

# **Ferrari®**

## **GRAND PRIX**

By Donald A. Hill, Jr.

### **OWNER'S MANUAL VERSION TWO**

**ENGLISH, FRANÇAIS, DEUTSCHE & ITALIANO**

**GAMETEK**



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## IMPORTANT INFO: PLEASE READ BEFORE RUNNING

**Ferrari Grand Prix version 2** runs in 16 colours only. Be sure to put your Mac in 16 colour mode before you run Ferrari GPv2.

Ferrari GP v2 runs fine with System 7. It does require a lot of memory, 1340 to be exact. If you are running System 7, and the programme does not run (because of lack of memory) you can the memory as low as 1020. To do this, click once on the programme and select "Get Info" form the File menu. Down a the bottom you'll see "Memory", Suggested size 1340, Current size 1340. Change Current size to 1020. The programme will run, but you will not have sound or the Replay feature.

### Performance Considerations

**Ferrari GPv2** allows you to taylor performance to the Macintosh you own. Initially, the programme is setup for maximum detail. This is fine for Quadras, IIfx's and IICI's. But, on slower Mac's, you'll notice a slightly "chunky" look and feel to the program. This means that the time between screen updates is too slow and can make driving difficult. There are 5 things that you can change that will effect screen update times. They are, in order of importance:

1. Sound On/Off. Sound off is faster.
2. Big Window (640 dots wide) Small window is faster.
3. Number of Cars racing 2-8. Select 2 cars for best performance.
4. Solid/Wire Frame Cars. Wire Frame is faster.
5. Solid/Wire Frame Walls. Wire Frame is faster.

You can toggle the sound on/off by pressing the "H" key while racing. The program will use the big window unless the screen is too small. To force the programme to use the small window, hold the mouse button down when you start the programme. The last three are found under the "Settings' menu, "Faster Frame Rates..."

Here is our recommendation on how to get the best trade off between performance and detail:

**Mac II's, Mac LC's:**  
Use The Small Window  
Select Wire Frame Cars/Walls  
4 cars racing

**Mac IIsi's:**  
Use the Small Window  
or  
Big Window  
4 cars racing

**Mac IICI's, LC III's and up:**  
No change

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**Keyboard Commands (Select item, then enter one keypress)**

☒ **Shift Down/Brake = 1**

☐ **Shift Up = 2**

☐ **Brake Off = 3**

☐ **Brake On = (space bar)**

☐ **Stop for Pit = S**

☐ **Cancel Stop for Pit = G**

☐ **Sound Toggle = H**

☐ **Pause = P**

**Enter new key**

**1**

**OK**

**Cancel**

These are the keyboard assignments for Ferrari Grand Prix. You can change them to anything you want, but the program will default to these settings. If you want to save your changes, save the game after you change the keyboard assignments and then start the program from the saved file.

If you are using a joystick you will need to center the steering wheel with the joystick also centered. Use the "z" key to do this.

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## Introduction

Formula One, or simply F1, is the global pinnacle of the racing world. It doesn't get any more exciting, expensive, multinational, or technical than Formula One. F1 is viewed by hundreds of millions of people all over the world. Top Teams spend over 50 million dollars each year. Top drivers earn over 20 million dollars a year.

**Ferrari Grand Prix** attempts to capture the pressure packed world of F1 racing. You'll take your Ferrari from Qualifying to the checkered flag. You'll adjust the wing and gear ratios. Conserve your tires or wear them out. Conduct blazing pit stops. Design new race courses, watch replays of the action, race against a friend, it's all here in **Ferrari Grand Prix**.

You can start driving your new Ferrari very quickly. The first thing to do is read the next few pages and follow the instructions. They'll tell you the bare minimum to get started. Later, as you become fairly proficient, you'll want to continue on through the manual, or simply look up items as you become curious.



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## Driving Instructions

When **Ferrari Grand Prix** first begins you'll see an opening sequence that will continue indefinitely. To end the sequence click the mouse button or press any key. You can see this sequence again by selecting "About Ferrari Grand Prix".

Ferrari Grand Prix has two modes: pause mode and active mode. The pause mode, where the program begins, allows you to use the mouse in the typical Mac way. This mode is characterized by the standard arrow-type pointer.

In the active mode, the pointer changes to a straight down arrow and cannot be moved up or down, only left and right. In the active mode you cannot access any of the menus. You must "pause" to change options or to quit the program.

To enter the active mode, click the mouse anywhere in the document window. Where you click determines your initial steering position. Click in the middle of the window and you'll be going straight, left of center steers left, right of center steers right. So if you pause on a left curve, be sure to click to the left of center to continue on a left curve path.

To exit the active mode, press "p" for pause, or the "delete" key, also called the "backspace" key on some keyboards.

Here's a way to get a quick idea of what things look like in **Ferrari Grand prix**: Go to the "Viewing & Info" menu and select "#4 Blue:Yellow". This will put the viewing point or "camera" in the #4 car. Then go to the "File" menu and select "Start Race". Click "Okay". You will now be viewing from the #4 car (not the car you will be driving, you are in effect just along for the ride), sitting on the starting grid of a Formula One race. Click the mouse button with the pointer inside the window to enter the active mode. You'll see a flashing red light ahead and above the center of the track. This will flash for 5 seconds, then stay on. Within the next 2 to 5 seconds the red light will go out and a green light will come on. If you were sitting in your car this would be your signal to get going, but we are just along for the ride and don't have to do anything. You'll see the cars head off on their race. Watch a little bit, then pause (by pressing "p") and go to the "Viewing & Info" menu and select "Behind Car Selected". You'll now see the Blue:Yellow car centered in the window. Click in the window again to continue the race from this new viewing position.

### **Driving your Ferrari**

The best place to get familiar with your Ferrari is during Qualifying. Make sure that "Qualifying Session..." is selected from the "File" menu. Also, be sure that the viewing position is car "#1 Your Ferrari", and "Inside Selected Car". Also, be sure that "Realistic Shifting:Braking" is selected from the "Settings" menu. You are now in your race car, sitting at the end of pit lane. Click in the window to enter the "active" mode. You'll see the down pointed arrow above the track. Move this arrow left and right and you'll see the steering wheel turn left and right. Notice your rear view mirrors, there is a second Ferrari parked behind you. You'll hear your engine revving. You can toggle the sound off by pressing "h", or you could turn the volume down from the Apple "Control Panel". If you want the sound back on, simply press "h"

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again. Ferrari Keyboard commands only work during the active mode. The down pointed arrow gives you exact feedback on where you are steering your race car. Your car will end up where the arrow is pointed, so, in general, you'll want to keep the arrow pointing at the part of the track you want to go to.

Most of the track consists of a dark gray pavement, white or white and red painted stripes on the outside of the pavement, green grass on each side of the pavement, and light gray CONCRETE walls outside the grass. The idea is to keep your car on the pavement and away from the walls. But, it's not all bad, if you do come in contact with the walls, you'll merely bounce off and go into neutral. No real damage is done to your Ferrari and you can continue on.

Time to drive. Here is a good rule to remember. The faster you go, the harder it is to drive. So, the way to learn is to start off driving SLOW. Also, on slower Macs it can be almost impossible to drive with all X cars. Go to the "Settings" menu and select "Faster Frame Rates...", select 4 or less cars. You will probably also want to switch to Wire Frame Cars and Walls. This will give you better performance. One last trick you can do is be sure to use the smaller window. If you have 13" monitor or larger, hold down the mouse button when you start the Ferrari program. This will tell the program to use the smaller window. If you own a faster Mac, such as the IICI and up, you will not need to make any changes for good performance.

Okay, let's get started... the Ferrari has a semi-automatic gear box with 7 gears. To shift up, use the "2" key, to shift down, use the "1" key. When you shift down, the program knows that you must brake first and will do this for you, so no need to worry about braking for now. Later, you can take more control and do the braking manually, if you wish.

Make sure the down pointed arrow is over the track, and a little to the left. (You'll want to stay to the left of the white line that goes from right to left.) Now press "2" to put the car in first gear. Remember that anytime you want to pause, press "p". The first curve is to the right. Keep the down arrow over the track. If you hit a wall you will stop. Steer back down the track and press "2" to start going again. Or, if you get mixed up and want to begin again, pause and select "Qualifying Session..." and the program will reset.

Eventually, you will memorize the track and you can anticipate each curve. But until then, use the curve flags to warn you of up coming curves. Notice that at the beginning of each curve is a little yellow flag with a black arrow pointing in the direction of the curve. You can see these from quite a distance and this will warn you that the curve is coming. The flags are always on the OUTSIDE of the curve. Typically, you'll want to steer toward the flag, then turn away from the flag into the curve.

You will probably quickly become bored with first gear. This is good. When ready, press "2" again to shift to second gear. (The "2" key always shifts up to the next gear, the "1" key always shifts down one gear.) Second gear is a little more lively. You will be going a bit more than 60 mph. As this becomes comfortable try swerving around some. This is good practice for controlling your car. You can always tell what gear you are in by looking to the center information box beneath the steering wheel.



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You now know how to shift up and down and how to steer. There are a few other things you should know before you are ready to practice: All the curves on the default track can be taken in 3rd, but not in 4th. If you see the down arrow switch to a flashing or solid black box you are driving too fast in a curve. This box warns you that you are steering sharper than your car can go. It means you have reached and surpassed the limit of traction in the front of your car. You should slow down (down shift) when you see this.

Remember to stay off the grass. You have much less traction on the grass and it has an adverse effect on your tires. From time to time other cars may pass you. Don't look at them much, pay attention to your own car. (Look at them if you want, but don't blame me if you crash.) You may want to count up or down as you shift gears. Otherwise, you may forget which gear you are in and have to look down inside the car to see your current gear. This can cause an accident.

The last thing to learn is how to come into the pit. This can take some practice. The pit entrance is at the near end of the start/finish part of the track. When you see the overhead bar with the start lights you know you are nearing the pit. Slow down to first gear and steer to the right to enter pit lane. You'll see the colored "pads" and the big wall to the right. A smaller pit wall will be on your left. Your pit spot is always the last one you come to (you're the first one out) and is orange. Stay in first gear down pit lane. (Later, as you get better, you can try doing this faster.) When you reach the orange pad, steer onto it and press the space bar three times. (The space bar is the manual brake key.) If you are on the orange pad when you stop, your car will go up, the tires will come off, and new ones will be put on. You'll see a red, stop sign shaped image in front of you. When the pit is finished, the shape will disappear and you can head back out on the course. If you over shoot the pad, go around and try again. Or you can always select "Qualifying Session..." which will put you in the pit again. If you select, "Continue Qualifying Session in T car" you will keep your, and the other car's current qualifying times.

There is another mode of driving which can be fun and will allow you to practice your steering without worrying about shifting. Go to the "Settings" menu and select "Automatic Shifting:Braking...". The program will automatically handle all shifting and braking and you need only steer the car. Practice setting up for curves and passing other cars. (See more on racing technique later in this manual.) There are two new keys you'll need for this mode of driving. To start the car moving press "3". Thereafter you will not need to press any keys until you want to pit. You must tell the program when you want to come in to the pits. To do this, sometime during the lap, press "s" (for stop) and then steer into pit lane. Press "s" before you get there so the program knows to slow enough to make the pit entrance. You can cancel the "s" stop request by pressing "g" for go.

Driving with Automatic Shifting and Braking will make you immediately competitive with the other drivers (if you can steer at that speed, that is). Once you get the hang of it, this is the most relaxing way to drive **Ferrari Grand Prix**. You are probably ready for this mode if you can drive around in 3rd gear.

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## Starting a Race

Select "Start Race" from the File menu to begin the most exciting sequence in motor sports, the Formula One style standing start. You can select the number of laps you want, and the tire compound you would like to begin the race on. Click "Okay" and the program will put you and the other cars on the starting grid. When you click in the window, the start sequence begins. You'll see the flashing red light. This will flash for 5 seconds and then stay on. Once the light stops flashing, there is nothing you can do to stop the sequence, not even pause. In fact, don't press any keys until the green light comes on. If you press a key before the green light, you are trying to "jump the gun" and will be penalized in the form of a delayed start. When the green light comes on, press "2" to shift into first, or press "3" if you have Automatic Shifting and Braking selected.

When the race is completed you'll see the guy with the checkered flag to the left of the start/finish line. At this point the other cars return to the pits to sulk or celebrate. You can review tire wear, car setups, or the official race results. At any time, if there is a crash or dramatic pass, or anything happens you would like to review, you can see it happen again with the "Replay" feature. Pause, then select "Replay" from the "Viewing & Info" menu. (This may not be available if you have limited RAM.) When you select "Replay~" the program will go to the beginning of the replay buffer. You'll also see an "R 1" in the upper right hand corner of the screen. The "R" tells you that you are in replay and the "1" tells you that it will replay forward at speed 1. You can replay in forward or reverse speeds, 1 to 6. To change speeds, enter the "active" mode and press the "-" or "=" keys. You can now watch the last couple of minutes of action, from any viewing position. The quickest way to review an event that has just happened is to press the "-" key twice to enter the reverse direction. You'll see "R-1". This will take you back through the most recent events. When you find what you want to see, press "=" twice to switch to forward mode.

While viewing the Replay you can change the viewing position dynamically, without pausing. During Replay, the 1-8 keys correspond to the cars and shift 1-4 correspond to the viewing positions, where 1 is inside the car selected, 2 is above the car selected, 3 is behind the car selected and 4 is TV coverage.

Select Replay again to turn it off and return to live action.

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## The Menu Items

Under the “Apple” on the Menu line you’ll find “About Ferrari GP version 2”. Selecting this will produce the same sequence as when you first started up Ferrari Grand Prix. It will continue forever unless you press a key or the mouse button.

### **File**

The “File” menu has the usual “Open”, “Save”, “Save As...”, and “Quit” items, which operate the same as other Mac programs. There are also two other items under the file menu, “Qualifying Session...” and “Start Race...”. Qualifying Session..., is analogous to New. When you select Qualifying Session you have the choice to start a completely new session or continue current session in the “T” or spare car. If you start a completely new session, all times are cleared, wings are reset to the starting positions on all cars, and everyone is returned to the pit lane. Or, you can continue the current session with the T ear. This allows you to return to the pits and start again, but will keep all qualifying times and settings. You would use this if your car collides with another or if your engine breaks, or if you’re stuck in a wall somewhere.

“Start Race...” is how you switch from qualifying to racing. You will be asked the number of laps you want, Formula One races have enough laps to be just under 2 hours in length, and what type of tire compound you want to start the race on. You can enter up to 250 laps.

The tire compound is a strategy decision. The “B” compound will last longer, but you will not be able to go as fast. The “C” compound is faster around the track, but wears out quicker. The rest of the field (the other cars) will usually pick the same compound as you do, but sometimes they will take a chance on the other compound.

### **Settings**

“Realistic Shifting” means you will have to do the shifting of your Ferrari. For the last few years, the Ferrari race team has been using a hydraulically actuated, semi-automatic gear box. The driver has a rocker arm behind the steering wheel which controls the gear selection, press on one side to go up through the gears, press on the other side to go down. When you select Realistic Shifting you are required to press “2” to up shift, and “1” to down shift. You use the “space bar” to do manual braking, although down shifting will automatically apply the brake, so the only time you will need to use the manual brake is when you stop in the pit. The manual brake has three settings, the first key press will make your car coast, the second time you press the space bar, light braking will ensue, and the third time, hard braking is applied. When the car stops, the brake is automatically lifted.



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“Realistic Shifting:Infinite Traction” allows you to drive a car that will not lose traction. It is not like real racing, but it can be interesting to see what cornering at 200 mph looks like. With Infinite Traction your car will go where you steer it, so if you have the reflexes, you would be able to drive a ~rack in 7th, all the way around. It’s weird, try it.

“Automatic Shifting:Braking...” tells the computer to handle shifting and braking. This allows you to concentrate on picking the best “racing line”, as they say, without the concern of shifting and braking. There is a slide bar that goes from 1 to 25. The higher you set this, the faster your times will be. If you set it all the way to 25, you’ll be driving at the limit of traction in the curves. A skilled driver using Realistic Shifting will still be able to go faster. The other drivers skill levels can also be set with a slide bar ~hat goes from 1 to 25 and if you set these numbers the same, the cars will be roughly the same. So you can drive in effect an equal car with the other competitors and see if you can win, solely on steering acumen. Press ~he “3” key to start the car going in this mode, and press “s” to tell the computer you will be pitting.

“Set Down Force... [Wing Adjustment]” allows you to change the wing on your race car. You’ll see a slide bar that goes from 8 to 50 where 8 is less wing and 50 is more wing. See “Qualifying” for specific information on how and why to change the wing. For convenience, you are allowed to change ~his at any time, but for realism, only change your wing when you are stopped in the pit.

“Set Gear Ratios...” allows you to change the speeds you can go in each gear. This will be explained in “Qualifying”

“Set Other Drivers Skill Levels...” allows you to make the other drivers better. You can see~ ~hem individually. Each driver can have his skill set from 1 to 25 where 25 is fastest. These settings effect the shifting and braking in the same way as the setting in Automatic Shifting:Braking effects your car. Set these items the same for equal skill levels.

“Next Pit Tyre Type...” tells your pit crew what type of tyre to put on your car next time you pit.

“Collision Detection” can be on or off. The default is off. Collision detection is another level of realism you can turn on. When on, the program will check to see if your car has collided with any others. (You can still bounce off the walls without damage, except to your tires.) If you drive through another car (or another car drives through you) you’ll be “punted” off the course and your race will be over. You’d be amazed at how much stress this can add to the race.

“Faster Frame Rates...” is where you can turn some detail off to achieve better program performance. For example, if you own a Mac LC you’ll probably want to select Wire Frame Cars, and Walls. This will give you more screen updates per second which will greatly enhance your ability to drive. Also, you can select between 2 and 8 cars. Selecting 4 or less cars will also speed things up.

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“Set Keyboard Commands...” will allow you to change the key strokes. If you prefer to use “q” and “w” as the gear shift keys, you can change it. When you save a file, you’ll save the key changes. If you run the program, it will revert to the original key strokes so if you want your new key strokes, launch the program by double clicking the file you saved.

“Connect Two Macs...” tells the program you want to connect two Macs. This allows you to drive against another human on another computer. When selected, the program will set the number of cars to 4 and you cannot change this. Everything else performs normally. You will need a direct cable between the two computers, AppleTalk will not work. Be sure to have Ferrari running on both computers and the cable connected before selecting “Connect Two Macs...”. When the connection has been established, the computer will tell you which Ferrari you will be in, team position 1 or team position 2. This refers to where you pit and the color difference on the rear wing. You are always the #1 car for viewing position and results on your computer. After selecting “Connect Two Macs...” and answering the questions, be sure players on both computers click in the window to start play at approximately the same time. If either player “pauses”, play is suspended on both computers. Also, you must have the same track loaded on both computers.

## **Viewing & Info**

“Inside Car Selected” puts the viewing position inside whichever car is selected. You can only drive the #1 car, but you can watch the race from any car.

“Above Car Selected” puts the viewing position directly above the car.

“Behind Car Selected” positions the viewer above and behind the car.

“TV Coverage” attempts to follow the race from cameras positioned along the course. This can be a bit difficult to follow at times.

The next eight items allow you to select which car to view or view from. Your car is #1. You may notice that color schemes are reminiscent of actual Formula One teams.

“Replay” will turn the replay feature on or off. There are some things you cannot do while in Replay, if an item grays out that you want to use, turn Replay off and try again. Replay is like a loop of video tape that can be viewed in forward, reverse, or freeze frame. Use the “-” key to reverse direction or speed, and the “=” key to go forward or faster. Replay will loop through its buffer until told to stop. While in Replay you can change viewing position and car number without pausing. The number keys 1-8 select a car, and Shift 1-4 change the viewing position where Shift-1 selects “Inside Car Selected”, Shift-2 is “Above Car Selected”, Shift-3 is “Behind Car Selected”, and Shift-4 is “TV Coverage”.



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## Track Design

“Design Track” allows you to design a new race track, or simply view the current track from above. This will show you where all the cars are on the track. If you change the track in any way, you will lose the current qualifying session or race.

“Cut”, “Copy”, “Paste”, “Insert” and “Undo”, behave in the usual manner.

“Clear Track” allows you to start with a clean slate.

“Revert Track” will restore the track to the way it was when you selected “Design Track”.

“Track Length” is informational only. It tells you the length of the track in feet.

There is a track designing tutorial later in this manual.

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## Qualifying

Formula One racing is a two step process. First is qualifying, you practice on a particular course, refine your wing setting and gearing setup, memorize curves and brake points. You're trying to "turn" the fastest lap. The second step is, of course, the race itself.

You'll probably want to start any qualifying session by surveying the track you'll be driving. You can do this by selecting "Design Track". This will show you an overhead view of the track. Tracks with a lot of curves tend to favor car setups with more wing, tracks with long straights may take less wing. The direction of the track always begins at the start/finish part, headed in the "up" or north direction. Select "Go Racing" to return to your Ferrari.

Next, you should do a couple reconnaissance laps, drive the track in 2nd or 3rd gear, getting a feel for the course. Make sure that the "Next Pit Tire Type" is set for "qualifiers". These are special "soft" tires that have lots of "grip" or traction, but do not last long. Every time you return to the pits, new tires will be put on your car.

Before trying your first qualifying laps, jot down your wing setting. (Select "Set Down Force..." to see where your wing is.) Now it's time to go out and turn a few laps. Once you've done a "clean" lap, a lap without mistakes or blocks from other cars, return to the pits for a new set of qualifiers. Jot down your fastest lap time next to the wing setting. Try a different wing setting and go out again. You'll want to continue to do this until you feel you have the best wing setting. (This is what the other cars are doing at this time.)

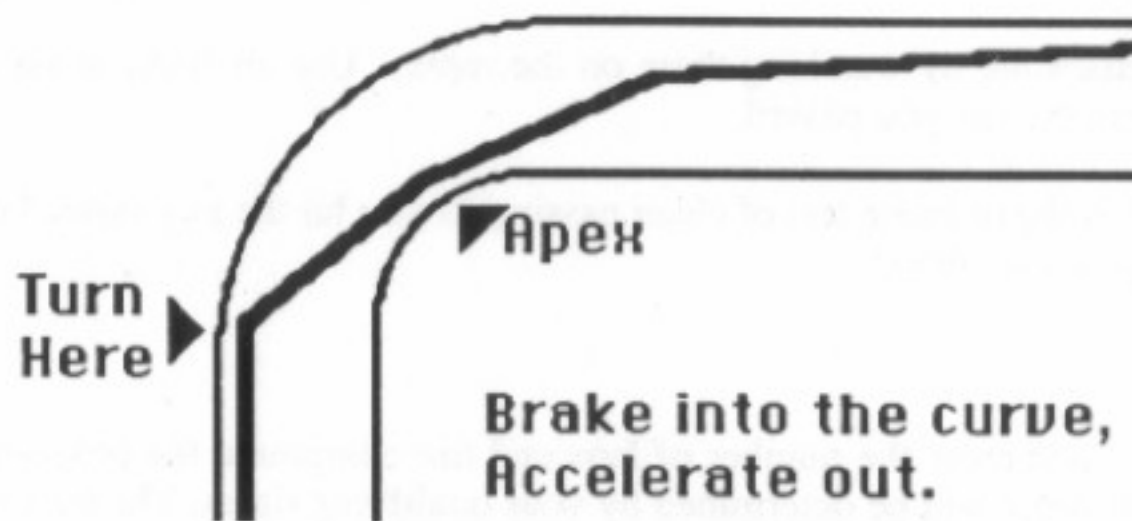
Now that you have a pretty good idea of what the wing should be, you can fine tune the gearing. The idea is to get a top end gear speed that matches each curve. (This is not always possible.) The wing adjustment dialog will tell you the approximate curve speeds for each radius curve. Go to the "Design Track" view and you can see what radius curves that track has. Then go to the Set Gear Ratios to fine tune the gear speeds to the curve speeds. Go out and turn a few more laps to see if this set up is better or worse.

You can check the other cars wing and gear ratios by selecting, "Show Car Setups...". This is the current set up of all cars. This will not show their race set up until a race is started. If you have trouble returning to the pits, you can always select "Qualifying Session..." and click on "Continue Session in the T car". This will put you in the pits, but keep your qualifying time.

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## Race Driving

There are fast ways of driving and there are slow ways of driving. The best course through a track is called The "line", or "racing line". Basically, this means to steer to the outside of a curve at the entrance, then when you're under heavy braking (this puts extra weight on the front tires which will make your car corner better), turn the car to the "apex" of the curve~ The apex will be the inner most part of the track on the curve that you will steer to. It's usually just past half way through the curve and it is the point at which you'll begin accelerating out of the curve. You'll let the car drift back to the outside of the curve as you exit. The "line" looks like this:



You can tell when you are driving the line because your car will seem to corner effortlessly. You'll feel smooth and you'll get "in the groove". You will see the black warning box less and your tires will last longer. When you miss the line, things tend to get hectic, and you'll find cornering difficult. (Remember, The black box will flash over the downward arrow when you are attempting to turn sharper than your car can corner.)

There is less traction when driving on the grass. **STAY OFF THE GRASS.** If you get off the course, slow down. Driving on the grass and hitting the wall will have an adverse effect on your tires.

### Passing

Passing other cars is not the easiest thing in the world. It takes practice. The first time you pull up behind a car the tendency is to watch the other car. This is a prescription for disaster. Try to keep watching the track ahead of the other car, and try to notice the car in front of you just in your periphery vision.

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If you are only slightly faster than the car you are attempting to pass you'll have to be patient. The typical spot to pass is at the end of a straight. Pull up behind the car, and then steer to the inside of the track. Try to brake slightly later than the other guy. This should put you along side his car at the entrance to the curve. This will force the other guy to let you by. If you are still behind the guy at the entrance to the curve, he has the right to cut you off, or "close the door" as they say. Be ready for this, you'll have to give him the curve. A successful pass is one of the most exciting and rewarding facets of racing.

When you are leading a guy, you can "block" to keep him from passing. To block a guy you swerve side to side to keep him from getting by. It is certainly his responsibility to "earn" the pass, but unlimited blocking is bad etiquette, and may end up with you getting pushed off the course by a disgruntled driver.

You can see how good your passes are by watching them on the replay. Use an "outside the car" viewing angle to better see the action, or watch from the car you passed.

Selecting "Collision Detection" is the ultimate test of clean passing. If you hit the guy instead of passing him cleanly, you'll be spun off the track and your car ruined.

## **The Race**

When you select "Start Race..." and enter the number of laps and tire compound the program will put you and the other cars on the starting grid. The order will be determined by your qualifying times. The start sequence begins with a flashing red light. This light will flash for 5 seconds, then remain on. Nothing can be done to stop the start sequence at this point. Your job is to be ready to go when the green light comes on. If you try to jump the gun, you will be slightly penalized at the start.

You may want to try to block a little at the start. Since the cars are staggered, you can drift in behind the car ahead and keep the car behind from a quick pass. Of course, one of the other cars may come around you on the other side, so watch the mirrors.

The first curve after the start is usually a big jumbled mess. Be patient. You can't win the race on the first curve. (Well, sometimes you can, but if you crash on the first curve your sponsors will be mad at you.)

You may notice your car behaving differently in the race than when you qualified. This is because of two things, one, you are running a tire with less traction, and two, your car is carrying more fuel which makes it heavier. Your lap times will be several seconds slower than qualifying. As your fuel load is burned off, times will get better. But, as the race goes on, your tires are wearing out, and this tends to slow your lap times. At some point, you may decide it's time to come in to the pits for a new set of tires. The decision to pit is up to you and your race strategy, there are no hard and fast rules. If you hit the wall a few times then you'll want to pit. If you are getting the black warning square a lot, then



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you may want to pit. If the leader of the race pits and remains in the lead, then you should pit.

You can check your tyre wear by selecting "Show Tyre Wear..."

Pit stops take 5 to 10 seconds. That is the actual stopped time, there is also time lost in slowing and accelerating. Be sure to check your left mirror for cars before exiting the pits.

On the last lap you'll hear cheering near the start/finish line. You'll hear cheering again as you take the checkered flag. (You'll see the guy waving it on your left. Try not to hit him.)

After everyone finishes the race you can see the final results by selecting, "Show Race Results...". You see the starting grid, finish times and speeds, and the fastest lap.

If you find yourself winning easily you can make the competition better. Select "Set Other Drivers Skill Levels...". The larger the number, the faster they will drive.

### **Alternate Shifting Strategy**

I think you'll find Automatic Shifting:Braking an enjoyable way to drive. It is certainly the most relaxed way to drive Ferrari Grand Prix. You will also want to try doing your own shifting using the up and down shift keys (Realistic Shifting). With practice, you'll be able to drive faster in this mode, but you may sweat a bit more also.

There is another method of shifting that gives you complete control over your vehicle. In this method, you have complete control over braking. For example, as you approach a curve, press the space bar (brake key) three times for hard braking. While braking, press the down shift key to select the gear you want. When the car is going the appropriate speed, press the brake off key to release the brake and engage the gear box. You can also coast, by pressing the brake key once, or apply light braking by pressing twice. The brake will stay on until you press the brake off key. This driving mode can be a hand full.



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## How To Design A Race Track

Select "Design Track" from the "Track Design" menu to enter that part of the program that allows you to alter the track or design tracks from scratch.

A track consists of individual parts. The left side of the window is the description of the parts list, you'll see groups of items, each with a heading "Part #1", "Part #2", and so on. You can have up to 100 parts, or, depending on which parts you are using, sometimes slightly less. Parts can be either a Straight, a Left Curve, or a Right Curve. (There is one other part, the Start/Finish part, but this is always the first part and cannot be selected or deleted.)

If a part is a Straight, then the first scroll bar will select the length, 1 to 1000 feet. The next two scroll bars do not have any effect on a straight part. The bottom scroll bar is track width, 10 to 40 feet (default is 30 feet). If a part is a curve, either left or right, the top scroll bar does not have any effect. The next two scroll bars control Radius, and Degree Turn. The bottom scroll bar is the track width of the curve. Curve radius can be 62.5 to 1000 feet, and Degree Turn, or degrees around a circle, can be 10° to 90°. If you want a straight longer than 1000' or curves more than 90 degrees, simply put more than one part together.

That's about all there is to it. The one difficult thing is that the track must end at the beginning of the Start/ Finish part. If the part is too far left or right, find a horizontal straight and shorten or lengthen it. If the part is too far up or down, find a vertical straight and shorten or lengthen it. This is explained again below.

You can find out a part's number by clicking on it in the right side of the window. If you click on a part, it will turn yellow, and the part number will be highlighted in the left side of the window.

### **A Simple Oval**

Here's how to design an oval. Go to the "Design Track" part of the program. Then select "Clear Track". You'll notice the track will disappear and there will be only the Start/Finish part on the screen.

Under "Part #2" on the left side of the window, click in the little box by "Straight". It will turn solid black and 500' will appear as the default. On the right side you'll see a straight added to your track and it will be yellow because you are working on Part #2.

Next, click in the box in front of "Left Curve" in the Part #3 area. It will turn solid black and you'll see a left curve added to your track. The default curve is 250' radius and 90 degrees. These are fine.

Now add another part, part #4, make it another left curve. You should see a 180 degree curve at the top of your screen.

When you get down to the bottom of the parts list, you can use the scroll bar to move the part's list up.

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Add a straight, make it 1000'. Add another straight, and make it 1000' also. You now have 6 parts in your track. Part #7 should be a left curve, and Part #8 should also be a left curve. Add them now.

The last part in our oval is a straight, make it 900'. This completes the oval. Here is how to make sure the last part meets the first part. Click on Part #9, either in the parts list on the left side of the window, or on the part itself on the right side. The top horizontal scroll bar above the right side of the window is a zoom control. When you're sure you have Part #9 selected (it will be inverse on the left side), grab the scroll box on the zoom control and drag it all the way to the left. This will zoom in on part #9. You can now see the end of part #9 and the beginning of part #1. Try making the straight shorter (use the length scroll bar) and watch the parts come apart. This is how to fine tune the end of your track. Be sure to make the straight 9(X)' when you are done and the track is ready to drive. You will know if your track does not end properly because the program will tell you it is not a "closed loop". You will get this message when you try to "Go Racing". This is your cue to return to the "Design Track" area and fix end of your track.

### Other Menu Items

If, before you leave "Design Track", you decide you would prefer to have the track you started with, you can select "Revert Track". This always returns the track that was entered when you selected "Design Track".

Cut, Copy, and Paste work on the currently hilited piece. Insert will put the part that was Cut or Copied before the currently hilited piece. Paste replaces the currently highlighted piece.

Undo will undo changes made on a part. For example, if you change straight to a curve and then you decide that you didn't mean to change that particular part, Undo will return the part to the straight. If you have clicked to another part and then realized that you have changed the wrong part, Undo will not help. Undo will not undo a "Paste".

### A More Complex Track

Enter these parts (S=Straight part, LC=Left Curve part, RC=Right Curve part):

#1=Start/Finish		#10=RC	150', 20°
#2=RC	250' 40°	#11=S	1000'
#3=LC	62', 90°	#12=LC	150', 90°
#4=LC	62', 90°	#13=LC	150', 60°
#5=S	1000'	#14=S	500'
#6=LC	62', 90°	#15=LC	62', 90°
#7=LC	62', 60°	#16=S	200'
#8=S	200'	#17=RC	200', 60°
#9=RC	150', 90°	#18=S	400'

This track is also on your disk and is named, "Tutorial Track".

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I've purposely given you a track that does not form a closed loop so you can practice finishing the track. Select "Go Racing" and you'll be told that the track is not a closed loop. This means that the end of the track does not meet the start quite right. It will need some minor adjustments. Return to "Design Track". Try fixing the track on your own, then read on.

The way to make the track a closed loop is to click on the last part, to hilite it, and then to zoom in all the way. (Drag the zoom box all the way to the left.) Decide which direction needs to be fixed. In this example both left/right and up/down is off. First fix the left/right. See how the last part needs to move to the left? Zoom back out so you can see the entire track. Find a horizontal (or mostly horizontal) straight part and click on it. That part will appear hilited on the left side of the window. Make a note of the number (I picked part #8) and then click on the last part again. Zoom all the way in. Now scroll the parts list to Part #8 of the track. You are going to change a part that is off screen and watch how that effects the last part. Make the part longer or shorter to bring the last part in line with the first part. In this example, you will make straight part #8 shorter which will move the last part to the left. Make part #8 188 feet long. This should align the last part with the first part. When you are satisfied that the parts line up you are ready to fix the up/down overlap. Since the last part is a straight you can simply shorten this part to make the parts match up. If the last part were a curve, you would need to find a vertical straight and use the same process as outlined above.

Make the last straight 385' and now the track is complete.

### **Designing From An Existing Track**

Designing tracks from existing tracks (found in racing books for example) can take a little practice. The first thing to do is figure the length of the track in feet. Then you can kind of guess how long the straights should be. Also, you'll have to guess the curve radius, making the relative sizes correct. This should give you a track that is the correct length and looks about the same as the track you're working from.

The final test is track times. Let the other drivers go at their top settings and see if the times are about right. If the track is too fast, try smaller radius curves, or if it is too slow, try larger radius curves. Trial and error is the only way, unless you have all the inform-tion available. (Straight lengths, curve radius.)



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## The Courses

Included with the Ferrari Grand Prix program are several actual Grand Prix courses. These are ready to load and race. The other cars have already spent hours qualifying on each course and they are ready to go. If you want them to start from scratch, select "Qualifying Session..." after you load a track.

When you select "Start Race..." you'll see the actual number of laps for that particular track show up as the default selection. Formula One races tend to be a bit under two hours. Driving a two hour race may not be to your liking so simply enter a lower number of laps. Or you can break the race up into several sessions simply save your progress each time before quitting and then load the file to resume. It's best to use a different name when saving a race using one of the provided tracks. Otherwise you'll lose the qualifying work of the other drivers.

Each Grand Prix season consists of 16 races. Drivers compete to win each race, of course, but also, they are competing for a World Championship. This is decided by awarding points for each finish in the top 6 First place gets 10 points, second 6, third through sixth are awarded 4,3,2,1 respectively. Ferrari Grand Prix is not a role playing game and so it does not guide you through a season of races. But, it is easy enough for you to keep track of a seasons worth of performances, if you so desire.

The 1991 season: #1- United States Grand Prix #2 - Brazilian Grand Prix #3 - San Marino Grand Prix #4 - Monaco Grand Prix #5 - Canadian Grand Prix #6 - Mexican Grand Prix #7 - French Grand Prix #8 - British Grand Prix #9 - German Grand Prix #10 - Hungarian Grand Prix #11 - Belgian Grand Prix #12 - Italian Grand Prix #13 - Portuguese Grand Prix #14 - Spanish Grand Prix #15 - Japanese Grand Prix #16 - Australian Grand Prix  
These courses are included with Ferrari Grand Prix.

The Grand Prix season falls between March and November and most races are aired on ESPN. One of the many books I used as source material is "Autocourse, the world's leading Grand Prix Annual 1991-92". This book is a complete recap of the 91/92 season. The book is available from Motorbooks International, P.O. Box 2, 729 Prospect Avenue, Osceola, Wisconsin 54020, or from local book sellers. Other useful books: "Competition Driving" by Alain Prost with Pierre-Francois Rousselot, "The Art and Science of Grand Prix Driving" by Niki Lauda, "Race Car Engineering & Mechanics" by Paul Van Valkenburgh, and "High Performance Driving" by Bob Bondurant with John Blakemore.

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