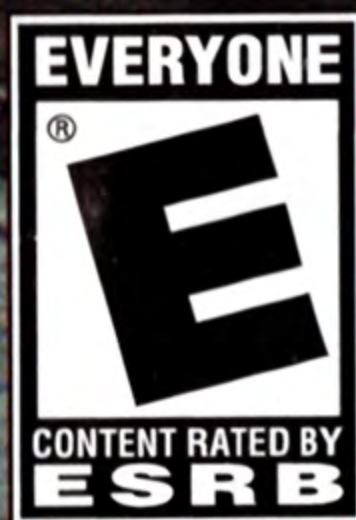




CHAMPIONSHIP DRAG RACING



WARNING: READ BEFORE USING YOUR PLAYSTATION®2 COMPUTER ENTERTAINMENT SYSTEM.

A very small percentage of individuals may experience epileptic seizures when exposed to certain light patterns or flashing lights. Exposure to certain patterns or backgrounds on a television screen or while playing video games, including games played on the PlayStation 2 console, may induce an epileptic seizure in these individuals. Certain conditions may induce previously undetected epileptic symptoms even in persons who have no history of prior seizures or epilepsy. If you, or anyone in your family, has an epileptic condition, consult your physician prior to playing. If you experience any of the following symptoms while playing a video game — dizziness, altered vision, eye or muscle twitches, loss of awareness, disorientation, any involuntary movement, or convulsions — **IMMEDIATELY** discontinue use and consult your physician before resuming play.

WARNING TO OWNERS OF PROJECTION TELEVISIONS:

Do not connect your PlayStation 2 console 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.

USE OF UNAUTHORIZED PRODUCT:

The use of software or peripherals not authorized by Sony Computer Entertainment America may damage your console and/or invalidate your warranty. Only official or licensed peripherals should be used in the controller ports or memory card slots.

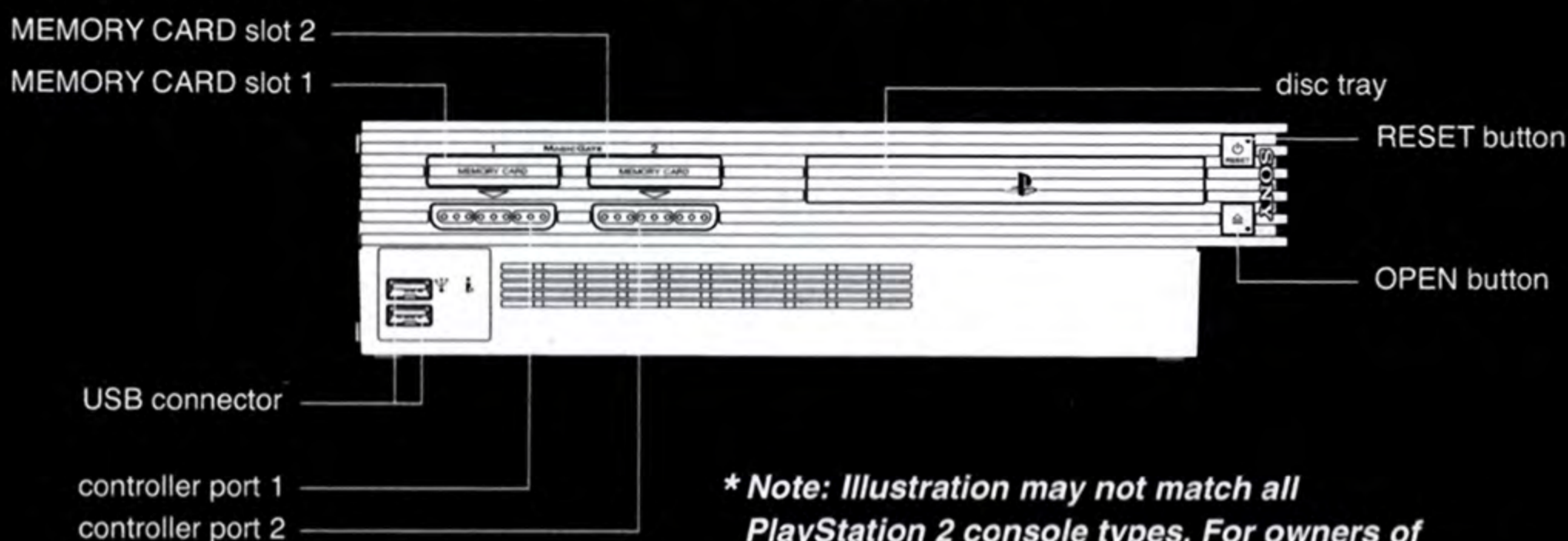
HANDLING YOUR PLAYSTATION 2 FORMAT DISC:

- 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



** Note: Illustration may not match all PlayStation 2 console types. For owners of SCPH-70000 series PlayStation 2 systems, refer to the setup instructions supplied with your system.*

Set up your PlayStation®2 computer entertainment system according to the instructions in its Instruction Manual. Make sure the MAIN POWER switch on the back of the console is turned ON. Press the RESET button. When the power indicator lights up, press the OPEN button and the disc tray will open. Place the NHRA™ Championship Drag Racing™ disc on the disc tray with the label side facing up. Press the OPEN button again and the disc tray will close. Attach game controllers and other peripherals, as appropriate. Follow on-screen instructions and refer to this manual for information on using the software.

MEMORY CARD (8MB)(FOR PLAYSTATION®2)

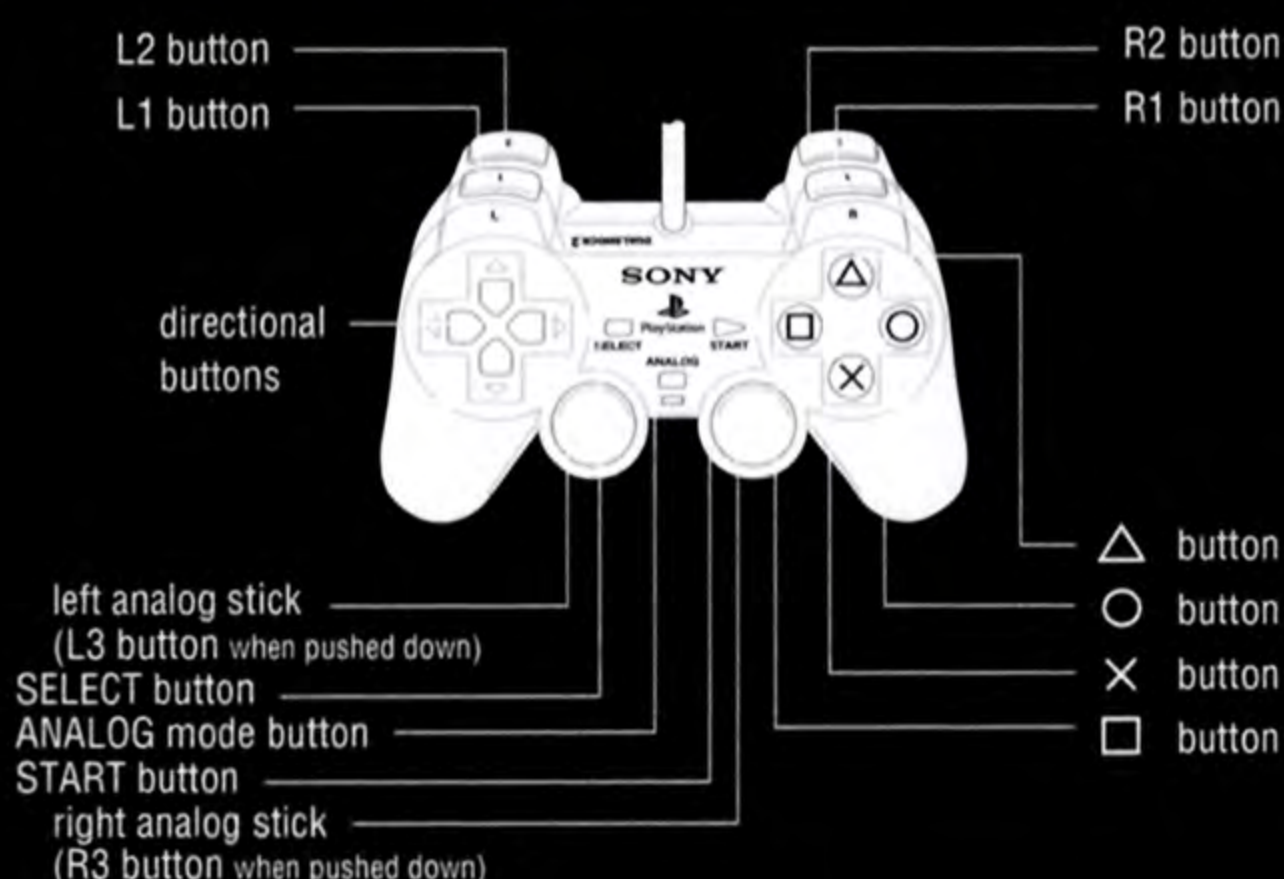
To save game settings and progress, insert a Memory Card (8MB)(for PlayStation®2) into MEMORY CARD slot 1 or MEMORY CARD slot 2 of your PlayStation®2 system. You can load saved game data from the same Memory Card (8MB)(for PlayStation®2), or from any Memory Card (8MB)(for PlayStation®2) containing previously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

At least 137 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.

DUALSHOCK®2 ANALOG CONTROLLER

NHRA™ Championship Drag Racing™ is best played with the DUALSHOCK®2 analog controller or the Logitech® Driving Force™ family of steering wheels. If you connect your Logitech® steering wheel to the USB port prior to starting the game it will automatically be functional. The wheel must be connected prior to starting the game in order for it to be recognized automatically. If you connect your wheel after the game has started you must activate it in the Options menu. 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. When installing a Logitech® steering wheel to the PlayStation®2 make sure to connect the USB connection to the top or bottom USB port. NHRA™ Championship Drag Racing™ supports two steering wheels simultaneously.

DUALSHOCK®2 ANALOG CONTROLLER CONFIGURATIONS



DEFAULT CONFIGURATION

Left/directional button	.Line Loc (Pro Stock Only)
Left analog stick	.Steering
Up/down right analog stick	.Move Camera
× button	.Acceleration
□ button	.Brake
△ button	.Unused
○ button	.Deploy Chute
L1 button	.Shift Down
R1 button	.Shift Up
L2 button	.Line Loc (Pro Stock Only)
R2 button	.Deploy Chute
SELECT button	.Toggle Camera
START button	.Pause Menu

MENU CONTROLS

Directional buttons	.Move Highlight
Left analog stick	.Move Highlight
× button	.Accept
△ button	.Back



CHAMPIONSHIP DRAG RACING

INTRODUCTION

Welcome to the world of NHRA™ Championship Drag Racing™ — the complete Top Fuel Dragster, Funny Car and Pro Stock 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™ Championship Drag Racing™ offers you 20 tracks from across the U.S., with racing in three of the most popular car classes: Top Fuel Dragster, Funny Car and Pro Stock.

You can compete in a Quick Race or Single Event to test your skills and car 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 Greg Anderson, John Force and Tony Schumacher in a multi-season career. Enjoy bragging rights by beating your friends in a head-to-head race in Vs. Mode.

On your way to becoming a champion, you can unlock unique never-before-seen cars from your favorite drivers. As you accumulate points to become the National Champion you'll also receive trophies that are kept in your Player Report.

THE QUARTER MILE RIOT

Racing a quarter mile at 330 miles per hour is like no other racing experience. You're pulling 5 G-forces at the starting line and negative 6 G-forces at the finish line. That's more than the space shuttle on take off!

Drag racing is more than hitting the gas to go in a straight line. You have to keep the car 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. But before you even get in the car, you have to have a good crew to make sure your car is running at peak performance for the weather and track conditions. It's wise to listen to your crew chief's suggestions whether you're a seasoned pro or new to the sport.

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™ Championship Drag Racing™.

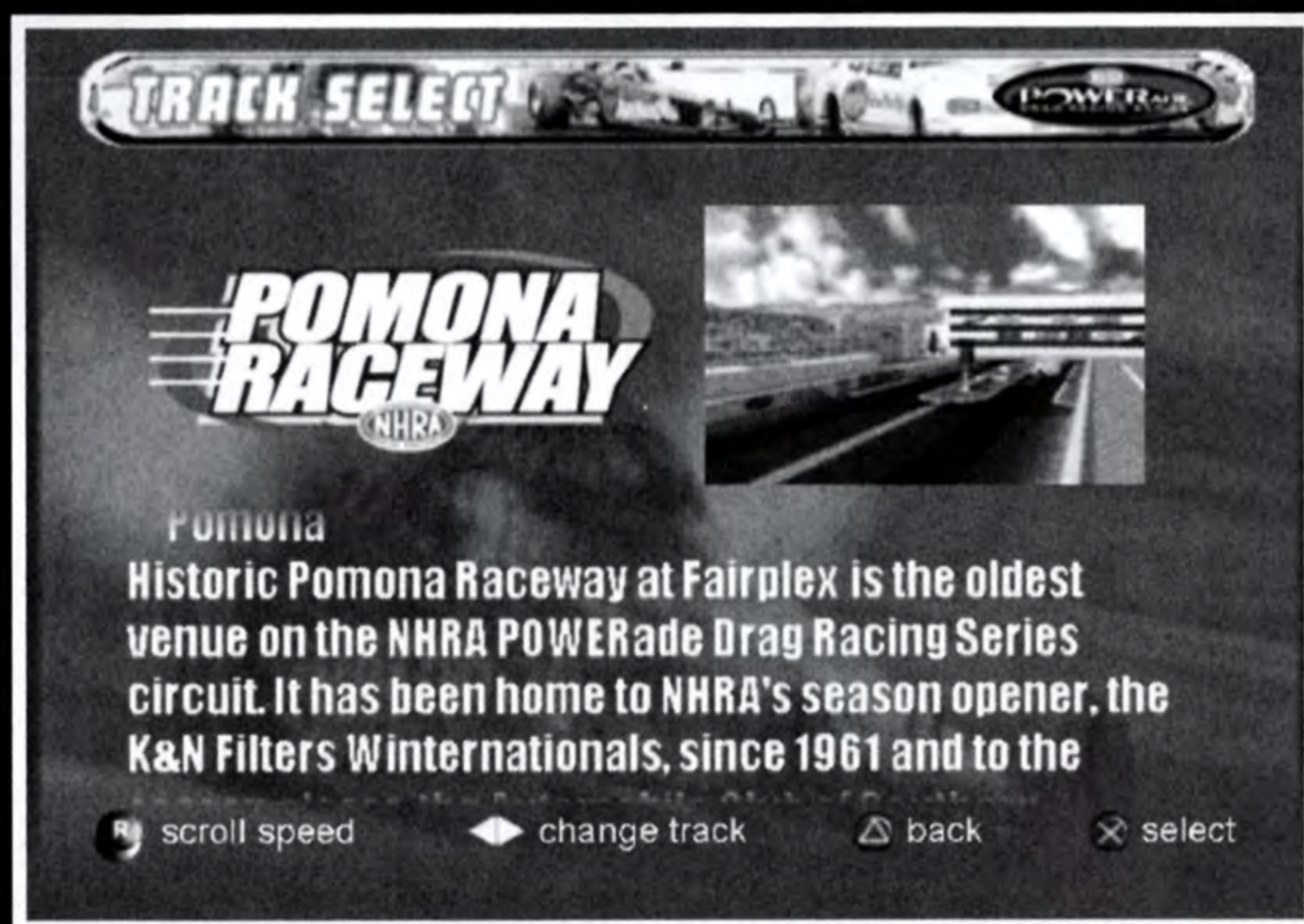
QUICK START GUIDE

TUNING, BURNOUT, STAGING AND THE RACE

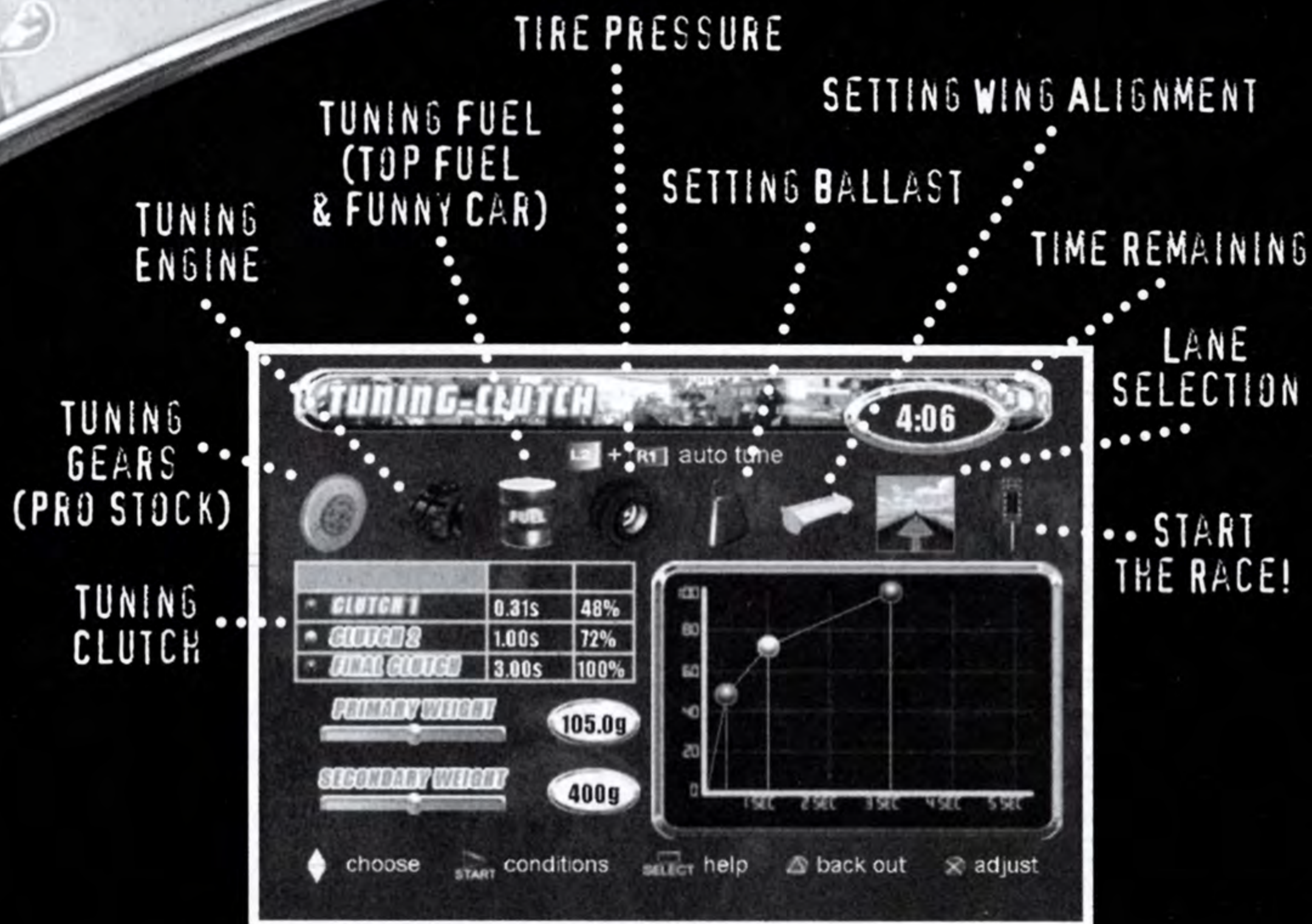
The quickest way to get straight into the action in NHRA™ Championship Drag Racing™ is to start with a Quick Race. Before you fire up your engine for the first time you should take a look at the Racing Tutorial. The Tutorial offers a great overview of the burnout, staging and racing processes. To access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

Once you've finished with the tutorial 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 car class from the Class Select menu. First choose the car you want to race as and then choose your opponent. Each opponent is rated based on four criteria. Make sure you choose one based on your skill level.

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 and humidity. See the Track Settings section of this manual for more information about how each of these settings affects vehicle performance. Select Confirm Settings to continue to the Tuning Menu.



TUNING



The Tuning 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 mode or three minutes in Pro mode to make all the modifications to your car. During an event if you damage your car you will have less than 5 minutes to tune it because it takes time to make the repairs.

It's important to consult with your Crew Chief to make sure you tune the car properly every time you race. To access the Crew Chief's advice press the Select button while highlighting a particular item you wish to tune. The Crew Chief offers information about the area you have highlighted and marks in green the proper settings based on his/her experience. You can also perform an Auto-Tune by pressing the [R1] and [L2] buttons at the same time while in the Tuning Menu. This gives you the tune recommended by your Crew Chief based on their skill level.

In Quick Race mode the Crew Chief is fairly conservative and offers you stable tuning settings at the expense of power. 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.

Here are the basic settings for you to use in each of the three car classes:

Tuning	Top Fuel	Funny Car	Pro Stock
Clutch	Clutch 1: 0.20s - 10% Clutch 2: 1.00s - 40% Final Clutch: 3.00s -100% Primary Weight: 105.0 g Secondary Weight: 400g	Clutch 1:0.20s-10% Clutch 2: 1.00s - 40% Final Clutch: 3.00s-100% Primary Weight: 105.0 g Secondary Weight: 400g	Primary Weight: 110.0g Secondary Weight: 400g Anti Squat: 112lbs
Engine	Spark: 57.0° Compression Ratio: 6.20:1 Overdrive: 32%	Spark: 57.0 Compression Ratio: 6.20:1 Overdrive: 32.0%	Spark: 28.0 Compression Ratio: 14.52:1
Fuel (Tuning the Gears in Pro Stock)	Initial Fuel Flow: 0.000s- 70% Fuel Flow 1: 0.250s - 80% Fuel Flow 2: 0.500s - 90% Final Fuel Flow: 0.900s - 100%	Initial Fuel Flow: 0.000s - 70% Fuel Flow 1: 0.200s- 80% Fuel Flow 2: 0.400s - 90% Final Fuel Flow: 0.800s- 100%	Launch Revs: 5200RPM Gear 1: 2.699:1 -6500RPM Gear 2: 1.976:1 -7600 Gear 3: 1.518:1 -7700 Gear 4: 1.229:1-7800 Gear 5: 1.000:1 -
Tires	7.0psi	7.0psi	5.5psi
Weights	190 Kg	190Kg	50 Kg
Wings	Rear Wing Angle: 5.5° Front Wing Angle: 3.0	Rear Wing Height: 5.0inches Wheelie Bar Height: 1.0 inches	Rear Wing: 5.0inches Wheelie Bar Height: 1.0 inches

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 car. Engine damage such as dropped cylinders (when an engine cylinder stops firing) can cause your car to pull to one side. Even a blown engine can occur if you don't tune your car properly. On rare occasions you may also experience mechanical trouble such as brake failures or braking parachutes that do not deploy.

While in the Tuning Menu you can save a tune by pressing the ☐ button or load a tune by pressing the ☐ button. Once you have tuned your car, select the Christmas Tree icon on the far right of the Tuning screen 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. This will give you better traction by laying down a fresh strip of rubber. A burnout precedes every race. It's important to line your car up properly and burnout as straight as you can.

Follow the on-screen directions for all vehicle classes to burnout properly. Once the rear tires 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 burnout is done from a stopped position using the Line Loc.

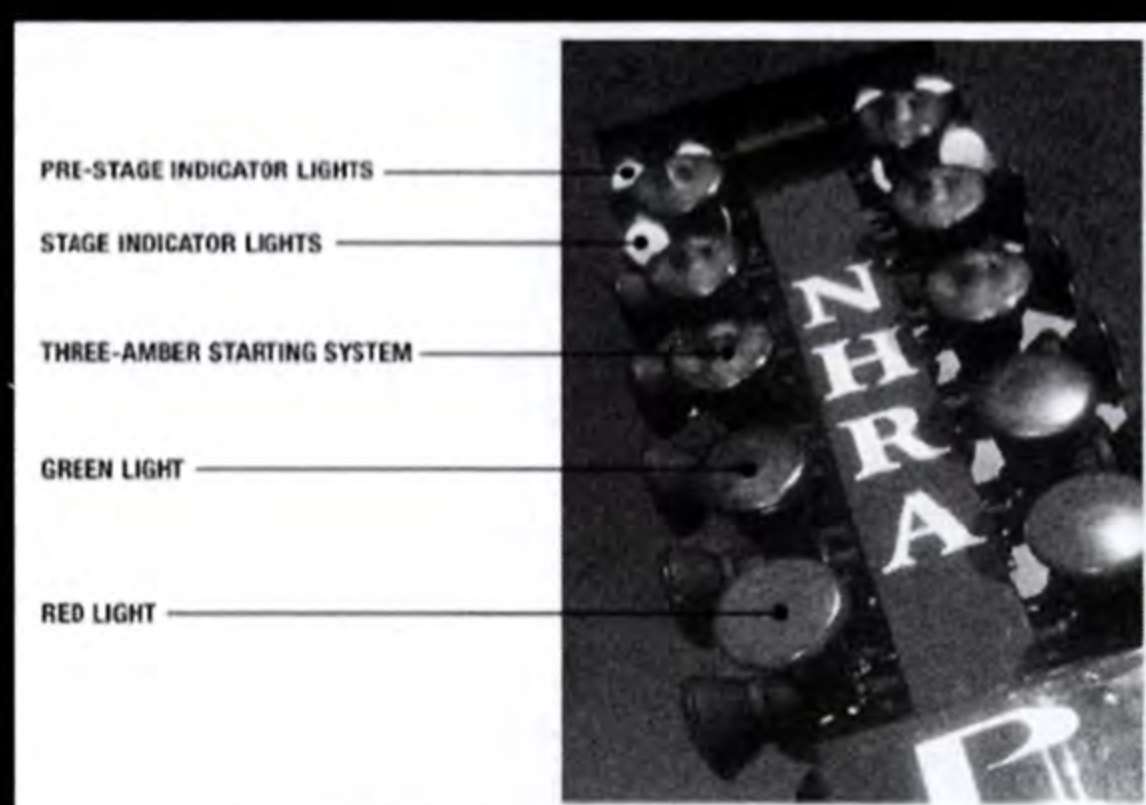
When backing your car up after the burnout make sure your tires line up with the tire marks you left during the burnout. This will give you better traction off the starting line.

CREW CHIEF TIP:

If you're having trouble burning out in a straight line, try to accelerate slower by not pressing as hard on the acceleration button (The X button by default).

STAGING

After the burnout you have to stage your car. Staging is basically lining up your car on the starting line to race. 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 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 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 car 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.

When your engine is running it is using up fuel, which makes the front end of your car lighter. It is important to learn to be consistent with burnouts and staging so your fuel levels are similar each time you race. If you do long burnouts and wait a long time during staging you can even run out of fuel.

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 button (The ☐ button by default), and slowly releasing it. Don't use the acceleration button during staging.

RACING

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

When you press the acceleration button (The $\times$ button by default) and you leave the starting line your car may have the tendency to pull to one side or the other. You'll need to steer your car quickly to keep it from leaving the groove. 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. When you start to lose traction the border of the tire icon will turn white and your tires will start to smoke. Tires usually start to lose traction when there is too much power or 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); however 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 in the Tuning Menu, decrease the power going to your tires, increase your rear wing height or angle, or stay in the groove.



CHAMPIONSHIP DRAG RACING

RACE SCREEN

REACTION TIME

TEXT HELP

STAGING
BAR

LINE UP
INDICATOR



CHRISTMAS
TREE

LINE-LOC
INDICATOR
(PRO
STOCK)

TIRE GRIP METERS

SHIFT LIGHT (PRO STOCK)

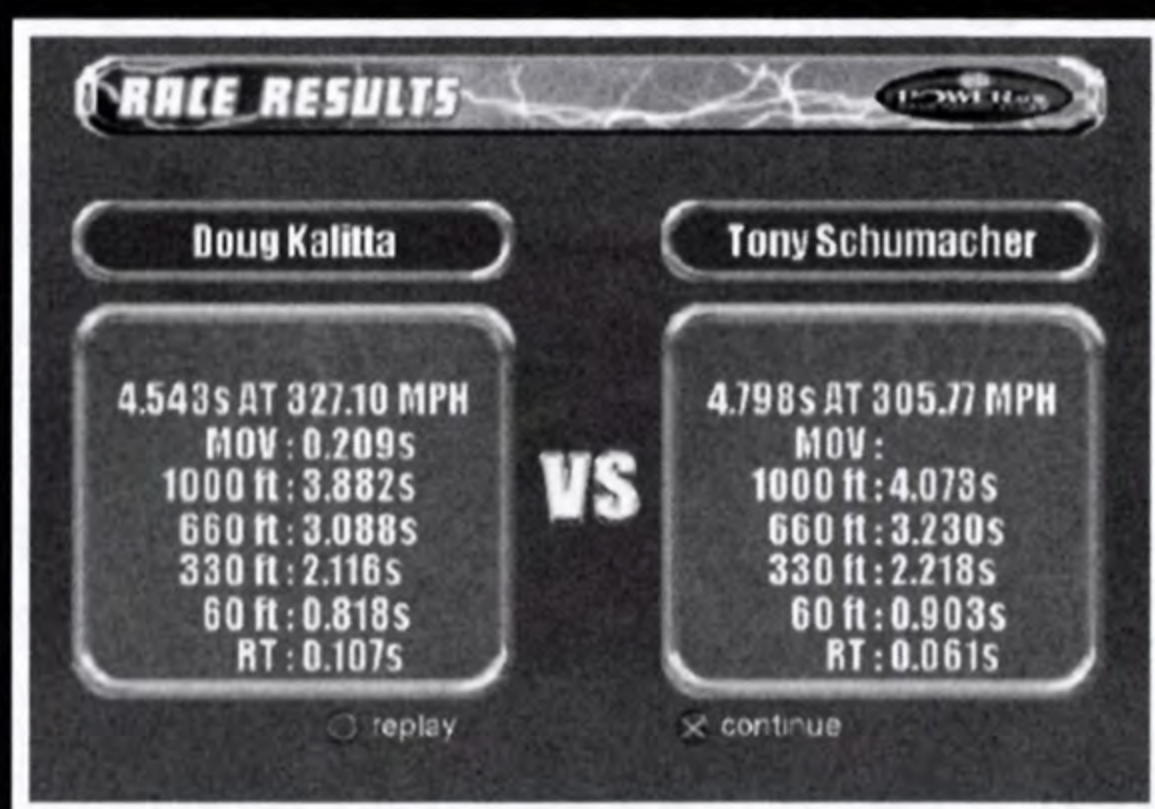
POWER CURVE

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 60 ft times to find out.



Elapsed Time: The time it takes a vehicle to travel from the starting line to the finish line. Also called ET. ET is irrespective of your reaction time (RT).

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

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 vehicles front wheels clears the stage beam.

Margin of Victory (MOV): The difference in time from when the front of the first place car crosses the finish line to when the front of the second place car 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 the ☐ button. 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 car class with any 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 car 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 necessarily 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 or for record speed and time.

In Vs. Mode 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 car in the groove for peak performance.

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

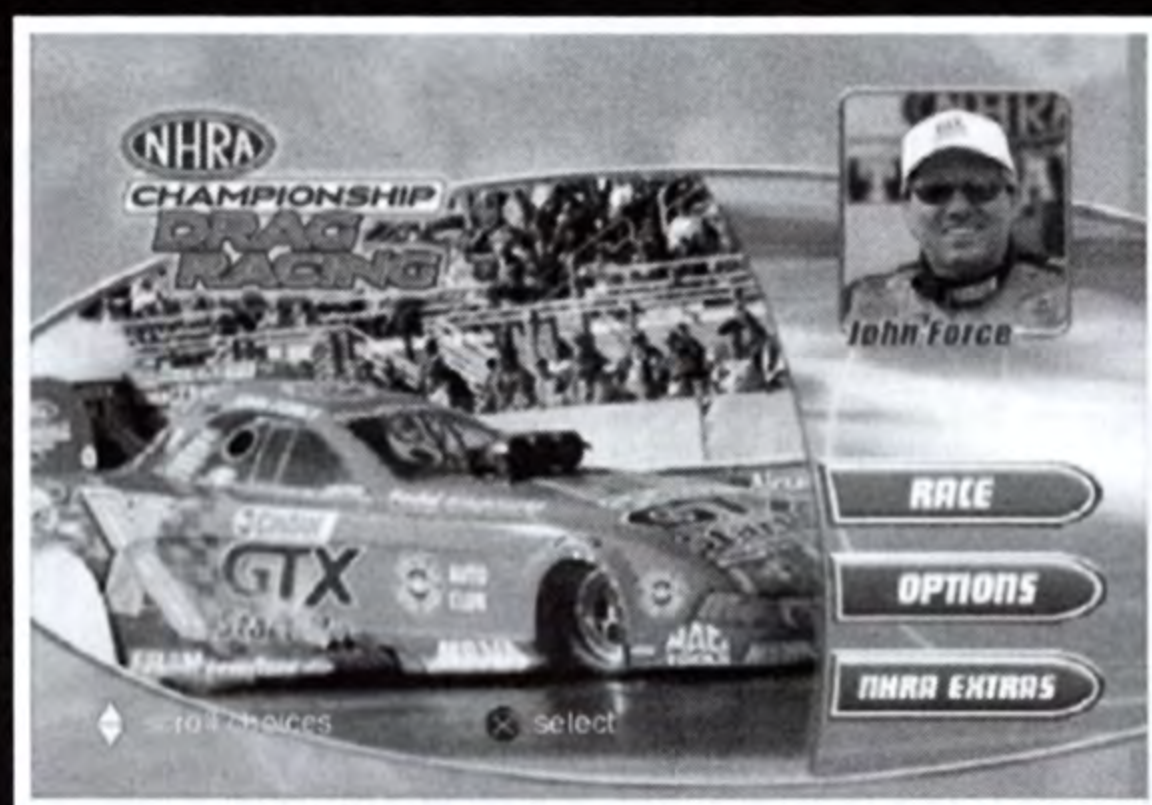
MAIN MENU

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

Race: Enter a Quick Race, Single Event, start a Career or race head-to-head in a Vs. Mode 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.

NHRA™ Extras: View 2004 season video highlights, records and driver biographies.

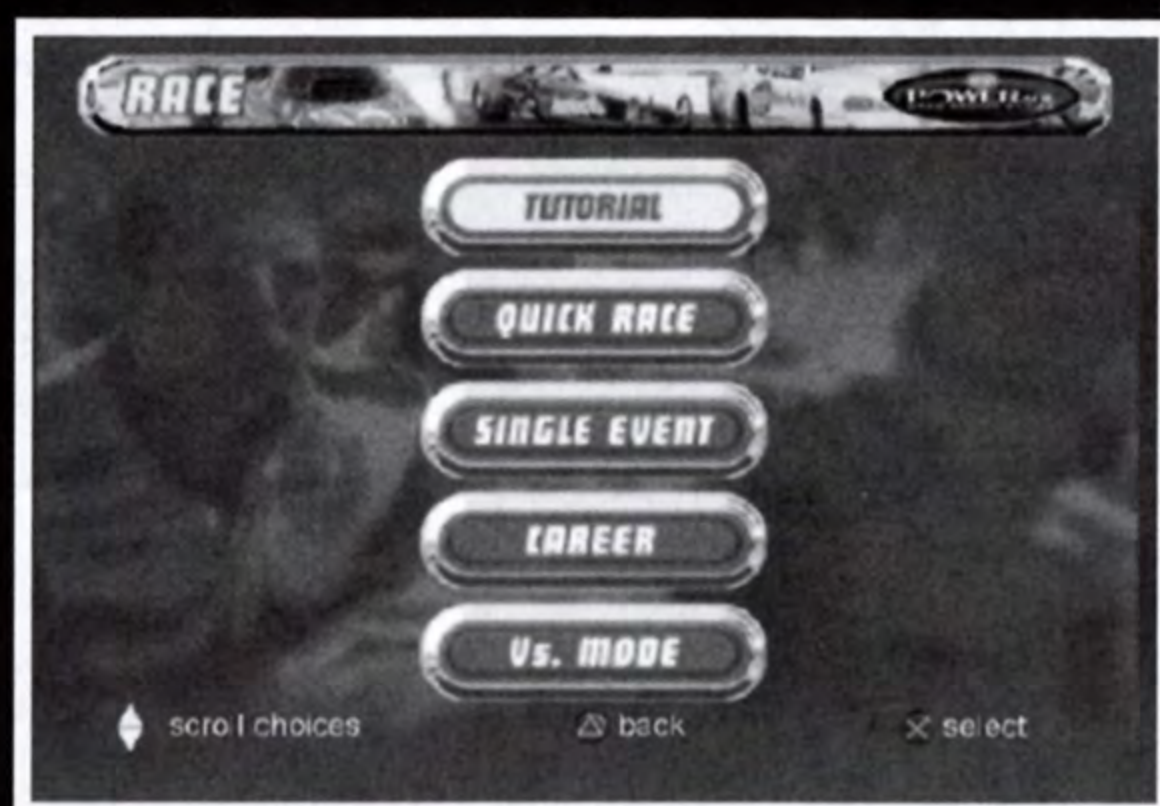


RACE

Select from any of the three car classes and race in a Quick Race, Single Event, Career or Vs. Mode race.

ROOKIE AND PRO MODES

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



In Rookie mode both lanes of the track are equal. In Pro mode the lanes can have different traction so you'll need to pay close attention to your crew chief's lane choice recommendation. Lane choice becomes much more important in Pro mode.

To simplify the staging process in Rookie mode, a driver assist system is incorporated to help prevent you from crossing the start line accidentally. As you approach the starting line at a reasonable speed in Rookie mode your car will automatically slow down to make the staging process easier. In Pro mode you have to be more cautious as you approach the starting line because the driver assist no longer exists and you have to manually slow the car down.

In Rookie mode the track conditions always default to the same conditions. Only the altitude and cloud cover settings changes from track to track. In Pro mode the weather conditions will change, in turn making tuning for track conditions important.

The competition in Rookie mode will tune their car less aggressively so their race times are slower and they are prone to making more tuning mistakes. In Pro mode drivers can be very aggressive with their tunes, squeezing optimal performance from their cars while making fewer tuning mistakes.



CHAMPIONSHIP DRAG RACING

TRACK SELECTION

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

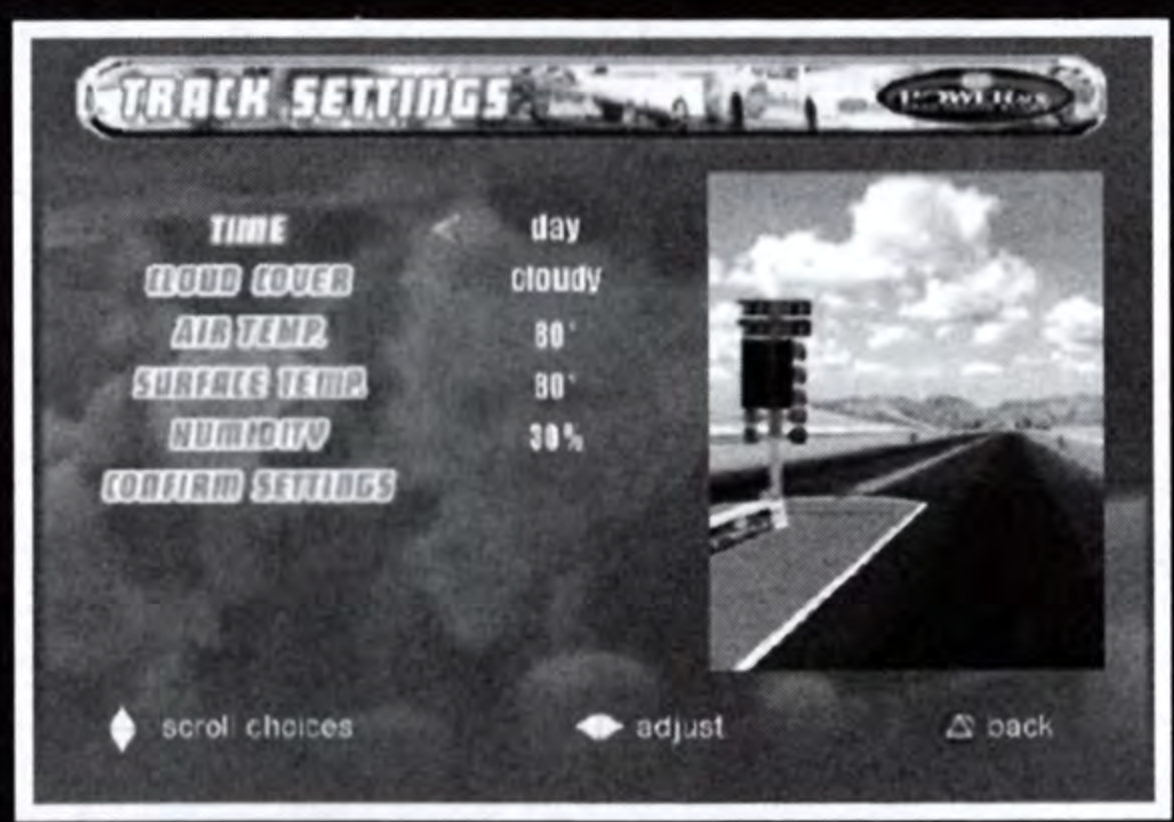
SEASON SCHEDULE

1. Pomona Raceway - CARQUEST Auto Parts NHRA Winternationals
2. Arizona Speedway - Checker Schuck's Kragen NHRA Nationals
3. Gainesville Raceway - Mac Tools NHRA Gatornationals
4. Texas International Speedway - O'Reilly NHRA Spring Nationals
5. Nevada Raceway - NHRA SummitRacing.com Nationals
6. Louisiana Speedway - O'Reilly NHRA Thunder Valley Nationals
7. Atlanta Dragway - Summit Racing Equipment NHRA Southern Nationals
8. National Trail Raceway - Pontiac Performance NHRA Nationals
9. Nebraska Dragway - O'Reilly NHRA Summer Nationals
10. Route 66 Raceway - CARQUEST Auto Parts NHRA Nationals
11. Florida Motorsports Park - K&N Filters Super Nationals
12. Wisconsin Motorsports Park - Sears Craftsman NHRA Nationals
13. Bandimere Speedway - Mopar Mile-High NHRA Nationals
14. Pacific Raceways - CARQUEST Auto Parts NHRA Nationals
15. Utah Dragway - Fram - Autolite NHRA Nationals
16. Minnesota International Speedway - Lucas Oil NHRA Nationals
17. New York Speedway - O'Reilly Midsouth Nationals
18. Indianapolis Raceway Park - Mac Tools U.S. Nationals
19. Maple Grove Raceway - Toyo Tires NHRA Nationals
20. Texas International Speedway (2) - O'Reilly NHRA Fall Nationals
21. Route 66 Raceway (2) - Ameritrust Mortgage NHRA Nationals
22. Nevada Raceway (2) - Viking Apparel Las Vegas Nationals
23. Pomona Raceway (2) - Auto Club of Southern California NHRA Finals

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 car. A good Crew Chief takes these items into consideration before recommending tune settings, but as a driver you also

need to know how the car will handle so you can squeeze just 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 highlight Confirm Settings and press the × button to continue.

Time: Day or Night. In Pro career mode, night time is usually colder which affects both the track and air temperature. This means the cars will generally have more power due to the colder air and more grip due to the colder track surface.

In a Rookie career the time of day doesn't make any difference as the track settings are always the same. In a day or night Quick Race or Single Event 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 temperature differences between day and night. Heavy cloud cover tends to make daytime colder, but tends to keep the nighttime temperatures warmer. In a rookie career cloud cover doesn't make a difference.

Air Temp: The air temperature affects 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. Grip is relative however and even on a lower temperature day one lane may have less traction than another. A poor burnout will also effect the grip of your car's tires to the track. Consult with your crew chief to determine which lane is best for that race.

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

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 car. The higher the altitude the less oxygen available and the harder it is for your car 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.



CHAMPIONSHIP DRAG RACING

QUICK RACE

In Quick Race you can select any car class, unlocked driver, track and track condition. Compete as and against your NHRA heroes in any car class by selecting Top Fuel, Funny Car or Pro Stock from the Class Select menu.

Once you have selected your car, select your opponent's car from the opponent Car menu. Each opponent is rated on several attributes. 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. Select Confirm Settings by pressing the **×** button and tune your car for the race. See the section on Tuning Your Car for tips on how to get the most performance from your car.

SINGLE EVENT

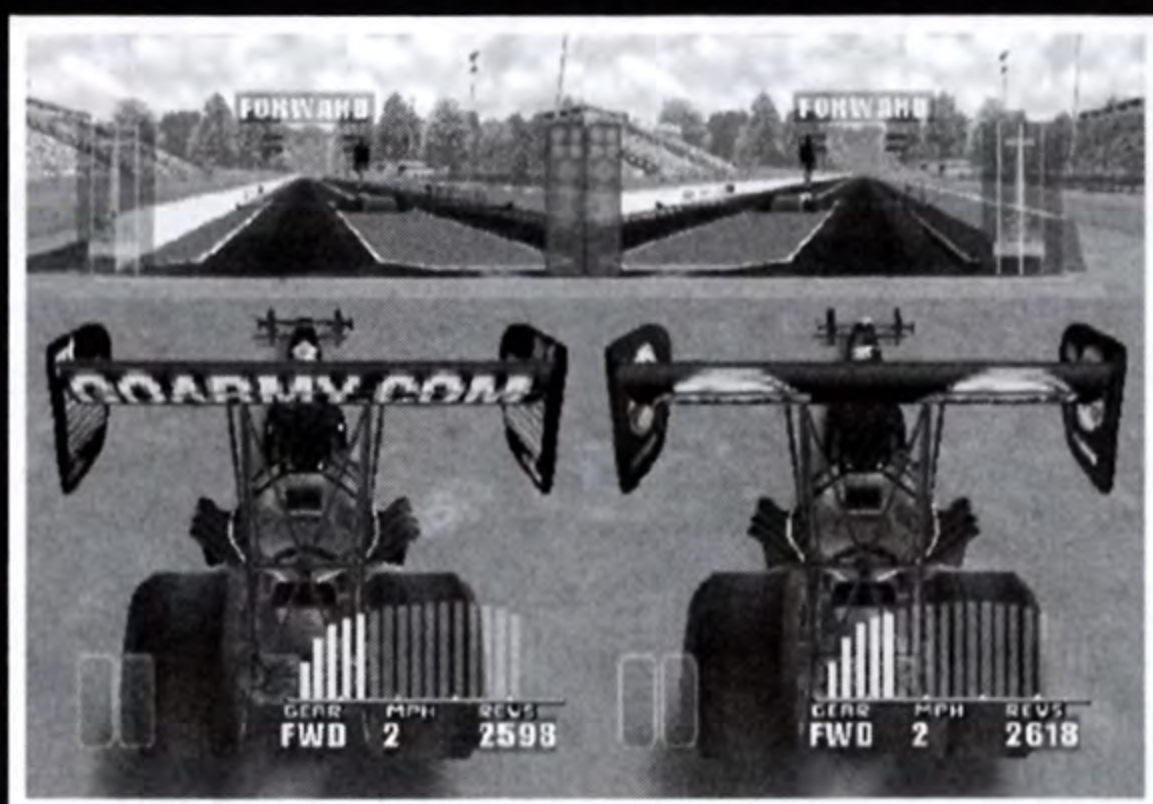
A Single Event race lets you choose any one event to participate in, rather than racing an entire season. This is a good way to become familiar with the way the event process works before beginning an official career. Like Quick Race, a Single Event allows you to compete as or against any of your NHRA™ heroes in any car class. Once you have selected a car class, choose your favorite car and driver. Next pick your favorite event, track conditions and tune your car 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 tuning setting to try to squeeze the most out of your car, 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 finish 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 the **□** button

You can choose to watch or simulate races that you are not participating in. To watch a race that is highlighted press the **×** button and you will be taken to the race screen where you can watch the race. You can change the camera position to get the best view possible. Use the **[L1]** and **[L2]** buttons to change the camera view of the car in the left lane and the **[R1]** and **[R2]** buttons to change the camera view of the car in the right lane. To skip a race that is highlighted press the **△** button.

VS. MODE

The Vs. mode allows you to race against your friends in a vertical split screen race. Choose any track and any track setting. Player 1 determines which track and track settings are used for the race. Both lanes of the track have equal grip to keep competition on an even playing field.

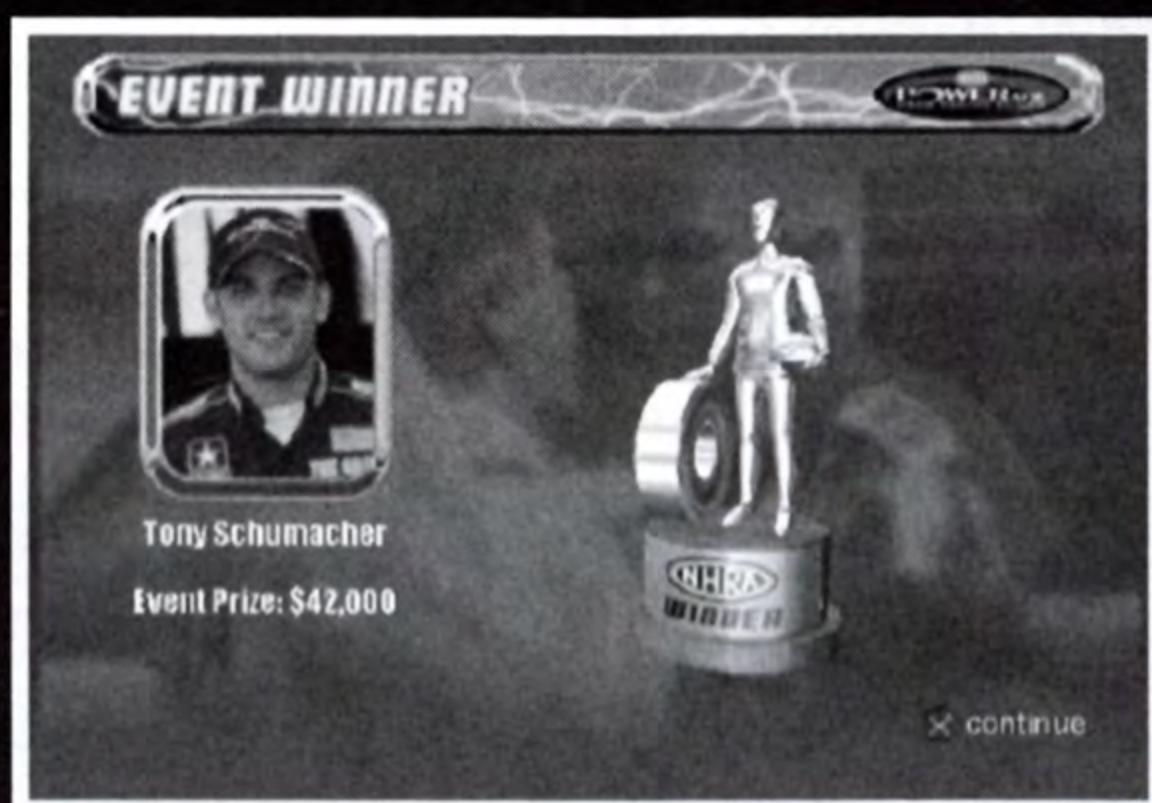


CREW CHIEF TIP:

When playing against another person in Vs. mode 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 MODE

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 three car 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 five racing seasons, challenging not only your racing ability but also your money management skills. Striking a balance by hiring the right crew for your earnings, having enough cash to repair car damage, and picking the right sponsorship package can be the test of a true NHRA™ champion.



CHAMPIONSHIP DRAG RACING

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 more prestigious 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. Conversely, if you're good enough and you break a world record speed or elapsed time you receive bonus payments that can really help when times get lean.

Use your earnings to hire better crew chiefs as well as repair any damage to your car. With every race you run the risk of blowing your engine, hitting the wall or going into the sand. 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 car 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 player. Using the directional buttons and the **X** button 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. Lastly, choose either the Top Fuel, Funny Car or Pro Stock car class. When you're finished select Start Career and press the **X** button 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 but you may have to make some adjustments and change the tune to fit your driving ability and performance.

PLAYER REPORT

Your personal information appears on this screen: car class, difficulty, best ET, best speed, best RT, points, sponsor, contract time remaining, salary, sponsor bonuses, last event winnings, last event damages, total winnings, crew chief, crew chief salary, challenges won, current funds (\$) and trophies.



The Player Report menu is displayed between race events and allows the player to save their current race information, as well as hire and fire a crew chief. To save a career press the ☐ button and to hire a crew chief press the ☐ button. When you save a career all of the game's option settings are saved as well. You can also check on your season point standings by pressing the Select button from the Player Report screen.

SPONSORSHIP

Sponsors are businesses that offer you money to fund your racing career in exchange for placing their logo on your car when you race. If you're successful, multiple sponsors may approach you. Choosing the right offer can make a big 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, with bonuses paid for achieving world record speeds or elapsed times. Win enough races and you'll be recognized by companies with deeper sponsorship pockets.

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 car or pay for a crew chief. Once you run out of money your career will end.



CHAMPIONSHIP DRAG RACING

REPAIRS

It's likely sometime during your career you will damage your car 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 car 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.

Repairing a vehicle can take a long time. Depending on the amount of damage you have to repair, you could have less time to tune your car. 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.

DRIVER CHALLENGE

If you race well during your career you are going to attract the attention of your fellow drivers. From time to time drivers may challenge you to a side race for money. This one-on-one race takes place at the classic drag race proving grounds in Death Valley. The Driver Challenge race is similar in format to a Quick Race, you can tune your car and head to the track. Win the race and walk away with the loser's cash and bragging rights. Lose the race and you lose the amount of money which you accepted to race for.

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

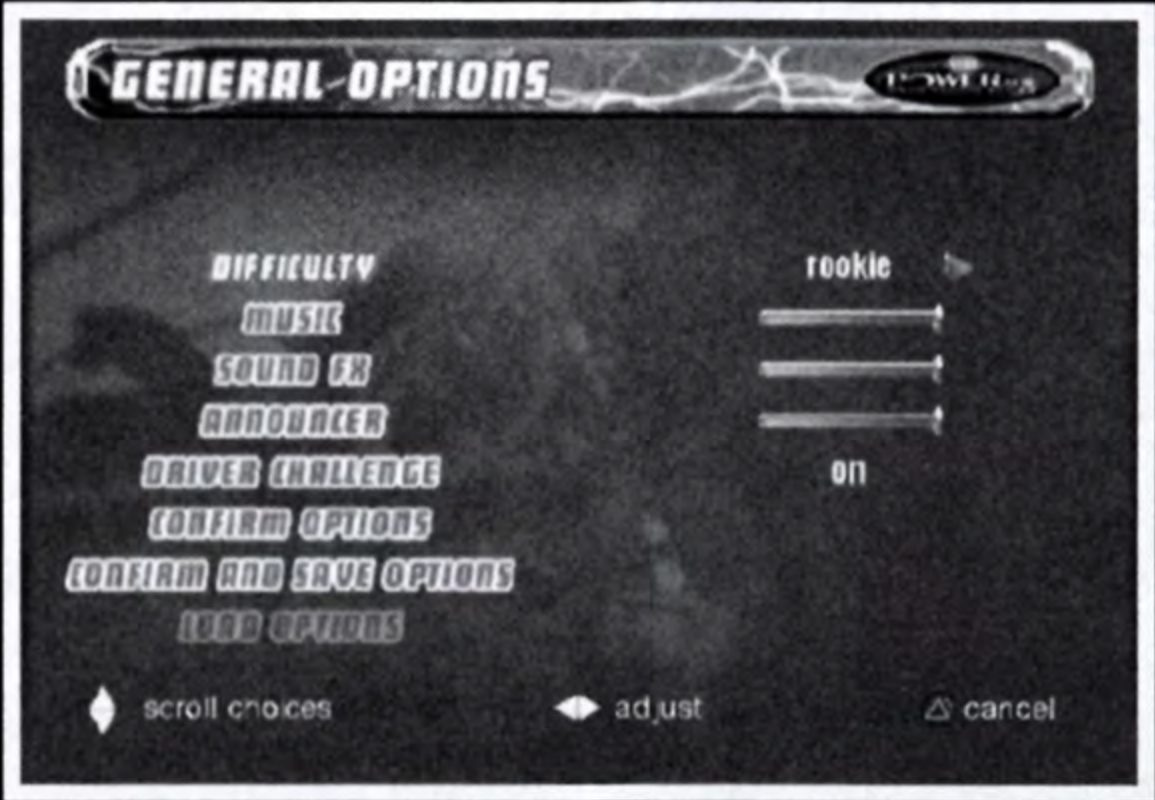
REWIND ARROW	Rewind to the beginning of the race
PAUSE	Pause the replay
PLAY ARROW	Play
FAST FORWARD ARROW	Play the race in fast forward mode
UP ARROW	Exit

OPTIONS

Remember to select Confirm Options or Confirm and Save Options after you have made changes in order for your changes to take affect.

GENERAL OPTIONS

Difficulty: Rookie 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.

Driver Challenge: On or Off (On is the default setting).

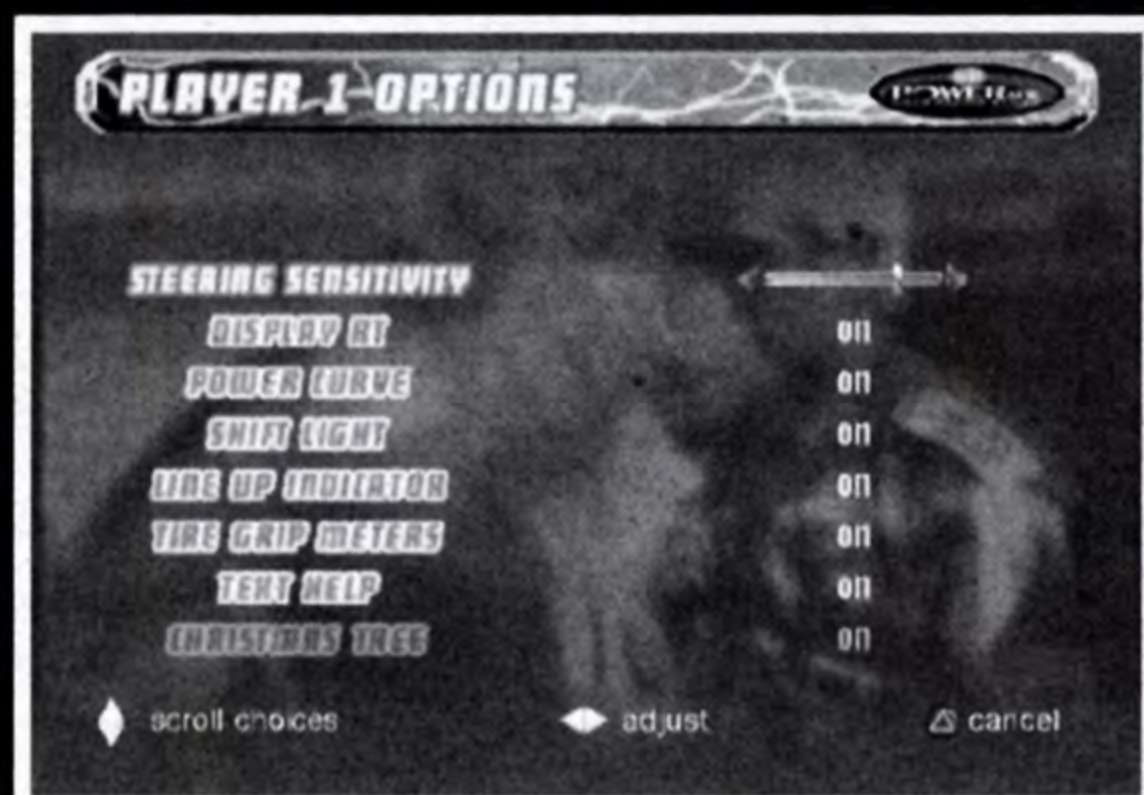
Confirm Options: To save the settings for the game play session only.

Confirm and Save Options: To save the settings for this and future game play sessions.

Load Options: To load a previously saved general option setting.

PLAYER OPTIONS

Player 1 and 2 can configure their own options. You must have two DUALSHOCK®2 analog controllers connected to your PlayStation®2 to configure both player's options or to use two Logitech® steering wheels.



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.

Line Up 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.

Text Help (On/Off): On displays the text help 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.

Vibration (Soft/Hard/Off): Turn off the force feedback vibration or adjust the intensity of the feedback to soft or hard. The vibration settings affect both the DUALSHOCK®2 analog controller and steering wheels that support force feedback.

Control Config: Change your DUALSHOCK®2 analog controller and steering wheel configurations from this menu.

Confirm Options: To save the player settings for the game play session only.

Confirm and Save Options: To save the player settings for this and future game play sessions.

NHRA™ EXTRAS

VIDEOS

The videos section includes video highlights from the 2004 NHRA Championship Drag Racing season.

DRIVER BIOS

The Driver Bios section offers career highlights from each of the NHRA professional drag racing drivers in the game. Learn more about your favorite Top Fuel, Funny Car or Pro Stock driver.

RECORDS

The record book contains actual NHRA™ Championship Drag Racing 2004 season records from each car class. If you're good enough you just might see your name on this list someday.



**CHAMPIONSHIP
DRAG
RACING**

RACE RULES

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 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 pre-stage 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 (e.t.), 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). Although NHRA Championship Drag Racing is the most accurate and detailed drag racing simulation ever created, certain instances within the gameplay may not exactly mirror all real world NHRA scenarios.

GLOSSARY

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 e.t.

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 e.t.

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.



**CHAMPIONSHIP
DRAG
RACING**

GLOSSARY (CONT).

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 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.

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And last but certainly not least the whole Lucky Chicken team for their hard work on our first console game.

Dedication: This game is dedicated in memory of Darrell Russell

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CHAMPIONSHIP DRAG RACING



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