

## Forza Motorsport 3 Guide

Think you're a master of racing games because you've burned out on your need for speed? Now that you've done racing ridges, it's time to step up to a *real* racing challenge. Powersliding and smashing into walls may look good for the camera, but when it comes to legit road racing it's a recipe for looking stupid. And slow.

Success in Forza Motorsport 3 requires an intimate knowledge of driving physics and racing theory. A healthy dose of knowledge on tuning and upgrading your car helps, too, so we've compiled all of our racing wisdom for your examination. Study the tips inside. Put them to practice. We promise, your lap times will drop like Colin Moriarty's oversized, beltless jeans.

### In this Forza Motorsport 3 strategy guide, you'll find:

- DRIVING 101 // An in-depth breakdown of the finer details of proper racing technique.
- TUNING & UPGRADES // A layman's explanation of the various tuning options with tips for perfecting your car's performance.
- CAREER MODE // Strategies and tips for completing the game's daunting career mode.
- CAR LIST // A complete list of the game's myriad cars, sortable for easy viewing.
- Q & A // Your chance to ask us questions (and hopefully get an informed answer).

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## Forza Motorsport 3 Driving 101

Braking & Acceleration	Cornering Technique	Weight Transfer	Drivetrain Types	General Tips
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Real racing is a very complicated affair, but it boils down to three basic essentials: braking, accelerating, and cornering. Consider this a lesson in Driving 101.

## Braking

If you think braking is as simple as mashing the brake button (or brake pedal), it's time to snap to reality. Braking is as important, if not more so, than accelerating when it comes to realistic, technical racing. Poor braking can dramatically affect your lap times. Proper braking technique, conversely, will set you up to swing through corners drama-free and ready to peg the accelerator at the soonest moment possible.

As a general rule, combining braking inputs with steering inputs will result in oversteer, often to catastrophic effect. In simpler terms, *don't brake while turning*. Braking is much more effective when done in a straight line, scrubbing off speed much faster than braking while turning. If you try braking during a hard corner, you'll effectively divide the potential grip of your tires between turning and braking. This division of grip results in both poor turning and poor braking. If you're braking during a turn, you've waited far too long before using the brakes.

Since you undoubtedly need to drive through turns slower than the straights that precede turns, treat braking as a necessary *preparation* for turning. As you approach a turn—well before entering the actual corner—apply the brakes while making as few steering wheel corrections as necessary. If you time your braking properly, you'll have slowed down enough that you can ease through the corner without further need of the brakes.





ACCELERATION

**MAINTAIN SPEED** 

### Acceleration

Much like braking, acceleration doesn't often mix well with cornering. The effect of acceleration on cornering is highly dependent on your vehicle's drivetrain (see our **Drivetrain Types** section for more details), but the general rule is the same. By accelerating during a turn, you effectively divide the potential grip of your tires between two functions, acceleration and turning. In some cars, this results in understeer, during which the turning potential of the car is compromised, and instead of turning as sharply as possible the car will push toward the outside of the turn. In other vehicles, oversteer is induced, during which the tail end of the car swings out, making the vehicle more difficult to control in the turn and crippling acceleration potential.



That said, there are very few times when you can use the accelerator without touching the steering. The

lesson here is *not* that you should never steer and accelerate at the same time, but rather that you need to understand the effects of combining the two actions. The real lesson here is to practice *moderation*. If you're deep into a turn with the steering cranked to the extreme, pegging the accelerator is only going to ruin your turn. It may not be obvious in theory, but think of the opposite action: If you're running pedal-to-the-metal down a long straight, cranking the steering wheel left or right is going to severely wreck your acceleration (and probably more).

How you moderate your acceleration should be directly related to how hard you're steering. Through a slight right bend, you can ease the steering a little right without stepping off the accelerator. If, however, you've just slowed down for a sharp hairpin, you'll want to only feather the accelerator as you crank the steering to maintain the modest speed you've set up for the corner.

After you've navigated a turn and pointed the car straight, center the steering and nail the gas to get out of the corner. In a perfect racing line, it's okay if your acceleration out of the turn results in minor understeer that pulls the car away from the apex and to the outside of the corner. Use the full width of the course to keep the straightest line possible when accelerating out of a bend.



Now that you've got a basic understanding of the effects of braking and acceleration on your ability to turn the car, it's time to understand a key principle to cornering: *Slow in, fast out.* 



The gist of the principle applies to every corner you take. Exiting the corner at the highest possible speed is the ultimate goal of every turn. If you're fast out of a corner, you'll carry that speed into the following straight. But in order to exit a corner at the highest possible speed, it's necessary to enter the corner slowly.



As we explained earlier, before entering a corner, you want to apply the brakes as you approach your turn. From inside the corner, feather the throttle lightly, just enough to maintain a constant, low speed. Turn into the corner and aim the car for the corner's apex (more on this later). Once you've made it through the meat of the turn, center the steering and nail the accelerator to get out of the corner as fast as possible.

When approaching a corner, you typically want to brake along the *outside* edge of the turn. Doing so will allow you to cut a gradual turn toward the apex. If you come into a corner from the inside of the track, you'll effectively reduce the radius of the turn, resulting in a loss of speed through the corner (and out of it). A more gradual turn radius, started from the outside of the track, will allow you to maintain a higher speed while adhering to your racing line.

The apex of the turn is the point in your racing line that comes closest to the inside of the turn. Typically this is where you transition from turning to straightening the car for acceleration out of the corner. Visualizing the proper apex will give you an idea of what your racing line should look like through a particular corner.



After hitting the apex on the inside of the turn, let your acceleration pull the car back toward the outside of the turn. Use the full width of the course to cut as straight a path as possible as you exit the corner. Staying straight as possible will let you accelerate more effectively, adhering to the original mantra: *Slow in, fast out.* 

Braking & Acceleration	Cornering Technique	Weight Transfer	Drivetrai
Acceleration	recinique		

### Weight Transfer

Now that you've got a basic understanding of proper driving technique, it's time to look a bit more in-depth into the physical mechanics at play in high-speed racing. Weight distribution and weight transfer concern the effects of weight balance on the handling dynamics of your vehicle. These dynamics are always changing as you race, as everything you do affects the distribution of weight in your vehicle.

When the vehicle is at a complete stop, its weight balance is at its most neutral. A perfectly balanced car will have a 50/50 weight balance, with half of the car's weight pushing down on the front wheels and the other half of the weight holding down the rear wheels. While only a few cars actually achieve a perfect weight balance, this general idea applies.

Naturally, the weight balance of a non-moving car is instantly changed the moment the vehicle kicks into motion. Upon acceleration, the weight balance is shifted *backward*. As the car lunges forward, the front end of the vehicle lifts while the tail end of the vehicle dips down. This shift in the weight balance dramatically affects the grip of the tires. Under hard acceleration, the front tires lose grip while the rear tires gain traction from the added weight. As acceleration slows, weight balance gradually returns to a more neutral state.

The opposite effect can be seen under hard braking. As a car brakes hard, the nose of the car dips down while







the tail tends to lift. In this situation, the weight balance of the car is shifted forward. The front tires of the car gain traction from the additional weight while the rear of the car loses some grip potential as the pressure of the weight shifts away from those wheels. This shift in weight balance is why a car's front wheels handle most of the braking.



As weight balance transfers fore and aft of the car, dynamics such as cornering ability and grip for acceleration are affected. The effects of weight transfer vary depending on the drivetrain type of the vehicle. For more details on the specifics, keep reading.

Acceleration

**Braking &** 

Vehicle Drivetrain Types

The main components of a vehicle's drivetrain that relate to weight distribution and transfer are the position of the engine and the wheels that are powered by it. Many low-end economy cars are front-engine, front-wheel-drive, while sportier rides tend to favor the front-engine, rear-wheel drive setup. There are also mid-engine arrangements and all-wheel-drive vehicles. Each variation affects the handling and acceleration dynamics of vehicles.

Cornering

**Technique** 

## ENGINE PLACEMENT

The placement of a vehicle's engine directly affects the weight balance of a car. A front-engine vehicle will tend to have a frontal weight bias. While this may help give the front wheels traction during cornering, it may also result in too little weight holding down the rear end of the car. Under extreme speed, this lack of traction in the rear quarters of the car may result in oversteer, as the tail end

breaks loose and kicks out ahead of the front wheels. Still, you'll find the vast majority of vehicles have their engines located at the front of the car, from econoboxes like the Chevrolet Cobalt to performance powerhouses like the Corvette Z06.

Weight Transfer

Conversely, you'll find very few vehicles with a rear-engine arrangement. Pretty much only Porsche is crazy enough to put their engines at the far rear end of their 911 (some Volkswagens do it, too). The added weight to the rear may help keep the rear tires planted during acceleration, but may also contribute to oversteer if the weight is pushed too far in a corner. As well, having the weight of the engine at the back of the car tends to eliminate understeer. More commonly though, you'll find vehicles with a *mid*-engine arrangement. Though the engine is still located aft of the driver, it's positioned more toward the center of the vehicle, in front of the rear axle. This mid-engine arrangement gives a vehicle the benefit of improved weight balance. Vehicles like the Lotus Elise and Ferrari F430 have this mid-engine arrangement.

## FRONT-WHEEL-DRIVE

A front-wheel-drive (FWD) car has engine power delivered to the front wheels. The benefit of this setup is

easy, simple control that's difficult to lose. Front-wheeldrive vehicles are great cars to start with because they're typically not as rowdy as other drivetrain setups. A mistake in a FWD vehicle will generally result in manageable understeer, rather than out-of-control oversteer. The downside is that the FWD setup is inherently detrimental to acceleration.

As we discussed earlier, as a vehicle accelerates its weight balance transfers to the rear wheels. As the weight shifts *away* from the front wheels, those front wheels lose

traction. Since the acceleration of a front-wheel-drive car is dependent on the traction of the front wheels, this weight transfer limits acceleration. Also, high-powered FWD vehicles tend to suffer from torque steer. As the front tires share the responsibilities of both acceleration *and* steering, there's a real chance that quick acceleration off the line can tug the steering left or right. As such, you'll find that few performance-minded cars have FWD drivetrains.













## REAR-WHEEL-DRIVE



The vast majority of performance vehicles are rear-

wheel-drive (RWD). The inherent strength of RWD is clear when you understand weight transfer. As we explained, under acceleration the weight balance of a car shifts backward, pushing down on the rear wheels. This added weight means added traction, a must for quick acceleration both off the line and out of corners.

The downside to rear-wheel-drive is that it tends to be more difficult to control than other drivetrains. Hop into a powerful RWD vehicle like the Corvette Z06 and you'll quickly become familiar with the monster known as



oversteer. During cornering, application of the throttle will tend to break traction to the rear wheels and send the rear end of the vehicle scooting out ahead of the front wheels. In road racing, this is never a good thing. Not only does the loss of traction to the rear wheels result in reduced speed, but it's also potentially dangerous. Unchecked oversteer can quickly send your car into a spin and off the track.

Despite the learning curve for RWD vehicles, this drivetrain setup is generally regarded as the best for road racing application. Skilled drivers can work with the driving characteristics of rear-drive vehicles for an optimal balance of control and speed.



### ALL-WHEEL-DRIVE

In all-wheel-drive (AWD) vehicles, engine power is delivered to *all* wheels of the car, though usually not all at beyong a sort of inherent if not simple.

once. AWD vehicles have a sort of inherent, if not simple, traction control system. Most typical, low-end AWD vehicles will favor power delivery to the front wheels. However, if the car senses that the powered wheels lose traction, the car's computer automatically transfers the power away from the low-traction tires to other tires that *do have* plenty of traction.

The benefit of AWD is especially apparent during hard acceleration off the line. As the car's computer shifts power to the wheels with the most grip, AWD vehicles really hook



up with the asphalt and go. All-wheel-drive strengths are even more pronounced in compromised driving conditions, like driving on a wet track or driving in dirt. The benefits are also helpful in corners where power-on oversteer is minimized by the car's computer wizardry.

Because of the smart characteristics of an AWD drivetrain, all-wheel-drive vehicles have many of the performance benefits of a RWD setup while maintaining the easy controlability of FWD setups. However, there are some compromises. Like FWD vehicles, AWD cars tend to suffer understeer more than their RWD rivals. As well, all-wheel-drive drivetrains add weight and mechanical complexity to cars, neither of which are desirable in real-life road racing. Still, AWD vehicles present a solid balance between rear- and front-wheel-drive vehicles and should definitely be considered by neophyte racers.

Braking & Cornering Acceleration Technique	Weight Transfer	Drivetrain Types	General Tips
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#### Another Motto: Outside, Inside, Outside

By now you're familiar with the motto *slow in, fast out*. That helps you decide when and where to brake and accelerate through a turn, but it doesn't cover the line you should take through the turn. While each bend is unique, this generally applies: *outside, inside, outside*. Start the turn from the outside edge of the track, move in toward the inside edge to hit the apex, and then let the car move back toward the outside edge as you exit the corner and accelerate away.



#### Aim for the Rumble Strips

Note the red and white rumble strips that often line the edges of a race track. These strips generally run along the edge of the course that racers are most likely to be hugging. While that may seem inconsequential, you can use the locations of the rumble strips as makeshift waypoints forming a preferred racing line. If you're hugging the inside of a turn *without* a rumble strip, chances are you've missed the corner's proper apex. Try to stick to the outside edges of the course when the rumble strips are present and turn in so that your apexes coincide with the inside rumble strips.

#### Gas and Brake in Moderation

By far the most important thing for new players to learn is *moderation*. Your gas and brake pedals are analog, not digital—use them as such. If you mash the brake pedal all the way, you can lock your tires and lose control. As well, simply mashing the gas pedal all the time is counter-productive. Though you should always practice moderation in your gas and brake application, it is especially important to do so while cornering. Heavy gassing or braking in mid-corner is never a good thing.

#### Sliding Is Bad

Racing is a constant battle for traction. If your tires are sliding, you've lost the battle. Sliding is never a good thing in road racing (it can be helpful on dirt, but that doesn't apply in Forza). Listen to your tires to gauge the limits of their grip. If you start to hear the tires break loose, ease off the accelerator or brakes to maintain control and speed.

## Forza Motorsport 3 Tuning & Upgrades

Tires &Alignment &Springs, DampingGearingAnti-Roll BarsAero & Braking	J, Differential	Upgrades
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The benefits of tuning a stock vehicle for the race track can be huge. Best of all, adjustments to your car's tuning do not affect your car's class rating. Since these changes don't affect your class rating, you can use tuning to improve the performance of your vehicle beyond the limits of your competition.

#### Tires

Adjusting your tire pressure is a good, simple way to improve the cornering performance of your vehicle. Stock tire pressure is generally tuned for comfort rather than raw conering ability. When you take a new vehicle to the track, you should always make some adjustments to the tire pressure, usually increasing the pressure to all four tires to improve responsiveness and reduce tire roll in the corners.

However, take note that too much inflation can give you the opposite effect. An over-inflated tire will bow out in the center, reducing the contact surface. This effect is maximized as the tires heat up and the air inside expands, increasing the psi level. If you've reached the effectiveness limit of inflation, try reducing tire pressure to similarly affect the grip levels of your tires. If your FWD car is understeering, especially as the race wears on and the tires heat up, lower the front tire pressure to keep the contact surface flat.

Lowering tire pressure gives the tire more pliability, allowing it to conform to the ground and increase the overall contact patch with the asphalt. Accordingly, lowering tire pressure can help straight acceleration. But low pressure comes with negative side effects that become evident during cornering, as the more pliable tire rolls under lateral acceleration and gives you sloppy handling.

One thing to remember is that a little adjustment goes a long way. Differences of just a few psi between wheels can have a big effect, so don't get extreme with the adjustments.

### Gearing

Gearing ratios determine how many turns of the driveshaft result in a single turn of the wheels (the car's wheels, not your steering wheel). A higher ratio (e.g. 3:1) makes it easier for the engine to rev high and reach max horsepower output quickly, but minimizes the top end speed of the gear. The effect of high gear ratios is quick acceleration with a sacrifice to top speed. A low gear ratio (e.g. 0.8:1) is harder for the engine to turn but improves top-end speed in that gear. The effect of a low ratio is slow acceleration with high top speed.

Lower gears should have higher ratios, while higher gears should gradually move to lower ratios. Sudden drops in the ratios between gears (e.g. having a first gear ratio of 3:1 and a second gear ratio of 1:1) will make it difficult to keep your engine revving within its



Default, conservative gear ratios. Note the smooth curve of the line connecting the ratio graph bars.

peak power band. Most engines make the most power in the upper limits of their rev range (like between 4,000 RPM and 6,500 RPM). If the jump between two gear ratios is too large, your engine will drop too many revs on the upshift, dropping below the optimal powerband. This drop in revs will make for slow acceleration until you can muscle the revs back to their peak power.

Imagine a curved line on the gearing graph that connects the right edges of the ratios for each gear. A gradual curve will make it easier to keep your engine revving within its optimal RPM range. However, a curve too dull will restrict the range of your gear ratios. A sharper turn will naturally give you more range between gear ratios, but as we mentioned earlier it may also cause the engine RPMs to drop too much between upshifts. Experiment with your car to find its peak power band and adjust the gears to keep your revs within that RPM range while giving you the acceleration or top speed you need for a given track.





This gearing is set for quick acceleration but low top-end speed. The tightly spaced gear ratios will keep the engine revving at its peak, but limits the range of each gear.

The low ratio of sixth gear makes for high top-end speed, but the large jumps between gear ratios may drop too many revs between upshifts, slowing acceleration.

Many tracks will not allow you to reach the maximum speed of your vehicle. In these cases, it's a good idea to increase your gear ratios to improve your acceleration. Other tracks, however, are all about top speed. On these tracks, it's worth sacrificing some acceleration by lowering your gear ratios to make for better top-end speed.



## Alignment

There are three categories of alignment you can adjust: *camber, toe* and *front caster*. Each setting should be adjusted only slightly between testings to avoid dramatic changes to handling. As well, these settings can negatively affect tire wear, so consider running different setups on longer races where tire wear is a factor.

#### CAMBER

*Camber* deals with the tilt of the wheels when viewed from the face of the car. Wheels with the tops tilted inward have negative camber, while wheels with the tops tilted outward have positive camber. There's generally no racing application for positive camber, though some degree of negative camber can help cornering. As the car hits hard into a corner, centrifugal force will naturally roll the weight of the vehicle outwards. Negative camber helps keep the tire flat on



the asphalt during this weight transfer. However, too much negative camber will prevent the tires from sitting flat during straight acceleration and braking, reducing grip in those situations.

## ТОЕ

*Toe* is the tilted angle of the wheels when viewed from above the car. Positive toe moves the fronts of the wheels inward together, while negative toe has the fronts of the wheels pointed outward, away from each other. The effects of toe are limited, other than affecting tire wear, though a little positive toe can give the characteristic of understeer, while a little negative toe can give the characteristic of oversteer.

#### CASTER

*Caster* is the angle of the steering relative to the wheels. Imagine the front forks on a bicycle wheel. Typically, the front forks point forwards from the handle bars (the steering). This angle of the steering, in both bicycles and cars, is known as positive caster.

Positive caster will naturally center the direction of the wheels, lending some stability to straight-line driving. As well, some degree of positive caster can help in cornering. During hard cornering, the suspension of the front wheels compresses and the wheels naturally take on a negative camber which, as we described earlier, helps grip in the corners. This effect is enhanced by positive caster.

However, too much positive caster will make the car fight cornering. Because of the natural tendency of



wheels with positive caster to center themselves, too much positive caster will make a fight of turning the wheels into corners.

## Anti-Roll Bars

Anti-roll bars increase the vehicle's rigidity and stability under hard cornering by effectively tying together the left and right sides of the vehicle. Hard corners will cause the body of a car to roll away from the turn. You can adjust the stiffness of anti-roll bars to counter the body roll and tweak the cornering characteristics of your vehicle.

Generally, increasing front anti-roll bar stiffness will also increase the tendency to understeer. Conversely, increasing the stiffness of the rear anti-roll bars will increase the tendency to oversteer. It's a good idea to tweak the stiffness to an even level that suits the vehicle before adjusting for understeer or oversteer. When it comes time for the fine-tuning, it's often better to soften the anti-roll bars to correct understeer and oversteer rather than stiffen. If the anti-roll bars are too stiff, you'll get some instability on rough roads and hairiness in tight corners where the inside tires may lift off the ground.



Springs

Most vehicles come from the factory with fairly soft springs made to deal with rough public roads. On the track, however, the range of lumpy road surfaces is much narrower. The generally smoother track surfaces make suspension stiffening a very helpful adjustment in the corners. However, like all things in tuning, too much of anything will negatively impact your lap times.

Stiffer suspension will better control suspension travel and the always-changing nature of your wheel camber. By holding wheel camber more constant, you can effectively keep the tires flat against the pavement for improved grip. Too much suspension travel will cause the camber angle to change—since suspension does not travel straight upward, but rather in an arc—which will result in vastly different levels of grip depending on the weight balance of the vehicle at any given moment.

Though as we mentioned, too much suspension stiffness can be a bad thing. Too-stiff suspension will not have the travel necessary to properly deal with imperfections in the road surface. Slight bumps in the road will then cause the tires to skip and lose traction.

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As suspension load increases, the wheel travels into the vehicle in an upward arc. Too much travel (from too soft suspension) results in vastly different wheel camber depending on suspension load.

As such, stiffening the front suspension too much can cause understeer, while stiffening the rear suspension too much

can cause oversteer. Conversely, you can reduce understeer and oversteer by softening the front and rear suspension, respectively.

### RIDE HEIGHT

*Ride height* is another adjustment you can make to the suspension. Generally, you want as low a ride height as possible without bottoming out the suspension on rough roads and under heavy weight transfer. However, balancing the front and rear ride height can let you play with your vehicle's center of gravity. A higher ride height in the rear will shift the car's center of gravity forward, which may help front tire grip.

## Damping

While spring stiffness determines how much travel is in the suspension, dampers, also known as shocks, control the rate at which a vehicle's springs oscillate. Picture hitting a large bump at high speed in a standard road-going vehicle. After the bump, the car's suspension will continue to oscillate, bouncing up and down as the springs settle back down to their normal state. While this oscillation is good for driver comfort on public roads, it's not so desirable on the race track. The fluctuating weight balance during such oscillation can make tire grip unsteady, fluctuating with the suspension travel.

Stiffer shocks will control the oscillation of the suspension for a steadier weight balance. As well, stiffer springs will increase the speed of weight transfer, letting you more quickly and predictably redistribute the weight of the car with acceleration and braking. However, too-stiff shocks can overpower the springs, reducing their effectiveness at dealing with imperfections in the road and contributing to a loss of traction on uneven road surfaces, including bumps, dips and rumble strips.

### Aero

Aerodynamic downforce acts as added weight, pushing down on either end of the vehicle to enhance the traction of the tires. Note that the effect of downforce increases with speed, and at low speeds downforce has little if any effect. Add downforce to the front of the car and you'll effectively give the front tires some added traction at speed. Add downforce to the rear of the car and you'll boost the grip of the rear tires at speed.

However, the benefits of downforce come at a cost. As we said, downforce effectively adds weight to the vehicle, which limits top-end speed and acceleration. Increase downforce sparingly to correct for understeer and oversteer tendencies, especially in powerful rear-wheel-driven vehicles that tend to break loose over sweeping high-speed turns.

## Braking

Generally, you want braking to be even between the front and rear wheels. However, as you make changes via upgrades and other tuning, you may offset the balance of braking. If you find that the vehicle tends to understeer or oversteer under braking, you may have a braking imbalance.

You can correct for some amount of braking oversteer by moving the braking balance forward. Conversely, you can correct some understeer by moving the braking balance rearward. Too much braking balance to the rear, however, will upset stability under braking, while too much forward braking will contribute to understeer. Look for a neutral balance in the braking so that you feel neither understeer nor unsteady oversteer under hard braking conditions.



A differential splits power between the left and right halves of a car's driven axle(s) and allows either half of the axle to rotate at a different speed than the other. Letting both axle halves rotate independently—thus rotating the two wheels at different speeds—is necessary for maintaining traction in a turn. In corners, the wheel on the inside will naturally rotate less than the wheel on the outside as the inside wheel travels a shorter distance. Without the allowed slip of a differential, the wheels would be locked into the same rotational speed and either the inside or the outside wheel would skip and lose traction.



Notice that the line on the inside of the turn—where the inside wheel travels—is much shorter than the line on the outside of the turn, where the outside wheel travels. Because of this difference in distance, a differential is required to allow the wheels to spin at different speeds to maintain optimal traction.

Performance vehicles have a special type of differential, called limited-slip. A limited-slip differential (LSD) does what it says—it limits the slip allowed by the differential. Remember, the slip of the differential is what allows the wheels to rotate at different speeds. However, there is a limit to this benefit, and an LSD helps by locking the rotation of both wheels at a certain level of slip. Slip is good for cornering, but not for acceleration and braking.

When traveling in a straight line, as in under hard acceleration or braking, you want both wheels rotating at the same speed. A limited-slip differential makes this happen. Increasing the acceleration and deceleration rates of the differential will make the LSD lock the wheels together sooner. Decreasing the rates will allow for more differential slip before the LSD kicks in.

Increasing the acceleration rate of the differential in a rear-wheel-drive vehicle will tend to make more oversteer as you exit a corner, hard on the accelerator. Increasing the acceleration rate of the differential in a front-wheel-drive vehicle will, conversely, contribute to added understeer as you accelerate out of a corner, as the wheels lock together and begin to lose traction under acceleration. Too low a setting in either drivetrain configuration will result in decreased acceleration and braking efficiency. Keep the LSD settings relatively high without adding to your vehicle's natural tendency to oversteer or understeer. If you find the car tends to lose traction to the powered wheels as you accelerate out of a corner, consider lowering the setting of the LSD.

Tires & Gearing	Alignment & Anti-Roll Bars	Springs, Damping, Aero & Braking	Differential	Upgrades
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## **Picking Upgrades**

When purchasing upgrades, it's pretty obvious which parts are better. The more the cost, the higher the gains and the further to the right on the list they are, the better the parts—that's a no brainer. But what makes part choosing difficult is trying to stay within car class restrictions. As you purchase upgrades for your vehicle, you affect the class rating of the car. Higher class vehicles will naturally be better performers than others, but many races restrict how high your class can be. If a particular race limits you to racing C-Class vehicles only, you'll want to put together the beefiest C-Class car you can muster without taking the upgrades too far and bringing the car to a B-Class.

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		Ad + braking	

Generally speaking, the upgrades that most affect your vehicle class are power upgrades, weight reduction and changing tires to a stickier compound. Upgrades to other areas of your vehicle will generally result in very minor changes to your class rating (sometimes none at all), though that doesn't make their effects less valuable. For example, upgrading your brakes hardly affects your class rating, but having a better set of stoppers can dramatically improve your lap times.

Carefully choose upgrades that will only minorly affect your class rating. If you find that you've broken the limit of your class, you can remove some upgrades *or* make some upgrades that *negatively* impact your class rating. Making changes to a number of Body and Aero parts will actually drop your class rating slightly. And while these changes may hurt your top-end speed, it won't matter on most courses—in fact, you may gain a decent handling boost in the upgrade.

## Parts Guide

Кеу	-	+	++	+++	++++	Effect
	-001 ~ -005	+001 ~ +015	+016 ~ +040	+041 ~ +090	+091 ~ +200	
Engine and Power						
Air Filter	-	+	++	+++	++++	+5 hp ~ 14 hp
Intake Man. / Throttle B.	-	+	++	+++	++++	+12 hp ~ +19 hp
Fuel System	-	+	++	+++	++++	+6 hp ~ +21 hp
Ignition	-	+	++	+++	++++	+5 hp ~ +17 hp
Exhaust	-	+	++	+++	++++	+7 hp ~ +23 hp
Camshaft	-	+	++	+++	++++	+13 hp ~ +50 hp
Valves	-	+	++	+++	++++	+5 hp ~ +16 hp
Displacement	-	+	++	+++	++++	+9 hp ~ +30 hp

The below chart gives an overview of how each purchased upgrade will affect your class rating.

Pistons and Compress.	-	+	++	+++	++++	+6 hp ~ +2 0hp
Oil and Cooling	-	+	++	+++	++++	+3 hp ~ +10 hp
Flywheel	-	+	++	+++	++++	-2 lbs ~ -8 lbs
Platform and Handling						
Brakes	-	+	++	+++	++++	+1% eff ~ +5% eff
Springs and Dampers	-	+	++	+++	++++	-0.27 in ~ -1.33 in
Front Anti-roll Bars	-	+	++	+++	++++	~
Rear Anti-roll Bars	-	+	++	+++	++++	~
Chassis Rein. / Roll Cage	-	+	++	+++	++++	+37 lbs
Weight Reduction	-	+	++	+++	++++	-47 lbs ~ -356 lbs
Drivetrain						
Clutch	-	+	++	+++	++++	-0.05 s shift ~ -0.11 s shift
Transmission	-	+	++	+++	++++	-0.04 s shift ~ -0.15 s shift
Driveline	-	+	++	+++	++++	-2.1 lbs ~ -13.9 lbs
Differential	-	+	++	+++	++++	~
Tires and Rims						
Tire Compound	-	+	++	+++	++++	+0.07 grip ~ +0.13 grip
Front Tire Width	-	+	++	+++	++++	~
Rear Tire Width	-	+	++	+++	++++	~
Aero and Appearance						
Front Bumper	-	+	++	+++	++++	~
Rear Wing	-	+	++	+++	++++	~
Rear Bumper	-	+	++	+++	++++	~
Side Skirts	-	+	++	+++	++++	-1% drag

Conversion						
Engine Swap	-	+	++	+++	++++	+122 hp ~ +142 hp
Aspiration Conversion	-	+	++	+++	++++	+34 hp ~ +21hp

Note: This chart was made using upgrades for the rear-wheel-drive Mazda MX-5 Gen 3. You may see some slight variation with upgrades for other cars, though the general principles to upgrading still apply.

## Forza Motorsport 3 Career Mode

«	Career Mode Tips	Driver Level Rewards	»
Career	Mode Tips		

## YOUR FIRST CAR

The good news: You don't have to spend a dime on your first car. The bad news: Your selection is pretty weak. None of the cars offered at first could be considered *fast*, and some are among the most loathsome cars on the market. But two cars stand out above other others. Both the Ford Fiesta and the Honda Fit have some semblance of performance legitimacy, sporting eager handling characteristics and light weight. No, they're not fast in a straight line, but neither is your competition. Pick one of those two cars to start and you'll be headin' the right direction.



#### DON'T WASTE MONEY ON UPGRADES

As you start winning races, you may get eager to spend money on upgrades. Fight this urge. Your first car will become very useless very quickly, so it's not worth putting money into it. Early in the game, you earn so many free cars and move between such a variety of race events that money spent on upgrades is essentially wasted. Save your cash, because eventually you *will* need to buy something.

## USE FREE CARS

Continuing the theme of fiscal conservatism, we advise you *not* spend money on new cars unless necessary. Through at least the first two race seasons, you can use the cars you earn from leveling up your driver to compete in more and more events. Do your best to pretend that you don't have any money to spend on new cars—the longer you ignore your bankroll, the bigger it'll get. You'll need the money eventually when events require new and better cars that you can't simply earn.



## PICK EVENTS WISELY

#### In order to get by in the game's career mode without

spending money frivolously, you'll need to be careful about the events you choose to fill out your calendar. When you're tasked with filling out your calendar, view the specifics of each potential event. Note which events earn you the most money per race, and which require vehicles you don't already own. Even if you've got a car that's eligible, it may not be fit for competition. For example, we weren't paying attention and entered a high speed circuit event—while our car was competitive on tight courses with lots of turns, it maxed out at a low top speed and had no chance of winning.

## ASSISTS & DIFFICULTY

When you first start the game, you're asked a vague question about how serious you want your racing experience. Your answer to the question dictates the various racing assists that are enabled for you by default, but you can make adjustments to these settings once you're on the main career mode menu (choose "Set Difficulty"). By disabling assists, you can boost the amount of money you earn from every race, which helps not only your bank account but also your driver level. Some of the assists are very helpful, but some are very expendable. Here's a quick breakdown of the lot.

autobrake	Uhh, turn it off. It's an easy +10% to your take home after a race and we find its use fairly dubious unless you are painfully new to the game.
anti-lock brakes	ABS, or anti-lock braking system, is pretty useful in Forza. It's easy to lock up your tires when braking hard into a turn, and that'll significantly increase your braking distances (a bad thing) and reduce your steering control of the car (a terrible thing). Turning off anti-lock brakes gives you +15% to your pay, but we think it's worth keeping on.
stability control	Stability control isn't terribly useful, which is why you only get +5% to your payouts by disabling it. Unless you're having a lot of trouble keeping your car under control, we suggest leaving stability control disabled.
traction control	You'll find traction control very useful as you power out of corners with high- horsepower cars. But early in the game, as you're using low-powered vehicles, traction control isn't terribly necessary. As well, traction control on an AWD car is sort-of-kind-of redundant. We think the +10% to your pay is worth disabling traction control, though consider reenabling the assist when you get into a race that requires an unruly vehicle like a Corvette or other powerful, rear-drive ride.
shifting	This is a matter of preference. If you can manage a manual shift, it's certainly worth the +10% to your take home pay. But if you're not used to shifting your racing games, trying to learn manual shift during a career run will likely cost you way more money than it'll earn.
suggested line	The most important part of the suggested line is the braking bit, so we suggest instantly flipping the assist to "braking only" for a free +5% to your pay. When you're new to the game and don't know the tracks very well, the braking line will help prepare you for corners. But as you learn the tracks and commit them to memory, you can disable the braking line for the full +15% to your pay.
opponent difficulty	This setting depends completely on your skill. Experiment with higher difficulty settings to see how you stack up. If you're having trouble with a particular event, you can drop the difficulty to get through the challenge and then bump it back up so that future events earn you more pay.
damage, fuel, tire wear	Set to "limited," you won't feel much affect from damage, fuel and tire wear in any of the game's early events. Only once you get to long endurance events will you really start to feel the pains of accumulated damage and forced pit stops. As long as you've got a decent grasp of the game's physics, you can bump up the damage setting to "simulation" and benefit from the +15% pay while paying a bit more for repairs, but when it comes to longer events you should consider dropping the setting and taking a cut in cash.

«	Career Mode Tips	Driver Level Rewards	
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Lv.Manufacturer01FIAT02Alfa Romeo03Volkswagen04Renault05Ford06Vauxhall07Ford08Maserati09Chevrolet10Lotus11BMW Motorsp	Car Name	Year	Rank
O1FIATO2Alfa RomeoO3VolkswagenO3VolkswagenO4RenaultO5FordO6VauxhallO7FordO8MaseratiO9Chevrolet10Lotus11BMW Motorsp			
02Alfa Romeo03Volkswagen04Renault05Ford06Vauxhall07Ford08Maserati09Chevrolet10Lotus11BMW Motorsp12Lexus	Abarth 500 esseesse	2010	E 207
<ul> <li>Volkswagen</li> <li>Renault</li> <li>Ford</li> <li>Ford</li> <li>Vauxhall</li> <li>Ford</li> <li>Maserati</li> <li>Chevrolet</li> <li>Lotus</li> <li>BMW Motorsp</li> <li>Lexus</li> </ul>	Brera Italia Independent	2009	E 223
04Renault05Ford06Vauxhall07Ford08Maserati09Chevrolet10Lotus11BMW Motorsp12Lexus	Scirocco GTI	2009	D 283
05Ford06Vauxhall07Ford08Maserati09Chevrolet10Lotus11BMW Motorsp12Lexus	Sport Clio V6I	2003	D 312
06Vauxhall07Ford08Maserati09Chevrolet10Lotus11BMW Motorsp12Lexus	Forcus RS	2009	C 354
<ul> <li>07 Ford</li> <li>08 Maserati</li> <li>09 Chevrolet</li> <li>10 Lotus</li> <li>11 BMW Motorsp</li> <li>12 Lexus</li> </ul>	VX220 Turbo	2004	C 397
08     Maserati       09     Chevrolet       10     Lotus       11     BMW Motorsp       12     Lexus	Shelby GT500	2007	B 434
09     Chevrolet       10     Lotus       11     BMW Motorsp       12     Lexus	GranTurismo	2008	B 435
10     Lotus       11     BMW Motorsp       12     Lexus	Camaro SS	2010	B 436
11 BMW Motorsp	Exige Cup 240	2006	B 457
12 Lexus	rt M5 E360	2009	B 455
	IS F	2009	B 466
13 <b>SEAT</b>	Leon Supercup	2007	B 471
14 Honda	NSX-R GT	2005	B 474
15 Ferrari	California	2009	B 488
16 Jaguar	XKR-S	2009	B 486
17 BMW Motorsp	rt M3-GTR	2002	B 499
18 Peugeot	207 Super 2000	2007	A 536
19 Alfa Romeo	8C Competizione	2008	A 541
20 Audi	R8 5.2 FSI quattro	2010	A 558
21 Ford	Ford GT	2005	A 557
22 Mercedes-Ber	SL 65 AMG Black Series	2000	A 548

23	TVR	Sagaris	2005	A565
24	Porsche	911 GT2 (997)	2008	A 551
25	Lamborghini	Reventon	2008	S 610
26	Nissan	MINE'S R34 Skyline GT-R	2002	S 616
27	Ferrari	599 GTB Fiorano	2006	S 631
28	Lamborghini	Miura Concept	2006	S 620
29	Dodge	Viper SRT10 ACR	2008	S 649
30	Bugatti	Veyron 16.4	2009	S 700
31	Holden	#2 Toll Holden Racing Team Commodore VE	2009	R3 717
32	Ferrari	#62 Risi Competizione F430GT	2006	R3 749
33	Porsche	#45 Flying Lizard 911 GT3-RSR	2008	R3 742
34	BMW Motorsport	#92 Rahal Letterman Racing M3 GT2	2009	R3 743
35	Ferrari	FXX	2005	R3 789
36	Chevrolet	#4 Corvette Racing C6.R	2007	R2 828
37	Nissan	#23 XANAVI NISMO GT-R	2003	R2 825
38	Aston Martin	#007 Aston Martin Racing DBR9	2006	R2 828
39	Lexus	#6 ENEOS SC430	2008	R2 831
40	Koenigsegg	CCGT	2008	R2 855
41	McLaren	#43 Team BMW Motorsport McLaren F1 GTR	1997	R2 842
42	Maserati	#15 JMB Racing MC12	2005	R2 843
43	Porsche	#26 Porsche AG 911 GT1-98	1998	R2 849
44	Saleen	#2 Konrad Motorsports S7R	2003	R2 844
45	Porsche	#7 Penske Racing RS Spyder Evo	2008	R1 952
46	Mazda	#16 Dyson Racing B09/86	2009	R1 943
47	Audi	#2 Audi Sport North America R8	2006	R1 938
48	Acura	#66 de Ferran Motorsports ARX-02a	2009	R1 984

49	Audi	#8 Audi Sport Team Joest Audi R10 TDI	2006	R1 978
50	Peugeot	#9 Peugeot Sport Total 908	2009	R1 995

# Forza Motorsport 3 Car List

Car List			
Manufacturer	Car Name	Year	Etc.
Acura	#15 Lowe's Fernandez ARX-01b	2008	Disc 1
Acura	#26 Andretti-Green Racing ARX-01b	2008	Disc 1
Acura	#42 Realtime Racing NSX	2002	Disc 1
Acura	#66 de Ferran Mortorsports ARX-01b	2008	Disc 1
Acura	#66 de Ferran Mortorsports ARX-02a	2009	Disc 1
Acura	NSX	2005	Disc 1
Acura	RSX Type-S	2002	Disc 1
Acura	Integra Type-R	2001	Disc 2
Acura	NSX	1997	Disc 2
Acura	Forza Motorsport NSX	2005	Limited CE
Alfa Romeo	8C Competizione	2007	Disc 1
Alfa Romeo	Brera Italia Independent	2009	Disc 1
Alfa Romeo	Mito	2008	Disc 1
Aston Martin	#007 Aston Martin Racing DBR9	2006	Disc 1
Aston Martin	#008 Bell Motorsports DBR9	2008	Disc 1
Aston Martin	#009 Aston Martin Racing DBR9	2008	Disc 1
Aston Martin	Forza Motorsport DB9 Coupe	2005	Limited CE
Aston Martin	DB9 Coupe	2005	Disc 1
Aston Martin	V12 Vanquish	2001	Disc 2
Aston Martin	DBS	2008	VIP Member

Audi	#1 Champion RS 6	2003	Disc 1
Audi	#2 Audi Sport North America R10 TDI	2008	Disc 1
Audi	#2 FSI Champion Racing R8	2006	Disc 1
Audi	#8 Audi Sport Team Joest Audi R10 TDI	2006	Disc 1
Audi	A4 Touring Car	2008	Disc 1
Audi	Q7 V12 TDI	2009	Disc 1
Audi	R8 5.2 FSI quattro	2010	Disc 1
Audi	RS 4	2006	Disc 1
Audi	RS 6	2003	Disc 1
Audi	S4	2000	Disc 1
Audi	S4	2004	Disc 1
Audi	S5	2007	Disc 1
Audi	Sport Quattro	1983	Disc 1
Audi	TT Coupe 3.2 quattro	2004	Disc 1
Audi	TT Coupe S-Line	2007	Disc 1
Audi	#1 Champion S4 Competition	2002	Disc 2
Audi	#4 Johansson Motorsport R8	2001	Disc 2
Audi	#5 Audi Sport Japan Team Goh R8	2004	Disc 2
Audi	#8 Audi ABT TT-R	2004	Disc 2
Audi	R8	2008	Disc 2
Audi	Forza Motorsport R8 5.2 FSI quattro	2010	Limited CE
Audi	R8 5.2 Community Edition	2010	Preorder
Bentley	Continental GT	2004	Disc 1
Bentley	#7 Team Bentley Speed 8	2003	Disc 2
BMW Motorsport	135i Coupe	2009	Disc 1
BMW Motorsport	3.0 CSL	1971	Disc 1

BMW Motorsport	#6 Prototype Technology Group M3-GTR	2001	Disc 1
BMW Motorsport	#92 Rahal Letterman Racing M3 GT2	2009	Disc 1
BMW Motorsport	M3 E36	1997	Disc 1
BMW Motorsport	M3 E46 Coupe	2005	Disc 1
BMW Motorsport	M3 E30	1991	Disc 1
BMW Motorsport	M3 E92	2008	Disc 1
BMW Motorsport	M3-GTR	2002	Disc 1
BMW Motorsport	M5 E60	2009	Disc 1
BMW Motorsport	X5 xDrive48i	2009	Disc 1
BMW Motorsport	Z4 M Coupe	2008	Disc 1
BMW Motorsport	#15 BMW Motorsport V12 LMR	1999	Disc 2
BMW Motorsport	#2 BMW Motorsport M3-GTR	2005	Disc 2
BMW Motorsport	Walmart M5 E60	2009	Preorder
BMW Motorsport	GameStop M5 E60	2009	Preorder
BMW Motorsport	GAME M3 E92	2009	Preorder
BMW Motorsport	MicroMania M5 E60	2009	Preorder
Bugatti	Veyron 16.4	2009	Disc 1
Buick	Regal GNX	1987	Disc 2
Cadillac	#8 Remington Shaving CTS-V	2008	Disc 1
Cadillac	CTS-V	2009	Disc 1
Cadillac	#16 Team Cadillac CTS-V	2004	Disc 2
Cadillac	#6 Team Cadillac Northstar LMP-02	2002	Disc 2
Cadillac	CTS-V	2004	Disc 2
Chevrolet	#3 Corvette Racing C5.R	2004	Disc 1
Chevrolet	#31 Whelen Engineering Corvette Z06	2005	Disc 1
Chevrolet	#4 Corvette Racing C6.R	2006	Disc 1

Chevrolet	#4 Corvette Racing C6.R	2007	Disc 1
Chevrolet	#50 Corvette Racing C5.R	2003	Disc 1
Chevrolet	#73 3R-Racing Corvette Z06	2003	Disc 1
Chevrolet	#99 Tiger Racing Corvette Z06	2005	Disc 1
Chevrolet	Aveo5 LT	2009	Disc 1
Chevrolet	Camaro 35th Anniversary SS	2002	Disc 1
Chevrolet	Camaro IROC-Z	1990	Disc 1
Chevrolet	Camaro SS	2010	Disc 1
Chevrolet	Camaro SS Coupe	1969	Disc 1
Chevrolet	Camaro Z28	1969	Disc 1
Chevrolet	Camaro Z28	1979	Disc 1
Chevrolet	Chevelle SS-454	1970	Disc 1
Chevrolet	Cobalt SS Coupe	2005	Disc 1
Chevrolet	Corvette Z06	2002	Disc 1
Chevrolet	Corvette Z06	2006	Disc 1
Chevrolet	Monte Carlo SS Stock Car	2008	Disc 1
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Chevrolet	Corvette Stingray 427	1967	Disc 2
Chevrolet	Corvette ZR-1	1970	Disc 2
Chevrolet	Corvette ZR1	2009	VIP Member
Chrysler	300C SRT-8	2008	Disc 1
Chrysler	Crossfire SRT6	2006	Disc 1
Chrysler	Plymouth Barracuda Formula-S	1968	Disc 1
Chrysler	PT Cruiser GT	2004	Disc 2
Chrysler	Eagle Talon TSi Turbo	1998	Disc 2
Citroen	C4 VTS	2009	Disc 1

Dodge	#1 Team Zakspeed Viper GTS-R	2002	Disc 1
Dodge	#11 Primetime Racing Group Viper Competition Coupe	2008	Disc 1
Dodge	#2 Mopar Viper Competition Coupe	2008	Disc 1
Dodge	#22 3R-Racing Viper Competition Coupe	2004	Disc 1
Dodge	#23 Magellan Financial Viper Competition Coupe	2003	Disc 1
Dodge	Challenger R/T Hemi	1970	Disc 1
Dodge	Challenger SRT-8	2009	Disc 1
Dodge	Charger R/T	1969	Disc 1
Dodge	Charger SRT8	2006	Disc 1
Dodge	Charger Stock Car	2008	Disc 1
Dodge	Ram SRT-10	2006	Disc 1
Dodge	Viper Competition Coupe	2003	Disc 1
Dodge	Viper SRT10	2003	Disc 1
Dodge	Viper SRT10 ACR	2008	Disc 1
Dodge	#126 Team Zakspeed Viper GTS-R	2003	Disc 2
Dodge	#57 Carsport Holland Viper GTS-R	2000	Disc 2
Dodge	#91 Viper Team Oreca GTS-R	2000	Disc 2
Dodge	SRT4	2003	Disc 2
Dodge	Stealth R/T Turbo	1996	Disc 2
Dodge	Viper GTS ACR	1999	Disc 2
Dodge	Xbox 360 Charger Stock Car	2008	Limited CE
Ferrari	#11 Larbre Competition 550 Maranello GTS	2005	Disc 1
Ferrari	250 GTO	1964	Disc 1
Ferrari	#30 MOMO Doran Racing F333 SP	1998	Disc 1
Ferrari	330 P4	1967	Disc 1
Ferrari	F355 Berlinetta	1994	Disc 1

Ferrari	F355 Challenge	1995	Disc 1
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Ferrari	Challenge Stradale	2003	Disc 1
Ferrari	512 TR	1991	Disc 1
Ferrari	575M Maranello	2002	Disc 1
Ferrari	599 GTB Fiorano	2006	Disc 1
Ferrari	612 Scaglietti	2004	Disc 1
Ferrari	#62 Risi Competizione F430GT	2006	Disc 1
Ferrari	#71 Tafel Racing F430GT	2008	Disc 1
Ferrari	#88 Veloqx / Prodrive Racing 550 Maranello	2003	Disc 1
Ferrari	#90 Farnbacher Racing F430GT	2008	Disc 1
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Ferrari	#12 Risi Competizione F333 SP	1998	Disc 2
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Fiat	500 Abarth SS	2010	Disc 1
Ford	Shelby GT500	2007	Disc 1

Ford	#1 TeamVodafone FG Falcon	2009	Disc 1
Ford	#10 Tiger Racing Mustang	2004	Disc 1
Ford	#25 Britek Motorsport FG Falcon	2009	Disc 1
Ford	#5 Ford Performance Racing FG Falcon	2009	Disc 1
Ford	#9 Stone Brothers Racing FG Falcon	2009	Disc 1
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Holden	#2 Toll Holden Racing Team Commodore VE	2009	Disc 1
Holden	#33 Garry Rogers Team Commodore VE	2009	Disc 1
Holden	#39 Supercheap Auto Racing Commodore VE	2009	Disc 1
Holden	#51 Sprint Gas Racing Commodore VE	2009	Disc 1
Honda	#18 TAKATA DOME NSX	2005	Disc 1
Honda	#8 ARTA NSX	2005	Disc 1
Honda	Mugen Civic Type-R	2004	Disc 1
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Honda	Civic Type-R	2007	Disc 1

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Honda	#16 G'ZOX NSX	2003	Disc 2
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Honda	Civic 1.5 VTi	1994	Disc 2
Honda	CR-X Del Sol SiR	1995	Disc 2
Honda	NSX-R	2005	Disc 2
Honda	Prelude SiR	2000	Disc 2
Hyundai	Genesis Coupe	2010	Disc 1
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Jaguar	E-type S1	1961	Disc 2
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Lamborghini	Reventon	2008	Disc 1
Lamborghini	Gallardo Superleggera	2007	VIP Member
Lancia	Delta Integrale EVO	1992	Disc 2
Lancia	Stratos HF Stradale	1974	Disc 2
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Lexus	IS350	2006	Disc 1
Lexus	IS F	2009	Disc 1
Lexus	SC430	2002	Disc 1
Lexus	#25 ECLIPSE ADVAN SC430	2008	Disc 1
Lexus	#36 PETRONAS TOM'S SC430	2008	Disc 1
Lexus	#6 ENEOS SC430	2008	Disc 1
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Lotus	Exige Cup 240	2006	Disc 1
Lotus	Carlton	1989	Disc 2
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Lotus	Esprit V8	2002	Disc 2
Land Rover	Range Rover Supercharged	2008	Disc 1
Maserati	#15 JMB Racing MC12	2005	Disc 1
Maserati	GranTurismo	2008	Disc 1
Maserati	MC12	2004	Disc 1

Maserati	#35 Risi Competizione MC12	2005	Disc 2
Maserati	#9 Vitaphone Racing Team MC12	2005	Disc 2
Maserati	GranSport	2006	Disc 2
Mazda	#16 Dyson Racing B09/86	2009	Disc 1
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Mazda	Miata	1994	Disc 1
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Mazda	RX-7	1997	Disc 1
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Mazda	RX-8 Mazdaspeed	2004	Disc 1
Mazda	Axela Sport 23S	2005	Disc 2
Mazda	Mazdaspeed Familia	2001	Disc 2
Mazda	Savanna RX-7	1990	Disc 2
McLaren	#43 Team BMW Motorsport McLaren F1 GTR	1997	Disc 1
McLaren	F1 GT	1997	Disc 1
McLaren	#41 Team McLaren F1 GTR	1997	Disc 2
McLaren	#41 Gulf Team Davidoff McLaren F1 GTR	1998	Disc 2
Mercedes	A200 Turbo Coupe	2009	Disc 1
Mercedes	C32 AMG	2004	Disc 1
Mercedes	C-Class Touring Car	2009	Disc 1
Mercedes	ML 63 AMG	2009	Disc 1
Mercedes	SL 65 AMG Black Series	2009	Disc 1
Mercedes	SLR	2005	Disc 1
Mercedes	300SL Gullwing Coupe	1954	Disc 2
Mercedes	CLK55 AMG Coupe	2003	Disc 2

Mercedes	AMG Mercedes CLK GTR	1998	Disc 2
MINI	Cooper S	2003	Disc 1
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Mitsubishi	Lancer Evolution VI GSR	1999	Disc 1
Mitsubishi	Lancer Evolution VIII MR	2004	Disc 1
Mitsubishi	Lancer Evolution X GSR	2008	Disc 1
Mitsubishi	Eclipse GSX	1995	Disc 2
Mitsubishi	Eclipse GTS	2003	Disc 2
Mitsubishi	FTO GP Version R	1998	Disc 2
Mitsubishi	GTO	1997	Disc 2
Mitsubishi	GameStation Lancer Evolution X GSR	2008	Preorder
Mitsubishi Nissan	GameStation Lancer Evolution X GSR #12 CALSONIC IMPUL GT-R	2008 2008	Preorder Disc 1
Mitsubishi Nissan Nissan	GameStation Lancer Evolution X GSR #12 CALSONIC IMPUL GT-R #12 CALSONIC SKYLINE	2008 2008 2003	Preorder Disc 1 Disc 1
Mitsubishi Nissan Nissan Nissan	GameStation Lancer Evolution X GSR #12 CALSONIC IMPUL GT-R #12 CALSONIC SKYLINE #23 XANAVI NISMO GT-R	2008 2008 2003 2008	Preorder Disc 1 Disc 1 Disc 1
Mitsubishi Nissan Nissan Nissan Nissan	GameStation Lancer Evolution X GSR #12 CALSONIC IMPUL GT-R #12 CALSONIC SKYLINE #23 XANAVI NISMO GT-R #24 WOODONE ADVAN Clarion GT-R	2008 2008 2003 2008 2008	Preorder Disc 1 Disc 1 Disc 1 Disc 1
Mitsubishi Nissan Nissan Nissan Nissan Nissan	GameStation Lancer Evolution X GSR #12 CALSONIC IMPUL GT-R #12 CALSONIC SKYLINE #23 XANAVI NISMO GT-R #24 WOODONE ADVAN Clarion GT-R #3 YellowHat YMS TOMICA GT-R	2008 2008 2003 2008 2008 2008 2008	Preorder Disc 1 Disc 1 Disc 1 Disc 1 Disc 1 Disc 1
Mitsubishi Nissan Nissan Nissan Nissan Nissan	GameStation Lancer Evolution X GSR #12 CALSONIC IMPUL GT-R #12 CALSONIC SKYLINE #23 XANAVI NISMO GT-R #24 WOODONE ADVAN Clarion GT-R #3 YellowHat YMS TOMICA GT-R 370Z	2008 2008 2003 2008 2008 2008 2008 2010	Preorder Disc 1 Disc 1 Disc 1 Disc 1 Disc 1 Disc 1 Disc 1
Mitsubishi Nissan Nissan Nissan Nissan Nissan Nissan	GameStation Lancer Evolution X GSR #12 CALSONIC IMPUL GT-R #12 CALSONIC SKYLINE #23 XANAVI NISMO GT-R #24 WOODONE ADVAN Clarion GT-R #3 YellowHat YMS TOMICA GT-R 370Z Datsun 510	2008 2008 2003 2008 2008 2008 2008 2010 1970	Preorder Disc 1 Disc 1 Disc 1 Disc 1 Disc 1 Disc 1 Disc 1 Disc 1
Mitsubishi Nissan Nissan Nissan Nissan Nissan Nissan Nissan	GameStation Lancer Evolution X GSR #12 CALSONIC IMPUL GT-R #12 CALSONIC SKYLINE #23 XANAVI NISMO GT-R #24 WOODONE ADVAN Clarion GT-R #3 YellowHat YMS TOMICA GT-R 370Z Datsun 510 Fairlady Z	2008 2008 2003 2008 2008 2008 2008 2010 1970 2003	Preorder Disc 1 Disc 1 Disc 1 Disc 1 Disc 1 Disc 1 Disc 1 Disc 1 Disc 1
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MitsubishiNissan	GameStation Lancer Evolution X GSR #12 CALSONIC IMPUL GT-R #12 CALSONIC SKYLINE #23 XANAVI NISMO GT-R #24 WOODONE ADVAN Clarion GT-R #3 YellowHat YMS TOMICA GT-R 370Z Datsun 510 Fairlady Z Fairlady Z Version S Twin Turbo Sentra SE-R Spec V Silvia CLUB K's	2008 2008 2003 2008 2008 2008 2008 2010 1970 2003 1994 2007 1992	Preorder Disc 1 Disc 1

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Nissan	Versa SL	2009	Disc 1
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		2003	
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Nissan Nissan Opel Opel Pagani Pagani	MINE'S R32 Skyline GT-R Forza Motorsport Fairlady Z Speedster Turbo #5 OPC Team Phoenix Astra V8 #17 Carsport America Zonda GR Zonda C12	2003 1993 2003 2004 2003 2003 1999	Disc 2 Limited CE Disc 1 Disc 2 Disc 1 Disc 1
Nissan Nissan Opel Opel Pagani Pagani Pagani	MINE'S R32 Skyline GT-R Forza Motorsport Fairlady Z Speedster Turbo #5 OPC Team Phoenix Astra V8 #17 Carsport America Zonda GR Zonda C12 #50 Panoz Motor Sports LMP-01	2003 1993 2003 2004 2003 2003 1999 2002	Disc 2 Limited CE Disc 1 Disc 2 Disc 1 Disc 1 Disc 1 Disc 1
NissanNissanOpelOpelPaganiPaganiPanozPanoz	MINE'S R32 Skyline GT-R Forza Motorsport Fairlady Z Speedster Turbo #5 OPC Team Phoenix Astra V8 #17 Carsport America Zonda GR Zonda C12 #50 Panoz Motor Sports LMP-01 #51 Panoz Esperante GTLM	2003 1993 2003 2004 2003 2003 1999 2002 2005	Disc 2 Limited CE Disc 1 Disc 2 Disc 1 Disc 1 Disc 1 Disc 1 Disc 1 Disc 1
NissanNissanOpelOpelPaganiPaganiPanozPanozPanoz	MINE'S R32 Skyline GT-R Forza Motorsport Fairlady Z Speedster Turbo #5 OPC Team Phoenix Astra V8 #17 Carsport America Zonda GR Zonda C12 #50 Panoz Motor Sports LMP-01 #51 Panoz Esperante GTLM Esperante GTLM	2003 1993 2003 2004 2003 2003 1999 2002 2005 2005	Disc 2 Limited CE Disc 1 Disc 2 Disc 1 Disc 1 Disc 1 Disc 1 Disc 1 Disc 1 Disc 1
NissanNissanOpelOpelPaganiPaganiPanozPanozPanozPanozPanoz	MINE'S R32 Skyline GT-R Forza Motorsport Fairlady Z Speedster Turbo #5 OPC Team Phoenix Astra V8 #17 Carsport America Zonda GR Zonda C12 #50 Panoz Motor Sports LMP-01 #51 Panoz Esperante GTLM Esperante GTLM #11 JML Team Panoz LMP-01	2003 1993 2003 2004 2003 2003 1999 2002 2005 2005 2005 2003	Disc 2 Limited CE Disc 1 Disc 2 Disc 1 Disc 1 Disc 1 Disc 1 Disc 1 Disc 1 Disc 1 Disc 1 Disc 1

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TVR	Tuscan S	2001	Disc 2
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Vauxhall	Corsa VXR	2009	Disc 1
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Volvo	#24 At-Speed S60 R	2004	Disc 2
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Volkswagen	Corrado VR6	1995	Disc 1
Volkswagen	Golf GTi	2006	Disc 1
Volkswagen	Golf GTI Mk6	2010	Disc 1
Volkswagen	Golf Gti 16v Mk2	1992	Disc 1
Volkswagen	Golf R32	2003	Disc 1
Volkswagen	Rabbit GTI	1984	Disc 1
Volkswagen	Scirocco GT	2008	Disc 1
Volkswagen	Touareg R50	2008	Disc 1
Volkswagen	Beetle	2004	Disc 2

# Forza Motorsport 3 Q & A

You've got questions, we've got answers. If you need help with something you didn't find in our guide, please **shoot us an e-mail question** and we'll do our best to answer. We'll publish the best and most common questions here.

Ask a question!

QUESTION	Which is the best car to start with?
ANSWER	All of the cars you get to choose from at the start are pretty slow. To make picking the best one difficult, you don't get to see any specs on the cars, so unless you're a fan of cars you might be picking blind. While none of the cars have a huge advantage, the Ford Fiesta and Honda Fit are the two best vehicles of the bunch. They're just as low on power as the others, but both sport commendable handling characteristics.

QUESTION	Whilst racing, if you press RIGHT on the D-PAD you get an image of your car. I get that as your car gets more damaged, the image gets more red, but what are the consequences of each section of the car being damaged?
ANSWER	The damage results in various effects, depending on the severity and location of the damage, as well as your difficulty settings. You could lose steering ability, or greatly reduce the power of your engine. Front end damage is most likely to affect your car's internals and overall performance. Damage is reset at the end of the race, so it doesn't carry over to the next one.

Question submitted by Jack

QUESTION	Some cars say that they're avalible to VIP members only. What does that mean and how do I become one?
ANSWER	From what I can tell, you have to have bought the Limited Collector's Edition of the game, which comes with a code for becoming a VIP. I don't have an LCE version to check, sadly.

Question submitted by Greg

QUESTION	What causes me to be gridded in a certain position (so far 7th or 8th) at the start of a race? It makes it hard to pass everyone to winin a short race.
ANSWER	Yeah, that's a problem with the early races. I was never able to find something that lets you qualify for a better starting position. To make up for it, I just drove very aggressively and didn't feel bad about diving inside corners and hitting the sides of other cars to pass.

Question submitted by Eddie

QUESTION	I'd like to know, between a turbocharger and supercharger, which to pick over the other and why.
ANSWER	Depends on the particular carbut assuming both upgrades give you the same amount of horsepower gain, you should also look at the dyno charts, which the game provides. Generally, turbocharged cars suffer what's called "turbo lag." Since the turbochargers require exhaust to spool up, you need to first get the engine up to speed before their effect really kicks in. This means that the first part of your RPM range will not really get the benefit of the turbo, but once the engine is up to speed you'll get a sudden kick of power as the turbocharger is spun up. A supercharger is driven by the motor itself, so even at low RPM it's having an effect. If you look at dyno charts, the line for a supercharged engine is usually more steady, with less steep an incline than the sudden burst of power a turbocharger gives. A turbocharged dyno might look like a normally aspirated dyno for the first few thousand RPM before quickly and steeply rising in horsepower.

Question submitted by Matthew

QUESTION	Any pointers on passing? I know that out-braking an opponent is a big part of it, but it's still hard for me to past unless my opponent makes a huge mistake. Or I can muscle my way past them by pushing the rear end of their car from the inside of the corner, but I regard this is cheating.
ANSWER	Passing can be tough, and in the really short races you sometimes have to be aggressive and engage in what you call cheating (I hate it, too) since there's no time for patience. But when you wanna race legit, out-braking is for sure a big part of passing. Take the inside line and slip in front of the opponent, even if it means deviating from an ideal line. A lot of passing attempts will actually slow you down, but it's less of a problem if you can also force the opponent to slow down behind you. Get in the opponent's wayit's perfectly legitby stuffing your car in front of him. You can also get good passes coming out of slow turns and heading into long straights. Into the slow turn, try to set yourself up so that you can get on the accelerator as soon as possible, which sometimes requires going into the turn deeper than you normally would. You can frequently gain a few MPH on the opponent as you exit the turn into the straight. Stay right behind the opponent to draft and gain a further speed advantage. If you get it right, just a few MPH in your favor will let you slip past the opponent, at least enough to stuff him in the next corner and force him to deviate. Don't get too frustrated, though. In real racing, passing can be the most challenging aspect of an event, especially if a given course doesn't have great passing spots. Patience is key/

Question submitted by Ryan