



DRAG RACING

**COUNTDOWN TO
THE CHAMPIONSHIP™**

INSTRUCTION manual



⚠️ WARNING: PHOTSENSITIVITY/EPILEPSY/SEIZURES

READ BEFORE USING YOUR PLAYSTATION®2 COMPUTER ENTERTAINMENT SYSTEM.

A very small percentage of individuals may experience epileptic seizures or blackouts when exposed to certain light patterns or flashing lights. Exposure to certain patterns or backgrounds on a television screen or when playing video games may trigger epileptic seizures or blackouts in these individuals. These conditions may trigger previously undetected epileptic symptoms or seizures in persons who have no history of prior seizures or epilepsy. If you, or anyone in your family, has an epileptic condition or has had seizures of any kind, consult your physician before playing. IMMEDIATELY DISCONTINUE use and consult your physician before resuming gameplay if you or your child experience any of the following health problems or symptoms:

- dizziness
- altered vision
- eye or muscle twitches
- loss of awareness
- disorientation
- seizures
- any involuntary movement or convulsion

RESUME GAMEPLAY ONLY ON APPROVAL OF YOUR PHYSICIAN.

Use and handling of video games to reduce the likelihood of a seizure

- Use in a well-lit area and keep as far away as possible from the television screen.
 - Avoid large screen televisions. Use the smallest television screen available.
 - Avoid prolonged use of the PlayStation 2 system.
Take a 15-minute break during each hour of play.
 - Avoid playing when you are tired or need sleep.
-

Stop using the system immediately if you experience any of the following symptoms: lightheadedness, nausea, or a sensation similar to motion sickness; discomfort or pain in the eyes, ears, hands, arms, or any other part of the body. If the condition persists, consult a doctor.

WARNING TO OWNERS OF PROJECTION TELEVISIONS:

Do not connect your PlayStation 2 system to a projection TV without first consulting the user manual for your projection TV, unless it is of the LCD type. Otherwise, it may permanently damage your TV screen.

HANDLING YOUR PLAYSTATION 2 FORMAT DISC:

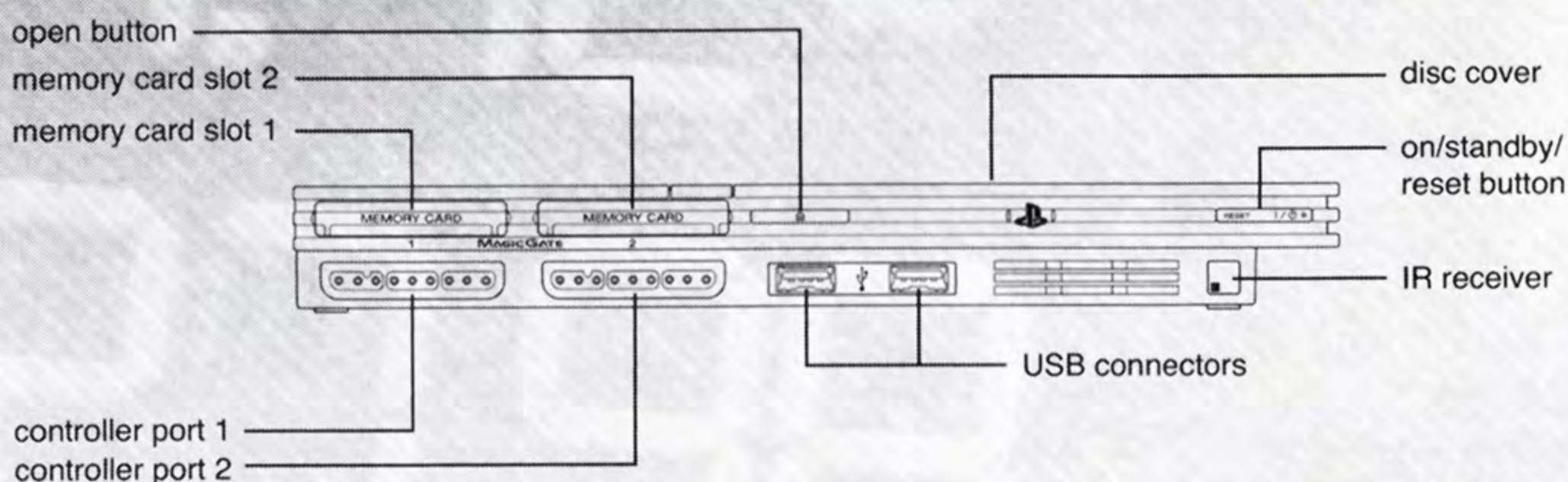
- This disc is intended for use only with PlayStation 2 consoles with the NTSC U/C designation.
- Do not bend it, crush it or submerge it in liquids.
- Do not leave it in direct sunlight or near a radiator or other source of heat.
- Be sure to take an occasional rest break during extended play.
- Keep this compact disc clean. Always hold the disc by the edges and keep it in its protective case when not in use. Clean the disc with a lint-free, soft, dry cloth, wiping in straight lines from center to outer edge. Never use solvents or abrasive cleaners.



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GETTING STARTED



Set up your PlayStation®2 computer entertainment system according to the instructions supplied with your system. Check that the system is turned on (the on/standby indicator is green). Insert the *NHRA® Countdown to the Championship™* disc in the system with the label side facing up. Attach game controllers and other peripherals as appropriate. Follow the on-screen instructions and refer to this manual for information on using the software.

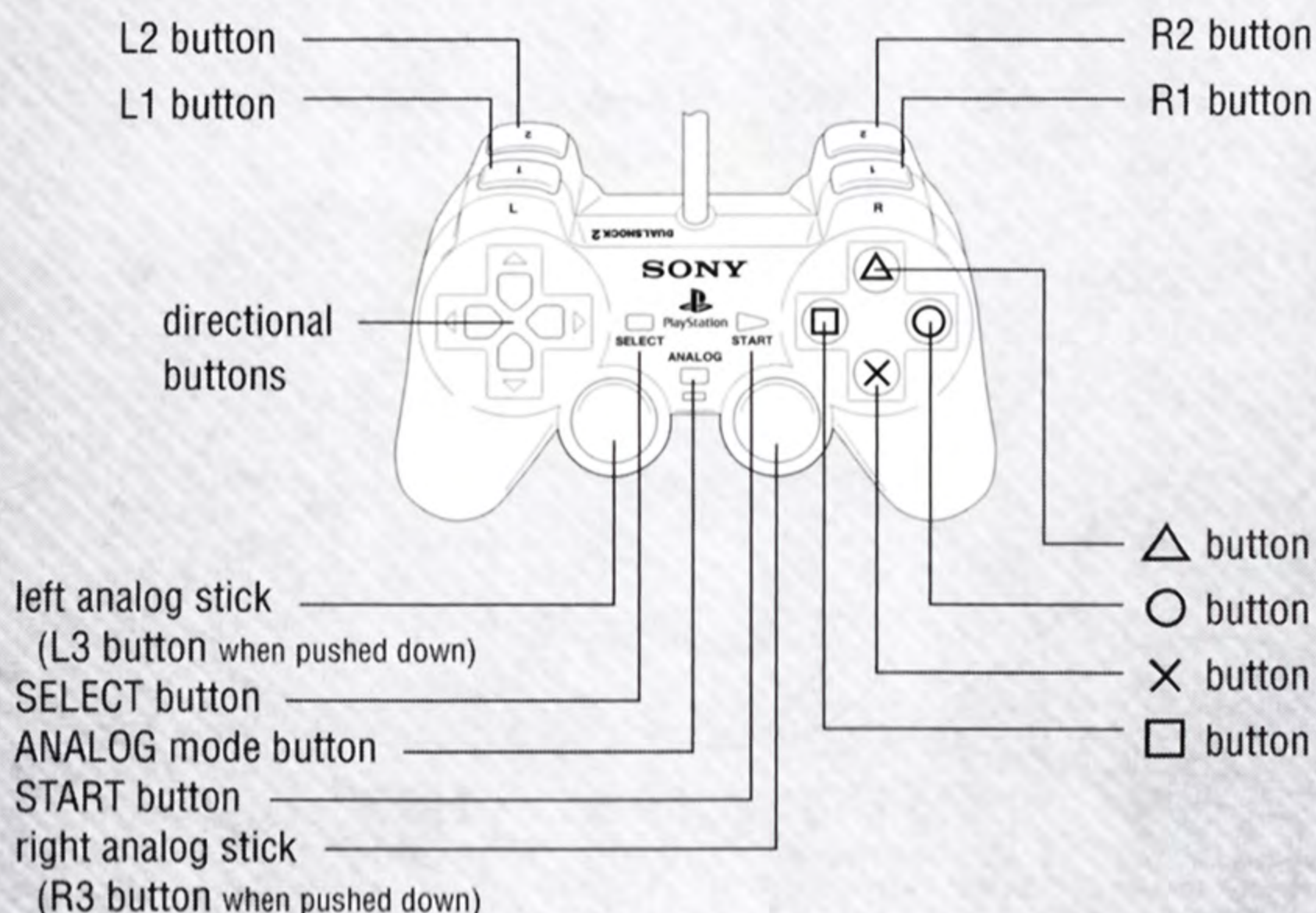
Memory card (8MB)(for PlayStation®2)

To save game settings and progress, insert a memory card (8MB)(for PlayStation®2) into MEMORY CARD slot 1 or MEMORY CARD slot 2 of your PlayStation®2 system. You can load saved game data from the same memory card (8MB)(for PlayStation®2), or from any memory card (8MB)(for PlayStation®2) containing previously saved *NHRA® Countdown to the Championship™* games.

At least 59 KB of free space must be available on the memory card (8MB)(for PlayStation®2) in order to save. If less free space exists, erase the older data before saving. Do not remove the memory card (8MB)(for PlayStation®2) or turn off the power to the PlayStation®2 while data is being saved or loaded. Your game data may be lost or corrupted as a result.

STARTING UP

DUALSHOCK®2 Analog Controller Configurations



DUALSHOCK®2 Analog Controller

NHRA® Countdown to the Championship™ is best played with the DUALSHOCK®2 analog controller or the Logitech® Driving Force™ family of steering wheels. The DUALSHOCK®2 analog controller should be connected to controller port 1, and the ANALOG mode indicator located below the ANALOG mode button should be red to indicate that it is on.

Default Configuration

Left analog stick.....	Steering
Right analog stick.....	Move Camera
×	Acceleration
□	Brake
△	Line-Up Tune /Auto Stage (Rookie Only)
○	Deploy Chute
L1 button	Shift Down
R1 button.....	Shift Up
L2 button or Down button	Line-Loc (Pro Stock Classes Only)
R2 button.....	Deploy Chute
SELECT button	Switch Camera Views
START button	Pause Menu

Menu Controls

Directional buttons.....	Move Highlight
Left analog stick.....	Move Highlight
×	Accept
○	Back

INTRODUCTION

Welcome to the world of *NHRA® Countdown to the Championship™* — the complete Top Fuel, Funny Car, Pro Stock Car, and Pro Stock Motorcycle racing experience. The NHRA is the world's largest motorsports sanctioning body with 80,000 members, 140 member tracks, more than 35,000 licensed competitors, and over 5,000 member-track events.

NHRA® Countdown to the Championship™ offers you 19 licensed tracks and 23 events from across the U.S., with racing in four of the most popular vehicle classes: Top Fuel, Funny Car, Pro Stock, Car and Pro Stock Motorcycle.

You can compete in a Quick Race or Single Event to test your skills and vehicle setups, or put your racing sponsorship and money management to the ultimate test in Career mode. Play as your favorite driver or make a name for yourself by matching your skills against the likes of Tony Schumacher, John Force, Jason Line, and Andrew Hines in a multi-season career. Enjoy bragging rights by beating your friends in a head-to-head race in VS mode.

Accumulate points to become the National Champion and unlock the top drivers so you can race as them in Quick Race, Single Event, and VS modes.

Drag racing is more than hitting the gas to go in a straight line. You have to keep the vehicle in the groove – the sweet spot in the middle of the track that helps you stay on the ground and reach top speeds. This takes a lot of precision steering and sometimes releasing and pressing the gas pedal.

In this manual you will find some great tips to get you up and running fast. Whether you're a pro or rookie, take a few moments and review the Quick Start Guide section for some important information on how to get the most out of *NHRA® Countdown to the Championship™*.



The Countdown to the Championship™ is a new points system introduced in the 2007 season. This new points system allows more competitors to have a chance to win an NHRA® POWERade® world championship.

Experience the Countdown to the Championship Championship in Career mode. After the first 17-races, the field will be reduced to the top eight in the points standings for a four-race playoff series to determine the field of four who will ultimately vie for NHRA POWERade world championships.

In the Countdown to Eight, representing the first 17 races of the season, competitors in Top Fuel, Funny Car, Pro Stock Car, and Pro Stock will battle each and every race to secure a position in the Top Eight in the points standings. The final race to reach the NHRA POWERade Countdown to the Championship will be the Toyo® Tires NHRA Nationals at Maple Grove Raceway.



Once set, the Countdown to Four begins at the most prestigious drag racing event in the world, the Mac® Tools U.S. Nationals at historic O'Reilly® Raceway Park at Indianapolis, Labor Day weekend. The Top Eight in each category will have their points adjusted. The first-place racer in the standings will begin the countdown with 2,070 points; second place, 2,060 points; and so on to eighth place, 2,000 points.

The Countdown to Four, will consist of four races, with the last race being the Torco® Racing Fuels NHRA® Nationals at Virginia Motorsports Park. Following that race, the Countdown to One begins when the top four in each category have their points adjusted yet again. The first-place racer in the standings will begin the final two races with 3,030 points; second place, 3,020 points; third place, 3,010 points; and fourth place, 3,000 points.

At the final two races of the season, the ACDelco® Las Vegas NHRA Nationals, followed by the season finale, the Automobile Club® of Southern California NHRA Finals at Auto Club Raceway at Pomona. The final four competitors will battle it out for the NHRA POWERade® Drag Racing World Championship.

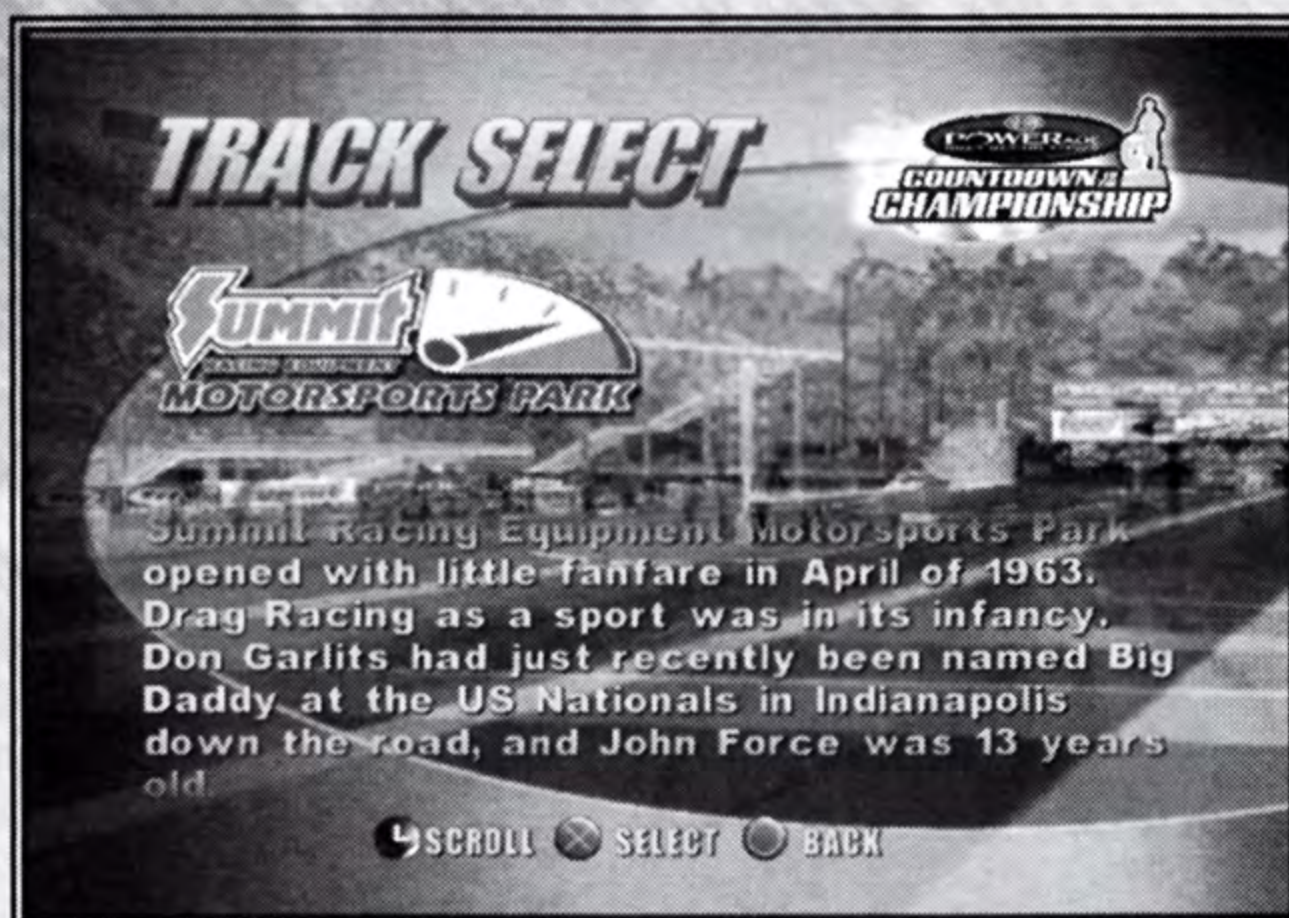
QUICK START GUIDE

Tuning, Burnout, Staging, and the Race

The quickest way to get straight into the action in *NHRA® Countdown to the Championship™* is to start with a Quick Race. Before you fire up your engine for the first time you should take a look at the racing tutorial. The tutorial offers a great overview of the burnout, staging, and racing processes. To access the Tutorial select Race from the Main Menu and Tutorial from the Race menu.

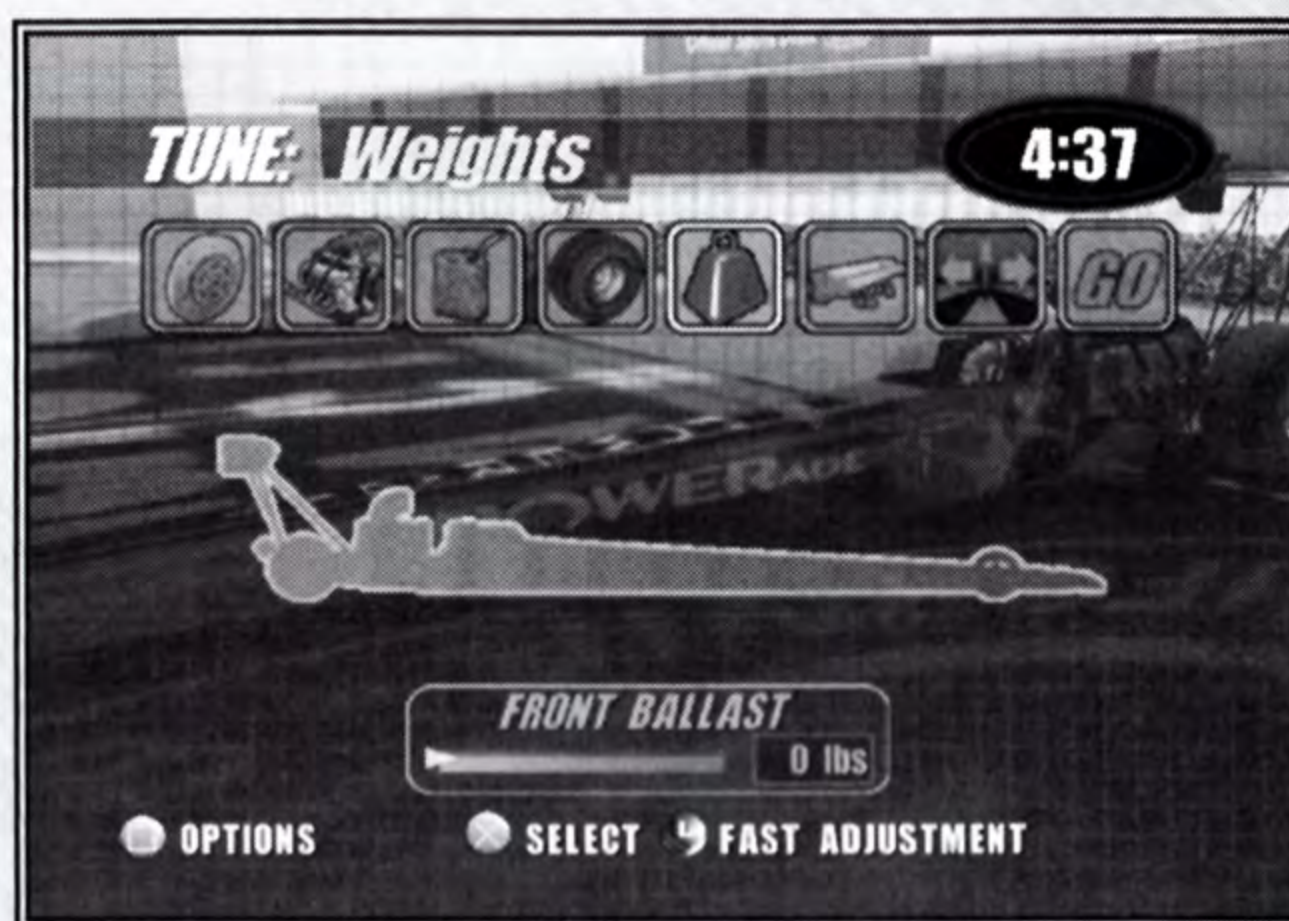
Once you've finished with the tutorials it's time to race. To start a Quick Race select Race from the Main Menu and from the Race screen choose Quick Race. Next, choose your vehicle class from the Class Select menu. Choose the vehicle you want to race as and then choose your opponent.

Each class has a driver that is locked. You cannot play as this driver until you unlock them. You can however race against drivers that are locked. To learn how to unlock drivers in Quick Race and Single Event go to the Unlock Drivers section of the manual.



The next menu you will see is the Track Select menu. Select the track on which you want to race. From the Track Settings menu you can select the time of day, cloud cover, air temperature, surface temperature, humidity, wind speed, and direction. See the Track Settings section of this manual for more information about how each of these settings affects vehicle performance. Once you've made your changes to the Track Settings press **X** to proceed to the Tune menu.

Tuning



The Tune Menu allows you to modify your vehicle settings in order to squeeze out the most performance for a given track condition. To simulate the limited time that a real team has to get a car ready between races you will have five minutes in *Rookie* or three minutes in *Veteran* and *Pro* difficulties to make all the modifications to your vehicle.

You can consult with your crew chief to make sure you tune the vehicle properly, nearly every time you race. Some crew chiefs are better than others, and each is rated according to their ability to tune different parts of the vehicle. To access the crew chief's advice, access the Options menu by pressing **□** while highlighting a particular item you wish to tune. Next highlight Help and press **X**.

The crew chief offers information about the area you have highlighted based on his/her experience. In Rookie difficulty you can have your crew chief tune your vehicle by accessing the Options menu and pressing . Highlight Auto-Tune and press . This gives you the tune recommended by your crew chief based on their skill level. Some crew chiefs are better than others. Once you get comfortable you may start to tune the vehicle yourself.

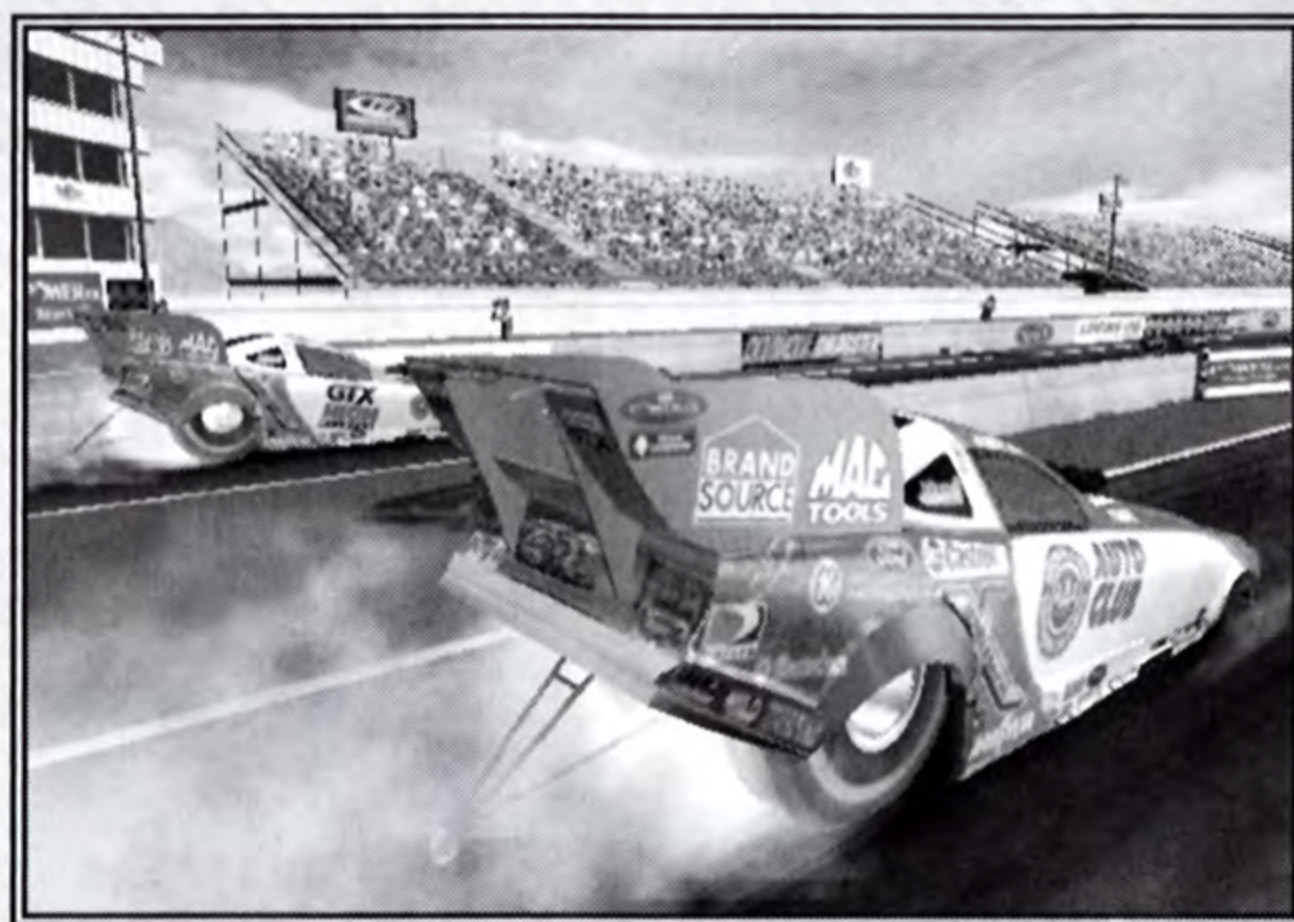
In Quick Race, the crew chief is fairly conservative and offers you stable tuning settings at the expense of speed. You'll certainly be able to win races against lesser competitors with the default settings, however, to really get the most out of your car, pay attention to your crew chief's comments and try different settings to balance power and stability with your driving style.

*See the section on **Track Settings** for more information about tuning for particular track conditions.*

There is always a chance of engine failure based on how you tune your vehicle. Engine damage such as dropped cylinders (when a engine cylinder stops firing) can cause your vehicle to pull to one side. Even a blown engine can occur if you don't tune your vehicle properly.

While in the Tune menu, you can save a tune by pressing  and selecting Store Tune or load a tune by pressing  and selecting Recall Tune. Once you have tuned your car, select the GO icon on the far right of the Tune screen, highlight Yes and and press  to begin the race!

Burnout



During the burnout, you will spin the rear tires while they are wet to heat and clean them prior to a run to provide better traction by laying down a fresh strip of rubber. A burnout precedes every race or run. It's important to line your vehicle up properly and burnout as straight as you can.

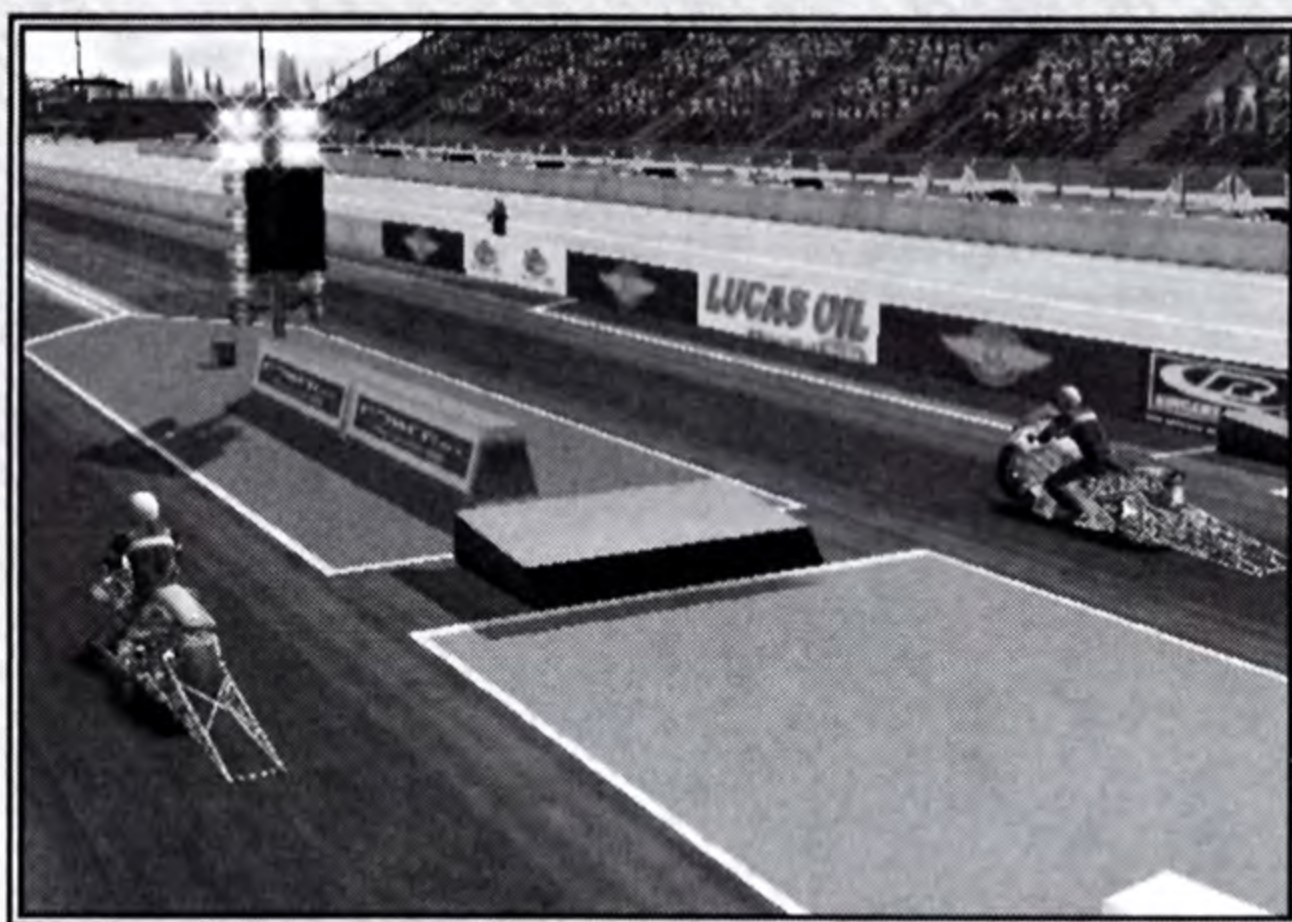
In Rookie difficulty follow the on-screen directions for all vehicle classes to burnout properly. Once the rear tires and wheelie bar of your vehicle pass through the water completely you can begin the burnout. The Top Fuel and Funny Car burnout is done while the car is in motion. The Pro Stock Car and Motorcycle burnout is done from a stopped position using the Line-Loc.

When backing your car in Top Fuel, Funny Car, and Pro Stock Car, after the burnout, make sure your tires line up with the tire marks you left during the burnout. This will give you better traction off the starting line.

Crew Chief Tip:

If you're having trouble burning out in a straight line, try starting your burnout a little bit further past the water.

Staging



After the burnout you have to stage your vehicle. To understand staging it is important to know what the lights on the Christmas Tree mean. The Christmas Tree, also called the Tree, is the noticeable electronic starting device between the lanes on the starting line. It displays a calibrated-light countdown for each driver.

The top yellow lights on the Tree are the pre-stage lights. When you position the front wheels about seven inches behind the starting line the small yellow lights atop that driver's side of the Tree glow. *You must move slowly or you risk crossing the starting line early and disqualifying.* The next set of yellow lights are the staging lights. To Stage your vehicle you have to position the front wheels right on the starting line so the small yellow lights below the pre-stage lights are glowing. Once both drivers are staged, the calibrated countdown begins.

During the countdown you will see the next three lights illuminate at once. This is the three amber starting system. If you've lined up properly you should hit the gas when you see the 3 amber lights. *If you've staged correctly, the vehicle will cross the line just as the green light comes on and you will get a good reaction time.*



Timing is important because races can be extremely close. A good Reaction Time or RT can mean the difference between winning or losing a race during the elimination rounds. If you hit the gas too early the red light will illuminate and you'll be disqualified for that run.

Crew Chief Tip:

If you find yourself frequently crossing the starting line before the green light and disqualifying, try keeping a finger or thumb on the brake ( by default), and slowly releasing it. Don't use the accelerator during staging. You might also find it helpful to stage shallow when qualifying to get a better elapsed time and deeper during elimination rounds to get a better RT.

Racing

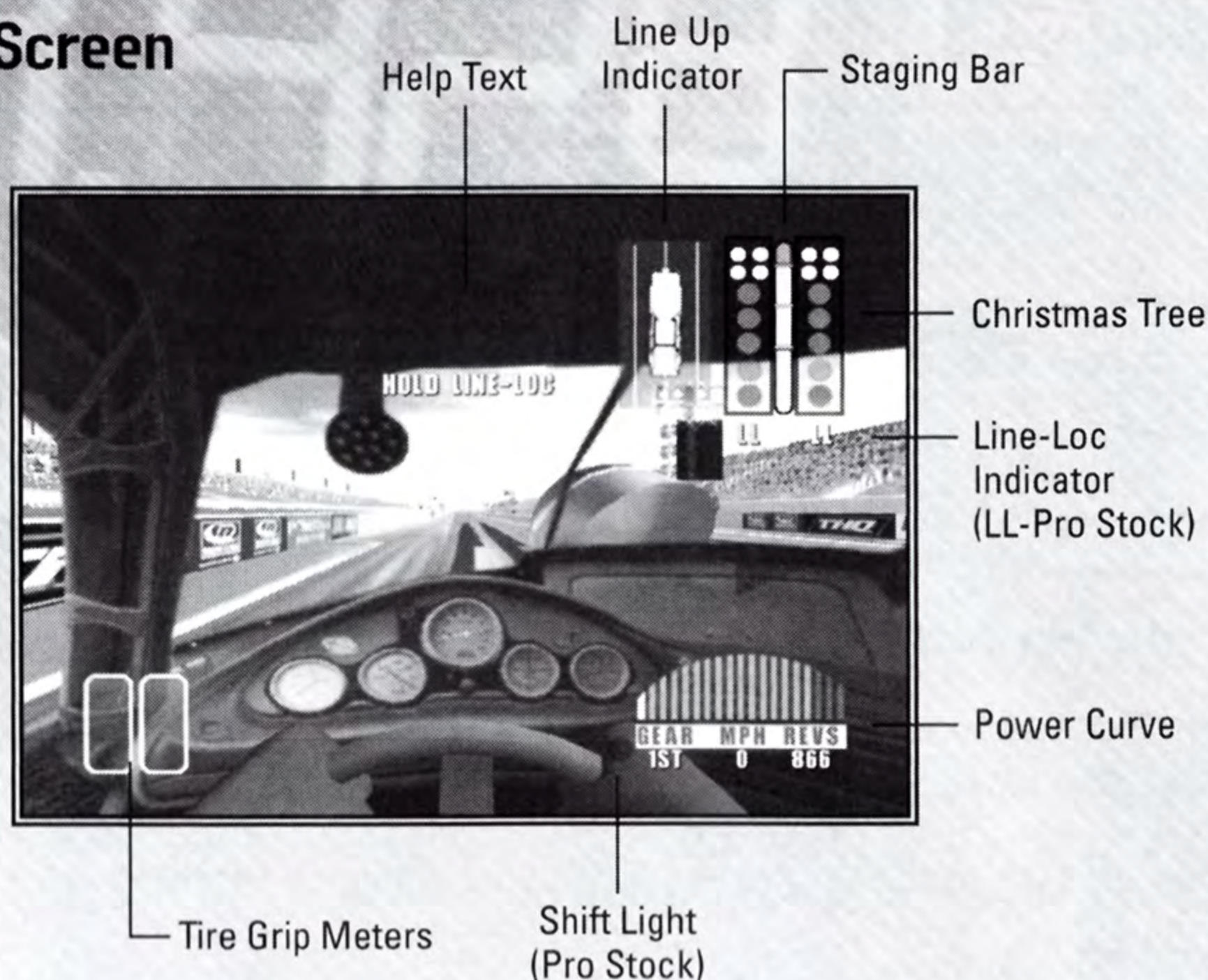
You're staged and ready to race, now comes the fun part. Racing involves a quick reaction time, and keeping the vehicle straight and in the groove. It sounds simple in principle but there's a lot involved in a good run.

When you press the accelerator and you leave the starting line your vehicle may have the tendency to pull to one side or the other. You'll need to steer your vehicle quickly to keep it from leaving the groove, the center part of the track. You also may notice your tires start to smoke and lose traction. The tire icon in the lower left of the screen indicates your tire traction. Tires usually start to lose traction when there is too much power, not enough grip or down force. Too little power can sometimes give rise to tire-shake, where the tires and car vibrate severely. If tire-shake goes on for too long the tires may eventually lose traction and begin to spin uncontrollably (smoking tires). To recover from smoking tires, you will need to let off the gas for an instant, then re-apply the gas smoothly and try to get the tires to grip again (pedaling); though be aware that excessive pedaling increases the chances of engine failure.

Crew Chief Tip:

If you're consistently losing traction and smoking your tires you may want to lower the tire pressure, decrease the power going to your tires, increase your rear wing setting in the Tune menu, or stay in the groove of the track.

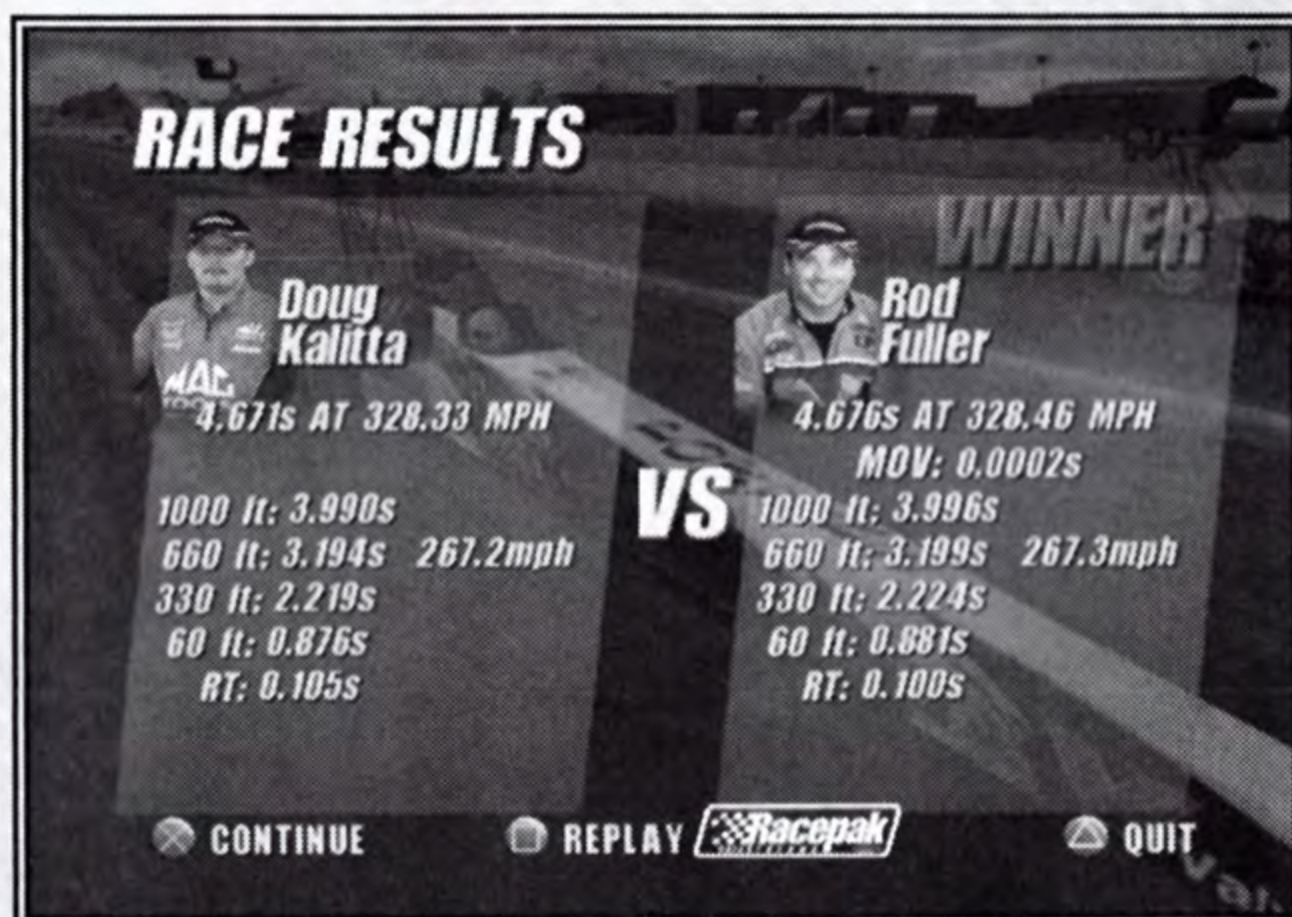
Race Screen



Crew Chief Tip:

To get a good reaction time (RT) you should press the accelerator when you see the three amber lights lit up. Waiting until you see the green light can result in a high RT. You will have to play around with your staging position to get the best RT.

Race Results



After you've finished a race the race results will be displayed. While it's important to finish first, you can always learn a lot about your car and driving skills by reviewing the results. It's helpful to analyze the race results by looking at the numbers. Did you have a good start? Check your reaction and 60ft times to find out. Could you push the vehicle a little harder at the 660ft mark? These are questions you should ask when you analyze the Race Results screen.

Elapsed Time (ET): ET appears under the drivers name in the Race Results screen. This is the time it takes a vehicle to travel from the starting line to the finish line. ET is irrespective of your reaction time (RT).

Speed: This is your speed during the final 66 feet to the finish line.

Reaction Time (RT): The time it takes a driver to react to the green starting light on the Christmas Tree, measured in thousandths of a second. The reaction-time counter begins when the green light flashes on the Tree and stops when the vehicle's front wheels clear the stage beam.

Margin of Victory (MOV): The difference in time from when the front of the first place vehicle crosses the finish line to when the front of the second place vehicle crosses the finish line.

60 ft, 330 ft, 660 ft and 1000 ft: The time it takes a vehicle to cover these specific distances on the racetrack.

You can also Replay a race from the Race Results screen by pressing . See the Replay section for more information.

Goals

There are many different goals in *NHRA® Championship Drag Racing™*, depending on the mode of play you have chosen.

In Quick Race mode you can race any vehicle class with any unlocked driver on any track. This mode is good for testing different tuning set ups, burnouts, staging and racing techniques. You can race against your favorite driver, pick your track, and change the track conditions to create the ultimate racing conditions.

In the Single Event mode the goal is to win at a specific event of your choosing. You can race any vehicle class using any available driver on any track. The Single Event mode is a good way to become familiar with the flow of an event from the qualifying round all the way through final elimination.

In Career mode, you earn points by racing well. You don't have to win every race to have a successful career but the better you do in the elimination round, the more season points you receive. If you have the most points at the end of a season you win that season. You receive trophies and cash awards for winning an event.

In a VS race you can race against your friends to compete for ultimate bragging rights. Choose your favorite class, driver, track, racing conditions, and tune setup. Both lanes are equal to even the play field, but you still need to keep the vehicle in the groove for peak performance.

The ultimate goal is to win a Career Championship in each vehicle class and win every Career series in Pro difficulty.

MAIN MENU



Once the introductory movies are complete, you'll find yourself at the Main Menu. Here you can choose from the following:

Race: Watch the Tutorials, enter a Quick Race, Single Event, start a Career, or race head-to-head in a VS race.

Options: This is where you can turn the various game sounds up and down, turn off various race screen elements, adjust the controls, change the difficulty, and many other features. See the Options section of this manual for more information on the Options menu.

Game Data: Load, Create, or Save game data from this menu.

RACE



From the Race Menu you can review the Tutorial, race in a Quick Race, Single Event, Career, or VS race.

Rookie, Veteran, and Pro Difficulty

It is important to know the differences between *Rookie*, *Veteran*, and *Pro* difficulty before you race for the first time. *Rookie* mode is the default difficulty when you start the game for the first time. You can change to *Veteran* and *Pro* difficulty at any time in the Options menu (see the Options section for more information) when you feel comfortable with your abilities.

In *Rookie* difficulty the groove or sweet spot on the track is extremely wide. In *Veteran* and *Pro* difficulty the lanes have a narrower groove so you'll need to pay close attention to your burnout and staging techniques. Lining up straight over the rubber you lay down during the burnout becomes much more important in *Veteran* and *Pro* mode.

To simplify the staging process in *Rookie* difficulty, a driver assist system is incorporated to prevent you from lining up improperly. After you burnout, press  to automatically line up behind the staging beams. In *Veteran* and *Pro* difficulty you have to back up and line up yourself after the burnout.

The competition in *Rookie* difficulty will tune their vehicle less aggressively so their race times are slower. In *Veteran* and *Pro* difficulty drivers can be very aggressive with their tunes, squeezing optimal performance from their vehicles.

Track Selection

In Quick Race, Single Event, and VS Race you can select from the available tracks. In Career mode you race according to the season schedule.

Season Schedule

1. CARQUEST® Auto Parts NHRA® Winternationals - Auto Club® Raceway of Pomona
2. Checker® Schuck's Kragen NHRA Nationals - Firebird® International Raceway
3. ACDelco® NHRA Gatornationals - Gainesville Raceway
4. O'Reilly® NHRA Spring Nationals - Houston Raceway Park
5. SummitRacing.com® NHRA Nationals - Nevada Raceway
6. Summit® Racing Equipment NHRA Southern Nationals - Atlanta Dragway
7. O'Reilly® NHRA Midwest Nationals - Gateway International Raceway
8. O'Reilly® NHRA Thunder Valley Nationals - National Trail Raceway
9. O'Reilly® NHRA Summer Nationals - Heartland Park Topeka
10. Torco® Racing Fuels Route 66 NHRA Nationals - Route 66 Raceway
11. NHRA Supernationals - Old Bridge Township Raceway Park
12. Summit® Racing Equipment NHRA Nationals
- Summit® Racing Equipment Motorsports Park
13. Mopar® Mile-High NHRA Nationals - Bandimere Speedway
14. Schuck's® Auto Supply NHRA Nationals- Pacific Raceways
15. Fram® Autolite NHRA Nationals - Utah Dragway
16. Lucas® Oil NHRA Nationals - Brainerd International Raceway
17. Toyo® Tires NHRA Nationals - Maple Grove Raceway
18. Mac® Tools U.S. Nationals - O'Reilly® Raceway Park at Indianapolis
19. O'Reilly® NHRA Mid-South Nationals - Memphis Motorsports Park
20. O'Reilly® NHRA Fall Nationals - Texas Motorplex
21. Torco® Racing Fuels NHRA Nationals - Virginia Motorsports Park
22. ACDelco® Las Vegas NHRA Nationals - Nevada Raceway
23. Automobile Club® of Southern California NHRA Finals
- Auto Club® Raceway of Pomona

Track Settings



Knowing how the track settings affect the engine and car behavior can mean the difference between winning a race and being sent packing. This section will outline how each of the track settings affect your vehicle. A good crew chief takes these items into consideration before recommending tune settings, but as a driver you also need to know how the vehicle will handle so you can squeeze that much more out of your run down the track.

Use the **directional buttons** or the **left analog stick** to adjust the track settings. Once you have made all of your adjustments, press **X** to continue.

Time (Day or Night): Night time is usually colder which affects both the track and air temperature. This means the vehicles will generally have more power due to the colder air and more grip due to the colder track surface. In a day or night Quick Race you can change the air and track temperature settings to whatever you want so day or night is not a factor.

Cloud Cover: In a Pro career, cloud cover will affect the differences between day and night. Heavy cloud cover tends to make daytime colder, but tends to keep the night time temperatures warmer.

Air Temp: The basic affect of air temperature is the amount of horsepower your engine generates. A very hot air temperature reduces the engine power, while a lower air temperature can mean a lot of horsepower. In either situation you have to be careful not to underpower or overpower your engine.

Surface Temp: The temperature of the track can determine the amount of traction. A track with a high temperature can mean less traction, while lower temperature tracks can give you a better grip. A poor burnout will also effect the grip of your vehicle's tires to the track.

Humidity: Humidity affects air resistance and engine power. The higher the humidity the less power your engine can generate.

Wind Speed and Direction: The speed and direction of the wind.

Altitude: Altitude is something that you do not have any control of in the Track Settings but it does play an important role when tuning your vehicle. The higher the altitude the less oxygen available and the harder it is for your vehicle to generate power. Tuning for power in lower altitudes is just as important as higher altitude tuning as you can run the risk of blowing an engine if too much power is being produced.

Quick Race

In Quick Race you can select any vehicle class, unlocked driver, track, and track condition. Compete as and against your NHRA® heroes in any vehicle class by selecting Top Fuel, Funny Car, Pro Stock, Car or Pro Stock Motorcycle from the Class Select menu. Once you have selected your vehicle, select your opponent's vehicle from the Opponent Select menu. Pick a competitor that will test your racing abilities.

The Track Select menu lets you choose any of the tracks available. Once you have selected your track, you can set the conditions by adjusting the Track Settings. See the section on Tuning for tips on how to get the most performance from your vehicle.

Single Event

A Single Event race lets you choose any one event to participate in, rather than racing an entire season. This is a good way to become familiar with the way the event process works before beginning an official career. Like Quick Race, a Single Event allows you to compete as or against any of your unlocked NHRA® heroes in any vehicle class. Once you have selected a vehicle class, choose your favorite vehicle and driver. Next pick your favorite event and tune your vehicle for maximum performance!

In a Single Event you will be competing in a full event which includes 4 qualifying rounds. This means you can experiment a little with your tune settings to try to squeeze the most out of your vehicle, given the track conditions. During the qualifying round your ET (Elapsed Time) is what determines your place in the standings and the lane that you race in. If you qualify in the top 16 you move on to the elimination round; if you don't you're a spectator during the elimination round. You can see your standings from the Event Bracket screen at any time by pressing .

You can choose to watch or simulate races in which you are not participating. To spectate a race that is highlighted, press  and you will be taken to the race screen where you can watch the race. To skip a race that is highlighted press .

VS Race

The VS race allows you to race against your friends in a vertical split screen race. Choose any track and any track settings. Both lanes of the track have equal grip to keep competition on an even playing field .

Crew Chief Tip:

When playing against another person in a VS race the mental element can become a big factor. Staging before your opponent or making your opponent wait for you to stage can throw them off their game. Deep staging or staging so the top yellow lights go out, is often considered bad form, but may throw your opponent off if used at the right time and can be helpful if you're looking for a holeshot win. A holeshot is when a driver reacts quicker to the Christmas Tree to win a race against an opponent with a quicker elapsed time.

CAREER

If you're looking for a deeper experience, enter Career mode and make your way up through the ranks to become an NHRA® champion. Start your career in any of the vehicle classes and race an entire season and career. Earn enough points in a season and become the NHRA Drag Racing Champion!

Career mode offers you the chance to test your racing skill, stamina, and patience over several racing seasons, challenging not only your racing ability but also your money management skills. Striking a balance by hiring the right crew chief for your earnings, having enough cash to repair vehicle damage, and picking the right sponsorship package can be the test of a true NHRA champion.

At the beginning of Career mode you have a five-race sponsorship deal. Consistent performance means your sponsor will offer you a contract extension or other sponsors may offer you a new contract. Conversely, a sponsor will walk away after your contract is up if you can't maintain a solid point standing. Keep your sponsor happy or you'll have to pay your own way and that's when money can run out quickly.

It can be expensive to run a professional drag racing team. If you run out of money your career is over and you have to start a new career.

Use your earnings to hire better crew chiefs as well as repair any damage to your vehicle. With every race you run the risk of blowing your engine, or sustaining other damage. Race competitively, but when you don't have the cash you may have to race carefully as well.

Crew Chief Tip:

If you're really struggling and can't put together a vehicle that's fast enough to win races or qualify consistently in Career mode, you should sharpen your tuning and driving skills in Quick Race and Single Event modes. In these modes you can try different tunes, burnout and staging techniques to put together a winning career.

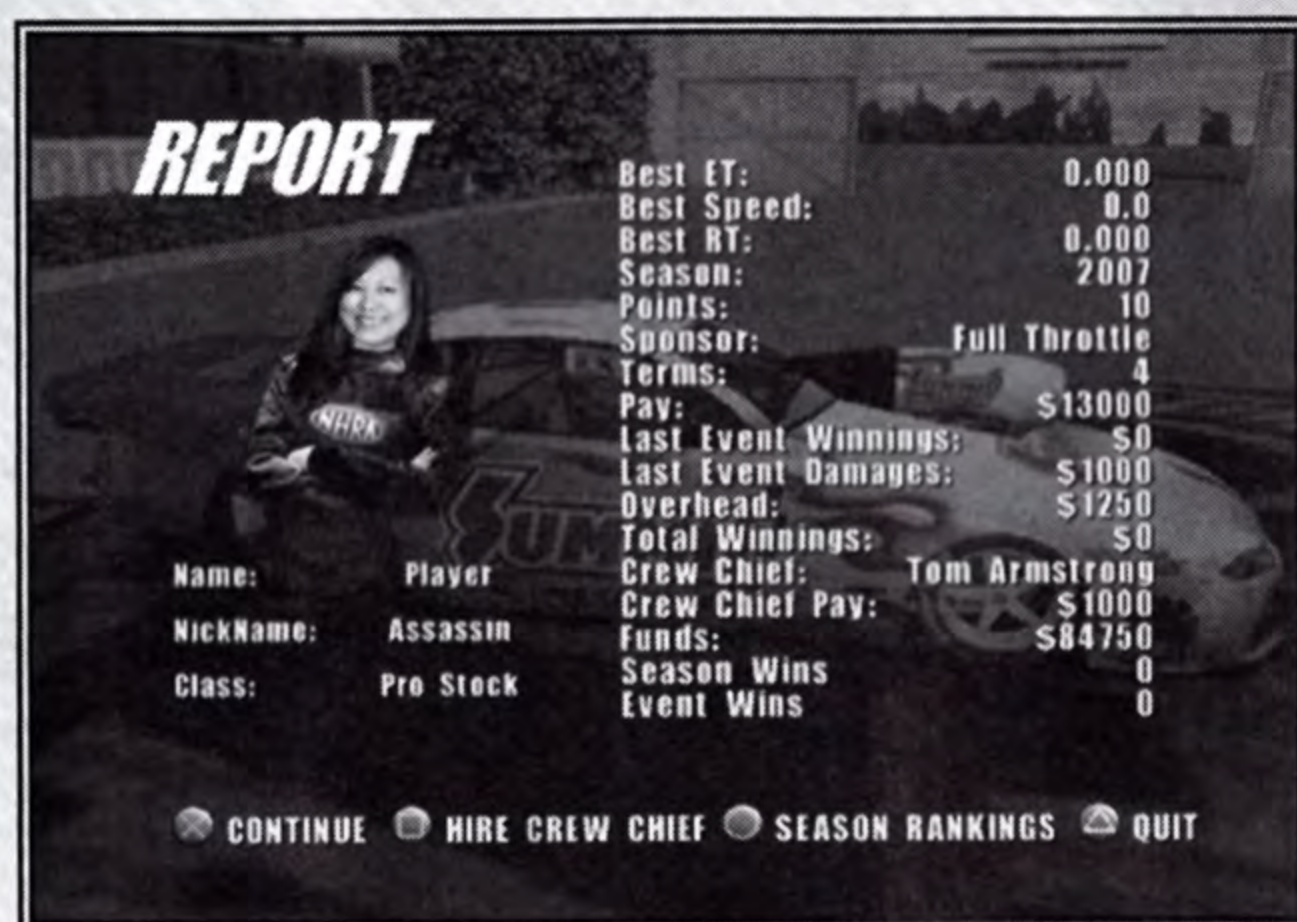
Starting A Career



The first step to beginning your career as a NHRA® professional drag racer is to create a driver. Using the **directional buttons** to make your selection, pick a driver photograph, enter a name, and choose a nickname. Your nickname is the name the announcer will use at the beginning of each race. When you're finished select **Begin Career** and press **X** to continue.

After you create a driver, a crew chief is automatically assigned to you. You'll get stable tunings from your first crew chief in Rookie difficulty but you may have to make some adjustments and change the tune to fit your driving ability and performance. In Veteran and Pro difficulty your crew chief does not tune your vehicle for you.

Player Report



Your personal information appears on the Report screen: best ET, best speed, best RT, season, points, sponsor, term (contract time remaining), pay, last event winnings, last event damages, overhead, total winnings, crew chief, crew chief pay, funds (money in the bank), season wins and event wins.

The Player Report menu is displayed between race events in career mode and allows the player to hire and fire a crew chief. You can also check on your season point standings by pressing **C** from the Report screen.

Sponsorship

Sponsors are businesses that offer you money to fund your racing career in exchange for placing their logo on your vehicle when you race. If you're successful, multiple sponsors may approach you. Choosing the right offer can make a difference in a successful career.

Depending on your level of success, you may or may not receive an offer from a sponsor after your contract has expired. A typical contract will last between 3 and 5 events. Win enough races and you'll be recognized by companies that want to sponsor you with more money or longer terms.

If you lose your sponsors you'll have to go it alone. Racing without a sponsor is usually a short term prospect because you have no income other than race winnings. Without funding you are often unable to repair your vehicle or pay for a crew chief. Once you run out of money your career will end .

Repairs

It's likely sometime during your career you will damage your vehicle enough so that it will need to be repaired. Repairs are necessary in order to get your car back into working condition. If you've damaged your vehicle during the race, a list of the damaged items and the cost to repair them will be displayed after the race. If you have the money these items will be automatically repaired; if you don't your career is over and you'll have to start a new career. While minor wear and tear is normal, you may want to avoid overly aggressive tuning or collisions if you don't have the money to pay for serious repairs.

Unlocking Drivers

When you start the game in Quick Race, Single Event or VS Race you will notice the first driver in the Driver Select menu is locked. To unlock a driver you must play Career Mode and win two season championships in that specific vehicle class and difficulty setting.

REPLAYS



When the race is complete, and the race results menu appears, you can choose to restart the race (in Quick Race) continue to the next stage, Quit to go back to the Track Selection menu (in Quick Race), or view a Replay of the race that has just been completed.

Replay Controls

 Rewind to the beginning of the race

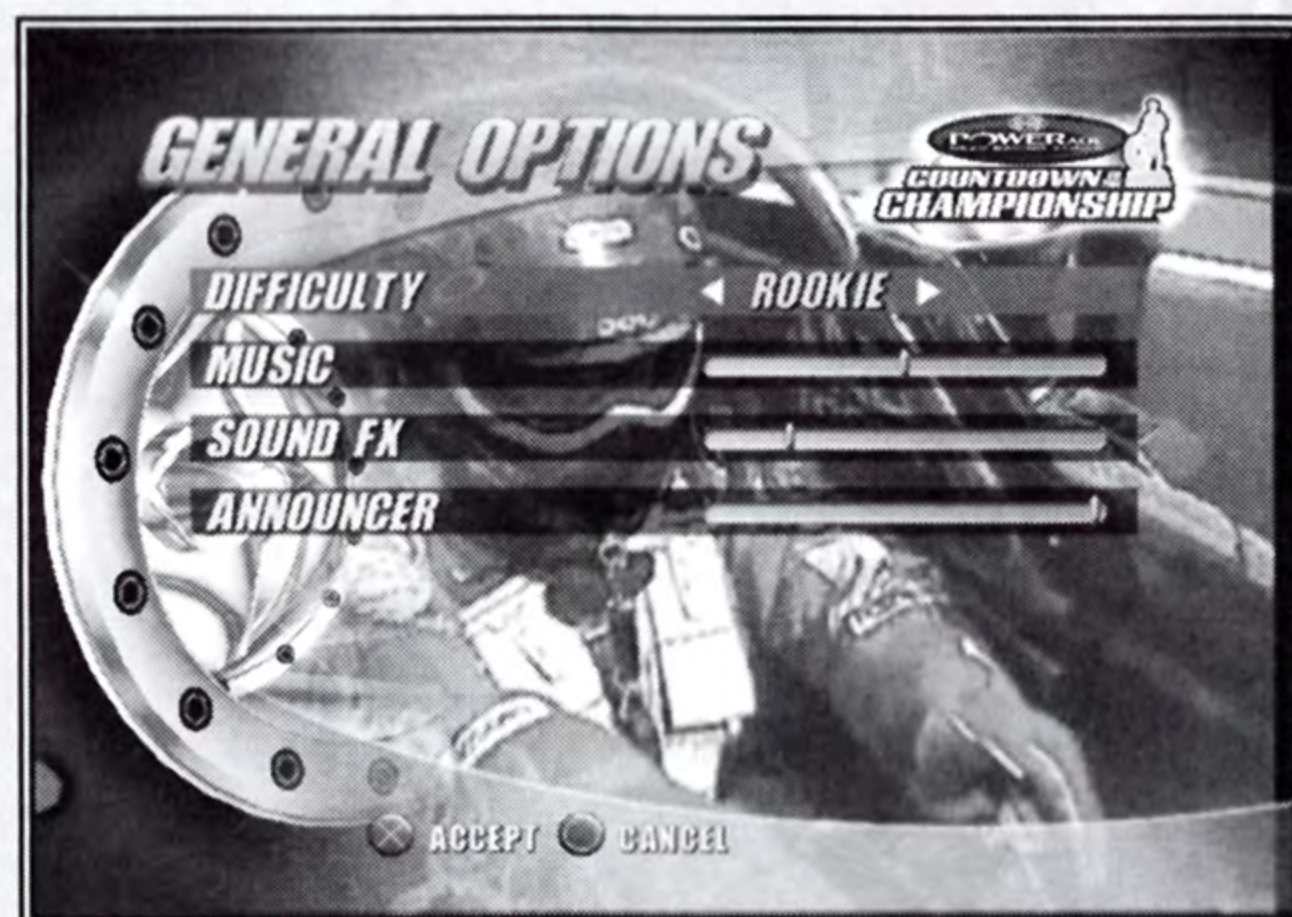
 Pause the replay

 Play

 Exit

 Racepak data graph is displayed.
You can toggle this on and off.

OPTIONS



Remember to press  to accept any changes you make in the options menus.

General Options

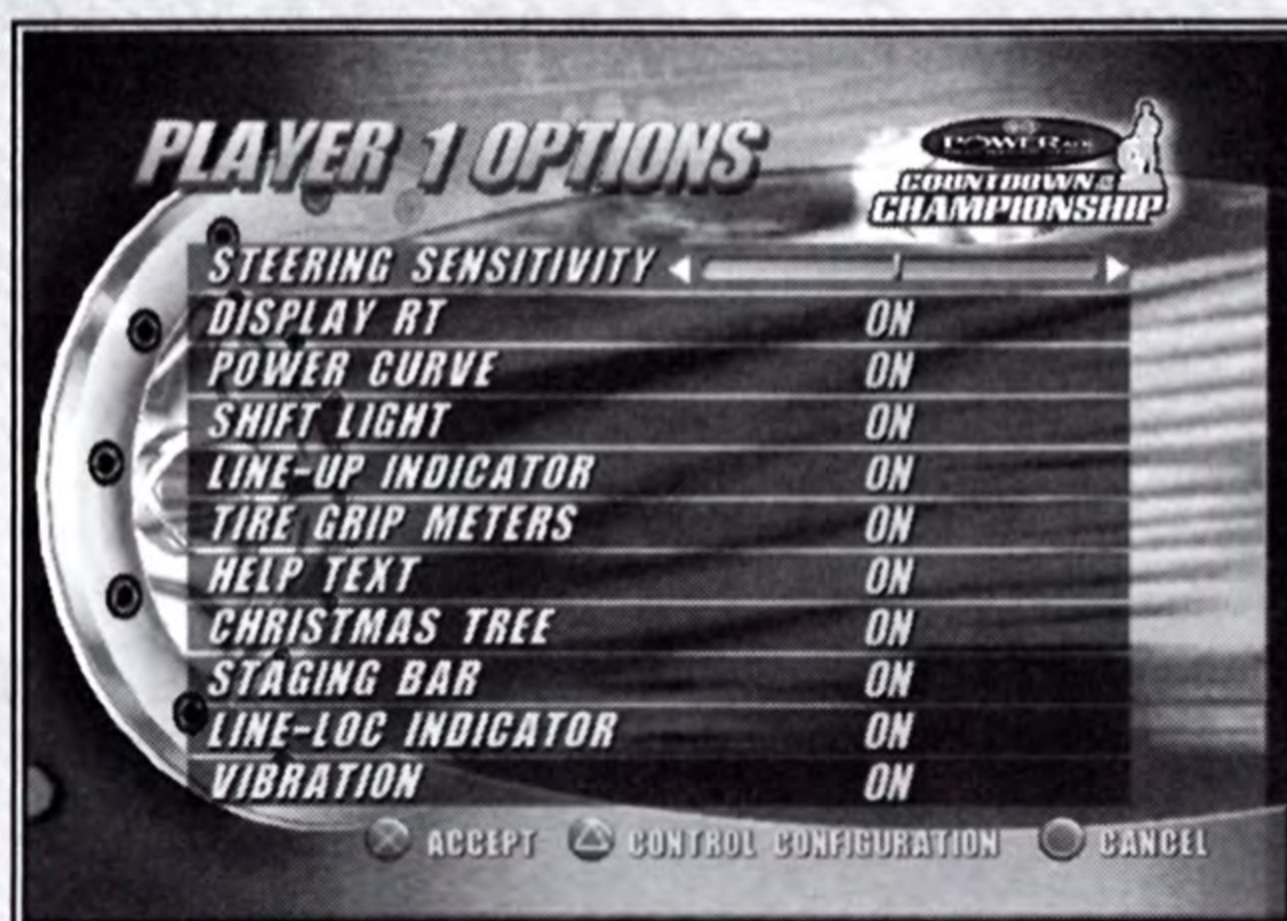
Difficulty: Rookie, Veteran, or Pro (Rookie is the default setting).

Music: Move the slider left to decrease and right to increase the music volume.

Sound FX: Move the slider left to decrease and right to increase the sound effects, such as the sound of the car and crowd.

Announcer: Move the slider left to decrease and right to increase the announcer's voice volume.

Player Options



Player 1 and 2 can configure their own options. You must have a DUALSHOCK®2 analog controller inserted into controller port 1 and controller port 2 of the PlayStation®2 computer entertainment system in order to configure both player's options.

Steering Sensitivity: Move the slider left to decrease and right to increase the steering sensitivity.

Display RT (On/Off): On shows your reaction time on the HUD and off does not.

Power Curve (On/Off): On displays the RPM power curve on the HUD and off does not.

Shift Light (On/Off): On displays the red shift light in the Pro Stock class and off does not.

Lineup Indicator (On/Off): On displays the line up indicator on the HUD and off does not.

Tire Grip Meters (On/Off): On displays the tire grip indicator on the HUD and off does not.

Help Text (On/Off): On displays the help text on the HUD and off turns it off.

Christmas Tree (On/Off): On displays the Christmas Tree in the HUD and off does not.

Staging Bar (On/Off): On displays the staging bar in the HUD and off does not.

Line-Loc Indicator (On/Off): On displays the Line-Loc (LL) indicator and off does not.

Vibration (On/Off): Turn off the force feedback vibration. The vibration settings affect both the DUALSHOCK®2 analog controller and steering wheels that support force feedback.

Press  to configure your controller. This includes steering wheel support and selection of DUALSHOCK®2 analog controller options.

RACE RULES AND GLOSSARY

A drag race is an acceleration contest from a standing start between two vehicles over a measured distance. The accepted standard for that distance is either a quarter-mile (1,320 feet) or an eighth-mile (660 feet). A drag racing event is a series of such two-vehicle, tournament-style eliminations. The losing driver in each race is eliminated, and the winning drivers progress until one driver remains.

These contests are started by means of an electronic device commonly called a Christmas Tree because of its multicolored starting lights. On each side of the Tree are seven lights: two small amber lights at the top of the fixture, followed in descending order by three larger LED yellow lights, a green bulb, and a red bulb.

Two light beams cross the starting-line area and connect to trackside photocells, which are wired to the Christmas Tree and electronic timers in the control tower. When the front tires of a vehicle break the first light beam, called the prestage beam, the pre-stage light on the Christmas Tree indicates that the racer is approximately seven inches from the starting line.

When the racer rolls forward into the stage beam, the front tires are positioned exactly on the starting line and the stage bulb is lit on the Tree, which indicates that the vehicle is ready to race. When both vehicles are fully staged, the starter will activate the Tree, and each driver will focus on the three large amber lights on his or her side of the Tree.

Depending on the type of racing, all three large amber lights will flash simultaneously, followed four-tenths of a second later by the green light (called a Pro Tree), or the three bulbs will flash consecutively five-tenths of a second apart, followed five-tenths later by the green light (called a Sportsman or Full Tree).

Two separate performances are monitored for each run: elapsed time and speed. Upon leaving the staging beams, each vehicle activates an elapsed-time clock, which is stopped when that vehicle reaches the finish line. The start-to-finish clocking is the vehicle's elapsed time (ET), which serves to measure performance. Speed is measured in a 66-foot "speed trap" that ends at the finish line. Each lane is timed independently.

The first vehicle across the finish line wins. A racer may be disqualified for leaving the starting line too soon, leaving the lane boundary (either by crossing the centerline, touching the guardwall or guardrail, or striking a track fixture such as the photocells), failing to stage, or failing a post-run inspection (in NHRA® class racing, vehicles usually are weighed and their fuel checked after each run, and a complete engine teardown is done after an event victory).

Air foil: The same as a wing — a stabilizer, generally used to create downforce, which increases stability and tire-to-track adherence at high speeds.

Ballast: Front end weight to keep the nose of the car down.

Burnout: Spinning the rear tires in water to heat and clean them prior to a run for better traction. A burnout precedes every run.

Christmas Tree: Also called the Tree, it is the noticeable electronic starting device between the lanes on the starting line. It displays a calibrated-light countdown for each driver.

Deep stage: Rolling a few inches further into the beams after staging, which causes the pre-stage lights to go out. In that position, a driver is closer to the finish line but dangerously close to a foul start.

Elapsed time: The time it takes a vehicle to travel from the starting line to the finish line. Also called ET.

Eliminations: After qualifying, vehicles race two at a time, resulting in one winner from each pair. Winners continue in tournament-style competition until one remains.

Foul start: Indicated by a red light on the Christmas Tree when a car has left the starting line before the green light, or starting signal.

Holeshot: When a driver reacts quicker to the Christmas Tree to win a race against an opponent with a quicker ET.

Interval timers: Part of a secondary timing system that records elapsed times, primarily for the racers' benefit, at 60, 330, 660, and 1,000 feet.

Nitromethane: Produced specifically as a fuel for drag racing, it is the result of a chemical reaction between nitric acid and propane.

Pre-stage: To position the front wheels about seven inches behind the starting line so the small yellow lights atop that driver's side of the Christmas Tree are glowing. The next step is to stage and be ready to race.

Pro Tree: All three large amber lights on the Christmas Tree flash simultaneously, followed four-tenths of a second later by the green starting light.

Reaction time: The time it takes a driver to react to the green starting light on the Christmas Tree, measured in thousandths of a second. The reaction-time counter begins when the green light flashes on the Tree and stops when the vehicle clears the stage beam.

Sixty-foot time: The time it takes a vehicle to cover the first 60 feet of the racetrack. It is the most accurate measure of the launch from the starting line and in most cases determines how quick the rest of the run will be.

Speed trap: The final 66 feet to the finish line where speed is recorded.

Stage: To position the front wheels right on the starting line so the small yellow lights below the pre-stage lights are glowing. Once both drivers are staged, the calibrated countdown (see Christmas Tree) may begin. There is a 90 second time limit on staging.

Weight transfer: Vehicles are set up to provide a desired weight transfer to the rear wheels which is critical to traction. Upon acceleration, the front wheels lift and the weight shifts to the rear wheels, which makes them less likely to spin.

Wheelie bar(s): Used to prevent excessive front-wheel lift.

NOTES

NOTES



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"The Choice" produced by Switch for Gamut Artists Records. Music by Switch (R. Bennett/Switch Says So Music/ASCAP). Lyrics by Mike Notar (Penny Benjamin Publishing/ASCAP)

"White Line Fever" produced by Switch for Gamut Artists Records. Music by Switch (R. Bennett/Switch Says So Music/ASCAP). Lyrics by Mike Notar (Penny Benjamin Publishing/ASCAP) and Switch (R. Bennett/Switch Says So Music/ASCAP). Additional Music: Sean Stolper (Mindhike Music/ASCAP)

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