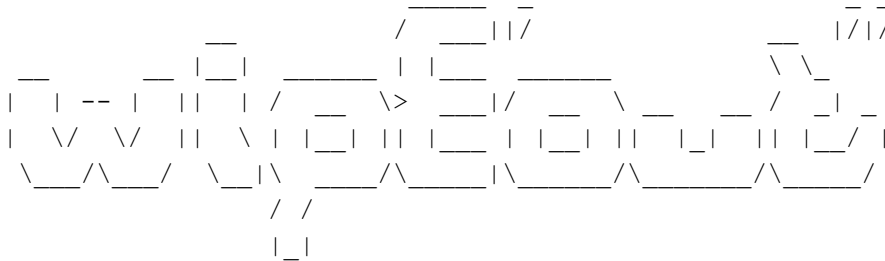


Wipeout FAQ/Walkthrough

by Hellfire X

Updated to v1.0 on Aug 30, 2006

This walkthrough was originally written for Wipeout 2048 on the PSX, but the walkthrough is still applicable to the PS2 version of the game.



AUTHOR - Charlie Emery - Hellfire X
VERSION - 1.0
E-MAIL - charlie.emery(at)gmail(dot)com

Dedicated to Rowena, my wonderful girlfriend, and to all the staff and members of WipeoutZone.

```
=====
\\-\-//                               **CONTENTS**                               \\-\-//
//-\-\\-\\=====//-\-\\
```

To jump straight to a specific section, enter the corresponding code number in the search function of your browser.

- [001] VERSION HISTORY
- [002] E-MAIL USAGE
- [003] INTRODUCTION
- [004] CONTROLS
- [005] GAME MODES
- [006] RACING TECHNIQUES AND GAME MECHANICS
- [007] WEAPON SYSTEMS
 - Mines
 - Missile
 - Shockwave
 - Rockets
 - Shield
 - Turbo
 - Revcon
 - What's This?

- [008] MANUFACTURERS
 - Anti-Gravity Systems
 - Auricom Research Industries
 - Qirex Industries
 - Federal European Industrial Science And Research

- [009] CIRCUITS
 - Altima VII
 - Karbonis V
 - Terramax
 - Korodera
 - Arridos IV
 - SilverStream
 - FireStar

- [010] CHEATS

- [011] SOUNDTRACK

- [012] USEFUL LINKS

- [013] THANKS

- [014] LEGAL

```
=====
\\-\-//                               **VERSION HISTORY**                               \\-\-//
//-\-\\=====//-\-\\
```

- v1.0 - 30.08.06 - Guide complete, all course guides added. Cheats section added. What's This? added to weapons section.

- v0.5 - 28.07.06 - Course descriptions added and Game Mechanics section completed

- v0.3 - 16.06.06 - Team and weapon ASCII added. Craft data and team backstories added

- v0.1 - 11.06.06 - Skeleton guide complete. Sections put in place and subsections listed. No actual content yet.

```
=====
\\-\-//                               **E-MAIL USAGE**                               \\-\-//
//-\-\\=====//-\-\\
```

My e-mail address is open if you have any comments to make on the guide, such as if anything is missing, if something could be more concise, etc. Useful comments please, any flames and you won't be mailing me again. Please don't mail me with any questions on the game if the answer can be found in the guide, it will be ignored. I have revealed all I know about the game here. If it's not in the guide, I can't help you. On the other hand, if you'd like me to explain something a little more clearly, or if I have missed something, then by all means mail me. If it's something important you'll get a mention in the credits. But above all, DO NOT SPAM MY INBOX. This includes advertising, chain letters and any other useless junk that gets sent. I've had to put up with a lot of this recently, so I'm going on a zero-tolerance policy now. ONE useless email and your address will be blocked. In the case of mass emails, all addresses involved will be blocked. To help avoid this, DO NOT ADD MY ADDRESS TO YOUR ADDRESS BOOK.

```
=====
\\-\\-//                               **INTRODUCTION**                               \\-\\-//
//-/\\-\\=====//-/\\-\\
```

"A ball bounces. A pin drops. A man falls. Gravity is the glue which binds us to our planet. We are about to apply the solvent which will free our species forever"

- Pierre Belmondo, 2035

For the past fourteen years a European and American team of anti gravity researchers have searched for a way to unbind us from the force of gravity, and with the demonstration of the Nx1000 prototype in the Nevada desert, the world was about to change forever. Despite vast opposition along the way, anti gravity transport has spread across the world and has all but solved the world's fuel and pollution problems. Now four manufacturers have developed their own AG craft for the purpose of racing in the F3600 league, and AG racing has become the most popular sport in the world. Welcome to the world of WipEout, the F3600 AG racing league.

```
=====
\\-\\-//                               **CONTROLS**                               \\-\\-//
//-/\\-\\=====//-/\\-\\
```

Controls given here are for the PlayStation version. Check your manual for Saturn controls, and PC controls are fully customizable.

- D-pad - Steer craft
- Square - Not used
- Triangle - Change view
- Circle - Fire weapon
- Cross - Accelerate
- L2 - Left airbrake
- R2 - Right airbrake

```
=====
\\-\\-//                               **GAME MODES**                               \\-\\-//
//-/\\-\\=====//-/\\-\\
```

```
\\// :CHAMPIONSHIP MODE: \\//
//\\=====//\\
```

Race through all six tracks in succession in a league system against seven AI opponents. Winning the tournament in Venom class unlocks Rapier class, and winning it in Rapier unlocks the Firestar track. While points are available for every position, you will only qualify for the next race by coming in at least third. First gets you 9 points, second 7 and third 5. It is highly recommended that you are able to convincingly win Venom class races before moving on to Rapier, as the number of laps remains the same between speed classes.

\\// :SINGLE RACE: \\//
//\\=====//\\

Pick a class, track and craft and take on seven AI opponents in a single race. Ideal for practising a track in preparation for Championship mode, especially Silverstream.

\\// :TIME TRIAL: \\//
//\\=====//\\

Take to the track on your own and race against the clock. You will be given a turbo weapon at the beginning of each lap, use it wisely to improve your time.

\\// :MULTIPLAYER: \\//
//\\=====//\\

Link up two Playstations and race head to head with a friend. Only Single Race is available in multiplayer mode, and two new weapons are available for you to annoy each other with.

=====
\\-\\-// **RACING TECHNIQUES AND GAME MECHANICS** \\-\\-//
//-\\-\\=====//-\\-\\

\\// :BASIC RACING LINE: \\//
//\\=====//\\

Knowing the track is one thing, knowing how to race it is something completely different. Learning the racing line will allow you to race the course in a much quicker time and without crashing. A racing line is the line you need to take through a corner to allow you to take it in minimal time, and also to set you up for the next corner.

The best place to learn the racing line of a course is in Time Trial mode, where you don't have the distraction of other craft ramming you or firing on you. To find the ideal racing line of a track, you need to take each corner with the next one in mind. Usually when taking a corner, you should enter it from the outside, move over to the apex while taking it, and then allow yourself to drift over to the outside again. However, sometimes if there is an opposite corner directly following it, you can find yourself on the wrong side of the track and leave yourself with a bad approach to the next corner, making you either crash or slow down far more than necessary. Always take a corner series with the final corner in mind, as this is where you will be making your exit and where you will need to maximise your speed. Chicanes are another type of corner series that require knowledge of the racing line. You need to use the apex of each turn in the chicane as a sort of slalom marker, keeping the turns as straight as possible. Weaving over to the outside will slow you down somewhat. If the chicane is very shallow, it may be possible to see a straight line through without the need to turn. In this case, you can easily see the racing line and perfectly illustrates how you need to be able to take the sharper versions.

\\// :USE OF THRUST: \\//
//\\=====//\\

While most of the time you'll want to keep the thruster hammered down, there are some situations where letting off of the thruster will give you greater control over the craft. For example, going over a peak too fast will cause you to lose contact with the track and as a result will slow you down, dropping your craft back to the track. Letting up on the thrust briefly as you go over will keep you close to the track and will keep your speed up. Also, letting up will also allow you to turn much more sharply, and is practically necessary in the heavier craft.

```
\\// :AIRBRAKES: \\//  
//\\=====//\\
```

The airbrakes are there to serve two purposes. The first is to provide an extra slowing method if you find yourself going too fast into a corner, or too hard over a peak. In this case, hitting both brakes will slow the craft down. However, this is a very inefficient way to get round the circuit, and it is recommended that you don't get into a habit of doing this and only use them in real emergencies. The other use is what they're really meant to be used for, and that is to provide you craft with a sharp turning circle. Hitting the left brake will cause your craft to veer left, while hitting the right one will cause it to veer right. Use the corresponding brake while turning and the craft will turn more sharply as the brake causes the back end to swing out. The opposite brake can also be used to laterally shift the craft in the opposite direction if you find you've entered a corner too early. When opposite brake shifting, always let up on the thruster or you'll just keep going straight into the wall.

```
\\// :PITCH CONTROL: \\//  
//\\=====//\\
```

Knowing when to lift or drop the nose can really give you the edge in a race. When airborne, keeping the craft as level with the track as you can will ensure that you won't bottom out by bouncing along the track, losing speed as a result. When jumping, pull the nose as far up as you can to soften the landing. When going over a peak, drop the nose to keep the craft level with the track, and similarly raise the nose if you enter a trough.

```
\\// :WALL IMPACTS: \\//  
//\\=====//\\
```

Wall impacts are vastly different in WipEout to any other game in the series. even the slightest impact with the side of the track will bring you to a dead halt, regardless of whether you skimmed it or ploughed straight into it. This means that developing a very good race line is paramount unless you want to limp through the track in last place. As a result of this unforgiving stance on wall impacts, this is easily the most difficult game in the whole series.

```
\\// :BOOST START: \\//  
//\\=====//\\
```

Quite difficult to pull off, but it will give you a real advantage if you can. During the pre-race countdown, aim to feather the thruster in the third bar from the right. It can be quite difficult in high thrust craft on Venom class. If the thrust bar is in that area when "GO" is called, you will receive a boost as you start. Be careful when doing this though. If the bar is below this area,

nothing will happen, but if it is above, the craft will stall and you will have a very slow start.

```
=====
\\-\\-//          **WEAPON SYSTEMS**          \\-\\-//
//-/\\-\\=====//-/\\-\\
```

Unlike every other Wipeout game, the craft do not have a shield stat. Weapons in this game are for the sole purpose of slowing your opponent down rather than attempting to destroy them. This makes life a lot easier for you as there is no concern for pit stops, but there does tend to be a lot of weapon fire, so expect to be pulled to a halt on more than one occasion.

```
\\// :MINES: \\//
//\\=====//\\
```

```
.  ||  .
\\.  ||  .I.I
  \.  ||.I.I_
    O  _____|
      \.  \.
O     \.  \.
O     `
```

This weapon deposits five explosive packages behind your craft in quick succession. Any pursuers will be in for a nasty surprise as they explode on impact. For maximum effect, the pursuer needs to hit all five mines, but laying them across the track is also a good strategy as it practically guarantees at least one hit. They can be avoided simply by staying away from the rear of the craft in front when you get the warning.

```
\\// :MISSILE: \\//
//\\=====//\\
```

```
____
|_ |
|_ |
.
.I `
I- -`
| |
| |
|_|
```

The most effective weapon in Wipeout, the missile is exactly the same as the rocket, but it has a homing capability. When you pick it up, a targeting reticule appears on any craft ahead of you. Activate it to send it after them. Bear in mind the missile is fairly limited in its agility, so launching it on a complex corner series will more than likely result in it harmlessly ploughing into the wall. You can avoid any coming your way by staying as close to the wall as possible, sometimes it will hit the wall if you go into a corner.

```
\\// :SHOCKWAVE: \\//
//\\=====//\\
```

```
____
.I.I.I.I
.I.I.I.I
.I.I.I.I_____
.I_____ .I
      .I.I
.-.I.I
  `I
```

An annoying weapon, the shockwave is a homing weapon that causes your craft to become unstable and the handling to become erratic. On technical tracks, these are dangerous weapons to be hit by, as the jerky handling will almost certainly result in you slamming into a wall. This is a fairly ineffective weapon to use against AI opponents though. While they will suffer a speed reduction, they seem immune to wall impacts and are able to fully control the handling effects. As these are homing weapons, they can be avoided in the same way as a missile. They do seem more accurate

though.

\\// :ROCKET: \\//
//\\=====//\\

```

.
.I `
I-  -`
  | |
. .- .
.I.I | | ` `
I.I | | ` `
  | |

```

The rocket is your basic forward-firing weapon. Activate it to fire a single unguided rocket down the track. I personally don't find these too effective, as you need to be deadly accurate in order to hit anyone or right up their backsides. Using it in the latter case will more than likely cause you to slam into the back of your target, leaving you still behind them and allowing those behind you to gain some ground. It is an equally ineffective weapon in the hands of the AI, as unless you are on a straight they can almost never hit you.

\\// :SHIELD: \\//
//\\=====//\\

```

. - - .I`
 /      .I .I
.      .I .I .
|      .I .I |
|      .I .I |
. .I .I .
.I . /
`..I- . _ . -

```

The shield can save your race if used correctly. When activated, your craft is immune to all weapon impact for five seconds. However, it cannot be deactivated and you cannot fire any further weapons until it runs its course. While it will protect you, it will also effectively stop you from attacking anyone ahead of you. Not a good weapon to pick up on the last few corners of a track with you in second place. It will also not protect you from wall impacts. However, when you are in the lead or in a heavily populated section of track, it is invaluable.

\\// :TURBO: \\//
//\\=====//\\

```

O.I ` .O
 | |
.I ` .I `
.I .I | | ` `
` .I | | ` .I
  | |
  | |

```

Activate this to give your craft a quick speed boost. An ideal weapon to use on a long straight, especially when you have someone a little way in front of you. It is also very useful to recover from wall or weapon impacts. This weapon is a player-only weapon and is thankfully not used by the AI.

\\// :REVCN: \\//
//\\=====//\\

```

____ \\ // ____
| ____ || ____ |
  //  \\

```

Piss your opponents off in the best way possible with this evil little thing. Hitting your opponent with this will reverse their steering and pitch controls for a few seconds. It may not seem like much, but this short time could gain you enough of a lead to be unassailable for the remainder of the race, and probably lose you a friend in the process :) This weapon is only available in multiplayer

```
\\// :WHAT'S THIS?: \\//
//\\=====//\\
```

```
. \ . // _ A very potent weapon in a hard fought race. Hit your
 \ \ . | _ | opponent with this and their weapon systems will be
 \ \ \ \ disabled for a brief period. This will render them
 .-I. _ . -. unable to fire their current weapon and unable to pick
 - . _ . - up any more until the effect wears off. Really nasty
 when you can fire on them and they can't retaliate!
```

```
=====
\\-\\-// **MANUFACTURERS** \\-\\-//
//-/\-\\=====//-/\-\\
```

Explanation of the stats:

- THRUST - How quickly the craft accelerates
- TOP SPEED - Maximum speed achievable by the craft
- MASS - How well the craft resists weapon impact
- TURNING - How responsive the craft is to turning

Stats are rated on a scale of one to five

```
\\// :ANTI-GRAVITY SYSTEMS: \\//
//\\=====//\\
```

```

      _ _ _ _
      | | | | | .I |
      | | | | | / / |
      / / \ \ | | | |
      .I I \ \ \ | | | |
      .I .I \ \ \ / /
      I---I \---\ I--I

```

```

THRUST - _ _ _ _ _
TOP SPEED - | | | | |
MASS - | | | | |
TURNING - | | | | |

```

```

ORIGIN - Japan
ESTABLISHED - 2017
CRAFT MODEL - 3240ii SRX

```

```

LEAD PILOT - John Dekka - DEK200.0.0.11
BACKGROUND - One of AG Systems' finest test pilots
AGE - 38
NATIONALITY - American
LIVERY - Yellow, black and green

```

```

SECOND PILOT - Daniel Chang - CHAN210.0.3
AGE - 29
BACKGROUND - Defected communist test pilot
NATIONALITY - Chinese
LIVERY - Yellow, black and blue

```

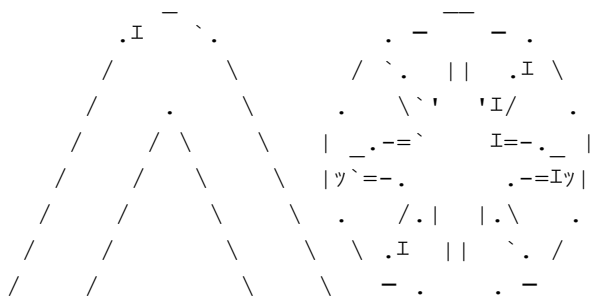

AG Systems were the first company to develop anti-grav vehicles for commercial use, and were the pioneers of the majority of AG technology seen in the world. They were founded by Pierre Belmondo in 2017, and because of his philosophy of developing the technology for the good of mankind, they have always valued technological experimentation over racing prowess. They were also indirectly responsible for the formation of the other three teams. When AG Systems were bought by a Japanese consortium, the gap left in Europe was filled by FEISAR, and Auricom and Qirex were both formed by two AG Systems employees who were forced to resign after they publically fell out over the direction AG Systems should be moving in. AG Systems are renowned for their inconsistency in the F3600, as their ongoing research leads to frequent changes in the craft, sometimes as often as between races. This makes it very difficult for the pilots to adjust, and illustrates the fact that AG Systems are far more concerned with development than racing.

The SRX has a balanced top speed and mass, good handling and a very high thrust. This balance makes it an ideal tournament craft as it is equally suited to all track environments.

```

\\//      :AURICOM RESEARCH INDUSTRIES:    \\//
//\\=====//\\

```



```

THRUST      -  |__|__|__|__|
TOP SPEED   -  |__|__|__|__|
MASS        -  |__|__|__|__|
TURNING     -  |__|__|__|

```

```

ORIGIN      -  North America
ESTABLISHED -  2025
CRAFT MODEL -  AR 2700 Model B

```

```

LEAD PILOT  -  Arial Tetsuo - TETS304.3.1.8
BACKGROUND  -  Bitter rival and twin sister of Arian Tetsuo of Qirex
AGE         -  22
NATIONALITY -  Japanese
LIVERY      -  White and red

```

```

SECOND PILOT -  Anastasia Cherovoski - CHER347.12.23.75
AGE          -  Unknown
BACKGROUND   -  Unknown, rumoured that Kel Solaar of Qirex knows
NATIONALITY  -  Unknown
LIVERY       -  White and blue

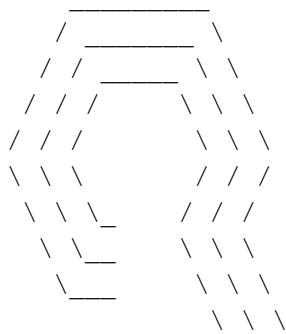
```

Following the resignation of Delia Flaubert and Holst McQueen from AG Systems, Flaubert founded US-based Auricom within a year. Auricom is dedicated to maintaining Belmondo's philosophy of the development of AG technology for the good of mankind, and to enforce a comradely competition so that the ultimate winners are the people of Earth. This was her side of the argument while she

was still locking horns with McQueen, and as such Belmondo sympathised with her. Using Belmondo's name may have been seen as an attempt to provoke McQueen, but whether this was true or not, Auricom and Qirex have a fierce rivalry. This is also seen in both sets of pilots. There is an ongoing affair between Anastasia Cherovoski and Kel Solaar, fuelling rumours that Cherovoski is a spy for Qirex, and the Tetsuo twins make no secret of their personal vendetta with each other.

Auricom sport the heaviest craft in the F3600 in the shape of the AR 2700, supported by a good top speed. Thrust and handling are balanced. These craft are more suited to open tracks, but their mass makes them very resistant to weapon impact. A good choice on long tracks which could see a lot of weapons flying about.

```
\\// :QIREX INDUSTRIES: \\//  
//\\=====//\\
```



```
THRUST - | | | | | | | | | |  
TOP SPEED - | | | | | | | | | |  
MASS - | | | | | | | | | |  
TURNING - | | | |
```

```
ORIGIN - Russia  
ESTABLISHED - 2041  
CRAFT MODEL - Quantax Design Model 4
```

```
LEAD PILOT - Kel Solaar - SOLA423.12.1.1  
BACKGROUND - Expert in high speed flight and all weapon systems, long term  
mysterious rivalry with Anastasia Cherovoski of Auricom  
AGE - 40  
NATIONALITY - Russian  
LIVERY - Green, black and white
```

```
SECOND PILOT - Arian Tetsuo - TETS303.2.0.7  
AGE - 22  
BACKGROUND - Bitter rival, underdog and twin sister of Arial Tetsuo of  
Auricom  
NATIONALITY - Japanese  
LIVERY - Orange, black and white
```

Where Auricom were born on the principal of maintaining Belmondo's philosophy, Qirex were born on profit-led principals. Holst McQueen's love of money was what caused him to fall out with Delia Flaubert and cost him his job at AG Systems, and so he travelled to Russia and outlined plans to Qirex Industries (later to become Qirex R&D) for a racing team so that Flaubert's new Auricom team would not remain unchallenged. Qirex remains just one small cog in the machine that is the Overtel Corporation. Their only concern is the maximisation

of F3600 audiences at any cost necessary, and there is an overriding suspicion that their eventual plan is to take control of the AG league entirely. Should this happen, the very structure of the competition would be changed beyond recognition. Despite this, McQueen has remained the team's managing director and Qirex have gone on to become the most successful team in AG racing history.

The Quantax is the fastest craft on the circuit. It can also resist a lot of weapon impact. However, this comes at the expense of thrust and handling, making the Qirex craft the least agile of them all. Highly recommended for open circuits, and only the most skilled pilots should attempt to use a Quantax on technical circuits.

```
\\//      :FEDERAL EUROPEAN INDUSTRIAL SCIENCE AND RESEARCH:      \\//  
//\\=====//\\
```

```
      _ _  
    . - / _ - .  
  /      // _____  
  .      ///I _____ \  
|      ///I _____ |  
|__ -I///I _____ |  
  . -I///  
  \-I//      /  
    -I. _ . -
```

```
      _ _ _ _  
THRUST   - | _ | _ | _ |  
TOP SPEED - | _ | _ |  
MASS     - | _ | _ | _ _  
TURNING  - | _ | _ | _ |
```

```
ORIGIN      - United Europe  
ESTABLISHED - 2017  
CRAFT MODEL - LS-5600 MkIV
```

```
LEAD PILOT  - Sophia de la Rente - RENT102.6.9.10  
BACKGROUND  - First woman to fly non-stop around the world in a single seater  
              AG fighter  
AGE         - 22  
NATIONALITY - French  
LIVERY      - Maroon, yellow and blue
```

```
SECOND PILOT - Paul Jackson - JACK234.32.32.0  
AGE         - 36  
BACKGROUND  - Unknown  
NATIONALITY - English  
LIVERY      - Maroon, white and blue
```

The founding of FEISAR was a much less fiery affair than the formation of Auricom and Qirex, although it was more of a knee-jerk reaction than a seriously thought out plan. When AG Systems were bought out and relocated to Japan, Europe was left without an AG team. Not wanting to be left behind, the European Federation financed the formation of FEISAR to fill the gap left by AG Systems. They were by no means hard done by in terms of money, and they were able to entice several key members of AG Systems to remain with them. However, their primary target, Pierre Belmondo, was not interested in money and chose to remain with AG Systems. Unfortunately, the words FEISAR and success have become almost mutually exclusive since their formation, always seeming to fill the gap behind the larger teams, fuelling the accusation that they don't have the

stomach for serious competition. This is also not helped by the fact that FEISAR do not have a single base of operations due to an inability by member nations to agree on one. The team are currently bound by contract to move to twelve different locations every year, which certainly doesn't help. It has been said that winning the tournament with FEISAR wouldn't just be a great achievement... it would be a miracle.

The LS is easily the most agile craft of them all, with very responsive handling and a good thrust to back it up. Because of this, it is very slow and very light, making it vulnerable to weapons. An absolute godsend on technical tracks, but you'll be very hard pushed to keep up with anything on the more open circuits.

TRIVIA - Both AG Systems and Auricom use braking systems developed by a certain Chinese company.... Piranha. They will be making an appearance in the F5000 with a craft of their own.

```
=====
\\-\\-//                               **CIRCUITS**                               \\-\\-//
//-/\-\\=====//-/\-\\
```

All track guides are written based on a racing line with Qirex in Rapier Class in order to provide the most difficult racing conditions. Following the lines in a lighter craft or in the slower Venom class should be much easier.

```
\\//      :ALTIMA VII:      \\//
//\=====//\
```

LOCATION - Canada
LENGTH - 5.5km
MAX HEIGHT - 359m
SURFACE - F3600 racing standard
TIME - VENOM - Night
RAPIER - Day

The first track in the entire series, Altima VII is a very fast, open circuit, perfectly suited to the heavier craft. There are a few tricky corners, most notably at the end, but for the most part, sticking the thruster on full is the way to tackle this first circuit.

Start the lap by moving over to the right. Release the thruster and use the left airbrake to swing the craft onto the speed pad. Do the same with the next right corner, use the right brake to swing the craft onto the double speed pad to take you up the slope. At the top of the slope is a long shallow left curve. Keep over to the left to hit two speed pads, then drift over to the right for another one. A very shallow right-left chicane follows. There is a speed pad on the outside of the right curve, hit it if you can, but be careful not to drift into the wall. The left curve has two pads on the inside which will take you up the slope.

When you see the large "DANGER" sign, drift over to the right to hit another speed pad and immediately feather the thruster and hammer the nose into the ground. A large drop is right behind the sign, and lowering the nose will

ensure you don't lose speed. Once over, lift it again to bring the craft level with the track. Move over to the left before you reach the trough, lift the nose when you do. Hit the speed pad on the left and drift over to the right to hit another. Head over the jump, lifting the nose as you do to soften the landing, and tap the right airbrake to help you round the sharp right hander at the other side.

It's advisable to ignore the speed pad on the outside of the next left hander as it will not set you up ideally for the next corner. Take it on the inside using the left brake to pull yourself round. Up ahead is a shallow right hander with several speed pads on the outside. Approach from the outside and try to keep the craft turned slightly further to the right than necessary when taking the corner, feathering the left brake to keep yourself over to the outside. This way you will hit the speed pads but be in no danger of hitting the wall at the exit as you will have a good view ahead. A double left-right chicane follows, fairly shallow so only minor airbrake use is necessary. Try to stick to the apex of each corner, only hitting the speed pads on the outside when the opportunity presents itself.

The final right hander in this chicane is quite a long one. Stay over to the outside, hitting the two speed pads, and keep an eye out for the speed pad on the inside. Don't aim to hit it, you should use it as a marker for where the corner will sharpen and lead into a quick left. When you see it, turn sharply to the right and feather the left brake until you see the apex. As soon as you do, release the brake and try to hug the right apex, then use the brakes to swing into the left hander. If you can stay on the outside, there is a double speed pad you can hit. A shallow left hander is ahead, but it is quite narrow. If possible, try not to use the airbrakes going through here, as a sudden movement could result in you hitting the wall. The tunnel straight has two speed pads on either side, but be careful as the final corner is quite difficult. It's a sharp hairpin left, and there isn't much room to move at all. It is highly recommended to stay on the outside and turn early, using the right brake to pull you away from the apex. Once through here, head over the line to complete the lap.

```
\\//      :KARBONIS V:    \\//  
//\\=====//\\
```

```
LOCATION      - Japan  
LENGTH      - 3.4km  
MAX HEIGHT  - 107m  
SURFACE     - Reclaimed titanium  
TIME        - VENOM   - Day  
            - RAPIER  - Night
```

Almost completely the opposite of Altima, Karbonis is a narrow, winding circuit that takes a certain amount of skill to navigate in a heavy craft. This track will be a real test of your skill with the airbrakes, even in the lighter craft. As a result of it's generally slow speed, Karbonis is a very short track.

The track starts with a fairly shallow left-right-left chicane that can be taken quite easily with only minor taps of the airbrakes. On the exit, the track curls round to the left and heads up a slope. Hit the double speed pad on the right and follow it round, no braking should be necessary. Hit the one on the left and take the shallow left at the top of the slope without braking if possible. This is immediately followed by a very sharp left at the end of the

tunnel. Slide over to the right and turn early, using the right brake to pull yourself past the apex and into the corner. Turn too late and you'll just slam into the back wall.

Exit the corner on the left to hit a speed pad and head down the slope. At the bottom is a fairly sharp right-left chicane. Use the brakes to guide yourself round, try to follow the centre of the track as aiming for the apex will probably result in you colliding with one. Hit the speed pads on the outside exit of the last corner. Over a small peak there is another shallow left which can be taken with only slight braking. However, up ahead is a deceptively sharp left-right chicane. Turn early for this one, as hitting the front wall through underestimating the sharpness of the chicane will lose you a lot of time.

Up ahead is a rare straight with several speed pads and three small jumps. Before the third jump, move over to the right and begin a left turn, using the right brake to keep you on the straight. This is because the third jump leads straight into a sharp left hander, and leaving it late will result in you hitting the back wall. A shallow left curve follows into another small jump. Immediately after this is the trickiest part of the circuit: a triple left-right chicane. The track is inclined throughout the corner series to give you a hand, but it is highly recommended you take it slowly and carefully. Level the craft out as quickly as you can after landing and use the brakes to guide the craft through the chicanes as close to the apex of each corner as possible. It is also recommended that you let up on the thruster almost completely, only feathering it every so often to keep your speed up. The last right in the series is flat and will take you back onto the final straight.

```
\\//      :TERRAMAX:    \\//  
//\\=====//\\
```

```
LOCATION      - Germany  
LENGTH      - 4.1km  
MAX HEIGHT  - 121m  
SURFACE     - F3600 racing standard  
TIME        - VENOM   - Day  
            - RAPIER  - Night
```

Terramax likes to wave up and down, sometimes blinding you from the track ahead. There are also several jumps which will require you to use your pitch controls to keep your speed up on descent. There are also a few tricky corners a short way into the course which require quick reactions to stop you from grinding to a halt.

The first corner is a shallow right, take it without the brakes using the two speed pads as a guide. The track then curls slightly to the left and takes you uphill before throwing you into a blind right. The corner isn't particularly sharp, but it may take you a few tries until you know exactly how far you need to turn. You do get some height coming over the peak of the uphill part, which should give you a little time to correct your course if you do overshoot the corner. If you manage to get to the outside, there is a double speed pad. The track then curls to the right and takes you downhill again, some light braking may be needed. This leads onto a very short straight immediately followed by a series of very tricky corners.

The track in the tunnel and over the water is very narrow and requires you to turn early and use the opposite brake to pull the craft round if you feel you'll hit the apex. The first corner is a sharp left, start on the outside and

turn early for this one. It will also help if you let up on the thruster while you take it. The craft should slide round the corner, but use the right brake if you need a bit more. The next one is a right which should be taken in the same way. Don't touch the speed pads against the wall unless you are already drifting that way. Another left immediately follows which leads onto a glass bridge. Hit the speed pads and take the sharp right at the top in exactly the same way, taking you over a jump and back onto dry land. Be very careful about losing speed before the jump, as you could leave yourself with too little room to build up enough speed to get over it. If you drop, a safety craft will pick you up, which will waste a lot of time.

Make a quick left turn as soon as you land to put you in line with the track. A long shallow right hander follows with a set of triple speed pads on the outside. Head over to the pads and hit them, and keep over to the outside as you take the corner. It's shallow enough not to require any braking. Go up the straight on the left to hit another speed pad. At the end of the straight is a quick right on an incline. Quickly tap the right brake to slide the craft round the corner and onto a speed pad, then drift over to the right for another. Stay as close to the right as you can as you approach the peak, and aim to almost brush the wall as you go over. Align the craft to land just after the speed pads and head up over the large jump. Treat this in the same way as the earlier jump, make sure you have enough speed to clear it. Also, do not activate a turbo as you reach the jump, as you will build up so much height the safety craft will read it as though you have left the track and will pick you up. Lean the craft slightly over to the right as you land and head over the line.

```
\\//      :KORODERA:    \\//  
//\\=====//\\
```

LOCATION - Russia
LENGTH - 5.4km
MAX HEIGHT - 210m
SURFACE - Carbonic iron
TIME - VENOM - Evening
 RAPIER - Night

Korodera is quite a dark course, and like Terramax, likes to try to catch you out with quick, sharp turns. There are also several corners which seem shallower than they actually are, especially with the speed pads, and it is very easy to drift wide. This is a track to learn before you can reach your potential on it. You'll really need to have a feel for your craft and how it reacts in turns.

The course starts with a simple right-left chicane, some light braking is all that's needed to get through here. Move over to the left to hit a speed pad, tracing the slight right curve in the track, but immediately get back over to the right as the next left is pretty sharp. If you are in a heavy craft it is probably advisable to ignore the pad. Brake hard and early to get round this one. Following this corner, the track curls further round to the left with a speed pad on the inside, before taking you over a small peak. This blinds you from the track ahead, but thankfully the large Qirex sign shows you roughly where the track is going. Once over the peak, ignore the pad on the right and line yourself up to take the quick right hander directly ahead. Hit the speed pads and turn left over the peak. Aim to overturn this corner as there is a small split directly over the peak and this will line you up perfectly. Turn right again with a little brake tap to get you back in line. Over the jump you will encounter a very shallow right-left-right-left chicane series. Turn

slightly to the right as you go over the jump and try to line yourself up so that you are facing straight through the chicane. You may like to tap the brakes as you go through to be on the safe side. The last left is sharper than the rest, so be ready with the left brake.

A fairly sharp right hander follows this corner series. Hit the speed pad on the right and follow the track round to the left over the peak. Be very careful not to be going too fast here as there is a very sharp left hander almost immediately after the peak. Aim to approach from the outside and swing towards the apex almost as soon as you land. If you can slide over to the outside you can hit a double speed pad as you exit. Follow the track round to the left and over another peak. This one hides a very quick right-left chicane, start turning as soon as you clear the peak and use the right brake to pull the craft round quickly. Take the left through the apex and onto the straight, hitting the speed pad on the left as you go up.

Three sharp right handers await at the end of this straight. As with the others on this course, turn early and use the left brake if necessary to pull the craft into the corner. Be careful with the last one, the incline of the track can make the turn tricky. Hit the two speed pads and head down the straight, running over another pad just before the shallow right curve. The track takes you uphill again towards a very large jump. Drop the nose as soon as you near the top, this will decrease the height of the jump and will make the landing more controllable. If you go over without dropping the nose, you run the risk of either going too high or leaving the course, both of which will result in the safety craft interfering. As you land, take the fast right-left chicane with quick taps of the brakes and continue back uphill. The track will sharply curl round to the left before presenting you with another sharp left turn. You will almost definitely need to use the first turn as an early turning marker for the second one and use the right brake to pull the craft through.

A straight takes you back downhill towards another fairly sharp left. Again, turn early, but aim to exit this one on the inside as there is a triple speed pad waiting. If you can hit this, you can get over to the right to hit another triple pad and really build up some speed. Go down the straight towards a deceptively sharp right curve. Normally this wouldn't be a problem, but it is littered with speed pads which can pull you towards the outside. Stay as close to the centre as you can and try not to use the left brake to pull yourself away from the apex, otherwise the pads may pull you into the back wall. Run down the straight, hitting two more pads, and take the final right hander with a quick tap of the right brake. Go over the last pads which will take you over the line.

```
\\// :ARRIDOS IV: \\//  
//\\=====//\\
```

```
LOCATION - USA  
LENGTH - 6.04km  
MAX HEIGHT - 245m  
SURFACE - Blasted sandstone  
TIME - VENOM - Day  
RAPIER - Evening
```

Arridos is long, winding, and has plenty of opportunities to slam into walls. There are several sections on this track that will bring you crashing to a halt unless you show them due respect. The start features a very quick chicane series, and after the tunnel there is a long section that quickly changes direction on several occasions while trying to bounce you about with a waving track. Coupled with a split and a large drop, this is a fairly challenging

track. Despite being longer in terms of distance, Arridos takes less time than Korodera.

Like Korodera, Arridos starts with a quick right-left chicane that can be taken with light brake tapping. However, immediately following it is a very tricky shallow chicane that is very bumpy. You'll need to line yourself up almost straight away to go through the middle and at the same time keep the nose lifted to prevent bottoming out. At the end is a slight left bend into the tunnel. You'll need to be careful in here as there are three nasty corners in quick succession that could easily throw you into the wall. Try to stay over to the right as you go through the shallow right bend and turn early for the sharp left directly ahead. After this is a sharp right followed immediately by a sharp left. It is advisable that you start turning for the next corner immediately after you leave the previous one to give you enough room to get round without clipping the wall.

Head out of the tunnel and over a jump which takes you into a quick left hander. Start turning for this as soon as you land and use the left brake to give you a narrower turn. Follow the track up the slope, hitting the speed pad on the left and following the light right hander. Before you reach the peak, quickly tap the left brake and make a small left turn. This will place you back over the track as you go over the jump. Drop the nose as usual, but this time, lift it before you reach the track. At the bottom of the slope is a helix split. I recommend you turn right here as this will give you a sharp left at the exit rather than a right-left chicane. Quickly turn right into the split, following the track over the peak and over the crossroads. Do the same for the other half, quickly tap the right brake to bring you round and down the other side. You should now have a left turn at the end leading into another left, rather than a right leading into a left if you had gone the other way. Turn into the first left and use the right brake to pull yourself through into the second left.

Another quick left awaits at the exit of the tunnel, approach from the right and cut the apex to take it quickly. The track takes you uphill again and over a peak into a deceptively sharp left hander. Use the left brake to turn yourself and dip the nose as you go over. Swing the craft over to the left and then back to the right as you take the right hander at the base of the slope. Another right hander follows almost immediately, if you can exit this one on the inside there is a triple speed pad waiting. Move over to the outside after exiting the previous corner and turn early for a chance at hitting these. A fairly quick left-right chicane is up ahead which can be taken with light braking. Immediately following this are two fairly shallow right handers that may need a tap on the brakes to get through, followed by a long right curve with a number of speed pads scattered around. Be careful when you approach the pads as the curve sharpens near the end. This takes you over a jump into a quick left hander. Start turning as you land and you'll get through with no problems. Head up the straight and over the line in the first corner.

```
\\// :SILVERSTREAM: \\//  
//\\=====//\\
```

LOCATION - Greenland
LENGTH - 6.4km
MAX HEIGHT - 232m
SURFACE - Artificial crystal
TIME - VENOM - Day
RAPIER - Night

Widely regarded as the most evil track ever to appear in the Wipeout series. SilverStream is very long and very tricky, with a number of hairpins and very sharp chicanes. It also has two long branches, which can really screw up your race unless you take them in the correct order. Taking a heavy craft round this track requires extreme skill and a very good understanding of the airbrakes. One mistake can end your race.

The course immediately throws you into the first split, which is the shorter of the two. It is up to you which one you take, but the left branch is somewhat easier and will probably give you the biggest advantage.

LEFT BRANCH:

Tap the left brake to take you into the left branch. Turn quickly to the right as you go up the slope and approach the peak. Just beyond this is a quick left turn back to the main track, be ready to turn but don't jump the gun, or you'll get caught on the wall. Go down the slope and turn early as you go over the speed pads, they'll throw you back onto the track in a straight line and you'll hit the wall if you're not already facing the right way.

RIGHT BRANCH:

Hit the right brake to take you onto the right branch, but almost immediately start a left turn as there is a sharp left hander waiting for you. Use the right brake to slide into the corner. Up ahead following this is a sharp right-left chicane to take you back to the main track. Move over to the left and swing the craft right into the first corner, making good use of the brakes to slide the craft in. Almost immediately swing the craft the other way as you enter the second corner. If you can slide over to the right, you'll hit a double speed pad as you go back onto the main straight.

The track quickly curls round to the left, move over to the right as you go through here. Whatever you do, do NOT hit the speed pads on the left, as up ahead is the sharpest corner in the game: a 180 degree left hairpin. I'll probably never tell you to do this again, but tap both airbrakes to slow yourself down a little, you'll never get through at full pelt unless you are in a FEISAR or maybe an AG Systems if you're lucky. As you approach the apex, lift off the thruster, slam on the left brake and turn the craft through 180 degrees. Hopefully there will be enough momentum to carry you round the apex, or you'll just be facing straight back the way you came. As you exit, immediately slam on the right brake as there is a sharp right directly after this one. Go up the straight for a quick break.

Turn early into the next right hander and shift in using the left brake. Then immediately hit the left brake to turn yourself into the sharp left that follows, shifting in with the right brake. Go up the slope and be ready for a small left turn at the top, a light tap of the left brake should line you up. Unlike other peak jumps, raise the nose as you go over here to soften your landing. Up ahead is the lead-in to the next split. This small split here is similar to the double helix split on Arridos, but the central part is longer and crossing to the opposite side is quite difficult, so whichever branch you intend to take on the main split, go the same way here. Turn into the split in the same way as you did for Arridos and use the appropriate brake to slide yourself back onto the track as you exit the other side.

Now comes the main split of SilverStream, the split that will pretty much decide your race. This is really important, so I'm going to spell this out in

big letters so there's no confusion: ALWAYS TAKE THE LEFT BRANCH. While it is more complex, it is much shorter and will shave off as much as five seconds from the other branch. If you take the right branch, you will pretty much end your race there and then as you probably won't see another craft for the remainder of the race.

LEFT BRANCH:

The branch you should always take. Hit the left brake to take you into the branch and the quickly tap the right one to take you back on course. the track curls round to the left and leads into a sharp left at the end. Overturn as you approach and use the right brake to drag you in. The next corner series is very tricky and should be taken quite slowly. A shallow right is immediately followed by a very sharp left, which can really screw up your approach. Hit both brakes to slow you a little on the approach, turn early for the right hander and then almost immediately slam on the left brake to set yourself up for the left hander. Use the right brake to pull yourself in. You will probably hit the back wall, but you shouldn't lose too much time if you do as there is a double speed pad on the left that can get you going again. Another sharp right-left chicane marks the exit to the branch. Turn early and shift in, letting up on the thruster as you approach. Once through, switch brakes and swing the craft round the other way. Hit the speed pads to take you back onto the main circuit.

RIGHT BRANCH:

Avoid this branch like the plague, but if you are unlucky enough to end up on it, here's how it goes. Tap the right brake to direct yourself onto the right branch and use the left to bring yourself level. Go over the speed pads and follow the track round to the left. Go over the speed pad on the left and round the shallow left bend at the top of the slope. Hit the speed pad on the right and tap the right brake to bring you onto the jump. Raise the nose to soften the landing, immediately turning into the left hander waiting at the bottom. There are three sharp turns ahead with four speed pads in front of them, going left-right-left. Before you hit the speed pads, begin turning for the corner. You won't need to shift as much as the speed pads will propel you into the corner, but the last two are fairly fast so letting up on the thrust would be a good idea. After the last one, exit onto the straight to hit four speed pads and back onto the main straight.

The final section has a shallow right-left chicane with a grid of speed pads leading in. Use the brakes lightly to guide yourself through and head over the line.

```
\\// :FIRESTAR: \\//  
//\\=====//\\
```

LOCATION - Mars
LENGTH - 6.3km
MAX HEIGHT - 198m
SURFACE - Unknown
TIME - VENOM - Unknown
RAPIER - Unknown

You must complete the Rapier Championship before you can unlock FireStar

FireStar is only marginally shorter than SilverStream, but is a much faster track with only a few tricky corners thrown in. The heavier craft are very well suited to this circuit, and the abundance of speed pads will keep them going

even if they do hit the wall. There is one corner series to be careful of near the end, a very sharp chicane, but this can be quickly taken with good airbrake usage. A very enjoyable circuit, much deserved after the irritating SilverStream.

Depending on what branch you wish to take, the course starts with either a shallow right or a hard right. The split is a larger version of the double helix in Arridos, but the right split will lead you through a load of speed pads. As this is a tricky section to navigate I recommend only taking the right path if you are in a light craft. Heavy craft should take the left path. Both are mirror images of each other so I will only describe the left path. From the start, tap the left brake to take you into the split (hold it harder and use the left brake to slide if you want to go down the right path). Follow the track round to the right and go over the jump. Up ahead is quite a sharp right-left chicane, so slam on the right brake as soon as you land and switch over as you go through the first corner. I recommend you stay on the same side so you have another left to deal with rather than a right. Keep the brake on and use the right brake to shift into the left branch again. Go over the speed pads and tap the right brake to go over the jump. Let up on the thrust entirely as you go over the jump and hit the right brake followed by the left to take you through the chicane. Put the thrust back on going into the straight.

Go over the jump and move over to the left to hit a double speed pad, then take the shallow right up ahead aiming to exit on the inside for another double pad. Following the track further to the right, move over to the outside for a triple speed pad, then back over to the right for another triple pad. a fairly shallow right waits at the end, use the right brake to swing the craft through this one. As it's a blind corner, it may take a few tries to get used to how far to turn. At the bottom is a sharp right with a grid of speed pads in the middle of it. Don't overturn this one as the pads will help you through. Immediately following this is yet another sharp right, this time you do need to slam on the right brake.

Follow the track round to the right again, hitting speed pads as you go, until you reach a long sharp left at long last. Go through here lightly tapping the left brake, then hit the speed pads on the exit and go over the jump. You won't have to dip the nose here as the track is easily visible below you. Raise the nose and trace the track so you don't deviate and end up being picked up by the safety craft. You should land in the middle of the shallow left and should move comfortably onto the straight. Up ahead, the track begins to curl right again as you go over a grid of speed pads before turning into a sharp right/ Lightly brake to get through this one and aim to emerge on the outside of a triple speed pad. The next part is the hardest section on the course. The peak ahead masks an extremely sharp right-left chicane. As soon as you clear the peak, slam on the right brake to bring yourself in and almost immediately double brake to slow yourself down. Then slam on the left brake to take you through the second corner. Finally the track curls round to the right and back onto the home straight. Hit the speed pads as you come round to end the lap.

```
=====
\\-\\-//                                     **CHEATS**                                     \\-\\-//
//-/\-\\=====//-/\-\\
```

There are two cheats in the game which allow you to unlock the extra features without playing through Tournament mode:

UNLOCK RAPIER CLASS - Highlight One Player in the main menu. Hold L2, R2, Left, Select and Start and press X.

UNLOCK FIRESTAR - Highlight One Player in the main menu. Hold L1, R1, Right, Select, Square, Circle and press X

```
=====
\\-\\-//                               **SOUNDTRACK**                               \\-\\-//
//-/\\-\\=====//-/\\-\\
```

Below are the tracks for the PlayStation version of the game. The Saturn version has another set of Cold Storage tracks replacing the ones by Leftfield, Chemical Brothers and Orbital, and the PC version has both sets of music.

```
Title          : Artist
-----
Cairodrome     : CoLD SToRAGE
Cardinal Dancer : CoLD SToRAGE
Cold Comfort   : CoLD SToRAGE
DOH-T          : CoLD SToRAGE
Messij         : CoLD SToRAGE
Operatique     : CoLD SToRAGE
Tentative      : CoLD SToRAGE
Transvaal      : CoLD SToRAGE
Afro-Ride     : Leftfield
Chemical Beats : Chemical Brothers
Wipeout (Petrol Mix) : Orbital
```

```
=====
\\-\\-//                               **USEFUL LINKS**                               \\-\\-//
//-/\\-\\=====//-/\\-\\
```

WipeoutZone - <http://www.wipeoutzone.com>

CoLD SToRAGE - <http://www.coldstorage.org.uk>

```
=====
\\-\\-//                               **THANKS**                               \\-\\-//
//-/\\-\\=====//-/\\-\\
```

Psygnosis - For making this game and giving birth to the entire series

Rob Foxx - For the team backstories and for his work at WipeoutZone

GameFAQs, IGN - For hosting this guide

Neoseeker

WipeoutZone

Maximilian - For the Auricom ASCII logo

Fraundorfer

Everyone at - Just because you're a damn good bunch :)

```
=====
\\-\\-//                                     \\-\\-//
//-/\\-\\=====//-/\\-\\
```

This FAQ is protected by copyright and may not be reproduced for any kind of commercial use. You are allowed to reproduce this guide for personal use only, whether a printed copy or stored electronically, and may be distributed as long as no profit is made by doing so. It may not be modified in any way, shape or form, and must always contain this disclaimer and copyright notice in full. This guide may only be hosted on GameFAQs (www.gamefaqs.com), IGN (www.ign.com), Neoseeker (www.neoseeker.com), and WipeoutZone (www.wipeoutzone.com). If you see this guide on any other website, please pop me a line to let me know. Gamespot and AOL are affiliates of GameFAQs and are allowed to link directly to the guide. In addition, WipeoutZone is the ONLY site permitted to use material from this guide (in full or excerpts from) in an altered form. I am also hosting a copy on my own website.

I AM NOT CURRENTLY LOOKING FOR ANY NEW HOSTS, SO PLEASE DO NOT E-MAIL ME ASKING TO HOST THIS GUIDE. PERMISSION WILL NOT BE GRANTED.

Above all, do NOT lift sections directly out of this guide for your own. That's plagiarism, and it doesn't go down well. If I find you've lifted ANYTHING original from this guide, I will find out where you are hosting it and I will contact your ISP. However, you are welcome to use the layout of this guide as inspiration for your own as long as I am given appropriate credit. You may also use factual information from this guide in your own as long as it is not just copied and pasted and as long as this guide is credited as the source.

All trademarks and copyright material not exclusive to this guide are recognised as the legal property of their respective owners.

Copyright 2006 Charlie Emery - Hellfire X