

Gran Turismo 2 European/N.American Car Guide

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Gran Turismo 2-European and North American Cars Guide (NA)

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Right lets get on with it:

Before we start I would just like to point out that if I have used the ideas, stats, or car info of anyone else's Car Guide, FAQ or anything else, I have credited them and their website (usually the brilliant GameFaq.com). I too hate the idea of plagiarism and the thought that anyone could spend hours writing a document, only for someone else to steal all their hard work and ideas. I aim to create an original guide, but I have read other FAQ's and guides and so some of their ideas may have inadvertently been put in here. So just in case, I will credit all the other people whose work I have read - Nemesis (FAQ), D Connoy (Car Guide), CNick (FAQ), and G Bower (FAQ). Plus Gamefaqs, Gamesages, and IGN.com

P.S - This guide is written by me, in England, but it is based on the US version of the game I have, in which you can only complete the game 98.2%, and Acura appear in South City etc.

DEDICATION

As of September 11th I would like to dedicate this guide to all those killed, injured or in any way affected by the tragedies of September 11th. Britain weeps with you - God Bless America.

Version 1.0-10/4/01 (10th April), I have already completed the game, long ago last year, but I am still trying to get all of the prize cars, so I'll write up all I know.

Version 1.01-18/5/01 (18th May) - Not much different, I haven't done enough yet to merit posting the Guide on Gamefaqs. Have spent the last months gaming trying to re-unlock all of the cars I had to sell to accommodate new ones need to initially complete the game in the 100 car limit garage. Also unlocked a few completely new cars in a second save to go with all of the ones I already have. I aim to have all of the prize cars in the game. New prize cars unlocked - Lancia Stratos, Calsonic Skyline GT '99, Lancer Evo VI Rally Car, Del Sol LM, plus a few others. To get these I used other GameFaq's guides (in particular the Car Database by Dave Connoy which helped me find other well hidden cars as well), and found I had to RE-complete Endurance races I had already done, and get all golds on certain licence tests. I am now close to having all of the Prize cars.

Version 1.1-19/5/01 (19th May) - Completed Audi and Alfa Romeo, added more to Acura, and started BMW.

Version 1.15-23/5/01 (22nd May) - Added more to Alfa Romeo and BMW.

Version 1.16-18/7/01 (18th July) - How time flies... I have been slowly updating the guide and have now finished BMW, but the last couple of months gaming have been spent entering the GT2TRL (GT2 Team Racing League) on the internet, run by SpackleMonkey from the GameFaq's GT2 message board, and contributing a lot to that board. Anyway, I have still managed to make quite a few gains in the game, and I now only require 7 prize cars (Escort Rally Car, 3000GT (GTO) LM '99, Altezza LM Edition, Subaru Impreza Rally Car, 3000GT (GTO) LM, GT-ONE LM '99, and the BP Trueno GT '99) till I have the whole

set.Cars I have unlocked over the past couple of months include the Concept Car(from the A-Licence test),FTO LM(From the I-A Licence test),and very nearly the Escort Rally Car(I won the Seattle Endurance for the second time,but I only realised after the race that I had forgotten to make room in my garage for the car(I already had 100 cars)!Disaster!Unlike the British GP at Silverstone that I attended last Sunday,it was a really good race and in the end Mika Hakkinen emerged triumphant in the McLaren.I also(and you're not going to believe this but it is honestly true)met the great British '50's F1 driver Stirling Moss(well,I got to within about half a metre of him in the crowd leaving the race).

Version 1.17-22/7/01(22nd July)-I have decided,after looking at some other general game FAQs,and seeing the enormity of the task ahead of me(checking Race Mods,and Stats for 600 cars)as well as the fact that I will this week be getting GT3,to scale down the size of this FAQ by leaving out the sprawling hoardes of Japanese cars(There are about 400+ in the game),as it would mean I would have to wait for ages trying to get used cars to show up.However,I have also decided to extend the FAQ,to a list/rating/review of ALL European and North American cars,not just the Racing Modified cars.So the FAQ is now called The GT2 European and North American Car Guide.I will now also probably be able road test a lot of,if not all of the cars I review.

Version 1.18-10/8/01(10th August)-I have spent the last few Weeks playing the brilliant GT3,and I have made great progress in it,including winning one of the almost hidden F1 Cars(at only my second enduro Race attempt).It is now more than likely that I will now do a guide for GT3.I still,however,intend to try and win all of the GT2 Prize Cars.

Version 1.19-13/8/01(13th August)-OK.So I'm not quite up to Lister yet,but a few Weeks ago I just saw that Lister Storm V12 sitting there,in the Garage,just waiting for somebody to Road Test it....so I did.That's why the list currently skips from B(MW) to L(ISTER).

28/9/01(28th September)-No change to the guide,although I will now start updating it again soon.I would now also like to dedicate this guide to the victims of those killed in the tragic events of September 11th and their families.God Bless all those over in America.

Gran Turismo 2 is quite simply,as I'm sure you've all heard plenty of times before,the best racing game ever(on any format).And although Gran Turismo 3 A-Spec is just about to walk away with that coveted title,GT2 will still hold the record for the number of cars(over 600!),while its PS2 Big Brother,as good as it will be,can only manage about 180.Now,I have a PS2 but the release date for GT3 just dosen't seem to exist(in the UK anyway).On one website it says April,and on another it says late June...Anyway although it might seem a bit late for a FAQ on GT2 I don't think anyone has covered this particular aspect of the game before ,as rather than do a car list like everyone else,I thought I'd be more specific and explain when to unlock the Racing Modified cars,which are generally the most sought after and the best in the game,and what they are like once you have them.I'll also explain the cars that are hard to find,rare,or complicated to unlock.The fun is though,that there are so many cars,sometimes you will have to complete a 90 lap endurance race 2 or 3 times just to get one car(don't try 2 or 3 in a row though as you may forget to do everything else in your life eg Feed Cat,Answer Important Phone Calls etc...)This guide aims to tell you what cars to spend/not spend you money buying/modifying,and make the game easier,but not so easy that it becomes boring,eg Racing a 975hp R/Escudo Pikes Peak Version against a 22hp Fiat 500R(Read:winning by so much,that the race becomes about as interesting as watching Cricket...).So Enjoy GT2...

STOP PRESS-On the 22nd of July I have decided to change the content of the guide and shorten it,by leaving out all the Japanese cars as these would be just far to many for me on my own to work with.However I have now broadened the content of the guide to include list/rating/info/review on ALL none Japanese cars(About 200),not just the Racing Modified ones.This will make the FAQ easier

to write, and more in depth to read.

Key-

R/ Before a car means it is PRE-Racing Modified (when you buy/win it)

* Before a car means it is a secret car, or complicated car to unlock, and will need explaining.

The manufacturers will be in alphabetical order

Racing Modified Cars:

In this section I will list the Racing Modified cars you can obtain from each manufacturer, either through Winning certain races, buying them at the Special Car screen at the Dealership, or tuning up new or used cars.

Facts and Figures: Right, the way I will set this out may look a bit complicated but trust me it is simple. Look at the Acura table below for example. On the table we have: Year-Quite simply the year the particular model was released. NHP-The cars' minimum horsepower, as it is when you buy or win it. NP-Normal Price of the car if you are buying it from a Garage. DT-Drivetrain of the car. NWT-Normal weight of the car (in LB). MHP-Maximum Horsepower the car can be tuned to. T-Can the car have a Turbo Kit fitted (not 'is the engine Turbocharged'). RM-Is the Car Racing Modifiable, Y for Yes, N for No, P for Pre-Modified when the Car is already Modified when you buy or win it (These are normally Race Cars bought from the Special Screen or Won). DT-Can the car have Dirt Tyres fitted and run in Rally Mode, Y for Yes, N for No. Obtained By-How the car is obtained, either: Buy New-The car is bought new from the manufacturers line up screen. Special Scrn-Buying the car from the manufacturers special screen. Or The Name of the race you have to win to unlock the car, eg 4WD Cup R1. And finally Road Test. This is the part where I review some or all of the manufacturers cars after I have driven them in their stock form around a suitable circuit.

ACURA (USA)

(South City)

This is Hondas' North American division, which concentrates on larger luxury cars, more suited to the American market. For the most part they are a bit pointless in terms of the game because they are too expensive to buy early in the game, but too underpowered to be worth buying later on. The Honda NSX from the first game is now only available as the Acura NSX, and likewise with the Integra. However if you have a Gameshark you can unlock these two as the Honda NSX, and Honda Integra (Check out David Connnoys' car database at GameFaqs for the codes). This is pretty confusing as the NSX is supposed to be an Acura but you can win about 3 special RM (Racing Modified) models from the Races that are Hondas, and its manufacturer event is listed at the Honda garage.

Not a very good manufacturer for RM cars as they have no Special screen and only some of their cars can be modified, and even when you tune them to the max they still don't reach a really high HP. The NSX takes on a wonderful Skyline or even Ferrari F40 -esque rear wing when modified, but its livery is pretty boring. Still, the manufacturers models can be quite useful in the mid HP races, though none can sport dirt tyres.

-You will need a both an NSX and an Integra for their manufacturer events over at the Honda dealership.

Car	Year	NHP	NP	DT	NWT	MHP	T	RM	DT	Obtained By:
Acura Integra GS-R '95	95	167	13,000	FF	2667	261	N	N	Y	Buy New
Acura Integra GS-R	98	167	23,260	FF	2667	261	N	Y	Y	Buy New
Acura Integra Type R '95	95	192	16,000	FF	2667	336	Y	N	Y	Buy New
Acura Integra Type R	98	194	25,160	FF	2667	335	Y	N	Y	Buy New
Acura NSX '91	91	249	90,660	MR	3112	381	N	Y	N	Buy New
Acura NSX '97	97	288	90,660	MR	3068	407	N	Y	N	Buy New
Acura NSX '93	93	272	95,000	MR	3020	397	N	N	N	Buy New

Acura NSX Type S (J)	97	284	103,570	MR	2910	426	N	N	N	Buy New
Acura NSX Type S Zero	97	284	98,570	MR	2799	426	N	N	N	Buy New

Road Tests-

Acura Integra GS-R '95-I must admit that at my first sight of it, this car looked rather boring, in both stats and to the eye. But when I bought it from the garage in order to test it, I took a closer look at it, and it started to look promising, OK so it may not be an NSX in the speed stakes, but according to its info screen, it's one of the best handling FF cars around. But then again the info screen also made it sound powerful. And we all know the info screen is written by the man at Acura. And he's probably a little bit biased. So I took it out on the first all-FF race at Tahiti road, and what I came away with was a mixed bag of an opinion. It definitely wasn't fast-It was out-accelerated by a Vauxhall Tigra, that's all we need to know-and it certainly didn't set the World on fire with its acceleration, there wasn't even any difference in speed between 3rd and 4th gear, switching between them had no effect. However, its saving grace was indeed its handling, crisp and pretty responsive, it took most of the sweeping turns flat, but had a bit of the typical FF layout understeer. Overall, the car is good value for money for what it is, and a beginner could buy it almost straight away and tune it up reasonably well, but if he's really after an Integra early on he would be better off saving up a little longer and hanging on for the 95 Type R model, which is even better value, with 192hp and great handling for just 16K. But more on that later...
Acura Integra GS-R(98 model)-

ALFA ROMEO (Italy)

(West City)

This Famous Italian company may have been rival to Ferrari around the F1 circuits of the 1950's but both now fall under the umbrella of the mighty FIAT corporation.

The marquee are probably more recently known for their rather square-looking 155 Touring car which stormed the BTTC in the mid 90's and is a welcome addition to the game. For 1 Million Cr, you get 544 Hp (the dealer lists a lot less but it goes up when you get it to your garage), great handling acceleration, and top speed (200 Mph+), its only bad point is its looks but, hey you can't have everything. Still one of the best cars in the game though. Most of their other cars can be modified to sport Touring car colours and aero parts, which look especially good on the newer 156 and GTV models. None of their other cars really breathe fire in the HP stakes, but make up for it with good handling, and most can be tuned up well, if you have the money...

-1 Manufacturer Event

	Year	NHP	NP	DT	NWT	MHP	T	RM	DT	Obtained By:
145 2.0 Cloverleaf	98	148	29,320	FF	2667	301	Y	N	Y	Buy New
155 2.0 TS 16V	98	147	11,860	FF	2865	245				Buy New
156 2.0 TS 16V	98	154	34,530	FF	2755	313				Buy New
156 2.5 V6 24V	98	190	38,910	FF	2910	551				Buy New
GTV 2.0 TS 16V	98	147	38,360	FF	3020	313				Buy New
GTV 3.0 V6 24V	98	243	49,070	FF	3119	394				Buy New
R/155 Touring Car	--	544	1m	4WD	2336	---	-			Special Scrn

Road Tests-

145 2.0 Cloverleaf-Don't be fooled, despite looking like a cross between a Hatchback and a small People Carrier, this definitely takes its Performance from the first. Its 148hp may not shoot off the line, but its acceleration really kicks in after a few seconds and the journey to 60 is a swift one of a respectable 8 seconds (I clocked it at 8.4), and happily the Car seems to hold this Speed well as you head for 100. The Engine makes a glorious Roaring noise and up the Straights you could be forgiven for thinking you are hitching a ride on something much bigger. I took it out on the Seattle Short Course for its run

out, and it handled the tight Circuit and all of its right-angles wonderfully. It was a delight throwing the Sporty little hatchback into the corners and coming out with a smile on your face. If you can get the braking right, even in stock form, this Car is great fun to drive and certainly wasn't the dull drive I was expecting.

ASTON MARTIN (UK)

(North City)

Probably Britain's second most famous marque, behind Jaguar, here you can buy the DB6, made famous by a Mr Bond, James Bond... Seriously though their more up to date range is impressive with the nice-looking but disappointingly heavy and underpowered DB7 Coupe and Volante from the first game making an appearance, as well as the more impressive and powerful DB8. You will need to Racing Modify a DB7 to use in the second manufacturer trophy race here, both are identical in performance but the Volante costs more, and is slightly heavier, despite sporting a soft top roof.

-1 Manufacturer Event (DB7 Cup).

Car	Year	NHP	NP	DT	NWT	MHP	RMP	Obtained by:
DB7 Coupe (R) (DT)	--	335	173,000	FR	3913	473	290,500	Tuning
DB7 Volante (R) (DT)	--	335	185,500	FR	4078	473	303,000	Tuning

AUDI (Germany)

(North City)

Reliable German manufacturer whose designs have recently become very sporty and nice to look at, especially the TT in road or race trim. The A4 and S4 are both sedans that can be Racing Modified into the colours of the A4 British Touring Car. However their best car has to be the TT, which can be bought as the normal road version, or the very impressive, controllable, light, and speedy LM version for 1m cr from the special screen, which has to be one of the best cars in the game.
-No manufacturer events.

Car	Year	NHP	NP	DT	NWT	MHP	RMP	Obtained by:
R/A4 2.8 Quattro (R) (DT)	--	193	50,530	4WD	3152	320	163,030	Tuning
R/S4 (R)	--	261	39,730	4WD	3328	546	152,230	Tuning
R/TT 1.8T Quattro (R) (DT)	--	221	46,580	4WD	3075	465	166,080	Tuning
R/TT LM Edition (R) (DT)	--	554	1m	4WD	2138	---	-----	Special Scrn

BMW (Germany)

(North City)

Another efficient German manufacturer who famously dropped Rover workers in its last year when it abandoned their company and sold it, costing many jobs in the UK.
Has quite a motorsport history in Touring Cars in the 80's and 90's, and Formula One, with Brabham in the 80's and currently with the Williams team.
Their models range from the comparatively small 320ci to the huge brutish 840, and the 328ci which can be tuned up to 547 Hp, and modified into red or blue BMW motorsport colours.

-? Manufacturers Events.

Car	Year	NHP	NP	DT	NWT	MHP	RMP	Obtained by:
R/320ci	--	145	41,800	FR	3174	287	159,300	Tuning
R/323ci	--	167	45,360	FR	3185	499	162,860	Tuning
R/328ci	--	188	50,690	FR	3229	547	168,190	Tuning

LISTER (UK)

(North City)

