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THE LEAD-UP TO A WORLD CHAMPIONSHIP RACE

It's an impressive sight, when all the racing teams take the town by storm. Dozens of huge trucks unload their cars, tyres and parts needed for the race before settling in behind the pits for the next four days.

THURSDAY/Everyone gets ready.

The pits are prepared and the equipment is unloaded. The cars may not be out yet, but the team has already begun to reconnoitre the circuit before the race. It's also on Thursday that the officials come round to check that the cars meet technical standards.

FRIDAY/The Practice Runs.

The Friday practice runs are used to adjust the cars for the circuit. Sessions take place in two phases: from 11.00 am to 12.00 pm, and from 1.00 pm to 2.00 pm. The drivers can do as many laps as they wish, but they can't use their replacement car. That's why the car has to be tuned and regulated quickly, to see how it performs.

SATURDAY/Qualifications.

Before the qualifying sessions, the drivers are entitled to two 45-minute practice runs, from 9.00 am to 9.45 am, and from 10.15 am to 11.00 am.
This time round, the fuel tanks aren't filled to the brim, because the aim is to obtain the best possible times in order to qualify.

SUNDAY/The Warm-Up.

The warm-up session takes place four and a half hours before the start of the race. The drivers and their teams make the most of this time to carry out the final adjustments and choose or revise their race options.

NEXT, ITS THE START OF THE RACE!

30 minutes before the start, the pits open and, one by one, the drivers take up position on the starting grid.

17 minutes before the start, a horn is blown and, two minutes later, the lights turn red to signal that the pits are closed.

On the 10-minute signal, journalists, visitors and VIPs have to leave the starting grid.

One minute before the start, the cars start their engines and the technical staff leave the grid.

When the green light shows, the cars do one warm-up training lap before taking up position again on the grid. Once all the cars are in place, five red lamps go on and off, one after the other.
When the last lamp goes off, the race begins, lasting a maximum of two hours over a minimum distance of 305 kilometres.

INSTALLING AND STARTING UP

CONFIGURATION

Windows 95, 98, 2000, ME, XP
Pentium II 400 Mhz
Compatible with most accelerating cards of 16MB or higher
128MB RAM or higher
Direct X 7 or higher
16-bit sound card or higher
CD-Rom drive speed 10x or higher

INSTALLING

1. Launch Windows.
2. Put the Racing Simulation 3 CD in your CD-Rom drive.
3. The installation program should appear on the screen automatically. If it does not, double-click on the Ubisetup program which is on the CD.
4. Select the language of your choice.
5. Click on "INSTALLATION" in the menu.
6. Choose the configuration which matches your system and click on "OK". The bigger the installation you select, the more room the game will take up on your hard disk. On the other hand, you will be able to access the different menus more rapidly.

When the installation is completed, click on "PLAY".
At the end of the installation, you may need to re-start your computer. Then, to launch Racing Simulation 3, all you have to do is select "Ubisoft/ Racing Simulation 3/Play Racing Simulation 3" in the Windows task bar, or double-click on the desktop icon.

NOTE

When you play Racing Simulation 3, your screen saver is no longer active. However, when you are in the menus, it becomes active again. To play Racing Simulation 3, you need a minimum of 40MB free space on your hard disk before starting.

2.1 HOME PAGE

On the Home Page, you must choose between a solo game (1) or a multiplayer game (2). The "Replay" button (3) takes you to the page where your Replays are stocked (race videos). The "Quit" button (4) takes you back to Windows after a confirmation message. The "Credits" (5) list the people involved in creating Racing Simulation 3.

2.2 DRIVER PERMIT

Before playing, you must first create a permit by choosing a driver and a pseudonym.
The default pseudonym is "Player".

Create a new permit and type in the pseudonym you want to use.
Change a pseudonym that already exists.
Delete a pseudonym. Deletion is impossible if there is only one pseudonym in the list.

When you have created the pseudonym, you must next choose a driver to represent your team and your vehicle.

2.3 MAIN MENU

2.3.1 NAVIGATION BAR

The Navigation Bar is at the bottom of each page. It is used to navigate through the different pages of the menu

 **1** Quit the game.

 **2** Go back to the Home Page.

 **3** Go back to the previous page and cancel the latest modifications.

 **4** Set the game options.

 **5** Configure the equipment.

 **6** Access statistics (the player's Hall of Fame).

 **7** Load a game or settings.

 **8** Save a game or settings.

The "OK" button is always used to validate the current page and enables you to move forward through the menus. On the last page, this button is replaced by the "GO" button which you press to begin playing.

2.4 CHOICE OF CIRCUIT

To choose the circuit you want to drive on, use the "Circuit" button on the Main Menu page.

2.5 OPTIONS

2.5.1 RACE

Number of competitors	From 1 to 21
Distance to cover	3 laps / 10% / 25% / 50% / 100%
Wear and relative fuel consumption	Yes / No
Position on the starting grid	From 1 to 22
Weather forecast	Sunny / overcast / rainy / changeable / random / realistic

2.5.2 CAR

Speedometer	Km/h / Mph
Gearbox	Automatic / Manual
Clutch	Automatic / Manual
Damage	None / semi-realistic / realistic
Wear on mechanical components, and breakdowns	Yes / No

The manual clutch can only be used if the gearbox is in manual mode.

2.5.3 REGULATIONS

Flags	Yes / No
A single replacement car per weekend	Yes / No
Number and choice of tyres	Yes / No
Qualifying rules	Yes / No
Jump start	Yes / No

Each team has one replacement car per weekend.

2.6 CONFIGURE

2.6.1 SOFTWARE

Sun dazzle effects	Yes / No
Effects on the track	Yes / No
Moving shadows	Yes / No
Rear-view mirrors	No / low detail / detailed
Glints	Yes / No
Detailed grandstands	Yes / No
Environment mapping	Yes / No
Display distance	200 / 500 / 750 / 1,000 / 1,500 metres
Circuit detail	10 / 25 / 50 / 75 / 100%
Car detail	10 / 25 / 50 / 75 / 100%

2.6.2 HARDWARE

Video card	Automatic detection
Resolution	Depends on the video card (up to 1600*1200)
Number of bits per pixel	16 bits / 32 bits
16-bit textures	Yes / No
Triple buffering	Yes / No
Trilinear filtering	Yes / No
Anisotropic filtering	Yes / No
Vertical synchronisation	Yes / No
Replays	Yes / No
Maximum size of Replay (MB)	x MB

2.6.3 SOUNDS

Volume for player's car	0 to 100
Volume for competitors' cars	On/Off and 0 to 100
Volume for messages	On/Off and 0 to 100
EAX Sounds	Yes / No
Silence (deactivates all the sounds)	Ticked = Yes, Unticked = No

2.6.4 CONTROLS

All the controls can be set using the keyboard keys and/or the buttons on your steering-wheel or controller. To do this, click on one of the buttons on the right of the page, then press the new key (ESC to cancel).

Turn left	;
Turn right	:
Accelerate	q
Brake	w
Change gear up	Space
Change gear down	Ctrl left
Clutch	,
Speed limiter in the pits	!
Burn out	a
Force feedback	Yes / No

The "Burn out" function is used for skidding. In general, drivers use it to reposition themselves on the track after a spin.

2.6.4.1 ADVANCED

Activate Pit Strategy menu	f10
Pit Strategy menu – Increase fuel quantity	Insert
Pit Strategy menu – Decrease fuel quantity	Del
Pit Strategy menu – Choose following tyre type	Origin
Pit Strategy menu – Choose previous tyre type	End
Look behind	s
Look left	z
Look right	x

For greater driving comfort, you can adjust the sensitivity of your controller by modifying the following parameters:

Steering sensitivity	Exponential / log / linear
Acceleration sensitivity	Exponential / log / linear
Braking sensitivity	Exponential / log / linear
Acceleration and braking dead zone	0 to 100
Steering dead zone	0 to 100
Force feedback sensitivity	0 to 100

2.7 SAVING AND LOADING

save

load

These two buttons allow you to save or load:
A game: a simple race, a complete race, a complete or customised championship.
Settings: only when you are on the "Garage" pages.
A Replay: only when you are on the "Replay" page (see the "Replay" chapter).

Please note that ghosts and your best times are automatically saved on the "Time Attack" page (see the "Time Attack" page).

3.1 SINGLE RACE

You take part directly in the race, without practice runs or qualifying sessions. You determine all the racing conditions: weather, position on the starting grid, etc.

3.2 FULL RACE

You go through the different stages of a racing weekend in their entirety.

3.2.1 FREE PRACTICE RUNS

Two sessions of free practice runs are available to try to find the best car configuration for the circuit.
You go back and forth many times between the circuit and the box, to change the set-up and achieve a record time. You have up to two hours in the first session and one hour and a half in the second.
At the end of these sessions, a ranking for the performance of all drivers is available, but this is for information purposes only.

3.2.2 QUALIFICATION

This time, you have to achieve the best time possible.
Whether or not you get a good place on the starting grid depends on your result.

3.2.3 WARM-UP

A few hours before the start of the race, an extra session is provided to test and validate your set-up one last time.

3.2.4 RACE

In position on the starting grid, you wait for the 5 red lights to go out before accelerating. Depending on the length of race you selected beforehand, you will not always have the same distance to cover. Please note that no race can be longer than 2 hours.

Pit-stops are crucial moments in a race, and you are advised to prepare your strategy on the "Garage / Fuel" page rather than improvise it during the race.

3.3 CHAMPIONSHIP

The aim of this mode is to race a full season, i.e. 16 complete consecutive races, one per circuit. Please note that it is not possible to start a race again. The points won in each race are accumulated and the winner of the championship is the driver who, at the end of the season, has the most points.

Points are awarded in the following manner:

1st :	10 points	**4th :**	3 points
2nd :	6 points	**5th :**	2 points
3rd :	4 points	**6th :**	1 point

The teams are awarded the same number of points that their drivers obtain. The championship constructor, who rewards the team that has scored the most points during the season, is also present in the game (see the "Ranking" page).

Use this button to move to the following race in a championship.

Use this button to view the podium at the end of the race.

By default, a normal championship is selected. It takes place on 16 circuits with 22 drivers.

3.3.1 CUSTOMISED CHAMPIONSHIP

When you have chosen the championship mode on the main page, click the "Edit List" button.

Now you can customise a championship by changing the lists of drivers and circuits on the "Edit List" page! To create a customised championship, you need a minimum of 3 circuits and 2 rival drivers in addition to yourself.

To edit the list of drivers and circuits, simply click on their photos to activate or deactivate them.

3.3.2 RANKING

The "Ranking" button on the Simple Race, Complete Race and Championship pages takes you to this page. When you have selected the desired session, you can consult the starting grid, the ranking of best times and the final ranking. It is also possible to see the ranking, times and maximum speed for each driver and each lap (lap by lap).

In Championship mode, there are 2 general rankings: one for the drivers and one for the constructors. During the Practice Runs or Qualifications, you can consult this table at any time: it enables you to view your competitors' times in real time. If you wish, you can make the stopwatch turn faster by using the "Accelerate Time" button. But watch out!! If you activate this button during a race, you will be obliged to abandon the race after a confirmation message.

3.4 TIME ATTACK

The table lists the best times achieved on the present circuit. Each time corresponds to a ghost that you can select to compete against. If you do not wish to have a ghost while you are driving, you must untick the "Display Ghost" option just below the table. On this page, you are also told the means used to create the currently selected ghost (level, help, control).

Ghosts are saved as files, so you can pass them on to other players to throw down a challenge, and vice versa. Here is the path where the ghosts are stored: x:\Rs3\Save\GM_2000\Races\Race name\Ghosts\

This is what a ghost file looks like.

The name of the file is constituted as follows: date_time_lap time.GHO
If you pick up ghosts created by other players, you put them in this same directory and they will appear on the "Time Attack" page.

To race the fastest possible lap times, your car must be indestructible, with no fuel consumption, no wear on tyres and driving in the best weather conditions. You can fine-tune your racing car's settings whenever you like in the garage, or compare laps using telemetry. All your times (and ghosts) are automatically saved and sorted according to circuit.

This mode benefits from a specific skin.
The information in white at the top right is the stopwatch for the current lap. "Inter 1" and "Inter 2" are the passing times at the two intermediate markers: "Current Lap" is your final time. The information in yellow at the top centre is the ghost's stopwatch. You can refer to this to compare your intermediate times with those of the ghost.

3.5 PRIVATE PRACTICE RUNS

Like drivers in all the great teams, you can choose one of 16 circuits to train on for as long as you wish. You drive under genuine racing conditions: fuel consumption, wear, weather and even damage, if desired. Take your time to find the best and most useful set-up when you're in a real race. Once you've found the right set-up, don't forget to save it using the "Save" button on the "Garage" pages (see below: "Set-Up" ("Garage" pages)).

As in real life, don't hesitate to use telemetry: it's sure to come in very useful to you!

3.6 SCENARIO

The scenario mode puts you into delicate situations in the course of 30 fully scripted races in which you have to be ready for anything. If you want to achieve all the set objectives, you'll have to put all your driving and strategy skills into practice!

The list of scenarios falls into 3 groups: Level 1, Level 2 and Level 3. Each group contains 9 scenarios, plus a bonus one. The bonus scenario can only be accessed once the 9 scenarios in the first group have been successfully completed. At the outset, only the Level 1 group is activated; the others are locked. To unlock the Level 2 group, you have to complete the Level 1 group bonus successfully. To unlock the Level 3 group, you have to complete the Level 2 group bonus successfully.

This trophy indicates that the scenario has been successfully completed at Pro level.

4.1 SET-UP ("GARAGE" PAGES)

A car's set-up depends on the circuit and the weather, to say nothing of the duration of the race which may require an appropriate strategy. RS3 comes with carefully designed settings for each team and circuit. If you wish, you can refine these settings for better performance.
The "Default" button is used to restore the original settings on the current page (except for tyres).
The "Reset All" button is used to restore all the original settings (except for tyres).

You can save your settings at any time using the "Save" button at the bottom of the "Garage" pages. These settings can be reloaded using the "Load" button at the bottom of the "Garage" pages. The settings are saved and sorted according to circuit.

Note: the choice of tyre type is not saved.

4.1.1 TYRES

4.1.1.1 EFFECTS OF TYRE PRESSURE ON CAR BEHAVIOUR

Modifying tyre pressure alters two parameters which have a significant influence on a car's behaviour. The first parameter is the tyre's responsiveness. The more a tyre is inflated, the less it distorts on a bend. Its contact surface with the ground varies little, so its ability to grip takes effect faster and the car is more responsive. Conversely, the less a tyre is inflated, the more it needs to be forced to grip the road, since its contact surface is highly variable. It will therefore be less responsive.

The second parameter is the tyre's grip. The more a tyre is inflated, the more its contact surface with the ground is reduced. As a result, there is moderate loss of grip when the pressure increases. If tyre pressure is decreased, a hollow forms at the centre of its tread. This greatly reduces its contact surface with the ground, and thus its grip. If, as a general rule, you lose grip more quickly by under-inflating a tyre than by over-inflating it, it is worth noting that a tyre's maximum grip is obtained by very slightly under-inflating it.

Adjusting the pressure allows you to modify the oversteer/understeer character of the car by taking advantage of the pressure difference between the front and rear tyres. The more responsive a tyre is, the faster its grip increases on a bend. It is therefore possible to deduce the following adjustments:

If the car oversteers too much:
•reduce front tyre pressure (moderately).
•increase rear tyre pressure.

If the car understeers too much:
•increase front tyre pressure.
•reduce rear tyre pressure (moderately).

In all cases, when making your settings, stay close to the average pressure (by default). Extreme settings can put your car's behaviour at a severe disadvantage by creating excessive variations of responsiveness and/or grip.

4.1.1.2 TYRE TEMPERATURE

The tyres of a car of this kind warm up either through distortion or friction. So an increase in tyre temperature mainly occurs when the tyre is driving along, taking a bend, skidding or locking. Any given tyre has a temperature range (of the order of 60 to 100°C) within which it delivers optimum performance. If it is cold (at a temperature between the ambient temperature and the optimum temperature range), it will be less effective and therefore provide less tyre-to-ground adhesion. That is why the driver must drive several laps before he can draw on his tyres' potential and take risks, since his car is more delicate if the tyres are cold. There is, however, a way of pre-heating tyres before the start: this is to use electric blankets. Even if this method does not take the tyre temperature directly up to the optimum use range, it can get close to it, meaning that fewer warm-up laps are required.

You should take into account the fact that, during the first laps on the track, your tyres will limit the car's road holding and its driving force. You are therefore advised to "attack" progressively, until the tyres are hot.

Important note: the type of tyres used influences the warm-up time. In order, from the fastest to the slowest warm-up time, we have: the rain tyre, the intermediate tyre, the soft tyre and the hard tyre. Moreover, the temperature is not spread uniformly over the tyre. We must distinguish between the temperature at the centre of the tyre's tread and the temperature at the inner and outer extremities of the tread. This distribution of temperature depends on the camber setting for each wheel (see "Camber").

4.1.2 FUEL AND STRATEGY

4.1.2.1 QUANTITY

The greater the quantity of fuel you take on, the heavier the car: acceleration is slower, braking takes longer and the maximum speed is lower. Petrol consumption depends on your driving style: the rougher you are, the more the tyres skid and the more fuel you consume.

4.1.2.2 STRATEGY

Choose the quantity of petrol on the basis of the number of refuelling stops you envisage. As a precaution, always take a little more than is strictly necessary, in case of over-consumption. You can only prepare your refuelling strategy if the distance you are going to cover is at least 25% (see "Race Options"). On the other hand, you can inform your mechanics at any time of the quantity of fuel and the type of tyre you want for your next stop (see below: "Race Strategy").

4.1.2.3 RACE STRATEGY

You can always tell your mechanics how much petrol, and the type of tyre, you want via the "PIT STRATEGY" menu.

This menu is displayed automatically when you enter the pits: if this is the case, you have to make your choice quickly. Otherwise, you can always call the menu up while driving either on pause (the P key) or by pressing a key (F10, by default) which you have previously configured on the "Controls" page.
To select the quantity of fuel and the type of tyre, you must use the buttons which you will have previously configured on the "Controls" page (see the "Configure/Controls/Advanced" page).
Note that if you choose 85 L, your mechanics will add exactly the right quantity of fuel so that you drive off again with 85 L in your tank.

4.1.3 AERODYNAMICS

The aerodynamic extras, like the front and rear wings, help the car hold the road thanks to the aerodynamic forces they generate. They provide the car with more grip on a bend by increasing the vertical load, but they bring the top speed on a straight line right down by causing drag.

In the game, there are 3 types of wing, each of which corresponds to a range of aerodynamic loads (weak, average and strong loads). The greater the load, the better the car's grip and the lower its maximum speed.

Base your choice of wing on the circuit:
For slow and winding layouts (e.g. Romania), wings with a strong load will increase road holding on bends, while on fast circuits (e.g. Greece, Poland) with long straights, weak load wings will enable you to reach a higher maximum speed.

Once you have chosen the type of wing, you can adjust the aerodynamic load and modify the vehicle's behaviour by changing the wings' incidence angles: the greater the angle, the more the wings generate load and drag.

If the car tends to understeer, adjust the front wings with more incidence.

If the car tends to oversteer, adjust the rear wings with more incidence.

If you remove incidence at the rear to improve your top speed, balance your car's behaviour by removing incidence at the front as well.

When you have changed the aerodynamic settings, you are advised to adjust the gearbox ratios to attain the best possible top speed (see the "Gearbox" paragraph).

The setting and type of wing also influences braking: the lower the incidence, the earlier you have to brake, because there is less drag force to slow the vehicle down.

The car bodywork also contributes to creating aerodynamic forces – forces that depends on the car's angle of incidence (see the "Ride Height" paragraph).

4.1.3.1 AERODYNAMIC FORCE

In fact, the wings are like inverted airplane's wings. For the same reason that a plane flies, a wing, when placed in a relative wind (i.e. a wind generated by the car's displacement through its environment) will create a down-force which increases the vertical load, planting the vehicle more firmly on the ground with greater effectiveness the faster it goes: the aerodynamic force is relative to the car's speed squared and this force can be 3 to 4 times the car's weight.

Vertical load

The vertical load is the total of all vertical pressures supported by the vehicle. These are the weight of the car, aerodynamic forces, and inertia forces when accelerating or braking (transferring load). The vertical load has a major influence on a car's behaviour: the greater the force on the suspension, the more this will be passed onto the tyres. So as a general rule, the greater the vertical load, the more the car will "stick" to the road.

Drag factor

The bodywork and aerodynamic extras, like all bodies in an airflow, slow the car down. This is known as aerodynamic drag. This force is also proportional to the speed squared, therefore the faster you go, the more you are slowed. When the wing incidence increases (especially at the rear), the drag factor is raised.

Wing incidence angle

This is the angle that the wing makes against the airflow. The larger the angle, the larger the down-force, but also the greater the drag factor.

Car incidence

Bodywork contributes, like the wings, to the down-force. The bodywork – through the suspension set-up (ride height) – also has an incidence. The more this is increased, the greater the down-force. However, the influence of this down-force in comparison with the down-force created by the wings is less important. On the other hand, the car incidence has an important influence on the drag factor: the greater it is, the greater the drag factor and the slower the maximum speed.
It is always important to set the car incidence in such a way that the front is lower than the rear.

4.1.4 BRAKING

The balance between front and rear braking force should be set so that the 4 wheels brake at their maximum potential. Furthermore, brake balance also influences the approach to a bend: the more the balance is set to the rear, the more the car becomes unstable on approaching a bend. A car that locks its front wheels first is easier to steer than one that locks its rear wheels first.

It is wise to adjust the brake balance if you have changed the car's aerodynamics, because the correct balance varies according to the vertical load. If you have difficulty entering a bend after braking (understeer effect), adjust the brake balance by putting more braking on the rear. Conversely, if the car seems unstable when braking and tends to oversteer, set more braking on the front.

4.1.5 GEARBOX

4.1.5.1 SPACING

Spacing involves adjusting gearbox ratios between the first and sixth (or even the seventh) gear. Good spacing means adjusting the ratios so that there are no "gaps" between two gears – that is, once top speed in a particular gear has been reached, the speed attained when you shift to the higher gear should not be too low. Ideally, the rise in speed should be identical, no matter which gear ratio is engaged.

The gearbox ratios must be adjusted and adapted to the style of each circuit. Adjusting the last gear ratio (6 or 7) sets the car's maximum speed: a long ratio will mean a faster straight line speed – but will also take longer to reach it. A short ratio gives significantly sharper acceleration but a weaker top speed. You should next adjust first gear for the slowest bend, then start spacing the other ratios.

4.1.5.2 DIFFERENTIAL

The differential is part of the transmission, located between the gearbox and the driving wheels, which has an important part to play in road holding on a bend and the driving force required of a car of this kind.

In a bend, the outer wheel of the vehicle covers a greater distance than the inner wheel: as such, the two wheels will have different speeds of rotation. However, this being the case, if the 2 driving wheels are linked to the same rotation axle, the different speeds of rotation cannot exist and both wheels must turn at the same speed: consequently, the vehicle skids and exhibits very poor road holding. A traditional differential avoids this problem by distributing torque on each wheel in such a way that they can have different speeds of rotation.

The main disadvantage of this traditional system appears when the 2 wheels have different conditions of ground adhesion because, when this happens, most of the torque is distributed onto the wheel which has less grip, thereby entailing a significant loss of driving force.

Racing cars are fitted with differentials that have electronic systems which adapt to all kinds of situations by transferring part of the torque from the wheel that is slipping the most towards the wheel that has better grip, if the need arises: this is called the locking factor. In position 1, the differential transfers very little torque from one wheel to another and the transfer speed is fairly low (similar to a traditional differential). Position 5 provides maximum torque transfer and a faster transfer speed: this can lead to a severe loss of road holding on the rear tyres if the wheels lock on a bend.

The difficulty of adjusting this system lies in finding the best compromise between driving force and road holding on a bend. By increasing the locking factor, you gain driving force. By decreasing it, you improve the vehicle's road holding on a bend.

If the car understeers too much when going into a bend:
•decrease the differential's locking factor.
If the car lacks stability in a bend:
•decrease the differential's locking factor.
If the car lacks driving force on exiting a bend or on bumps:
•increase the differential's locking factor.

4.1.6 GEOMETRY

4.1.6.1 CAMBER

This is the angle formed by the wheels of a wheel-axle unit in relation to the vertical. It is positive when the wheels, at ground level, turn in towards the car, and negative when they turn out.

Adjusting the camber places the tyre in the position where it does its job most efficiently: the whole width of a tyre should be used in a bend. An inappropriate camber leads to abnormal tyre heating, and so excessive wear. The correct camber is determined by measuring the temperature on the inside, the middle and the outside of the tyres (see the settings for "Tyres").
While zero camber tends to limit wear on the wheel, it is preferable to give a strictly negative value ("negative camber") to the static camber: this enables the tyres to function better on bends. It follows that tyre temperature should always be higher on the inside than on the outside of the tread.

One should also consider the fact that, in a bend, negative camber generates a lateral force called "camber thrust". When trying to get the most out of this force – which corresponds to a given camber angle – one can give the front and/or rear sets of tyres more grip on bends. It is therefore possible to modify the understeer/oversteer character of a racing car using the camber setting of the wheels.

Bearing in mind that the camber of the wheels varies dynamically, one can use the temperature difference between the inside and the outside of the wheel to quantify the average camber after several laps. However, it is not advisable to go outside the –10 °C / 0 °C temperature difference range.
Giving the wheel a more negative camber value tends to increase the temperature difference, whereas the closer the camber gets to zero the more the temperature difference decreases.

4.1.6.2 WHEEL ALIGNMENT

This refers to the angle formed by the wheels of a wheel-axle unit in relation to the car's longitudinal axis. The term "toe-in" is used if the wheels form a V that is open to the rear and "toe-out" if the wheels form a V that is open towards the front.

Basically, the toe-in or toe-out changes the reaction time of the front or rear sets of tyres when going into a bend because there is a constant drift force on each tyre.

The wider the toe-out on the front wheels, the less incisive the car.

The wider the toe-in on the rear wheels, the more stable the car.

Wheel alignment strongly affects tyre wear by creating constant drift forces.

If the car is slow in entering a bend, reduce the front toe-out and reduce the rear toe-in.

If the car is imprecise on entering a bend, increase the front toe-out and reduce the rear toe-in.

If your tyres wear down too quickly, reduce the alignment on the wheel-axle unit concerned.

4.1.6.3 RIDE HEIGHT

This is measured in relation to the ground at the level of the front and rear axles. The height given is for a stationary vehicle, and this varies when the vehicle is in motion: aerodynamic force, wheel movements and pitch and roll determine the ride height when the car is moving along.
The ride height influences the car's behaviour by lowering its centre of gravity: the car pitches and rolls less.
The ride height also influences the aerodynamic force, increasing it when the ride height is lowered.

Caution: the front ride height should always be lower than, or equal to, the rear ride height, otherwise there will be no aerodynamic force. The minimum ride height is reached when the bodyshell touches the ground.

Always decrease the ride height to increase the aerodynamic force, without increasing the drag force.

Always set the front ride height lower than the rear ride height to benefit from the aerodynamic force.

Lower the ride height to make the car more agile on entering a bend, changing direction or braking.

Increase the ride height or increase the tension of the springs – or even mount bump stops – if the car sometimes scrapes the ground on the circuit. You will see if the car touches the ground by observing sparks under the vehicle.

4.1.6.4 STEERING LOCK ANGLE

Adjust this setting to be able to turn sufficiently in the slowest (i.e. the tightest) bend on the circuit. Take care: the greater the wheel locking, the quicker the tyres wear down.

4.1.7 SUSPENSION

4.1.7.1 SHOCK ABSORBERS

Shock absorbers cushion shocks by dissipating the energy accumulated in the springs, thereby preventing the wheels from juddering for too long: when the shock absorbers come into play depends on the speed of juddering. When the car enters or exits a bend, brakes, accelerates, goes over a rumble strip kerb or a bump of any kind, the shock absorbers take effect by limiting vibrations in time. Shock absorbers play different roles depending on whether the wheel approaches the car body (compression) or moves away from it (expansion).

In compression, the shock absorbers control the car's movement when it goes over a bump.
In expansion, the shock absorbers control the roll speed and thereby contribute to the car's road holding on entering or exiting a bend. Generally speaking, the shock absorbers are adjusted to provide four or five times more effort in expansion than in compression.

If the car bounces on bumps and seems to take off on rumble strip kerbs when accelerating, soften the rear shock absorbers in compression and possibly even on the front ones too.

If the car bounces on bumps and seems to take off on rumble strip kerbs when braking, soften the front shock absorbers in compression and possibly even on the rear ones too.

If the car rocks a lot after a bump or a rumble strip kerb, losing aerodynamic force and making the tyres slip when accelerating or braking, harden the four shock absorbers in compression.

If the car responds slowly on entering or exiting a bend, harden the four shock absorbers in expansion.

If the car tends to understeer on entering or exiting a bend, soften the front shock absorbers in expansion and possibly harden the rear ones in expansion.

If the car tends to oversteer on entering or exiting a bend, soften the rear shock absorbers in expansion, and possibly harden the front ones in expansion.

Try to respect a shock absorber's expansion and compression set-up.

4.1.7.2 SPRING

The spring controls the wheel's vertical movement in relation to the car body, otherwise known as wheel clearance or wheel judder. The harder or stiffer the spring, the greater the effort required for the wheel to judder. Setting the hardness of the spring for each wheel affects the car's behaviour, particularly pitch and roll. The harder the springs, the less the car rolls on a bend, and the less it pitches when accelerating or braking.

On a straight, the softer or more flexible the springs are, the more the suspension absorbs the bumps: the tyres have a better grip on the track. On the other hand, the transfer of vertical load is greater on braking, taking the weight off the rear tyres and causing a loss of braking efficiency.

In a bend too, the more supple the springs, the more the tyres stick to the road, so the better the car's tyre-to-ground adhesion. On the other hand, the more supple the springs, the more difficult it is to enter or exit a bend, because the car becomes slow to respond.

The front and rear anti-roll bars back up the springs when the car rolls. Thus, the hardness of the suspension can be different on a straight – when there is normally no roll – and on a bend, where the car does roll. On a bend, therefore, the suspension is harder because of the anti-roll bars.

If the car bounces around too much on bumps, making you lose acceleration time, soften the stiffness of the front and rear springs (lower the value).

If your tyres wear down more quickly than they should, soften all the springs.

If the rear wheels lock easily when braking, change the brake balance or increase the stiffness of the front springs and decrease the stiffness of the rear springs.

If the car tends to understeer, decrease the stiffness of the front anti-roll bar and/or increase the stiffness of the rear anti-roll bar. If this does not suffice, decrease the stiffness of the front springs and/or increase the stiffness of the rear springs – but in doing so you risk altering the car's behaviour on bumps, when braking and on entering and exiting bends.

If the car tends to oversteer, increase the stiffness of the front anti-roll bar and/or decrease the stiffness of the rear anti-roll bar. If this does not suffice, increase the stiffness of the front springs and/or decrease the stiffness of the rear springs – but in doing so you risk altering the car's behaviour on bumps, when braking and on entering and exiting bends.

If the car responds too slowly on entering a bend, increase the stiffness of the front and rear.

If the car scrapes the ground when accelerating on a straight, increase the stiffness of the rear springs, or mount bump stops, or even increase the rear ride height.

If the car scrapes the ground when braking on a straight, harden the front springs, or increase the front ride height.

4.1.7.3 BUMP STOPS

A bump stop is a very hard rubber object which is mounted on the shock absorbers. It allows you to harden the springs after a certain degree of wheel clearance, when the wheel descends in relation to the car body. You set the wheel clearance value from which the bump stops come into play. The bump stops are most useful if the car still touches the ground after the spring settings have been made. You can, if you wish, choose not to use bump stops. They are a back-up setting, after setting the springs.

If the car scrapes the ground, and you do not wish to change the spring settings, you can lengthen the bump stops. Adjust the value until the car stops scraping. Use telemetry to find out how much each wheel judders, and set it precisely.
Adding bump stops means you can then reduce the ride height. Adjust the value until the car stops scraping the ground, both on straights and in bends. Use telemetry to find out how much each wheel judders so that you can adjust the operation of the bump stops more precisely. Using bump stops in a bend is equivalent to strongly increasing the stiffness of the springs. So if you use front bump stops, your car will tend to understeer, and if you use rear bump stops it will tend to oversteer.

4.1.7.4 ANTI-ROLL BAR

The anti-roll bar – also known as the "stabilising bar" – is an important part of the suspension designed to limit roll. In a bend, the anti-roll bar comes into play and hardens the suspension. The adjustment of the anti-roll bar has a decisive influence on the car's behaviour in a bend. If the car understeers, you should decrease the stiffness of the front anti-roll bar. If the car oversteers, you should decrease the stiffness of the rear anti-roll bar.

What is roll? What is pitch?
A car can take up different positions and angles in relation to the road. Two of these angles are roll and pitch.

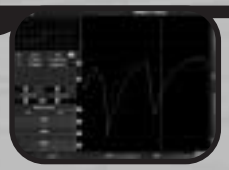
Roll:
This is the angle of the car body in relation to a horizontal/longitudinal axis. The angle is caused by centrifugal force in a bend, and also by a wheel going over an obstacle or travelling on a banking road. Roll has unfortunate repercussions on road holding: the tyres slip more and the transfer of vertical load is greater.

Pitch:
This is the angle of the car body in relation to a horizontal/transverse axis. The angle is caused by inertial force on braking and accelerating, and also by a wheel going over an obstacle or mounting an uphill road. Pitch has the same consequences as roll.

4.2 THE SET-UP GUIDE ("ENGINEER" BUTTON)

You can report back to your mechanical engineer whenever you like – for example, about problems experienced during practice runs – telling him when the problem occurred and what kind of problem it was. Using this information, he will list the settings you have to make to solve your problems in order of priority.

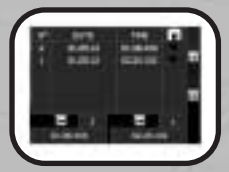
4.3 TELEMETRY



This is a complex tool, but it is essential for any driver who wants to tune his car perfectly to particular racing conditions.
Using telemetry, you can not only optimise your car's settings, but also those relating to your driving.

Functions of the Telemetry page in the menus:

•Diagram of the Circuit
A graphic representation of the circuit: the yellow section shows you which part of the circuit you are currently analysing. For more accuracy, you can move around or zoom in using the 4 sliders.



•Lap Selection Zone
Each lap is represented by: the lap number, the lap date, the time taken and a column where each individual lap can be saved.

Use the arrows to the right to navigate through the different laps, which you can study. The second group of arrows, pointing down and located under the Lap Selection Zone, links any particular lap to a column of statistics.

•Statistics Zone
When you have linked a lap to a column, you can compare up to 4 graphs simultaneously. To do this, simply click on one of the 4 buttons to the right to display the list of graphs.
You can choose from the following graphs:
- Speed
- Engine speed
- Gearbox ratio
- Camber of 4 wheels
- Front and rear ride height
- Percentage of acceleration
- Steering lock angle

In this image, for example, we can analyse the speed during 2 laps. Notice that, at the point selected on the circuit – using the abscissa (see below) – there is a difference of 10 km/h.

• Graph Visualisation Zone
You can click on the left button of your mouse to move the abscissa (a vertical blue line) and obtain precise information at a particular point on the circuit. To help you see where you are on the circuit, a point representing the abscissa appears on the yellow section of the circuit diagram (see above).

To zoom in quickly on a zone, hold down the right button on your mouse, drag it along and then release it. If a crossed square appears when you do this, it means that it is impossible to zoom in.
The figure at the bottom left of the page indicates the distance between the start and the point you are currently analysing.

The button in the bottom right-hand corner of the page is used to zoom out.

5 REPLAYS

A Replay is something like a video recorder with which you can record your race to view it again later. Use the different buttons to see your best actions again in slow motion, at high speed, in reverse, or from different angles (F2, F3 and F4). You can also watch other drivers' actions using the F5 and F6 keys.
To do this, the "Replays" option on the "Configure" "Hardware" page should be on "Yes", and to get longer or shorter recordings you should set the maximum size of your Replay.

Note: to give you an idea, for a 100% race with 22 cars you would need around 200MB.
If you only wish to save part of a sequence, use buttons 2 and 5.
Replays are saved as files which you can pass on to other RS3 players for them to view on their computers. Here is the path to find the Replay files: RS3\Save\GM_2000\ReplayAr\

THE FUNCTIONS

BUTTON N°	FUNCTION
1	Rapid positioning (2)
2	Marker for the start of the sequence to be saved
3	Play-back head
4	Rapid positioning (5)
5	Marker for the end of the sequence to be saved
6	Return to menu
7	Save
8	Go to the end of the Reply
9	Rapid return, pause, slow motion playback, playback, fast forward
10	Go to the start of the Replay
11	Wheel (forward, back, slow motion)

6.1 CHOOSING YOUR DRIVER

On the "PLAYER 1" tab at the top left of the screen, you can choose:
- Your pseudonym
- Whether you wish to take part as a "driver" or as a "spectator"
- Your car

On the "Options/Player" page, you can choose your driver's other parameters: level, gearbox, speedometer, etc.

6.2 CHOOSING YOUR PROTOCOL

6.2.1 LOCAL NETWORK (LAN)
Choose the protocol to use: TCP/IP or IPX

6.2.2 SERIAL LINK
Choose the port (COM1, COM2, COM3 or COM4)
Choose the transmission speed: 9,600bps to 115,200bps

6.2.3 SPLIT
For two players to play on the same computer and the same screen.

You can choose between 2 screen-sharing modes: Horizontal or Vertical.
Configure the 2nd driver from the "PLAYER 2" tab to the top right of the screen.
On the "Options/Player" page, you can select Player 2's other parameters.

6.3 JOINING A SESSION

The sessions are detected automatically (with the chosen protocol) and displayed in the table. The dimmed sessions are not accessible (possible reasons: race already begun, race closed by the Master player, a different version of the game). To join a session, you should select it in the table and click "OK".

6.4 CREATING A SESSION

When you create a session, you are the Master player. You should then configure your session, starting by giving it a name, then filling in the following fields: game mode, circuit, weather forecast, distance to cover, type of damage, minimum authorised level (the level of each player is automatically changed if it is lower than the minimum level), automatic gearbox (indicates whether automatic gearboxes are authorised in this session), collisions (indicates if collisions between cars are activated or not), number of players (the maximum number of human drivers), number of competitors (number of AI-controlled drivers), number of spectators (the maximum number of spectators in the session).

6.5 MULTIPLAYER OPTIONS

6.5.1 PLAYER'S OPTIONS
These options are specific to each player and should be set before selecting or creating a session.

6.5.2 MASTER'S OPTIONS
Only the Master can set these options before creating a session. They can be consulted by the other players once they are connected to the session.

When everything is ready, press "OK" to start the session. The other players can join the session when the race is fully loaded.

6.6 SINGLE RACE

6.6.1 LIST OF CONNECTED PLAYERS
This list is displayed for each player and includes all the players in the session and information about them:

- Ranking or position on the starting grid (in Complete Race mode)
- Pseudonym
- Team

•Ping: indicates the state of the network between this player's computer and that of the Master player. A low figure indicates a good connection. The Master player always has a zero ping.

•State:

- The player is connecting
- The player is not ready
- The player is ready
- The player is on the track
- Impossible to contact the player's computer

6.6.2 CHAT

The ■ button, which is next to the clock to the bottom left, displays a window in which you can chat with the other connected players. You can send a private message to a particular player by clicking on his name in the list of players, then typing your text.

Eject button (reserved for the Master player): to eject the selected player from the session.

"Return" and "Home Page" buttons: to quit the current session.

To start the race, all players must declare themselves "Ready" by pressing the "GO" button. The race then begins automatically.

Note: when the Master player declares himself "Ready", the session is closed and no additional players can join the game.

6.7 DURING THE RACE

During the race, the list of all players is displayed in the centre right of the screen. It shows you their present state, ranking, pseudonym and ping (in the "Skin" paragraph below, this is N° 7).

Use the "Enter" key to send Chat messages to other players.

To leave the race, choose "Return to Menus". Before final disconnection, you will be asked to confirm your choice.

The "Start Again" option is only available on the Master player's computer.

End of race: when all the drivers have completed the race, the game goes back automatically to the menus. The players may then start another race by declaring themselves "Ready" (the "GO" button).

6.8 FULL RACE

In this mode, the players can drive a qualifying session before the race to determine their position on the starting grid.
The qualifying session only starts when the Master player presses "GO".

It remains possible to connect to the game throughout the Qualifications. The game is closed when the Master player decides to move on to the race (or when the time assigned to the Qualifications is up).
When the Qualifications are over, all the players must declare themselves "Ready" (using the "GO" button) for the race to begin.

7.1 THE KEYS

The default key settings (below) are valid for an AZERTY (French) keyboard. When different, the QWERTY key settings are given in brackets. For improved driving comfort, you can customise certain settings by allocating buttons on your steering wheel or Pad to them. To do this, go to the "Configuration" pages then click on the "Controls " button.

7.1.1 CONTROLLING THE CAR

KEYBOARD KEYS (QWERTY)	FUNCTION
" : "	Left
" : "	Right
" Q " (A)	Accelerate
" W " (z)	Brake
Space bar	Gear change up
Space bar	Gear change down
" , " (M)	Clutch
" ! "	Speed limiter in the pits
"A " (Q)	Burn out

If you have a steering wheel or a Pad, it will be recognised automatically.
It is preferable to calibrate your controllers before starting the game.

7.1.2 CONTROLLING THE CAR (PLAYER 2 IN SPLIT MODE)

KEYBOARD KEYS	FUNCTION
" 2 " on the numeric keypad	Left
" 3 " on the numeric keypad	Right
" 4 " on the numeric keypad	Accelerate
" 1 " on the numeric keypad	Brake
" . " on the numeric keypad	Gear change up
" 0 " on the numeric keypad	Gear change down
"previous page"	Clutch
" / " on the numeric keypad	Speed limiter in the pits
" 7 " on the numeric keypad	Burn out

7.1.3 THE VIEWS (CAMERAS)

KEYBOARD KEYS (QWERTY)	FUNCTION
F2	Playable cameras
F3	Non-playable cameras
F4	Film Director mode
F5	Follow car n+1
F6	Follow car n-1
" s "	Look behind
" z " (W)	Look left
" x "	Look right

7.1.4 THE VIEWS (PLAYER 2 IN SPLIT MODE)

KEYBOARD KEYS	FUNCTION
" 2 "	Playable cameras
" 3 "	Non-playable cameras
" 4 "	Film Director mode
" 5 "	Follow car n+1
" 6 "	Follow car n-1
"next page"	Look Behind
" 9 "on the numeric keypad	Look left
" 8 " on the numeric keypad	Look right

7.1.5 THE SKINS

N°	KEYBOARD KEYS	DISPLAY SKIN (YES OR NO)
1	" Shift (_) " + " 1 "	State of car indicator
2	" Shift (_) " + " 2 "	Sign indicating distances between competitors
3	" Shift (_) " + " 3 "	Indication of position and number of laps, petrol gauge and pit
4	" Shift (_) " + " 4 "	Lap record and the player's best lap
5	" Shift (_) " + " 5 "	Time of current lap
6	" Shift (_) " + " 6 "	Gearbox ratio engaged Current speed Engine speed
7	"Shift (_)" + " 7 "	Player ranking in multiplayer mode
8	" F7 "	Race information: ranking, distance between cars, penalties, etc.
9	" F9 "	Ideal trajectory

7.1.6 PAUSE MENU

KEYBOARD KEYS	FUNCTION
Escape	Activates Pause Menu
Up	Pause Menu Up
Down	Pause Menu Down
Return	Validates Pause Menu

7.1.7 PAUSE MENU (PLAYER 2 IN SPLIT MODE)

KEYBOARD KEYS	FUNCTION
" * " on the numeric keypad	Activates Pause Menu
" 8 " on the numeric keypad	Pause Menu Up
" 2 " on the numeric keypad	Pause Menu Down
" Return " on the numeric keypad	Validates Pause Menu

7.1.8 STRATEGY CONSOLE

KEYBOARD KEYS	FUNCTION
F1	Pit Strategy Menu
Insert	Pit Strategy Menu – Increase Fuel Quantity
Delete	Pit Strategy Menu – Decrease Fuel Quantity
Home	Pit Strategy Menu – Choice of Tyre Type Up
End	Pit Strategy Menu – Choice of Tyre Type Down

7.1.9 STRATEGY CONSOLE (PLAYER 2 IN SPLIT MODE)

KEYBOARD KEYS	FUNCTION
9	Pit Strategy Menu
i	Pit Strategy Menu – Increase Fuel Quantity
k	Pit Strategy Menu – Decrease Fuel Quantity
o	Pit Strategy Menu – Choice of Tyre Type Up
l	Pit Strategy Menu – Choice of Tyre Type Down

7.1.10 OTHER KEYS

KEYBOARD KEYS	FUNCTION
P	Pause
F12	Screen shot

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UBI SOFT UK TECHNICAL SUPPORT PC

Please be as specific as you can be about the problem that you are experiencing and have the below details available:

- The product you are experiencing a problem with.
- The name of the manufacturer of your computer system
- The brand and speed of the processor
- How much RAM you have
- The version number of windows you are using (if you aren't sure, right-click on the my computer icon on your desktop and select 'properties')
- The manufacturer name and model number of your video card, modem, and sound card.

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Hours: Monday To Friday 8.00am – 11.00pm GMT

Ubi Soft Hintline: 0906 906 0200

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