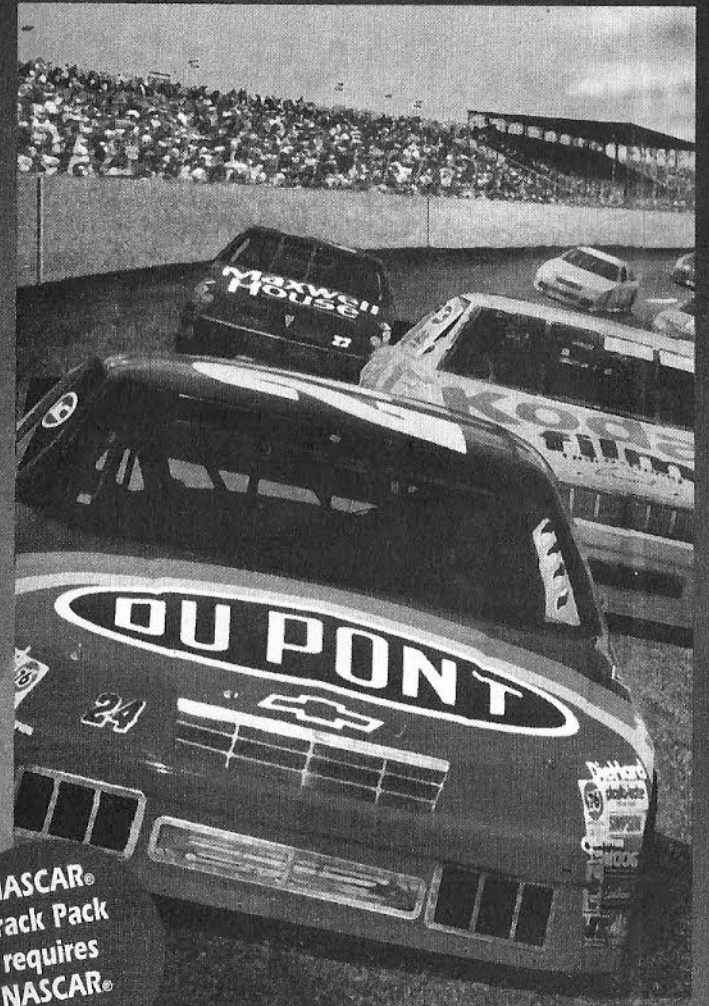


NASCAR® TRACK PACK

New Tracks Include:

- Charlotte Motor
Speedway
- Dover Downs
International
Speedway
- Pocono Raceway
- North Carolina
Motor Speedway
- North Wilkesboro
Speedway
- Sears Point
Raceway
- Richmond
International
Raceway



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Track Pack
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NASCAR[®] RACING
Track Pack

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Installation

Installing The CD Version:

1. Put the NASCAR Racing Track Pack CD in your drive.
2. Type D: <enter> to log onto your CD drive (substitute the appropriate letter for your CD drive if it is not D:).
3. Type INSTALL <enter>.
4. Follow the instructions as they appear on your screen.

Note: The NASCAR Racing Track Pack CD contains both SVGA and VGA versions of the add-on tracks. You must install the NASCAR Racing Track Pack CD onto your hard drive prior to playing.

Installing The Floppy Disk Version:

1. Insert Disk 1 in disk drive.
2. Type A: <enter> to change to drive A: (substitute the appropriate letter for your CD drive if it is not A:).
3. Type INSTALL <enter>.
4. Follow the instructions as they appear on your screen.

Using The New Tracks

Upon correct installation of the NASCAR Racing Track Pack on your computer, start the game as normal. When prompted to choose a track, you'll now see the new tracks added to the Tracks Menu.

Track Stats



Length: 1.5 Miles

Banking: 24 Degrees

Qualifying Record:
185.759 mph (29.07 secs.)
Date Set: Oct 6, 1994

Race Avg. Record:
145.504 mph (600 Miles)
154.537 mph (500 Miles)

Charlotte Motor Speedway

Located in Concord, North Carolina, Charlotte Motor Speedway remains the only superspeedway currently capable of offering nighttime racing action.

A good number of NASCAR teams are located in or near the Charlotte area, so the track is quite familiar to most drivers. Apart from the central location of the speedway, teams like to log test miles at Charlotte because it offers the best of both worlds: it is a superspeedway, but in some respects resembles a short oval.

In Charlotte's Garage

NASCAR Driver Elton Sawyer is more than just the one behind the wheel. He's also been a NASCAR mechanic, and is widely respected for his chassis knowledge. Here's Elton, on prepping for Charlotte:

"Even though it's a high-speed race track, it's a handling race track; you've got to be able to get through the corners here. You're entering the corners at close to 190 mph, so it's a race track where you're gonna run some front weight: fifty-one-and-a-half, to fifty-two percent. The diagonal (cross weight) is gonna be about the same at forty-nine-and-a-half to fifty percent."

"It's gonna be a race track that you're gonna want a lot of spoiler. It's a high-speed race track where there is some decision on how far you drive into the corners before you lift. Therefore, you want all the downforce you can possibly get."

Charlotte's layout affords a fast ticket through the quad-oval, so your primary concern in suspension work should be to get the car around the turns as quickly as possible. Pay special attention to the shock and cross-weight settings; right front tires tend to take a little extra abuse at Charlotte as drivers try to squeeze a few more ticks of speed out of their machines.

Taking A Spin Around Charlotte's Web

NASCAR Driver Geoff Bodine has recorded a victory at Charlotte, and is among the many drivers who test there. Here's his assessment of a lap around the superspeedway:

"Charlotte is D-shaped; the front straightaway has two corners in it. As you go into turn one, it's a fast corner and you can almost run it wide open; if your car is handling good, you can at least while the tires are fresh. Drive the car down to the bottom of the track into turn one as low as you can go, and keep it as low as you can all the way through that corner.

"As you exit turn two, you let the car drift out to the wall. You use up all of that corner (turns one and two), you drive it right to the wall, down the back straightaway into turn three.

"Turn three is a long entry, a sweeping corner, a fast corner. The trick there is to run in the middle of the race track; you don't run at the bottom of the race track like you did in turn one. You kinda drive right in the middle, a little brake is applied just to settle the car down. You 'roll' out of the throttle going into the corner, you don't just jump off it. After a little brake is applied you roll your throttle foot back down to wide open, even before you're in the middle of the corner.

"Stay in the middle of the track through both three and four, and as you're coming off of turn four you drive it right at the wall. Come off right against the wall, and there's two corners down the front straightaway. Try to straighten those two corners out. You cut across, right against the grass through the first bend in the front straightaway. You kinda drift to the middle of the track, under the finish line, and then you cut back low across the next corner. As you do that, it aims you right at the wall, before you get to turn one."

Track Stats

Length: 1 Mile

Banking: 24 Degrees

Qualifying Record:
152.840 mph (23.55 secs.)
Date Set: Sept 16, 1994

Race Avg. Record:
125.945 mph (500 Miles)



Dover Downs International Speedway

Known as the "Monster Mile," Dover's tight corners and steep banks will test your skills in the garage as well as on the track. From the first pass to the last, you'll know you've been "in the trenches" when you finish a 500 here.

Dover Downs hosts the first and last NASCAR races of the season in the Northeast. The area boasts over 60 million people living within 300 miles of the race track, so you're guaranteed to find the stands packed with spectators at each of your races here.

Tuning A Winner For Dover Downs

NASCAR Driver Geoff Bodine
On Tweaking For Dover:

"It really is one of the scariest tracks you'll ever drive at. It's very fast; setups are on the stiff side because it's so fast and high-banked that you need the stiffness just to keep it from dragging the ground.

"You can use a pretty fast steering ratio (higher wheel lock) because the corners are sharp. Downforce is a premium, so use as much spoiler, front and rear, as you can run.

"You know, everywhere you need horsepower, but again, handling at Dover is more important than brute horsepower. Set the front weight on the medium side, in between a short track and a speedway setting."

Dover is primarily a "one-groove" track. Run a few laps at test speeds to find the best line before beginning your car setup. Start with the tires and suspension components before tackling any other setup feature, striving for a compromise between good grip and tire longevity.

Dover Downs: Up Close

NASCAR Driver Elton Sawyer takes you on a lap of Dover Downs International Speedway:

"Dover is more of a 'bowl' shaped track, so you feel like you're in the turns a lot longer here than you are at some of the other race tracks, which means handling is very important. You gotta get your car where you can drive it really deep in the corners, yet have the car still want to turn well.

"You'll need a lot of forward bite coming off of turn one, then hard acceleration down the back straightaway, up against the wall.

"Enter turn three and you'll run around the bottom on the white line around the apron. As you exit turn four, naturally you let the car kinda drift out and get up against the wall, and then you're back to the start/finish line once again."



Track Stats

Length: 1.017 Miles

Banking:

Turns 1 & 2: 22 Degrees

Turns 3 & 4: 25 Degrees

Qualifying Record:

157.099 mph (23.31 secs.)

Date Set: Oct 21, 1994

Race Avg. Record:

130.748 mph (500 Miles)

North Carolina Motor Speedway

Better known to race fans as "The Rock," North Carolina Motor Speedway in Rockingham is a high-banked oval that produces some of the fiercest NASCAR action of the season. Rockingham's wide surface provides plenty of drafting and passing opportunities, making it a favorite venue among drivers.

If you're here to watch, the atmosphere is warm and friendly; but if you came to drive you're in for a less hospitable greeting from the other competitors who also want the checkered flag as badly as you. NASCAR drivers know every inch of this track in their sleep...sweet dreams!

Rockingham Setup

NASCAR Driver Elton Sawyer

On Tuning For North Carolina Motor Speedway:

"Rockingham has very similar characteristics to Charlotte. It's not quite as large, though. It's a race track where we'll carry some speed into the turns, so we'll need fifty-one zero to fifty-one-and-a-half percent weight on the front. The cross weight would be, basically forty-nine-and-a-half to fifty percent.

"It's a high-downforce type race track where you'll give up a little bit of horsepower down the straightaways, but yet the car corners so much better and you're so much faster exiting the turns that your straightaway speed's gonna be fine anyway."

Rockingham's wide pavement and "D" shape lend itself to a chassis with a slight "push." Though there are several ways to achieve this, the best overall may be to set the right side shocks a little stiffer than the left. This will keep your car from getting too loose on the "Rock's" banks or through the all-important tri-oval.

North Carolina Motor Speedway offers many options to the NASCAR team. The design of the track creates a variety of good racing lines to drive on. Constant passing is a Rockingham trademark, so strive for a setup that allows you to comfortably battle for position from anywhere on the track.

Ever Raced On A Rock?

NASCAR Driver Geoff Bodine gives you the guided tour of Rockingham, from behind the wheel:

"Another 'D' type race track; the front straightaway is a curve. As you enter turn one, the straightaway is kinda flat. That's what makes turn one so difficult. The car begins to feel loose, but then you get into turn one and the banking is there, and so it actually will catch the car and hold it from getting loose. Get the car right at the bottom of the race track as you enter, and keep it on the bottom around turn two.

"Turn two is uphill with a real sharp exit, and you go right against the wall. It's kind of a scary corner; it's very fast and it gets really narrow down the back straightaway.

"You drive downhill into turn three, an easy corner to get into too far. You use a little brake going into turn three, but the key is to drive it down to the bottom of the race track. That's the fastest way into the corner. What that allows you to do is get back into the gas hard; you just stand on the gas wide open, as hard as you can.

"Keep the car low through three and four, and as you exit turn four you're kinda drivin' uphill again, and you use all of that corner. You drive right against the wall coming off turn four, and the front straightaway's curved so you're just in a big corner all the way back to turn one"

Track Stats



Length: .625 Mile

Banking: 14 Degrees

Qualifying Record:
119.016 mph (18.91 secs.)
Date Set: Apr. 15, 1994

Race Avg. Record:
107.360 mph (250 Miles)

North Wilkesboro Speedway

Their grandfathers were legendary here. So were their fathers. Now the NASCAR greats of today are here, but one driver stands in the way of tradition- you.

The oldest charter member track in NASCAR Racing, the uphill/downhill North Wilkesboro Speedway features long, sweeping corners connected to two relatively short straights.

Setting Up A Car For North Wilkesboro

NASCAR Driver Elton Sawyer
Gets Set For North Wilkesboro:

"The big thing that you fight the whole time during a race is keeping the car tight enough that you have really good forward acceleration, and can use a lot of gas pedal. But yet, you don't wanna get the car so tight that it won't turn in the middle of a corner.

"Our basic setup would be somewhere around fifty-one percent front weight on the car; diagonal (cross weight) would be about fifty-and-a-half. Once again, you're tryin' to work with keeping the car 'hooked up' on the race track, and it's a fairly abrasive surface there, so you're gonna fight that the whole time."

Make sure you're not scrubbing too much rubber off in the corners. If you find that to be the case, head back to the garage for some more tuning under the car. The door-to-door battling that goes on at North Wilkesboro can waste a good set of "stickers" (new tires) in a hurry, so it's important to achieve a setup that stays fairly consistent between pit stops.

NASCAR History 101: Lapping North Wilkesboro

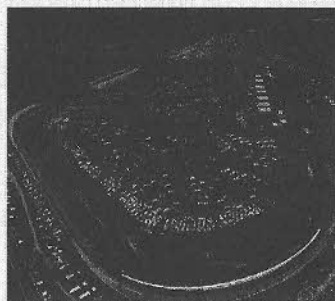
Three of NASCAR Driver Geoff Bodine's seventeen career victories were scored at North Wilkesboro, including one in 1994. Here's how Geoff sizes up the track:

"North Wilkesboro is a strange little track. The front straightaway goes downhill, so as you go into turn one you're out against the wall. You use quite a bit of brakes going into the first corner; there is a groove that's kinda in the middle of the track going into the corner.

"Really the key to some speed at Wilkesboro is, as you go into turn one you get the car turned to go off of turn two. You have to get into the throttle real quick, because going off turn two you're going uphill. So in one, you wanna try to keep momentum through that corner, but get the car turned and get back into the throttle as soon as possible to get you up that back straightaway, because it's all uphill, all the way to turn three!

"Turn three is a lot different than turn one; the back straightaway is really one big corner, so it's a long entry into turn three. Use brakes, but gently. The groove in turn three is real low, right against the curb. If you get off the curbing, just a few feet, it's really rough and the car'll just slide up the track. So you have to stay low going into turn three, and around to turn four it's a long exit. This is where the car tends to get really loose. But like turn two, you need to get back into the throttle really quick there, but be smooth; don't just jam it down, push the throttle down really smooth to give you that speed off the corner. As you get off turn four, you're lookin' downhill to turn one."

Track Stats



Length: 2.5 Miles

Banking:

Turn 1: 14 Degrees

Turn 2: 8 Degrees

Turn 3: 6 Degrees

Qualifying Record:
164.558 mph (54.69 secs.)
Date Set: Jun. 10, 1994

Race Avg. Record:
144.023 mph (500 Miles)

Pocono Raceway

Some think of it as a superspeedway, others attack it like a road course, while still other drivers view it simply as a big tri-oval. No matter what your impression is, Pocono Raceway is one of the more unique tracks found on the NASCAR circuit.

Consisting of three turns, each one with a different banking and radius, NASCAR drivers roar through the Pocono Mountain resort area twice a year. And when they do, you can plug your ears, but you can't stop the rumble!

In The Garage At Pocono

NASCAR Driver Geoff Bodine owns a trio of victories at the "triangle." Here's Geoff's advice on getting a car ready to run at Pocono:

"It's a fun race track because there's three straightaways, all different lengths, and three corners with all different degrees of banking. It's a two-and-a-half mile track, but we call it a cross between a road course, speedway and a short track. You use a lot of brakes at Pocono, which is characteristic of a short track. Shocks are really critical here at Pocono, the right combination is crucial. Make 'em kind of medium all the way around; you need control but you can't be too stiff."

"You need a lot of downforce. Even though it's a two-and-a-half mile track handling is more important than anything, so use all the downforce front and back that you can get."

"The corners are relatively slow, but they're pretty sharp so you need a fast steering ratio (more wheel lock). You need good horsepower too, since at Pocono, we shift."

Because of Pocono's unique layout, NASCAR teams generally like to utilize an overdrive gear for the long front straight. You can create this effect by setting third gear up with a taller ratio to get the car through the two shorter straights. This will afford you room to use a very tall ratio for fourth gear. If your tachometer is peaking at the end of the front straight in fourth, and at the end of the straight between turns two and three in third, you're in good shape.

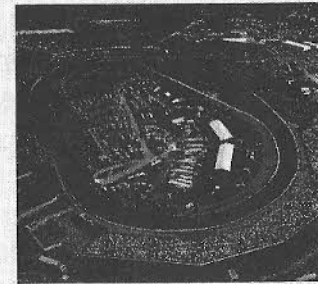
Breezing Through Pocono

At the end of the front straightaway, you're in high gear near the outside wall. At the entrance into turn one, your rpm's should barely be peaking, since this is the fastest point on the track. Getting into turn one smoothly requires hard braking, downshifting and keeping your car in the groove. Turn one features the tightest radius and highest bank at Pocono, and it's best taken by entering high, then cutting low across the apex near the grass. Get back on the gas and upshift as quickly as possible in order to maintain momentum.

As you exit the first corner, let your car drift toward the centerline of the race track. Uphill along the back straight, move the car up against the outside wall. Turn two, nicknamed the "Tunnel Turn," features a fast, late entry. When you arrive, you should be in third gear, with rpms still climbing. Release the throttle and apply a short tap on the brakes to slow the car enough to stay on the racing line. Drivers like to cut a low line through the Tunnel Turn, often scrubbing the curb with a left front wheel.

Jump back on the gas out of turn two, and again let your car drift out to the wall. As you approach turn three, the rpms should be peaking in third gear. The third turn at Pocono is the longest; it also has the smallest bank. Very little braking will be needed as you let the car coast around to the apex. When you get back on the gas, prepare to upshift back to fourth for the long ride down the front straightaway, nicknamed the "Dragstrip." Stay out along the wall as you cross the start/finish line in order to set up for another run into turn one.

Track Stats



Length: .750 Mile

Banking: 14 Degrees

Qualifying Record:
124.052 mph (21.77 secs.)
Date Set: Sept 9, 1994

Race Avg. Record:
107.709 mph (300 Miles)

Richmond International Raceway

For over forty years, the NASCAR circuit has descended upon Richmond International Raceway. Originally, the track was built as a half-mile oval, but it now sports a three-quarter-mile "D" shape following a 1988 makeover.

Playing host to NASCAR action both day and night, Richmond has seen its share of monumental achievements. Now it's waiting to add your name to the next chapter of American history!

Preparing For An Assault On Richmond

NASCAR Driver Elton Sawyer helps get your shop started on some solid runs at Richmond:

"We'll look at somewhere in the fifty to fifty-and-a-half frontal weight, and forty-nine-and-a-half to fifty percent on the cross weight

"Your shocks will be fairly soft there; it's a race track where there is a decision on how much throttle you use gettin' into turns, so it's high downforce. We'll need as much spoiler as we can basically get."

Richmond offers a unique blend of short track duels within a superspeedway type framework. You'll need a suspension setup that allows you to move around on the race track, staking your position. At the same time, you'll probably call upon your car to do some drafting here, and you've got to make sure that you're able to do that without having to go high in the turns as you make the pass.

A Quick Look At Richmond

NASCAR Driver Geoff Bodine takes you on a tour of the fastest battle site in Richmond:

"As you go into turn one at Richmond there's really no good reference point there, and it looks like from behind the steering wheel that you can just drive into the corner wide open. So, finding out how far you can drive into turn one is the real trick. Once you find that spot, you use quite a bit of brakes to slow the car down, and the groove into turn one is to get the car right to the bottom of the race track, in the middle of the corner as low as possible.

"Get back on the gas as soon as possible in the middle of turns one and two, because you drive uphill a little bit off of turn two and it's a really sharp bend. As you come off of turn two you go right up against the wall, and stay against the wall down the back straightaway.

"Again, the tough part in turn three at the end of the backstretch is knowing when to let off. Keep the car low through turns three and four, and get back into the gas as soon as possible; you need to stay low to do that.

"Coming off turn four, with the big wide front straightaway it's all a corner, and you let the car drift right to the wall. And like I said, get the car to the bottom in turn one; that's the fastest way around!"

Track Stats



Length: 2.52 Miles

Turns: : 12

Qualifying Record:
91.838 mph (1:38.78 secs.)

Date Set: May 14, 1993

Race Avg. Record:
81.412 mph (187 Miles)

Sears Point Raceway

Don't let the sights of the nearby vineyards fool you- this ain't no day of 'wine and roses!' The track is over two-and-a-half miles long, and twistier than any grapevine in the Napa valley. Forty of the world's best stockcar drivers combine with the challenging layout to produce one of the most hotly contested events on the NASCAR circuit.

Learn the course in Preseason Testing, then hit the garage to hone your setup. Remember those sharp righthanders! When your team is ready to qualify, strap yourself in for one of NASCAR's toughest road course races!

Sears Point Setup Strategy

Here are NASCAR Driver Geoff Bodine's thoughts on a winning Sears Point setup:

"You set the car up with more right side weight than left, because you have some important corners that turn to the right. You'll need the traction to get off those corners, and you can make up more time in those corners than you can in the left hand corners.

"Front weight is on the light side. Use a little more front weight than rear, but you need the weight balanced a little bit more than on the speedways. Choose fairly soft suspension, because you're turning left and right. It's really kind of a slow road course, so you can use softer shock settings.

"A lot of downforce, naturally, since handling's important on any road course. At Sears Point, you set up so you can use all four gears through the corners. You can gear the transmission where, off the last corner back to the start/finish line you can be in first gear. Then you shift second, third and into high gear as you cross under the finish line."

Once Around Sears Point

Now that you've dialed your car in, ride along as Geoff Bodine reveals the subtle nuances of Sears Point:

"As you go into turns one and two, you go uphill, and as you exit at the top of the hill you will be in second gear. Shift to third through the top part of the course; as you go downhill into the right hander, you shift back to second gear. Around that corner and up to the Carousel (turn six), you'll go to third gear; up the Carousel and down the Carousel in third gear. That brings you back out onto the 'drag strip,' where you'll shift back up to high gear.

"Going into the next right hander (turn seven) you'll shift all the way back to second gear. You'll want to keep the car real low around that corner, and just squeeze the gas back down. You can't jump back into the gas hard off that corner, it just spins the wheels. As you come off in second, you shift to third, and here's where you can be a little creative, through the 'Esses.' You can either run third gear through there, but then you have to be real careful with the throttle, or some drivers go through there in high gear which makes it easier to control the throttle.

"When you get through the Esses you go back around the left hander (nine) pretty much wide open. As you go under the bridge, here's where you can get into big trouble. You can come off that right hander (ten) in second and shift to third down that short straightaway, or, you can come off that corner in third, and run third all the way down that short straightaway into that last corner. Here's where you'll use a lot of brakes; downshift to first gear, and exit off that corner (eleven) in first gear, then shift second, third and high back to the finish line."

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Please try our bulletin board, fax or other online sources for the fastest customer service. For a free CompuServe membership and a \$15.00 usage credit, call CompuServe at 1-800-524-3388, or 1-614-457-0802, and ask for operator 539. If you need further assistance with this product, you may call our technical support hotline. Please be at your computer when you call, and be ready to describe your system's configuration in detail. Our technical support department is open Monday through Friday, 9am to 5pm Eastern Time.

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