get 100% done with GT2, because of "production problems". I think it's because of the missing Drag Races, but maybe that's just me. ;)

8) Q: How can you change the speedometer to KPH?

A: From my knowledge, you can't. If anyone out there knows how to do this, please tell me.

9) Q: What is that little yellow and green book-type thing next to my licenses?

A: This means that you have been exempt from that license test. This also means that you've converted your GT1 data to your GT2 data.

10) Q: I heard there was a track called "Motor Sports Land". How do I get it?

A: I have no idea. If ANYONE out there knows of it, or how to open this track up, please contact me, and I'll post an answer ASAP.

11) Q: How do I get "Motor Sports Land"?

A: Okay, here's how: The motor sports track is only accessible in time trial mode. It shows up as track #23 (after Rome night course. I think it is after that course, I'm at work now and not in front of the game.) You unlock it after you unlock ALL the

tracks in arcade mode. The track is HARD!!!!!! It is all turns, as if it meant for go-carts. BUT it is very fun. The replays are the best. Use a car with some power for the best slides into the turns. This track is wicked and very short. Look at the size of on screen course; it's a blur. I am pretty sure this how it is unlocked. I was playing the game opened all the tracks and went to time trial played some other courses then scrolled over and there it was. -From: WILLIECOX911@aol.com

12) Q: How come whenever I race on a track, then go back and race on it again, there's no Track Record, and it's always blank?

A: HmMMMMM, good question. I'm not really sure about this, but I think that track records can only be accomplished in Time Trial mode, and not in actual racing, unlike GT1.

13) Q: Hi brett, what's up! I just read your FAQ on GT2 and it was awesome! I have one question. Is there any way to organize cars in garage(put them in any order i like)?

-From: KeViLeePufff@aol.com

A: Look at Dan GC's GT2 Quick Cash Guide, in the FAQ section, Question # 13. You'll find your answer. :)

14) Q: Now in my mind, should I purchase it or wait? Hard call with some of the bugs and glitches.. Great race game but the part of Lap Records not being saved is a real pain.

Now I have a couple question for anybody out there. They are pretty much looking at the same thing.

Why are all the cups you win silver instead of gold?

Is there a way to get all gold cups?

Has anybody tried and won a game with stock setups (no modifications) or won a game with the simulation tires?

Has anybody tried for all gold cups for the licenses before racing any races? -From: Dennis <theraven@magiccablepc.com>

A: Yes, I think you should buy it now, or let your wife get it for you for your B-day. :) It is a glitched game, but non of the glitches really affect you, except the one where it erases EVERY car in your garage. In case you don't know, there's a glitch where if you go to the Machine Test, and race in it, then save your game (or times) over eight times, all of your cars will dissappear. But other than that, nothing has any type of effect. Most of the others are just annoying. ;)

15) Q: How do I open the Ford GT40?

A: I've received TONS of mail on this, so here's how: Just enter the MR Challenge, and race the third race. If you win, you'll get the [R]GT40 Race Car.

16) Q:hey Brett, its I williecox911 how do you unlock the eiger path track and the palm strip track? I was reading your faq (as usual) and saw that you had those tracks listed. I know on certain the B&A test you race on to unfamiliar courses dealing with please

send some help.

Thanks

Joe <williecox911@aol.com>

A: You can't. They were cut from the final version. Sorry. :(

17) Q: hey, my name is Brent Swanson and I can't figure out how to get my % points up. I have beaten all the races except two and they are the Rome endurance and The Apricot Hill endurance. I understand you can't get 100% but I only show 56.95%. I've won all the races in Arcade mode, but it hasn't helped my score. Please let me know what I must do.

Thanks,

Brent <loganbass1@aol.com>

A: Hmmm, I couldn't tell you, because I'm not that far into the game yet. My suggestion is to complete those Endurance Races, and then see what happens to your % points.

18) Q: What is the purpose of the Super licence? and where could i use that?

-From: TB <boozeimac@aol.com>

A: The only purpose of it is to make you a better driver. :) Seriously though, you can't use it anywhere that the I-A license couldn't be used. The only thing that can be done with it, is when you get all golds for it, then you get a secret car. Oh yeah, and it also opens up the secret Event Generator.

19) Q: How come when I get 100 cars in my Garage, it won't let me aquire any more cars? Is this a glitch?

A: It's not a glitch. It's just that the game only allows 100 cars total in your garage at once, so you'll have to sell some cars to make room for the new ones.

Here are some answers to some of the questions above, from my good friend Cedric <zest9ex@hotmail.com>.

=====

A: Hey, it's me again, on behalf of Brett, i try to answer a few questions:

1) Regard to Sn8k@webtv.net about the Displacement Option, it's there for ONLY the Nissan Skyline. If i'm not wrong, (i tried with a few skylines), Only the Skyline is able to use the Displacement Option, and it's no big deal, it only increased the Ps to another 10 the most.

2) In regard to Engene Sung Question about the prized list cars, (M12 Vector, Escudo P.P....etc) IT'S there already in Brett's FAQ. Besides, i'm the one who send to Brett. Yes, although it's a JP version, that i'm using, more or less it's the same except the difference in wgt and the ps power. As most owners of NA version will know by now, NA version cars had a lesser PS (less from 5 to

Here are some of MY fastest times (on ONE lap):
=====

Seattle Short Course

Car: [R]Mitsubishi FTO LM Ed.

Overall Time: 0:56.767

Top Speed: 163.21 Mph

Sector 1: 0:16.776

Sector 2: 0:16.250

Sector 3: 0:11.632

Sector 4: 0:10.835

High Speed Ring

Car: [R]Escudo Pikes Peak

Overall Time: 0:46.987

Top Speed: 215.25 Mph

Sector 1: 0:09.523

Sector 2: 0:09.380

Sector 3: 0:12.790

Sector 4: 0:13.367

Test Drive

Car: [R]Escudo Pikes Peak

Overall Time: 0:48.550

Top Speed: 249.65 Mph

Sector 1: 0:12.837

Sector 2: 0:12.375

Sector 3: 0:12.021

Sector 4: 0:11.317

Car: Mitsubishi FTO LM Ed.

Overall Time: 0:55.377

Top Speed: 216.34 Mph

Sector 1: 0:14.859

Sector 2: 0:13.914

Sector 3: 0:13.893

Sector 4: 0:12.585

Hi there.

I've only really made a few half hearted attempts to set lap records on most of the tracks in the time trial mode. The only track I've actually seriously worked on is the test track (More because I was trying to get a top speed rather than lap time).

My record for the Test Track so far is:

Test Course

Car: Suzuki Escudo Pikes Peak

Lap Time: 0:47.113

Top Speed: 259.88 MPH (418.23 KPH)

Sector 1: 0:12.353

Sector 2: 0:12.095

Sector 3: 0:11.586

Sector 4: 0:11.079

One of the things I had to do to get that top speed was to reduce downforce to the minimum setting, and try to combat the lack of traction by altering the suspension. The end result is that I have a car that has a great top speed, but even on the wide turns of the Test track, I still have trouble holding the turns, and you should see the way the car literally jumps and hops as it fights for traction in the turns. I have actually had the Escudo go completely

AIRBORNE

and do a complete 360 before landing again while trying to hold one of the turns. (My dual shock is probably going to burn out if I keep this up much longer). :-)

I'll probably now start working on increasing the handling a bit to see if I can bring the lap time down a bit.

Anyways keep up the good work with the FAQ.

-From: <section\_9@spyring.com>

\*SEND IN YOUR FASTEST TIMES FOR TIME ATTACK MODE ALONG WITH THE TRACK NAME AND WHAT CAR YOU USED\* THANKS!

=====
VI. ARCADE DISC
=====

\*\*\*\*\*
\*\*\*\*\* i. Game Options \*\*\*\*\*
\*\*\*\*\*

Start Arcade

Starts the Arcade Mode.

Replay Theater

Play and manage replay data.

Options

Changed various game settings.

Save Game

Saves your GT2 data to a memory card. Uses up 4 blocks of your memory card.

Load Game

Loads a previously saved GT2 file.

Communication

Use this mode to combine time records or buy and sell cars between two memory cards. Use this to load your home garage.

\*\*\*\*\*
 \*\*\*\*\* ii. Strategy Guide \*\*\*\*\*
 \*\*\*\*\*

Actually, this isn't much a strategy guide at all. The Arcade mode is so simple, there's only a few things to do to beat it. Here they are:

- Get all the Licenses in Sim Mode to open up all the tracks in Arcade Mode.
- Beat each track on Normal difficulty to win a car for each type of car (A, B, C)
- Use your best car from Simulation Mode to win the races in Arcade Mode. To do this, load your guest garage and load your car. This makes the Arcade mode SO much easier if you have a great car that's powerful. :)

=====
 Cars you win for beating Arcade Disc
 =====

\*NOTE: These are just my guesses on what cars you win for each track. I'm not sure exactly what car you win for each track, but these are my presumptions.

Track	Car(s)
Tahiti Road	Aston Martin V8 Vantage Ford Focus Rally Car
Midfield Raceway	Dodge Viper GTS Peugeot 206 Rally Car
High Speed Ring	Jaguar XKR Coupe Toyota Celica GT Four Rally Car
Super Speedway	Lister Storm

	Nissan Pulsar Gti-R Rally Car
Seattle Short Course	Renault Clio Sport V6 24V Mazda Protege Rally Car
Rome Short Course	Ruf CTR 2 Subaru Impreza Rally Car
Red Rock Valley Speedway	Shelby Cobra Daytona Coupe Citroen Saxo Rally Car
Seattle Circuit	TVR Tuscan Speed Six Lancia Delta HF Integrale Rally Car
Rome Circuit	Vector M12 Opel Tigra Ice Race Car
Grindelwald	Venturi Atlantique 400 GT Renault Megane Rally Car
Laguna Seca Raceway	Toyota Celica GT-Four Rally Car
Apricot Hill Speedway	Mitsubishi Lancer Evolution III Rally Car
Trial Mountain Circuit	Mitsubishi Lancer Evolution IV Rally Car
Clubman Stage Route 5	Mitsubishi Lancer Evolution VI Rally Car
Grand Valley East Section	Daihatsu Storia X4 Rally Car
Grand Valley Speedway	Ford Escort Rally Car
Special Stage Route 5	Lancia Stratos Rally Car
Autumn Ring	Peugeot 306 Rally Car
Test Course	N/A
Deep Forest Raceway	Mini Cooper 1275 S MK1
Rome-Night	VW Golf Rally Car

.....

VII. SECRETS/CODES

.....

\*NOTE\*- These codes may only work with a 3.2 version Gameshark or higher.

SIMULATION MODE CODES:

A TON OF CASH

801D0FC8 E0FF
801D0FCA 0098

ALL GOLD LICENSES B

801CC760 0400
801CC804 0400
801CC8A8 0400
801CC94C 0400
801CC9F0 0400
801CCA94 0400
801CCB38 0400
801CCBDC 0400
801CCC80 0400
801CCD24 0400

ALL GOLD LICENSES A

801CC0F8 0400
801CC19C 0400
801CC240 0400
801CC2E4 0400
801CC388 0400
801CC42C 0400
801CC4D0 0400
801CC574 0400
801CC618 0400
801CC6BC 0400

ALL GOLD LICENSES I-C

801CBB34 0400
801CBBD8 0400
801CBC7C 0400
801CBD20 0400
801CBDC4 0400
801CBE68 0400
801CBF0C 0400
801CBFB0 0400
801CC054 0400
801CB428 0400

ALL GOLD LICENSES I-B

801CB4CC 0400
801CB570 0400
801CB614 0400
801CB6B8 0400
801CB75C 0400
801CB800 0400
801CB8A4 0400
801CB948 0400
801CB9EC 0400

801CBA90 0400

ALL GOLD I-A LICENSES

801CADC0 0400
801CAE64 0400
801CAF08 0400
801CAFAC 0400
801CB050 0400
801CB0F4 0400
801CB198 0400
801CB23C 0400
801CB2E0 0400
801CB384 0400

ALL GOLD SUPER LICENSE

801CA758 0400
801CA7FC 0400
801CA8A0 0400
801CA944 0400
801CA9E8 0400
801CAA8C 0400
801CAB30 0400
801CABD4 0400
801CAC78 0400
801CAD1C 0400

Honda's Deal

CLK Race Car:

=====

800B9320: E0DC
800B9322: 115C

B7 lic test Integra Type R 98 Spec:

=====

800B9320: 3718
800B9322: 120D

Volkswagon Polo

=====

800B9320: A1D8
800B9322: 1181

none of these cars are available through regular means in the game, after entering the desired code, go to the Honda used car lot and the car will be there for around 5 to 7 K. after purchasing the car you want go back to the main menu to save as the game will lock if you try to race with the code still on. this code can be used to buy any car in the game, there are a couple others that i dont have the mods for right now... like Honda NSX's that CAN take a race mod and a few others.

Unlock Everything In Arcade Mode

=====

50000AD2 0000
801C93F8 0505
301C940C 0005

Race Any Care In Any Series (regardless of HP, drv, trn, etc, etc...)

=====

D00148E0 000C
800148E2 1000

Start on Lap...

=====

D00A99AC 0000
800A99AC 00XX

fill in the blank with lap number: endurance

=====

60 = 3C
50 = 32
40 = 28
90 = 5A
99 = 63
30 = 1E

-From: "Frederick Pellissier" <memnoch\_td@hotmail.com>

Stop Race Timer (Really helpful for license tests)

=====

8002F810 0000
80046E84 0000

Turbo Boost (\*You must have GS 3.2 or higher)

=====

d00a9228 4000
800a99de 0020
d00a9228 4000
800a99da 0020

-From: WONDERPILL

.....

VIII. GLITCHES, COMMENTS, & COMPLAINTS

.....

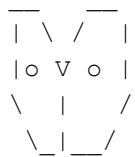
Even though it's tough for me to admit it, GT2 is a glitched game. A VERY glitched game, since it was rushed out to the market in time for the holiday rush. There's only been one thing that I've heard of, so that's the only one that I'll post right now. If anyone out there has some kind of glitch or something that could've been fixed in the final version of the game, send them to me at thebeefycow@hotmail.com. Thanks!

GLITCHES

So far, the only thing that I've heard of as of now, is that you can't get 100% of the game completed. Sony of Japan recently stated that because of a production problem, it is NOT possible to get 100% of the game done. The highest possible percentage is 98.2%. I'm pretty sure that the other 1.8% HAS to be the drag racing mode that was apparently left out of GT2. :(

I was racing one of my licence tests yesterday and I missed out on Bronze by 0.036 seconds. Bad luck I thought, that'll teach me for being so crap (well it was my first go on a I-B licence). What am I on about? Well...

Instead of the game displaying "Failure", it displayed "Get Kid's Prize" with a sort of flag mascot of Green/Yellow (with two black dots/eyes on it) in this sort of shape:



Green | Yellow

Any help as to what this means, achieves, reveals or anything else would be appreciated. -From: Matt Sephton <matt@ewtoo.org>

Hi Brett-

Here's a glitch for you to use in your FAQ - and it's one that bugs me like only the little things can. The track lengths listed are, well, not incorrect, but have the wrong unit attached to them. (Uh, he-he, he said "unit.") It's pretty obvious when you do the math that the tracks were measured in meters, then they decided to convert that to feet for the American audience, so they put "feet" in where they had "meters," then they shipped the game without actually converting the numbers.

The glaringly obvious example, and the one that made me notice the mistake, is the Test Track. The length of the straightaways (each one has to be at least 1000 meters, making their combined length at least 6200 feet) is longer than the listed length of the whole track! -From: Chris White <pentachris@worldnet.att.net>

Hey there!

I haven't had my GT2 real long or much playing time, but I have noticed a glitch on the tachometer. When I race in the arcade mode. (this is mostly what I have been doing do far) The tachometer will get either a red or brown box behind it.

When it is red, you can't tell what the redline on your car is. The brown is less common, but they both happen. It can come and go, or stay the entire time you are racing. At first I felt like it was telling me when I had blown my chace of first place, cause it would happen after I lost control, but I think that is pretty foolish. There just seems to be no pattern. The strange part is my friend's playstation doesn't have this problem. I have my playstation at a friends house where we have two playstations hooked up to two T.V's side by side. My playstation is an older one I bought used awhile back. Its really slow, but works fine. My friends is a brand new one he just got. Could it possibly be that my system is older and less refined that this occurs? Have you heard of this before? Please respond to both <mailto:dheming@aol.com> and dheming@icallinc.com Thanks -From: "Dan Heming" <dheming@icallinc.com>

I have a couple of bugs to give you. First is the cars in you garage getting erased or renamed after doing a machine test. When you fill up the time slots in the machine test and run a car multiple times. Say you do a time trial and get ranked, then tune your car and try again, and don't beat it (out of ranking) you return to your garage and the cars are deleted or renamed to no name. Alot of people apparently are having this problem.

Another bug is in the Event Generator, the Normal race is misspelled Nomal. The Car Wash saying that it costs 5000cr is another bug, although it really only charges you 50cr.

These bugs are in the American version, don't know of the Japanese version has the same problem.

Also, there have been talk about 2 American versions being distributed. One dated 10/12/99 (bugged) and the other 10/19/99 (not bugged). Mine is 10/12/99. Although this hasn't been proven yet.
-From: Keith Peterson <keith.peterson@ni.com>

Not really a glitch, but rather a theory, so here goes:
=====

Consider this. It may not be the proper explanation, but until I hear a better one, I'll go with this. Based upon my experience with GT2, each time you first win a particular simulation mode race, you earn an additional 0.45% towards your potential 100% completion status. Obviously, additional wins of the same race don't contribute towards your 100% goal. Having achieved 98.2% (without any hacks I might add - not bad for an old "geezer"), I noticed that the only races not to have a trophy are the four event generator races. Well, as you know $4 * 0.45\% = 1.8\%$. Yes, the very difference between 100% and the 98.2% that we have as our "practical" maximum percentage.

The theoretical 100% maximum could possibly be achieved IF GT2 PERMITTED IT, but consider what MIGHT be involved in doing so. Would we have to win all four event

generator races with every car we own?, with every car in GT2? (I've heard that's ~450 in the NA version?), or win every possible randomly generated combination of races with every car in GT2? I don't know, but you do the math. Don't forget that the 4th and most difficult of the event generator races consists of 5 races. Would we also have to beat every permutation (yes, they can be permutations and merely combinations) of 5 races with every car. I haven't even thought about the numbers involved? Long before we could ever win that many races, GT2000 or whatever they're going to call it will be out and we'll both be playing that instead.

Many thanks,

pj

-From: Paul Johnson
Senior Software Engineer
Sikorsky Aircraft
pjpj@freewwwweb.com
pj@darkstar.sikorsky.com

And here's another small theory from the same man:

=====

As far as the cars one wins in many (all? - not sure since I have only run 1100+ races and am not sure of all the criteria that GT2 uses to award race prizes, i.e., cars), it seems that, in the Special Events at least, any of the three cars for a particular special event can be one in any of the that special events races.

I have won three different cars by repeatedly winning a particular Special Event race. I have done this with several of my favorite Special Event races. Have never won more than three different cars for the same race however.

Many thanks,

pj

Paul Johnson
Senior Software Engineer
Sikorsky Aircraft
pjpj@freewwwweb.com
pj@darkstar.sikorsky.com

Pretty cool theories huh?

Here's a response regarding Kieth Peterson's idea on there being TWO versions of GT2:

=====

Hello. I tend to agree with Keith Peterson when he mentioned that there is a possibility of 2 versions of the game that have been released. I got GT2 for my birthday a week ago cuz it was sold out in my area for Xmas. Any ways, my friend got his the day it came out. Now here is the trick. Gameshark and Xplorer codes work on his copy of GT2, but not on mine. Mine locks up on the title screen

every time I try it. Not that I really need the codes, but my friend needed them for the Tests. Also, on my copy, I haven't had any glitches (I'm 50% or so done) and I have done Machine tests and time trials. I will have to check with my friend's copy. And I would point out that the 1st GT had 2 versions (1.0 and 1.1). Just thought I'd contribute. Besides the little things, GT2 is still the best. -From: Michael Henders <themaimman@altavista.com>

Hi:

Regarding the kiddie prize, I was racing through my S license, on the last one, apricot hill raceway, I missed the bronze less then 0.01 sec, but it still a failure. I missed the time again on next time, but I aquire the kiddie prize. -From: esung@ix.netcom.com

Here's one:

Every now and then you will be in a race that has, let's say a maximum of 392 HP for the cars, and yet there is a computer car that ahs well over that HP limit. Now ay to even get close to that particular car. Exit the race and come back and that overpowered car is not there and you then have a chance to win.

Here's another: Maybe not a glitch:

You buy a brand new car for 440,000 credits and never get in the car, never drive it or modify it. Simply park it in the garage. Go back to the garage later and its value has depreciated to about 25% of what it was when you bought it. I don't know if this is a glitch or not, but it sure does cost you a lot of coin.

One more: Maybe not a glitch:

If you do an upgrade on a car, you can only upgrade once for a particular item. Be careful how you increase power because if you exceed the HP limit for a race by 1 HP, you can race there and may not be able to de-tune the car.

And another: This is a glitch:

Sometimes when you see the HP rating for the car that you want to buy you will do so because you know it will be the best car for the race, since it has just a tad bit less HP than the race allows. Great! But - after you actually spend the bucks on the car, you find out the actual HP for the car is 20 or 30 HP more than the course allowed and you are overpowered for the course, without even upgrading the car! Frustrating, especially when you spend a million credits on a car and can't use it when you want.

Fastest Car:

Fastest Car I have found is the Suzuki Escudo - cost 2 mill, is made for the Pikes Peak Hill Climb, has 981 HP, front and rear turboed engines and weighs about 1,760 lbs, is 4WD and totally fast. The only car that can beat it is the computer Escudo at the Pikes Peak race. I have to work on that race.

On the test track (turbo oval) this car can be tuned to hit over 250,

maybe a bit more.

Get this car as soon as you can - you won't regret it!

Another car to get early is the Nissan 390 GT road car. Very quick and comes with a lower HP rating (about 370) to begin with, although it can be increased to about 837 HP. Also very light, mid engined and pretty much can blow the doors off anything, except for the Escudo.

The Ford Saleen Mustang is also quick, but no match for the Escudo, on any course.

There is a HKS Drag car, 1,011 HP, 4wd, about 2700 lbs. and is very fast on the test track, but the Escudo blows it away in the low end, high end and especially in the curves. Mid range and the drag car will shoot past anything, but just drive the Escudo once and you'll be hooked!

Another Glitch:

Sometimes the game seems to "float" a bit when there is a lot of activity on the screen. Makes it hard to control the car, but usually doesn't last too long.

Overall, this is a fantastic game - the best I have ever played, by far!

Also, I have not confirmed this, but word has it that if you purchase every car on in the game and buy them all in black (where possible) you will be awarded with a McClaren F1, which in real life is a basic rocket on wheels. That is what I am doing now and have two more Cities to purchase. you have to buy and then sell, as the garage will only hold so many cars. With the way the car value drops it makes it tough to do this, because when you spend 3 million credits on cars, you only recoup about 800,000 when you sell them. So you just have to run the Escudo on the test track, pick up a quick 50k and maybe the drag car that is worth 250k, sell it and continue to build the credits back up.

One more: Maybe not a glitch

If you do an upgrade on a car, you can only upgrade once for a particular item. Be careful how you increase power because if you exceed the HP limit for a race by 1 HP, you can race there and may not be able to de-tune the car.

Great job in putting this FAQ together !! -From: Neal Jackson
<njacks@cybertrails.com>

Alright...have I got a glitch for you. Perhaps this glitch is only present in my copy of the game (my roommate works at a music/video store and we have the stores first copy of the game) but this one is simply awful.

Have you tried playing a 2-player game yet? Well when my roommate and I tried we discovered something terrible. When I finished the race (about 30 seconds ahead of him, player 2) the screen darkened and it displayed a message about player 1 winning the race. However, player 2 had not crossed the finish line yet! And....the screen stayed dark while player 2 was attempting to finish the race. Not until he finished the race did the screen lighten up, and the game

displayed

another "end of race" screen. So...if one person on a two person race finishes way ahead of the other one...watch out! The loser will still HAVE to finish the race! Either that or quit.

Please try it out...tell me if it does the same thing with your copy, and let me know!

-From: D. Neil Crawford

Here are some statements about some of the glitches as well as some comments from a friendly reader:

=====
Thanks for the FAQ. I've been playing for 2 weeks, and this is the best racing sim I've ever seen. I was thinking of getting a guide, but your FAQ saved me the time and money. Basically, all I needed to know was what to do to get all the bonus cars - I haven't had to buy a car yet - just get all the gold licenses. Once I got the GT-ONE, it was all over. But more to the point:

I wanted to comment on a few of the things in your FAQ:

The Game days are not actually the amount of time that you spend playing the game. It's actually a record of every time you have attempted to enter a race. For example: If you go to Race, and you go through all the menu's till you get to the one that says "START RACE," then instead of starting the race, you exit, this will add one day. It's the same as if you actually raced. This also happens every very time you go into the License area, to the point just before you go for a spin. As soon as you exit out of that area, it will add one day. So conceivably, you could get all 6 licenses in just 6 days, as long as you don't exit the license menu until you've completed all 10 tests for a particular license. Try it.

One thing to note about Turbo Kits - you can only buy them for cars that already have a turbocharger. The CRX is an N/A (naturally aspirated) car, so even though you may be able to buy them after-market, you can't get them on the game.

I'm pretty sure that you can change from MPH to KPH, but I'll look into this and get back to you.

Motorsports land is found in arcade mode after getting some of the Licenses - I'll tell you which one when I look into it more. However, you can only play it in Time Trial mode. Check your arcade bonuses for the track name if you have all the licenses.

GT2 doesn't have all the glitches your FAQ suggests that it did, but then I may have the newest release code.

I wouldn't call the Kiddie Prize a glitch - It sounds more like programmers messing around. I've never seen it, but it sounds more like a secret prize for the lucky few.

In reference to the "glitches" as stated by Neal Jackson

<njacks@cybertrails.com> where a car that you buy actually has more horsepower than the listed rating when you bought it. You will only find this when buying used cars. One thing to realise is that this game is an attempt to simulate real life. In real life, you don't know the HP of a used car that you are buying, unless you have a dyno at home. The car may have been abused, so it has less HP than when it was new, or it has been modified, so that it has more. When you buy used cars in GT2, you will see that the prices for the same car may vary by a few thousand. This could be because of the color, but most likely it's because the used car has had some wear and tear, or some modifications. The listed HP is the advertised rating for the car when it was new, so all the cars of one type will have the same reported HP, but the price will vary, as will the actual HP.

Also, in real life, when you buy a car, and drive it off the lot, it will depreciate by several thousand dollars. They have incorporated this in GT2.

The "Floating" that Neal describes may be a hardware problem, and not a problem with the code. I have never encountered this, and I have a fairly old playstation. What we need to note is the GT2 takes advantage of almost 100% of the PSX capability. If the game is run on an older, slower playstation, it may get bogged down trying to keep up with all the action.

And we all know about the situation in Player 2 mode where the loser has to finish to end the game as described by D. Neil Crawford . This is not a glitch, but clearly the way that the developers intended it.

I would suggest that you have an alternate section in your FAQ for notes that include the parts that are described as glitches, but are actually not. Clearly people should be made aware of these aspects of the game that are not addressed in the manuals, but if you call them glitches, people may get the wrong idea. Especially when something that you call a glitch is a positive dynamic of the game, such as unpredictable used cars. I'd hate to see this game get such a bad rap when it's undeserved.

But I will say one thing that bothers me about the game. On the game manual, you see a view of the dash of the McLaren F1, but it's not included in the game. If Neal Jackson is correct, that you can get the F1 by buying and selling then buying again every car, I'd like to be the first to know about it. Then I'd have nothing to complain about.

-From: Josh

Those are some very well thought out statements about the "glitches", and in regards to adding an alternate section, I've just decided to change the name of this section from "GLITCHES", to "GLITCHES, COMMENTS, & COMPLAINTS". =)

Alright, this is an odd one, and it sure surprised me, and i want to know if it happened to anyone else. My R GT-40(GULF) was in the first car slot. Anyway, i left it there for a while, and made my way through the game. I went back to race it, and suddenly the horsepower went from it's usual 490-something, to 10,579. Yes, i'll spell it so you know i didn't mis-key that. Ten thousand, five hundred seventy-nine horsepower. I thought "WHOA! WHAT DID I PRESS?!" However, when i tried to take it on the course, it locked up the game, forcing me to reset. I

had to sell the GT-40, and win it back again. The glitch seems to have no real purpose, just to screw you out of a good car. It's an American Version of the game that i got for christmas.

-From: <DaBigBadBacon@aol.com>

Okay, here's my own glitch, but I'm not really sure if it IS a glitch, but I thought I'd put it here anyways:

I was racing on Rome Short in Arcade mode, with a Ford Mustang. As I was coming around the last turn before the finish line, my transmission just failed on me or something. I just stayed in 2nd gear for about 1 min., and I was going about 28 MPH. I couldn't go past that max speed until AFTER I braked, went into reverse, and then put it back into drive. I'm not sure if that's a glitch or not, but I think it was. :)

-From: ME (Brett)

I found something that I thought was pretty weird.

I bought a Dodge Intrepid ES and all of the modifications for it (including the racing modification). I then found out that the horsepower does not match the body of the car. I think that this is one of the cars that was meant to be one of the Drag racers.

-From: <Deth105523@aol.com>

Here's a glitch:

It is the race against the "rally car" car, but i know the race is at the tahiti maze. Anyway, as soon as you start off (in my game, at least) the opponent car swerves off to the side, hitting the wall and stays there for the whole race. I got 10,000 dollars free every time i raced it, so im not complaining, i guess.

-
From: Thehamburgla@aol.com

After winning the final race in sim mode and saving when I went to the arcade mode I made the mistake of hitting load visitors garage, and it filled up

my garage with 100s of RX-7s that were worth from 0-1000000 creds and had HP ratings from 0 to 1100, most of them wouldnt work when selected and basically messed up my save. I havent had any luck in reproducing this problem. -From: Psycorobl@aol.com

Hello,

Your faq said to e-mail with glitches or questions, so here goes...

First...I was playing yesterday trying to get Gold in all the license tests, when i noticed something peculiar.

When playing the braking exam in "B" license (nissan skyline) I received a time that was exactly .023 off the mark.

"Pretty close" i thought. "I'll just brake a tad earlier. Well, I received the exact same time for the next five more try's. Huh?

I was thinking this was either a glitch or a huge coincidence. That's until i had the same thing happen on multiple license tests. And not just the braking tests. I never noticed this before, of course, i never had to play the license tests repeatedly (I passed them relatively quickly the first time in December.) Was wondering if this was a glitch or something more sinister?
-From: ninja@fuse.net

im a fellow gran turismo nut. i bought the game when it came out and have been playing it a lot. i bought the escudos pikes peak car and won a bunch of races with it. then i took it to the machine test. i out the auto adjust gear ratios at 23, then slapped on the super soft tires. i raced it and topped out at 256, then to my suprise i went to my garage and found that i had 520 new cars, all of them called "No Name No Name" what the f\*ck is that? i clicked on the car and the game locked up and the screen went blank. i tried the speed race again and this time when i went back to my garage i had no cars, i did it again and i had all those cars back again. try this out and see for yourself and tell me what you think. -From: YSFB83@aol.com

Hi Brett

I have the Japanese version
I bought it around mid Dec
I also have the same problem with Keith's game
one time I already have 60 cars (I used gameshark for the money), I went to the test tracks (400 m), I used the Suzuki Escudo, it ran 8.30, after that I saved my game and then it was all gone.
-From: "Andry H Sonwelly" <nsx\_t@mailcity.com>

I found a way to race a car that has gone over the hp limit on a race. Its a bit inconvenient but it works. Ok, you can change the settings on your car... what stage turbo, racing/sports or normal muffler to chip or not to chip etc... by going to a free race or a race that allows your hp then going to settings and changing the specs for your car then exiting that race. Then go to the track that you wanted to race with the limit after you took out the upgrades. ^\_^
-From: Noel / Rigel <noelrigel@earthlink.net>

Here are some responses to some of the "glitches" above:
=====

1) About the cars disappear after you had race at the Machine test and got Out of Ranking, mine didn't had this problem (mine was the Jap import version).

2) About the Normal spelled incorrectly under the Event Synthensis Race, it did spell incorrecly too in the import version. For the wrong spelling, they are Japanese and they are like Chinese, so the way they spell may came from the

3) The 5000 cr for car wash is also too in the import version. About the 5000cr, remember in GT1, the car wash was also 5000cr, but then GT1 manage to show the dullness of the car in your garage. GT2 can't, guess the disk can't hold so much details.

4) About the 98.2%, ok, this theory is that Polygophy co want to make GT2 as realistic as possible, and in fact Crash Team Racing (when finished) got 105%, so that's why they placed @ 98.2%, and definely not everyone could get hold of every car, Did anyone manage to find the rare Subaru 22-GTB

Note: Info come from <<http://psx.ign.com>> (under the letter section)

5)Regarding to Neal Jackson about this "glitch", the deppreciation of the car, look, nobody got the same deppreciation cost after you sell your real-life car (in your real gargage), He sell for 50% depprecaition, you sell for 40%, and your had a accident, and his maybe re-overhaul his entire engine for better performace (like what Josh <njacks@cybertrail.com> said. And i agree with him.

6) Upgrade the car wrongly can't goes back and race..Please did Neal ever play GT1 before, doesn't he know that he should just go to the UNLIMITED PS races to modify, especially for cars over 700ps like Escudo Pike Peak Ver. This is definetly NOT a glitch, it's a complaint.

7) This one is not a glitch, just that like JOsh said the car original ps is unsure, especially the used and Special cars, so you had to take a risk, but this mini guide will tell which cars had what ps below:

\*NOTE: This mini-guide can also be found in the Walkthrough section.\*

(These are ALL special cars):

Name of Car	PS (HP) @home	Drivetrain
-R-Subaru Impreza Rally'99	- 483 -	4WD
-R-Penzoil Nissan Skyline	- 712 -	4WD
-R-Dahatisu Storia Rally	- 433 -	4WD
-R-Volks Beetle GT	- 456 -	4WD
-R-Audi TT LM	- 552 -	4WD
-R-Opel Tigra Ice Rally	- 532 -	4WD
-R-Alfa Romeo 155 Touring	- 552 -	4WD
-R-Toyota Corolla Rally	- 426 -	4WD
-R-Mitsi. Lancer EVO VI Rally	- 434 -	4WD
-R-Ciroen Xsara Rally	- 384 -	4WD
-R-Peugeot 206 Rally	- 467 -	4WD
-R-Lancia Delta S4	- 393 -	4WD
-R-Mitsi. Tai Trampo FTO	- 384 -	FF
-R-Mini Cooper 1275	- 243 -	FF
- Lotus Elise GT-1	- 622 -	MR
-R-Lotus Esprit GT-1	- 586 -	MR
-R-Jaguar XJ220 Race Car	- 549 -	MR
-R-Vector M12 LM	- 689 -	MR
-R-Renault Espace F1	- 830 -	MR
-R-Jaguar XJR15 Race Car	- 477 -	MR
-R-Honda S2000 Gt-1	- 586 -	FR
-R-Dodge Viper Team Oreca	- 700 -	FR
-R-Subaru Cusco Impreza	- 460 -	FR
-R-Mazda RX-7 Aspec LM	- 549 -	FR
-R-Mazda RX-7 LM (GT-C)	- 566 -	FR
-R-Mazda Advane RX-7	- 453 -	FR
-R-Toyota Castrol Tom Supra	- 696 -	FR

-R-Mobil 1 NSX	- 617 -	MR
-R-Raybrig NSX	- 617 -	MR

This cars are able to be brought: and tuned to MAX HP(muffler/NA/Turbo etc):

Tuscan Speed 6	- 559 -	FR
Honda S2000	- 370 -	FR
Toyota Altezza 280T	- 417 -	FR
Dodge Viper GTS	- 716 -	FR
BMW 328i Sedan	- 376 -	FR
Mercedes SLK 230	- 430 -	FR
Mazda RX-7 RS'99	- 643 -	FR
Covette 427'69	- 626 -	FR
Covette '95 ZR-1	- 652 -	FR
Aston Martin DB7 Volante/Coupe)	-539 -	FR
Mercedes AMG E55	- 504 -	FR
Mazda Miata 1.8 VS/RS	- 274 -	FR
Suzuki Cappucino	- 190 -	FR
- Toyota GT-ONE Road	from 602 to MAX 989	MR
- Nissan R390 GT1 Road	from 377 to MAX 849	MR
Subaru Alcyone SVX	- 389 -	4WD
IMpreza TypeR Ver. V	- 479 -	4WD
Nissan Skyline R34 Vspec	- 785 -	4Wd
* Mitsi. Lancer EVO VI GSR	- 602 -	4wd (Sorry to disppoint you): (
Volks Beetle 2.0	- 376 -	FF
Lancia Delta HF Coll.	- 480 -	4WD
Lancia Delta HF EVO	- 407 -	4WD
Ruf CTR2 Sport	- 666 -	4WD (One of the great 4WD)
Ruf CTR2	- 629 -	4WD
Ruf Turbo R	- 666 -	4WD (great as CTR2 sport)
Audi S4	- 610 -	4WD
Mitsi. GTO Twin Turbo'99	- 730 -	4WD
Mitsi. Galant VR-4'99	- 459 -	4wd (great for 450ps race)
Ford RS200 Rally	- 491 -	4WD
Honda Civic TypeR	- 336/341 -	FF (depend on luck for PS)
Mazda Demio GL/GLX	- 254 -	FF
Nissan March S.Turbo'89	- 218 -	FF
Toyota Starlet V '99	- 231 -	FF
Mitsi. Mirage Asti RXR	- 243 -	FF
Mitsi Mirage Cyborg ZR	- 237 -	FF (Great <250ps racer)
Dodge Neon ACR/RT	- 287 -	FF (horrible speed)
Ford Focus 2.0	- 394 -	FF
Ford KA	- 177 -	FF
Volks Golf V6	- 354 -	FF
Opel Tigra 1.6	- 240 -	FF (can use both N.A/Turbo)
Lotus Elan '90 S2	- 237 -	FF
Mini 1.3i	- 177/181 -	FF (more expensive Mini)
Citorn Saxo 1.6i	- 268 -	FF
Peugeot 106 1.6	- 211 -	FF
Fiat 500 sporting	- 190 -	FF
Fiat Coupe	- 397 -	FF
Audi A3	- 348 -	FF
Mazda Lantis Coupe	- 316 -	FF
Renault Megane 2.0 16V	- 298 -	FF (better than Neon)
Nissan Sunny VZ-R	- 248 -	FF
Ford Cougar 2.5i 24V	- 520 -	FF (horrible top speed)
Fiat Punto GT	- 217 -	FF
Peugeot 206 GTi	- 378 -	FF

Toyota Vitz F'99	- 194 -	FF
Toyota Sprinter Trueno BZ-R	- 260 -	FF
Ruf CTR Yellow Bird	- 607 -	RR (very difficult to handle)
Dahatsu Storia X4	- 198 -	4WD
Dahatsu Mira TX/TR	- 193 -	4WD
Alfa Romeo 156 2.5 V6	- 470 -	FF (can use both NA/ Turbo)
Honda NSX S-Zero	- 451 -	MR
Honda Beat'91	- 130 -	MR
Mazda AZ-1	- 180 -	MR
Tommy Kaira ZZ-S.Ed	- 283 -	MR
Toyota MR-S	- 258 -	MR
Lotus Elise 190	- 267 -	MR
Lotus Motor Sports	- 333 -	MR
MGF 1.8i VVC	- 248 -	MR
Renault Clio V6 24V	- 513 -	MR

Brett, this above car HP guide should be able to drive finish the Manufacturer's races.

8) Regarding to <Deth105523@aol.com> about the Dodge Interpid ES, the racer body is in regard to a "milder version" of Drag racer as proven by the Drag 180SX/ Drag R33 Skyline. Which is for the missing Drag racing.

9) Brett, may I make a suggestion, maybe you should a section just on future ideas for GT3.

For example: betting on your races, just like in Lamborghini Challenge in SNES. Also, a option on modifying the car in the garage without need to go to unlimited race to modify the PS. Lastly, a option on choosing own paint schemes/decals/wing type etc. And the best is done like THrasher:Skate And destroy (After win races, can get a certain amt of sponsors to sponsor you for your racing and more \$\$\$).

Well done Brett on your FAQ, just hope to able to help you out.

- From: Cedric <zest9ex@hotmail.com>

More Glitches

=====

1) I can confirm the "more powerful" car bug also. When I attempted to race the Trial Mountain Endurance race (30 laps), the Vector M12 Racing Edition showed up and totally blew everything else off the road. I quit the race. I believe that race has a horsepower ceiling of 295hp and the M12 Racing Edition has over 600hp. Yikes! When I reentered the race, though, it was gone.

2) The game has also crashed twice, once on each disc. The machine wasn't running hot, it doesn't skip, and the lens wasn't dirty. It \*may\* have been a glitch in the game, or it may have been a totally random occurrence caused by the machine. I was suspicious because the only other time I've had a game crash on me was with ver. 1.0 of the original Gran Turismo.

3) I've also had a few bizarre experiences with collision detection where my car, no matter which one I'm driving, will suddenly bounce in the middle of a clear lane with no obstructions on the track, without sliding or losing traction in any way, and without hitting anything or being hit by anything (in fact, both

times I had a two or three second lead built up). It's only happened twice, once on Tahiti Road (on the first long straightaway, coming in for lap 2) and once on Seattle Circuit (at the short straightaway just past the railroad crossing). For Tahiti Road, I have to clarify that I wasn't near or in the pit lane, as that surface appears to be bumpy. Again, I'm not sure if it's a bug or what, and it didn't really get in the way of anything, but it was odd to have my car suddenly leap into the air like a frightened dog all of a sudden.

The only other thing I have to tell you about may already be in your FAQ, though I haven't noticed it. It's not a glitch or a bug, it's just a fun little trick to try on time trials and rally races. If you want your course ghost to disappear, just hit select while you're driving and the only way you'll see it is by watching for burning rubber or dust clouds. If you want it to come back, just hit select again. I found this totally by accident this morning and had some fun with it--it makes you paranoid (though you can keep your eye on the course map and the green dot marking your course ghost/rally ghost opponent will still be there). This might work on replays, but I'm not 100% sure of that--I didn't have time to check it out.

Anyway, I hope this is of some use to you in compiling your FAQ (which is very good, BTW).

-From: Scott Miller

Two points i want to make about glitches and problems with Gran Turismo 2.

- 1) I have yet to encounter a problem. I bought my game on January 7th, and I have over 79 cars in my garage (garage value:27,000,000 CR). No cheating either. I believe in the theory that it is possible there are two versions of the game.
- 2) The depreciation of a car isn't a glitch. Also, if a person is wondering why they slow down, or stop and start when racing arcade, they should check to see if the handicap and slow car boost is on.

And now, a comment:

=====
Awesome FAQ...You rank up there with JCulbert in quality and style. I can contribute to your FAQ if you would like, as I have only spent roughly 80 hours on the game, but I am familiar with everything, from dealerships, to how the Wheel shops and Car Wash actually affect your cars performance. (They do.)

-From: Steven Wilson (Xayoz)

Hi.

Probably a can't be reproduced glitch, but here's mine anyway:
Finished a race at Laguna and I was TIED (+0.000) seconds with the second car.
The list of cars (and time difference that follows) has my car as the first
place winner. But when going out of the replay, my car has the result as 2nd
position; and I got the 2nd place prize.

Ciao.

-From: Muljadi Budiman.

Is this a glitch?
Are the BMW 328CIS, turboed and NA? u can turbo it and na tune it.. pretty
weird, that a glitch? i always thought that the INLINE-6 was NA and not turbo..
check it out.. -From: DaLayMan@aol.com

Hey Brett
Sup?

I just wanted to add to the glitches part.
If you use the Castrol Supra LM editon on Seattle Short Circuit using
supersoft tires and set the all gears to the right(faster accel.)
When the car gets to finishes the game freezes causing me to restart my PS. It
happened on my NA version of GT2.
And for the best car list, I think you should take a look at the the Toyota
Road
version in the Special category. ^ ^

\\_/\

Tune it to its best and with the right settings (especially the gear
settings) will make it the best overall car for GT2 (my opinion)

Thanks

-From: Henry <hl\_1@hotmail.com>

Just sat here listening to the wife complain as I spent time to read the FAQ on
GT2. \*sigh\* lol Before spending the money on the game I thought I would go
ahead
and rent the game to see if it wasworth the money. In 6 days of racing the
game
and no cheat codes, I completed just about or over 50% of the races. All that
were left were the Endurance races and the Manufactures Races. Far to easy in
my
mind. Anyways, 2 minor things in the glitches department I didn't notice
mentioned was.

#1) You CAN race in the horsepower rated races with a higher HP.
Yes you can and here is how I have done it. Take your car and get it maxed out
with all the purchasing of upgrades and modifications. Then take it to a FREE
race where the horsepower does not matter. Go to the settings screen and take
the Racing Performance chip out, Set the Muffler back to normal and then take
the Turbo or NA Tune back to the lowest settings. Now go back to the race you
want. Enter it and go to the settings screen. Now first thing you do is to set
the Turbo or NA Tune up to max (might as well blow them away :-p). Then set
the
Racing Performance chip back in if you can (depends on what your horsepower is
currently), and then do the same for the muffler. Right next to the graph on

the lower left on the screen displaying your horsepower/torque, you will see blue text displaying your horsepower and torque. Notice that you can (depending on the car and its ratings availability) you can exceed the max HP set for that race. Not all cars will have this available, but most all you will be able to do this with that you purchase from a dealer or win that can be upgraded. Note: If you have to do this to get every inch of power out of your car just to win, you need to go back and practice your lines, braking and acceleration points (and I use nothing but the Dual Shock controller). #2) On the Trial Mountain race. Has anybody noticed that on the short straight before pit entrance that when you drive down the road to the far right.. Check your mirror! Your driving on Grass!!! BUT WAIT.. The screen in front shows paved road!? Check the mirror.. Yep.. Its grass. Its nothing major but it is a little interesting oversight. Well tomorrow is my birthday so gonna find out if the wife listened to me to wait before getting GT2. If not, oh well. Still gonna blow the computer away. Just to easy. -From: Dennis <theraven@magiccablepc.com>

Another response to a Glitch:

=====
Greetings!

I was reading your GT2 faq on gamefaqs and was reading through the glitched sections and saw this:

4) About the 98.2%, ok, this theory is that Polyphony co want to make GT2 as realistic as possible, and in fact Crash Team Racing (when finished) got 105%, so that's why they placed @ 98.2%, and definely not everyone could get hold of every car, Did anyone manage to find the rare Subaru 22-GTB

Note: Info come from <<<http://psx.ign.com>>> (under the letter section)

The reason the game stops at 98.2% complete is that polyphony was originally going to include a drag racing section. Due to time constraints, it was removed, but the cars (Race Modified Intrepid, HKS 180SX, etc.) were left in. Also, the Impreza 22b-STi only shows up in the used section at the subaru place every 100 days. Just thought you should know.

Warren Milton
<chokinghazard32@hotmail.com>

More Glitches:

=====
Beat The game in simulation mode and watch the ending on the arcade disc when it comes to "Special thanks" it says "special thanps" There is a p where the k is supposed to be...

-From: "Dazog Bert" <dazog@hotmail.com>

Hi,

Well, I don't know if anyone else has had this problem but racing in the 2nd historical car race. Everytime I go to race it a Ford GT40 appears and totally

decimates myself and all the other cars. The hp limit for this race is 295 and I know that the GT40 (not the race version) has over 300. Does this happen to anyone else? I don't remember having this much trouble beating this race in the first game I had (I erased my first game by accident playing Medal of Honor and had to start all over).

Also, someone asked if anyone had the Subaru 22B Sti. I have it. I saw it in the used car lot and bought it, not realizing at the time just how rare of a car it was. The color of it is listed as "555 Sonic Blue Mica". I don't know if that is a typo or the real name of the color. Does anyone one else have this car in the same or different color?

I also had a problem while playing the GT World League race. This problem occurred on my first game that I accidentally erased. It hasn't happened since on my new game. Anyway, I was using an Escudo and noticed that it was significantly more difficult to turn, especially left. I wasn't using simulation tires or anything, just super soft tires. I thought that maybe it was my controller so switched two times. That did nothing because the turning problem still occurred. This problem happened everytime I went to that race, regardless of what car I used too. I couldn't win any of the races in the world league because of this problem either.

I have also had a few occurance of a strange red transparent box appearing behind the tachometer after winning a race. I believe someone else mentioned this happened to them too. It goes away by the next race, but it's an obvious glitch.

Does anyone know if the appearance of certain cars in used car lots is dependent on any factor - such as the number of days or something? I also think it's really annoying that you can't change the settings on your car in the garage. Finally, what's with all replays!!! Does anyone else find those automatic replays really annoying?? Who ever came up with that idea should be demoted or something. There is no way to shut them off either that I know of.

-Paul Gibson

I thought you might want to add this to the glitches, comments & complaints section of your excellent faq. Go to the International-B License test and choose #4: Oversteer 2. If you choose to see a demonstration of this particular test the person in the replay will get an "out of course". The car will stop yet you can still see them pressing the gas & brake and steering. This can be a pain for some gamers who learn from the demonstrations.

PS:

Your FAQ is excellent. It helped me alot in the beginning of the game.

Thanks.

Chris Chaplin

I found a glitch in GT2. I had just gotten my I-A license and I raced the first GT All-Stars race with my Unisia JECS race car. I got first place but when I went to my garage I only owned the car I won from the race. I didn't even own the car I was racing in! -From: "Karin C. Piergallini" <bacardi@mindspring.com>

Some more comments:

=====

Hi Brett:

great work on GT2 faq!

My friend and I also encounter the GT40 bug in the historical cups. We tried very hard to catch up with it, but always slightly slower than the GT40. The only way I win the race is race until the GT40 is not in the line up.

BTW, I notice your IB all gold has 11 entries. I believe each entry is responsible for 1 gold in each of the 10 race, so all you need is 10 isn't it?

I also notice your car list doesn't include the prize cars you won from the races. like Lotus Europa, and those special race cars like Suzuki Escudo, or Vector M12 race car... and the car list seems to be based on the JP version, since in US version GTO is called 3000GT. -From: Eugene Sung <esung@ix.netcom.com>

Okay, I appreciate the help and all, but I have NO idea what this guy is talking about in the second paragraph. Can someone clear this up for me?

Hi, Brett,

i just thought i could make a mini contribution, since i saw your FAQ just now, you say you need help in the Compact class.

Ok, go and buy the Mitsubishi Mirage Cyborg ZR'99, it's no problem under <250 class, besides after the race-mod job, it's weight is below 1000kg. With well-driving skills, should be a breeze to win, except you need a ton of \$\$\$ upfront to tune to MAX (with Racing Muffler/Brake/All the turbo(N.A) etc (no need the professional stuff except the tuned suspension.

As for the Historic class, this is ok, except the 2nd race, where the computer in the Jap import version KEPT using Both Lancia Stratos AND the Ford GT-40 every time even you came out thousands of time until your PSX say sayonara

service to you. The GT-40 has a 310ps which is over even in Jap version. So far,

NO modern car (ST165 Celica/Lotus Sport Elise/Civic...)able to beat it. So, what

i do, was to purchase a '82 Corvette and tuned to about near <300 (294 for US, right? Then, you should able to win with careful driving (looking back to see the competition and cannot had ANY mistake in that race.)

Did you finish the MuscleCar class, it's must be a hoot for using the Escudo P.P, it's so dammed easy.

-From: Cedric <zest9ex@hotmail.com>

1. In reference to buying a car and tuning it too far, just simply go to

Machine

Test or a free race and downgrade your car, it is not a glitch.

2. Being able to buy only one part for a car was also in GT1, and should be removed in GT3. Example, you have a 3000GT used and buy a new one, you haveto go remove all tuned parts from the old one in order to put them on the new one. This is a blunder on the programmers part since each car is seperate and should be able to be individually tuned.

3. I have also seen computer cars with more horsepower enter a race where they exceed the limit. Either it is a glitch or perhaps the computer pulls its cars randomly from a generated list. So perhaps all S-Class cars are grouped together when some are obviously more powerful than others(I'm still waiting to end up racing some Escuado Pike's Peak racers... that will be a great race)

4. This was never addressed in your FAQ but came to my interest in regards to loading data from GT1: Is it possible to also load your cars in addition to data? (I miss my 930hp GTO), although i doubt that it is.

\* A: Nope. Sorry. :-(\*

5. Also, another possible addition to your FAQ could be a best cars for each HP class section, although when it comes to favorite cars many people have already defined that ;) Personally, for less than 345hp I use a Tommy Kaira ZZ3 (slightly tuned) because it handles so well. I have yet to decide on my favorite beef-a-roni car though.

Great FAQ however!

-Dan Piergallini

In response to some of those "Rare Cars":

=====
I was able to get the Impreza 22b STi 98', Toyota 2000GT GT 68', and the 71' Skyline. all of them are found in the used car sections of their respective dealers. I found them there when my days hit 280. they stayed there for about 4 days. the 2000GT 68' is about 115,000cr and the 22b is 55,000cr. I can't remeber the 71' skyline price but it was high. another cool car is the subaru 360. i think it's the only RR car in the game. the small sucker looks like the original vw bug and is fun to drive. i also noticed that in the south city, acura is there but if you read the sign there's no mention of acura. It kinda sucks that they left out the tl...its such a cool car. later.

-From: Michael Magpantay

In regards to a previous post by this reader:

=====
Brett,

I've been playing GT2 more, and I realised that some of the things that I said in my previous note were wrong. Here are some revisions

I bought a Motorsports Elise, and this car can be either naturally aspirated, or turbocharged, so it's not true that you can't buy turbochargers for cars that don't already have them.

Motorsports land is accessible for time trial mode on the Arcade disk after getting the A, B, and I-C Licenses.

I was wrong about the horsepower ratings for the cars. It's true that you can't really know what the hp rating is until you buy the car. And it does appear that color is the only factor when it comes to the variation in price of used cars.

It's not true that the loser has to finish in 2 player mode. If both players have analogue controllers, either one can push x to end the game after either one crosses the finish. If the loser doesn't have an analogue controller, then the winner can push x to end the race after he has passed the finish line, regardless of whether the loser has finished.

Sorry for the confusion.

- From: Josh Allan

Yo Brett

Got to tell you that your Faq is da bomb man. Keep up the good work. It's good to know that there are some people out there that are willing to give the time to put this thing together. Anyways, I thought you might want to check out this site rite here. Apparently Sony is gonna fix all the bugs and resend us a new de-bug version.

<[http://headline.gamespot.com/news/00\\_01/20\\_vg\\_gran/index.html](http://headline.gamespot.com/news/00_01/20_vg_gran/index.html)>

Yo, keep up the good work. Lates

-From: Johnny Phan

Response (from ME)

=====
Yeah, I heard about that too, and I was gonna say something soon about it until you sent me this. But if you go to Psx.Ign, they say that when they called Sony, the person told them that instead of them getting a replacement disc, that you would have to send in your memory card for a two-week process. If that's how it's gonna work out, then I'm not gonna do anything about my Glitched disc.

Here is a cool glitch: USE ANY CAR on ANY RACE. Just for kicks, I tried my Viper GTS on the Luxury Sedan race. It worked! Needless to say, I smoked those sedans! It works on any race I've tried (as long as your are within the HP limit) i.e.

Viper on 4WD tracks, 3000 GT on FR tracks, etc! Enjoy!

Matt Hepworth

glitch@xmission.com

While racing in a two-player Rally Race (I think the track was Tahiti Dirt Route), my sister and I both went off a jump, with me slightly behind her but at a greater speed. I landed on top of her car and our cars sort of "melted" together. My car was larger than hers, so most of what you could see was my car, but her car was quite literally \*inside\*

my own! Apparently, GT2 only bothers checking the \*sides\* of the cars for car-to-car collisions, not the bottoms or the tops, so you can land one car "inside" another as long as the edges don't touch before you hit the ground. The cars don't \*stay\* stuck inside one another, though; after about 5 seconds, I gained a bit more speed, and my sister's car slowly emerged from out the back of my own.

-From: Colin McMillen

Okay, here's my OWN little Glitch:

=====

Now I'm not sure if it was caused by GT2 or not, but this has only happened while trying to play GT2. My glitch? Sometimes, whenever I try to boot up the disc, and the PlayStation Icon is SUPPOSED to come up on a black screen (you know, the second screen before the game starts to boot up), it only shows the copyright stuff, and NOT the PlayStation icon. It's REALLY freaky, and I'm not sure what causes this. Also, sometimes, only the "P" inside the Icon appears, and not the "S" in the background. If anyone could tell me why this is happening, or if it's happened to you, please let me know. Thanks.

Some more responses to some of the "Glitches":

=====

Please....all these mis-spelled words (k instead of P, nomal instead of normal...blah..blah...etc..) should just forget it and just PLAY the game. It's no big deal. It doesn't meant that ONE wrong spelling equal to NO ending or TOTAL LOSS of ALL CARS of GT2, right? If you want 100% PERFECTION, just complain to Sony and Polygon instead. It's only an annoying error by the developers.

The ONLY GLITCH is the Cars got erased after they do their testing at the Machine Test, (i'm felt sorry for them). That's the only problem. Why not go to psx.ign.com to see the solution. Apparently Sony sent an annoucement about the Glitch, they are "willing" to exchange for Non-Glitch disks. Whether it's true, or not i'm not sure.

-From: Cedric <zest9ex@hotmail.com>

Brett,

Good work on the FAQ, first I wanted to submit another small, but non the less glitch I noticed among several other glitches. In the settings menu when modifying the ride height, the measurement is in "in" (inches) The numbers don't correspond to this measurement, otherwise the cars would be about 6 or 7 feet off the ground.

-From: Ramiro Salazar

Hey Brett,

I've played through the game for quite a long time (nearly 200 days). Gt2 is awesome, even though there's a glitch (a lot), but most of all I'm sick of its auto replay at license test since I tried to get all gold(uhh).

I don't know if it's a glitch or just a rare occasion. Here it goes, when I

race

in the Trial Mountain course in GT World League, there's a car that completely stopped at 4th lap. I think it's a [R]Viper GTS-R, this Viper stopped (actually parked for some reason) just after the the L-turn after the first tunnel. I just

realize it when I see it in the course map. What the hack I was thinking may be this car try to sabotage me (can they do that?), but it didn't, when I passed the Viper at the final lap, it just parked like a busted car. My car is a TVR Speed 12. As you know, this car has an incredible acceleration, and since the 1st lap to the finish line, I was in the 1st position. May be the driver just upset to see my Speed 12 going so fast and win the race easily. -From: "Irwan Mudrik" <ir-1@eudoramail.com>

I'd just like to say, great FAQ. I'm glad we have hard working people like you to bring together all this information. Give yourself a "kids prize". (I got one too)

Your document pretty much covers all my complaints about GT2, but I have a few more to add.

First off, no qualifying. This really disappoints me, for the following reasons:

it takes away from realism; you always have to start in 6th position; it gives you less to accomplish; you don't get an extra opportunity for cash; and besides, you always had the opportunity to skip it. Qualifying added to the overall feel of the original GT, and I really wish it would have been kept in. There was just something about going through a five race cup, placing first in each race, AND pole-positioning every time. I dunno, maybe I'm alone in this. On a somewhat related note, is anybody else soooo annoyed that some races have you start off already accelerating? In my opinion, that just KILLS realism. I don't mind this in the license tests, but I can't bring myself to play any race that starts this way. Isn't an integral part of each race the anticipation of engines revving before the green light?

And another thing... I wish the special races would restrict you to actually racing a car that fits in that category (i.e. mercedes E55 in lux. sedan cup). And why aren't there many multi-race cups? (like GT 300, 500) And why can't you race a friend on the test course, or motor sports land, or any of the reverse courses? And why, oh god why, did they leave out Special Stage R11? That was THE

phattest and most difficult course from the original. Weep for the loss of Polyphony's equivalent of Laguna Seca.

Sorry. I went off. Let me just finish with some responses to other people's complaints... To all the people who think automatically showing us the replay sucks, I'm with you. To cedric, who thinks the spelling errors are not a big deal, I'm not with you. The main reason being that they were nearly non-existent

in the original Gran Turismo; why should it be different for GT2? And to all those who lost their garage to the machine test bug, my sincerest condolences. It happened to my friend, and he hasn't been the same ever since. (he saved it after a machine test, not knowing it had erased his garage)

Here's to hoping that Polyphony Digital doesn't release GT2000 until it is completely finished. I'd much rather have it that way.

-From: <slugbait.two@gte.net>

I'd like to tell you about the best damn car in Gran Turismo 2. You were uncertain when you said it in your faq, but I found out for myself. The Suzuki Escudo Pike's Peak version kicks major ass. This car has incredible

acceleration, great top speed and a shorter wheelbase which gives it an excellent turning radius. I faced every free race with this car and I have to tell you, it rocks. It literally sets the track on fire.

The only drawback to this car is its appearance. I mean, don't you think its kinda dorky looking with that oversized despoiler?

I have a question for you, have you ever seen a computer-controlled car stop working? I was playing the apricot hill track when one of the cars stopped running in the second lap. I mean it just sat there. Has this happened to you before?

-From: <wyrewizard@juno.com>

Here are some complaints about GT2:

=====

Hi Brett,

This is my first e-mail concerning GT. I and my son who will be sixteen(I am 43 years old) and a good friend of mine (37 years old) have spent countless hours playing GT 1. I mean countless. Great game. I am extremely disappointed with GT2. I have read everyone's faq's on Gt and have never contributed. If we can hope the next version is better, then the only way would be to let people know our likes and dislikes. Here goes:

I hate the automatic replays at the end of each race, license test etc. Why do I

want to watch a replay of a failed test anyway? If I want to see the replay, make it an OPTION to go to at the end of the race.

I don't like having to go to a specific car's dealership to tune the car. They ALL have the exact same options available anyway, why not have a tune screen, period? I want to be able to go there from my garage.

Less tuning options. Do know how many different options can be created with all these settings? The numbers are astronomical! This is a game, these are not real

cars and I don't think you should have to be a technician to be able to have a 2

million dollar car go effectively around a track. A little tuning is fun and ads

to the competition of who can make the car go the fastest, but lets not get carried away!

When I am racing and hit start, I want an option to go to tune my car without having to leave the entire race etc. etc.

How about an option that I can pay, \$300,000, to have the car fully tuned with one button push? And maybe an additional fee to have it optimally tuned by a professional mechanic?

How about less cars and more paint scheme options? How about more racing colors for ALL cars?

I don't need to be ask twice or even three times if I want to put a certain option on a car. If I am there and purchasing the item, sell it to me in ONE screen. I will take it off or put it on at each prior-race screen. Don't take me

back to a screen where there are NO further options except to SEE that I have now purchased the item.

Award less prize cars and make the ones you do win, great cars!

Do NOT have a random order of prize cars awarded. My son and I raced the two hour endurance race 5 times between the two of us and won the same #\$\$\$ car and color every time. 10 hours for that crap! (We went and bought a game shark after

that little episode!!!) Cars should be awarded in a specific order or there

should only be one GREAT car awarded for such an idiotic race, or something. A 20 or 30 lap race is fine for endurance although that is really longer than I want to sit and watch a car go around the track. Kill the endurance races. Make some of the races more competitive on an advanced level. What race is even a challenge for the Suzuki Escudo? How about a couple other cars than can actually compete with it?

Much less useless screens for making your way around the game. I want to race, not spend time going from screen to screen, the game already plays too slow compared to games like N64.

I have read that the game used up 100% of its capabilities to have all the options available etc. How much space is taken up on useless replay screens, a hoard of cars that are almost identical in "play" type? If my garage can only hold up to 100 cars, then I don't think that 600 cars need to be available. How many cars do you race when you are racing a friend or the game? I have less than

10 cars that I use on a continuing basis.

Well enough of the dislikes. I have a great time racing on GT and I hope they can make the game with better graphics next time (like the special courses that were unlocked in GT1 when you won the game, why can't they ALL look like that) and more thought out options. The people that put in the random order of prize cars on these VERY long endurance races, has never sat down and raced a two hour

race, would be my bet!!! When I looked at the prize car for the fifth time and it was the same car, I wanted to throw the whole play station out the window! Thanks for the time to let me make my suggestions. I have made notes with the intention to get ahold of someone at Sony or something since I got this new game. Oh, I also have had a problem with the setting not staying changed for the

gear ratios when you make certain changes to the final gear ratio.

A REAL pain when you have just felt like you got the car right. Enough of my complaints, here are what I think are the best cars in the game in several horse

power classes. I have purchased every single new car from every dealer and won every car available in the game to date. I have not "tested" the used cars yet.

NOTE: There are several good cars that came in a close 2nd, but these were my favorites. (I don't mess with the real small car either. It seems like pulling teeth after racing the more powerful cars. They could be deleted from the game also, in my opinion.) 1) FORD Puma 1.7 Zetec-SE VCT 2) TOYOTA Momo MR2 GT '99 3)

SUBARU Impreza Rally Car 4) VW New Beetle GT 5) NISSAN Skyline Silhouette Formula (R30) 6) NISSAN R390 GT1 LM Race Car '97 7) TOYOTA GT-ONE Race Car '98 8) SUZUKI Cultus Pikes Peak Version 9) SUZUKI Escudo Pikes Peak Version.

Also seems like there could be a few more good cars that aren't Japanese, uh? Oh, also I mentioned the Game shark. I have always completed every video game I have ever purchased without the use of any cheat system, other than possibly using the I-net to get suggestions of where to find something or how to defeat a

boss, but I reached my limits after my son and I went to complete all the endurance races and try to win all the cars available. After we had went through

ALL the races once, that was bad enough, but to have to think you may have to do

them several mores times, only to win the exact same car, sorry no can do. I am sorry that I had to drop to that level to complete this simple race game, but am

very glad I did. Shame on YOU sony and the makers of this game. Play it for yourself to completion and maybe you could gain some insights about user friendly!!!! JOE P.S. I also own a N64 and Dreamcast system, so I feel "game" qualified to make the suggestions I have.

-From: "J&L" <horsestock@earthlink.net>

Now some comments:

=====

Also some idea that being agree by J&L<horsestock@earthlink.net>
About the wrong spelling brought up by slugbait.two@gte.net> ok, you said in GT1, there was no wrong spelling in it, yes, i agree, since i myself also own it. But look from another point of view, what if...you just join the GT culture, then the problem centres itself in GT2, nothing to do with GT1. Besides, even you also send your condolences about the Machine test. See..the wrong spelling in fact was the most trivial thing in GT2, ok, if you really want to compare GT1 and GT2, where is the MOST challenging track you find? In GT1, the famous S.S R11. That's one is harder than Laguna Seca. Even you go with the notion too.

2) Qualifying is good, yes, should have and if came in 1st for pole position, there a incentive. Then when you beat the race record during racing/qualifying, there should another incentive too.

3)The replay, this is the overkill thing that make everyone angry with it. It look bad, and make us press the button over and over again, until you sick of it.

4)The sponsors, so far is based on the developers like to place on their desired cars (all the Jap cars), the sponsors shouls in fact be able to earn yourself by winning a certain amt of % in the game or finishing a certain part of the game (like finish the GTPacific and get new sponsor)

5)Pain scheme yes, i also agree with the J&L on it, more pain scheme, and less cars. The best example, go and Buy ALL the Impreza, it will make you Very Angry with spending \$8mil credits (Jap version) and got a crappy pain scheme. Every car, at least 2 exclusive pain scheme.

6) 600 cars, then ONLY 100 cars for the garage, how about being able to pay a certain of \$\$\$ to increase the capacity of your cars.

7) the class of the cars should be made to follow, not just allowing everyone to use Escudo on Historic or a '99 use on a 80's sport car. In fact, the old rule written on GT1 is bettter, Race-mode and normal mode, make you spend more \$\$\$ to buy cars.

8) Ok, betting although people may frown on it, but it may dramatically increase the jackpot chances of getting more than a race winning.

9) Throw away the Endurance, yes, i also go with the notion with J&L. In fact, Endurance should just allow one special price car (cannot be brought) and the laps 10-20 is enough.

10)The jackpot, why not, racers drive round the track for a limited of time, the first one reaches the finish line in 1 lap, get the windfall.

11)Where's the in-car view? Put in GT2000, realistically speaking, that's one view been ommitted. So, PS can't handle, then PS2 should be able to handle. Even Square new racer has an in-built car/cabin view.

12) Ahh...the race records, definetly should be recorded. Not just make people do the time trial. Actually the next GT, maybe just keep the Max Speed on the Machine Test. IMHO.

13) No random orders of cars. It's a good idea brought up by J&L. Also just keep ONE prize car to each individual race.

14) If the developer want to use the 5 races for 1 prize (GT300 style), then after every race, it should allow us to save. Not everyone got years of time to play the game forever.

15) The idea of allowing a pro mechanic by J&L to do Full modification is good, why not also allow gamers to hire a pro mechanic as their "advisor"

16) How about a Used Car Centre just specialize on FULLY Tuned Cars, cars that been tuned to Max PS/gearbox etc.

17) Someone brought up the idea of One main Tuned centre, it's recommended. In fact, make it better. By any parts that can't be brought (Bore & Stroke) should be blackened out if can't be purchased, so won't frustrate us by clicking on every goddamn button.

18) A Main Tuned centre, why not..a Main Used car Centre, sell every possible European/Jap/US/Korean/Malaysia etc cars. Also include every possible manufacturer. Unless it been brought by E.A

19) Increase the no of computer opponents, or increase the difficulty of the game, it gotten simpler than GT1. Should increase from 6 maybe to 10, even Road Rash has 16. And indeed prove of a higher difficulty.

20) Allow more "challenging" tracks, those that need to be learn quite some time over and over again, while driving different or same cars to beat the records etc. (Ex: S.S R11, not the Laguna Seca-it did initially, once Escudo is there, not this track can stop it.

Brett, about the So-called Exclusive McLaren F1. Now, i'm had almost brought all the cars using 1 memory save. All the Black new cars, about 50-60% of Used cars are black too, and till now, not a sign of the McLaren F1. Unless...it only works in the US version. So is there anyone using the US version, got hold of it?

Question to <wryewizard@juno.com> about the computer stopped suddenly. Yes, my version too. (Jap version) The Seattle/Apricot Hill endurance, the comp. just put one car stop suddenly. Weird. But who cares? Everyone want to quickly finish and see what prized car you got. So, just don't let it bother you. Hopefully, the developers fix this problem for the next GT.

-From: Cedric <zest9ex@hotmail.com>

My experience with glitches...

The disappearing cars in the machine test dont seem to be in my version of GT2, since i took a few cars out on max speed but they didnt disappear, or perhaps i should take them on the 400m/1000m instead of max speed test and see if that does it. I havent gotten anywhere close to 98.3 percent complete yet, im still at 40.35% as i have yet to even play the rally, endurance and manufacturers races from lack of time. One question about percentage i didnt know if its in your faq already, do the license tests (getting all golds) count towards percentage? Personally i never liked the license tests, i just got my Super license and got on with playing the game...

Ive been working on a microsoft access database to keep track of my cars, i have found it a GREAT way to keep your garage organized since

you can sort by drivetrain and HP and what not, and saved me from having to search through my garage to find a good car i already have for the MR, FF, FR, 4WD challenges without having to out and find something to buy. It also makes a very convenient way of generating a HTML list of what cars are in your garage too! The downside to this is you have to enter records every time you win or buy some cars, and you have to make sure you modify the records when you adjust the HP or Weight on a car you already own... however if you normally only use one to seven cars this isnt too bad.

Keep up the good work with your FAQ! I hope someone finds out an easy way of "force winning" that TVR Cerebra LM in the All night endurance race so i wont have to play that race to many times ;) i really wanna see how that car performs in this game.

-From: mutewitness

Brett,

First thing I would like to write is that you have an excellent FAQ. I have reviewed almost every FAQ that I can find on the net and yours is the most enjoyable and comprehensive FAQ I've ever read. You have managed to allow the comments of other readers to support your document and not allow it to take away the details that you have provided to the reader for the sim.

As a avid motor racing enthusiast and big GT fan, I just had to make a few comments on this excellent sim. I am currently on race day 367 (68% game complete) and busy trying to complete all the manufacturer races. I have completed all the other simulation races minus the endurance races. I'll need a weekend of nothing to do to knock those out. I would be done but it takes so long to complete all the manufacturers races because you have to keep going back to buy different cars while depleting your cash. I have had to resort to using either the Calsonic GT-R, R390GT Road Car or TVR Cerbera 4.5 to win select races to build the cash back up to buy the all the manufacturer cars. All of those cars are excellent for winning the races where you win a car worth 250K or more.

I have one question: How do you obtain the Arcade ending credits? I already have the Sim ending credits and I have completed all the courses on the Arcade side on Difficult and still have not found a way to get the Arcade ending credits. I have not seen that addressed in any of the FAQs on IGN. So if you can get an answer please let me know.

PS - I have not used a gameshark or any other enhancing equipment, just the advice and suggestions given by the FAQs. Thanks....once I get a chance to do some time trials and study the vehicles a little more I'll submit my best times and top cars.

Respectfully Submitted,

Ike Battle (aka Smooth B)
itbattle@yahoo.com

Ok guys, heres a bug for you. My Suzuki Escudo now has 26000+ hp, runs the quarter mile in 7.42 seconds, and hits a top speed of 324 mph. If anyone can top that, let me know. Also, the car doesn't turn, it won't even turn through the test course, at all. Just thought you guys would like to see those kinds of numbers.

weenguyen@hotmail.com

HI Brett,

Just been reading through your FAQ on GT2

One thing i have noticed in GT2 that seems odd. Some cars seem to loose power when I buy them... one in question is the Clio 16v. It is stated as having around 170 bhp, but when i get it and check its info i onl has around 100 hp... ??????????????

confused guy.

great strategy/FAQ, I got GT2 for Christmas and have been kicking some butt at for a while now. I beat the arcade disc and have about 30% on the sim. I have about 13 cars my best being a racing mod. fully tuned Viper with 709 horsepower.

One day I load my game on the sim disc go to my garage and ill be damned if i have no cars. I still have all my money 570,000 plus credits and in the lower right corner where your current car is it has the R for racing mod. and "No Name". What the hell! So I go to the car wash and my Viper which was originally blue is now red so i go to the machine test and enter the max speed test to see what happens. My Viper is blue again but when i rev the engine it sounds like a bird chirping no crap! this really happened. The car blows off the line and i get a top speed of like 242. I go back to the garage and my cars are all back but where there are no cars it says no name no name i select my Viper and where it tells you how much its worth it has a weird ass symbol and 8,765,000 so i push sell and it says your car has been sold but my cash it at 0. So I think its all over so i get in my RMitsubishi 3000gt and enter the tuned turbo and win it gives the 50,000 but no bonus car. Now every race that i win that is supposed to give me a bonus car doesnt I feel the other guys pain who had this problem and hope it never happens to you.

Chase Irwin

Hey Brett, thanks for your great GT2 FAQ!

Also, I have experienced some bugs. 2 have been mentioned in your FAQ, like the horsepower unmatched when you buy a car (I bought the Mini Cooper 1275 MK when it shows that it's only 78hp, but after I bought it, it became 237hp.....) and computer opponent stopped in a race (in Grand Valley Speedway 300km Endurance, one computer opponent car stopped in 2nd lap after ramped into the cliff. Well, not totally stopped, but moving extremely slow, about 1 car length for each lap

I've finished... but after about the 18th lap I'm racing, it suddenly goes again, and quite smooth, although it ended up that my Denso Sard Supra was 17 laps faster than it...). Another bug I've encountered is in the Seattle Circuit Endurance. At about 25th lap, I entered the pit to change my "orange" tires, but

at the time my Audi TT LM was going to dock and raise, suddenly a GT40 (which just finished changing tires) went out, ramped on my car, thus making my TT LM off-positioned when docking. Then my Dual Shock controller started shaking vigurously, and the car was raised, however when it went down, the tires hadn't been changed. Instead of leaving the pit, the car suddenly raised again, and this time 4 tires were changed. The controller continued to shake until it finally started to leave the pit, about 1 min after the damn GT40

ramped onto me. But it didn't affece me much, coz I still won the game within an hr and 6 laps faster than the 2nd car, as I mentioned above.

Well, again, thanks for your great GT2 FAQ!!

Patrick

Hello,

I'm telling you about my comments about Gran Turismo 2.

I believe the tournament structure of Gran Turismo 2 is far too easy to play. The tournaments where one cannot quit or save after finishing a race like in Gran Turismo, I believe is more realistic and more fun.

Also, there is far too many cars, so many that there are some they could do without. For example there are so many Dodge cars in the South City of the Dodge Company. Not all of them a good so why put poor performing cars in it.

Another bad point is color schemes for some of the vehicles. I'm missing my blue with white stripes for the Dodge Viper RT/10.

Drag Racing got pulled out which is another bad thing.

Also there is no longer a normal championship, where the only cars allowed to enter are cars without parts or upgrades. That was my favourites tournament.

I think there is only one good thing about Gran Turismo 2, is the licenses. Less game time days are lost in this way and the demonstration right there to be view is also another plus.

Sorry but I still think Gran Turismo is better, maybe not as many cars or tracks. Still it has the color schemes, minimal poor performing cars, and better championships.

Damien Lo

hey i found a wierd glitch, and im not sure if its just me but i bought an escudo, the greatest car ever, and man did it take me a long time to save up for

the cash. Anyways, i did some upgrade to the car like tcs controller and went to the car testing and changed the settings of the car back to normal then i went to race it and found something horribly wrong, it doesnt accelerate at all! It just sat there, i went back to the garage and lo and behold the stats were, hp: 3409 and weight: 0. What the heck was this? i mean i spent a long ass time collecting up for a car i cant use, all i could do was sell (heaven forbid) it. Anyways, just thaught u would like to know, oh and occasionally i get black screens and stays that way till i reset, its good thing i save all the time. Anyways just another glitch for ya.

cracker FAQ yourve got there, thought id throw my \$2.57 in.

the problem someone noticed with cars bieng different hps - i know in GT1 if you sell a car and buy it again (at least with used models) and had upgrade parts equiped the car will still have those parts (tho not equipped) except port grinding etc (sort of things that cant be unequiped), this might be the case in GT2, but the game may equip the parts after your have purchases it.

As of yet i havent had the oppitunity to test this theory

Peoples choices for what cars to start of with might be useful mine was a used Mitsubishi Mirage Cyborg R 92 ~ \$4000 with some cheap mods it gets up to 220 hp, watch the braking and understeer if tyre and brake mods not yet purchased. i also tried but didnt get as good a start with a Mazda 323 GT4 or some such ~212 hp 4WD around \$4000 and a cheap Nissan Skyline GT4 `91 ~\$8000

-From: hellboy@ihug.co.nz

Wow, that is one impressive compilation of information for my all-time favourite

PSX game (actually second-favourite, after the original GT). Here in Hong Kong, we play the Japanese version and I do have an annoying glitch that I haven't seen mentioned yet. I see a lot of North American players complaining about their garage being partially, or in some cases completely, wiped out after going

to the Test Track too often. With the Japanese version, the same thing happens but only when you lose races in a Dirt Event. This is one very irritating glitch!!

But the biggest glitch of all (okay, maybe it's not really a glitch) in the entire GT2 game is that it is WAY TOO EASY!!!!!! To be honest, with my original GT (also Japanese) it took me morethan 3 months of playing to acquire all three

licenses. To acquire all Golds, it took me almost a whole year. With GT2, I got all six licenses in 2 hours, and I've already got the Spoon S2000 and the '99 GT-ONE race car (by getting all Golds in B License and Super License, respectively).

Oh, and why is it that I have yet to read anywhere about the slip-streaming effect in GT and GT2? I know the Americans call it "drafting", where you slip in

behind a fast car, let him do the work in punching a hole in the air and then you just blow past him, but no matter what you want to call it, this is one of the great things about GT and GT2.

Here are a few things I don't understand: Why isn't there a way to tune a car without actually entering the race? We have a car wash, but the car doesn't become visibly cleaner like it did in GT...seems like Y5,000 poorly spent. Why don't they set up a paint shop so that you can get a fresh coat of paint to increase the resale value of your old rust bucket?

Happy Racing!

David W

Hi,

Here's some stuff for your FAQ. I was racing the Nismo Preceding model on the Laguna Seca track, I can't remember which event it was though.

Anyway I took the corkscrew section at top speed, hoping to smash my way through the other cars, which usually works quite well. But somehow my car became merged with another car, and started bouncing about as if I was crashing into walls, and I had to exit the race.

I've also had the case of a computer car stopping in a race. I think it span out on a corner and just stayed there for the rest of the race. Something else amusing which happened, was on the trial mountain track, on that downhill straight section. A computer car in front of me somehow totally lost it on the straight and span out, managing to take me and two other cars out in the process.

Daniel Reynolds

wanna glitch? well...one day i was playing gt2, and i wanted to change from sim to arcade, so i opened the ps and took out the sim disc but never turned it off,

i then put the arcade disc in and thought i could reset it in time but didn't, it read and then froze. i then powered it and then turned it back on. going into

the arcade time trial, i found that i had no cars. so i put the sim disc back in, but not doing the same thing. it just had the car i recently bought. then i went to see what cars i still had. well you guessed it...all no name, oh and some race mod no names too. then as i skimmed down the list i found that i had an rx-7, so i chose to enter the car, but it was really a miata...wierd? well i went to top speed it for the hell of it. went to settings and i had over 6000ps and the powerband went from a straight line to a drastic jump up and then down. the gear setting was like 6###.### a super high ratio. so then i went to test it. the rev

jumped so quick i liked it...revving it the boost jumped well into 4 bar(using jap type boost measuring...one notch on the gauge=.5 bar or kg/m cubed which is equivalent to 7 psi...so 4 bar would be about 56

psi...another thing is that you cant see 4 bar so i just guessed) the revs were up to 10k and bouncing well into 14k. then the take off came

about...and to my amazement the car jerked and then purred and moved at an ashtonishing 2mph...it was that damn gear ratio. so i went to tune it again and changed the gear setting to normal. it then gave me the stock setting to an unknown car. i tried it and then the game froze. so i reset it and started again. went to the garage and all the no names were still there. but then as i skimmed down the list i could see my old list of cars in a shadow state flashing. i then just turned it off...the next day i just had the same amount of

money same 73.##percent finished but no cars. so i just then bought an escudo pikes p and started over. gathered more cars got about 80% done with no more glitches until i viewed a top speed record of 9999.999mph

from an rx-7. the game then did the same no name thing. so i then had to start all over again. but when i went to transfer data from mem card it transfered the

bs i had before. so now it sucks because no data transfer, different mem card and just starting all over. well happy gaming?

jerry

what i'm about to say isn't any complaints or glitches. i have read the glitches section in your FAQ and i have tried recreating all of those stuff

that

people has reported....except trying to get the 100% completion coz i can't be bothered sitting down at least an hour in the endurance section just complete one race. anyway i can't recreate or see SOME of those bad glitches.

ie. cars being deleted from garage (no matter how hard i tried i couldn't get rid of them) or cars stopping during the race.

but the good ones are there like racing a viper in the luxury class. mind you none of this was used with the gameshark.

oh yeah don't think i'm an idiot because i tried all of this just to lose my cars, i only did it because i wanted to test my copy.

after testing, it seems i have a perfect copy. however my copy of gt2 is direct from japan so maybe if these bugs do annoy you, i suggest get a copy from japan.

(it helps if you have a friend from japan....i'm from australia and a friend helps me get them). also about the spellings...they are correct in my version.

with the car wash, i do have to pay 5000Cr as it says...is this just ripping me off? or does each version follows their currency. in gt1 i had to pay 50Cr when it said 5000Cr (that was the euro version though)

Note: i don't know much about the arcade disc though because i hardly play it unless i have friends over who wants to play it...but even that i have not experienced any problems.

after all this i do have a question. is the american version very different to the japanese version? i've been hearing people with american version has time trial (like in gt1 where you can practice on the circuits with your own car in the time trial section) and i don't get that in my copy.

another question is, i hear people in this FAQ saying that the computer selects cars that has a higher HP than the limit of a certain race. how did they

find this out? does the american copy has a menu telling what cars, weight and HP (like gt1) they are going up against?

btw...great FAQ saved me time for searching cars i wanted and being a non auto freak, it helped me on setting up the cars.

\*\*\*if you didn't understand what i said...forget it about it then...i rushed through it because i only had access to the net through uni\*\*\*

scott

Brett:

I love your page on GT2 at cheatcentral.com.

I noticed a section for 'Glitches' and was going to write you regarding one I discovered to see if you could advise me. Then I figured it out.

I had 12 cars (Ok.... so I am an office manager and father of 2 kids, so I don't

get to play much.) and about \$250K is saved cash - my I-A License and the total value of my cars was \$2.2 million.

I purchased a Corvette ZR-1 and took it out for a machine test. After I saved the results, I went to my Garage and discovered a "N/A" in place of where all of

my cars were. (!!??) After searching the game inside and out, I realized that they were gone - forever. My game stats, my licenses, my saved cash - all of that was in tact - but WHERE THE HELL WERE ALL OF MY CARS???? The "Total Value of Cars Owned" stated \$0. (????)

I loaded / reloaded / re-powered and did everything under the sun to find them
-
to no avail. (Hey.... 12 cars was a SERIOUS accomplishment for me since it took
me 45 'game days' just to buy my first "real" car!)

After nearly throwing my system out the window & going postal, I looked in my
Memory Card Manager and made a discovery. I have my data from GT1 stored on a
separate memory card from GT2. My GT1 file was 5 blocks in size - compared to
the original 4 when I started the game - and I had never saved a replay or
anything needed for more memory card blocks. That told me that as the data
stored in the game expanded, it created a 'spill-over' block - block #5, since
the 4 original blocks were not enough to store all the game data.

I then looked at my GT2 card. It was full - with GT2 taking up 4 blocks. The
rest were my 'frequently used files'. Which tells me that had I had another
block of memory open on my GT2 card, all of my original 12 cars would have been
preserved and the 'spill-over' block would have been created after I purchased
my Corvette, and I wouldn't be starting all over again. (Ggrrrrrr!)

My advise to everyone who plays GT2: USE A BLANK OR NEARLY BLANK MEMORY CARD TO
AVOID LOSING ALL OF YOUR HARD-EARNED CARS!!

Hopefully.... others can learn from my costly mistake. Please share this with
other readers so they don't make the same mistake.

Thanks for your time.

Kenny Newby

I couple of comments on some other peoples submissions:

To add to the list of cars that the displacement can be changed is the Mini
Cooper 1.3 :)

Also to many comments about dead cars on tracks, i once came upon that and
rammed the car and pushed it for awhile and once coming upon a more open part
of
the track (it was seattle full circuit with the wide backstretch) and pull
aside
of it, it backed up and took off back into the race. funny...

hope this helps...

-From: Troll

Hi,
the name's Nabeel. I have got BOTH the japanese and english
version of GT2. Now what I am going to tell you is that there seems to
be no glitches in the japanese version. ALSO, the intro to the japanese
version is different than the english version. The music is different
too. Other than that the glitch or probably a FLAW in the japanese
version I found was that in the replay section the "background" seemed
to disappear and cars look like they are flying in mid air, AWFUL!!
Thats' all. Bye and please reply.

I have a question and a glitch i guess.
First of all i tried to win cars in arcade but were are they? They do not
appear
in my garrage in either simulation or on arcade. Do you win cars in arcade
mode?
And as i was doing a couple of endurance races i noticed at times my
opponents would hit a wall and stop for like 5 minutes. If you watch on the map
they are still sitting there then they start up again. Weird?
Oh and in the leguna seca 200 miles endurance race there was a stock
viper.{why}? In my escudo i laped the viper 21 times. Was that a glitch he was
in there? I have had the game since day after christmas and I am now 90% done.
I

love gt2 it is the bomb but certain glitches piss me off.....8o{ bad sony
bad.....

thanks brett
adam e-mail is gizz\_master@excite.com

I have discovered a glitch in the uk version of GT2. If you buy a honda Logo
and
enter it into a race the speedo shows that it is going 140kph, which it is, but
it never changes gear. To start with I thought it had been in manuel but it
would not change gear. Could somebody email me if it happens in the NA version.

thanks,
T Portch <portchy2000@hotmail.com>

Send in any and all glitches or complaints about GT2 to me at
thebeefycow@hotmail.com. Thanks!

.....
IX. BEST CARS

.....
This NEW section is where I will post some info about my favorite cars in GT2,
and so can YOU. Just send in the car info on YOUR favorite car, and why you
like
it so much. Include the HP, Weight, and anything else you want to add to it.
Send all car entries to thebeefycow@hotmail.com. Thanks!

Here's MY (Brett) favorite car:

\*\*\*\*\*
My Favorite Car (So Far)
\*\*\*\*\*

Name: Mitusbishi Lancer Evolution IV GSR(J) '96
HP: 403 HP
Weight: 2976 Lbs.
Drivetrain: 4WD

Why:

I just love the Evolution IV right now. I've been killing EVERYONE in the races
that I've raced in so far, and I'm loving it. I've loved any type of Evolution
ever since GT1, and it hasn't let up yet. But, although I love my Evo IV, I'm
gonna get rid of it once I earn enough cash to buy a...take a wild
guess...Evolution VI! This is the newest Evo in the game, and I want it BADLY.
I've heard that you can tune it up to over 900 HP, and that's reason enough to
purchase it. :)

Now here are some car favorites from the friendly readers out there:
=====

=====

Fastest Car:

=====

Fastest Car I have found is the Suzuki Escudo - cost 2 mill, is made for the Pikes Peak Hill Climb, has 981 HP, front and rear turboed engines and weighs about 1,760 lbs, is 4WD and totally fast. The only car that can beat it is the computer Escudo at the Pikes Peak race. I have to work on that race.

On the test track (turbo oval) this car can be tuned to hit over 250, maybe a bit more.

Get this car as soon as you can - you won't regret it!

Another car to get early is the Nissan 390 GT road car. Very quick and comes with a lower HP rating (about 370) to begin with, although it can be increased to about 837 HP. Also very light, mid engined and pretty much can blow the doors off anything, except for the Escudo.

The Ford Saleen Mustang is also quick, but no match for the Escudo, on any course.

There is a HKS Drag car, 1,011 HP, 4wd, about 2700 lbs. and is very fast on the test track, but the Escudo blows it away in the low end, high end and especially in the curves. Mid range and the drag car will shoot past anything, but just drive the Escudo once and you'll be hooked!

-From: Neal Jackson <njacks@cybertrails.com>

Get the Suzuki ESCUDO (1800 lbs 940 hp, that's about 1.8 lbs per horsepower) I think it's the fastest in game. It's so fast you can win on any course. I know it doesn't quite turn very well but when you can go 250 mph it really doesn't matter!

-From: ninja@fuse.net

Hey Brett,

Nice job on the FAQ, very thorough. I thought I'd write in to donate my opinion on the game, as far as best cars go. I've played through enough of it to be able to buy any car I'd like, and there are two I am particularly fond of. The first on is the RUF CTR2 Sport. This is a monster. It can take a stage one turbo upgrade and all the trimmings, except for racing mods (gets up to a little over 600 HP). I've found that this thing can dominate most races, especially those with cars that are not racing-modified. The handling is also unbelievable.

I'd try it out, if you want something that just launches off the line, and has a peak speed comfortably over 200. (To be honest, I need to try buying and tweaking the RUF Turbo, I'm not sure how it compares.)

My other selection is the TVR Speed 12. I haven't found anything that even comes close. My biggest problem is trying to control the tires spinning up through third and sometimes fourth gear. With weight reduction, it comes in under a

ton,
and has over 800 HP. This one takes racing mods. It's a beast - very hard to keep under control, but when you do, it's unreal. Gets up to 240 nicely, very comfortably... I clocked its 0-200 time in about 16 seconds. How's that for acceleration? It's hard to find, though - you win it in the Gran Turismo All Stars cup, third track.

-From: Eric Gesinski <gesinskie@euler.mcs.utulsa.edu>

Gran Turismo 2 Car Reviews and more by Dan GC <lbdangc@aol.com>

\*NOTE: THE "MORE" STUFF IS LOCATED IN THE WALKTHROUGH SECTION

JCulbert's Layout used by Dan GC:

Maker:
Model:
Year:
Dealer Price:
Drivetrain:
Engine:
Displacement:
Horsepower:
Torque:
Curb Weight:
Front Suspension:
Rear Suspension:

The CAR REVIEWS:

Maker: Ford
Model: [R]GT40
Year: 1966
Dealer Price: 500,000
Drivetrain: Mid-Engine/RWD (MR)
Engine: V8 -
Displacement: 4736cc
Horsepower: 305 hp @ 6000 rpm
Torque: 327.6 lb-ft @ 4200 rpm
Curb Weight: 2200 lbs
Front Suspension: Double Wishbone
Rear Suspension: Multi-link

This car has great handling and it's pretty difficult to spin out with it. It's max. speed and acceleration are pretty above average and handling is above average. It rules on the Red Rock Valley course and similar courses. It's a car for beginners since it doesn't require much work to turn corners. Since it's an MR, brake early, turn, and tap acceleration while turning to make shift weight to the back. Or you can just brake and turn simultaneously to cause your car to oversteer and fishtail, but then you countersteer to stop the fishtailing. After you master the turning with this car, you'll soon find out you don't need to brake much with this car.

All you need to do is change its tires to Hard in the front, Soft in the back to reduce oversteering. When you start fishtailing, release acceleration and countersteer, otherwise you'll still fishtail and might spinout while trying to countersteer while holding acceleration.

Maker: Ford
Model: [R]GT40 Race Car
Year: 1969
Dealer Price: N/A
Drivetrain: Mid-Engine/RWD (MR)
Engine: - -
Displacement: ----
Horsepower: 492 hp @ 6500 rpm
Torque: 449.8 lb-ft @ 5000 rpm
Curb Weight: 2200 lbs
Front Suspension: N/A
Rear Suspension: N/A

You thought the [R]GT40 was a great car, wait until you look at this! You have to change it's transmission (decrease the final gear by a lot) to win in the Gran Turismo All Stars races. It's max. speed is above average, once you decrease the final gear, acceleration is above average, and handling is above average. It rules on corners-a-plenty courses. Everything like in the [R]GT40 applies to this car, except this car has better acceleration and max speed, but just as good handling. Remember, though, the faster a car is going, the more understeer there is, so you have to brake earlier.

Maker: Mitsubishi
Model: [R]FTO LM Edition
Year: N/A
Dealer Price: N/A
Drivetrain: 4WD
Engine: - DOHC
Displacement: ----
Horsepower: 549 hp @ 8500 rpm
Torque: 359.4 lb-ft @ 6000 rpm
Curb Weight: 2050 lbs
Front Suspension: N/A
Rear Suspension: N/A

This car is one of the best EVER! At least in my opinion, that is. I've said it before and I'll say it again, this car has above average acceleration and max speed, and has wonderful handling and stability. This car rules on virtually all courses, as long as it has a lot of corners. It might not be able to always beat a [R]GT40 Race Car, though, but that's another story. You can use the [R]FTO LM Edition to race in any of the Gran Turismo All Stars, GT 300 Championship, or GT 500 Championship races. Even the GT League races, this car rules. You can even use this car in Rally races, the only car it can't beat is the Suzuki Escudo Pikes Peak Version rally car, it gets a beating against it, on the Pikes Peak rally races. You can win virtually almost any race with this car, just put Soft tires in the front and back and you're set to go. No extra tuning is needed.

Good job on the FAQ, keep up the good work! I just thought I'd throw in my two cents.

My favorite car:
[R] Concept Car LM Edition
526hp - 1984 lbs - MR

This baby rocks! Even though she's a little underpowered to go against

the big boys (i.e. all those pure Racing GT cars) She still out accelerates and out-maneuvers everything else out there. All you have to do is make sure you attach the Super softs the first time you race her, and you're set. She's a shoe-in for all those 591 limited races (of which there are many); and with some skillful driving (i.e. don't spin out every lap) you can even take some of the pure GT races! She handles very well, which is a blessing, because it makes winning easy when I'm wide awake, sleepy, half-drunk, etc etc.

Other fav car (only when wide awake and relaxed though)

TVR Speed 12

807hp - 1867lbs - FR

This car is so wonderful to drive above 3rd gear, where she handles decently and accelerates like a mofo, but if you make some slip up and you end up starting to skid, welcome to hell on ice; you'll try and save it, but you'll just skid into the wall, and watch as the rest of the cars pass you by as you futilely try to straighten out and drive through those evil low gears...

I'm not sure how to control this baby... somebody knows how, please let me know.

:)

-From: "Apple\_II Master" <eamonman@hotmail.com>

well my favorite car was the Spoon Tuned Civic Type R. when i got that baby i was shocked. i was like hey thats the same car as gt1 that yellow one. that was cool i thought. i took it out to race. with that measely 320hp man is this gonna be slow but whoo did u see the tachometer 14000rpms. i just couldn't believe it.

although it doesn't have that good of a top speed but boy this car could wup the

ass off of some of those faster cars near the 300hp mark. -From: "Rodney Auyeung" <typerod@asianwired.net>

My personal fave car is the R390 GT1 Road Car. (Haven't gotten the LM Edition yet). It can corner at faster speed than the Escudo, and has a slightly higher top speed. My fastest speed in the GT1 without a draft was 257 mph, 278 with a draft. Fastest speed in a corner, 247. Fastest time with this car varies from track to track. Here are some of the times, with courses. -From: Steven Wilson (Xayoz)

My favorite cars are:

1 - R\*Tommy Kaira ZZ-S coupe. I pumped it up to 277 hp, wt. approx. 1300 lbs. It is one of my favorites because although it doesn't have phenomenal hp, it's great handling allows it to go on the inside of curves without/ slowing much. Plus it has pretty good acceleration to its max speed.

2 - R\*Skyline [R30] Silhouette Fomula (they misspelled formula). It has 555 hp and awesome acceleration. Once it gets up to 80 mph it accelerates quickly so that on most straight-aways it gets up to 160 mph.

-From: "Karin C. Piergallini" <bacardi@mindspring.com>

Ok, now i give my own 2 cent's worth of reviews:

1) The Mitsi. Mirage Cyborg ZR is better than the Mitsi. Asti RXR, faster, lighter and best, it's FF. It should able to win most of the <250 races with no problem.

2) The Honda Civic Type-R, is the best in the Honda showroom , save for the Spoon Civic type-R (for the under <350 class. It has great handling, able to beat those big cars, any cars, it's just go and phat, 1st for you, what a great way to finish, no bloody frustration for you.

3) The Most notable mention is the Super-Lightning Fast Escudo P.P, even a idiot could just ram everywhere and still win by a car's length. It's that fast, best of all, no need to spend extra \$\$\$ to but unecessary stuff for the car. Except the price, which is a bitter pill to swallow for people had not get I-A license.

4) The Ruf CTR2 Sport, now, most people stick to GTO/Escudo/FTO/Civic/NSX/EVO VI/Impreza and etc etc....., this car should try it out, it got great accerlation speed, (IMHO it's speed is faster than the Greatly Appauled FTO LM, go try in the Grand Valley Endurance, within the first corner, you and the CTR2 made the other competition stand still with no tires. it's that fast.

5) While everyone give there high praises to the Great famous EVO VI or any EVO model, the other sister, is the under-mention Galant VR-4'99, of couese, don't go and buy the "low-ps" Galant. This VR-4 Galant although is not so fast like the Impreza Rally/Lancer EVO V Rally, but it's able to hold its own in the under<450 class, and best still no need to tune the transmission gears unlike the EVO VI, got a bad experience, when take it out and pooh! the top speed got limited at around 200kmh, don't laugh. Not everyone, go do the Multi-testing on their cars.
I'm not J Culbert, and i don't do much tuning.

6)Ahh...Great choice, Brett. The Opel Tigra Ice rally is very good, now although i haven't take the car and run miles and miles in the game, i took it to the GT-Pacific, just change the tires to Super-soft slick and ooomph...go and win with this car. With one lap.

7) Opel Calibra Touring Car is also good, i used it in the GT-Euro <600 ps, and beat the competition in no time, of course, you can't win while banging every corner, that's only for Escudo P.P.And listen, no need to buy any other N.A car, if got this, this Calibra is able to race in the Tuned N.A No 1 easily and beat the competition without any tuning. (only change the tires)

8) The other great FF car which nobody seems interested was the Fiat Coupe. It's looks great, any it's prove no difficulty for the Pure Sports car in my opinion.
Once fully tuned, there's no need to de-tune, unless you want to save \$\$\$, then use your highly reliable EVO VI/Impreza or any car.

9) The expensive Mini Cooper 1275 MK is another Mr Fun car to drive, any <250ps is good for it, and it sure to win. Another race to worth the cost, take it out to the Trial Mountain Endurance, no kidding, it even beat other cars like Dodge Neon/Renault Megane/Nissan Sunny (i didn't meant to hurt any feelings) best of all, just put Hard tires in Front and Medium in the Back, should able to last for about 20 laps before the next pitstop, unless you are a certain racer in F1, then you will want to pit every 10 laps for fresh tires.

10) The free prized Unisca Jecs Skyline. This car should be able to beat the competition in the Tuned Turbo/Gt500/Gt-World, but of course, take all your skills to beat with a certain margin over your next comp. competitor. I can't it has superior top speed, accelation speed etc. No question asked. Just do it.

-From: Cedric <zest9ex@hotmail.com>

my favorite car right now is probably the clio sport v6. it's just so small and fast at the same time. i'm not that far into gt2. i'm still under 50% but i've finished most of the special events, all the rally events, and half of the gt league races. those damn endurance races are what's gonna take forever. cool faq!

-From: Michael Magpantay

Great faq's page. My favorite car is the [R]SR Widebody. I bought and installed a TCS and ACS Controller on it and now it hugs the road and hauls BALLS!!! And the fastest car is the [R]Drag 180SX. I tweaked the settings and got it to go 281.6 mph without drafting off another car. The [R]Escudo is just a little red dot in my rear view mirror Astå Lå Påstå Escudo lovers. And one other thing what the heck is the Displacement option in the engine parts lineup for if you cant even use it? I still havent found a car that it will work for.

-From: Sn8K@webtv.net

First of all great FAQ.

Okay my favorite cars are the Suzuki Escudo Pikes Peak Version and the Lancer Evo. 6

Escudo:

Great max speed, acceleration, and handling. You would think a car with 981 Hp wouldn't have great handling but, this car does.

Evo. 6:

Good max speed, acceleration, and the best handling on a car I've seen. Works great for any type of race.

Thanks my opinion

-From: Brandon Foken <brandonf2101@hotmail.com>

I was reading the FAQ today and I realized that everyone mentioned the

Escudo and such as the faster car. Well I recently got the Toyota GT-1 Road Version and put a Turbo - Type 4 Engine on it. If you set the gear ratios for top speed, you can get it up to 268 mph. That is the highest speed I have yet to get. So for any of you out there looking to win by over 30 secs on the Test Course. Get this car. Get the turbo 4 engine. Change the gear ratios and have at it.
Any of questions/comments/new top speeds write me at the address below.

Chris
harve@mindspring.com

Also, as far as my favorite cars go, I have to say the Escudo Pike's Peak version and the RUF Turbo=r are my best cars: great top speed best acceleration (esoecially the RUF i wait till the cars are out of sight before i take off) and they're the easiest for me to handle. thanks for reading, and great FAQ!!

-red blur-

Why does everyone praise the evo's? I have an Audi s4 tuned to the max and it destroys the evos. Its got 6 gears which gives it an extra 30+ mph. The evos ive driven only have 5 gears! The S4 gets to around 600 hp, im not sure of the weight though. -From: Squash

My Fave Car:
TVR Speed 12
807 hp, 1867 lbs, FR

This TVR Speed 12 is really hard to control. But I think I have found a setting that could tame this Godzilla (the engine roars like it, and of course its speed). I tried desperately to find the setting of this monster, coz my Jaguar XJ220 (without racing mod., coz I don't want it to be) can't compete (hard) in the GT World League, it just not good enough even though its powered to max hp. Well, I lower the spring rate to 11.5lb/in and 10.0lb/in, front and rear respectively, I also set the ride height to 98 at front and 105 at rear. I think its the main changes that really effects. When I set it to the lowest (85), the fishtailing is inevitable. Both dampers (bound/rebound) are 5level at front and 7level at rear. Both stabilizers are 7level. I set the auto setting gear to 27, the final gear 2.9, and the 1st to 6th gear set to the lowest ratio. LSD initial 6, and LSD accel, LSD decel, ASCC and TCSC set to max. The key is never use the 2nd or even the 1st gear in the hairpin. Just use the third gear and tapping when necessary and you'll always on the track, and one more thing watch your speedometer.

My other fave car:
BMW 740i
421 hp, 4030 lb, FR

With its huge body and weight, I wasn't so sure this car can compete with other sport cars. Well I did it. She can win the Euro-Pacific League to compete the cars with higher horsepower. The key is acceleration. This car must have an enough acceleration, so reach 0-1000KM under 22 sec. So set the gears: set auto setting to 9, all gears set to the lowest and the final 3.500. Spring rate 9.5/7.5; Ride height 104/108; Dampers bound 4/4; Dampers rebound 5/5; Stabilizer

7/7. LSD, ASCC, and TCSC is the same as TVR above. It's really fun and cool when you can beat powerful cars with a less powerful car. I've also tried the Peugeot 406 Sedan (370 hp), and she can do it too. Too bad for BMW 528i (317 hp).

Does anybody know to set the 'toe' and 'yaw'?
Why only Galant VR-4 that enable yaw setting?
Thanx brett...

-From: "Irwan Mudrik" <ir-1@eudoramail.com>

has anyone even bothered to try the renault espace F1? this thing's crazy! mid engine/rear wheel drive, 800 horsepower normally aspirated, weighs 2865 pounds and it handles great! it handles and engine sounds just like an F1 car. not bad for a minivan if you ask me. you have to try this, at least once, just to see the looks on your friends faces when you beat them in a van. btw, good job on the faq there, brett.

-From: "dennis hasford" <dennishasford@hotmail.com>

=====

BEST CARS FROM EACH CLASS (My favorites.)

=====

FF Class

Name: [R]Taeivon FTO GT '99
HP: 378 HP

FR Class

Name: Dodge Viper GTS-R
HP: 449 HP

Name: TVR Speed 12
HP: 807 HP

MR Class

Name: [R]GT40 Race Car
HP: 492 HP

Name: Atlantique 400 GT
HP: 463 HP

4WD Class

Name: [R]Suzuki Escudo Pikes Peak Version
HP: 981 HP

Name: [R]FTO LM Edition
HP: 549 HP

Rally Cars

Name: [R]Suzuki Escudo Pikes Peak Version

HP: 981 HP

Name: Tigra Ice Race Car

HP: 524 HP

Here are what I think are the best cars in the game in several horse power classes. I have purchased every single new car from every dealer and won every car available in the game to date. I have not "tested" the used cars yet. NOTE: There are several good cars that came in a close 2nd, but these were my favorites. (I don't mess with the real small car either. It seems like pulling teeth after racing the more powerful cars. They could be deleted from the game also, in my opinion.)

- 1) FORD Puma 1.7 Zetec-SE VCT
- 2) TOYOTA Momo MR2 GT '99
- 3) SUBARU Impreza Rally Car
- 4) VW New Beetle GT
- 5) NISSAN Skyline Silhouette Formula (R30)
- 6) NISSAN R390 GT1 LM Race Car '97
- 7) TOYOTA GT-ONE Race Car '98
- 8) SUZUKI Cultus Pikes Peak Version
- 9) SUZUKI Escudo Pikes Peak Version

-From: "J&L" <horsestock@earthlink.net>

I'd like to contribute a few suggestions on favourite cars...
Personally I use the Unisia GT-R GT(J) '99 and the Toyota GT-ONE Road Car '98. The Unisia skyline is a very nice handling car and reminds me of my favourite car from the first game (the TVR Cerebra LM) and the GT-ONE is insanely fast when slapped with a level 4 turbo. I managed to get this up to 275 mph on the test track with drafting and the gearbox set to full wide. As for the TVR Cerebra LM in GT2 i havent managed to get my hands on it yet, im looking forward to see if its just as good as it was in the old game. Since its a prize under the Special Stage R5 endurance race its not terribly easy to get, and having done that race already once (1 hour 7 minutes) i got the rally car instead :(A good car for the <591hp races is the Skyline Silhouette Formula R30 (555hp) you win in one of the 80's sport car race.

I haven't purchased the Escudo yet, judging from what you say it sounds pretty kickarse like the GT-ONE in both speed and handling... the GT-ONE is MR drivetrain and can spin out easily sometimes, but still quite controllable unlike the Speed 12 which i found you might as well drive that car on an ice track :/

-From: mutewitness

Ha, I've read through your FAQ, and seems that everybody is missing the Audi TT LM Edition. This one is... well, crazy. Just buy it along with ASCC and TSCS, and change all tires to be super soft, and not changing any customization setting (i.e. suspension, downforce, ASCC and TCSS), and you'll get shocked. Especially if you take this damn car to Seattle Circuit 100 Miles Endurance, with great driving skill, you'll finish this 40-lap race quickly, even if you have entered pit for 5 times (what I did), you'll still be faster than all other cars for at least SIX laps!!! With its 544hp power and light weight, although it's not close to 591 (limit of Euro-Pacific League and many other races), you'll smoke all other opponents. I used this to win the 2 Endurances with 591 limit, and GT300 Special event. Its acceleration is great, handling is responsive, and also it can do something a 4WD car cannot do: oversteer easily! If you are above 150 and break for 1/2 second, then hold the break and turn to the end, you'll see it oversteering for a while, but then quickly gain control if you hit acceleration at once. With this skill, I can turn every corner in Seattle Circuit successfully with the speed of > 100mph!! Give it a try, and you'll be amazed!!

Also, I have a "Datsun 240Z 240ZG(HS30,J) '71" that I haven't heard anyone else mention yet. I bought it used. I've got all the other "special cars" listed in your FAQ (two thumbs up!).

Thanks for your time.
Holt Politano
holt@boone.net
Parts Advisor, Hall Chrysler-Isuzu
Boone, NC

\*GT2 - 96.86% complete (three endurance races left - but racing 300km @ Grand Valley this morning in my Oreca Viper while another TV showed the end of 24 Hours at Daytona live on ESPN2 was a real blast!! Vipers kick ass, no two ways about it. Mopar or No Car!!)

Great FAQ, it really helped me make the conversion from GT1 To GT2. Now Ive been hearing everyone saying their favorite car is the Escudo Pikes Peak Version and you know what? The Escudo is great but you cant really get into too many races with it on Simulation Mode... Not to worry, because I will tip you all off on my 2 favorite cars, the Audi TT LM Edition and the Audi TT 1.8T Quattro. Heres a few reasons for my choices.

1-The Audi TT 1.8T Quattro accecelerates very quickly (Fully tuned 0-60 time in >4.0 seconds!) and a high speed of over 190mph if you play with the transmission. This car always blows by the competition when its well under the HP limits of a race (Ive won races sometimes 100hp under the limit!) as long if you follow one simple rule. Drive it like its stolen! This car turns GREAT at low and high speeds alike, almost like a FF car, BUT its 4WD which makes for better acceceleration and top speed like Iv'e already mentioned. If you want to find a great car you can use in most races, get the Audi TT 1.8T Quattro and tune it all the way!

2-The Audi TT LM Edition is very similar to the Audi TT 1.8T Quattro in handling, but blows it away in acceceleration and top speed. Ive tested this baby out on the machine test and found top speed to be 215 with proper

transmission tuning. That sounds great, but Ill let you know that its hp listing is 550 hp, which makes for 2 things. 1-That number is being covered up because it certainly dosent FEEL like your only driving with 550 hp, and 2- You can get into the races where you really need a higher geared car (The Euro league for example). If you've been trying out the faster cars of GT2 (Corvette ZR1, and the Jaguar XJ220 Race Car come to mind) and found you cant turn them to save your life, then get the TT LM Edition and youll find a powerhouse that can actually turn normally. While you can spinout if you hit a wall and countersteer too much, Ill give you this piece of advice. Get used to the car and you should have no problems. Great litle hidden treasure left by the GT2 Development team.

So if your a beginner looking for easily controllable cars that can move with the best of 'em, or your an expert who wants a little fun, get the Audi TT LM Edition and the Audi TT 1.8T Quattro and you won't be disapointed... You try them out too Brett!

-From: "Y2K nWo"

Send in any and all of your favorite car info to me at thebeefycow@hotmail.com. I WILL accept multiple car choices, so send 'em in!

.....
X. CREDITS
.....

John Culbert- For inspiring me to write this FAQ. My only hope is that people will look at his Compendium on GT 2 before they look at mine. It's AWESOME.

Dan GC <lbdangc@aol.com>- Gave me the list for what cars you win. For his EXTENSIVE Prize List in the Walkthrough Section. Also for his tip on how to increase your HP. Thank you so much! And you all should check out his GT2 Quick Cash Guide. It's amazing!

Wolf <mungo@aon.com>- The Prize List was originally created by him, and he gave it to DanGC, so I'd like to thank him in advance too. Thanks!

Paul Johnson <pjppj@freewwwweb.com> <pj@darkstar.sikorsky.com>- For the awesome theories about GT2, and some great insight on some flaws in the game.

IGN <www.psx.ign.com>- For the cars list, and the tracks list.

EGM <Electronic Gaming Monthly, January 1999>- For the manufacurer's list.

The Game Shark Code Creator's Club <www.cmgsccc.com>- For the Gameshark codes.

CJayC <www.gamefaqs.com>- For creating the best web site on the net.

Neal Jackson <njacks@cybertrails.com>- For all of the glitches he sent in. Wow!

Everyone who submitted info and glitches- Thanks a ton. \*Sniff\* ;)

Cedric <zest9ex@hotmail.com>- For the AWESOME and in-depth mini-guide that shows different cars, and their ORIGINAL HP before it declined. This guide is in the FAQ section, as well as in the Walkthrough section. Thanks a ton!

.....

XI. CONTACT INFO

.....

Shameless Self-Promotion: Other FAQs by me:

PLAYSTATION:

- Ape Escape
- Brave Fencer Musashi
- Chrono Cross
- Crash Bandicoot 3: Warped
- Crash Team Racing
- Dino Crisis
- Gran Turismo 2
- Hot Shots Golf 2
- Legend of Mana
- Medal Of Honor
- NBA Live 2000
- Need for Speed: High Stakes
- Tony Hawk's Pro Skater
- Resident Evil 2
- Resident Evil 3
- R4: Ridge Racer Type 4
- Rollcage
- Syphon Filter 2
- Vagrant Story

NINTENDO 64:

- Goldeneye 007
- NBA Live 2000
- Mario Party 2
- Perfect Dark
- Resident Evil 2

DREAMCAST:

- Carrier
- Crazy Taxi
- Dead or Alive 2
- Hydro Thunder
- MDK 2
- Nexus/Interact 4MB Card FAQ
- Sega GT: Homologation Special
- Sega Rally 2
- Sega Swirl
- Resident Evil Code: Veronica

.....

My website: <http://faqdomain.cjb.net>
E-Mail Address: thebeefycow@hotmail.com

E-MAIL RULES:

Types I WILL respond to / accept:

-
- Small questions that are NOT answered in the FAQ
 - Comments
 - Any types of contributions that can be HELPFUL to others
 - Corrections for this FAQ
 - Any mail asking if you can use this FAQ on your website. Read the Legal Stuff section for all the details.

Types I will NOT accept / respond to:

-
- Hate mail
 - Small contributions that will NOT help anyone
 - Chain letters
 - Any mail that is in ALL CAPS
 - Any mail that demands an answer
 - Mail asking me to send you this FAQ
 - Unconstructive criticism
 - Any questions that are already answered in this FAQ

This FAQ can only appear on the following sites (w/out having to ask me):

-
- GameFAQS <www.gamefaqs.com>
 - Cheat Code Central <www.cheatcc.com>
 - GameSages <www.gamesages.com>
 - Vgstrategies.com <<http://vgstrategies.about.com>>
 - GameShark.com <www.gameshark.com>
 - FAQ Domain <<http://faqdomain.cjb.net>>

.....

XII. CLOSING STATEMENTS

.....

Yeah I know, this Section sounds like something from a lawyer or something, but it's just a Section for me to say goodbye, and tell you some stuff about myself.

Some of the reasons I wrote this FAQ in the first place was because I was kinda bored at the time. Even though I had some FAQs already out, they were either completly or almost finished, so I needed something to do. Well, I NEVER would have thought that I would be doing one for Gran Turismo 2 out of all games. I mean, with John Culbert's GT2 FAQ already out, I never even thought mine had a chance. Well, I guess I was wrong.

But when I say I was bored, I meant that I was bored BEFORE Christmas ('00).

But once X-mas came, and I got this wonderful game, and played it NON-STOP for a few days straight, I knew that I had to write a FAQ on it immediatley. I had already started a pre-version of it on December 17, 1999, but CJayC (GameFAQS webmaster) didn't accept it because there was already a pre-release GT2 FAQ on the site (by John Culbert of course). So, I just kind of put it into the back of my mind while I tried to think of another game to write an FAQ for. I couldn't think of one at the time, so I just decided to wait until Christmas to see what games I got, and if any of them were any good to write a FAQ on. Well, I guess I got some pretty good games, because I wrote two FAQS for two games I got: one for Brave Fencer Musashi, and one for the greatest racing game of all time (right behind the first Gran Turismo): Gran Turismo 2, the one you're reading at this moment.

I just loved both games, so I had to write FAQS for them both. They were both pretty hard to write for, especially the one for Brave Fencer Musashi, because it's an Action/RPG, and it has plenty of locations, items, and other goodies to find. But if I had to choose which one was the most fun to write about, it would have to be this one (GT2).

Why? Well, besides that I could play it anytime I wanted to to get the information I needed, I just couldn't get enough of it. When I was writing the FAQ/Walkthrough for Brave Fencer Musashi, I got sick of the game by the Fifth Chapter (how the game goes by, and it has Six Chapters total in the entire game). That's probably why I haven't finished it yet, because I'm sick of it already. I mean, I already beat it numerous times, but I still have to go back to places I've been to in order to get any information I needed, and that gets annoying after a while. But Gran Turismo 2 wasn't. It wasn't a chore to go back to races to see what track it's on, or what cars you win, because it was so much fun to play. To this very day, even though I've played it for well over 60 hours, I'm not sick of it AT ALL. I just love this game, and I'm glad I wrote a FAQ for it, and I'm glad others enjoy the game as much as me.

Sorry for rambling on for so long, but it's something that I had to get off my chest, and I'm glad I did so. I just want people to know how much I LOVE Gran Turismo 2, and how much I appreciate people reading this FAQ for it. I hope it helps plenty of hardcore racing fans, as well as any other gamer who finds Gran Turismo 2 even remotely enjoyable. I'd just like to say thanks. ;)

This document intellectual and legal property of...

Brett

```
" _____ "
| / / _____ ( ) _____
| / / _ _ _ _ _ _ / / _____/
| / | / / _ / / / / / _ / ( ) _ / ( )
| / | / _ // / / / / _ // _____ / / / _____/
Franklin
```

One final word:

"Don't Do Drugs!"

~End of Document~

This document is copyright Nemesis and hosted by VGM with permission.