

# NASCAR Thunder 2002 FAQ

by Warhawk

[Donate](#)

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| Nascar Thunder 2002 Race Guide |
| by: Stephen "Warhawk" Harris |
| Covers: PlayStation |
| Date Created: 01.24.2002 |
| Last Updated: 06.12.2012 |
| Version: 2.0 |
| Can be found on: www.gamefaqs.com |
| www.psxcodes.com |
| www.neoseeker.com |
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## 1. Contact

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To be able to contact Stephen "Warhawk" Harris please drop me an e-mail at nd4spdhotrod [at] yahoo [dot] com, with any questions, comments or any information that you may believe that I may have missed in this guide. Please don't send any hateful mail because I will not tolerate it because it can be considered harassment, so please make sure you know what you want to ask/comment before you send the e-mail to me. Be sure to have "NASCAR Thunder 2002" in the subject so I don't accidently delete the e-mail. This includes sending e-mails with some picture which may be inappropriate. Please if you send me any e-mails with any kind of vulgar language such as the "f" word.

I also have AIM and YIM messengers, but you can only be able to contact me through YIM because due to an incident while I was on AIM I have decided to have a closed list on AIM. If you seem that you can't get a response from me on YIM please feel free to e-mail me at the e-mail address that I have given in this section or near the beginning of this guide for Silent Hill. My YIM screen name is listed below if you need to get in contact me through that mean instead of e-mailing me:

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| YIM: nd4spdhotrod |
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## 2. Controls

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### In-Game

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Gas- X                               Shift Up- R2
Brake- Square                         Shift Down- R1
Reverse- Triangle (when stopped)     Pause Game- Start
Change View- Circle                  Toggle HUD ON/OFF- Select
Track Map/Damage meter- L1           Toggle Rear View Mirror- L2
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## 3. Tracks

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Atlanta

Location: Hampton, GA                      Banking on Straightaways: 5°  
Distance: 1.54 miles                      Back Stretch: 1,320 ft.  
Track Type: Speedway                      Banking in Turns: 24°  
Front Stretch: 1,415 ft.                      Website: www.atlantamotorspeedway.com

Strategy:

-----

As you come out of turn 4 you should be around 169 - 170 MPH as you exit the turn towards the start/finish line. As you go down the frontstretch you should be able to reach around 191 - 193 MPH before entering turns 1 - 2. When you go through turns 1 - 2 be sure to let off the gas before enter in the turns to around and keep your speed steady to around 168 - 171 MPH through the turns. As you exit turn 2 you want to get near the wall but not real close to where you end up scraping the wall and whatnot. Before you enter turns 3 - 4 your speed should reach to around 195 MPH before entering those turns. Just like you did in turns 1 - 2 let off the brake a bit until you get down to around 169 - 170 MPH but a tip that I can give is to keep it steady on the brake not just through turns 3 - 4 but as well as turns 1 - 2.

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Bristol

Location: Bristol, Tennessee   Front Straight: 650 ft.  
Distance: .533 miles              Back Straight: 650 ft.  
Track Type: Short Track           Website: www.bristolmotorspeedway.com  
Banking in Turns: 36°  
Banking on Straightaways: 16°

Strategy:

-----

Let's get to the point to how to get around this short but fast race track. As you race out of turn 4 you want to be around 110 - 118 if you manage to get out of turn 4 at those speeds. As you go down the frontstretch across the start/finish line and before you enter turns 1 - 2 you might be able to reach to around 130 - 133 maybe a few MPH under that. As you brake to enter the turns 1 - 2 slow down to around 107 - 110 MPH. As you exit turn 2 to head down the backstretch just like any other track be sure not to hit the wall or you'll loose speed. As you go down the backstretch you should get to around 138 MPH before braking for turns 3 - 4. When you go through turns 3 - 4, you want to be around 107 - 110 through the turns. As you exit turn 4 do the same as you did on the backstretch but this time to the start/finish line.

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California

Location: Fontana Cali.              Banking on Back Straight: 3°\*  
Distance: 2.0 miles                  Front Straight: 3,100 ft.  
Track Type: Oval                      Back Straight: 2,500 ft.  
Banking in Turns: 14°                 Website: www.californiaspeedway.com  
Banking on Front Straight: 11°

Strategy:

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California is a track with not very much banking which allows for long green flag racing. As you exit out of turn 4 you should be around 162 - 165 MPH as you head towards the start/finish line. As you race down the frontstretch you can be able to reach around 188 MPH before entering turns 1 - 2. When you start to brake into turns 1 - 2 you should be around 160 - 165 MPH, then as you exit turn 2 be sure to race up near the wall as you head down the backstretch. You will reach to around 187 MPH before braking for turns 3 -

4, and when you enter turns 3 - 4 drop your speed to around 166 - 168 MPH. As you exit turn 4 you should be around 175 MPH and gaining as you exit turn 4 racing to the start/finish line.

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#### Darlington

Location: Darlington, South Carolina Front Stretch: 1,229 ft.  
Distance: 1.366 miles Back Stretch: 1,229 ft.  
Track Type: Superspeedway Website: [www.darlingtonraceway.com](http://www.darlingtonraceway.com)  
Banking in Turns: 25°  
Banking on Straights: 2°

#### Strategy:

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Alright let's get to the strategy of how to get around this legendary track. When you exit turn 4 heading onto the frontstretch you want to be around 155 - 159 MPH heading towards the start/finish line. When you head down the frontstretch to turns 1 - 2 of a speed around 181 MPH before entering turns 1 - 2. As you go through turns 1 - 2 slow down to around 170 - 172 MPH by the time you exit out of turn 2. As you race down the backstretch be up by the wall but be sure not to try getting your Darlington stripe. Before you head in turns 3 - 4 you should be able to get a speed of around 186 MPH. As you brake to go through turns 3 - 4 slow down to around 150 - 153 MPH as you come out of turn 4 to the start/finish line.

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#### Daytona

Location: Daytona Beach, Florida Front Straight: 3,800 ft.  
Distance: 2.5 miles Back Straight: 3,400 ft.  
Track Type: Superspeedway Website: [www.daytonaintlspeedway.com](http://www.daytonaintlspeedway.com)  
Banking in Turns: 31°  
Banking on Tri-Oval: 18°  
Banking on Straight: 3°

#### Strategy:

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Let's get on with on how to get around the Daytona International Speedway. As you come out of turn 4 you want to be around 184 MPH as you go onto the frontstretch towards the start/finish line. As you head down the frontstretch you should be able to reach around 195 MPH before going into turns 1 - 2. At Daytona you don't need to brake going through the turns at a track like this. All you want to do is be down by the yellow line as you go through turns 1 - 2 at around 185 - 187 MPH through the turns. As you exit turn 2 you want to be up by the wall as you go down the backstretch reaching a speed to around 195 MPH before going in turns 1 - 2. You want to go through turns 3 - 4 like you did when you went through turns 1 - 2 at around 183 MPH. Once you exit turn 4 you should be around 186 by the exit of the turn heading to the start/finish line.

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#### Homestead-Miami

Location: Homestead, Florida Front Stretch: 1,760 ft.  
Distance: 1.5 miles Back Stretch: 1,760 ft.  
Banking in Turns: 6° Website: [www.homesteadmiamispeedway.com](http://www.homesteadmiamispeedway.com)  
Banking on Front Straight: 2°

#### Strategy:

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At the 2002 version of Homestead-Miami you can't go as fast you can at the reconfigured version. As you come out of turn 4 you want to be around 135 - 160 MPH as you set up to go down the frontstretch. Before heading into turns 1 - 2 you should be able to get up to around 180 MPH and as you head through turns 1 - 2 you want to be around 160 - 166 MPH. As you exit turn 2 at 165 or better heading down the backstretch you should be able to reach 187 MPH just like when you were on the frontstretch before entering turns 3 - 4. You want to take turns 3 - 4 like turns 1 - 2 around 160 - 166 MPH, and then back onto the frontstretch.

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#### Indianapolis Motor Speedway

Location: Speedway, Indiana	Front Stretch: 3,300 ft.
Distance: 2.5 miles	Back Stretch: 3,300 ft.
Banking in Turns: 12°	Website: <a href="http://www.brickyard.com">www.brickyard.com</a>
Banking on Straights: 9°	

#### Strategy:

-----  
As you exit out of turn 4 you should be around 170 - 171 MPH as you head onto the frontstretch. As you go down the frontstretch you want to try to get around 202 MPH before entering turn 1. When go through turn 1 you want to be around 170 - 171 MPH going through turn 1, but there'll be a bit of a short stretch before turn 2 in which you can gain a bit of speed but slow down to around 175 - 176 MPH through turn 2. As you race down the backstretch it's quite long before you get to turn 3, but before you enter turn 3 you might be able to reach around 202 MPH before you go about entering turn 3. As you go through turn 3 it's just like when you did in turns 1 - 2 around 170 - 171 MPH then you'll have a small stretch before turn 4, and the same speed for turn 4 166 - 171 MPH before going back onto the frontstretch.

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#### Las Vegas

Location: Las Vegas, Nevada	Front Stretch: 2,275 ft.
Distance: 1.5 miles	Back Stretch: 1,572 ft.
Track Type: Speedway	Website: <a href="http://www.lvms.com">www.lvms.com</a>
Banking in Turns: 12°	
Banking on Front Stretch: 8°	
Banking on Back Stretch: 5°	

#### Strategy:

-----  
Like I said this is a flat 1.5 mile track that may be a bit tricky getting good lap times at but it's knowing how to get good speed through the flat turns. As you come out of turn 4 you want to be around 157 - 160 MPH as you go down the frontstretch to the line. As you go down the frontstretch you should be able to reach around 183 MPH before heading into turns 1 - 2. When you get ready to go through turns 1 - 2 you want to slow down to around 161 - 163 MPH to get onto the backstretch. As you get on the backstretch get by the wall as you go towards turns 3 - 4. You should be able to reach around 182 MPH before you head into turns 3 - 4 but when you brake to go through turns 3 - 4 slow down to around 158 - 162 MPH going through turns 3 - 4 as you head back onto the frontstretch heading to the line.

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Lowe's (Charlotte)

Location: Concord, North Carolina      Front Stretch: 1,952 ft.  
Distance: 1.5 miles                      Back Stretch: 1,360 ft.  
Track Type: Speedway                      Website: www.lowesmotorspeedway.com  
Banking in Turns: 24°  
Banking on Front Stretch: 5°

Strategy:

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A lap at Lowe's Motor Speedway can be fast around this 1.5 mile D-shaped oval. As you head out of turn 4 be careful that you don't let the car get loose coming out of the turn. You want to exit turn 4 at around 143 - 145 MPH heading down the frontstretch towards the start/finish line. You may be able to reach around 160 - 165 MPH before heading into turns 1 - 2 and as you do brake to around 140 - 141 through turns 1 - 2 as you go onto the backstretch. As you race down the backstretch you should be able to reach around 161 - 165 MPH before you go through turns 3 - 4, and as you brake to go through turns 3 - 4 slow down to around 140 - 141 MPH but like I said for exiting turn 4 be sure not to get loose coming out of the turn because you really don't want that to happen.

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Martinsville

Location: Martinsville, Virginia      Front Stretch: 800 ft.  
Distance: .526 miles                      Back Stretch: 800 ft.  
Track Type: Short Track                      Website: www.martinsvillespeedway.com  
Banking in Turns: 12°

Strategy:

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When racing at Martinsville you don't want to wait til around the last minute to brake but you want to brake at a certain point of the track so you can go about getting through the turns with ease. As you come out of turn 4 you should be around 80 - 86 MPH as you exit turn 4 onto the frontstretch to the start/finish line. Since both stretches are only 800 ft. you won't have much time before you will have to brake again for turns 1 - 2. Use the paint on the walls to help you know when to brake for the entering of the turns. For example where it has NASCAR Racing Cup Series ends to start braking for turns 1 - 2. Before you start to brake you should be able to reach around 120 MPH and once you get to the end of where it has NASCAR Racing Cup series to brake for turns 1 - 2 to around 80 - 86 MPH through turns 1 - 2.

As you exit off of turn 2 going down the backstretch, but you'll have to do like you done on the front stretch. The only problem is that you'll have to use a different paint on the wall as a marker to slow down for turns 3 - 4. Just like on the frontstretch you should be able to reach around 120 - 125 MPH, before going into turns 3 - 4. Look for part of the concrete wall in black and use the end of that as a marker to slow down for turns 3 - 4. Like in turns 1 - 2 slow down to around 80 - 86 MPH but should be able to gain a bit of speed as you exit out of turn 4 down the frontstretch again.

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Michigan

Location: Brooklyn, Michigan              Front Stretch: 3,600 ft.  
Distance: 2.0 miles                      Back Stretch: 2,242 ft.  
Track Type: Speedway                      Website: www.mispeedway.com  
Banking in Turns: 18°  
Banking on Front Stretch: 12°  
Banking on Back Stretch: 5°

Strategy:

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Michigan International Speedway isn't a hard track to get the hang of because with the 18° in the turns it can produce some exciting and/or fast laps at this 2.0 mile track. As you race out of turn 4 you want to be around 170 - 176 MPH as you head onto the frontstretch to the start/finish line. Before heading into turns 1 - 2 you should be able to reach around 204 MPH but as you get ready into head into turns 1 - 2 you want to slow down to around 174 - 176 MPH through turns 1 - 2 going onto the backstretch. When you head down the backstretch sling up near the wall but before you enter turns 3 - 4 you should reach around 201 MPH before heading into turns 3 - 4. As you go through turns 3 - 4 slow down to around 177 - 179 MPH going through turns 3 - 4 as you head back to the start/finish line.

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North Carolina

Location: Rockingham, North Carolina      Front Stretch: 1,300 ft.

Distance: 1.018 miles

Back Stretch: 1,367 ft.

Track Type: Short Track

Website: [www.northcarolinaspdway.com](http://www.northcarolinaspdway.com)

Banking in Turns 1&2: 22°

Banking in Turns 3&4: 25°

Banking on Straights: 8°

Strategy:

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Since this track is a little tricky particularly that you can get around this track fast except that you'll have to be careful getting out of the turns such as turn 2. As you race out of turn 4 you want to be around 145 - 149 MPH heading onto the frontstretch towards the line. Before slowing down for turns 1 - 2 you should be able to reach around 179 MPH before entering turns 1 - 2. As you brake to go through turns 1 - 2 you want to slow down to around 138 - 142 MPH as you reach the backstretch up by the wall. As you go down the backstretch you will reach a speed of around 176 MPH before heading into turns 3 - 4. As you get ready to brake to enter turns 3 - 4 you want to slow down to around 141 - 154 MPH as you go through the turns as you head back onto the frontstretch towards the line.

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Phoenix

Location: Avondale, Arizona

Front Stretch: 1,179 ft.

Distance: 1.0 miles

Back Stretch: 1,551 ft.

Track Type: Short Track

Website: [www.phoenixintlspeedway.com](http://www.phoenixintlspeedway.com)

Banking in Turns 1&2: 11°

Banking in Turns 3&4: 9°

Banking on Straights: 0°

Strategy:

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Since this track is a little tricky particularly that you can get around this track fast except that you'll have to be careful getting out of the turns such as turn 2. As you race out of turn 4 you want to be around 130 - 136 MPH heading onto the frontstretch towards the line. Before slowing down for turns 1 - 2 you should be able to reach around 162 MPH before entering turns 1 - 2. As you brake to go through turns 1 - 2 you want to slow down to around 120 - 123 MPH as you reach the backstretch up by the wall. As you go down the backstretch you will reach a speed of around 160 MPH before heading into turns 3 - 4. As you get ready to brake to enter turns 3 - 4 you want to slow

down to around 128 - 140 MPH as you go through the turns as you head back onto the frontstretch towards the line.

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#### Pocono

Location: Long Pond, Pennsylvania	Banking in Turn 3: 6*
Distance: 2.5 miles	Front Stretch: 3,740 ft.
Track Type: Superspeedway	Short Stretch: 3,055 ft.
Banking on Straights: 1°	Website: <a href="http://www.poconoraceway.com">www.poconoraceway.com</a>
Banking in Turn 1: 14°	
Banking in Turn 2: 8°	

#### Strategy:

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Racing at this 2.5 mile triangular track may require a bit of speed but you have to be sure to slow down good enough through the turns to be real good at this particular track. As you come out of turn 3 you want to be around 175 - 180 MPH as you exit turn 3 onto the frontstretch. The frontstretch you can gain a lot of speed if you have a good car setup for Pocono to reach a good amount of speed before entering turn 1. Before entering turn 1 you will reach around 205 MPH but you may start to brake at the 2 or 1 marker to get through turn 1. You want to try to slow down to around 147 - 150 MPH through turn 1 as you go onto the second stretch as you approach turn 2 "Tunnel Turn".

Your speed should reach around 196 but I wouldn't try to get up that far because it may be a bit too fast but when you go through turn 2 "Tunnel Turn" you want to slow down to around 170 - 172 MPH to get through turn 2. Now you'll go down the third stretch which is the shortest stretch on this track, you will reach around 194 MPH before heading through turn 3 at this unique track. As you go through turn 3 you want to be around 168 - 172 MPH going through turn 3 back on your way to the frontstretch.

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#### Richmond

Location: Richmond, Virginia	Front Stretch: 1,290 ft.
Distance: .750 miles	Back Stretch: 860 ft.
Track Type: Short Track	Website: <a href="http://www.richmondracewaycomplex.com">www.richmondracewaycomplex.com</a>
Banking in Turns: 14°	
Banking on Front Stretch: 8°	
Banking on Back Stretch: 2°	

#### Strategy:

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Richmond International Raceway is a fast short track that can be a fun place to race at besides Bristol Motor Speedway. As you race off of turn 4 you should exit turn 4 at around 120 - 126 MPH heading down the frontstretch heading towards the line. You may have to brake around a 100 ft. before heading into turns 1 - 2. Before heading into turns 1 - 2 you will reach around 145 MPH before you head through turns 1 - 2. As you slow down to go through turns 1 - 2 you want to slow down to around 118 - 122 MPH as you go through turns 1 - 2, then onto the backstretch sliding as close to the wall as possible. As you head down the backstretch you should be able to reach around 144 MPH before heading into turns 3 - 4. You want to brake around a 100 ft. before the yellow line at the beginning of turn 3 to around 120 - 124 MPH as you head back to the line for a lap around RIR.

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## Sears Point

Location: Sonoma, California

Distance: 1.949 miles

Track Type: Road Course

Website: [www.searspoint.com](http://www.searspoint.com)

### Strategy:

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When you race at this track you want to have good acceleration because that is one of the keys to doing well at a track like Infineon Raceway. As you come out of turn 10 you want to be around 45 - 70 MPH going through the hairpin hugging the turn but not too much because you don't want to hit the tires, as you head to the start/finish line. As you cross the line there'll be a small turn to the left [turn 1] around 138 MPH as you approach turn 2 you want to be around 110 - 114 MPH going through turn 2. Turn 3 isn't that far off because you'll have to slow down to around 70 - 76 MPH going through turn 3 then onto a small stretch to turn 4. Turn 4 slow down to around 74 - 77 MPH and turn 5 isn't far off from turn 5. To take turn 5 well slow down to around 64 - 67 MPH as you go down another stretch to turn 6. Before you approach turn 6 you want to start slowing down just a few feet before entering turn 6 and go through the turn at least 118 - 122MPH while the next turn, turn 7 will come quickly.

This is one of the tight turns at this 1.949 mile road course in which you have to slow down to around 45 - 50 MPH to go through this turn. Next you'll have to take on the ESSES at around 110 - 125 MPH through those set of turns, before taking on turn 8. As you approach turn 8 you want to slow down to around 142 MPH going through the turn and then have to set up for turn 9 at around 118 - 120 MPH. After you get through turn 9 you will now have to get set up for turn 10 [last turn] which is a hairpin. You will have to slow down just a few feet before pit road, to around 45 - 70 MPH as you go through turn 10. Once you have gone through the last turn now it's time to head back to the start/finish line.

## Talladega

Location: Talladega, Alabama      Front Stretch: 4,300 ft.

Distance: 2.66 miles              Back Stretch: 4,000 ft.

Track Type: Superspeedway      Website: [www.talladegasuperspeedway.com](http://www.talladegasuperspeedway.com)

Banking in Turns 1&2: 33°

Banking on Front Stretch: 18°

Banking on Back Stretch: 2°

### Strategy:

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Talladega Superspeedway was built to be the fastest, most competitive racetrack on the NASCAR circuit. This can be a fast track to get around and let's get to on how to get around this 2.66 mile racetrack. As you come out of turn 4 you want to be around 184MPH as you head through the tri-oval and to the start/finish line. Before you head into turns 1 - 2 you should be around 196MPH before heading in to turns 1 - 2. As you race through turns 1 - 2 you want to be around 189 - 191MPH. When you exit out of turn 2 you want to drift up towards the wall heading down the backstretch. Before you enter turns 3 - 4 you should be able to reach around 197MPH before heading in turns 3 - 4. When you race through turns 3 - 4 you want to be around 188 - 190MPH while racing through turns 3 - 4, then head through the frontstretch and the tri-oval then finally cross the start/finish line. That's how you get around Talladega Superspeedway.

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## Texas

Location: Fort Worth, Texas

Distance: 1.5 miles

Track Type: Speedway

Banking in Turns 1&2: 24°

Banking in Turns 3&4: 8°

Banking on Straights: 5°

Front Stretch: 2,250 ft.

Back Stretch: 1,330 ft.

Website: [www.texasmotorspeedway.com](http://www.texasmotorspeedway.com)

### Strategy:

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Racing at the Texas Motor Speedway can be quite fast to race at, but you don't want to carry too much speed through the turns unless you want to hit the wall. As you come out of Turn 4 you want to be around 161 MPH, as you head towards the start/finish line. You will reach around 182 MPH before heading into Turn 1, but when you go through turns 1 - 2 at around 160 - 162 MPH through the turns. As you exit out of turn 2 you should be able to reach to around 180 MPH before entering Turn 3. When you approach Turns 3 - 4, you want to do the same as you did in Turns 1 - 2 but you may want to slow down a bit to around 160 - 162 MPH as you go through turns 3 - 4. As you exit turn 4 you want to be smooth on the exit of the turn as you head to the start/finish line.

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## Watkins Glen

Location: Watkins Glen, New York

Distance: 2.454 miles

Track Type: Road Course

Website: [www.theglen.com](http://www.theglen.com)

### Strategy:

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Racing at Watkins Glen can be fun to race at because it isn't anything like Infineon Raceway where there's like a turn almost every time after you make one. As you come out of turn 11, you want to be around 90 - 94 MPH as you go onto the frontstretch to the start/finish line. To be able to brake good enough for turn 1 start to brake just a few feet before you see the markers [3 2 1]. As you get ready for turn 1 you'll be able to reach to around 148 MPH, and then you'll have to slow down to around 66 - 72 MPH to take on turn 1. After you have made it through turn 1, then you'll have to get ready for turn 2 with turn 3 not long after that. When you get ready to go through turn 2 slow down to around 117 - 119 MPH going through turn 2, but with turn 3 slow down to around 134 - 138 MPH [don't be suprised if you have to slow down a bit more]. Then you have to get through turn 4 at around 140 - 144 by the exit out of turn 4 going down one of two stretches, on this 2.454 mile road course.

Now you have to get ready for the "Inner Loop" where turns 5, 6, 7, 8 are located. There will be markers in preparation to slow down for this "Inner Loop" starting with 600 [representing 600 ft.]. Start slowing down just a bit before the marker to around 79 - 82 MPH to take turns 5 - 6 with turns 7 - 8 not long after 5 - 6. You want to try to go through turns 7 - 8 at around 68 - 71 MPH before entering turn 9. To get through turn 9 good, keep your speed around 87 - 91 MPH and when you exit turn 9 get on the brake to around 120 MPH on the exit on the second stretch of this road course. You should be able to reach around 172 MPH before entering turn 10, but when you get ready for turn 10 start to slow down between the end of concrete wall and the 300 ft. marker. When you do slow down to around 90 - 94 MPH going through turn 10 and onto a small stretch before turn 11. As you get ready for turn 11

slow down to around 87 - 90 MPH through turn 11 to go to the start/finish line again.

-Strategies based on car set-up used for that track-

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#### 4. Drivers

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John Andretti

Car Owner: Richard Petty  
Team: Petty Enterprises  
Hometown: Bethlehem, PA  
Car #: 43  
Car Type: Dodge  
Car Model: Intrepid  
Sponsor: Cheerios  
Rookie Year: 1994  
Alternate Skins: Hamburger Helper  
                  Honeynut Cheerios  
                  Pop Secret

#### Career Stats

Championships: 0  
Starts: 262  
Poles: 4  
Wins: 2  
Top 5's: 13  
Top 10's: 35

---

Casey Atwood

Car Owner: Ray Evernham  
Team: Evernham Motorsports  
Hometown: Antioch, TN  
Car #: 19  
Car Type: Dodge  
Car Make: Intrepid  
Sponsor: DODGE  
Rookie Year: 2001  
Alternate Skins: ----

#### Career Stats

Championships: 0  
Starts: 38  
Poles: 1  
Wins: 0  
Top 5's: 1  
Top 10's: 4

---

Johnny Benson

\*\*1996 Rookie of the Year\*\*

Car Owner:  
Team: MBV Motorsports  
Hometown: Grand Rapids, MI

Car #: 10  
Car Make: Pontiac  
Car Model: Gran Prix  
Sponsor: Valvoline  
Rookie Year: 1996  
Alternate Skins: Eagle One  
Maxlife

Career Stats

Championships: 0  
Starts: 197  
Poles: 2  
Wins: 0  
Top 5's: 13  
Top 10's: 47

---

Jeff Burton

\*\*1994 Rookie of the Year\*\*

Car Owner: Jack Roush  
Team: Roush Racing  
Hometown: South Boston, Virginia  
Car #: 99  
Car Type: Ford  
Car Model: Taurus  
Sponsor: Citgo  
Rookie Year: 1994  
Alternate Skins: ----

Career Stats

Championships: 0  
Starts: 259  
Poles: 2  
Wins: 17  
Top 5's: 81  
Top 10's: 119

---

Ward Burton

Car Owner: Bill Davis  
Team: Bill Davis Racing  
Hometown: South Boston, Virginia  
Car #: 22  
Car Type: Dodge  
Car Model: Intrepid  
Sponsor: Caterpillar  
Rookie Year: 1994  
Alternate Skins: Wildlife Foundation  
Bulldozer

Career Stats

Championships: 0  
Starts: 250  
Poles: 6  
Wins: 3  
Top 5's: 21  
Top 10's: 67

---

Kurt Busch  
Car Owner: Jack Roush  
Team: Roush Racing  
Hometown: Las Vegas, Nevada  
Car #: 97  
Car Type: Ford  
Car Model: Tarus  
Sponsor: Rubbermaid  
Rookie Year: 2001  
Alternate Skins: ----

Career Stats

Championships: 0  
Starts: 78  
Poles: 1  
Wins: 0  
Top 5's: 3  
Top 10's: 6

---

Dale Earnhardt Jr.  
Car Owner: Teresa Earnhardt  
Team: Dale Earnhardt Inc.  
Hometown: Kannapolis, North Carolina  
Car #: 8  
Car Type: Chevrolet  
Car Model: Monte Carlo  
Sponsor: Dale Earnhardt Jr.\*  
Rookie Year: 2000  
Alternate Skins: ----

Career Stats

Championships: 0  
Starts: 75  
Poles: 4  
Wins: 5  
Top 5's: 12  
Top 10's: 21

---

Bill Elliott  
Car Owner: Ray Evernham  
Team: Evernham Motorsports  
Hometown: Dawsonville, Georgia  
Car #: 9  
Car Make: Dodge  
Car Model: Intrepid  
Sponsor: Dodge  
Rookie Year: 1977  
Alternate Skins: ----

\*\*1988 Winston Cup Champion\*\*

Career Stats

Championships: 1  
Stats: 659  
Poles: 53  
Wins: 41

Top 5's: 160  
Top 10's: 294

---

Jeff Gordon   \*\*4-Time Winston Cup Champion\*\*  
Car Owner: Rick Hendrick                               \*\*1993 Rookie of the Year\*\*  
Team: Hendrick Motorsports  
Hometown: Pittsboro, Indiana  
Car #: 24  
Car Type: Chevrolet  
Car Model: Monte Carlo  
Sponsor: DuPont  
Rookie Year: 1993  
Alternate Skins: Looney Tunes

Career Stats

Championships: 4 ('95, '97 - '98, 2001)  
Starts: 293  
Poles: 39  
Wins: 58  
Top 5's: 147  
Top 10's: 190

---

Jeff Green  
Car Owner: Richard Childress  
Team: Childress Racing  
Hometown: Owensboro, KY  
Car #: 30  
Car Type: Chevrolet  
Car Model: Monte Carlo  
Sponsor: America On-Line  
Rookie Year: 1997  
Alternate Skins: Looney Tunes

Career Stats

Championships: 0  
Starts: 58  
Poles: 1  
Wins: 0  
Top 5's: 1  
Top 10's: 3

---

Bobby Hamilton   \*\*1991 Rookie of the Year\*\*  
Car Owner: Andy Petree  
Team: Petree Racing  
Hometown: Nashville, Tennessee  
Car #: 55  
Car Type: Chevrolet  
Car Model: Monte Carlo  
Sponsor: Schnieder Electric (Square-D)  
Rookie Year: 1991  
Alternite Skins: Square D Lightning  
Looney Tunes

Career Stats

Championships: 0  
Starts: 337  
Poles: 5  
Wins: 4  
Top 5's: 20  
Top 10's: 64

---

Kevin Harvick \*\*2001 Rookie of the Year\*\*  
Car Owner: Richard Childress  
Team: Childress Racing  
Hometown: Bakersfield, California  
Car #: 29  
Car Type: Chevrolet  
Car Model: Monte Carlo  
Sponsor: GM Goodwrench Service Plus  
Rookie Year: 2001  
Alternate Skins: Looney Tunes  
AOL

Career Stats  
Championships: 0  
Starts: 35  
Poles: 0  
Wins: 2  
Top 5's: 6  
Top 10's: 16

---

Dale Jarrett \*\*1999 Winston Cup Champion\*\*  
Car Owner: Robert Yates  
Team: Robert Yates Racing  
Hometown: Hickory, North Carolina  
Car #: 88  
Car Type: Ford  
Car Model: Taurus  
Sponsor: UPS  
Rookie Year: 1987  
Alternate Skins: ----

Career Stats  
Championships: 1  
Starts: 459  
Poles: 14  
Wins: 28  
Top 5's: 141  
Top 10's: 210

---

Matt Kenseth \*\*2000 Rookie of the Year\*\*  
Car Owner: Mark Martin  
Team: Roush Racing  
Hometown: Cambridge, Winconsin  
Car #: 17  
Car Type: Ford  
Car Model: Taurus  
Sponsor: DeWalt

Rookie Year: 2000  
Alternate Skins: ----

Career Stats

Championships: 0  
Starts: 76  
Poles: 1  
Wins: 1  
Top 5's: 9  
Top 10's: 22

---

Bobby Labonte \*\*2000 Winston Cup Champion\*\*  
Car Owner: Joe Gibbs  
Team: Gibbs Racing  
Hometown: Corpus Christi, Texas  
Car #: 18  
Car Type: Pontiac  
Car Model: Gran Prix  
Sponsor: Interstate Batteries  
Rookie Year: 1993  
Alternate Skins: Jurassic Park 3  
                  MLB All Start Game  
                  Graneknstein  
                  NASCAR Racers  
                  MBNA  
                  Small Soldiers  
                  Coca-Cola Polar Bear  
                  Circuit City

Career Stats

Championships: 1  
Starts: 294  
Poles: 21  
Wins: 18  
Top 5's: 84  
Top 10's: 142

---

Terry Labonte \*\*2-Time Winston Cup Champion\*\*  
Car Owner: Rick Hendrick  
Team: Hendrick Motorsports  
Hometown: Corpus Christi, Texas  
Car #: 5  
Car Type: Chevrolet  
Car Model: Monte Carlo  
Sponsor: Kellogg's (Tony the Tiger)  
Rookie Year: 1979  
Alternate Skins: Kellogg's Honey Frosted Mini Wheats  
                  Loony Tunes

Career Stats

Championships: 2 ('84, '96)  
Starts: 709  
Poles: 26  
Wins: 21  
Top 5's: 166  
Top 10's: 340



---

Jason Leffler  
Car Owner: Chip Ganassi  
Team: Ganassi Racing  
Hometown: Long Beach, California  
Car #: 01  
Car Type: Dodge  
Car Model: Intrepid  
Sponsor: Cingular Wireless  
Rookie Year: 2001  
Alternate Skins: ----

Career Stats  
Championships: 0  
Starts: 30  
Poles: 1  
Wins: 0  
Top 5's: 0  
Top 10's: 1

---

Kevin LePage  
Car Owner: Morgan McClure  
Team: Morgan McClure Mortorsports  
Hometown: Shleburn, Vermont  
Car #: 4  
Car Type: Chevrolet  
Car Model: Monte Carlo  
Rookie Year: 1998  
Alternate Skins: ----

Career Stats  
Championships: 0  
Starts: 125  
Poles: 1  
Wins: 0  
Top 5's: 2  
Top 10's: 8

---

Sterling Marlin  
Car Owner: Chip Ganassi  
Team: Ganassi Racing  
Hometown: Columbia, Tennessee  
Car #: 40  
Car Type: Dodge  
Car Make: Intrepid  
Sponsor: Sterling Marlin\*  
Rookie Year: 1983  
Alternate Skins: Brooks & Dunn

Career Stats  
Championships: 0  
Starts: 539  
Poles: 11  
Wins: 8

Top 5's: 59  
Top 10's: 178

---

Mark Martin  
Car Owner: Jack Roush  
Team: Roush Racing  
Hometown: Batesville, Arizona  
Car #: 6  
Car Type: Ford  
Car Model: Taurus  
Sponsor: Mark Martin  
Rookie Year: 1982  
Alternate Skins: ----

Career Stats  
Championships: 0  
Starts: 494  
Poles: 41  
Wins: 32  
Top 5's: 188  
Top 10's: 303

---

Jeremy Mayfield  
Car Owner: Roger Penske  
Team: Penske Motorsports  
Hometown: Owensboro, Kentucky  
Car #: 12  
Car Type: Dodge  
Car Model: Intrepid  
Sponsor: Dodge  
Rookie Year: 1997  
Alternate Skins: ----

Career Stats  
Championships: 0  
Starts: 237  
Poles: 6  
Wins: 3  
Top 5's: 33  
Top 10's: 58

---

Jerry Nadeau  
Car Owner: Rick Hendrick  
Team: Hendrick Motorsports  
Hometown: Danbury, Connecticut  
Car #: 25  
Car Type: Chevrolet  
Car Model: Monte Carlo  
Sponsor: UAW/Delphi  
Rookie Year: 1998  
Alternate Skins: ----

Career Stats  
Championships: 0

Starts: 139  
Poles: 0  
Wins: 1  
Top 5's: 8  
Top 10's: 17

---

Joe Nemechek

Car Owner: Andy Petree  
Team: Andy Petree Racing  
Hometown: Lakeland, Florida  
Car #: 33  
Car Type: Chevrolet  
Car Model: Monte Carlo  
Sponsor: Oakwood Homes  
Rookie Year:  
Alternate Skins: ----

Career Stats

Championships: 0  
Starts: 253  
Poles: 6  
Wins: 1  
Top-5's: 8  
Top-10's: 32

---

Ryan Newman

Car Owner: Roger Penske  
Team: Penske Motorsports  
Hometown: South Bend, Indiana  
Car #: 02  
Car Type: Ford  
Car Make: Taurus  
Sponsor: ALLTEL  
Rookie Year: ----  
Alternate Skins: -----

Career Stats

Championships: 0  
Starts: 8  
Poles: 1  
Wins: 0  
Top 5's: 2  
Top 10's: 2

---

Steve Park

Car Owner: Teresa Earnhardt  
Team: Dale Earnhardt Inc.  
Hometown: East Northport, New York  
Car #: 1  
Car Type: Chevrolet  
Car Model: Monte Carlo  
Sponsor: PENNZOIL  
Rookie Year: 1998  
Alternate Skins: ----

Career Stats  
Championships: 0  
Starts: 114  
Poles: 2  
Wins: 2  
Top 5's: 11  
Top 10's: 30

---

Benny Parsons [NASCAR Legend]                   \*\*1972 Winston Cup Champion\*\*  
Car Owner: N/A  
Team: NBC Sports  
Hometown: Ellerbe, North Carolina  
Car #: -----  
Car Type: Pontiac  
Car Model: Grand Prix  
Rookie Year: 1970  
Year Retired: 1988  
Alternate Skins: -----

Career Stats  
Championships: 1  
Starts: 526  
Poles: 20  
Wins: 21  
Top 5's: 199  
Top 10's: 283

---

Kyle Petty  
Car Owner: Patti Petty  
Team: Petty Enterprises  
Hometown: Randleman, North Carolina  
Car #: 45  
Car Type: Dodge  
Car Make: Intrepid  
Sponsor: Sprint  
Rookie Year: 1980  
Alternate Skins: Charity Ride

Career Stats  
Championships: 0  
Starts: 609  
Poles: 8  
Wins: 8  
Top 5's: 51  
Top 10's: 167

---

Richard Petty [NASCAR LEGEND]                   \*\*7-Time Winston Cup Champion\*\*  
Car Owner: Richard Petty                       \*\*1959 Rookie of the Year\*\*  
Team: Petty Enterprises  
Hometown: Randleman, North Carolina  
Car #: 43  
Car Type: Dodge  
Car Model: Intrepid

Sponsor: STP  
Rookie Year: 1959  
Year Retired: 1992  
Alternate Skin: ----

Career Stats

Championships: 7  
Starts: 1184  
Poles: 123  
Wins: 200  
Top 5's: 555  
Top 10's: 712

---

Ricky Rudd

Car Owner: Robert Yates  
Team: Robert Yates Racing  
Hometown: Chesapeake, Virginia  
Car #: 28  
Car Type: Ford  
Car Model: Taurus  
Sponsor: Havoline  
Rookie Year: 1975  
Alternate Skins: Need for Speed

Career Stats

Championships: 0  
Starts: 731  
Poles: 27  
Wins: 20  
Top 5's: 179  
Top 10's: 344

---

Elliott Sadler

Car Owner: Wood Brothers  
Team: Wood Brothers Racing  
Hometown: Emporia, VA  
Car #: 21  
Car Type: Ford  
Car Model: Taurus  
Sponsor: Motorcraft  
Rookie Year: 1999  
Alternate Skins: ----

Career Stats

Championships: 0  
Starts: 105  
Poles: 0  
Wins: 1  
Top 5's: 2  
Top 10's: 4

---

Ken Schrader

\*\*1983 Rookie of the Year\*\*

Car Owner: Nelson Bowers  
Team: MB2 Motorsports

Hometown: Fenton, Missouri  
Car #: 36  
Car Type: Pontiac  
Car Model: Gran Prix  
Sponsor: M&M's  
Rookie Year: 1983  
Alternate Skins: 4th of July  
Halloween  
Snickers

Career Stats

Championships: 0  
Starts: 528  
Poles: 23  
Wins: 4  
Top 5's: 64  
Top 10's: 176

---

Mike Skinner \*\*1997 Rookie of the Year\*\*  
Car Owner: Morgan McClure  
Team: McClure Racing  
Hometown: Ontario, CA  
Car #: 31  
Car Type: Chevrolet  
Car Model: Monte Carlo  
Sponsor: LOWE's Home Improvement  
Rookie Year: 1997  
Alternate Skins: Looney Tunes  
Top Choice Lumber

Career Stats:

Championships: 0  
Starts: 167  
Poles: 5  
Wins: 0  
Top 5's: 10  
Top 10's: 38

---

Jimmy Spencer  
Car Owner: Chip Ganassi  
Team: Ganassi Racing  
Hometown: Berwick, Pennsylvania  
Car #: 26  
Car Type: Ford  
Car Make: Taurus  
Sponsor: K-Mart  
Rookie Year: 1989  
Alternate Skins: ----

Career Stats

Championships: 0  
Starts: 370  
Poles: 3  
Wins: 2  
Top 5's: 25  
Top 10's: 70

-----  
\*\*1999 Rookie of the Year\*\*

Tony Stewart  
Car Owner: Joe Gibbs  
Team: Gibbs Racing  
Hometown: Columbus, Indiana  
Car #: 20  
Car Type: Pontiac  
Car Model: Gran Prix  
Sponsor: HOME DEPOT  
Rookie Year: 1999  
Alternate Skins: Jurassic Park 3  
Kid's Workshop  
Habitat for Humanity  
Coca-Cola Polar Bear

Career Stats

Championships: 0  
Starts: 104  
Poles: 4  
Wins: 12  
Top 5's: 39  
Top 10's: 66

-----  
\*\*1989 Winston Cup Champion\*\*

Rusty Wallace  
Car Owner: Roger Penske  
Team: Penske Motorsports  
Hometown: St. Louis, Missouri  
Car #: 2  
Car Type: Ford  
Car Model: Taurus  
Sponsor: Team Rusty\*  
Rookie Year: 1984  
Alternate Skins: ----  
\*\*1984 Rookie of the Year\*\*

Career Stats

Championships: 1  
Starts: 562  
Poles: 35  
Wins: 54  
Top 5's: 182  
Top 10's: 292

-----  
Michael Waltrip  
Car Owner: Teresa Earnhardt  
Team: Dale Earnhardt, INC.  
Hometown: Owensboro, Kentucky  
Car #: 15  
Car Type: Chevrolet  
Car Model: Monte Carlo  
Sponsor: NAPA  
Rookie Year: 1986  
Alternate Skins: ----

Career Stats

Championships: 0  
Starts: 498  
Poles: 2  
Wins: 1  
Top 5's: 21  
Top 10's: 85

o-----o  
| \*: Actual Sponsor is a Alcohol or Drug |  
o-----o

-----  
5. Car Setups  
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-----  
Part One: Lincensed  
-----

Atlanta  
-----

Transmission: Manual	Gear Ratios
Tire Pressure: 60 psi	Use Default
Shocks: 100%	
Downforce: 1.0	
Wedge: 46%	
Left Bias: 300	
Rear Bias: 300	
Wheel Lock: 16.2	
Fuel Load: 22 Gallons	

Bristol  
-----

Transmission: Manual	Gear Ratios
Tire Pressure: 48 psi	Gear 1: 10.0
Shocks: 100%	Gear 2: 7.20
Down Force: 7.4	Gear 3: 5.70
Wedge: 47.6%	Gear 4: 4.60
Left Bias: +300 lbs.	
Rear Bias: +240 lbs.	
Wheel Lock: 15.0*	
Fuel Load: 22 Gallons	

California  
-----

Transmission: Manual	Gear Ratios
Tire Pressure: 44	Use Defaults
Shocks: 50%	
Downforce: 1.0	
Wedge: 49.2%	
Left Bias: 210	
Rear Bias: 0	
Wheel Lock: 15.4	
Fuel Load: 22 Gallons	



Chicagoland

-----

Transmission: Manual

Tire Pressure: 36 psi

Shocks: 70%

Down Force: 4.2

Wedge: 47.6%

Left Bias: 180 lbs.

Rear Bias: +60 lbs.

Wheel Lock: 15.4\*

Fuel Load: 22 Gallons

Gear Ratios

Gear 1: 9.50

Gear 2: 6.40

Gear 3: 4.00

Gear 4: 3.20

Daytona

-----

Transmission: Manual

Tire Pressure: 48

Shocks: 0%

Downforce: 1.0

Wedge: 49.2%

Left Bias: 300

Rear Bias: 180

Wheel Lock: 13.8

Fuel Load: 22 Gallons

Gear Ratios

Use Defaults

Darlington

-----

Transmission: Manual

Tire Pressure: 60 psi

Shocks: 90%

Downforce: 1.8

Wedge: 46%

Left Bias: 300 lbs.

Rear Bias: 300 lbs.

Wheel Lock: 16.2

Fuel Load: 22 Gallons

Gear Ratios

Gear 1: 9.06

Gear 2: 6.11

Gear 3: 3.86

Gear 4: 3.15

Dover

-----

Transmission: Manual

Tire Pressure: 32 psi

Shocks: 90%

Downforce: 1.0

Wedge: 46%

Left Bias: 300

Rear Bias: 300

Wheel Lock: 16.2

Fuel Load: 22 Gallons

Homestead-Miami

-----

Transmission: Manual

Tire Pressure: 36 psi

Shocks: 80%

Down Force: 5.0

Wedge: 48.4%

Left Bias: 300 lbs.

Gear Ratios

Gear 1: 9.50

Gear 2: 5.75

Gear 3: 3.70

Gear 4: 3.00

Rear Bias: +180 lbs.  
Wheel Lock: 14.6\*  
Fuel Load: 22 Gallons

Indianapolis

-----

Transmission: Manual	Gear Ratios
Tire Pressure: 40 psi	Gear 1: 7.06
Shocks: 80%	Gear 2: 5.21
Downforce: 1.0	Gear 3: 3.70
Wedge: 48.4%	Gear 4: 3.00
Left Bias: +300 lbs.	
Rear Bias: +180 lbs.	
Wheel Lock: 14.6*	
Fuel Load: 22 Gallons	

Kansas

-----

Transmission: Manual	Gear Ratios
Tire Pressure: 40 psi	Gear 1: 9.50
Shocks: 70%	Gear 2: 6.40
Down Force: 4.2	Gear 3: 4.00
Wedge: 47.6%	Gear 3: 3.20
Left Bias: 180 lbs.	
Rear Bias: +60 lbs.	
Wheel Lock: 15.4*	
Fuel Load: 22 Gallons	

Las Vegas

-----

Transmission: Manual	Gear Ratios
Tire Pressure: 36 psi	Gear 1: 9.50
Shocks: 70%	Gear 2: 6.40
Down Force: 4.2	Gear 3: 4.00
Wedge: 47.6%	Gear 4: 3.00
Left Bias: 180 lbs.	
Rear Bias: +60 lbs.	
Wheel Lock: 15.4*	
Fuel Load: 22 Gallons	

Lowe's

-----

Transmission: Manual	Gear Ratios
Tire Pressure: 48 psi	Use Defaults
Shocks: 80%	
Down Force: 4.2	
Wedge: 47.6%	
Left Bias: 300 lbs.	
Rear Bias: +120 lbs.	
Wheel Lock: 15.8*	
Fuel Load: 22 Gallons	

Martinsville

-----

Transmission: Manual	Gear Ratios
----------------------	-------------

Tire Pressure: 40 psi                      Use Defaults  
Shocks: 20%  
Down Force: 8.2  
Wedge: 46.0%  
Left Bias: 300 lbs.  
Rear Bias: +300 lbs.  
Wheel Lock: 16.2\*  
Fuel Load: 22 Gallons

Michigan

-----

Transmission: Manual	Gear Ratios
Tire Pressure: 48 psi	Use Defaults
Shocks: 80%	
Down Force: 3.4	
Wedge: 49.2%	
Left Bias: 90 lbs.	
Rear Bias: +60 lbs.	
Wheel Lock: 14.2*	
Fuel Load: 22 Gallons	

New Hampshire

-----

Transmission: Manual	Gear Ratios
Tire Pressure: 36 psi	Gear 1: 9.50
Shocks: 70%	Gear 2: 6.40
Down Force: 5.0	Gear 3: 4.00
Wedge: 47.6	Gear 4: 3.20
Left Bias: 300 lbs.	
Rear Bias: +180 lbs.	
Wheel Lock: 15.8*	
Fuel Load: 22 Gallons	

North Carolina

-----

Transmission: Manual	Gear Ratios
Tire Pressure: 40 psi	Gear 1: 9.50
Shocks: 80%	Gear 2: 6.40
Down Force: 3.4	Gear 3: 4.00
Wedge: 49.2%	Gear 4: 3.00
Left Bias: 210 lbs.	
Rear Bias: +60 lbs.	
Wheel Lock: 15.4*	

Phoenix

-----

Transmission: Manual	Gear Ratios
Tire Pressure: 40 psi	Gear 1: 9.50
Shocks: 70%	Gear 2: 6.40
Down Force: 4.2	Gear 3: 4.00
Wedge: 46.0%	Gear 4: 3.00
Left Bias: 300 lbs.	
Rear Bias: +60 lbs.	
Wheel Lock: 14.6*	
Fuel Load: 22 Gallons	

Pocono

-----

Transmission: Manual  
Tire Pressure: 36 psi  
Shocks: 80%  
Down Force: 1.8  
Wedge: 49.2%  
Left Bias: 300 lbs.  
Rear Bias: +180 lbs.  
Wheel Lock: 13.4\*  
Fuel Load: 22 Gallons

Gear Ratios  
Gear 1: 9.50  
Gear 2: 5.75  
Gear 3: 3.70  
Gear 4: 3.00

Richmond

-----

Transmission: Manual  
Tire Pressure: 52 psi  
Shocks: 100%  
Downforce: 5.0  
Wedge: 48.4%  
Left Bias: +300 lbs.  
Rear Bias: +180 lbs.  
Wheel Lock: 14.2\*  
Fuel Load: 22 Gallons

Gear Ratios  
Gear 1: 9.16  
Gear 2: 7.20  
Gear 3: 5.70  
Gear 4: 4.36

Sears Point

-----

Transmission: Manual  
Tire Pressure: 28  
Shocks: 100%  
Downforce: 8.2  
Wedge: 49.2%  
Left Bias: 0  
Rear Bias: 180  
Wheel Lock: 15.0  
Fuel Load: 22 Gallons

Gear Ratios  
Gear 1: 10.00  
Gear 2: 7.80  
Gear 3: 5.80  
Gear 4: 4.25

Talladega

-----

Transmission: Manual  
Tire Pressure: 48  
Shocks: 0%  
Downforce: 1.0  
Wedge: 49.2%  
Left Bias: 300  
Rear Bias: 180  
Wheel Lock: 13.8

Gear Ratios  
Use Defaults

Texas

-----

Transmission: Manual  
Tire Pressure: 52 psi  
Shocks: 100%  
Downforce: 7.4  
Wedge: 47.6%  
Left Bias: +300 lbs.

Gear Ratios  
Gear 1: 8.31  
Gear 2: 6.06  
Gear 3: 4.00  
Gear 4: 3.20

Rear Bias: +120 lbs.  
Wheel Lock: 15.8\*  
Fuel Load: 22 Gallons

Watkins Glen

-----

Transmission: Manual	Gear Ratios
Tire Pressure: 40psi	Gear 1: 10.00
Shocks: 100%	Gear 2: 7.30
Downforce: 7.4	Gear 3: 5.70
Wedge: 49.2%	Gear 4: 4.30
Left Bias: 0	
Rear Bias: 180	
Wheel Lock: 14.6	
Fuel Load: 22 Gallons	

-----  
Part Two: Fantasy  
-----

Albuquerque

-----

Transmission: Manual  
Tire Pressure: 28 psi  
Shocks: 50%  
Down Force: 8.2  
Wedge: 50%  
Left Bias: 0 lbs.  
Rear Bias: -120lbs.  
Wheel Lock: 15\*  
Fuel Load: 22 Gallons

Boca Chica

-----

Transmission: Manual  
Tire Pressure: 28 psi  
Shocks: 50%  
Down Force: 8.2  
Wedge: 50%  
Left Bias: 0 lbs.  
Rear Bias: -120 lbs.  
Wheel Lock: 15\*  
Fuel Load: 22 Gallons

Cocoa Beach

-----

Transmission: Manual  
Tire Pressure: 32 psi  
Shocks: 50%  
Down Force: 2.6  
Wedge: 50%  
Left Bias: 30 lbs.  
Rear Bias: 60 lbs.  
Wheel Lock: 14.6\*  
Fuel Load: 22 Gallons

Daytona Beach

-----  
Transmission: Manual  
Tire Pressure: 32 psi  
Shocks: 60%  
Down Force: 5.0  
Wedge: 54%  
Left Bias: 90 lbs.  
Rear Bias: 60 lbs.  
Wheel Lock: 15.0\*  
Fuel Load: 22 Gallons

Devil's Canyon

-----  
Transmission: Manual  
Tire Pressure: 28 psi  
Shocks: 50%  
Down Force: 6.6  
Wedge: 50.8%  
Left Bias: 60 lbs.  
Rear Bias: -60lbs.  
Wheel Lock: 15.0\*  
Fuel Load: 22 Gallons

Dustbowl

-----  
Transmission: Manual  
Tire Pressure: 32 psi  
Shocks: 40%  
Down Force: 6.6  
Wedge: 50%  
Left Bias: 0 lbs.  
Rear Bias: 0 lbs.  
Wheel Lock: 15.0\*  
Fuel Load: 22 Gallons

4th From the Sun

-----  
Transmission: Manual  
Tire Pressure: 28 psi  
Shocks: 60%  
Down Force: 2.6  
Wedge: 52.4%  
Left Bias: 0 lbs.  
Rear Bias: 0 lbs.  
Wheel Lock: 15.0\*  
Fuel Load: 22 Gallons

Hawaii

-----  
Transmission: Manual  
Tire Pressure: 32 psi  
Shocks: 50%  
Down Force: 7.4  
Wedge: 50%

Left Bias: 30 lbs.  
Rear Bias: -60 lbs.  
Wheel Lock: 15.0\*  
Fuel Load: 22 Gallons

Mile High

-----  
Transmission: Manual  
Tire Pressure: 28 psi  
Shocks: 80%  
Down Force: 9.0  
Wedge: 46%  
Left Bias: 0 lbs.  
Rear Bias: 0 lbs.  
Wheel Lock: 15.4\*  
Fuel Load: 22 Gallons

New York

-----  
Transmission: Manual  
Tire Pressure: 32 psi  
Shocks: 50%  
Down Force: 6.6  
Wedge: 50%  
Left Bias: 0 lbs.  
Rear Bias: -60 lbs.  
Wheel Lock: 15.0\*  
Fuel Load: 22 Gallons

Proving Grounds

-----  
Transmission: Manual  
Tire Pressure: 32 psi  
Shocks: 60%  
Down Force: 2.6  
Wedge: 50%  
Left Bias: 0 lbs.  
Rear Bias: 60 lbs.  
Wheel Lock: 16.2\*  
Fuel Load: 22 Gallons

Southern

-----  
Transmission: Manual  
Tire Pressure: 32 psi  
Shocks: 40%  
Down Force: 7.4  
Wedge: 50%  
Left Bias: 0 lbs.  
Rear Bias: -60 lbs.  
Wheel Lock: 15.0\*  
Fuel Load: 22 Gallons

Treasure Island

-----

Transmission: Manual  
 Tire Pressure: 32 psi  
 Shocks: 40%  
 Down Force: 6.6  
 Wedge: 50%  
 Left Bias: 0 lbs.  
 Rear Bias: -60 lbs.  
 Wheel Lock: 15.0\*  
 Fuel Load: 22 Gallons

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 Note: If anyone knows the car setups for any of the tracks that I don't  
 have in this guide please e-mail them to me.  
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6. Challenges

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 Part One: Thunder Challenges  
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-COMING SOON-

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 Part Two: Thunder Cards  
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The Thunder Cards are only in the PlayStation [PS One] version of NASCAR  
 Thunder 2002. Thunder Cards are earned by going to 1 Player on the Main Menu  
 and then go to Thunder Cards, then go down to done. When you do that then you  
 can select a challenge to do and good luck. Here is the list of the Thunder  
 Cards in NASCAR Thunder 2002:

Card	Class	Type	Description
Extra Gas	Bronze	Defensive	Recieve 5% more gas
Extra Gas	Silver	Defensive	Recieve 10% more gas
Extra Gas	Gold	Defensive	Recieve 15% more gas
Gas Guzzler	Bronze	Offensive	Opponents use 5% more gas
Gas Guzzler	Silver	Offensive	Opponents use 10% more gas
Gas Guzzler	Gold	Offensive	Opponents use 15% more gas
Faster Pitcrew	Bronze	Defensive	Pit Crew 5% faster
Faster Pitcrew	Silver	Defensive	Pit Crew 10% faster
Faster Pitcrew	Gold	Defensive	Pit Crew 15% faster
Less Tire Wear	Bronze	Defensive	Withstand 5% more wear
Less Tire Wear	Silver	Defensive	Withstand 10% more wear
Less Tire Wear	Gold	Defensive	Withstand 15% more wear
Less Body Damage	Bronze	Defensive	Withstand 5% more damage
Less Body Damage	Silver	Defensive	Withstand 10% more damage
Less Body Damage	Gold	Defensive	Withstand 15% more damage
Engine	Bronze	Defensive	Engine withstand 5% more



Protection			damage
Engine Protection	Silver	Defensive	Engine withstand 10% more damage
Engine Protection	Gold	Defensive	Engine withstand 15% more damage
Accerlation	Bronze	Speed	Accelerate 5% faster for 1 lap
Accerlation	Silver	Speed	Accelerate 10% faster for 1 lap
Accerlation	Gold	Speed	Accelerate 15% faster for 1 lap
Speed Limit	Bronze	Speed	Decrease Opponent Speed for 1 lap
Speed Limit	Silver	Speed	Decrease Opponent Speed for 1 lap
Speed Limit	Gold	Speed	Decrease Opponent Speed for 1 lap
Air Resistance	Bronze	Speed	Opponent car recieves 5% air resistance for 1 lap
Air Resistance	Silver	Speed	Opponent car recieves 10% air resistance for 1 lap
Air Resistance	Gold	Speed	Opponent car recieves 15% air resistance for 1 lap
Draft Bonus	Bronze	Speed	Drafting increase by 25% for 1 lap
Draft Bonus	Silver	Speed	Drafting increase by 50% for 1 lap
Draft Bonus	Gold	Speed	Drafting increase by 100% for 1 lap
Tire Damage	Bronze	Offensive	Opponent car tires wear 10% faster for 1 lap
Tire Damage	Silver	Offensive	Opponent car tires wear 20% faster for 1 lap
Tire Damage	Gold	Offensive	Opponent car tires wear 30% faster for 1 lap
Lemon Car	Cheat	Offensive	All opponent car attributes reduced 5% for 1 lap
Autopass	Cheat	Offensive	Gives car added speed to pass car in front of you
Engine Stall	Cheat	Offensive	Oppoent engine stalls for 10 seconds
Bald Tires	Cheat	Offensive	Changes current opponent tires to bald tires
Speed Demon	Cheat	Speed	Increase speed by 20 mph
Lose Control	Cheat	Offensive	Oppoent lose control of car for 5 seconds
Nitrous	Cheat	Speed	Speed is increased for 10 seconds
Wonky Steering	Cheat	Offensive	Opponent steering is reversed for 1 lap
Brake Lock	Cheat	Offensive	Opponent brakes locked for 5 seconds
Texas Twister	Cheat	Offensive	Opponent car spinds out of control for 2 seconds
No Collisions	Cheat	Defensive	Car will not collide with any car for 1 lap
Invincible	Cheat	Defensive	Player's car can't be damaged for 1 lap
Double Damage	Cheat	Offensive	Player inflicts double damage on oppont car for



There are hidden tracks known as "Fantasy Tracks" in this version of Nascar Thunder. The hidden tracks that are in this game are Albuquerque, Boca Chica, Cocoa Beach, Daytona Beach (half-fantasy), Devil's Canyon, Dustbowl, 4th From The Sun, Hawaii, Mile High, New York, Proving Grounds, Southern, and Treasure Island. Treasure Island and Daytona Beach are already in the game when you start the game. Four of these tracks you must win a certain season to get them in the game.

Albuquerque  
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To get this track in the game you must finish 1st in the points standings in the Full Season [without Fantasy]

Boca Chica  
-----

To get this track in the game you must finish 1st in the points in the Road Coarse Challenge

Cocoa Beach  
-----

To get this track in the game you must finish 1st in the points in the Superspeedway Shootout

Devil's Canyon  
-----

To get this track in the game you must finish 1st in the points in the Short Track Challenge.

The other tracks such as 4th From The Sun, Dustbowl, Proving Grounds, Mile High, and Southern are unlocked by earning Thunder Cards to unlock them.

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8. Tribute to Dale Earnhardt

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Dale Earnhardt was considered one of the best NASCAR drivers since Richard Petty. Earnhardt joined NASCAR full time in 1979 up until the tragic crash at the Daytona 500 in 2001 which was a little over a year ago. He was considered the master of drafting. Earnhardt won races but was trying to win the race that eluted him since his rookie year, winning the Daytona 500. Dale had a chance to win it in 1990 but a blown tire prevented him from winning the race but with that blown tire gave the lead to Derrike Cope who went on to win that race.

Earnhardt had no intention of winning seven championships nor winning a lot of races throughout his career. If there was a driver who could get the job done it was Earnhardt, who always challenged anyone to win the race. When Earnhardt finally won the Daytona 500 he broke a 59 race losing streak but that has a day that nobody will ever forget especially the whole Nascar community, but no one would expect what would happen at that track three years later.

Dale Earnhardt won his seventh and final championship in 1994, but after that Earnhardt kept trying to capture the elusive eight championship to end the tie between him and "The King" Richard Petty. Earnhardt captured his 76th and

final victory at the second race at Talladega, where a year later Dale Earnhardt Jr. won the race where his father won a year earlier. Then came the 2001 Daytona 500, it seemed like a great day for racing but nobody including Earnhardt himself would know what was going to happen. When there was twenty-five laps to go a major crash on the backstretch starting with Tony Stewart occurred wiping out 20 of the cars.

Of course the race was red flagged until it was safe to race again. They were able to get underway to continue on with the race, but on the final lap Michael Waltrip, and Dale Earnhardt Jr. (teammates) following there was "The Intimidator" Dale Earnhardt coming right behind them. They later were able to get a bit farther ahead of Sr. and headed into Turn 3. When Earnhardt was in Turn 4 he made contact with Sterling Marlin and went crashing into the wall taking Schrader with him. Dale Earnhardt was later pronounced dead and when the news got to the Nascar community it was the darkest hours at Daytona. Everyone was in shock after hearing the tragic news. It's still sad not seeing the black number three in the field and racing.

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      :+:         :+:
          +:++
        +###:
            +#+
    ##+##    ##+##
    #####
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Dale Earnhardt may be dead, but his legacy that he left with everyone and the legend will live forever.

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9. FAQs

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Q: Is Dale Earnhardt in Nascar Thunder 2002?

A: No, due to the requests of Teresa Earnhardt, Richard Childress, and Dale Earnhardt Inc.

Q: How do I unlock the fantasy tracks?

A: I mentioned what to do to get the tracks in the game.

Q: Is there a Career Mode in the PlayStation version?

A: There isn't a Career Mode but there are the Thunder Challenges that can keep you busy.

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10. Credits / Legal Notice

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Prima Games

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I would like to give credit to Prima Game for the publishing the Official Guide and that's where I got most of the information from. The only information I didn't get from the guide is the strategy of the tracks.

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Blackbox

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I would like to give credit to Blackbox for making this game as realistic as possible

Tiburon

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I would like to give credit to Tiburon for making the challenges very interesting and for all 23 tracks

Akram Ajlouni

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I would like to give credit to Akam Ajlouni for the ASCII art

Corey Coby

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I would like to give credit to Corey Coby for car setups for Atlanta, Darlington, and Dover

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11. References

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My reference in making this guide was the Nascar Thunder 2002 strategy guide written by Keith M. Kolmos and published by Prima Games. If you want to contact Prima publishing for a copy of their guide please contact them at the following address, website and phone number:

Prima Games  
A Division of Random House, INC.  
3000 Lava Ridge Court  
Roseville, CA 95661  
(916)-787-7000

[www.primagames.com](http://www.primagames.com)

NOTE: I can not guarantee know if you contact Prima Games with the address or the phone number, that you'll be able to get information about getting the strategy guide made by Prima Games.

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