XBOX 360

OFFICIAL GAME GUIDE

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FORZA 2 MOTORSPORT

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BASED ON A GAME RATED BY THE ESRB — EVERYONE E

TURN 10

Microsoft game studios

FORZA 2 MOTORSPORT

PRIMA Official Game Guide

Brad Anthony

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Author Bio

Brad Anthony has been writing guides for Prima for nearly three years and in that time has successfully taken on franchises such as Need for Speed, Age of Empires III: The War Chiefs, and Forza Motorsport. He holds two degrees in environmental sciences and worked as a professional habitat biologist/environmental consultant before turning a lifelong love of gaming into a thriving full-time career.

While a zealous gamer at heart, Brad spends most of his free time cultivating himself with other passions, including snowboarding, beach volleyball, weightlifting, kite surfing, photography, Taoist philosophy, and various martial arts. A second degree black belt in traditional Taekwon-Do, Brad also owns and operates a business that teaches reality-based self defense to people searching for new confidence and abilities. He currently trains under Grandmaster Shou-Yu Liang in Swimming Dragon Bagua empty hand and straight-sword styles to calm his body, mind, and spirit after demanding writing schedules and impossible amounts of coffee.

Brad enjoys a nature-inspired, technologically-enhanced life in beautiful Vancouver, British Columbia.

We want to hear from you! E-mail comments and feedback to **banthony@primagames.com**.

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As always, thank you to my Prima management and editorial team, Jason Wigle and Alaina Yee, for being superb despite my sometimes comical and erratic methods. I'm still not certain if it's the coffee or just me.

Last but certainly not least, many beers to Jody Seltzer and Scott Watanabe of Calibre Grafix for their design prowess—you guys, as always, put together a fantastic looking guide we can all be proud of.

See you all on the tracks!

Introduction

About This Guide

The tracks are really heating up this year with the arrival of *Forza Motorsport 2*. This guide contains everything you need to find the best lines and set the best times. You'll see information you can't find anywhere else, on everything, including:

- nearly 50 tracks;
- 300+ cars;
- manufacturer relationships;
- hirable drivers;
- hundreds of upgrade parts;
- endless graphic customization possibilities;
- dropping the hammer in all-out Career mode, from beginner events to expert-only level races;
- racing theory;
- deep multiplayer experience with massive online tournaments, auction houses, and Xbox *Live*™ scoreboards;
- highly tunable race cars;
- and much, much more!

Forza Motorsport 2 isn't just a sequel—it's the new standard. >>>

101s vs. Master's Class

Throughout this guide you'll find special tips. "Racing 101s" are quick tips and facts to help improve your experience in the game at a glance. For more in-depth information about very specific parts of the game, look for "Master's Class" boxes.

Racing 101

Master's Class

Game Modes

Arcade

Arcade mode is the pick up and play area *Forza Motorsport 2*. Between the three Arcade modes—Exhibition, Time Trials, and Free Run—you have access to much of the game's content, including unlockable cars and tracks. Compete and win on track-set Exhibition races with any unlocked car to unlock even more cars, race in set-condition Time Trials, or practice in any combination with any unlocked car on any track in Free Run and drive your heart out.

Exhibition

Compete in wheel-to-wheel races to unlock cars you can use in Exhibition, Free Run, Time Trials, and even multiplayer. This series of races is track-specific; however, you can use any car from your Career Garage or any unlocked car from Class D to Subclass R1.

Below is a summary of all of the Exhibition races:

Exhibition Races

#	Track Name	Length (Miles)	# Laps
1	Nissan Speedway	2.44	2
2	Tsukuba Circuit	1.29	3
3	Silverstone National Circuit	1.63	3
4	New York Circuit	1.81	3
5	Sebring International Raceway Club	1.70	3
6	Suzuka Circuit West	2.15	3
7	Mazda Raceway Laguna Seca	2.23	3
8	Road Atlanta	2.54	4

Exhibition Races			
#	Track Name	Length (Miles)	# Laps
9	Sunset Peninsula Infield	2.78	4
10	Maple Valley Raceway	3.00	4
11	Silverstone Grand Prix Circuit	3.19	5
12	Mugello Autodromo Internazionale	3.26	5
13	Suzuka Circuit	3.61	6
14	Sebring International Raceway	3.70	6
15	Nürburgring Nordschleife	12.90	2

Racing 101

Perfecting Exhibitions

Before taking on opponents, practice the Exhibition tracks in Free Run for a while before racing them in Exhibition mode to perfect your track knowledge and best racing lines.

Time Trials

Prove your skill by setting the fastest single lap time on specific tracks with a specific car or car class. There are 25 target times to beat and 25 reward cars to win; you'll need lots of practice on these tracks to get all 25. It's not easy by any stretch!

Time Trial Races				
#	Track Name	Length (Miles)	Target Time to Beat	Reward Car
1	Test Track Boomslang	0.63	34.871	FocusSport Focus
2	Maple Valley Raceway Short	1.16	45.264	Tommy Kaira M20b
3	Tsukuba Circuit Short	0.97	48.761	Top Secret S15
4	Nissan Speedway	2.44	49.525	MINE'S R34
5	Suzuka Circuit East	1.39	53.005	#46 Fairlady Z
6	Tsukuba Circuit	1.29	55.602	HKS Evolution
7	Road Atlanta Short	1.77	57.782	#51 Panoz GTLM

Time Trial Races				
#	Track Name	Length (Miles)	Target Time to Beat	Reward Car
8	Mugello Autodromo Internazionale Short	1.79	57.918	#62 F430GT
9	Silverstone National Circuit	1.63	58.731	#2 BMW M3-GTR
10	New York Circuit	1.81	1:04.065	1966 Ford GT40
11	Sunset Peninsula Infield Short	1.94	1:06.287	AWE Tuning S4
12	Sebring International Raceway Club	1.70	1:10.155	#82 GT3 Cup
13	Sebring International Raceway Short	2.00	1:15.908	#23 Comp Coupe
14	Suzuka Circuit West	2.15	1:18.904	#8 JGTC NSX
15	Road Atlanta	2.54	1:20.298	#2 Saleen S7R
16	Silverstone International Circuit	2.25	1:21.723	#41 McLaren F1
17	Mazda Raceway Laguna Seca	2.23	1:26.116	#4 Corvette C6.R
18	Sunset Peninsula Infield	2.78	1:27.788	#26 Porsche GT1
19	Mugello Autodromo Internazionale	3.26	1:40.703	#12 F333 SP
20	Silverstone Grand Prix Circuit	3.19	1:43.865	#7 Speed 8
21	Maple Valley Raceway	3.00	1:45.664	Top Secret Supra
22	Sebring International Raceway	3.70	1:53.300	#1 Audi R8
23	Suzuka Circuit	3.61	1:58.360	#3 Toyota GT-ONE
24	Test Track King Cobra	4.81	4:08.235	Cupra GT
25	Nürburgring Nordschleife	12.90	7:09.450	#17 Porsche 962c

Free Run

Practice on any track with any car you've unlocked, including tuned and painted cars in your Career Garage. Free Run is the best way to practice on any of the game's tracks. You can't practice a race in Career mode, so this is where your many laps give you a significant bonus against your opponents!

Free Run has no conditions; it's completely freestyle practice, so get out on the tracks and drop the hammer!

Career

Race, collect, and customize cars from around the world. Earn credits from your wins and unlock manufacturer relationships for access to cheaper parts and upgrades.

There are 315 races over nine event types, covering everything from entry-level beginner races to 35-lap R1 Endurance races. Do you have what it takes to rise through the ranks and become the next best thing to grace the world's tracks?

Multiplayer

The multiplayer experience has grown by leaps and bounds this year. Refer to our multiplayer chapter to find information on the following features:

- Online Exhibition races
- Online Quickmatch, Custom Match, and Create Match
- Online Career races
- Online tournaments (with 200+ other players)
- Online auction house (buy and sell cars)
- Gift cars
- Forza Motorsport TV

Master's Class

Multiscreen Setup

Multiscreen viewing is an exciting feature that allows for unprecedented immersion into your gaming experience—why limit your game view to one screen when you can now split it between three? Use the Multiscreen Setup submenu in the Options menu to connect multiple Xbox 360s.

One screen acts as a host and the other two serve as clients. Each screen can be part of a panoramic whole view, or each can alternatively be used for center, right, left, rear, or replay views.

Other options in this menu setup include defining the size of your displays and the distance to the screens to achieve as seamless a view as possible.

Racing Theory

This chapter will provide you with sound racing theory; however, knowing the classic lines through various corner types is only the beginning. Cornering, braking, drafting, and passing are essential elements; you must combine these techniques in a smooth mix to create a formidable offensive and defensive platform in any car, on any track.

To reach the winner's circle, take the knowledge provided here and make it your own, blending it together with style and perseverance.

Turn Types and Racing Lines

Suggested Line

The optional Suggested Line is a colored line on the track that represents the optimal driving path. Green means accelerate while red means slow down. A yellow line is the middle point that usually means you could go faster but should be ready to hit the brakes quickly if the line turns red.

The line changes to suit your current car, its characteristics, and the driving conditions. By following the line and its basic recommendations, you should be able to obtain a higher average speed as well as follow the safest route through a challenging track.

The Suggested Line has an alternative option this year: when toggled to Braking Only, you'll see only the yellow and red portions of the line for turns on which you need to brake.

Racing 101

When racing a new track, always turn the Suggested Line option to FULL to quickly learn the predominant competitive racing line.

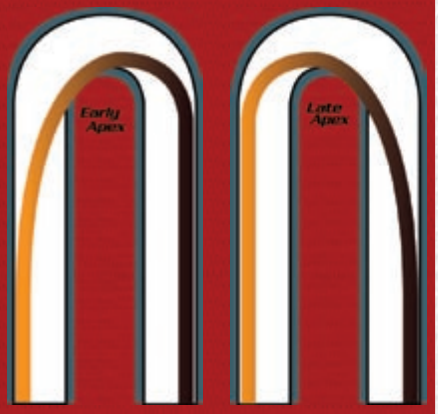
Racing 101

As an alternative to following the Suggested Line, watch for where the opponents' tire tracks group near the turn entry. Their location may indicate a slight correction that you can use to improve the overall racing line.

Master's Class

Apexes

The apex of a turn is technically a turn's geometric center and is always on the inside of a corner.

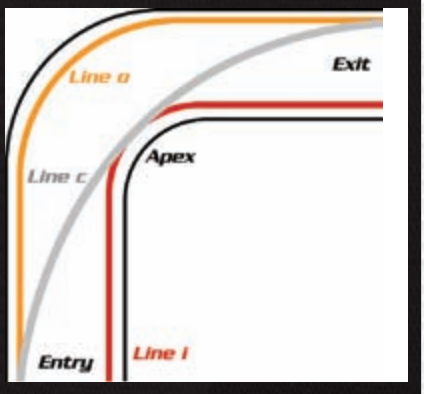


When discussing turn strategy, two terms repeatedly pop up: "early apex" and "late apex." These terms refer to where your car is when it comes closest to the inside of a turn.

The decision to early apex or late apex can depend on the type of corner, car performance, objectives, or preceding and following track section characteristics.

Classic Racing Lines

In racing theory, there are several lines for each type of turn. However, to keep things simple, we focus mostly on the classic racing lines that allow for the fastest speeds through a turn. Occasionally we might mention an ideal line that is slower in speed but allows for quicker overall through time. Either way, we leave the complicated physics and math out of it and give you just the goods necessary to perform well.



Classic Racing Lines (continued)

The shortest distance between two points is a straight line, but in racing, that line always has some curve to it, and the wider the line's circle or arc, the better it is for your maximum speed or through time. Note the three racing lines in the diagram on the previous page: Line o (outside), Line i (inside), and Line c (classic). Line o is rarely a good choice to follow, and Line i, despite being the shortest distance around the turn, is never faster than taking the classic racing Line c. Remember, the widest arc maintains the fastest speed and/or turn through times.

The lines can be slightly altered depending on your situation, speed, adjacent cars, and track conditions. Use the most shallow curves (or widest-radius circles) between the corner entry, apex, and exit to straighten out your line around a corner as much as possible.

How you exit a turn is highly dependent on how you enter it; consequently, corner setup is crucial. The following racing line descriptions are theoretical and independent of preceding or following track characteristics. To corner successfully, you must accurately read the conditions of each turn in the course; often the ideal entry is obstructed by other cars, so you'll have to be quick on the controls to make your adjustments.

Racing 101

It is both safer and faster to just slow down on a turn entry to ensure the smoothest exit. Don't take unnecessary risks with high-speed entries!

Chicanes

Chicanes create a horizontal diversion in the track with often narrow paths between apexes. In city driving, chicanes are used to divert that path of travel and shift it sideways. On closed circuits, they are usually short, tight challenges that are made more complicated when elevation changes are thrown into the mix or when the track is lined by race barriers.

Follow a straight line through the chicane by minimizing the amount of turning you do throughout. On tracks with open sides, you can often cut across the inside of the first curb to set up the approach to the second inside curb. This is impossible on lined tracks, so cut as close to the race barrier as possible on your way through the turn from apex to apex. The straighter your line between the two apexes, the faster your exit speed and through time.

Caution

If you're losing traction and getting speed chatter in the tires or start to slide, your line isn't straight enough or you're simply going too fast for the conditions.

Constant Radius

If only all tracks could be made of this predictable turn type. Successful navigation of a constant-radius turn allows for maintaining high entry and exit speeds, and follows a line that travels from outside to outside while passing evenly close to the apex.

Constant-radius turns appear frequently on many tracks and are commonly the easiest to master, because steering input is "frozen" throughout the turn; in other words, once on the right line, hold the wheel tight and don't move it!

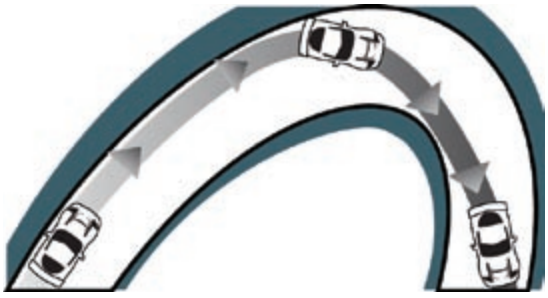
While this turn type may be predictable, the preceding or following corners on a track may be the wrench in your plans if they affect either your ideal approach or departure from the turn.

Racing 101

Lines 101

The best line through a corner depends largely on the corners before and after it.

Decreasing Radius



Decreasing turns start with a wider radius and become tighter as the corner continues. They are probably the most challenging turn to maintain proper alignment and speed

throughout, given the often abrupt transition from apex to exit. Decreasing-radius turns are also the main cause of spins and collisions with the turn exit at the outer barrier.

Stick to the outside of the turn, and fight your intuition by turning in late so you're late apexing (or cutting close to the inside of the turn past the corner's geometric center). Brake late, turn in late, late apex, then transition back to the turn's outside. Follow the outside all the way through the exit chute, where you drop the hammer out of the corner.

Double Apexes

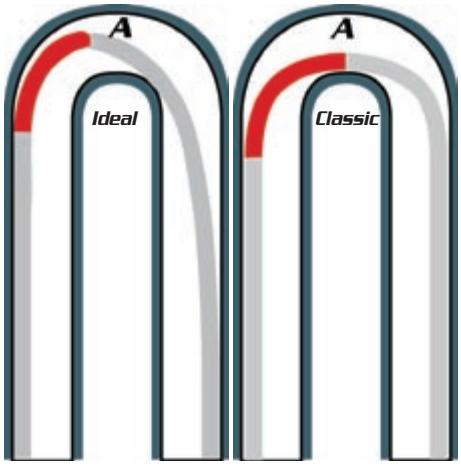
Double-apex turns appear to be two corners, but you should treat them as one. The most common is a flat double-apex (DA) that has a short straight between the two parts of the corner. More complicated issues arise when the double apex isn't symmetrical (with two apexes each having a different radius), but the theoretical line can often be applied in those instances as well.

You can occasionally ignore the first apex in a double-apex turn. Doing so may help your performance marginally while focusing on the corner's second apex (this occurrence depends mostly on either the preceding track section and setup or the approach angle for the double apex turn), but first let's consider the classic line.

The classic outside-to-outside approach works well and effectively turns the double apex into a constant-radius turn, allowing you to freeze your steering through the turn and maintain maximum speed. The apexes here are key. You're not cutting inside close to the apex as in a constant-radius or right-angle turn; instead (and quite possibly counterintuitively), you're swinging wider toward the outside of the turn when in between the two geometrical apexes. Doing so creates your smoother classic line. To follow through efficiently on some double apex turns, you may need to swing completely to the turn's outside, across from the apex.

Simply put, touch the inside of the first apex in a smooth line, then swing wide to the outside while in between apexes. The line should lead you back to the inside, tight to the second apex—keep it smooth and keep it fast.

Hairpin Turns

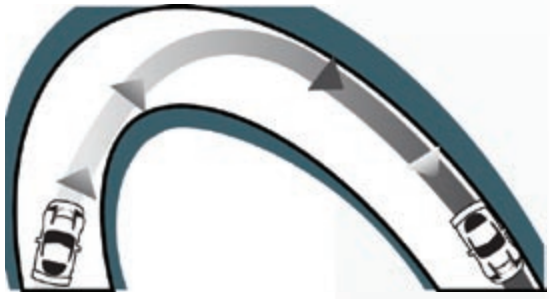


Hairpin turns are not always 180 degrees, but that's their more common alignment. They are one of the easiest corners to illustrate the differences between the classic racing line and the ideal racing line.

The classic line creates a constant trajectory, from outside to outside while hugging the apex all the way around the inside of the turn—otherwise known as making a "long apex" (the amount of time you spend in close contact with the inside of the turn). While following this line through a hairpin, there is a moderate blend of braking and acceleration; generally this is the easiest line to execute while allowing the fastest maximum speed.

The ideal line is more challenging and allows for a faster overall through time. Its use is largely dependent on whether there is a straight after the hairpin that demands you return to high speeds more quickly. You'll brake later into the turn, turn in later, and late apex so that you unwind the steering wheel sooner and straighten out the car while dropping the hammer and blasting off down the following straight.

Increasing Radius



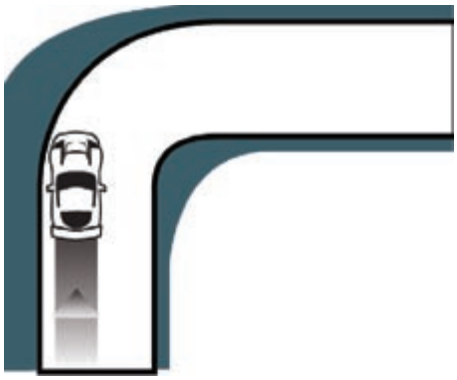
These turns become wider in radius as the corner progresses past the apex. Early apex during this turn, then swing wide to the outside past the geometric apex. The exit chutes on these turns have a shallower arc, so get on the throttle early to take full advantage of corner becoming easier as you progress through it.

Kinks

Kinks are slight angular or rounded bends in the track. If combined with a slight elevation rise or crest, they can be perilous, even though their track geometry looks forgiving.

The small change in track alignment may seem inconsequential in lower-performance cars, but at speeds closer to 200 mph, they can be catastrophic to your lead if mishandled. With intimate track knowledge and a bit of luck, drop the hammer and try the "fast in, fast out" approach and cut right across the inside curbs where possible.

Right Angles



Right angles are quite similar to the common constant-radius corner type with one glaring exception—the geometric apex is defined by a single point where the track alignment changes. It can be angular or slightly rounded.

This corner type is not very forgiving if your braking skills are lacking. Brake firmly and early before the turn to check your speed, and don't get caught up on the inside of the apex where there are often race barriers—outside to outside is the best line!

Sweepers

These typically large-radius, high-speed corners are usually found on open areas of the track where there is much room to move. Their commonly long arc allows for higher-than-average cornering speeds. Like other corner types, sweepers have one geometric apex; there are no classic lines to follow other, than hugging the inside as best you can while following your line.

However, depending on the length and arc of the sweeper you may not want to hug the inside of the turn all the way around, as this may reduce your overall speed and through time. If there is a wider or smoother line to follow, do it! Focus on maintaining your high entry speed all the way through the turn (use speed as an indicator of the proper racing line).

Master's Class

Finding Your Own Racing Lines

Here are a few tips on how to find the smoothest and fastest racing line on any track. (Remember that the racing line is the fastest curved line between the series of apexes on the track.) Above all, it takes practice to develop the skill to "see" the racing line.

1. Explore the track numerous times by driving it at slow speeds. This helps you identify the track's dangers, surprises, and overall feel.
2. Practice using the *entire* track width when traveling around the course. By practicing at slow speeds (even though it may seem impractical), you learn to connect the apexes at progressively higher speeds, eventually perfecting your line.
3. Look for visual clues that identify each turn's apex. Is it close to the middle point of the curb or break in the race barrier? Can you spot the exit chute from the apex or is it blind? Learn to associate visual clues with each turn rather than just watching the asphalt in front of you. On blind corners, you may be watching the clues more than the track itself.
4. As you reach higher speeds, it becomes more difficult to control the car, and your vehicle may leave the track around tight corners. Running off the track's outside edge means you've turned to the apex too late. But if you're hitting the inside of the turn, you've apexed too early.
5. When you're driving speeds that force you to use the entire track and you're at the edge of your car's control threshold, you've found the track's limit or "baseline." Remember that each baseline is different, depending on the vehicle, tires, tuning, and track conditions. The way you drive a track in an R1 differs entirely from the way you drive it in Class D entry-level car.
6. Compromise some corners: essentially a cost benefit analysis on the track. By "compromise" we mean that your line may be less than ideal on a corner that may not offer any time or speed benefits if the setup for the following turn is more important to your overall race performance.

To ensure you maintain top speed through to the next corner, compromise some corners. Focus on maintaining top speeds through corners with long straights after them—this will translate into a higher overall top speed.

Racing 101

If you're prone to oversteering, stick with front-wheel drive (FWD) cars; it's nearly impossible to swing their back end out on asphalt. Rather, FWD cars are prone to understeerage, so it depends on your comfort level with either drive type to mitigate these dangerous conditions entirely.

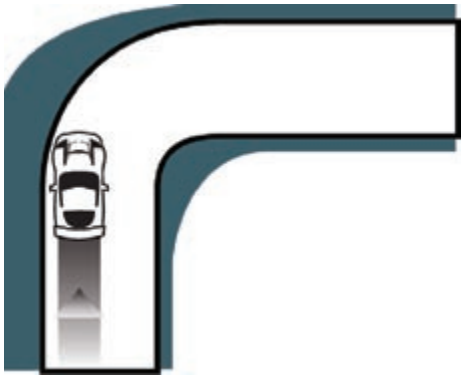
Braking

Skillful use of the brake will undoubtedly make you a better racer. There are several braking techniques that every racer should know. Each corner is divided into three segments—the turn entry, the apex, and the turn exit—and each segment demands different braking techniques. Learn to recognize these segments in every corner to master the essential art of technical braking.

We often refer to certain braking application terms later in the guide, which we explain here:

- **Dab: a split-second press of the brakes**
- **Tap: a second long tap of the brakes**
- **Firm braking: slow and steady application**
- **Hard braking: hammer the brakes almost to the point of losing traction**

Straight Line Braking



This principle is the holy grail of braking. Always brake the hardest when traveling in a straight line prior to a turn entry. Any turn in the wheels could force your car into an understeer or oversteer condition (drift), given sufficient Gs exerted on the vehicle. Learn the threshold of your car's brakes to anticipate just how hard to brake without forcing a loss of traction.

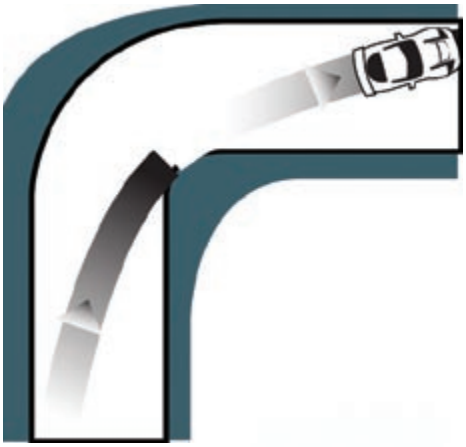
When approaching a corner, apply the brakes to near maximum in the straight section immediately in front of the corner entry point. Once inside the corner and passing the apex, release the brakes and drop the hammer to rip out of the turn's exit chute.

Racing 101

"Slow in, fast out"—make this your braking mantra. The sooner you slow down prior to taking a turn, the faster your acceleration happens in the exit.

Using this technique prevents costly seconds of added lap time by preventing uncontrolled slides and/or disastrous collisions.

Trail Braking



A more difficult technique to master, trail braking involves delaying your braking until just before the turn entry; you then continue braking through the turn to the apex where you can begin accelerating out of the remainder of the corner and through the exit chute.

The trick here is to not force your car to drift while braking through the turn. Learn your car's braking threshold so you know how hard to brake without losing traction.

Trail braking allows you to risk a deeper entry into the turn by combining braking with steering (which is not done with straight-line braking). This is an advanced technique, as it involves more driver risk because of the additional chances for loss of car control.

Engine Braking

Engine braking is primarily used in manual-transmission cars. Gearing down before a corner slows the engine and reduces speed. Used with or without braking, this is a difficult technique to master. Excessive downshifting will over-rev your engine and result in reduced speed and costly added seconds to your time. If simulated damage is turned on, the over-revving can seriously damage or even blow your engine.

Engine braking is sometimes favored by racers who want that extra torque coming out of a turn, as its precise control over RPM is unmatched; however, this technique is unforgiving and should be left to the experts.

You can also use engine braking with an automatic transmission. Tap the brakes and the car gears down accordingly; however, the gear change is not always uniform, so pay close attention to what gear the braking application puts your car into.

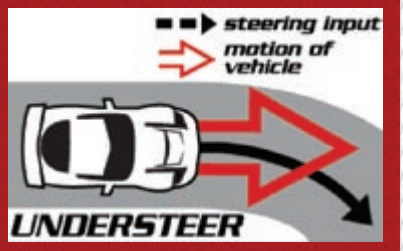
Master's Class

Oversteer and Understeer

There are two commonly known conditions on the race track when driving high-performance vehicles: oversteer and understeer.

Oversteer (sometimes referred to as "loose handling") is when the car's back end exhibits less traction than the front end, resulting in the rear end sliding out or "fishtailing." This is more commonly associated with rear-wheel drive (RWD) cars that have all their power generated in the rear wheels. In controllable circumstances, oversteer can help find the tightest line through a course. However, as oversteer always slides the rear end toward the outside of a curve, this can also cause an uncontrolled spin.

Correct oversteer by reducing your speed (sometimes just letting off the throttle is enough) and steer in the direction opposite the slide.



Understeer (sometimes referred to as "push") is when the front wheels lose traction and are not steering the car; essentially your steering wheel stops working and your car plows straight ahead, commonly into the outside wall of a turn.

Correct understeer by letting off the throttle to slow down and return more weight to the vehicle's front. Also, if you reduce the amount you use the steering wheel, you can help the wheels regain traction.

Weight Transfer

When your car is at rest or traveling in a straight line at constant speed, the vehicle's weight is more or less evenly distributed across all four tires. However, only a small patch of each tire's surface is actually in contact with the ground at any given time; this small patch of rubber is responsible for the entire traction balance you need to control your high performance car.

When you accelerate, brake, or corner, weight is transferred from all four tires to various combinations of the other tires. This transfer affects the way your car handles. Let's look at some examples:

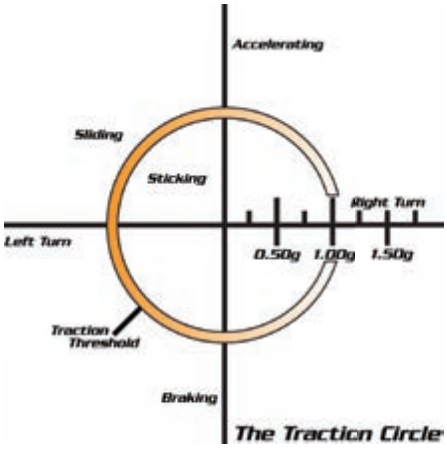
When a car is balanced, traction is exerted by all four wheels at similar levels.

Upon acceleration, weight is transferred to the car's rear, and the contact patches on the rear tires increase. Alternately, the contact patches of the front tires decrease, which can significantly reduce your steering and overall handling. If your car was so powerful that the front tires came off the ground, steering would obviously be impossible. While dramatic, this example shows that hard acceleration out of a turn could be a bad idea if you still need to finish the line smoothly.

Slowing down too fast—from letting off the hammer, gearing down, or stepping hard on the brakes—shifts the car's weight onto the front tires. With such a decrease in rear traction on a corner, this can cause the back end to slide out and the car becomes "loose" or goes into oversteer.

Consider a right-hand turn at moderate speeds: weight transfer occurs in multiple directions at once and in the opposite direction from the turn. In this instance, the car's weight shifts to the front left tire, away from the apex of the right turn. If it was a left-hander, the opposite would occur. Keeping the car's weight in the right spots is difficult while turning on flat surfaces, even more so on downhill or uphill corners.

These examples demonstrate the most common forces exerted on your car during a race. Think of traction as a commodity; you have only so much of it to put toward acceleration, braking, or steering at any given time. Consider the figure to the right:



The Traction Circle

This is another way of looking at the interaction of forces exerted on your car during a race. Inside the circle, your car sticks to the road—at the traction threshold line, you're at the edge of losing control as your tires lose all grip. Outside the threshold line, you're sliding out of control in a potentially devastating spin, oversteer, or understeer condition.

To get the most out of your car's abilities, drive it as close to the traction threshold as possible. It's a fine line, however, between maximum traction and loss of control. It takes lots of practice and monitoring of your telemetry (which we cover in Chapter 6) to do this successfully.

Racing 101

Keep all your control inputs as smooth as possible. The game physics are so sensitive that abrupt motions on the controller translate to abrupt shifts in a car's balance—you should know by now what kind of danger that spells.

Drafting

A lead car at high speed creates a slipstream, or a pocket of air, as it races around a track. The slipstream is long enough to include the lead car's length and to create an empty vacuum behind it. This vacuum allows drafting to occur, as it's large enough to fit another car inside it.

With the lead car doing all the work and creating the slipstream, any car positioned within its vacuum has to do less work to keep up. The air resistance it's fighting is much less than the forces being exerted on the lead car—the second car is really pulled along with the first. The closer the second car is to the lead car, the greater the drafting effects.

This aerodynamic benefit actually allows both cars, traveling nose-to-tail, to run faster than one car on its own. Drafting is how packs of cars catch one car far ahead on the track.

New to the game is the Draft meter, located on your HUD's left side. The sliding scale indicates how fully your car is inside the lead car's slipstream. When the Draft meter reaches its highest point, you know the draft's benefits are maximized and can use this as the opportune time to break out and pass the lead car. Practice drafting on large banked tracks so you can put it into play during races.

Master's Class

Slingshotting

Along with drafting comes an effective technique known as "slingshotting." Because the second car in a slipstream is using less power to keep up with the first, it can harness that extra power to tear out of the slipstream and pass the lead car. Slingshotting is the best way to pass a lead car in high-speed situations.

When your Draft meter is full, quickly break out of the lead car's slipstream and pass him on the inside!

Passing

There are three ways to pass a lead car at any given point on a track:

- Overpower it on a straight
- Draft it on a straight, then slingshot past it
- Outbrake it on a corner

Outgun

In a straight-up race, the most powerful car with regards to horsepower and torque will inevitably overtake the less powerful car. Passing in this context is low risk and generally the easiest to execute. Outgun lesser powered cars on wider straights for relatively low-risk maneuvers.

Slingshot

More difficult is drafting a lead car, getting close enough to maximize your slipstream benefits, and then slingshotting past him. Using this maneuver assumes the track is wide enough to pass side by side; if not, you're best left to attempt the next technique—outbraking.

Outbrake

The most risky and arguably the most dramatic way to pass is to outbrake a lead car in a corner. Traditionally the pass occurs on the inside; however, when combined with rapid deceleration and guessing the lead car's reactions, this technique can have the most damaging results if you don't succeed.

Approach the lead car on the inside edge when closing the distance into a turn. Watch for the lead car to begin braking for the corner and keep going! You must brake later and more aggressively if you want to beat him around the turn and come out on top.

Racing 101

On turns with curbs, your car's entire side can be over the curb's edge without incurring an off-track penalty. Use this advantage on the inside lines to take passing to a new level of aggression!

Career Mode

Career Orientation

Go Race

Race to earn credits (CR) and level up. Winning races rewards you with cars and manufacturer discounts. This is where you run all of your career races and earn your trophies.

The race events are organized along the Event row, with Proving Grounds on the left and Endurance events on the far right. You won't do them sequentially, as various events open up at different times as you level up throughout your career. In the following sections, we outline all the various career event types.

Note

Not all car manufacturers in the game chose to participate in *Forza Motorsport 2: Prima Official Game Guide*. Therefore, there are about 30 cars we don't cover. We apologize for the inconvenience.

Racing 101

Career Events Summary

Refer to the Career Series and Events Summary at the end of this chapter for a breakdown of your future racing career.

Proving Grounds Series

Test your mettle on the Test Track. The Proving Grounds (PG) introduce you to a variety of car regions, body styles, and drive types.

There are 10 events with 30 races in the ultimate beginner series. Proving Ground events include predominately entry-level Class D cars from all regions, with different drive types, body types, and weights. The competition is low-key, and there is little need to hire drivers for your races. Throughout this series, you'll get a feel for the diversity of the general types of cars in the game. Rear-wheel-drive and front-wheel-drive cars handle much differently from each other, and lightweight cars are much more responsive than heavyweights.

Use the Proving Grounds to work toward gold medals in all events and their reward cars; these cars prove to be quite valuable in many future races when considering certain car restrictions. When you win gold medals in all races in an event, you get the bonus credit rewards, which you can then put into reward car upgrades or your next big stock car purchase. You may never have enough money to constantly buy the cars you need for various events, so keep your reward cars in the garage; that way you'll have at least one model available for any given race type.

Proving Ground Series Summary

Event Name	Required Level	# Races	Opponent Range	Restrictions	First-Place Prize	Event Description
North American Open	0	3	D279-C367	Open to all North America region cars.	Wings West Civic	America's car culture takes center stage in this all-American race.
Asian Open	0	3	D208-D340	Open to all Asian region cars.	Tom's MR-S	In this event for cars from the Asian region, Japan and Korea show their passion for racing.
European Open	0	3	D138-D334	Open to all European region cars.	1972 Elan	A celebration of European motoring. All European cars welcome!
FWD Shoot-out	1	3	D300-C367	Drive train must be FWD.	VIS Integra	Beginning racers compete using front-wheel-drive cars.
AWD Shoot-out	1	3	D301-C355	Drive train must be AWD.	Lancia Delta	Who is the fastest off the line? Open to cars that deliver power to all four wheels.
RWD Shoot-out	1	3	D209-C376	Drive train must be RWD.	Border MR2	A challenge between rear-wheel-drive cars—the most popular sports car drive configuration.
Hot Hatch Runoff	3	3	D224-C441	Body family must be hatch.	Renault Clio	The hottest hatches in the world burn down the track in this event.
Mid-Engine Challenge	5	3	D209-B514	Drive train must be RWD; engine location must be mid.	VIS MR2	Experience a display of awesome handling, as mid-engine sports cars show off their balance.
Flyweight Invitational	10	3	C443-B514	Weight must be less than 2,055 lb.	Do-Luck NSX	Open to the world's lightest production cars, weighing less than 2,055 lb (932 kg).
Heavyweight Open	10	3	B484-A652	Weight must be over 3,849 lb.	Tom's Soarer	Weighing in at over 3,850 lb (1,746 kg), these heavyweights pull no punches.

Racing 101

Prima's Pick

We chose a 2003 MINI Cooper S to start off our career, as it immediately qualified for several events. We didn't need to buy another car for some time down the line.

Master's Class

Proving Ground Upgrades

By the last Proving Ground event, your opponents' car class and performance index have increased dramatically over the entry-level Ds. If you want to own the tracks at this stage, spend some of your hard-earned cash upgrading your car's performance and handling parts.

Master's Class

Don't sell your reward cars—they have very little sale value and may come in handy if you're ever stuck for cars to use in a race.

Master's Class

Proving Grounds is the easiest place in Career mode to earn the full 50 percent extra credits by winning with all the assists turned off, thus increasing the race difficulty. No risk, no reward!

Racing 101

Starting Out

Early in your career, focus more on driving better lines than on pushing your car to the limits of its abilities.

Amateur Cup Series

Take your racing to the next level. Amateur Cup races feature lightly balanced events limited by engine specifications or manufacturing era. The 34 races across 10 events have much more specific restrictions. Carefully check each event's restrictions before purchasing other cars that you may not need. At the Amateur Cup's main screen (as with all top-level race screens), you're notified how many cars in your current garage are eligible to race in the selected event. If that number is 0, double-check the race restrictions before leaving the area to buy a new car.

Use the detailed car list (press ⊗ to pull up the list in the Buy Cars area) rather than the initial Car Summary screen to ensure the car you're considering meets the desired race restrictions; pay particular attention to the Engine Type and Body Style columns to confirm the car meets engine or body type specs.

Amateur Cup (AC) events are the true diversification point in your career. Much like with Proving Grounds (which end at Level 10 and can be mostly completed by only racing PG events), you cannot finish AC events sequentially. AC events continue up to Level 35, a new high; consequently, you'll begin competing in other unlocked low-level events from later racing genres, including Manufacturer Club Races, Semi-Pros, and Rivalry Face-offs.

The Amateur Cup Series is likely one of the first events in which you'll race against Class S opponents. By this time, you must invest all race upgrades into a car that can challenge those racing behemoths; even Amateur Class S hard chargers are tough, but wait till you see the pros in action!

Amateur Cup Series Summary

Event Name	Required Level	# Races	Opponent Range	Restrictions	First-Place Prize	Event Description
Inline 4 Showcase	3	3	D299-C390	Engine type must be four-cylinder; engine configuration must be inline.	Aerogear Type-R	A competition between cars with high-revving four-cylinder engines
Boosted Shoot-out	3	3	B485-B560	Turbocharged or supercharged induction cars only.	Do-Luck Supra	Turbocharged and supercharged cars turn up the boost in this forced induction-only event.
6-Cylinder Show-off	5	3	C451-B574	Six-cylinder engines only.	Tommy Kaira R34	Six-cylinder engines in all shapes—boxers, V6s, and straight 6s battle for supremacy
Sports Car Classic	5	3	D196-C417	Older than 1975; no muscle cars.	1973 Carrera R5	Classic sports cars return in the spirit of vintage automotive competition.
American Iron Runoff	10	3	C355-C442	Muscle cars only.	Guldstrand	Pre-1975 American muscle cars rumble to claim their turf in this exciting event.

Amateur Cup Series Summary						
Event Name	Required Level	# Races	Opponent Range	Restrictions	First-Place Prize	Event Description
Free-Breathing Challenge	15	3	B534-A617	Normally aspirated induction cars only.	Mugen S2000	A challenge to see who has the fastest normally aspirated engine setup.
Big Block Shoot-out	20	4	C379-A687	Eight-cylinder engines only.	Lingenfelter	Feel the torque as monstrous V8 engines roar down the track.
Five-by-Five Super-sprint	25	4	A708-S823	Ten-cylinder engines only.	#22 Comp Coupe	A high-powered battle between cars with screaming V10 engines.
Extreme Performance Shoot-out	30	4	A652-S844	Twelve-cylinder engines only.	ME Four-Twelve	Experience the performance of the world's most powerful V12 engines.
20th-Century Super Car Invitational	35	4	S803-S883	Body family must be Super Car/cars older than 2000.	Veilside F99	A competition between world-class super cars of the last century, such as the Ferrari F50.

Racing 101

Race What You Win

To avoid purchasing race spec cars at their base stock levels, use the highly customized and upgraded reward cars in every race.

Master's Class

Hiring drivers becomes more necessary as your career level increases, as in the 20th-Century Super Car Invitational at Level 35.

Manufacturer Club Series

Join the club. The Manufacturer Club races highlight the most famous model lines and manufacturers from around the world. Thirty-four races in 10 events include everything from Volkswagen challenges to Lamborghini shoot-outs.

The stakes are raised in this series; you also get an incredible set of reward cars and the bonus series credits for placing gold in all event races. It's a big jump in rewards if you're placing on the podium and well worth the time spent on the new tracks.

Due to having to own only one car from the specific manufacturer, this is arguably the easiest series to qualify for; you'll likely already have one if you've been winning the previous series' reward cars. Check out the opponents in each event of the series to see what they're driving, then compare the cars in your garage.

Manufacturer Club Series Summary						
Event Name	Required Level	# Races	Opponent Range	Restrictions	First-Place Prize	Event Description
Volkswagen Driver's Club	5	3	D195-D345	Make must be Volkswagen.	VW Golf R32	A celebration of the people's car, from Beetle to Bora and Golf to Corrado.
Integra Cup	5	3	D299-C471	Model family must be Integra.	Mugen Integra	Open to Honda and Acura Integras from all generations, including the Acura RSX.
MR2 Cup	10	3	D209-B528	Model family must be MR.	Tom's MR2	Toyota's revolutionary mid-rear MR2 and MRS take center stage in this event.
Quattro Club	10	3	D334-B595	Make must be Audi.	AWE Tuning S4	Audi's famed AWD quattro system is on full display in this event.
Nissan Racing Club	15	3	C430-B586	Make must be Nissan.	Top Secret S15	Celebrate Nissan's motorsport heritage as Skylines, Fairladies, and Silvias race together.
Porsche Sports Car Club	15	3	C471-A742	Make must be Porsche.	#82 GT3 Cup	Porsches, both historic and modern, take to the tarmac in this race of Stuttgart's famous automaker.
Corvette Touring Cup	20	4	A617-A748	Model family must be Corvette.	#99 Corvette Z06	Generations of the legendary Corvette roar down the track together in this event.
Club della Scuderia Ferrari	25	4	A684-S809	Make must be Ferrari.	Enzo Ferrari	A celebration of fine performance sports cars by Italy's most prestigious automaker.

Manufacturer Club Series Summary						
Event Name	Required Level	# Races	Opponent Range	Restrictions	First-Place Prize	Event Description
Viper Performance Cup	30	4	A713-S791	Model family must be Viper.	Hennessey Viper	Dodge's outrageous performance coupe is unleashed in this high-powered race.
Club del Toro Furioso	35	4	A708-S803	Make must be Lamborghini.	Diablo GTR	This running of the bulls is open to all Lamborghini models.

Racing 101

More Track Time

Each career series gets progressively longer with more four-, five-, and six-race events. The more track time you spend in practice laps outside of the actual races, the better you'll do on those tracks come race day. Practicing this way keeps your career win percentage as high as possible.

Semi-Pro Series

Focus more on handling than on power. The Semi-Pro events are sponsored races governed by moderate power restrictions. There are 35 races across 10 events with what are likely the most technical restrictions.

To pick cars for this series' events, refer to the detailed car list in the My Cars menu. The general car list is sorted by class; this makes it much easier to sort by power when using the Secondary Menu screen. Pick a car that is as close to the power restrictions as possible, then upgrade it with platform and handling, tires and rims, and body and aero improvements to maximize your handling while keeping the same power. If your best car is slightly below the power restriction, apply select engine and power upgrades to get as close as possible without going over. If the restriction is 150 hp, try to hit exactly 150 hp, as your opponents may be running anything from 110 hp to 149 hp, and so on.

You could be in for a mild revelation when driving an underpowered car with fully race-tunable handling. Handling is the theme of this series, so don't let its valuable training go to waste.

Semi-Pro Series Summary						
Event Name	Required Level	# Races	Opponent Range	Restrictions	First Place Prize	Event Description
Goodyear 150 hp Invitational	7	3	D153-C433	Power must be less than 150 hp; no race-class cars.	Tommy Kaira M20b	Goodyear hosts this race for cars with less than 150 hp (112 kW)
Sparco 200 hp Invitational	7	3	D201-B514	Power must be less than 200 hp; no race-class cars.	Sparco Evo.8	Sparco sponsors this race for cars with less than 200 hp (149 kW).
Kumho Tire 250 hp Invitational	10	3	D315-C390	Power must be less than 250 hp; no race-class cars.	AB Flug RX-7	Kumho Tire's invitational is open to cars with less than 250 hp (187 kW).
Castrol 300 hp Invitational	10	3	C453-B593	Power must be less than 300 hp; no race-class cars.	207 Super 2000	Castrol hosts this race for cars with less than 300 hp (224 kW).
Nissan 350 hp Invitational	15	4	C440-B557	Power must be less than 350 hp; no race-class cars.	Nissan R390	Nissan sponsors this race for cars with less than 350 hp (261 kW).
Stoptech 400 hp Invitational	20	4	C355-A685	Power must be less than 400 hp; no race-class cars.	#23 Comp Coupe	Stoptech's Invitational is open to cars with less than 400 hp (298 kW).
Toyo Tires 450 hp Invitational	25	4	B527-A742	Power must be less than 450 hp; no race-class cars.	—	Toyo Tires hosts this race for cars with less than 450 hp (336 kW).
Panoz 500 hp Invitational	30	4	B542-S803	Power must be less than 500 hp; no race-class cars.	#81 Panoz GTLM	Panoz hosts this race for cars with less than 500 hp (373 kW).
Risi Competizione 600 hp Invitational	35	4	A728-S899	Power must be less than 600 hp; no race-class cars.	#35 MC12	Risi Competizione sponsors this race for cars with less than 600 hp (448 kW).
K&N Filters 700 hp Invitational	40	4	S806-877	Power must be less than 700 hp; no race-class cars.	#2 Audi R8	K&N Filters hosts this race for cars with less than 700 hp (522 kW).

Racing 101

Power vs. Handling

Underpowered cars with excellent handling may be able to outperform overpowered cars with mediocre handling.

Rivalry Face-off Series

The Rivalry Face-offs pit legendary model lines against each other to show, once and for all, which is the greatest. Honda vs. Volkswagen, Toyota vs. Nissan, Ferrari vs. Lamborghini—the all-time favorite showdowns are here to set the record straight.

You start off in Class D and work your way up to Class S super cars at the highest level. Thirty-seven races across 10 different events have you earning anywhere from 7,000 CR to nearly 30,000 CR for first-place wins.

Check the Model Family column in the My Cars menu to confirm that your car meets the event's "model family" and "engine type" (when applicable).

Rivalry Face-off Series Summary

Event Name	Required Level	# Races	Opponent Range	Restrictions	First-Place Prize	Event Description
Young Guns Showdown	10	3	D300-C390	Model family must be Civic or Golf.	Mugen Civic	Honda Civics and Volkswagen Golfs face off in this challenge between youth models.
Sport Compact Shoot-out	10	3	D301-C355	Model family must be Celica or Eclipse.	APR Celica	Open to Toyota Celica and Mitsubishi Eclipse sport compacts.
Tuner Face-off	15	3	C362-C464	Model family must be Altezza or Silvia.	IS430 Project	Tuner favorites face off, from Nissan's Silvia, Toyota's Altezza, and Lexus IS models.
Great American Face-off	15	3	C447-A609	Model family must be Camaro or Mustang.	#10 Mustang	An all-American face-off between Chevrolet Camaro and Ford Mustang models.
Rallicross Face-off	20	4	C453-A670	Model family must be Evo or Impreza.	MINE'S Evo.6	A competition between rally legends. Open to Subaru Impreza and Mitsubishi Lancer Evolution models.
Super Tuner Challenge	20	4	C458-B571	Model family must be Fairlady, RX-7, or RX-8.	INGS RX-7	Nissan Z cars take on Mazda's rotary-equipped cars.
Battle for Europe	25	4	A684-A745	Models must be Porsche six-cylinders or Ferrari eight-cylinders.	#5 GT3-R5R	Porsche's innovative six-cylinder models take on Ferrari's powerful V8 models.
Ultimate Tuner Challenge	30	4	B511-S806	Model family must be Skyline or Supra.	#23 JGTC Skyline	Nissan Skyline, Infiniti G35, and Toyota Supra models compete in this showcase for Japanese tuner cars.
American Sports Car Showdown	35	4	A671-S791	Model family must be Corvette or Viper.	#58 Viper GTS-R	A showdown of American powerhouses, featuring Chevrolet Corvette and Dodge Viper models.
Pride of Italy	40	5	A677-S844	Make must be Ferrari 12-cylinder or Lamborghini 12-cylinder.	#17 Zonda GR	It's Ferrari V12 vs. Lambo V12 in this ballet of Italy's finest super cars.

Racing 101

Double Restrictions

The Battle for Europe and Pride of Italy have model family and engine-type restrictions. Be sure your selected car meets both or you won't be eligible to race it in these events.

Regional Championships Series

Work your way through the automotive world. Regional Championships are restricted by both performance class and manufacturer home region.

Forty races in 10 different events have you scrambling for first among the best in every performance class, from Class D Civics to Class R1 Audis. This is also the first of your intermediate series that becomes available at Level 15. Expect more difficult opposition at this point, with drivers taking more aggressive lines and risking contact in corners.

The winner's pot becomes even more lucrative here, ranging from 11,000 CR to nearly 40,000 CR per race. Do the math—if you're taking mostly gold medals, you'll be buying an R1 custom-tuned racer in no time!

Regional Championship Series Summary

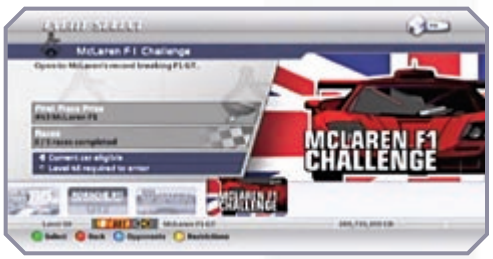
Event Name	Required Level	# Races	Opponent Range	Restrictions	First-Place Prize	Event Description
Class D Asian Championship	15	3	D160-D280	Asian Class D cars only.	MINE'S R34	The championship of Class D cars from the Asian region.
Deutsch C-Class Championship	15	3	B595-A742	German Class C cars only.	#5 Opel Astra V8	The championship for Class C cars from Germany.
Japanese Class B Regionals	20	4	C458-B593	Japanese Class B cars only.	Veilside F03	A competition for Class B cars from Japan.
Stars and Stripes B-Class Championship	20	4	C462-A619	American Class B cars only.	#15 CTS-V	American B Class cars face off in this event.
British Sports Car Championship	25	4	B599-A734	British Class A cars only.	Jaguar XJ220	Class A cars from England race for the championship.
American Class A Regionals	25	4	A618-A731	American Class A cars only.	#73 Corvette Z06	Open to Class A cars from the United States.
Italian Masters Championship	30	4	A708-S899	Italian Class S cars only.	Maserati MC12	Italy's super car heritage is on full display in this Class S championship.
GT Championships of Japan	35	4	R3	Japanese Class R3 cars only.	#36 GT500 Supra	Open to R3 Super GT cars from Japan.
North American Regional Championship	40	5	R3-R2	American Class R2 cars only.	#11 Panoz LMP-01	Open to R2 subclass race cars from the United States.
Pan-European Championship	45	5	R2-R1	European Class R1 cars only.	Cupra GT	A championship for R1 race cars from Europe.

Racing 101

Huge Payout

By winning gold in all the Regional Championship Series events, you'll earn well over 800,000 CR, a bounty of high-performance reward cars, and a sweet series credit bonus!

Factory Spec Series



Bring all your skill, because upgrades can't help you here. The Factory Spec races require a specific car model that cannot be upgraded.

Forty races across 10 events in what is possibly the best balanced series ever created. All cars are identical, and nothing has been changed or upgraded since leaving the factory floor.

There are no tricks to help you get ahead in this series, which is undoubtedly one of the hardest in the game due to all racers using identical cars.

The best strategy is to check the Opponents List in each event, take that car out on all the event's tracks, and *practice* the best lines until you perfect them. In order to succeed in this gauntlet, you must run the smoothest lines while running on the threshold of your car's traction budget!

Factory Spec Series Summary						
Event Name	Required Level	# Races	Opponent Range	Restrictions	First Place Prize	Event Description
Porsche 914/6 Challenge	15	3	D138	Model must be stock 1970 914/6.	#35 GT3 Cup	Open to Porsche's revolutionary targa top model.
Ford Focus Challenge	15	3	D279	Model must be stock Ford Focus SVT.	FocusSport Focus	A race featuring Ford's rally winner.
Mazdaspeed Challenge	20	4	D289	Model must be stock Mazda Roadster.	RE-Amemiya RX-7	Mazda's track-bred roadster is featured in this event.
Lotus Sport Exige Challenge	20	4	B514	Model must be stock Lotus Exige.	Exige Cup 240	A race featuring Lotus's sporty Exige model.
Honda NSX-R Challenge	25	4	B536-A604	Model must be stock NSX.	#15 JGTC NSX	Open to Honda's mid-engined masterpiece.
TVR Tuscan S Challenge	25	4	A668	Model must be stock TVR Tuscan S.	TVR Speed 12	TVR's British straight-six Tuscan S is featured in this event.
Shelby Cobra Challenge	30	4	A637	Model must be stock 1965 Cobra 427.	Shelby Series 1	Carrol Shelby's famous muscle car returns in this race.
Porsche 911 GT2 Challenge	35	4	A742	Model must be stock Porsche GT2.	#25 Porsche GT1	Open to Porsche's last air-cooled sports car.
Ferrari F430 Challenge	40	5	A745	Model must be stock Ferrari F430.	#62 F430GT	A race featuring Ferrari's curvaceous F430.
McLaren F1 Challenge	45	5	S883	Model must be stock McLaren F1 GT.	#43 McLaren F1	Open to McLaren's record-breaking F1 GT.

Racing 101

Now Hiring

Due to the completely even playing field, it's a good idea to hire a driver to help you get ahead in this series; it could be one of the most difficult in your entire career.

Racing 101

Your car *must* be stock to be eligible for these events!

Professional Series

Finish the series with the most points to win. Professional Series points are awarded based on your finishing position in each race.

There are 54 races across 10 events in the first of the advanced driver series starting at Level 20. The point format is different from the other events: for each win you earn points, and the final tally determines the winner. You don't need gold in every race, but the extra points over bronze definitely puts you—and keeps you—in the standings.

The higher end of this series, from Levels 30 to 50, is extremely challenging. At these levels, every tenth of a second counts either for or against you, so deviations off the line are incredibly unforgiving. In addition, the Class R cars are custom tuned per track. Efficient drafting is essential to get the most out of your machine—the stakes are immense.

Even in the first event, your potential earnings are 16,000 CR per gold medal, plus an 80,000 CR for taking gold in the overall event. At the top end of the series, you're running against the pack for a whopping 45,000 CR per gold medal in each race. The risk is great, but the reward is even greater!

Professional Series Point Spread Summary	
Place	Points Awarded
1	24
2	20
3	16
4	13
5	10
6	8
7	6
8	5

Master's Class

Pro Series Format

Professional Series run in a slightly different format than most other series. In regular series, you can select the order of the tracks you want to compete in; however, in Pro Series events, you must race the tracks in order and place on the podium to qualify to compete in the next race. There is no pick and choose; you race it the way the event's laid out, and you perform to proceed. Everything else is locked until you prove you're worthy of continuing to the next stage of the Pro Series.

Professional Series Event Summary						
Event Name	Required Level	# Races	Opponent Range	Restrictions	First-Place Prize	Event Description
D Class World Trophy	20	5	D279-C372	Must be Class D.	AB Flug Supra	Open to cars in Class D.
Class C World Trophy	20	5	C355-B486	Must be Class C.	#8 Audi TT	Limited to cars in Class C.
World Class B Trophy	25	5	C447-B589	Must be Class B.	Top Secret Supra	A challenge for Class B cars.
Class A World Trophy	25	5	B537-S751	Must be Class A.	HKS Evolution	A race between the best Class A cars in the world.
World S-Class Trophy	30	5	S823-S899	Must be Class S.	#8 JGTC NSX	A showdown of the world's fastest production cars.
Class R4 World Trophy	30	6	R4-R3	Must be subclass R4.	#22 JGTC Skyline	Open to cars in the R4 subclass.
Class R3 World Trophy	35	5	R3	Must be subclass R3.	#9 MC12	A race limited to race cars in the R3 subclass.
Legends World Trophy	40	6	A740-A746	Model must be stock 1967 Ferrari 330P4 or 1966 Ford GT40.	#4 Audi R8	Legends of the past return as unmodified Ferrari 330P4s and Ford GT40s face off.
Class R2 World Trophy	45	6	R2	Must be subclass R2.	#12 F333 SP	Open to race cars in R2 subclass.
Class R1 World Trophy	50	6	R1	Must be subclass R1.	#15 BMW V12 LMR	Top race cars from around the world compete for the checkered flag in this event.

Master's Class

Bump Drafting

Expect very aggressive driving from most opponents in the advanced series. Bump drafting isn't promoted, but it happens often, as positioning is critical to overall success. And as you'll discover, any impact at full speed can send you careening off the track with unrecoverable consequences.

Now more than ever you must watch your rearview mirror to avoid collisions with pursuing cars, while simultaneously trying to block them and prevent a pass.

Racing 101

Going Pro

The Professional Series contains sequential events. You must compete in each race as it comes up in the event order; you cannot change the race order.

Endurance Series

Pace yourself; it's going to be a long day. Endurance Races are extremely long events where consistency and pit strategy are important.

There are 10 events (1 race each); 7 of these races have nearly 50 laps and have prizes of 100,000 CR to 280,000 CR per race. This is it: all of your training has led to these ultimate events of finesse and skill.

Whether enduring a 7-lap event around the epic Nürburgring or a 50-lap event circling the Tsukuba Circuit, consistency is what binds together all other skills and allows for a successful run in any of these advanced events.

Be consistent in all aspects of your racing performance, including:

- following seamless, smooth racing lines with minimal steering inputs;
- braking aggressively and efficiently;
- drafting perfectly;
- blocking defensively;
- using track-specific tuning;
- and constantly pushing your car to its limits.

Only by combining these aspects will you make it to the top of the podiums.

Racing 101

Aggressive Cornering

Cornering becomes an aggressive game at this level. Every time you dig into a turn at the peak of your traction threshold, be wary of someone coming up alongside and rubbing your quarter panel—any extra lateral force could push your car over its threshold and cause a complete loss of traction.

Endurance Series Summary						
Event Name	Required Level	# Races	Opponent Range	Restrictions	First-Place Prize	Event Description
Tsukuba Class D Grand Prix	20	1	D279-C390	Must be Class D.	#35 JGTC Supra	Japan's Tsukuba Circuit is home to this long-distance race.
Class C Grand Prix of Laguna Seca	20	1	D315-B475	Must be Class C.	#42 Acura NSX	Class C cars test their endurance around Mazda's Laguna Seca.
Maple Valley B-Class Grand Prix	25	1	C414-B557	Must be Class B.	MINE'S R32	This grueling race around Maple Valley Raceway is open to cars in Class B.
Silverstone Class A Grand Prix	25	1	A640-A742	Must be Class A.	#7 Speed 8	Class A cars are pushed to the limit in this distance test at the home of the British Grand Prix.
Mugello Super Car Grand Prix	30	1	S823-S899	Must be Class S.	#15 MC12	All Class S cars are welcome in this race at Scuderia Ferrari's home course.
Grand Prix at Road Atlanta	30	1	R4	Must be subclass R4.	#57 Viper GTSR	Panoz motorsport's home course hosts this race for cars in the R4 subclass.
Porsche Grand Prix of Nürburgring	35	1	R4-R3	Model family must be 911 and Class R.	#27 Porsche 962c	The Ring is the proving ground in this race for Porsche 911 GT3 Cup race cars.
Suzuka Grand Prix	40	1	R3	Must be subclass R3.	#5 SuperGT Supra	An event for R3 subclass race cars at the home of the Japanese Grand Prix.
Sunset Peninsula Grand Prix	45	1	R2	Must be subclass R2.	#18 SuperGT NSX	R2 subclass race cars go the distance on Sunset Peninsula's infield course.
Sebring Grand Prix	50	1	R1	Must be subclass R1.	#3 Peugeot 905C	The fastest cars push themselves to the limit on the granddaddy of American road courses.

Master's Class

Pit Strategy

For those advanced players who want the added realism and difficulty, toggle on Fuel/Tire Wear in the Options menu and your endurance event takes on a whole new element of gameplay and strategy.

Pit strategy is all about gambling. Do you pit early and top up on fuel and put on a fresh set of tires, or wait until closer to the race's end, when you really need them?

The leader in a race has the benefit of always making the best pit calls, but really you're relying on the other teams to make worse choices than you do.

Every added hundredth of a second in the pit is a hundredth of a second not on the track, where you might be losing positions you can't regain. You could decide not to pit at all and win the race by position alone, but other teams will likely be putting on fresh rubber, which could significantly increase their chances of outperforming you. If the leader pits and no one else does, be prepared to fight your way back in order to beat them to the checkered flag.

Essentially, you should base your decision on two things:

1. Tires: Depending on what tires your car has, you'll determine whether or not they are worn significantly enough to warrant putting on fresh rubber. Remember, winning a race can come down to your tires, so don't neglect them.
2. Fuel: Will you let your car become lighter and faster as it uses fuel to gain track positions? You must determine whether or not to pit before you are nearly out of gas. It's common to gain time on the competition by constantly running a lighter car as it loses weight from using more fuel.
3. Damage: If your car has sustained mechanical damage that is affecting track performance, consider pitting to have the damage fixed.

Pit strategy is very subjective, and in the end it's often luck that determines who comes out on top.

Racing 101

Trophies

Don't settle for anything less than gold in the races of any particular event. The extra credit reward for getting all gold is well worth the effort.

My Cars

Select the car to use in your career. Get in, sell, set as favorite, or compare all of the cars in your garage.

This is your inventory. Use it to view everything, including:

» car level

» class and performance index

» drive type and engine placement

» performance attributes (speed, acceleration, etc.)

» or press Ⓨ to view mechanical stats (power, torque, etc.)

If you have a hundred cars, you'll want a way to rapidly get through the list. Use the left and right triggers to quickly reach either end of your cars list.

If the information you need isn't displayed on the initial screen, press Ⓧ to bring up the detailed car list, which shows all cars in the garage. From this comprehensive menu, hit Ⓧ once to sort them in ascending order or hit Ⓧ twice to sort them in descending order and by the active right-hand column. Left and right triggers change between all of the cars' various attributes that they're sorted by. Press Ⓨ to jump to either the top or bottom of the sorted list.

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Actions Menu

Press Ⓐ on any car at the My Cars main screen to select the current car's action list. From there you can sell it, take it for a test drive, view its comprehensive performance, or view its history (including level, value, victory, and owner stats).

If you think you're in the wrong vehicle for an upcoming race, use this menu to compare between the car you're currently in and any other car in your garage. Left- or right-trigger through the cars slowly or press Ⓐ to bring up the entire list in another screen. You can find a specific car faster using the same comprehensive car-sorting screen as previously described.

Lastly, you can set any number of your career cars as favorites, which are subsequently placed at the beginning of your car row on the main My Cars screen; these will be indicated by yellow stars above their car icons. Favorites are grouped together at the head of the row, regardless of class or performance index, so you can quickly locate your turbocharged weapons of choice. To remove a car from the favorites, go back to this menu. This puts the car back into its rightful place among the other classes and indexes.

Automatic or Manual?

Automatic transmissions in the game work the same way as in real life. Once you hit a set RPM, the transmission shifts gears up or down accordingly, allowing you to focus on acceleration, braking, and cornering without manually changing gears.

Manual transmissions also work in the game the same way as in real life. It's harder to learn, but once it becomes second nature, you can be faster on the track, as you'll have greater control over your transmission. This option is for experts only!

Learn to race with an automatic transmission until you're comfortable with the controls, car handling, and race events. With fewer distractions, it will be easier to concentrate on winning. You can play through the entire game without having to switch from an automatic car, so don't feel pressured to change to a manual.

Buy Car

Buy cars to add to your collection. Some cars might be locked until you reach a higher level.

Use this menu to buy all cars in Career mode. The cars are organized by country with all of their associated manufacturers located within. After you select a manufacturer, all of its models are displayed in the scrolling window on the screen's left-hand side; on the right is the manufacturer's history. Inside the manufacturer's area, you'll see all of their available cars, in almost an identical menu as the one in the Career Garage (My Cars screen).

The notable exceptions are the swatches showing the car's available colors. The price in credits is displayed on the screen's right-hand side below the stats. If you're looking for a specific car in a particular class, press ⊗ to bring up the overall manufacturer car list (like the one you used to sort the entire list by your chosen criteria).

If a car is locked, use Ⓐ to view the conditions you must meet before the car is available.

Customizing Your Cars

Car customization is incredibly detailed, and the following sections of the Career menu each have a chapter that gives the rundown on their features.

Buy Upgrades

Buy new parts to improve your car's performance. Interchange or sell parts you already own. Parts and upgrades are diverse—refer to Chapter 6 to get the full 411 on improving your whip's performance.

Tune Car

You can modify you car's tuning setup, such as the spring rates or gear ratios. You can also load a previously-saved tuning setup. Tuning your car is another complicated process with abundant options; we break it all down for you in Chapter 6.

Paint Car

Create a work of art by painting your car's body, hood, mirrors, wing, brakes, or rims, or adding decals and vinyl shapes. We dedicate all of Chapter 7 to giving you the full details on how to pimp your ride.

Set Difficulty

You can change your difficulty level. If you increase your difficulty, you increase your potential earnings. Read on for descriptions of how to increase or decrease the game's difficulty:

- **Suggested Line:** Draws a line on the track representing the optimal driving path or racing line. Green means accelerate; red means brake. With Braking Only activated, the green parts of the line are not displayed; only the yellow and red sections indicate when you need to brake. Turn off Suggested Lines to increase difficulty and potential earnings.
- **Anti-lock Braking:** An anti-lock braking system rapidly alters brake pressure to maintain maximum braking force at the threshold of wheel lockup and subsequent loss of traction. Turn off the braking options to increase difficulty and potential earnings.
- **Traction:** A traction-control system maximizes grip between the vehicle's tires and the road surface during acceleration. This option helps dramatically to prevent handling issues (spinning tires) when powering out of turns or when dropping the hammer during heavy acceleration, especially in highly tuned and high-performance cars. Turn this off to increase difficulty and potential earnings.
- **Stability:** A stability-management system attempts to keep the car from spinning out under difficult cornering conditions. The onset of oversteer triggers the stability-management system to apply braking force to individual wheels. Turn this off to increase difficulty and potential earnings.
- **Shifting:** Select automatic or manual shifting. Setting this to manual will increase difficulty and potential earnings.
- **AI Difficulty:** Adjust the skill of your game-controlled opponents. Increasing difficulty increases potential earnings.
- **Damage:** Adjust the effect of damage on your car's performance. With limited damage, most systems damage only halfway. With simulation damage, systems can be completely destroyed, decreasing your car's performance to that of a rock. Setting this to Simulation increases potential earnings.
- **Fuel/Tire Wear:** Adjust fuel depletion as well as engine and tire wear. By activating Simulation Wear, tires wear out, running out of gas stops the car, and the engine can be damaged by over-revving the car. Setting this to Simulation increases potential earnings.

Racing 101

Earn More Credits per Race

Earn up to 50 percent more race credits with all assists off.

Racing 101

Career Summary

At any time in Career mode, press Ⓡⓑ to bring up your Career Summary screen. There you can view your stats, including your career completion percentage, bank account, winnings to next level, total winnings, and online winnings.

Press Ⓨ to look at second grouping, including distance driven, time driven, winning percentage, cars in garage, value of garage, total repairs in credits.

The left and right trigger buttons move between screens, showing driver level rewards, car level rewards, and AI opponents. Everything you need is right here!

Driver Level Rewards and Manufacturer Relationships

Your driver level represents your skill, experience, and wins as a racing competitor. As you gain more experience and wins, you inevitably form professional relationships with various manufacturers; there are many benefits associated with this, including free sponsor cars and increasingly better deals on aftermarket parts for your growing collection throughout your racing career.

Earning credit points for each race win varies, but you need all the credits possible to continue leveling up and achieving the numerous level-based rewards. Credits are awarded after each race, depending on the following equation:

Place points + difficulty points + car rarity points - damage penalty - driver fee (if applicable) = net credit earnings

Below is a summary list of all the driver level rewards that you can achieve by leveling up (note that they are all arranged by your chosen career regions).

Asian Regional Driver Level Rewards

Level	Reward
1	Unlock 5% discount on Asian production cars
2	Unlock 10% discount on Asian production cars
3	Unlock 15% discount on Asian production cars
4	Unlock 20% discount on Asian production cars
5	Unlock 25% discount on Asian production cars. Gifted 1969 Nissan Fairlady Z 432R
6	Unlock Porsche production cars
7	Unlock Chevrolet Camaro production cars
8	Unlock Lexus production cars
9	Unlock Audi production cars
10	Unlock 30% discount on Asian production cars. Gifted 2004 Mitsubishi Lancer Evolution VIII MR
11	Unlock Vauxhall production cars
12	Unlock Ford Mustang production cars
13	Unlock Lotus production cars
14	Unlock Chrysler production cars
15	Unlock 35% discount on Asian production cars. Gifted 1998 Subaru Impreza 22B Sti
16	Unlock Dodge production cars
17	Unlock BMW Motorsport production cars

Asian Regional Driver Level Rewards

Level	Reward
18	Unlock Chevrolet Corvette classic cars
19	Unlock Porsche 911 production cars
20	Unlock 40% discount on Asian production cars. Gifted 2002 Nissan Skyline GT-R V-Spec II Nür
21	Unlock Acura NSX production cars
22	Unlock Ferrari 12-cylinder production cars
23	Unlock Ferrari 8-cylinder production cars
24	Unlock Ferrari classic cars
25	Unlock 45% discount on Asian production cars. Gifted 2002 Mazda RX-7 Spirit R Type-A
26	Unlock Chevrolet Z06 production cars
27	Unlock Shelby production cars
28	Unlock TVR production cars
29	Unlock Dodge Viper production cars
30	Unlock 50% discount on Asian production cars. Gifted 2005 Honda NSX-R GT
31	Unlock Champion Racing race cars
32	Unlock Nissan 350Z race cars
33	Unlock Lamborghini super cars
34	Unlock Porsche super cars
35	Gifted #77 Cusco Subaru Advan Impreza race car

Asian Regional Driver Level Rewards

Level	Reward
36	Unlock Ferrari super cars
37	Unlock Porsche race cars
38	Unlock Pagani super cars
39	Unlock Ford super cars
40	Gifted #25 Eclipse Advan Supra race car
41	Unlock Mercedes super cars
42	Unlock Koenigsegg super cars
43	Unlock Zakspeed Viper race cars
44	Unlock McLaren super cars
45	Gifted #32 Nissan R390 race car
46	Unlock Ferrari race cars
47	Unlock Chevrolet Corvette Racing cars
48	Unlock Saleen super cars
49	Unlock Audi Sport R8 race cars
50	Gifted #3 Toyota Motorsports GT-ONE TS020 race car

European Regional Driver Level Rewards

Level	Reward
1	Unlock 5% discount on European production cars
2	Unlock 10% discount on European production cars
3	Unlock 15% discount on European production cars
4	Unlock 20% discount on European production cars
5	Unlock 25% discount on European production cars. Gifted 1961 Jaguar E-Type S1
6	Unlock Toyota production cars
7	Unlock Honda production cars
8	Unlock Nissan Fairlady Z production cars
9	Unlock Chevrolet Camaro production cars
10	Unlock 30% discount on European production cars. Gifted 1974 Lancia Stratos HF Stradale
11	Unlock Mitsubishi production cars
12	Unlock Nissan Silvia production cars
13	Unlock Lexus production cars
14	Unlock Ford Mustang production cars
15	Unlock 35% discount on European production cars. Gifted 1982 Porsche 911 Turbo 3.3
16	Unlock Mitsubishi Lancer Evolution production cars
17	Unlock Chrysler production cars
18	Unlock Subaru Impreza production cars
19	Unlock Dodge production cars
20	Unlock 40% discount on European production cars. Gifted 1989 Lotus Carlton
21	Unlock Mazda production cars
22	Unlock Chevrolet Corvette classic cars

European Regional Driver Level Rewards

Level	Reward
23	Unlock Acura NSX production cars
24	Unlock Honda NSX-R production cars
25	Unlock 45% discount on European production cars. Gifted 1987 Porsche 959
26	Unlock Nissan Skyline production cars
27	Unlock Chevrolet Z06 production cars
28	Unlock Shelby production cars
29	Unlock Dodge Viper production cars
30	Unlock 50% discount on European production cars. Gifted 1998 Ferrari F355 Challenge
31	Unlock Champion Racing race cars
32	Unlock Nissan 350Z race cars
33	Unlock Lamborghini super cars
34	Unlock Porsche super cars
35	Gifted #3 Lechner Racing School Team 1 911 GT3 Cup race car
36	Unlock Ferrari super cars
37	Unlock Porsche race cars
38	Unlock Pagani super cars
39	Unlock Ford super cars
40	Gifted #2 BMW Motorsport M3-GTR race car
41	Unlock Mercedes super cars
42	Unlock Koenigsegg super cars
43	Unlock Zakspeed Viper race cars
44	Unlock McLaren super cars
45	Gifted #41 Team McLaren F1 GTR race car
46	Unlock Ferrari race cars
47	Unlock Chevrolet Corvette Racing race cars
48	Unlock Saleen super cars
49	Unlock Audi Sport R8 race cars
50	Gifted #1 Infineon Audi R8 race car

North American Regional Driver Level Rewards

Level	Reward
1	Unlock 5% discount on North American production cars
2	Unlock 10% discount on North American production cars
3	Unlock 15% discount on North American production cars
4	Unlock 20% discount on North American production cars
5	Unlock 25% discount on North American production cars. Gifted 1968 Shelby Mustang GT-500KR
6	Unlock Porsche production cars
7	Unlock Toyota production cars
8	Unlock Honda production cars
9	Unlock Audi production cars

North American Regional Driver Level Rewards	
Level	Reward
10	Unlock 30% discount on North American production cars. Gifted 1969 Dodge Charger R/T-SE
11	Unlock Nissan Fairlady Z production cars
12	Unlock Mitsubishi production cars
13	Unlock Vauxhall production cars
14	Unlock Lotus production cars
15	Unlock 35% discount on North American production cars. Gifted 1970 Chevrolet Chevelle SS-454
16	Unlock Nissan Silvia production cars
17	Unlock Mitsubishi Lancer Evolution production cars
18	Unlock Subaru Impreza production cars
19	Unlock BMW Motorsport production cars
20	Unlock 40% discount on North American production cars. Gifted 2000 Ford Mustang Cobra R
21	Unlock Porsche 911 production cars
22	Unlock Ferrari 12-cylinder production cars
23	Unlock Ferrari 8-cylinder production cars
24	Unlock Honda NSX-R production cars
25	Unlock 45% discount on North American production cars. Gifted 1996 Chevrolet Corvette Grand Sport
26	Unlock Mazda production cars
27	Unlock Nissan Skyline production cars
28	Unlock Ferrari classic cars
29	Unlock TVR production cars
30	Unlock 50% discount on North American production cars. Gifted 1999 Dodge Viper GTS ACR
31	Unlock Champion Racing race cars
32	Unlock Nissan 350Z race cars
33	Unlock Lamborghini super cars
34	Unlock Porsche super cars
35	Gifted #31 Whelen Engineering Corvette Z06 race car
36	Unlock Ferrari super cars
37	Unlock Porsche race cars
38	Unlock Pagani super cars
39	Unlock Ford super cars
40	Gifted #51 JML Team Panoz Esperante GTLM race car
41	Unlock Mercedes super cars
42	Unlock Koenigsegg super cars
43	Unlock Zakspeed Viper race cars
44	Unlock McLaren super cars
45	Gifted #11 Graham Nash Motorsport S7R race car
46	Unlock Ferrari race cars
47	Unlock Chevrolet Corvette Racing race cars
48	Unlock Saleen super cars

North American Regional Driver Level Rewards	
Level	Reward
49	Unlock Audi Sport R8 race cars
50	Gifted #6 Team Cadillac Northstar LMP-02 race car

Car Reputation Level Rewards

Each time you place on the podium with a given car, it attracts the attention of various manufacturers. If you're going to keep winning and earning a reputation for it, they want to place logos on your car and make you some sweet deals on parts.

This dynamic is built into the car level system. Each win earns you points that go toward leveling up from Level 1 to Level 5 and gaining better and better deals with the your regional manufacturers and their associated real-world after-market part companies.

Parts discounts are stackable, meaning that each car level gives you another 10 percent off parts. If you level up enough cars in your Career Garage, you can achieve the maximum 50 percent discount on parts!

Also, remember that you get a small bonus on race winnings depending on your car's level, so focus on getting your cars to Level 5 for all the extra credits possible.

Racing 101

Brand Crossovers

Some part brands are shared between two or three different car manufacturers within the same region (IE JIC-Magic). This means you might have only unlocked a 10 percent deal with your Nissan car, but Toyota and Mitsubishi share that part and will honor the deal too. You must be very attentive to catch these hidden bonuses!

Car Reputation Level Rewards: Asian Manufacturers

Level	Honda	Hyundai	Mazda	Mitsubishi
1	Exedy clutch	Tanabe anti-sway bar	ACT flywheel	Bride weight reduction
2	Mugen transmission, driveline	Hyundai transmission, driveline	Mazdaspeed transmission, driveline	Ralliart transmission, driveline
3	AEM intake	Tein spring and damper	HKS exhaust	HKS intercooler
4	Jackson Racing positive displacement supercharger	Apexi turbo	Greddy fuel system	HKS turbo
5	Mugen cam and valve, engine block	Hyundai cam and valve, engine block	Mazdaspeed cam and valve, engine block	Ralliart cam and valve, engine block

Car Reputation Level Rewards: European Manufacturers

Lvl	Aston Martin	Audi	Bentley	BMW Motorsport	Ferrari	Jaguar	Koenigsegg	Lamborghini	Lancia	Lotus	Maserati
1	OZ Racing rim style	Recaro weight reduction	MHT rim style	BMW Motorsport flywheel	Ferrari turbo	AP Racing flywheel	Arrow flywheel	Sachs clutch	Speedline Corse wheel style	AP Racing clutch	Momo rim style
2	Aston Martin transmission, driveline	Audi Motorsport transmission, driveline	Bentley transmission, driveline	BMW Motorsport transmission, driveline	Ferrari transmission, driveline	Jaguar transmission, driveline	Koenigsegg transmission, driveline	Reiter Engineering transmission, driveline	Lancia transmission, driveline	Lotus Sport transmission, driveline	Maserati transmission, driveline
3	ST Suspension anti-sway bar	AWE exhaust	Alcon brake	Sachs spring and damper	Novitec centrifugal supercharger	GEMS fuel system	P-Factor anti-sway bar	Hamann intercooler	Lancia turbo	HKS intercooler	Brembo brake
4	Green Filter intake	AWE turbo	Turbonetics turbo	Bosch ignition	Bridgestone tire compound	Bell intercooler	ITG intake	Reiter Engineering turbo	Magnetti Marelli ignition	Eaton positive displacement supercharger	Tubi exhaust
5	Aston Martin cam and valve, engine block	Audi Motorsport cam and valve, engine block	Bentley cam and valve, engine block	BMW Motorsport cam and valve, engine block	Ferrari cam and valve, engine block	Jaguar cam and valve, engine block	Koenigsegg cam and valve, engine block	Reiter Engineering cam and valve, engine block	Lancia cam and valve, engine block	Lotus Sport cam and valve, engine block	Maserati cam and valve, engine block

Car Reputation Level Rewards: North American Manufacturers

Level	Acura	Chrysler	Dodge	Ford	Infiniti
1	Toda flywheel	Centerforce clutch	Mopar differential	Ford Racing Parts anti-sway bar	Quaife differential
2	Comptech transmission, driveline	Mopar transmission, driveline	Mopar transmission, driveline	Ford Racing Parts transmission, driveline	Nismo transmission, driveline
3	Comptech centrifugal supercharger	Sparco intercooler	K&N intake	Pro Turbo Systems turbo	Apexi fuel system
4	Toyo tire compound	Autorotor positive displacement supercharger	Hahn Racecraft turbo	Whipple positive displacement supercharger	Stillen positive displacement supercharger
5	Comptech cam and valve, engine block	Mopar cam and valve, engine block	Mopar cam and valve, engine block	Ford Racing Parts cam and valve, engine block	Nismo cam and valve, engine block

Car Reputation Level Rewards: Asian Manufacturers

Nissan	Proto Motors	Subaru	Toyota
JIC-Magic spring and damper	Cusco differential	Endless brake	Toda flywheel
Nismo transmission, driveline	Ford Racing Parts transmission, driveline	STi transmission, driveline	TRD transmission, driveline
HKS centrifugal supercharger	NGK ignition	Sparco intercooler	Ogura clutch
Yokohama tire compound	Vortech centrifugal supercharger	AEM fuel system	TRD centrifugal supercharger
Nismo cam and valve, engine block	Ford Racing Parts cam and valve, engine block	STi cam and valve, engine block	TRD cam and valve, engine block

Car Reputation Level Rewards: European Manufacturers

McLaren	Mercedes	Mini	Pagani	Peugeot	Porsche	Renault	SEAT	TVR	Volkswagen	Volvo
Enkei rim style	H&R spring and damper	BMW Motorsport spring and damper, anti-sway bar	Quarter-master flywheel	Torsen differ-ential	Eibach anti-sway bar	Koni	Quaife differ-ential	H&R anti-sway bar	Euro Sport flywheel	HRE rim style
McLaren transmission, driveline	AMG trans-mission, driveline	BMW Motorsport brake, clutch, differential	AMG trans-mission, driveline	Peugeot Sport Int'l transmission, driveline	Porsche Motorsport transmission, driveline	Renault Sport transmission, driveline	SEAT Sport transmission, driveline	TVR trans-mission, driveline	VW Motorsport transmission, driveline	Volvo trans-mission, driveline
Ansa exhaust	Motec fuel system	BMW Motorsport fuel system, ignition	Moton spring and damper	Scorpion exhaust	VF Engineering centrifugal supercharger	Greddy inter-cooler	Forge inter-cooler	Cobra weight reduction	K&N intake	Sparco weight reduction
GEMS ignition	Vortech centrifugal supercharger	BMW Motorsport intake, exhaust	Magnetti Marelli fuel system	HKS turbo	Pirelli tire compound	Michelin tire compound	BMP Design turbo	Borla exhaust	PES positive displacement supercharger	Sparco intercooler
McLaren cam and valve, engine block	AMG cam and valve, engine block	BMW Motorsport intercooler, positive displacement supercharger	AMG cam and valve, engine block	Peugeot Sport Int'l cam and valve, engine block	Porsche Motorsport cam and valve, engine block	Renault Sport cam and valve, engine block	SEAT Sport cam and valve, engine block	TVR cam and valve, engine block	VW Motorsport cam and valve, engine block	Volvo cam and valve, engine block

Car Reputation Level Rewards: North American Manufacturers

Lexus	Panoz	Saleen	Scion	Shelby
H&R spring and damper	Detroit Locker differential	Hays flywheel	Hotchkis anti-sway bar	Goodyear tire compound
Lexus transmission, driveline	Panoz Motorsports Group transmission, driveline	Saleen transmission, driveline	TRD transmission, driveline	Shelby Automobiles transmission, driveline
Magnaflow exhaust	OMP America weight reduction	Stoptech brake	Blitz positive displacement supercharger	Flowmaster exhaust
Lexus centrifugal supercharger	Accel ignition	Edelbrock fuel system	XS Engineering turbo	Paxton Supercharger
Lexus cam and valve, engine block	Panoz Motorsports Group cam and valve, engine block	Saleen cam and valve, engine block	TRD cam and valve, engine block	Shelby Automobiles cam and valve, engine block

AI Opponents/Drivers

These guys are not only the opposition, but they're also the drivers you can hire to win Career races for you. But there is often a steep cost of involving someone else in your team operations, one that varies from 55 to 100 percent of your race credit earnings depending on the driver's overall skill ranking.

There is a wide margin between a low and high skill rating, but there is also an invisible attribute governing the behavior of each AI driver: his Aggression rating. Aggression is a single value that represents many characteristics and manifestations of driver skill and race behavior:

- How aggressive he is on the brakes going into a turn
- How hard he accelerates out of turns and along straights
- How close to the traction/friction threshold he pushes his car
- How much he attempts to avoid car-to-car contact
- How risky his behavior is (i.e., how close to other cars he gets)
- How aggressive he is when passing and how likely he is to take advantage of any openings he sees
- Overall aggressiveness or passiveness during a race

So, the drivers' skill and aggression should indicate how much of an overall threat they are on the track. It will also give you a good idea of who to hire during races in which a driver may be necessary or desirable.

It's important to note that these drivers are not all available right off the starting line. You must first race against them in Career mode to unlock them. The appearance of any driver depends largely on what region you choose and where the actual events take place in the world in relation to that driver's home region and country.

Racing 101

XBL Achievements

Hiring AI drivers to compete in Career events doesn't affect the unlocking of any Xbox *Live* achievements. If you're trying to get specific achievements, consider hiring a Skill 10 driver to get it for you.

AI Driver Summary

Id	Name	Driver Name	Region	Country	Skill	Driver Cut %	Bio
1	J. Davis	J. Davis	North America	USA	10	100	This top American driver is very selective when it comes to passing
2	M. Taylor	M. Taylor	North America	USA	9	95	Fearless and aggressive, M. Taylor is one of the best drivers in America.
3	O. Williams	O. Williams	North America	USA	8	90	An excellent driver, O. Williams always under control, but won't shy away from contact.
4	R. Brown	R. Brown	North America	USA	7	85	R. Brown is a solid driver who makes the most of passing opportunities.
5	M. Miller	M. Miller	North America	USA	6	80	Despite being a bit over cautious, this American driver puts up good lap times.
6	N. Anderson	N. Anderson	North America	USA	5	75	A fairly quick racer, N. Anderson can be reckless at times.
7	O. Jones	O. Jones	North America	USA	4	70	O. Jones is a competitive driver from America who isn't afraid to trade paint with his rivals.
8	J. White	J. White	North America	USA	3	65	This hard-charging American racer is on the way up.
9	B. Moore	B. Moore	North America	USA	2	60	B. Moore is still finding the pace, but has a knack for pulling off clean passes.
10	H. Jackson	H. Jackson	North America	USA	1	55	One of America's newer drivers, H. Jackson has trouble in traffic.
13	M. Rossi	M. Rossi	Europe	Italy	10	100	This fiery Italian is one of the fastest lappers in the world.
14	P. Muller	P. Muller	Europe	Germany	9	95	Always cool under pressure, Germany's P. Muller is an elite driver.
15	J. Evans	J. Evans	Europe	UK	8	90	Though reluctant to push for an opening, J. Evans has shown the winning touch.
16	M. Weber	M. Weber	Europe	Germany	7	85	M. Weber puts up fast lap times, but has difficulty in traffic.
17	G. Esposito	G. Esposito	Europe	Italy	6	80	Known for his hard-charging style, G. Esposito has never seen an opening he didn't take.
18	S. Johansson	S. Johansson	Europe	Sweden	5	75	Hailing from Sweden, S. Johansson is a well-rounded driver.
20	E. Spiers	E. Spiers	Europe	UK	4	70	One of the more timid racers, this Brit has a fair amount of skill.
21	S. Schmidt	S. Schmidt	Europe	Germany	3	65	A good technical driver, S. Schmidt gives no quarter, but isn't reckless either.

AI Driver Summary

Id	Name	Driver Name	Region	Country	Skill	Driver Cut %	Bio
22	F. Martin	F. Martin	Europe	France	2	60	A somewhat inexperienced driver, this French driver can be carelss at times.
24	A. Garcia	A. Garcia	Europe	Spain	1	55	A. Garcia is one of Europe's up and coming drivers.
25	R. Sasaki	R. Sasaki	Asia	Japan	10	100	One of the world's premier drivers, R. Sasaki is know for his well-timed passes.
26	A. Takahashi	A. Takahashi	Asia	Japan	9	95	A. Takahashi puts up great lap times, but is known to be cautious in traffic.
27	M. Yoshida	M. Yoshida	Asia	Japan	8	90	This bold driver is one of Japan's fastest racers.
28	N. Sato	N. Sato	Asia	Japan	7	85	Despite being a bit impatient at times, N. Sato has shown glimpses of brilliance.
29	S. Watanabe	S. Watanabe	Asia	Japan	6	80	Known for deliberate passing maneuvers, S. Watanabe is a top driver from Asia.
30	K. Kato	K. Kato	Asia	Japan	5	75	A somewhat tenative driver, K. Kato is still a world-class driver.
31	J. Kim	S. Kim	Asia	Korea	4	70	This competitive driver from Korea is reluctant when it comes to passing.
32	M. Nakamura	M. Nakamura	Asia	Japan	3	65	M. Nakamura is known to initiate contact with other cars.
33	T. Tanaka	T. Tanaka	Asia	Japan	2	60	A clean passer, T. Tanaka demonstrates good car control.
34	S. Ito	S. Ito	Asia	Japan	1	55	One of Japan's up and coming drivers, S. Ito hasn't yet learned how to separate from the pack.

Career Stats

Series Name	Series Gold Medal Award (Credits)	Event Name	Required Player Level	Event Description	Opponent Range (Class/P.I.)	Event Restrictions	
Proving Grounds	27,000	North American Open	0	America's car culture takes center stage in this all-American race.	D228-D374	Open to all North American region cars.	
		Asian Open	0	Japan and Korea show their passion for racing in this event for cars from the Asian region.	D211-D354	Open to all Asian region cars.	
		European Open	0	A celebration of European motoring. All European cars welcome!	D204-D369	Open to all European region cars.	
		FWD Shoot-out	1	Beginning racers compete using front-wheel-drive cars.	D228-D381	Drive train must be FWD.	
		RWD Shoot-out	1	A challenge between front-engined, rear-wheel-drive cars—the most popular sports car configuration.	D333-C417	Drive train must be RWD.	
		AWD Shoot-out	1	Who is fastest off the line? Open to cars that deliver power to all four wheels.	D303-D381	Drive train must be AWD.	
		Hot Hatch Runoff	3	The hottest hatches in the world burn down the track in this event.	D263-C439	Body family must be hatch.	
		Mid-Engine Challenge	5	Experience a display of awesome handling, as midengine sports cars show off their balance.	D323-B564	Drive train must be RWD; engine location must be mid.	
		Flyweight Invitational	7	Open to the world's lightest production cars, weighing less than 2,055 lb (932 kg).	C491-B571	Weight must be less than 2,055 lb.	
		Heavyweight Open	10	Weighing in at over 3,850 lb (1,746 kg), these heavy-weights pull no punches.	C529-A739	Weight must be over 3,849 lb.	
Amateur Cup Races	152,500	Inline 4 Showcase	3	A competition between cars with high-revving four-cylinder engines.	D303-C441	Engine type must be four-cylinder; engine configuration must be inline.	
		Boosted Shoot-out	3	Turbocharged and supercharged cars turn up the boost in this forced induction-only event.	D303-C441	Turbocharged or supercharged induction cars only.	
		6-Cylinder Showoff	5	Six-cylinder engines come in all shapes. Boxers, V6s, and straight 6s battle for supremacy.	D328-C455	Six-cylinder engines only.	

Career Stats

	All Gold Medal Event Bonus (Credits)	Gold Medal Reward Car	Track Name	Track Length (Miles)	# Laps	Total Race Length (Miles)	Race Gold Award (Credits)	Race Progress Tracking
	1,500	Camaro Z28	Test Track Infield—Boomslang	0.63	2	1.26	1,000	G / S / B
			Test Track Infield—Copperhead	1.26	3	3.78	1,000	G / S / B
			Test Track Infield—Russell's Viper Reverse	0.82	2	1.64	1,000	G / S / B
	1,500	Sprinter Trueno GT Apex	Test Track Infield—Boomslang	0.63	3	1.89	1,000	G / S / B
			Test Track Infield—Copperhead	1.26	2	2.52	1,000	G / S / B
			Test Track Infield—Russell's Viper Reverse	0.82	3	2.46	1,000	G / S / B
	1,500	914/6	Test Track Infield—Boomslang	0.63	3	1.89	1,000	G / S / B
			Test Track Infield—Copperhead	1.26	2	2.52	1,000	G / S / B
			Test Track Infield—Russell's Viper Reverse	0.82	2	1.64	1,000	G / S / B
	1,500	Mazdaspeed Roadster	Test Track Infield—Death Adder Reverse	0.84	3	2.52	1,000	G / S / B
			Test Track Infield—Copperhead	1.26	2	2.52	1,000	G / S / B
			Test Track Infield—Diamondback Reverse	1.43	2	2.86	1,000	G / S / B
	1,500	Wings West Civic Si	Test Track Infield—Copperhead	1.26	2	2.52	1,000	G / S / B
			Test Track Infield—Death Adder Reverse	0.84	3	2.52	1,000	G / S / B
			Test Track Infield—Diamondback Reverse	1.43	2	2.86	1,000	G / S / B
	1,500	Delta Integrale EVO	Test Track Infield—Russell's Viper Reverse	0.82	3	2.46	1,000	G / S / B
			Test Track Infield—Death Adder Reverse	0.84	3	2.52	1,000	G / S / B
			Test Track Infield—Copperhead Reverse	1.26	2	2.52	1,000	G / S / B
	3,000	Sport Clio V6 RS	Test Track Infield—Diamondback Reverse	1.43	3	4.29	2,000	G / S / B
			Test Track Infield—Inland Taipan	1.38	3	4.14	2,000	G / S / B
			Test Track Infield—Malayan Krait	2.05	2	4.10	2,000	G / S / B
	4,500	Border MR2 Turbo T-bar	Test Track Infield—Inland Taipan Reverse	1.38	3	4.14	3,000	G / S / B
			Test Track Infield—Diamondback Reverse	1.43	3	4.29	3,000	G / S / B
			Test Track Infield—Malayan Krait Reverse	2.05	2	4.10	3,000	G / S / B
	4,500	Do-Luck NSX	Test Track Infield—Diamondback Reverse	1.43	4	5.72	3,000	G / S / B
			Test Track Infield—Malayan Krait	2.05	3	6.15	3,000	G / S / B
			Test Track Infield—Black Mamba	2.24	3	6.72	3,000	G / S / B
	6,000	GT500	Test Track Infield—Copperhead	1.26	5	6.30	4,000	G / S / B
			Test Track Infield—Diamondback Reverse	1.43	4	5.72	4,000	G / S / B
			Test Track Infield—Malayan Krait Reverse	2.05	3	6.15	4,000	G / S / B
	3,000	VIS Racing Integra Type-R	Tsukuba Circuit Short	0.97	4	3.88	2,000	G / S / B
			Maple Valley Raceway Short	1.16	4	4.64	2,000	G / S / B
			Silverstone National Circuit	1.63	3	4.89	2,000	G / S / B
	3,000	Do-Luck Supra 2.5 GT Twin Turbo	Sebring International Raceway Short	1.70	2	3.40	2,000	G / S / B
			Tsukuba Circuit Short	0.97	4	3.88	2,000	G / S / B
			Maple Valley Raceway Short Reverse	1.16	3	3.48	2,000	G / S / B
	4,500	Tommy Kaira Skyline GT-R R34	Sunset Peninsula Infield Short	1.94	2	3.88	3,000	G / S / B
			Tsukuba Circuit	1.29	3	3.87	3,000	G / S / B
			New York Circuit Short	1.81	3	5.43	3,000	G / S / B

Career Stats

Series Name	Series Gold Medal Award (Credits)	Event Name	Required Player Level	Event Description	Opponent Range (Class/P.I.)	Event Restrictions	
Amateur Cup Races	152,500	Sports Car Classic	7	Classic sports cars return in the spirit of vintage automotive competition.	D178-D377	Must be older than 1975; no muscle cars.	
		American Iron Runoff	10	Pre-1975 American muscle cars rumble to claim their turf in this exciting event.	D333-C459	Muscle cars only.	
		Free-Breathing Challenge	15	A challenge to see who has the fastest normally aspirated engine setup.	B600-A701	Normally aspirated induction cars only.	
		Big Block Shoot-out	20	Feel the torque as monstrous V8 engines roar down the track.	C511-B695	Eight-cylinder engines only.	
		Five-by-Five Supersprint	25	A high-powered battle between cars with screaming V10 engines.	A759-S914	Ten-cylinder engines only.	
		Extreme Performance Shoot-out	30	Experience the performance of the world's most powerful V12 engines.	A751-S954	Twelve-cylinder engines only.	
		20th-Century Supercar Invitational	35	A competition between world-class supercars of the 1990s, such as the Ferrari F50.	S856-S985	Body family must be supercar or cars older than 2000.	
Manufacturer Club Races	181,000	Volkswagen Driver's Club	5	A celebration of the people's car from Beetle to Bora and Golf to Corrado.	D204-C455	Make must be Volkswagen.	
		Integra Cup	5	Open to Honda and Acura Integras from all generations, including the Acura RSX.	D343-C506	Model family must be Integra.	
		MR2 Cup	10	Toyota's revolutionary midrear MR2 and MRS take center stage in this event.	D323-C510	Model family must be MR.	
		Quattro Club	10	Audi's famed AWD quattro system is on full display in this event.	D364-A832	Make must be Audi.	
		Nissan Racing Club	15	Celebrate Nissan's motorsport heritage as Skylines, Fairladies, and Silvias race together.	C484-S864	Make must be Nissan.	

Career Stats

All Gold Medal Event Bonus (Credits)	Gold Medal Reward Car	Track Name	Track Length (Miles)	# Laps	Total Race Length (Miles)	Race Gold Award (Credits)	Race Progress Tracking
6,000	911 Carrera RS	Silverstone National Circuit	1.63	3	4.89	4,000	G / S / B
		Sunset Peninsula Infield Short	1.94	3	5.82	4,000	G / S / B
		Maple Valley Raceway Short	1.16	4	4.64	4,000	G / S / B
7,500	Corvette Guldstrand Edition	Mazda Raceway Laguna Seca	2.23	3	6.69	5,000	G / S / B
		New York Circuit Short	1.81	4	7.24	5,000	G / S / B
		Road Atlanta Short	1.77	4	7.08	5,000	G / S / B
10,500	Mugen S2000	Road Atlanta Short	1.77	6	10.62	7,000	G / S / B
		Mazda Raceway Laguna Seca	2.23	4	8.92	7,000	G / S / B
		Tsukuba Circuit	1.29	6	7.74	7,000	G / S / B
20,000	Lingenfelter 427 Corvette	New York Circuit Short	1.81	7	12.67	10,000	G / S / B
		Mazda Raceway Laguna Seca	2.23	6	13.38	10,000	G / S / B
		Road Atlanta Short	1.77	8	14.16	10,000	G / S / B
		Sebring International Raceway Short	1.70	7	11.90	10,000	G / S / B
26,000	#22 3R-Racing Viper Competition Coupe	Sebring International Raceway Club	2.00	6	12.00	13,000	G / S / B
		Mazda Raceway Laguna Seca	2.23	5	11.15	13,000	G / S / B
		Test Track Infield—+J87King Cobra	4.81	3	14.43	13,000	G / S / B
		Road Atlanta	2.54	6	15.24	13,000	G / S / B
32,000	ME Four-Twelve Concept	Sebring International Raceway	3.70	4	14.80	16,000	G / S / B
		New York Circuit Short Reverse	1.81	8	14.48	16,000	G / S / B
		Suzuka Circuit	3.61	5	18.05	16,000	G / S / B
		Sunset Peninsula Infield Reverse	2.78	6	16.68	16,000	G / S / B
40,000	VeilSide Supra Fortune 99	Maple Valley Raceway	3.00	7	21.00	20,000	G / S / B
		Sebring International Raceway Club	2.00	9	18.00	20,000	G / S / B
		Mugello Autodromo Internazionale	3.26	6	19.56	20,000	G / S / B
		Suzuka Circuit	3.61	5	18.05	20,000	G / S / B
4,500	Golf R32	Maple Valley Raceway Short	1.16	4	4.64	3,000	G / S / B
		Suzuka Circuit East	1.39	3	4.17	3,000	G / S / B
		Tsukuba Circuit Short	0.97	4	3.88	3,000	G / S / B
4,500	Mugen Integra Type-R	Suzuka Circuit East	1.39	3	4.17	3,000	G / S / B
		Tsukuba Circuit Short	0.97	4	3.88	3,000	G / S / B
		Maple Valley Raceway Short	1.16	4	4.64	3,000	G / S / B
9,000	VIS Racing MR2 Turbo T-bar	Maple Valley Raceway Short Reverse	1.16	6	6.96	6,000	G / S / B
		Suzuka Circuit East	1.39	5	6.95	6,000	G / S / B
		Tsukuba Circuit Short	0.97	7	6.79	6,000	G / S / B
9,000	AWE Tuning SilverBullet S4	Mugello Autodromo Internazionale Short	1.79	4	7.16	6,000	G / S / B
		Sebring International Raceway Short	1.70	4	6.80	6,000	G / S / B
		Silverstone National Circuit	1.63	4	6.52	6,000	G / S / B
12,000	Top Secret D1-Spec S15	Nissan Speedway	2.44	4	9.76	8,000	G / S / B
		New York Circuit Short	1.81	5	9.05	8,000	G / S / B
		Tsukuba Circuit	1.29	6	7.74	8,000	G / S / B

Career Stats

Series Name	Series Gold Medal Award (Credits)	Event Name	Required Player Level	Event Description	Opponent Range (Class/P.I.)	Event Restrictions	
Manufacturer Club Races	181,000	Porsche Sports Car Club	15	Porsches, both historic and modern, take to the tarmac in this race of Stuttgart's famous automaker.	B577-A794	Make must be Porsche.	
		Corvette Touring Cup	20	Generations of Chevrolet's legendary Corvette roar down the track together in this event.	C459-S911	Model family must be Corvette.	
		Club della Scuderia Ferrari	25	A celebration of fine performance sports cars by Italy's most prestigious automaker.	A718-S898	Make must be Ferrari.	
		Viper Performance Cup	30	Dodge's outrageous performance coupe is unleashed in this high-powered race.	A774-S953	Model family must be Viper.	
		Club del Toro Furioso	35	This running of the bulls is open to all Lamborghini models.	A757-S869	Make must be Lamborghini.	
Semi-Pro Events	244,500	Goodyear 150 hp Invitational	7	Goodyear hosts this race for cars with less than 150 hp (112 kW).	D204-D323	Power must be less than 150 hp; no Race Class cars.	
		Sparco 200 hp Invitational	7	Sparco sponsors this race for cars with less than 200 hp (150 kW).	D304-B564	Power must be less than 200 hp; no Race Class cars.	
		Kumho Tire 250 hp Invitational	10	Kumho Tire's Invitational is open to cars with less than 250 hp (187 kW).	C425-B564	Power must be less than 250 hp; no Race Class cars.	
		Castrol 300 hp Invitational	10	Castrol hosts this race for cars with less than 300 hp (224 kW).	C510-B577	Power must be less than 300 hp; no Race Class cars.	
		Nissan 350 hp Invitational	15	Nissan sponsors this race for cars with less than 350 hp (261 kW).	C506-B584	Power must be less than 350 hp; no Race Class cars.	
		Stoptech 400 hp Invitational	20	Stoptech's Invitational is open to cars with less than 400 hp (299 kW).	B647-A751	Power must be less than 400 hp; no Race Class cars.	

Career Stats

All Gold Medal Event Bonus (Credits)	Gold Medal Reward Car	Track Name	Track Length (Miles)	# Laps	Total Race Length (Miles)	Race Gold Award (Credits)	Race Progress Tracking
12,000	#82 Red Bull 911 GT3 Cup	Mugello Autodromo Internazionale Short	1.79	6	10.74	8,000	G / S / B
		Silverstone International Circuit	2.25	4	9.00	8,000	G / S / B
		Mazda Raceway Laguna Seca	2.23	4	8.92	8,000	G / S / B
22,000	#99 Tiger Racing Corvette Z06	New York Circuit Short Reverse	1.81	6	10.86	11,000	G / S / B
		Mazda Raceway Laguna Seca	2.23	5	11.15	11,000	G / S / B
		Sebring International Raceway Club	2.00	6	12.00	11,000	G / S / B
		Road Atlanta Short	1.77	7	12.39	11,000	G / S / B
28,000	330 P4	Silverstone International Circuit	2.25	6	13.50	14,000	G / S / B
		Sebring International Raceway Short	1.70	8	13.60	14,000	G / S / B
		Mazda Raceway Laguna Seca	2.23	6	13.38	14,000	G / S / B
		Mugello Autodromo Internazionale Short	1.79	8	14.32	14,000	G / S / B
36,000	Hennessey Viper 800TT	New York Circuit Short Reverse	1.81	9	16.28	18,000	G / S / B
		Mazda Raceway Laguna Seca	2.23	7	15.61	18,000	G / S / B
		Road Atlanta	2.54	7	17.78	18,000	G / S / B
		Maple Valley Raceway	3.00	6	18.00	18,000	G / S / B
44,000	Diablo GTR	Sebring International Raceway	3.70	5	18.50	22,000	G / S / B
		Mugello Autodromo Internazionale	3.26	6	19.56	22,000	G / S / B
		Mazda Raceway Laguna Seca	2.23	8	17.84	22,000	G / S / B
		Silverstone Grand Prix Circuit	3.19	6	19.14	22,000	G / S / B
7,500	Tommy Kaira Impreza M20b	Sebring International Raceway Short	1.70	4	6.80	5,000	G / S / B
		Suzuka Circuit East	1.39	4	5.56	5,000	G / S / B
		New York Circuit Short	1.81	3	5.43	5,000	G / S / B
7,500	Sparco Lancer Evolution VIII	Suzuka Circuit East	1.39	4	5.56	5,000	G / S / B
		New York Circuit Short	1.81	3	5.43	5,000	G / S / B
		Maple Valley Raceway Short	1.16	5	5.80	5,000	G / S / B
9,000	AB Flug RX-7	Tsukuba Circuit Short	0.97	7	6.79	6,000	G / S / B
		New York Circuit Short	1.81	4	7.24	6,000	G / S / B
		Suzuka Circuit East	1.39	5	6.95	6,000	G / S / B
9,000	207 Super 2000	Sebring International Raceway Short	1.70	4	6.80	6,000	G / S / B
		Mazda Raceway Laguna Seca	2.23	3	6.69	6,000	G / S / B
		Tsukuba Circuit	1.29	5	6.45	6,000	G / S / B
13,500	R390	Nissan Speedway	2.44	4	9.76	9,000	G / S / B
		Suzuka Circuit West	2.15	4	8.60	9,000	G / S / B
		Silverstone Grand Prix Circuit	3.19	3	9.57	9,000	G / S / B
24,000	#23 Magellan Financial Viper Competition Coupe	Sunset Peninsula Infield Short Reverse	1.94	6	11.64	12,000	G / S / B
		Sebring International Raceway Club	2.00	5	10.00	12,000	G / S / B
		Silverstone International Circuit	2.25	5	11.25	12,000	G / S / B
		Silverstone Grand Prix Circuit	3.19	4	12.76	12,000	G / S / B

Career Stats

Series Name	Series Gold Medal Award (Credits)	Event Name	Required Player Level	Event Description	Opponent Range (Class/P.I.)	Event Restrictions	
Semi-Pro Events	244,500	Toyo Tires 450 hp Invitational	25	Toyo Tires hosts this race for cars with less than 450 hp (336 kW).	B673-A790	Power must be less than 450 hp; no Race Class cars.	
		Panoz 500 hp Invitational	30	Panoz hosts this race for cars with less than 500 hp (373 kW).	B642-S856	Power must be less than 500 hp; no Race Class cars.	
		Risi Competizione 600 hp Invitational	35	Risi Competizione sponsors this race for cars with less than 600 hp (485 kW).	A838-S963	Power must be less than 600 hp; no Race Class cars.	
		K&N Filters 700 hp Invitational	40	K&N Filters hosts this race for cars with less than 700 hp (522 kW).	S908-S985	Power must be less than 700 hp; no Race Class cars.	
Rivalry Face-Offs	304,000	Young Guns Showdown	10	Civic vs. Golf: Honda Civics and Volkswagen Golfs face off in this challenge between youth models.	B204-C514	Model family must be Civic or Golf.	
		Sport Compact Shoot-out	10	Celica vs. Eclipse: Open to Toyota Celica and Mitsubishi Eclipse sport compacts.	D312-C525	Model family must be Celica or Eclipse.	
		Tuner Face-off	15	Silvia vs. Altezza: Tuner favorites face off, from Nissan's Silvia, Toyota's Altezza, and Lexus's IS models.	D328-C482	Model family must be Altezza or Silvia.	
		Great American Face-off	15	Camaro vs. Mustang: An all-American face-off between Chevrolet Camaro and Ford Mustang models.	D333-B647	Model family must be Camaro or Mustang.	
		Rallicross Face-off	20	Impreza vs. Lancer Evo: A competition between rally legends. Open to Subaru Impreza and Mitsubishi Lancer models.	C527-A727	Model family must be Evo or Impreza.	
		Super Tuner Challenge	20	Fairlady Z vs. RX: Nissan's Z cars take on Mazda's rotary-equipped cars.	D316-B586	Model family must be Fairlady or RX-7, RX-8.	
		Battle for Europe	25	Porsche boxer 6 vs. Ferrari V8: Porsche's innovative six-cylinder models take on Ferrari's powerful V8 models.	A718-A798	Models must be Porsche six-cylinders or Ferrari eight-cylinders.	

Career Stats

	All Gold Medal Event Bonus (Credits)	Gold Medal Reward Car	Track Name	Track Length (Miles)	# Laps	Total Race Length (Miles)	Race Gold Award (Credits)	Race Progress Tracking
	32,000	#24 At-Speed S60 R	Suzuka Circuit	3.61	4	14.44	16,000	G / S / B
			Sunset Peninsula Infield	2.78	5	13.90	16,000	G / S / B
			New York Circuit Short Reverse	1.81	7	12.67	16,000	G / S / B
			Tsukuba Circuit	1.29	9	11.61	16,000	G / S / B
	38,000	#81 Team LNT Panoz Esperante GTLM	Road Atlanta	2.54	7	17.78	19,000	G / S / B
			Sebring International Raceway Club	2.00	7	14.00	19,000	G / S / B
			Silverstone Grand Prix Circuit	3.19	5	15.95	19,000	G / S / B
			Mazda Raceway Laguna Seca	2.23	7	15.61	19,000	G / S / B
	48,000	#35 Risi Competizione MC12	Mugello Autodromo Internazionale	3.26	6	19.56	24,000	G / S / B
			Maple Valley Raceway	3.00	6	18.00	24,000	G / S / B
			Mazda Raceway Laguna Seca	2.23	8	17.84	24,000	G / S / B
			Sunset Peninsula Infield	2.78	7	19.46	24,000	G / S / B
	56,000	#2 FSI Champion Racing R8	Test Track Infield—King Cobra Reverse	4.81	4	19.24	28,000	G / S / B
			Nürburgring Nordschleife	12.90	2	25.80	28,000	G / S / B
			Maple Valley Raceway	3.00	8	24.00	28,000	G / S / B
			Road Atlanta	2.54	8	20.32	28,000	G / S / B
	10,500	Mugen Civic Type-R	Tsukuba Circuit Short	0.97	6	5.82	7,000	G / S / B
			Sunset Peninsula Infield Short	1.94	4	7.76	7,000	G / S / B
			Mugello Autodromo Internazionale Short	1.79	4	7.16	7,000	G / S / B
	10,500	APR Performance Celica GTS	Road Atlanta Short	1.77	4	7.08	7,000	G / S / B
			Silverstone National Circuit	1.63	5	8.15	7,000	G / S / B
			Tsukuba Circuit Short	0.97	6	5.82	7,000	G / S / B
	15,000	Foose Design IS430 Project Car	Maple Valley Raceway Short	1.16	8	9.28	10,000	G / S / B
			Tsukuba Circuit	1.29	6	7.74	10,000	G / S / B
			New York Circuit Short	1.81	5	9.05	10,000	G / S / B
	15,000	#10 Tiger Racing Mustang	Road Atlanta Short	1.77	5	8.85	10,000	G / S / B
			New York Circuit Short	1.81	5	9.05	10,000	G / S / B
			Mazda Raceway Laguna Seca	2.23	4	8.92	10,000	G / S / B
	26,000	Mine's CP9A Lancer EVO VI	Nissan Speedway Reverse	2.44	7	17.08	13,000	G / S / B
			Suzuka Circuit West	2.15	5	10.75	13,000	G / S / B
			Mazda Raceway Laguna Seca	2.23	5	11.15	13,000	G / S / B
			Tsukuba Circuit	1.29	8	10.32	13,000	G / S / B
	26,000	INGS RX-7	Suzuka Circuit West	2.15	5	10.75	13,000	G / S / B
			Sebring International Raceway Short	1.70	7	11.90	13,000	G / S / B
			Silverstone National Circuit	1.63	7	11.41	13,000	G / S / B
			Sunset Peninsula Infield	2.78	5	13.90	13,000	G / S / B
	34,000	#5 XBOX 360 911 GT3-RS	Maple Valley Raceway Reverse	3.00	5	15.00	17,000	G / S / B
			Sebring International Raceway Short	1.70	7	11.90	17,000	G / S / B
			Silverstone International Circuit	2.25	6	13.50	17,000	G / S / B
			Mugello Autodromo Internazionale Short	1.79	8	14.32	17,000	G / S / B

Career Stats

Series Name	Series Gold Medal Award (Credits)	Event Name	Required Player Level	Event Description	Opponent Range (Class/P.I.)	Event Restrictions	
Rivalry Face-Offs	304,000	Ultimate Tuner Challenge	30	Skyline vs. Supra: Nissan Skyline, Infiniti G35, and Toyota Supra models compete in this showcase for Japanese tuner cars.	B555-S901	Model family must be Skyline or Supra.	
		American Sports Car Showdown	35	Corvette vs. Viper: A showdown of American powerhouses, featuring Chevrolet Corvette and Dodge Viper models.	A756-S911	Model family must be Corvette or Viper.	
		Pride of Italy	40	Ferrari V12 vs. Lamborghini V12: It's Ferrari V12 vs. Lambo V12 in this battle of Italy's finest supercars.	A751-S931	Make must be Ferrari 12-cylinder or Lamborghini 12-cylinder.	
Regional Championships	431,500	Class D Asian Championship	15	The championship for Class D cars from the Asian region.	D266-D394	Asian Class D cars only.	
		Deutsch C-Class Championship	15	The championship for Class C cars from Germany.	C417-C529	German Class C cars only.	
		Japanese Class B Regionals	20	A competition for Class B cars from Japan.	B567-B684	Japanese Class B cars only.	
		Stars and Stripes B-Class Championship	20	American B Class cars face off in this event.	B552-B695	American Class B cars only.	
		British Sports Car Championship	25	Class A cars from England race for the championship.	A701-A834	British Class A cars only.	
		American Class A Regionals	25	Open to Class A cars from the United States.	A737-A841	American Class A cars only.	
		Italian Masters Championship	30	Italy's supercar heritage is on full display in this Class S championship.	S856-S954	Italian Class S cars only.	

Career Stats

	All Gold Medal Event Bonus (Credits)	Gold Medal Reward Car	Track Name	Track Length (Miles)	# Laps	Total Race Length (Miles)	Race Gold Award (Credits)	Race Progress Tracking
	42,000	#23 XANAVI NISMO GT-R	Maple Valley Raceway Reverse	3.00	5	15.00	21,000	G / S / B
			Nissan Speedway Reverse	2.44	8	19.52	21,000	G / S / B
			Suzuka Circuit	3.61	4	14.44	21,000	G / S / B
			Test Track Infield—King Cobra	4.81	3	14.43	21,000	G / S / B
	50,000	#58 Larbre Compétition Viper GTS-R	Road Atlanta	2.54	7	17.78	25,000	G / S / B
			Mazda Raceway Laguna Seca	2.23	8	17.84	25,000	G / S / B
			Test Track Infield—King Cobra Reverse	4.81	3	14.43	25,000	G / S / B
			Sebring International Raceway	3.70	5	18.50	25,000	G / S / B
	75,000	#17 Carsport America Zonda GR	Silverstone Grand Prix Circuit	3.19	7	22.33	30,000	G / S / B
			Sunset Peninsula Infield	2.78	8	22.24	30,000	G / S / B
			Maple Valley Raceway Reverse	3.00	7	21.00	30,000	G / S / B
			Mazda Raceway Laguna Seca	2.23	9	20.07	30,000	G / S / B
			Mugello Autodromo Internazionale	3.26	6	19.56	30,000	G / S / B
	16,500	Mine's BNR34 Skyline GT-R	Tsukuba Circuit Short	0.97	9	8.73	11,000	G / S / B
			Maple Valley Raceway Short Reverse	1.16	9	10.44	11,000	G / S / B
			Suzuka Circuit East	1.39	7	9.73	11,000	G / S / B
	16,500	#5 OPC TEAM PHOENIX Astra V8	Silverstone International Circuit	2.25	4	9.00	11,000	G / S / B
			Sunset Peninsula Infield	2.78	3	8.34	11,000	G / S / B
			Mugello Autodromo Internazionale Short	1.79	5	8.95	11,000	G / S / B
	28,000	VeilSide Supra Fortune 03	Sunset Peninsula Infield	2.78	5	13.90	14,000	G / S / B
			Tsukuba Circuit	1.29	8	10.32	14,000	G / S / B
			New York Circuit Short	1.81	7	12.67	14,000	G / S / B
			Suzuka Circuit West	2.15	6	12.90	14,000	G / S / B
	28,000	#16 Team Cadillac CTS-V	New York Circuit Short	1.81	7	12.67	14,000	G / S / B
			Sebring International Raceway Club	2.00	6	12.00	14,000	G / S / B
			Road Atlanta Short	1.77	7	12.39	14,000	G / S / B
			Mazda Raceway Laguna Seca	2.23	5	11.15	14,000	G / S / B
	36,000	XJ220	Sunset Peninsula Infield Short Reverse	1.94	7	13.58	18,000	G / S / B
			Maple Valley Raceway	3.00	5	15.00	18,000	G / S / B
			Mugello Autodromo Internazionale Short	1.79	8	14.32	18,000	G / S / B
			Silverstone International Circuit	2.25	6	13.50	18,000	G / S / B
	36,000	#73 3R-Racing Corvette Z06	Mazda Raceway Laguna Seca	2.23	6	13.38	18,000	G / S / B
			Maple Valley Raceway	3.00	5	15.00	18,000	G / S / B
			New York Circuit Short Reverse	1.81	7	12.67	18,000	G / S / B
			Road Atlanta	2.54	6	15.24	18,000	G / S / B
	44,000	MC12	Maple Valley Raceway	3.00	6	18.00	22,000	G / S / B
			Silverstone Grand Prix Circuit	3.19	5	15.95	22,000	G / S / B
			Sunset Peninsula Infield	2.78	6	16.68	22,000	G / S / B
			Mugello Autodromo Internazionale	3.26	5	16.30	22,000	G / S / B

Career Stats

Series Name	Series Gold Medal Award (Credits)	Event Name	Required Player Level	Event Description	Opponent Range (Class/P.I.)	Event Restrictions	
Regional Championships	431,500	GT Championship of Japan	35	Open to R3 and R4 Super GT race cars from Japan.	R3	Japanese Class R3 cars only.	
		North American Regional Championship	40	Open to R2 subclass race cars from the United States.	R3-R2	American Class R2 cars only.	
		Pan-European Championship	45	A championship for all race cars from Europe.	R1	European Class R1 cars only.	
Factory-Spec Races	475,500	Porsche 914/6 Challenge	15	Open to Porsche's revolutionary targa top model.	D196	Model must be stock 1970 914/6.	
		Ford Focus Challenge	15	A race featuring Ford's rally winner.	D263	Model must be stock Ford Focus SVT. G242	
		Mazdaspeed Challenge	20	Mazda's trackbred roadster is featured in this event.	D296	Model must be stock Mazda Roadster.	
		Lotus Sport Exige Challenge	20	A race featuring Lotus's sporty Exige model.	B571	Model must be stock Lotus Exige.	
		Honda NSX-R Challenge	25	Open to Honda's midengined masterpiece.	B637	Model must be stock NSX.	
		TVR Tuscan S Challenge	25	TVR's British straight-6 Tuscan S is featured in this event.	A751	Model must be stock TVR Tuscan S.	
		Shelby Cobra Challenge	30	Carroll Shelby's famous muscle car returns in this race.	A765	Model must be stock 1965 Cobra 427.	

Career Stats

All Gold Medal Event Bonus (Credits)	Gold Medal Reward Car	Track Name	Track Length (Miles)	# Laps	Total Race Length (Miles)	Race Gold Award (Credits)	Race Progress Tracking
54,000	#36 OPEN INTERFACE TOM'S SUPRA	Maple Valley Raceway	3.00	6	18.00	27,000	G / S / B
		Nissan Speedway Reverse	2.44	9	21.96	27,000	G / S / B
		Road Atlanta	2.54	7	17.78	27,000	G / S / B
		Suzuka Circuit	3.61	5	18.05	27,000	G / S / B
80,000	#11 JML Team Panoz LMP-01	Sunset Peninsula Infield Reverse	2.78	8	22.24	32,000	G / S / B
		Road Atlanta	2.54	8	20.32	32,000	G / S / B
		Sebring International Raceway	3.70	6	22.20	32,000	G / S / B
		Maple Valley Raceway Reverse	3.00	7	21.00	32,000	G / S / B
		Mazda Raceway Laguna Seca	2.23	9	20.07	32,000	G / S / B
92,500	Cupra GT Prototype	Silverstone Grand Prix Circuit	3.19	7	22.33	37,000	G / S / B
		Suzuka Circuit	3.61	6	21.66	37,000	G / S / B
		Sebring International Raceway	3.70	6	22.20	37,000	G / S / B
		Maple Valley Raceway Reverse	3.00	8	24.00	37,000	G / S / B
		Mugello Autodromo Internazionale	3.26	7	22.82	37,000	G / S / B
16,500	#55 Applied Materials 911 GT3 Cup	Maple Valley Raceway Short	1.16	8	9.28	11,000	G / S / B
		Silverstone National Circuit	1.63	6	9.78	11,000	G / S / B
		Mugello Autodromo Internazionale Short	1.79	5	8.95	11,000	G / S / B
16,500	FocusSport SVT Focus	New York Circuit Short	1.81	6	10.86	11,000	G / S / B
		Road Atlanta Short	1.77	6	10.62	11,000	G / S / B
		Sebring International Raceway Short	1.70	5	8.50	11,000	G / S / B
30,000	RE-Amemiya RX-7	Mazda Raceway Laguna Seca	2.23	5	11.15	15,000	G / S / B
		Suzuka Circuit West	2.15	6	12.90	15,000	G / S / B
		Sebring International Raceway Club	2.00	6	12.00	15,000	G / S / B
		Tsukuba Circuit	1.29	8	10.32	15,000	G / S / B
30,000	Exige Cup 240	Mugello Autodromo Internazionale Short	1.79	7	12.53	15,000	G / S / B
		Tsukuba Circuit	1.29	8	10.32	15,000	G / S / B
		New York Circuit Short Reverse	1.81	7	12.67	15,000	G / S / B
		Silverstone International Circuit	2.25	5	11.25	15,000	G / S / B
38,000	#16 G'ZOX NSX	Sunset Peninsula Infield Short	1.94	7	13.58	19,000	G / S / B
		Suzuka Circuit	3.61	4	14.44	19,000	G / S / B
		Tsukuba Circuit	1.29	9	11.61	19,000	G / S / B
		Mazda Raceway Laguna Seca	2.23	6	13.38	19,000	G / S / B
38,000	Cerbera Speed 12	Sunset Peninsula Infield Short Reverse	1.94	6	11.64	19,000	G / S / B
		Silverstone International Circuit	2.25	6	13.50	19,000	G / S / B
		Road Atlanta	2.54	5	12.70	19,000	G / S / B
		Mugello Autodromo Internazionale	3.26	4	13.04	19,000	G / S / B
48,000	Series 1	Sunset Peninsula Infield	2.78	6	16.68	24,000	G / S / B
		Road Atlanta	2.54	6	15.24	24,000	G / S / B
		Maple Valley Raceway Reverse	3.00	6	18.00	24,000	G / S / B
		Mazda Raceway Laguna Seca	2.23	7	15.61	24,000	G / S / B

Career Stats

Series Name	Series Gold Medal Award (Credits)	Event Name	Required Player Level	Event Description	Opponent Range (Class/P.I.)	Event Restrictions	
Factory-Spec Races	475,500	Porsche 911 GT2 Challenge	35	Open to Porsche's last air-cooled sports car.	A794	Model must be stock Porsche GT2.	
		Ferrari F430 Challenge	40	A race featuring Ferrari's curvaceous F430.	A798	Model must be stock Ferrari F430.	
		McLaren F1 Challenge	45	Open to McLaren's record-breaking F1 GT.	S985	Model must be stock McLaren F1 GT.	
Professional Series	766,500	D Class World Trophy	20	Open to all cars in Class D.	D304-D394	Must be Class D.	
		Class C World Trophy	20	Limited to cars in Class C.	C466-C537	Must be Class C.	
		World Class B Trophy	25	A challenge for Class B cars.	B571-B658	Must be Class B.	
		Class A World Trophy	25	A race between the best Class A cars in the world.	A790-A841	Must be Class A.	
		World S-Class Trophy	30	A showdown of the world's fastest production cars.	S872-S985	Must be Class S.	

Career Stats

All Gold Medal Event Bonus (Credits)	Gold Medal Reward Car	Track Name	Track Length (Miles)	# Laps	Total Race Length (Miles)	Race Gold Award (Credits)	Race Progress Tracking
58,000	#26 Porsche AG 911 GT1-98	Sunset Peninsula Infield Reverse	2.78	7	19.46	29,000	G / S / B
		Silverstone Grand Prix Circuit	3.19	6	19.14	29,000	G / S / B
		Mugello Autodromo Internazionale	3.26	6	19.56	29,000	G / S / B
		Mazda Raceway Laguna Seca	2.23	8	17.84	29,000	G / S / B
85,000	#62 Risi Competizione F430GT	Sebring International Raceway	3.70	5	18.50	34,000	G / S / B
		Silverstone Grand Prix Circuit	3.19	6	19.14	34,000	G / S / B
		Nürburgring Nordschleife	12.90	2	25.80	34,000	G / S / B
		Mugello Autodromo Internazionale	3.26	6	19.56	34,000	G / S / B
		Road Atlanta	2.54	8	20.32	34,000	G / S / B
97,500	#43 Team BMW Motorsport McLaren F1 GTR	Road Atlanta	2.54	9	22.86	39,000	G / S / B
		Silverstone Grand Prix Circuit	3.19	7	22.33	39,000	G / S / B
		Mugello Autodromo Internazionale	3.26	7	22.82	39,000	G / S / B
		Nürburgring Nordschleife	12.90	2	25.80	39,000	G / S / B
		Mazda Raceway Laguna Seca	2.23	10	22.30	39,000	G / S / B
40,000	AB Flug S900 Supra Turbo	Suzuka Circuit West	2.15	5	10.75	16,000	G / S / B
		Sunset Peninsula Infield Short Reverse	1.94	7	13.58	16,000	G / S / B
		Silverstone National Circuit	1.63	7	11.41	16,000	G / S / B
		Road Atlanta Short	1.77	7	12.39	16,000	G / S / B
		Mugello Autodromo Internazionale Short	1.79	7	12.53	16,000	G / S / B
40,000	#8 Audi ABT TT-R	Tsukuba Circuit	1.29	8	10.32	16,000	G / S / B
		Mugello Autodromo Internazionale Short	1.79	7	12.53	16,000	G / S / B
		Silverstone Grand Prix Circuit	3.19	4	12.76	16,000	G / S / B
		Suzuka Circuit West	2.15	5	10.75	16,000	G / S / B
		New York Circuit Short Reverse	1.81	7	12.67	16,000	G / S / B
52,500	Top Secret O-300 Supra	Sebring International Raceway Club	2.00	7	14.00	21,000	G / S / B
		Suzuka Circuit West	2.15	6	12.90	21,000	G / S / B
		Tsukuba Circuit	1.29	9	11.61	21,000	G / S / B
		Road Atlanta Short	1.77	8	14.16	21,000	G / S / B
		Sunset Peninsula Infield Short	1.94	7	13.58	21,000	G / S / B
52,500	HKS Time Attack Evolution	Maple Valley Raceway Reverse	3.00	4	12.00	21,000	G / S / B
		Road Atlanta	2.54	5	12.70	21,000	G / S / B
		Nissan Speedway	2.44	8	19.52	21,000	G / S / B
		Suzuka Circuit West	2.15	6	12.90	21,000	G / S / B
		Mugello Autodromo Internazionale Short	1.79	7	12.53	21,000	G / S / B
62,500	#8 ARTA NSX	Mugello Autodromo Internazionale	3.26	5	16.30	25,000	G / S / B
		Silverstone International Circuit	2.25	7	15.75	25,000	G / S / B
		Suzuka Circuit	3.61	5	18.05	25,000	G / S / B
		Maple Valley Raceway	3.00	6	18.00	25,000	G / S / B
		Sebring International Raceway Club	2.00	7	14.00	25,000	G / S / B

Career Stats

Series Name	Series Gold Medal Award (Credits)	Event Name	Required Player Level	Event Description	Opponent Range (Class/P.I.)	Event Restrictions	
Professional Series	766,500	Class R4 World Trophy	30	Open to race cars in the R4 subclass.	R4	Must be subclass R4.	
		Class R3 World Trophy	35	A race limited to race cars in the R3 subclass.	R3	Must be subclass R3.	
		Legends World Trophy	40	Legends of the past return as unmodified Ferrari 330P4s and Ford GT40s face off.	S868-S870	Model must be stock 1967 Ferrari 330P4 or 1966 Ford GT40.	
		Class R2 World Trophy	45	Open to race cars in the R2 subclass.	R2	Must be subclass R2.	
		Class R1 World Trophy	50	Top race cars from around the world race for the checkered flag in this event.	R1	Must be subclass R1.	
Endurance Races	950,000	Tsukuba Class D Grand Prix	20	Japan's Tsukuba Circuit is home to this long-distance race.	D381-D398	Must be Class D.	
		Class C Grand Prix of Laguna Seca	20	Class C cars test their endurance around Mazda's Laguna Seca.	C511-C549	Must be Class C.	
		Maple Valley B-Class Grand Prix	25	This grueling race around Maple Valley Raceway is open to cars in Class B.	B647-B700	Must be Class B.	
		Silverstone Class A Grand Prix	25	Class A cars are pushed to the limit in this distance test at the home of the British Grand Prix.	A790-A841	Must be Class A.	
		Mugello Supercar Grand Prix	30	All Class S cars are welcome in this race at Scuderia Ferrari's home course.	S908-S985	Must be Class S.	
		Grand Prix at Road Atlanta	30	Panoz Motorsport's home course hosts this race for cars in the R4 subclass.	R4	Must be subclass R4.	

Career Stats

All Gold Medal Event Bonus (Credits)	Gold Medal Reward Car	Track Name	Track Length (Miles)	# Laps	Total Race Length (Miles)	Race Gold Award (Credits)	Race Progress Tracking
75,000	#12 CALSONIC SKYLINE	Sunset Peninsula Infield Reverse	2.78	6	16.68	25,000	G / S / B
		Mugello Autodromo Internazionale	3.26	5	16.30	25,000	G / S / B
		Sebring International Raceway	3.70	5	18.50	25,000	G / S / B
		Silverstone Grand Prix Circuit	3.19	5	15.95	25,000	G / S / B
		Suzuka Circuit	3.61	5	18.05	25,000	G / S / B
		Mazda Raceway Laguna Seca	2.23	7	15.61	25,000	G / S / B
75,000	#9 Vitaphone Racing Team MC12	Suzuka Circuit	3.61	5	18.05	30,000	G / S / B
		Sebring International Raceway	3.70	5	18.50	30,000	G / S / B
		Sunset Peninsula Infield Reverse	2.78	7	19.46	30,000	G / S / B
		Silverstone Grand Prix Circuit	3.19	6	19.14	30,000	G / S / B
		Road Atlanta	2.54	7	17.78	30,000	G / S / B
108,000	#4 Johansson Motorsport R8	Mugello Autodromo Internazionale	3.26	6	19.56	36,000	G / S / B
		Suzuka Circuit	3.61	6	21.66	36,000	G / S / B
		Sebring International Raceway	3.70	6	22.20	36,000	G / S / B
		Silverstone Grand Prix Circuit	3.19	6	19.14	36,000	G / S / B
		Nürburgring Nordschleife	12.90	2	25.80	36,000	G / S / B
		Mazda Raceway Laguna Seca	2.23	9	20.07	36,000	G / S / B
126,000	#12 Risi Competizione F333 SP	Suzuka Circuit	3.61	6	21.66	42,000	G / S / B
		Sunset Peninsula Infield Reverse	2.78	8	22.24	42,000	G / S / B
		Mugello Autodromo Internazionale	3.26	7	22.82	42,000	G / S / B
		Sebring International Raceway	3.70	6	22.20	42,000	G / S / B
		Maple Valley Raceway	3.00	8	24.00	42,000	G / S / B
		Road Atlanta	2.54	9	22.86	42,000	G / S / B
135,000	#15 BMW Motorsport V12 LMR	Suzuka Circuit	3.61	6	21.66	45,000	G / S / B
		Sebring International Raceway	3.70	6	22.20	45,000	G / S / B
		Road Atlanta	2.54	9	22.86	45,000	G / S / B
		Mugello Autodromo Internazionale	3.26	7	22.82	45,000	G / S / B
		Nürburgring Nordschleife	12.90	2	25.80	45,000	G / S / B
		Mazda Raceway Laguna Seca	2.23	10	22.30	45,000	G / S / B
50,000	#35 Yellowhat YMS Supra	Tsukuba Circuit	1.29	45	58.05	100,000	G / S / B
60,000	#42 Realtime Racing NSX	Mazda Raceway Laguna Seca	2.23	30	66.90	120,000	G / S / B
70,000	Mine's BNR32 Skyline GT-R	Maple Valley Raceway	3.00	25	75.00	140,000	G / S / B
80,000	#7 Team Bentley Speed 8	Silverstone Grand Prix Circuit	3.19	25	79.75	160,000	G / S / B
90,000	#15 JMB Racing MC12	Mugello Autodromo Internazionale	3.26	25	81.49	180,000	G / S / B
100,000	#57 Carsport Holland Viper GTS-R	Road Atlanta	2.54	35	88.91	200,000	G / S / B

Career Stats

Series Name	Series Gold Medal Award (Credits)	Event Name	Required Player Level	Event Description	Opponent Range (Class/P.I.)	Event Restrictions	
Endurance Races	950,000	Porsche Grand Prix of Nürburgring	35	"The Ring" is the proving ground in this race for Porsche 911 GT3 race cars.	R4-R3	Model family must be 911 and R Class.	
		Suzuka Grand Prix	40	An event for R3 subclass race cars at the home of the Japanese Grand Prix.	R3	Must be subclass R3.	
		Sunset Peninsula Grand Prix	45	R2 subclass race cars go the distance on Sunset Peninsula's Infield Course.	R2	Must be subclass R2.	
		Sebring Grand Prix	50	The fastest race cars push themselves to the limit on the grand+E62daddy of American road courses.	R1	Must be subclass R1.	

Race Event Opponents

Event Name	Opponent Driver	Manufacturer	Year	Model
North American Open	J. Davis	Chevrolet	2005	Cobalt SS Coupe
North American Open	M. Taylor	Chrysler	1998	Eagle Talon TSi Turbo
North American Open	O. Jones	Ford	2003	Focus SVT
North American Open	R. Brown	Lexus	2003	IS300
North American Open	O. Williams	Acura	2002	RSX Type-S
North American Open	M. Miller	Pontiac	2006	Solstice
North American Open	B. Moore	Scion	2005	tC
Asian Open	T. Tanaka	Honda	1994	Civic 1.5 VTi
Asian Open	N. Sato	Honda	1991	CR-X SiR
Asian Open	A. Takahashi	Toyota	2002	MR-S
Asian Open	M. Yoshida	Mazda	1990	Savanna RX-7
Asian Open	S. Watanabe	Nissan	1994	Silvia K's
Asian Open	R. Sasaki	Toyota	1992	Supra 2.0 GT Twin Turbo
Asian Open	M. Nakamura	Hyundai	2003	Tuscani Elisa
European Open	G. Esposito	Peugeot	2007	207 RC
European Open	S. Johansson	Saab	2002	9-3 Aero
European Open	E. Spiers	MINI	2003	Cooper S
European Open	J. Evans	Volkswagen	1995	Corrado VR6
European Open	M. Rossi	Volkswagen	2006	Golf GTi
European Open	F. Martin	Volkswagen	1992	Golf GTi 16v Mk2
European Open	P. Muller	Audi	2004	TT Coupe 3.2 quattro
FWD Shoot-out	S. Ito	Honda	1999	Civic Si Coupe
FWD Shoot-out	M. Taylor	Chevrolet	2005	Cobalt SS Coupe
FWD Shoot-out	G. Esposito	MINI	2003	Cooper S
FWD Shoot-out	M. Miller	Ford	2003	Focus SVT
FWD Shoot-out	P. Muller	Volkswagen	2006	Golf GTi

Race Event Opponents

Event Name	Opponent Driver	Manufacturer	Year	Model
FWD Shoot-out	R. Sasaki	Honda	2000	Integra Type-R
FWD Shoot-out	B. Moore	Scion	2005	tC
AWD Shoot-out	S. Johansson	Volkswagen	2003	Bora VR6
AWD Shoot-out	R. Brown	Chrysler	1998	Eagle Talon TSi Turbo
AWD Shoot-out	M. Miller	Chrysler	1998	Eagle Talon TSi Turbo
AWD Shoot-out	M. Nakamura	Mitsubishi	1995	Eclipse GSX
AWD Shoot-out	M. Rossi	Audi	2000	S4
AWD Shoot-out	J. Evans	Audi	2004	TT Coupe 3.2 quattro
AWD Shoot-out	P. Muller	Audi	2004	TT Coupe 3.2 quattro
RWD Shoot-out	M. Yoshida	Toyota	2004	Altezza RS200
RWD Shoot-out	R. Brown	Lexus	2003	IS300
RWD Shoot-out	K. Kato	Toyota	2002	MR-S
RWD Shoot-out	R. Sasaki	Nissan	1992	Silvia CLUB K's
RWD Shoot-out	S. Ito	Nissan	1994	Silvia K's
RWD Shoot-out	B. Moore	Pontiac	2006	Solstice
RWD Shoot-out	S. Watanabe	Toyota	1992	Supra 2.0 GT Twin Turbo
Hot Hatch Runoff	E. Spiers	Peugeot	2004	206 RC
Hot Hatch Runoff	J. Evans	Vauxhall	2006	Astra VXR
Hot Hatch Runoff	M. Yoshida	Honda	2004	Civic Type-R
Hot Hatch Runoff	J. White	Ford	2003	Focus SVT
Hot Hatch Runoff	S. Johansson	Volkswagen	2006	Golf GTi
Hot Hatch Runoff	P. Muller	SEAT	2003	Leon Cupra R
Hot Hatch Runoff	M. Rossi	Renault	2003	Sport Clio V6 RS
Inline 4 Showcase	F. Martin	Peugeot	2004	206 RC
Inline 4 Showcase	R. Sasaki	Toyota	2003	Celica SS-I
Inline 4 Showcase	M. Yoshida	Honda	2004	Civic Type-R

Career Stats

	All Gold Medal Event Bonus (Credits)	Gold Medal Reward Car	Track Name	Track Length (Miles)	# Laps	Total Race Length (Miles)	Race Gold Award (Credits)	Race Progress Tracking
	110,000	#17 Racing Porsche AG 962c	Nürburgring Nordschleife	12.90	7	90.30	220,000	G / S / B
	120,000	#6 EXXON Superflo Supra	Suzuka Circuit	3.61	30	108.29	240,000	G / S / B
	130,000	#18 TAKATA DOME NSX	Sunset Peninsula Infield	2.78	40	111.20	260,000	G / S / B
	140,000	#3 Peugeot Talbot Sport 905 EVO 1C	Sebring International Raceway	3.70	35	129.49	280,000	G / S / B

Race Event Opponents

Event Name	Opponent Driver	Manufacturer	Year	Model
Inline 4 Showcase	M. Miller	Chevrolet	2005	Cobalt SS Coupe
Inline 4 Showcase	N. Anderson	Acura	2001	Integra Type-R
Inline 4 Showcase	K. Kato	Nissan	1994	Silvia K's
Inline 4 Showcase	M. Taylor	Dodge	2003	SRT4
Boosted Shoot-out	J. Evans	Vauxhall	2006	Astra VXR
Boosted Shoot-out	M. Miller	Chevrolet	2005	Cobalt SS Coupe
Boosted Shoot-out	R. Brown	Ford	2006	Focus ST
Boosted Shoot-out	S. Johansson	Volkswagen	2006	Golf GTi
Boosted Shoot-out	P. Muller	Audi	2000	S4
Boosted Shoot-out	M. Nakamura	Nissan	1994	Silvia K's
Boosted Shoot-out	M. Taylor	Dodge	2003	SRT4
Mid-Engine Challenge	P. Muller	Lotus	2005	Elise 111S
Mid-Engine Challenge	M. Weber	Lotus	2003	Elise 135R
Mid-Engine Challenge	N. Sato	Toyota	1995	MR2 GT
Mid-Engine Challenge	K. Kato	Toyota	2002	MR-S
Mid-Engine Challenge	S. Watanabe	Toyota	2002	MR-S
Mid-Engine Challenge	J. Evans	Opel	2004	Speedster Turbo
Mid-Engine Challenge	M. Rossi	Vauxhall	2004	VX220 Turbo
6-Cylinder Show-off	M. Yoshida	Mitsubishi	2006	Eclipse GT
6-Cylinder Show-off	N. Sato	Mitsubishi	1998	FTO GP Version R
6-Cylinder Show-off	J. Davis	Infiniti	2003	G35 Coupe
6-Cylinder Show-off	M. Rossi	Volkswagen	2003	Golf R32
6-Cylinder Show-off	J. White	Lexus	2003	IS300
6-Cylinder Show-off	T. Tanaka	Toyota	1992	Supra 2.0 GT Twin Turbo
6-Cylinder Show-off	E. Spiers	Audi	2004	TT Coupe 3.2 quattro
Volkswagen Driver's Club	E. Spiers	Volkswagen	2004	Beetle

Race Event Opponents

Event Name	Opponent Driver	Manufacturer	Year	Model
Volkswagen Driver's Club	G. Esposito	Volkswagen	2003	Bora VR6
Volkswagen Driver's Club	S. Johansson	Volkswagen	1995	Corrado VR6
Volkswagen Driver's Club	J. Evans	Volkswagen	2006	Golf GTi
Volkswagen Driver's Club	P. Muller	Volkswagen	2006	Golf GTi
Volkswagen Driver's Club	F. Martin	Volkswagen	1992	Golf GTi 16v Mk2
Volkswagen Driver's Club	M. Rossi	Volkswagen	2003	Golf R32
Integra Cup	A. Takahashi	Honda	2000	Aerogear Integra Type-R
Integra Cup	B. Moore	Acura	2001	Integra Type-R
Integra Cup	S. Watanabe	Honda	2002	Integra Type-R
Integra Cup	M. Yoshida	Honda	2002	Integra Type-R
Integra Cup	M. Nakamura	Honda	2000	Integra Type-R
Integra Cup	R. Sasaki	Honda	2002	Mugen Integra Type-R
Integra Cup	H. Jackson	Acura	2002	RSX Type-S
Flyweight Invitational	M. Weber	Lotus	2005	Elise 111S
Flyweight Invitational	F. Martin	Lotus	2005	Elise 111S
Flyweight Invitational	A. Garcia	Lotus	2003	Elise 135R
Flyweight Invitational	P. Muller	Lotus	2005	Exige
Flyweight Invitational	M. Rossi	Lotus	2005	Exige
Flyweight Invitational	J. Evans	Vauxhall	2004	VX220 Turbo
Flyweight Invitational	G. Esposito	Vauxhall	2004	VX220 Turbo
Sports Car Classic	M. Nakamura	Toyota	1969	2000GT
Sports Car Classic	M. Weber	Mercedes	1954	300SL Gullwing Coupe

Race Event Opponents

Event Name	Opponent Driver	Manufacturer	Year	Model
Sports Car Classic	G. Esposito	Porsche	1970	914/6
Sports Car Classic	P. Muller	Ferrari	1969	Dino 246 GT
Sports Car Classic	J. Evans	Jaguar	1961	E-type S1
Sports Car Classic	N. Sato	Nissan	1969	Fairlady Z 432
Sports Car Classic	M. Rossi	Lancia	1974	Stratos HF Stradale
Goodyear 150 hp Invitational	K. Kato	Honda	1994	Civic 1.5 VTi
Goodyear 150 hp Invitational	S. Watanabe	Honda	1994	Civic 1.5 VTi
Goodyear 150 hp Invitational	E. Spiers	Volkswagen	1992	Golf GTi 16v Mk2
Goodyear 150 hp Invitational	S. Johansson	Volkswagen	1992	Golf GTi 16v Mk2
Goodyear 150 hp Invitational	R. Sasaki	Toyota	2002	MR-S
Goodyear 150 hp Invitational	M. Yoshida	Toyota	2002	MR-S
Goodyear 150 hp Invitational	N. Sato	Toyota	1985	Sprinter Trueno GT Apex
Sparco 200 hp Invitational	E. Spiers	Peugeot	2004	206 RC
Sparco 200 hp Invitational	M. Yoshida	Toyota	2003	Celica SS-I
Sparco 200 hp Invitational	G. Esposito	Volkswagen	2006	Golf GTi
Sparco 200 hp Invitational	S. Watanabe	Honda	2000	Integra Type-R
Sparco 200 hp Invitational	N. Anderson	Acura	2001	Integra Type-R
Sparco 200 hp Invitational	P. Muller	Opel	2004	Speedster Turbo
Sparco 200 hp Invitational	M. Rossi	Vauxhall	2004	VX220 Turbo
Heavyweight Open	M. Rossi	Ferrari	2005	612 Scaglietti
Heavyweight Open	M. Miller	Dodge	2006	Charger SRT8
Heavyweight Open	S. Schmidt	Mercedes	2003	CLK55 AMG Coupe
Heavyweight Open	E. Spiers	Bentley	2004	Continental GT
Heavyweight Open	N. Anderson	Cadillac	2004	CTS-V
Heavyweight Open	P. Muller	Audi	2003	RS 6
Heavyweight Open	J. Evans	Aston Martin	2001	V12 Vanquish
American Iron Runoff	O. Williams	Chevrolet	1969	Camaro SS Coupe
American Iron Runoff	J. White	Dodge	1969	Charger R/T-SE
American Iron Runoff	N. Anderson	Chevrolet	1970	Chevelle SS-454
American Iron Runoff	M. Taylor	Chevrolet	1967	Corvette Stingray 427
American Iron Runoff	J. Davis	Pontiac	1968	GTO Hardtop
American Iron Runoff	M. Miller	Ford	1970	Mustang Boss 429

Race Event Opponents

Event Name	Opponent Driver	Manufacturer	Year	Model
American Iron Runoff	O. Jones	Chrysler	1968	Plymouth Barracuda Formula-S
MR2 Cup	R. Sasaki	Toyota	1995	Border MR2 Turbo T-bar
MR2 Cup	K. Kato	Toyota	1995	MR2 GT
MR2 Cup	N. Sato	Toyota	1995	MR2 GT
MR2 Cup	S. Ito	Toyota	2002	MR-S
MR2 Cup	M. Nakamura	Toyota	2002	MR-S
MR2 Cup	A. Takahashi	Toyota	2002	Tom's W123 MR-S
MR2 Cup	M. Yoshida	Toyota	1995	VIS Racing MR2 Turbo T-bar
Quattro Club	P. Muller	Audi	2000	AWE Tuning SilverBullet S4
Quattro Club	J. Evans	Audi	2006	RS 4
Quattro Club	M. Rossi	Audi	2006	RS 4
Quattro Club	M. Weber	Audi	2003	RS 6
Quattro Club	S. Johansson	Audi	2000	S4
Quattro Club	G. Esposito	Audi	2004	S4
Quattro Club	S. Schmidt	Audi	2004	TT Coupe 3.2 quattro
Kumho Tire 250 hp Invitational	F. Martin	SEAT	2003	Leon Cupra R
Kumho Tire 250 hp Invitational	K. Kato	Toyota	1995	MR2 GT
Kumho Tire 250 hp Invitational	M. Yoshida	Honda	2003	S2000
Kumho Tire 250 hp Invitational	S. Watanabe	Nissan	2000	Silvia Spec-R
Kumho Tire 250 hp Invitational	M. Weber	Opel	2004	Speedster Turbo
Kumho Tire 250 hp Invitational	J. White	Dodge	2003	SRT4
Kumho Tire 250 hp Invitational	P. Muller	Vauxhall	2004	VX220 Turbo
Castrol 300 hp Invitational	M. Rossi	Porsche	2003	Boxster S
Castrol 300 hp Invitational	P. Muller	Lotus	2005	Elise 111S
Castrol 300 hp Invitational	K. Kato	Nissan	1994	Fairlady Z Version S Twin Turbo
Castrol 300 hp Invitational	A. Takahashi	Subaru	1998	Impreza 22B STi
Castrol 300 hp Invitational	N. Sato	Mitsubishi	2004	Lancer Evolution VIII GSR
Castrol 300 hp Invitational	M. Nakamura	Mazda	1997	RX-7
Castrol 300 hp Invitational	T. Tanaka	Nissan	1993	Skyline GT-R V-Spec

Race Event Opponents

Event Name	Opponent Driver	Manufacturer	Year	Model
Young Guns Showdown	K. Kato	Honda	1999	Civic Si Coupe
Young Guns Showdown	M. Yoshida	Honda	2004	Civic Type-R
Young Guns Showdown	S. Johansson	Volkswagen	2006	Golf GTi
Young Guns Showdown	E. Spiers	Volkswagen	1992	Golf GTi 16v Mk2
Young Guns Showdown	P. Muller	Volkswagen	2003	Golf R32
Young Guns Showdown	R. Sasaki	Honda	2004	Mugen Civic Type-R
Young Guns Showdown	S. Watanabe	Honda	2004	Wings West Civic Si
Sport Compact Shoot-out	R. Sasaki	Toyota	2003	APR Performance Celica GTS
Sport Compact Shoot-out	S. Watanabe	Toyota	2003	Celica SS-I
Sport Compact Shoot-out	N. Sato	Toyota	2003	Celica SS-I
Sport Compact Shoot-out	K. Kato	Mitsubishi	1995	Eclipse GSX
Sport Compact Shoot-out	A. Takahashi	Mitsubishi	2006	Eclipse GT
Sport Compact Shoot-out	M. Yoshida	Mitsubishi	2006	Eclipse GT
Sport Compact Shoot-out	S. Ito	Mitsubishi	2003	Eclipse GTS
Free-Breathing Challenge	S. Schmidt	Porsche	2006	Cayman S
Free-Breathing Challenge	M. Miller	Chevrolet	1996	Corvette Grand Sport
Free-Breathing Challenge	M. Rossi	Aston Martin	2005	DB9 Coupe
Free-Breathing Challenge	S. Watanabe	Honda	2005	NSX-R
Free-Breathing Challenge	J. Evans	Audi	2006	RS 4
Free-Breathing Challenge	N. Sato	Proto Motors	2006	Spirra
Free-Breathing Challenge	P. Muller	Aston Martin	2001	V12 Vanquish
Nissan Racing Club	M. Nakamura	Nissan	2003	Fairlady Z
Nissan Racing Club	K. Kato	Nissan	1994	Fairlady Z Version S Twin Turbo
Nissan Racing Club	T. Tanaka	Nissan	1993	Skyline GT-R V-Spec
Nissan Racing Club	S. Watanabe	Nissan	2002	Skyline GT-R V-Spec II
Nissan Racing Club	A. Takahashi	Nissan	2002	Skyline GT-R V-Spec II Nür

Race Event Opponents

Event Name	Opponent Driver	Manufacturer	Year	Model
Nissan Racing Club	R. Sasaki	Nissan	2002	Tommy Kaira Skyline GT-R R34
Nissan Racing Club	M. Yoshida	Nissan	2000	Top Secret D1-Spec S15
Porsche Sports Car Club	S. Johansson	Porsche	1987	959
Porsche Sports Car Club	M. Rossi	Porsche	1995	911 GT2
Porsche Sports Car Club	E. Spiers	Porsche	2004	911 GT3 (996)
Porsche Sports Car Club	P. Muller	Porsche	2007	911 GT3 (997)
Porsche Sports Car Club	M. Weber	Porsche	2007	911 Turbo (997)
Porsche Sports Car Club	F. Martin	Porsche	2003	Boxster S
Porsche Sports Car Club	S. Schmidt	Porsche	2006	Cayman S
Nissan 350 hp Invitational	K. Kato	Subaru	2004	Impreza WRX STi
Nissan 350 hp Invitational	N. Sato	Mitsubishi	2006	Lancer Evolution IX GT
Nissan 350 hp Invitational	P. Muller	BMW Motorsport	2005	M3 E46 Coupe
Nissan 350 hp Invitational	A. Takahashi	Mazda	2002	RX-7 Spirit R Type-A
Nissan 350 hp Invitational	F. Martin	Audi	2004	S4
Nissan 350 hp Invitational	R. Sasaki	Nissan	2002	Skyline GT-R V-Spec II
Nissan 350 hp Invitational	S. Watanabe	Toyota	1998	Supra RZ
Tuner Face-off	S. Watanabe	Toyota	2004	Altezza RS200
Tuner Face-off	J. White	Lexus	2003	IS300
Tuner Face-off	J. Davis	Lexus	2006	IS350
Tuner Face-off	N. Sato	Nissan	1992	Silvia CLUB K's
Tuner Face-off	K. Kato	Nissan	1994	Silvia K's
Tuner Face-off	R. Sasaki	Nissan	2000	Silvia Spec-R
Tuner Face-off	M. Yoshida	Nissan	2000	Silvia Spec-R
Great American Face-off	J. Davis	Chevrolet	2002	Camaro SS
Great American Face-off	M. Miller	Chevrolet	1969	Camaro SS Coupe
Great American Face-off	R. Brown	Chevrolet	1969	Camaro Z28
Great American Face-off	N. Anderson	Ford	1970	Mustang Boss 429

Race Event Opponents

Event Name	Opponent Driver	Manufacturer	Year	Model
Great American Face-off	M. Taylor	Ford	2000	Mustang Cobra R
Great American Face-off	O. Williams	Ford	2005	Mustang GT
Great American Face-off	O. Jones	Shelby	1968	Mustang GT-500KR
Class D Asian Championship	N. Sato	Mitsubishi	2003	Eclipse GTS
Class D Asian Championship	A. Takahashi	Mitsubishi	1998	FTO GP Version R
Class D Asian Championship	M. Yoshida	Honda	2000	Integra Type-R
Class D Asian Championship	K. Kato	Mazda	2001	Mazdaspeed Familia
Class D Asian Championship	J. Kim	Toyota	2002	MR-S
Class D Asian Championship	S. Watanabe	Honda	2000	Prelude SiR
Class D Asian Championship	R. Sasaki	Nissan	1994	Silvia K's
Deutsch C-Class Championship	G. Esposito	Porsche	1989	944 Turbo
Deutsch C-Class Championship	P. Muller	Mercedes	2004	C32 AMG
Deutsch C-Class Championship	M. Rossi	Mercedes	2003	CLK55 AMG Coupe
Deutsch C-Class Championship	S. Johansson	Volkswagen	2003	Golf R32
Deutsch C-Class Championship	M. Weber	BMW Motorsport	1997	M3 E36
Deutsch C-Class Championship	J. Evans	Audi	2004	S4
Deutsch C-Class Championship	E. Spiers	Audi	2000	S4
Porsche 914/6 Challenge	M. Weber	Porsche	1970	914/6
Porsche 914/6 Challenge	J. Evans	Porsche	1970	914/6
Porsche 914/6 Challenge	P. Muller	Porsche	1970	914/6
Porsche 914/6 Challenge	E. Spiers	Porsche	1970	914/6
Porsche 914/6 Challenge	M. Rossi	Porsche	1970	914/6
Porsche 914/6 Challenge	S. Johansson	Porsche	1970	914/6
Porsche 914/6 Challenge	G. Esposito	Porsche	1970	914/6
Ford Focus Challenge	R. Brown	Ford	2003	Focus SVT

Race Event Opponents

Event Name	Opponent Driver	Manufacturer	Year	Model
Ford Focus Challenge	J. Davis	Ford	2003	Focus SVT
Ford Focus Challenge	M. Miller	Ford	2003	Focus SVT
Ford Focus Challenge	O. Williams	Ford	2003	Focus SVT
Ford Focus Challenge	N. Anderson	Ford	2003	Focus SVT
Ford Focus Challenge	O. Jones	Ford	2003	Focus SVT
Ford Focus Challenge	M. Taylor	Ford	2003	Focus SVT
Big Block Shoot-out	H. Jackson	Chevrolet	2002	Camaro SS
Big Block Shoot-out	O. Jones	Dodge	2006	Charger SRT8
Big Block Shoot-out	J. Davis	Panoz	2005	Esperante GTLM
Big Block Shoot-out	O. Williams	Shelby	2007	GT500
Big Block Shoot-out	J. White	Pontiac	2004	GTO
Big Block Shoot-out	P. Muller	Vauxhall	2005	Monaro VXR
Big Block Shoot-out	M. Taylor	Ford	2000	Mustang Cobra R
Corvette Touring Cup	M. Miller	Chevrolet	1996	Corvette Grand Sport
Corvette Touring Cup	O. Williams	Chevrolet	2003	Corvette Guldstrand Edition
Corvette Touring Cup	J. White	Chevrolet	1967	Corvette Stingray 427
Corvette Touring Cup	R. Brown	Chevrolet	2002	Corvette Z06
Corvette Touring Cup	M. Taylor	Chevrolet	2006	Corvette Z06
Corvette Touring Cup	B. Moore	Chevrolet	1970	Corvette ZR-1
Corvette Touring Cup	J. Davis	Chevrolet	2002	Lingenfelter 427 Corvette
Stoptech 400 hp Invitational	J. Evans	Porsche	2004	911 GT3 (996)
Stoptech 400 hp Invitational	S. Johansson	Lotus	2002	Esprit V8
Stoptech 400 hp Invitational	G. Esposito	Ferrari	1994	F355 Berlinetta
Stoptech 400 hp Invitational	P. Muller	BMW Motorsport	2002	M3-GTR
Stoptech 400 hp Invitational	O. Jones	Ford	2000	Mustang Cobra R
Stoptech 400 hp Invitational	J. Kim	Nissan	2002	Skyline GT-R V-Spec II Nür
Stoptech 400 hp Invitational	M. Rossi	TVR	2001	Tuscan S
Rallicross Face-off	K. Kato	Subaru	1998	Impreza 22B STi
Rallicross Face-off	S. Watanabe	Subaru	2004	Impreza WRX STi
Rallicross Face-off	M. Yoshida	Mitsubishi	2006	Lancer Evolution IX GT
Rallicross Face-off	T. Tanaka	Mitsubishi	1999	Lancer Evolution VI GSR
Rallicross Face-off	N. Sato	Mitsubishi	2004	Lancer Evolution VIII MR
Rallicross Face-off	R. Sasaki	Mitsubishi	1999	MINE'S CP9A Lancer Evolution VI

Race Event Opponents

Event Name	Opponent Driver	Manufacturer	Year	Model
Rallicross Face-off	A. Takahashi	Subaru	1998	Tommy Kaira Impreza M20b
Super Tuner Challenge	S. Watanabe	Nissan	2003	Fairlady Z
Super Tuner Challenge	M. Yoshida	Nissan	1994	Fairlady Z Version S Twin Turbo
Super Tuner Challenge	R. Sasaki	Mazda	1995	INGS RX-7
Super Tuner Challenge	N. Sato	Mazda	1997	RX-7
Super Tuner Challenge	A. Takahashi	Mazda	2002	RX-7 Spirit R Type-A
Super Tuner Challenge	K. Kato	Mazda	2004	RX-8 Mazdaspeed
Super Tuner Challenge	J. Kim	Mazda	1990	Savanna RX-7
Japanese Class B Regionals	J. Kim	Mitsubishi	2006	Lancer Evolution IX GT
Japanese Class B Regionals	K. Kato	Mitsubishi	2004	Lancer Evolution VIII MR
Japanese Class B Regionals	M. Yoshida	Honda	1992	NSX-R
Japanese Class B Regionals	R. Sasaki	Honda	2005	NSX-R GT
Japanese Class B Regionals	S. Watanabe	Mazda	2002	RX-7 Spirit R Type-A
Japanese Class B Regionals	N. Sato	Nissan	2002	Skyline GT-R V-Spec II
Japanese Class B Regionals	A. Takahashi	Nissan	2002	Skyline GT-R V-Spec II Nür
Stars and Stripes B-Class Championship	O. Jones	Dodge	2006	Charger SRT8
Stars and Stripes B-Class Championship	M. Taylor	Chevrolet	1996	Corvette Grand Sport
Stars and Stripes B-Class Championship	J. Davis	Panoz	2005	Esperante GTLM
Stars and Stripes B-Class Championship	N. Anderson	Shelby	2007	GT500
Stars and Stripes B-Class Championship	R. Brown	Ford	2000	Mustang Cobra R
Stars and Stripes B-Class Championship	M. Miller	Acura	1997	NSX
Stars and Stripes B-Class Championship	O. Williams	Acura	2005	NSX
Mazdaspeed Challenge	R. Sasaki	Mazda	2001	Mazdaspeed Roadster
Mazdaspeed Challenge	A. Takahashi	Mazda	2001	Mazdaspeed Roadster

Race Event Opponents

Event Name	Opponent Driver	Manufacturer	Year	Model
Mazdaspeed Challenge	N. Sato	Mazda	2001	Mazdaspeed Roadster
Mazdaspeed Challenge	S. Watanabe	Mazda	2001	Mazdaspeed Roadster
Mazdaspeed Challenge	K. Kato	Mazda	2001	Mazdaspeed Roadster
Mazdaspeed Challenge	J. Kim	Mazda	2001	Mazdaspeed Roadster
Mazdaspeed Challenge	M. Nakamura	Mazda	2001	Mazdaspeed Roadster
Lotus Sport Exige Challenge	S. Johansson	Lotus	2005	Exige
Lotus Sport Exige Challenge	M. Weber	Lotus	2005	Exige
Lotus Sport Exige Challenge	P. Muller	Lotus	2005	Exige
Lotus Sport Exige Challenge	F. Martin	Lotus	2005	Exige
Lotus Sport Exige Challenge	J. Evans	Lotus	2005	Exige
Lotus Sport Exige Challenge	M. Rossi	Lotus	2005	Exige
Lotus Sport Exige Challenge	G. Esposito	Lotus	2005	Exige
D Class World Trophy	M. Weber	Peugeot	2004	206 RC
D Class World Trophy	O. Williams	Chevrolet	2005	Cobalt SS Coupe
D Class World Trophy	R. Sasaki	Mitsubishi	1998	FTO GP Version R
D Class World Trophy	J. Evans	Volkswagen	2006	Golf GTi
D Class World Trophy	A. Takahashi	Honda	2000	Integra Type-R
D Class World Trophy	R. Brown	Acura	2002	RSX Type-S
D Class World Trophy	M. Yoshida	Nissan	1992	Silvia CLUB K's
Class C World Trophy	O. Williams	Chevrolet	2002	Camaro SS
Class C World Trophy	M. Rossi	Mercedes	2003	CLK55 AMG Coupe
Class C World Trophy	J. Davis	Chrysler	2006	Crossfire SRT6
Class C World Trophy	N. Sato	Mitsubishi	1997	GTO
Class C World Trophy	A. Takahashi	Mazda	1997	RX-7
Class C World Trophy	S. Watanabe	Honda	2003	S2000
Class C World Trophy	J. Evans	Audi	2004	S4
Tsukuba Class D Grand Prix	M. Rossi	Vauxhall	2006	Astra VXR
Tsukuba Class D Grand Prix	M. Yoshida	Toyota	2003	Celica SS-I
Tsukuba Class D Grand Prix	N. Sato	Honda	2004	Civic Type-R
Tsukuba Class D Grand Prix	R. Sasaki	Mitsubishi	1998	FTO GP Version R

Race Event Opponents

Event Name	Opponent Driver	Manufacturer	Year	Model
Tsukuba Class D Grand Prix	S. Watanabe	Honda	2000	Integra Type-R
Tsukuba Class D Grand Prix	R. Brown	Saturn	2006	ION Red Line
Tsukuba Class D Grand Prix	K. Kato	Nissan	1992	Silvia CLUB K's
Class C Grand Prix of Laguna Seca	S. Johansson	Mercedes	2004	C32 AMG
Class C Grand Prix of Laguna Seca	O. Jones	Chevrolet	2002	Camaro SS
Class C Grand Prix of Laguna Seca	J. Davis	Cadillac	2004	CTS-V
Class C Grand Prix of Laguna Seca	M. Rossi	Lotus	2005	Elise 111S
Class C Grand Prix of Laguna Seca	A. Takahashi	Subaru	2004	Impreza WRX STi
Class C Grand Prix of Laguna Seca	M. Yoshida	Mitsubishi	2004	Lancer Evolution VIII GSR
Class C Grand Prix of Laguna Seca	S. Watanabe	Mazda	1997	RX-7
Five-by-Five Supersprint	M. Rossi	Porsche	2003	Carrera GT
Five-by-Five Supersprint	M. Weber	Lamborghini	2005	Gallardo
Five-by-Five Supersprint	G. Esposito	Lamborghini	2005	Gallardo
Five-by-Five Supersprint	M. Taylor	Dodge	2003	Viper Competition Coupe
Five-by-Five Supersprint	N. Anderson	Dodge	1999	Viper GTS ACR
Five-by-Five Supersprint	R. Brown	Dodge	2003	Viper SRT10
Five-by-Five Supersprint	O. Williams	Dodge	2003	Viper SRT10
Club della Scuderia Ferrari	P. Muller	Ferrari	1967	330 P4
Club della Scuderia Ferrari	E. Spiers	Ferrari	1999	360 Modena
Club della Scuderia Ferrari	J. Evans	Ferrari	2002	575M Maranello
Club della Scuderia Ferrari	F. Martin	Ferrari	1994	F355 Berlinetta
Club della Scuderia Ferrari	G. Esposito	Ferrari	1987	F40
Club della Scuderia Ferrari	M. Weber	Ferrari	2004	F430
Club della Scuderia Ferrari	M. Rossi	Ferrari	1995	F50

Race Event Opponents

Event Name	Opponent Driver	Manufacturer	Year	Model
Toyo Tires 450 hp Invitational	P. Muller	Porsche	1987	959
Toyo Tires 450 hp Invitational	J. Evans	Ferrari	1999	360 Modena
Toyo Tires 450 hp Invitational	S. Johansson	Ferrari	1991	512 TR
Toyo Tires 450 hp Invitational	M. Rossi	Porsche	2007	911 GT3 (997)
Toyo Tires 450 hp Invitational	J. Davis	Chevrolet	2002	Corvette Z06
Toyo Tires 450 hp Invitational	R. Brown	Panoz	2005	Esperante GTLM
Toyo Tires 450 hp Invitational	E. Spiers	Audi	2006	RS 4
Battle for Europe	S. Johansson	Ferrari	1999	360 Modena
Battle for Europe	P. Muller	Porsche	1995	911 GT2
Battle for Europe	G. Esposito	Porsche	2004	911 GT3 (996)
Battle for Europe	J. Evans	Porsche	2007	911 GT3 (997)
Battle for Europe	M. Weber	Porsche	2007	911 Turbo (997)
Battle for Europe	F. Martin	Ferrari	1994	F355 Berlinetta
Battle for Europe	M. Rossi	Ferrari	2004	F430
British Sports Car Championship	S. Johansson	Aston Martin	2005	DB9 Coupe
British Sports Car Championship	E. Spiers	Aston Martin	2005	DB9 Coupe
British Sports Car Championship	M. Weber	TVR	2005	Sagaris
British Sports Car Championship	J. Evans	TVR	2005	Sagaris
British Sports Car Championship	P. Muller	TVR	2001	Tuscan R
British Sports Car Championship	M. Rossi	TVR	2001	Tuscan R
British Sports Car Championship	G. Esposito	TVR	2001	Tuscan S
American Class A Regionals	N. Anderson	Chevrolet	2003	Corvette Guldstrand Edition
American Class A Regionals	J. Davis	Chevrolet	2006	Corvette Z06
American Class A Regionals	O. Jones	Chevrolet	2002	Corvette Z06
American Class A Regionals	M. Taylor	Ford	2005	Ford GT
American Class A Regionals	J. White	Shelby	1999	Series 1
American Class A Regionals	M. Miller	Dodge	1999	Viper GTS ACR

Race Event Opponents

Event Name	Opponent Driver	Manufacturer	Year	Model
American Class A Regionals	O. Williams	Dodge	2003	Viper SRT10
Honda NSX-R Challenge	R. Sasaki	Honda	2005	NSX-R
Honda NSX-R Challenge	S. Ito	Honda	2005	NSX-R
Honda NSX-R Challenge	S. Watanabe	Honda	2005	NSX-R
Honda NSX-R Challenge	A. Takahashi	Honda	2005	NSX-R
Honda NSX-R Challenge	M. Yoshida	Honda	2005	NSX-R
Honda NSX-R Challenge	N. Sato	Honda	2005	NSX-R
Honda NSX-R Challenge	T. Tanaka	Honda	2005	NSX-R
TVR Tuscan S Challenge	P. Muller	TVR	2001	Tuscan S
TVR Tuscan S Challenge	S. Schmidt	TVR	2001	Tuscan S
TVR Tuscan S Challenge	M. Weber	TVR	2001	Tuscan S
TVR Tuscan S Challenge	E. Spiers	TVR	2001	Tuscan S
TVR Tuscan S Challenge	J. Evans	TVR	2001	Tuscan S
TVR Tuscan S Challenge	M. Rossi	TVR	2001	Tuscan S
TVR Tuscan S Challenge	G. Esposito	TVR	2001	Tuscan S
World Class B Trophy	P. Muller	Porsche	2006	Cayman S
World Class B Trophy	J. Evans	Lotus	2005	Exige
World Class B Trophy	M. Weber	BMW Motorsport	2005	M3 E46 Coupe
World Class B Trophy	M. Taylor	Ford	2000	Mustang Cobra R
World Class B Trophy	O. Williams	Acura	2005	NSX
World Class B Trophy	A. Takahashi	Honda	2005	NSX-R
World Class B Trophy	R. Sasaki	Proto Motors	2006	Spirra
Class A World Trophy	F. Martin	Porsche	2007	911 GT3 (997)
Class A World Trophy	J. Davis	Chevrolet	2006	Corvette Z06
Class A World Trophy	S. Johansson	Ferrari	2004	F430
Class A World Trophy	M. Taylor	Ford	2005	Ford GT
Class A World Trophy	G. Esposito	TVR	2005	Sagaris
Class A World Trophy	P. Muller	Mercedes	2005	SLR
Class A World Trophy	R. Brown	Dodge	2003	Viper SRT10
Maple Valley B-Class Grand Prix	J. Davis	Panoz	2005	Esperante GTLM

Race Event Opponents

Event Name	Opponent Driver	Manufacturer	Year	Model
Maple Valley B-Class Grand Prix	M. Rossi	Lotus	2006	Exige Cup 240
Maple Valley B-Class Grand Prix	O. Jones	Ford	2000	Mustang Cobra R
Maple Valley B-Class Grand Prix	A. Takahashi	Honda	2005	NSX-R GT
Maple Valley B-Class Grand Prix	M. Weber	Audi	2006	RS 4
Maple Valley B-Class Grand Prix	S. Watanabe	Nissan	2002	Skyline GT-R V-Spec II Nür
Maple Valley B-Class Grand Prix	P. Muller	Aston Martin	2001	V12 Vanquish
Silverstone Class A Grand Prix	S. Johansson	Porsche	2007	911 GT3 (997)
Silverstone Class A Grand Prix	J. Davis	Chevrolet	2006	Corvette Z06
Silverstone Class A Grand Prix	G. Esposito	Ferrari	2004	F430
Silverstone Class A Grand Prix	M. Taylor	Ford	2005	Ford GT
Silverstone Class A Grand Prix	J. Evans	Lamborghini	2005	Murcielago
Silverstone Class A Grand Prix	P. Muller	Mercedes	2005	SLR
Silverstone Class A Grand Prix	N. Anderson	Dodge	2003	Viper SRT10
Extreme Performance Shoot-out	F. Martin	Ferrari	2002	575M Maranello
Extreme Performance Shoot-out	G. Esposito	Lamborghini	1999	Diablo GTR
Extreme Performance Shoot-out	M. Rossi	Ferrari	2002	Enzo Ferrari
Extreme Performance Shoot-out	J. Evans	Ferrari	1995	F50
Extreme Performance Shoot-out	P. Muller	Maserati	2004	MC12
Extreme Performance Shoot-out	E. Spiers	Lamborghini	2005	Murcielago
Extreme Performance Shoot-out	M. Weber	Pagani	1999	Zonda C12
Viper Performance Cup	J. Davis	Dodge	2000	Hennessey Viper 800TT
Viper Performance Cup	M. Taylor	Dodge	2003	Viper Competition Coupe
Viper Performance Cup	M. Miller	Dodge	1999	Viper GTS ACR
Viper Performance Cup	N. Anderson	Dodge	1999	Viper GTS ACR
Viper Performance Cup	O. Jones	Dodge	1999	Viper GTS ACR
Viper Performance Cup	R. Brown	Dodge	2003	Viper SRT10
Viper Performance Cup	O. Williams	Dodge	2003	Viper SRT10

Race Event Opponents

Event Name	Opponent Driver	Manufacturer	Year	Model
Panoz 500 hp Invitational	G. Esposito	Porsche	2007	911 GT3 (997)
Panoz 500 hp Invitational	E. Spiers	Aston Martin	2005	DB9 Coupe
Panoz 500 hp Invitational	M. Rossi	Ferrari	1987	F40
Panoz 500 hp Invitational	J. Evans	Ferrari	2004	F430
Panoz 500 hp Invitational	M. Weber	Lamborghini	2005	Gallardo
Panoz 500 hp Invitational	O. Jones	Shelby	2007	GT500
Panoz 500 hp Invitational	R. Brown	Dodge	1999	Viper GTS ACR
Ultimate Tuner Challenge	A. Takahashi	Toyota	1998	AB Flug S900 Supra Turbo
Ultimate Tuner Challenge	M. Yoshida	Nissan	1993	MINE'S R32 Skyline GT-R
Ultimate Tuner Challenge	S. Watanabe	Nissan	2002	MINE'S R34 Skyline GT-R
Ultimate Tuner Challenge	K. Kato	Nissan	2002	Skyline GT-R V-Spec II Nür
Ultimate Tuner Challenge	M. Nakamura	Toyota	1998	Supra RZ
Ultimate Tuner Challenge	T. Tanaka	Nissan	2002	Tommy Kaira Skyline GT-R R34
Ultimate Tuner Challenge	R. Sasaki	Toyota	1998	VeilSide Supra Fortune 03
Italian Masters Championship	S. Johansson	Lamborghini	1999	Diablo GTR
Italian Masters Championship	J. Evans	Ferrari	2002	Enzo Ferrari
Italian Masters Championship	M. Rossi	Ferrari	2002	Enzo Ferrari
Italian Masters Championship	E. Spiers	Ferrari	1987	F40
Italian Masters Championship	G. Esposito	Ferrari	1995	F50
Italian Masters Championship	P. Muller	Maserati	2004	MC12
Italian Masters Championship	M. Weber	Pagani	1999	Zonda C12
Shelby Cobra Challenge	J. Davis	Shelby	1965	Cobra 427 S/C
Shelby Cobra Challenge	O. Williams	Shelby	1965	Cobra 427 S/C
Shelby Cobra Challenge	M. Miller	Shelby	1965	Cobra 427 S/C

Race Event Opponents

Event Name	Opponent Driver	Manufacturer	Year	Model
Shelby Cobra Challenge	O. Jones	Shelby	1965	Cobra 427 S/C
Shelby Cobra Challenge	M. Taylor	Shelby	1965	Cobra 427 S/C
Shelby Cobra Challenge	R. Brown	Shelby	1965	Cobra 427 S/C
Shelby Cobra Challenge	N. Anderson	Shelby	1965	Cobra 427 S/C
World S-Class Trophy	M. Weber	Koenigsegg	2002	CC8S
World S-Class Trophy	J. Evans	Ferrari	2002	Enzo Ferrari
World S-Class Trophy	M. Rossi	McLaren	1997	F1 GT
World S-Class Trophy	G. Esposito	Ferrari	1995	F50
World S-Class Trophy	P. Muller	Maserati	2004	MC12
World S-Class Trophy	K. Kato	Nissan	1998	R390
World S-Class Trophy	J. Davis	Saleen	2004	S7
Class R4 World Trophy	M. Galati	Audi	2003	#1 Champion RS 6
Class R4 World Trophy	T. Archer	Dodge	2004	#22 3R-Racing Viper Competition Coupe
Class R4 World Trophy	A. Zampedri	Porsche	2005	#3 Lechner Racing School Team 1 911 GT3 Cup
Class R4 World Trophy	S. Whelen	Chevrolet	2005	#31 Whelen Engineering Corvette Z06
Class R4 World Trophy	P. Cunningham	Acura	2002	#42 Realtime Racing NSX
Class R4 World Trophy	R. Liddell	Porsche	2005	#66 AXA Racing 911 GT3 Cup
Class R4 World Trophy	P. McClure	Chevrolet	2003	#73 3R-Racing Corvette Z06
Mugello Super Car Grand Prix	P. Muller	Mercedes	1998	AMG Mercedes CLK GTR
Mugello Super Car Grand Prix	G. Esposito	Porsche	2003	Carrera GT
Mugello Super Car Grand Prix	S. Johansson	Koenigsegg	2002	CC8S
Mugello Super Car Grand Prix	M. Weber	Ferrari	2002	Enzo Ferrari
Mugello Super Car Grand Prix	M. Rossi	McLaren	1997	F1 GT
Mugello Super Car Grand Prix	J. Evans	Maserati	2004	MC12
Mugello Super Car Grand Prix	M. Taylor	Saleen	2004	S7
Grand Prix at Road Atlanta	M. Galati	Audi	2003	#1 Champion RS 6
Grand Prix at Road Atlanta	C. Hollfelder	Ford	2004	#10 Tiger Racing Mustang

Race Event Opponents

Event Name	Opponent Driver	Manufacturer	Year	Model
Grand Prix at Road Atlanta	M. Angelelli	Cadillac	2004	#16 Team Cadillac CTS-V
Grand Prix at Road Atlanta	T. Archer	Dodge	2004	#22 3R-Racing Viper Competition Coupe
Grand Prix at Road Atlanta	P. Cunningham	Acura	2002	#42 Realtime Racing NSX
Grand Prix at Road Atlanta	P. McClure	Chevrolet	2003	#73 3R-Racing Corvette Z06
Grand Prix at Road Atlanta	T. Oates	Chevrolet	2005	#99 Tiger Racing Corvette Z06
20th-Century Super Car Invitational	P. Muller	Mercedes	1998	AMG Mercedes CLK GTR
20th-Century Super Car Invitational	F. Martin	Lamborghini	1999	Diablo GTR
20th-Century Super Car Invitational	M. Rossi	McLaren	1997	F1 GT
20th-Century Super Car Invitational	A. Garcia	Ferrari	1987	F40
20th-Century Super Car Invitational	J. Evans	Ferrari	1995	F50
20th-Century Super Car Invitational	A. Takahashi	Nissan	1998	R390
20th-Century Super Car Invitational	E. Spiers	Jaguar	1993	XJ220
Club del Toro Furioso	S. Schmidt	Lamborghini	1988	Countach LP5000 QV
Club del Toro Furioso	M. Rossi	Lamborghini	1999	Diablo GTR
Club del Toro Furioso	M. Weber	Lamborghini	1997	Diablo SV
Club del Toro Furioso	G. Esposito	Lamborghini	2005	Gallardo
Club del Toro Furioso	S. Johansson	Lamborghini	2005	Gallardo
Club del Toro Furioso	P. Muller	Lamborghini	2005	Murcielago
Club del Toro Furioso	J. Evans	Lamborghini	2005	Murcielago
Risi Competizione 600 hp Invitational	G. Esposito	Lamborghini	1999	Diablo GTR
Risi Competizione 600 hp Invitational	M. Rossi	Ferrari	1995	F50
Risi Competizione 600 hp Invitational	O. Jones	Ford	2005	Ford GT
Risi Competizione 600 hp Invitational	A. Takahashi	Nissan	1998	R390
Risi Competizione 600 hp Invitational	J. Davis	Saleen	2004	S7
Risi Competizione 600 hp Invitational	M. Taylor	Dodge	2003	Viper Competition Coupe
Risi Competizione 600 hp Invitational	M. Weber	Jaguar	1993	XJ220
American Sports Car Showdown	N. Anderson	Chevrolet	2003	Corvette Guldstrand Edition

Race Event Opponents

Event Name	Opponent Driver	Manufacturer	Year	Model
American Sports Car Showdown	O. Williams	Chevrolet	2006	Corvette Z06
American Sports Car Showdown	J. White	Chevrolet	2002	Corvette Z06
American Sports Car Showdown	J. Davis	Chevrolet	2002	Lingenfelter 427 Corvette
American Sports Car Showdown	M. Taylor	Dodge	2003	Viper Competition Coupe
American Sports Car Showdown	O. Jones	Dodge	1999	Viper GTS ACR
American Sports Car Showdown	R. Brown	Dodge	2003	Viper SRT10
GT Championship of Japan	Y. Ide	Nissan	2003	#12 CALSONIC SKYLINE
GT Championship of Japan	R. Michigami	Honda	2005	#18 TAKATA DOME NSX
GT Championship of Japan	S. Motoyama	Nissan	2003	#23 XANAVI NISMO GT-R
GT Championship of Japan	N. Hattori	Toyota	2004	#35 Yellow Hat YMS Supra
GT Championship of Japan	T. Tsuchiya	Toyota	2005	#36 OPEN INTERFACE TOM'S SUPRA
GT Championship of Japan	J. Wakisaka	Toyota	2005	#6 EXXON Superflo Supra
GT Championship of Japan	D. Ito	Honda	2005	#8 ARTA NSX
Porsche 911 GT2 Challenge	S. Schmidt	Porsche	1995	911 GT2
Porsche 911 GT2 Challenge	J. Evans	Porsche	1995	911 GT2
Porsche 911 GT2 Challenge	P. Muller	Porsche	1995	911 GT2
Porsche 911 GT2 Challenge	M. Rossi	Porsche	1995	911 GT2
Porsche 911 GT2 Challenge	S. Johansson	Porsche	1995	911 GT2
Porsche 911 GT2 Challenge	G. Esposito	Porsche	1995	911 GT2
Porsche 911 GT2 Challenge	F. Martin	Porsche	1995	911 GT2
Class R3 World Trophy	Y. Ide	Nissan	2003	#12 CALSONIC SKYLINE
Class R3 World Trophy	R. Michigami	Honda	2005	#18 TAKATA DOME NSX
Class R3 World Trophy	P. Lamy	BMW Motorsport	2005	#2 BMW Motorsport M3-GTR
Class R3 World Trophy	T. Tsuchiya	Toyota	2005	#36 OPEN INTERFACE TOM'S SUPRA

Race Event Opponents

Event Name	Opponent Driver	Manufacturer	Year	Model
Class R3 World Trophy	G. Jeanette	Panoz	2005	#51 JML Team Panoz Esperante GTLM
Class R3 World Trophy	C. Bouchut	Dodge	2001	#58 Larbre Compé-tition Viper GTS-R
Class R3 World Trophy	A. Lazzaro	Ferrari	2006	#62 Risi Competizione F430GT
Porsche Grand Prix of Nürburgring	P. Long	Porsche	2004	#23 Alex Job Racing 911 GT3-RSR
Porsche Grand Prix of Nürburgring	A. Zampedri	Porsche	2005	#3 Lechner Racing School Team 1 911 GT3 Cup
Porsche Grand Prix of Nürburgring	J. Bergmeister	Porsche	2005	#31 Peterson-White Lightning 911 GT3-RSR
Porsche Grand Prix of Nürburgring	J. van Overbeek	Porsche	2005	#44 Flying Lizard 911 GT3-RSR
Porsche Grand Prix of Nürburgring	M. Angel de Castro	Porsche	2005	#5 XBOX 360 911 GT3-RSR
Porsche Grand Prix of Nürburgring	B. Martini	Porsche	2006	#81 Synergy Racing 911 GT3 Cup
Porsche Grand Prix of Nürburgring	D. Farnbacher	Porsche	2006	#82 Red Bull 911 GT3 Cup
K&N Filters 700 hp Invitational	P. Muller	Mercedes	1998	AMG Mercedes CLK GTR
K&N Filters 700 hp Invitational	S. Johansson	Porsche	2003	Carrera GT
K&N Filters 700 hp Invitational	F. Martin	Koenigsegg	2002	CC8S
K&N Filters 700 hp Invitational	M. Weber	Ferrari	2002	Enzo Ferrari
K&N Filters 700 hp Invitational	G. Esposito	Ferrari	2002	Enzo Ferrari
K&N Filters 700 hp Invitational	M. Rossi	McLaren	1997	F1 GT
K&N Filters 700 hp Invitational	J. Evans	Maserati	2004	MC12
Pride of Italy	A. Garcia	Ferrari	2002	575M Maranello
Pride of Italy	S. Johansson	Lamborghini	1988	Countach LP5000 QV
Pride of Italy	G. Esposito	Lamborghini	1999	Diablo GTR
Pride of Italy	F. Martin	Lamborghini	1997	Diablo SV
Pride of Italy	M. Rossi	Ferrari	2002	Enzo Ferrari
Pride of Italy	P. Muller	Ferrari	1995	F50
Pride of Italy	M. Weber	Lamborghini	2005	Murcielago
North American Regional Championship	P. Lamy	Dodge	2003	#126 Team Zakspeed Viper GTS-R
North American Regional Championship	F. Konrad	Saleen	2003	#2 Konrad Motorsports S7R

Race Event Opponents

Event Name	Opponent Driver	Manufacturer	Year	Model
North American Regional Championship	M. Papis	Chevrolet	2004	#3 Corvette Racing C5.R
North American Regional Championship	O. Beretta	Chevrolet	2006	#4 Corvette Racing C6.R
North American Regional Championship	G. Jeanette	Panoz	2005	#51 JML Team Panoz Esperante GTLM
North American Regional Championship	R. Lechner	Dodge	2005	#77 Team Zakspeed Viper ACR
North American Regional Championship	R. Dean	Panoz	2006	#81 Team LNT Panoz Esperante GTLM
Ferrari F430 Challenge	S. Schmidt	Ferrari	2004	F430
Ferrari F430 Challenge	J. Evans	Ferrari	2004	F430
Ferrari F430 Challenge	P. Muller	Ferrari	2004	F430
Ferrari F430 Challenge	E. Spiers	Ferrari	2004	F430
Ferrari F430 Challenge	M. Rossi	Ferrari	2004	F430
Ferrari F430 Challenge	S. Johansson	Ferrari	2004	F430
Ferrari F430 Challenge	G. Esposito	Ferrari	2004	F430
Legends World Trophy	P. Muller	Ferrari	1967	330 P4
Legends World Trophy	S. Schmidt	Ferrari	1967	330 P4
Legends World Trophy	M. Rossi	Ferrari	1967	330 P4
Legends World Trophy	G. Esposito	Ferrari	1967	330 P4
Legends World Trophy	J. Davis	Ford	1966	GT40 MkII
Legends World Trophy	O. Williams	Ford	1966	GT40 MkII
Legends World Trophy	M. Taylor	Ford	1966	GT40 MkII
Suzuka Grand Prix	Y. Ide	Nissan	2003	#12 CALSONIC SKYLINE
Suzuka Grand Prix	T. Coronel	Honda	2003	#16 G'ZOX NSX
Suzuka Grand Prix	R. Michigami	Honda	2005	#18 TAKATA DOME NSX
Suzuka Grand Prix	S. Motoyama	Nissan	2003	#23 XANAVI NISMO GT-R

Race Event Opponents

Event Name	Opponent Driver	Manufacturer	Year	Model
Suzuka Grand Prix	M. Orido	Toyota	2006	#25 ECLIPSE ADVAN SUPRA
Suzuka Grand Prix	N. Hattori	Toyota	2004	#35 Yellow Hat YMS Supra
Suzuka Grand Prix	T. Tsuchiya	Toyota	2005	#36 OPEN INTERFACE TOM'S SUPRA
Suzuka Grand Prix	J. Wakisaka	Toyota	2005	#6 EXXON Superflo Supra
Pan-European Championship	P. Martini	BMW Motorsport	1999	#15 BMW Motorsport V12 LMR
Pan-European Championship	D. Bell	Porsche	1987	#17 Racing Porsche AG 962c
Pan-European Championship	T. Kristensen	Audi	2006	#2 FSI Champion Racing R8
Pan-European Championship	E. Helary	Peugeot	1993	#3 Peugeot Talbot Sport 905 EVO 1C
Pan-European Championship	S. Johansson	Audi	2001	#4 Johansson Motorsport R8
Pan-European Championship	G. Smith	Bentley	2003	#7 Team Bentley Speed 8
Pan-European Championship	J. Herbert	Audi	2004	#88 Audi Sport UK Team Veloqx R8
McLaren F1 Challenge	P. Muller	McLaren	1997	F1 GT
McLaren F1 Challenge	S. Johansson	McLaren	1997	F1 GT
McLaren F1 Challenge	J. Evans	McLaren	1997	F1 GT
McLaren F1 Challenge	E. Spiers	McLaren	1997	F1 GT
McLaren F1 Challenge	M. Rossi	McLaren	1997	F1 GT
McLaren F1 Challenge	G. Esposito	McLaren	1997	F1 GT
McLaren F1 Challenge	F. Martin	McLaren	1997	F1 GT
Class R2 World Trophy	M. Ramos	Saleen	2002	#11 Graham Nash Motorsport S7R
Class R2 World Trophy	A. Bertolini	Maserati	2005	#15 JMB Racing MC12
Class R2 World Trophy	T. Borcheller	Saleen	2001	#26 Konrad Motorsports S7R
Class R2 World Trophy	M. Kageyama	Nissan	1998	#32 NISSAN R390 GT1
Class R2 World Trophy	O. Beretta	Chevrolet	2006	#4 Corvette Racing C6.R

Race Event Opponents

Event Name	Opponent Driver	Manufacturer	Year	Model
Class R2 World Trophy	P. Raphanel	McLaren	1997	#41 Team McLaren F1 GTR
Class R2 World Trophy	P. Kox	Ferrari	2003	#88 Veloqx / Prodrive Racing 550 Maranello
Sunset Peninsula Grand Prix	M. Ramos	Saleen	2002	#11 Graham Nash Motorsport S7R
Sunset Peninsula Grand Prix	M. Hezemans	Pagani	2003	#17 Carsport America Zonda GR
Sunset Peninsula Grand Prix	F. Konrad	Saleen	2003	#2 Konrad Motorsports S7R
Sunset Peninsula Grand Prix	A. McNish	Porsche	1998	#26 Porsche AG 911 GT1-98
Sunset Peninsula Grand Prix	M. Kageyama	Nissan	1998	#32 NISSAN R390 GT1
Sunset Peninsula Grand Prix	O. Beretta	Chevrolet	2006	#4 Corvette Racing C6.R
Sunset Peninsula Grand Prix	P. Raphanel	McLaren	1997	#41 Team McLaren F1 GTR
Class R1 World Trophy	G. Jeanette	Panoz	2003	#11 JML Team Panoz LMP-01
Class R1 World Trophy	W. Taylor	Ferrari	1998	#12 Risi Competizione F333 SP
Class R1 World Trophy	D. Bell	Porsche	1987	#17 Racing Porsche AG 962c
Class R1 World Trophy	T. Kristensen	Audi	2006	#2 FSI Champion Racing R8
Class R1 World Trophy	E. Helary	Peugeot	1993	#3 Peugeot Talbot Sport 905 EVO 1C
Class R1 World Trophy	K. Tsuchiya	Toyota	1999	#3 Toyota Motor-sports GT-ONE TS020
Class R1 World Trophy	G. Smith	Bentley	2003	#7 Team Bentley Speed 8
Sebring Grand Prix	G. Jeanette	Panoz	2003	#11 JML Team Panoz LMP-01
Sebring Grand Prix	W. Taylor	Ferrari	1998	#12 Risi Competizione F333 SP
Sebring Grand Prix	P. Martini	BMW Motorsport	1999	#15 BMW Motorsport V12 LMR
Sebring Grand Prix	T. Kristensen	Audi	2006	#2 FSI Champion Racing R8
Sebring Grand Prix	E. Helary	Peugeot	1993	#3 Peugeot Talbot Sport 905 EVO 1C
Sebring Grand Prix	K. Tsuchiya	Toyota	1999	#3 Toyota Motor-sports GT-ONE TS020
Sebring Grand Prix	G. Smith	Bentley	2003	#7 Team Bentley Speed 8

Online Experience

Auction House

New this year is the auction house, where you can search for cars to buy or watch bids on auctions already under way. This feature allows you to sell any cars in your Career Garage and to buy additional cars to use in your racing career.

Racing 101

Auction House Tools

The auction house uses a similar tabbed screen as the Graphics and Tuning Editor screens. Also, you can easily sort out cars that can be potentially bought or sold.

The Search Begins (Search Tab)

The Search tab is the first default tab you see when entering the auction house. Use this tool to set search filters in current auctions. The following is a breakdown of the various filters:

Search Filters	
Filter	**Choices**
Price	Any Price, Cars I can afford, < 30,000 CR, 30,000–49,999 CR, 50,000–99,999 CR, 100,000–149,999 CR, 150,000–249,999 CR, > 249,999 CR
Make	Choose a specific manufacturer
Model	Choose a specific model
Design	Yes/No
Region	Any Region/North America/Europe/Asia

Search Filters	
Filter	**Choices**
Car class	Any, D, C, B, A, S, U, R1, R2, R3, R4, no race cars
Year	Any Year, < 1976, 1976–1990, 1991–1995, 1996–2000, 2001–2003, 2004–2005, > 2005
Curb weight	Any Weight, < 2,055 lb, 2,055–2,500 lb, 2,500–3,000 lb, 3,000–3,500 lb, 3,500–3,850 lb, > 3,850 lb
Drive type	Any Drive Type, AWD, FWD, RWD
Engine position	Any Engine Position, Front, Mid, Rear
Power	Any Power, < 200 hp, 200–300 hp, 300–400 hp, 400–500 hp, 500–600 hp, > 600 hp
Car Level	Any, 1, 2, 3, 4, 5

The search results are organized by the featured items first, then the auctions with the least amount of time left; all results include:

- Car name
- Car level
- Car class and Performance Index
- Bid price
- Time remaining
- Buyout price
- Picture of car
- Locked/unlocked livery design

Bid or Buyout

When you find an auction, you can place a bid on the desired car or buy out the auction entirely (if applicable). If you're just curious about the car, you can view all its details here too.

When you select an auction, you see the following information:

- The seller's gamertag
- The current bid price
- The buyout price (if applicable)
- 3-D car render with full design graphics
- Car class and Performance Index
- Locked/unlocked livery symbol
- Car performance attribute statistic bars
- Available credits

If you need more specifics, view the auction details to find this information:

- Details screen
- Top bidder
- Number of bids so far
- Make
- Model
- Region
- Year
- Power
- Curb weight
- Drive type
- Engine position
- Car level

My Bids Tab

"My Bids" is the second of the three auction house tabs. This is where you'll find the list of auctions in which you are bidding.

On each Auction bar, you'll see the following:

- Car name
- Car level
- Car class and Performance Index
- Bid price
- Time remaining
- Buyout price
- Car picture
- Outbid tag (if you've been outbid and you don't bid again, the auction disappears from this screen once it is complete)
- Locked/unlocked livery design

Bidding

When you're bidding, you have several options:

- Bid: If an auction shows an "Outbid," you must decide whether or not to rebid.
- Buyout (if applicable): You can buy out a car if you want to pay the asking price and prevent anyone else from outbidding you on it.
- View details: Displays the car's details
- Receive car: Appears after you win an auction and you select the car on the "My Bids" tab. Here you can download the car from the server, and then it's placed in your Career Garage.

Selling Cars

The third and final tab is for creating auctions. Also use it to monitor all the auctions of cars you are selling.

When creating an auction, you must set the following criteria:

- Price: The starting price of your car
- Buyout: Yes/no option. If yes, then you must select the buyout price users can pay to win the auction immediately.
- Buyout price: The numerical buyout price desired
- Auction length: Auction duration in hours. There is also a deposit fee attached to this option that is related to the car's auction price.
- Featured item: Yes/no toggle. If set to yes, a large sum of money is taken from your career credits. Your car is flagged as a feature item and then appears at the top of the auction search results. This is an excellent yet costly way to draw many more players to your auction.
- Lock livery: This will flag the car's livery designs as locked. Other players are unable to edit or copy this livery design. This is an important option for players designing trademarked or original liveries for vehicles.

Auction Maintenance

After creating an auction, you have some miscellaneous options to maintain your auction while players bid or not:

- Cancel auction: If there are no bids on an auction, you can cancel it and get your car back from the server. Note: once a bid has been placed, you can no longer do this.
- Receive money: After an auction finishes, you can select the auction and download the money you won from the server; it is then placed into your career account.

Master's Class

Unicorns

Forza Motorsport 2 offers one-of-a-kind cars in auction: specially tuned cars with one-off livery designs. There is no buyout price for their auctions, which are executed in traditional fashion as all-out bidding wars.

These cars are prize trophies, as you won't see them anywhere else but tearing up the track with the few successful drivers who win them. These cars cannot be resold in other auctions or traded to other players.

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Auction Extensions

An auction extension function has been added to active auctions. If a bid is made with five minutes left, for example, the time will extend by one minute rather than run out. This action repeats until no one else bids on the car; it is an immense benefit for the car seller. It also prevents auction snipers from winning the car at the last second. This way, there is a definitive winner to each auction.

Tournaments

You'll see many more tournaments online with the release of *Forza Motorsport 2*. While the longer tournaments still exist, many shorter ones will also occur with various bracket sizes to keep things rolling; these include 8 brackets (64 players), 16 brackets (128 players), and 32 brackets (256 players). Increasing the amount of players obviously increases the time it takes to win the tournament, so if you want to race more often, stick to the smaller tourneys.

The following sections break down the common tournament features this year.

Tournament Groups

After qualifying for a tournament, you may be split into groups. This allows more players into the tourney, giving more people a chance to compete. The tournament may be split into three different groups: Gold, Silver, and Bronze. Group assignments are done after qualifying is complete.

Payout

Tournament payouts are designed to award even those who come in seventh in the final standings. In tourneys with multiple groups, from Gold to Bronze, the winnings drop by 10 percent for each level down from Gold. For example, if you are in the Gold group, you get full winnings payout; if you are in the Silver group, you get 10 percent less total winnings.

Class-Specific Tournaments

Tournaments are locked to specific classes; this allows you to select your tuned and painted cars. Your choice carries through the tournament as well, so choose wisely.

Practice Race

Before each tournament, you're given the opportunity to take your chosen car for a free run with the race's specific track/car/class parameters. Use this practice run to its fullest extent so you can sort out the best lines before dealing with traffic.

Scoreboard Access

During qualifying, you can view the full scoreboard of the entire tournament the same way you view them via ↗ in other game modes. Use this feature to track your position and that of your major competition.

Spectating

When players view a bracket in a specific race that is under way, the Spectating mode option appears onscreen. From inside the race, you have two viewpoints to watch the ongoing race and all the action.

Tournament Select and Bracket Screens

This is the central hub for all *Forza Motorsport 2* tournaments. Use this screen to launch qualifying races, view tournament brackets, practice upcoming races, or launch tournament races.

Based on what state the selected tournament is in, you see various information on the select screens, summarized as follows:

Racing 101

The tournament state is largely defined by whether you are a participant in the tournament or not.

Tournament State Information

Tournament State	Screen Options Seen
Qualifying open (no posted time)	Qualifying end time/start date/track/car class/qualification bar/number of racers
Qualifying Closed (with posted time)	Qualifying end time/start date/track/car class/qualification bar/number of racers/my best time/my seeding
Tournament started (as participant)	Tournament start time/next round time/number of racers/lobby open time/lobby closes, and race start time
Tournament started (not participant)	Tournament start time/next round time/number of racers

Bracket Screen

The Race Bracket screen summarizes the specific events of the current round in the tournament. Use that screen to see the following:

- **Date/time of round**
- **Its current state—pending/racing/finished**
- **Player's gamertags for that race**

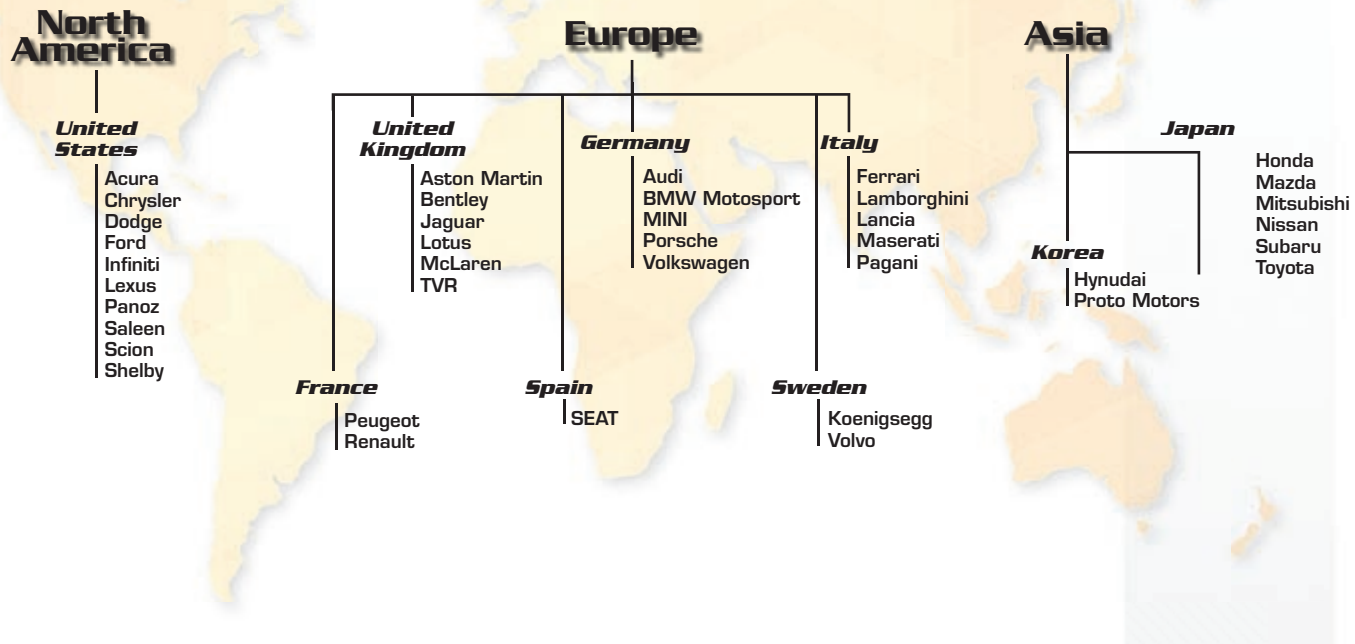
The Cars: Manufacturers and Models

Forza Motorsport 2 offers a tremendous variety of cars from various manufacturers around the world. While it's tempting to have the most expensive, highly tuned car possible, the best drivers can often win with lower-end vehicles too. This chapter details the cars, their stock level attributes, technical specifications, and pricing and rarity values.

Note

Not all car manufacturers in the game chose to participate in *Forza Motorsport 2: Prima Official Game Guide*. Therefore, there are about 30 cars we don't cover. We apologize for the inconvenience.

Car Stats



Note

We've also posted tables on our website that sort these cars in several different ways (by class, drive type, power, etc) for your convenience—check out www.primagames.com.

Acura

#42 Realtime Racing NSX

North America

Power		Torque	
(HP)	412	(ft-lbs)	290
RPM	8,000	RPM	7,200

Stock Tire	
Front Tire Size	245/35R18
Rear Tire Size	285/35R18
	Width/Aspect/Diameter

Speed	5.7	Acceleration	6.7
Braking	6.6	Handling	6.3

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2002	R4	Race Class	NSX	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	6	Supercharged	12.0	2524	43%	9.2

Integra Type-R

North America

Power		Torque	
(HP)	195	(ft-lbs)	130
RPM	8,000	RPM	7,500

Stock Tire	
Front Tire Size	195/55R15
Rear Tire Size	195/55R15
	Width/Aspect/Diameter

Speed	4.6	Acceleration	3.2
Braking	3.4	Handling	3.6

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2001	D	Production	Integra	Coupe	FWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Normally Aspirated	—	2557	62%	3.7

NSX

North America

Power		Torque	
(HP)	290	(ft-lbs)	224
RPM	7,100	RPM	5,500

Stock Tire	
Front Tire Size	215/45R16
Rear Tire Size	245/40R17
	Width/Aspect/Diameter

Speed	5.7	Acceleration	4.1
Braking	4.2	Handling	4.4

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1997	B	Production	NSX	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	6	Normally Aspirated	—	3066	42%	6.1

NSX

Acura

North America

Power		Torque	
(HP)	290	(ft-lbs)	225
RPM	7,100	RPM	5,500

Stock Tire	
Front Tire Size	215/40R17
Rear Tire Size	255/40R17
	Width/Aspect/Diameter

Speed	5.9	Acceleration	4.0
Braking	4.2	Handling	4.5

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	B	Production	NSX	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	6	Normally Aspirated	—	3153	43%	6.2

RL A-Spec

Acura

North America

Power		Torque	
(HP)	300	(ft-lbs)	260
RPM	6,500	RPM	4,600

Stock Tire	
Front Tire Size	245/45R18
Rear Tire Size	245/45R18
	Width/Aspect/Diameter

Speed	5.2	Acceleration	3.1
Braking	3.5	Handling	3.8

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2006	D	Production	—	Saloon	AWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Normally Aspirated	—	3969	58%	4.1

RSX Type-S

Acura

North America

Power		Torque	
(HP)	200	(ft-lbs)	142
RPM	7,600	RPM	6,000

Stock Tire	
Front Tire Size	205/55R16
Rear Tire Size	205/55R16
	Width/Aspect/Diameter

Speed	4.2	Acceleration	3.2
Braking	3.7	Handling	3.8

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2002	D	Production	Integra	Coupe	FWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Normally Aspirated	—	2778	61%	3.1

VIS Racing Integra Type-R

Acura

North America

Power		Torque	
(HP)	197	(ft-lbs)	137
RPM	8,000	RPM	6,200

Stock Tire	
Front Tire Size	215/45R16
Rear Tire Size	215/45R16
	Width/Aspect/Diameter

Speed	4.6	Acceleration	3.7
Braking	4.3	Handling	4.5

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2000	C	Custom Tuned	Integra	Coupe	FWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Normally Aspirated	—	2403	58%	8.6

Aston Martin

DB9 Coupe

Aston Martin

Europe

Power		Torque	
(HP)	457	(ft-lbs)	420
RPM	6,200	RPM	4,600

Stock Tire	
Front Tire Size	235/40R19
Rear Tire Size	275/35R19
	Width/Aspect/Diameter

Speed	6.6	Acceleration	4.8
Braking	4.0	Handling	4.4

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	A	Production	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	12	Normally Aspirated	—	3770	50%	7.2

V12 Vanquish

Aston Martin

Europe

Power		Torque	
(HP)	469	(ft-lbs)	400
RPM	6,800	RPM	5,000

Stock Tire	
Front Tire Size	255/40R19
Rear Tire Size	285/40R19
	Width/Aspect/Diameter

Speed	6.5	Acceleration	4.4
Braking	4.0	Handling	4.3

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2001	B	Production	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	12	Normally Aspirated	—	4012	53%	7.3

Audi

#1 Champion RS 6

Europe

Price (Credits): 275,000

Power	
(HP)	465
RPM	6,400

Torque	
(ft-lbs)	430
RPM	2,400

Stock Tire	
Front Tire Size	305/35R18
Rear Tire Size	305/35R18
	Width/Aspect/Diameter

Speed	5.7	Acceleration	7.2
Braking	6.6	Handling	6.3

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	R4	Race Class	—	Saloon	AWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Twin Turbocharged	9.6	2928	57%	9.2

#1 Champion S4 Competition

Europe

Price (Credits): 275,000

Power	
(HP)	420
RPM	7,000

Torque	
(ft-lbs)	340
RPM	4,800

Stock Tire	
Front Tire Size	295/30R18
Rear Tire Size	295/30R18
	Width/Aspect/Diameter

Speed	5.8	Acceleration	7.0
Braking	6.7	Handling	6.4

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2002	R4	Race Class	—	Saloon	AWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Twin Turbocharged	19.1	2635	52%	9.2

#1 Infineon Audi R8

Europe

Price (Credits): 350,000

Power	
(HP)	625
RPM	6,800

Torque	
(ft-lbs)	552
RPM	3,700

Stock Tire	
Front Tire Size	330/30R18
Rear Tire Size	360/35R18
	Width/Aspect/Diameter

Speed	6.6	Acceleration	8.6
Braking	9.9	Handling	9.7

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2002	R1	Race Class	—	Prototype	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	8	Twin Turbocharged	24.5	1984	48%	10.0

#2 FSI Champion Racing R8

Audi

Europe

Price (Credits): 350,000

Power		Torque	
(HP)	625	(ft-lbs)	552
RPM	6,800	RPM	3,700

Stock Tire	
Front Tire Size	330/30R18
Rear Tire Size	360/35R18
	Width/Aspect/Diameter

Speed	6.6	Acceleration	8.6
Braking	9.9	Handling	9.7

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2006	R1	Race Class	—	Prototype	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	8	Twin Turbocharged	24.5	1984	48%	10.0

#4 Johansson Motorsport R8

Audi

Europe

Price (Credits): 350,000

Power		Torque	
(HP)	625	(ft-lbs)	552
RPM	6,800	RPM	3,700

Stock Tire	
Front Tire Size	330/30R18
Rear Tire Size	360/35R18
	Width/Aspect/Diameter

Speed	6.6	Acceleration	8.6
Braking	9.9	Handling	9.7

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2001	R1	Race Class	—	Prototype	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	8	Twin Turbocharged	24.5	1984	48%	10.0

#5 Audi Sport Japan Team Goh R8

Audi

Europe

Price (Credits): 350,000

Power		Torque	
(HP)	625	(ft-lbs)	552
RPM	6,800	RPM	3,700

Stock Tire	
Front Tire Size	330/30R18
Rear Tire Size	360/35R18
	Width/Aspect/Diameter

Speed	6.6	Acceleration	8.6
Braking	9.9	Handling	9.7

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2004	R1	Race Class	—	Prototype	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	8	Twin Turbocharged	24.5	1984	48%	10.0

#8 Audi ABT TT-R

Europe

Audi

Price (Credits): 300,000

Power	
(HP)	455
RPM	6,800

Torque	
(ft-lbs)	376
RPM	6,000

Stock Tire	
Front Tire Size	275/35R18
Rear Tire Size	290/35R18
	Width/Aspect/Diameter

Speed	5.8	Acceleration	6.9
Braking	7.5	Handling	7.2

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2004	R3	Race Class	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Normally Aspirated	—	2337	55%	9.3

#88 Audi Sport UK Team Veloqx R8

Europe

Audi

Price (Credits): 350,000

Power	
(HP)	625
RPM	6,800

Torque	
(ft-lbs)	552
RPM	3,700

Stock Tire	
Front Tire Size	330/30R18
Rear Tire Size	360/35R18
	Width/Aspect/Diameter

Speed	6.6	Acceleration	8.6
Braking	9.9	Handling	9.7

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2004	R1	Race Class	—	Prototype	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	8	Twin Turbocharged	24.5	1984	48%	10.0

AWE Tuning SilverBullet S4

Europe

Audi

Price (Credits): 214,500

Power	
(HP)	557
RPM	6,200

Torque	
(ft-lbs)	517
RPM	4,000

Stock Tire	
Front Tire Size	245/35R18
Rear Tire Size	245/35R18
	Width/Aspect/Diameter

Speed	7.0	Acceleration	7.2
Braking	4.2	Handling	4.4

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2000	A	Custom Tuned	—	Saloon	AWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Twin Turbocharged	21.0	3157	57%	8.9

RS 4

Audi

Europe

Power		Torque	
(HP)	420	(ft-lbs)	317
RPM	7,800	RPM	5,500

Stock Tire	
Front Tire Size	255/35R18
Rear Tire Size	255/35R18
	Width/Aspect/Diameter

Speed	6.5	Acceleration	5.1
Braking	3.9	Handling	4.2

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2006	B	Production	—	Saloon	AWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Normally Aspirated	—	3685	58%	6.3

RS 6

Audi

Europe

Power		Torque	
(HP)	450	(ft-lbs)	414
RPM	6,400	RPM	2,800

Stock Tire	
Front Tire Size	255/40R18
Rear Tire Size	255/40R18
	Width/Aspect/Diameter

Speed	6.6	Acceleration	4.6
Braking	3.5	Handling	3.8

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	B	Production	—	Saloon	AWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Twin Turbocharged	11.7	4050	59%	6.5

S4

Audi

Europe

Power		Torque	
(HP)	261	(ft-lbs)	289
RPM	5,800	RPM	2,800

Stock Tire	
Front Tire Size	225/45R17
Rear Tire Size	225/45R17
	Width/Aspect/Diameter

Speed	4.9	Acceleration	3.9
Braking	3.6	Handling	3.8

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2000	C	Production	—	Saloon	AWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Twin Turbocharged	7.0	3384	59%	4.7

S4

Audi

Europe

Power		Torque	
(HP)	340	(ft-lbs)	302
RPM	7,000	RPM	3,500

Stock Tire	
Front Tire Size	235/40R18
Rear Tire Size	235/40R18
	Width/Aspect/Diameter

Speed	5.7	Acceleration	4.0
Braking	3.6	Handling	3.8

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2004	C	Production	—	Saloon	AWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Normally Aspirated	—	3825	53%	4.8

TT Coupe 3.2 quattro

Audi

Europe

Power		Torque	
(HP)	247	(ft-lbs)	236
RPM	6,300	RPM	2,800

Stock Tire	
Front Tire Size	225/45R17
Rear Tire Size	225/45R17
	Width/Aspect/Diameter

Speed	4.4	Acceleration	3.2
Braking	3.6	Handling	3.8

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2004	D	Production	—	Coupe	AWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Normally Aspirated	—	3505	58%	3.2

Bentley

#7 Team Bentley Speed 8

Bentley

Europe

Power		Torque	
(HP)	633	(ft-lbs)	589
RPM	7,000	RPM	4,000

Stock Tire	
Front Tire Size	330/30R18
Rear Tire Size	360/35R18
	Width/Aspect/Diameter

Speed	6.6	Acceleration	8.9
Braking	9.9	Handling	9.7

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	R1	Race Class	—	Prototype	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	8	Twin Turbocharged	27.5	1984	45%	10.0

Continental GT

Bentley

Europe

Power		Torque	
(HP)	552	(ft-lbs)	479
RPM	2,200	RPM	1,600

Stock Tire	
Front Tire Size	275/40R19
Rear Tire Size	275/40R19
	Width/Aspect/Diameter

Speed	7.1	Acceleration	4.4
Braking	3.3	Handling	3.7

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2004	B	Production	—	Coupe	AWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	12	Twin Turbocharged	10.3	5350	58%	7.6

BMW

#15 BMW Motorsport V12 LMR

BMW Motorsport

Europe

Power		Torque	
(HP)	580	(ft-lbs)	495
RPM	7,000	RPM	4,500

Stock Tire	
Front Tire Size	330/30R18
Rear Tire Size	360/35R18
	Width/Aspect/Diameter

Speed	6.6	Acceleration	9.0
Braking	9.9	Handling	9.6

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1999	R1	Race Class	—	Prototype	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	12	Normally Aspirated	—	1984	45%	10.0

#2 BMW Motorsport M3-GTR

BMW Motorsport

Europe

Power		Torque	
(HP)	500	(ft-lbs)	355
RPM	8,000	RPM	6,500

Stock Tire	
Front Tire Size	290/35R18
Rear Tire Size	300/35R18
	Width/Aspect/Diameter

Speed	5.8	Acceleration	7.0
Braking	7.5	Handling	7.2

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	R3	Race Class	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Normally Aspirated	—	2524	50%	9.6

BMW Motorsport

M3 E36

Europe

Power		Torque	
(HP)	321	(ft-lbs)	258
RPM	7,200	RPM	4,500

Stock Tire	
Front Tire Size	225/45R17
Rear Tire Size	245/40R17
	Width/Aspect/Diameter

Speed	5.1	Acceleration	3.9
Braking	4.1	Handling	4.2

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1997	C	Production	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Normally Aspirated	—	3219	50%	4.7

BMW Motorsport

M3 E46 Coupe

Europe

Power		Torque	
(HP)	333	(ft-lbs)	262
RPM	7,900	RPM	4,900

Stock Tire	
Front Tire Size	225/45R18
Rear Tire Size	255/40R18
	Width/Aspect/Diameter

Speed	5.7	Acceleration	4.5
Braking	4.1	Handling	4.2

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	B	Production	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Normally Aspirated	—	3415	50%	4.6

BMW Motorsport

M3-GTR

Europe

Power		Torque	
(HP)	380	(ft-lbs)	269
RPM	7,800	RPM	5,000

Stock Tire	
Front Tire Size	225/40R19
Rear Tire Size	255/35R19
	Width/Aspect/Diameter

Speed	5.9	Acceleration	4.9
Braking	4.7	Handling	4.8

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2002	A	Production	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Normally Aspirated	—	2976	51%	9.3

Chrysler

Crossfire SRT6

North America

Chrysler

Price (Credits): 30,000

Power		Torque	
(HP)	330	(ft-lbs)	310
RPM	6,100	RPM	4,800

Stock Tire	
Front Tire Size	225/40R18
Rear Tire Size	255/35R19
	Width/Aspect/Diameter

Speed	5.5	Acceleration	4.2
Braking	3.8	Handling	4.0

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
t2006	C	Production	—	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Supercharged	14.5	3239	55%	4.4

Eagle Talon TSi Turbo

North America

Chrysler

Price (Credits): 10,500

Power		Torque	
(HP)	210	(ft-lbs)	214
RPM	6,000	RPM	3,000

Stock Tire	
Front Tire Size	215/50R17
Rear Tire Size	215/50R17
	Width/Aspect/Diameter

Speed	4.9	Acceleration	3.4
Braking	3.5	Handling	3.8

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1998	D	Production	—	Coupe	AWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Turbocharged	12.0	3142	60%	3.2

ME Four-Twelve Concept

North America

Chrysler

Price (Credits): 250,000

Power		Torque	
(HP)	850	(ft-lbs)	849
RPM	6,200	RPM	2,700

Stock Tire	
Front Tire Size	265/35R19
Rear Tire Size	335/30R20
	Width/Aspect/Diameter

Speed	8.6	Acceleration	7.7
Braking	6.1	Handling	6.0

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	U	Production	—	Super Car	RWD	7

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	12	Quad Turbocharged	36.7	2880	42%	10.0

Plymouth Barracuda Formula-S

Chrysler

North America

Power		Torque	
(HP)	337	(ft-lbs)	425
RPM	4,900	RPM	3,400

Stock Tire	
Front Tire Size	205/70R14
Rear Tire Size	205/70R14
	Width/Aspect/Diameter

Speed	4.4	Acceleration	4.1
Braking	3.2	Handling	3.2

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1968	D	Production	—	Muscle Car	RWD	4

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Normally Aspirated	—	3338	57%	6.9

PT Cruiser GT

Chrysler

North America

Power		Torque	
(HP)	220	(ft-lbs)	245
RPM	5,600	RPM	2,800

Stock Tire	
Front Tire Size	205/50R17
Rear Tire Size	205/50R17
	Width/Aspect/Diameter

Speed	3.5	Acceleration	3.4
Braking	3.8	Handling	3.7

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2004	D	Production	—	Hatch	FWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Turbocharged	13.1	3101	58%	3.0

Dodge

#1 Team Zakspeed Viper GTS-R

Dodge

North America

Power		Torque	
(HP)	537	(ft-lbs)	457
RPM	6,500	RPM	4,200

Stock Tire	
Front Tire Size	270/40R18
Rear Tire Size	300/40R18
	Width/Aspect/Diameter

Speed	5.8	Acceleration	7.6
Braking	7.4	Handling	7.0

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2002	R3	Race Class	Viper	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Normally Aspirated	—	2557	47%	9.3

#126 Team Zakspeed Viper GTS-R

North America

Dodge

Power		Torque	
(HP)	537	(ft-lbs)	457
RPM	6,500	RPM	4,200

Stock Tire	
Front Tire Size	270/40R18
Rear Tire Size	300/40R18
	Width/Aspect/Diameter

Speed	5.8	Acceleration	7.6
Braking	7.4	Handling	7.0

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	R3	Race Class	Viper	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Normally Aspirated	—	2557	47%	9.3

#22 3R-Racing Viper Competition Coupe

North America

Dodge

Power		Torque	
(HP)	520	(ft-lbs)	540
RPM	5,600	RPM	4,600

Stock Tire	
Front Tire Size	305/35R18
Rear Tire Size	345/30R19
	Width/Aspect/Diameter

Speed	5.7	Acceleration	6.9
Braking	6.7	Handling	6.5

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2004	R4	Race Class	Viper	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	10	Normally Aspirated	—	3075	50%	9.2

#23 Magellan Financial Viper Competition Coupe

North America

Dodge

Power		Torque	
(HP)	520	(ft-lbs)	540
RPM	5,600	RPM	4,600

Stock Tire	
Front Tire Size	305/35R18
Rear Tire Size	345/30R19
	Width/Aspect/Diameter

Speed	5.7	Acceleration	6.9
Braking	6.7	Handling	6.5

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	R4	Race Class	Viper	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	10	Normally Aspirated	—	3075	50%	9.2

#57 Carsport Holland Viper GTS-R

North America

Dodge

Price (Credits): 300,000

Power	
(HP)	460
RPM	4,500

Torque	
(ft-lbs)	579
RPM	3,800

Stock Tire	
Front Tire Size	270/40R18
Rear Tire Size	300/40R18
	Width/Aspect/Diameter

Speed	5.9	Acceleration	7.2
Braking	7.8	Handling	7.5

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2000	R3	Race Class	Viper	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	10	Normally Aspirated	—	2657	50%	9.3

#58 Larbre Compétition Viper GTS-R

North America

Dodge

Price (Credits): 300,000

Power	
(HP)	590
RPM	5,800

Torque	
(ft-lbs)	626
RPM	3,800

Stock Tire	
Front Tire Size	270/40R18
Rear Tire Size	300/40R18
	Width/Aspect/Diameter

Speed	5.8	Acceleration	7.3
Braking	7.8	Handling	7.4

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2001	R3	Race Class	Viper	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	10	Normally Aspirated	—	2750	50%	9.3

#77 Team Zakspeed Viper ACR

North America

Dodge

Price (Credits): 300,000

Power	
(HP)	537
RPM	6,500

Torque	
(ft-lbs)	457
RPM	4,200

Stock Tire	
Front Tire Size	270/40R18
Rear Tire Size	300/40R18
	Width/Aspect/Diameter

Speed	5.8	Acceleration	7.5
Braking	7.4	Handling	7.0

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	R3	Race Class	Viper	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Normally Aspirated	—	2557	47%	9.3

Charger R/T-SE

North America

Dodge

Power		Torque	
(HP)	375	(ft-lbs)	480
RPM	4,600	RPM	3,200

Stock Tire	
Front Tire Size	215/70R14
Rear Tire Size	215/70R14
	Width/Aspect/Diameter

Speed	3.9	Acceleration	4.3
Braking	3.0	Handling	3.0

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1969	D	Production	Charger	Muscle Car	RWD	4

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Normally Aspirated	—	3437	54%	6.7

Charger SRT8

North America

Dodge

Power		Torque	
(HP)	427	(ft-lbs)	420
RPM	5,900	RPM	4,800

Stock Tire	
Front Tire Size	245/45R20
Rear Tire Size	255/45R20
	Width/Aspect/Diameter

Speed	6.1	Acceleration	4.3
Braking	3.6	Handling	3.8

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2006	B	Production	Charger	Saloon	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Normally Aspirated	—	4160	54%	4.4

Hennessey Viper 800TT

North America

Dodge

Power		Torque	
(HP)	833	(ft-lbs)	901
RPM	5,600	RPM	3,800

Stock Tire	
Front Tire Size	275/35R18
Rear Tire Size	335/30R18
	Width/Aspect/Diameter

Speed	8.5	Acceleration	6.9
Braking	4.9	Handling	5.1

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2000	S	Custom Tuned	Viper	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	10	Twin Turbocharged	10.0	3450	48%	8.8

SRT4

North America

Dodge

Power		Torque	
(HP)	230	(ft-lbs)	250
RPM	6,000	RPM	2,300

Stock Tire	
Front Tire Size	205/50R17
Rear Tire Size	205/50R17
	Width/Aspect/Diameter

Speed	Acceleration	Braking	Handling
4.7	3.9	3.6	3.8

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	C	Production	—	Saloon	FWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Turbocharged	14.2	2900	63%	3.4

Stealth R/T Turbo

North America

Dodge

Power		Torque	
(HP)	320	(ft-lbs)	312
RPM	6,800	RPM	3,500

Stock Tire	
Front Tire Size	245/45R17
Rear Tire Size	245/45R17
	Width/Aspect/Diameter

Speed	Acceleration	Braking	Handling
5.6	3.7	3.6	3.9

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1996	C	Production	—	Coupe	AWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Twin Turbocharged	11.2	3671	57%	4.1

Viper Competition Coupe

North America

Dodge

Power		Torque	
(HP)	520	(ft-lbs)	540
RPM	5,600	RPM	4,600

Stock Tire	
Front Tire Size	305/35R18
Rear Tire Size	345/30R19
	Width/Aspect/Diameter

Speed	Acceleration	Braking	Handling
6.0	6.4	5.8	5.7

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	S	Production	Viper	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	10	Normally Aspirated	—	2995	50%	9.5

Viper GTS ACR

Dodge

North America

Power		Torque	
(HP)	460	(ft-lbs)	500
RPM	5,200	RPM	3,700

Stock Tire	
Front Tire Size	275/35R18
Rear Tire Size	335/30R18
	Width/Aspect/Diameter

Speed	6.2	Acceleration	5.5
Braking	4.9	Handling	4.9

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1999	A	Production	Viper	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	10	Normally Aspirated	—	3450	48%	6.6

Viper SRT10

Dodge

North America

Power		Torque	
(HP)	510	(ft-lbs)	535
RPM	5,600	RPM	4,200

Stock Tire	
Front Tire Size	275/35R18
Rear Tire Size	345/30R19
	Width/Aspect/Diameter

Speed	6.5	Acceleration	5.7
Braking	4.7	Handling	4.9

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	A	Production	Viper	Roadster	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	10	Normally Aspirated	—	3450	49%	6.5

Ferrari

#11 Larbre Competition 550 Maranello GTS

Ferrari

Europe

Power		Torque	
(HP)	600	(ft-lbs)	483
RPM	6,700	RPM	5,500

Stock Tire	
Front Tire Size	280/35R18
Rear Tire Size	315/40R18
	Width/Aspect/Diameter

Speed	6.1	Acceleration	7.8
Braking	8.3	Handling	8.0

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	R2	Race Class	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	12	Normally Aspirated	—	2315	51%	9.7

#12 Risi Competizione F333 SP

Ferrari

Europe

Price (Credits): 350,000

Power		Torque	
(HP)	650	(ft-lbs)	330
RPM	11,000	RPM	9,000

Stock Tire	
Front Tire Size	290/35R17
Rear Tire Size	370/35R17
	Width/Aspect/Diameter

Speed	6.4	Acceleration	9.5
Braking	10.0	Handling	9.7

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1998	R1	Race Class	—	Prototype	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	12	Normally Aspirated	—	1874	42%	10.0

#62 Risi Competizione F430GT

Ferrari

Europe

Price (Credits): 300,000

Power		Torque	
(HP)	504	(ft-lbs)	380
RPM	7,900	RPM	6,000

Stock Tire	
Front Tire Size	295/35R18
Rear Tire Size	345/30R18
	Width/Aspect/Diameter

Speed	5.8	Acceleration	7.8
Braking	7.6	Handling	7.3

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2006	R3	Race Class	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	8	Normally Aspirated	—	2535	45%	9.6

#72 Team Alphand Aventures 550 Maranello GTS

Ferrari

Europe

Price (Credits): 325,000

Power		Torque	
(HP)	600	(ft-lbs)	483
RPM	6,700	RPM	5,500

Stock Tire	
Front Tire Size	280/35R18
Rear Tire Size	315/40R18
	Width/Aspect/Diameter

Speed	6.1	Acceleration	7.8
Braking	8.4	Handling	8.0

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	R2	Race Class	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	12	Normally Aspirated	—	2315	51%	9.7

#88 Veloqx / Prodrive Racing 550 Maranello

Ferrari — Europe

Power		Torque	
(HP)	600	(ft-lbs)	483
RPM	6,700	RPM	5,500

Stock Tire	
Front Tire Size	280/35R18
Rear Tire Size	315/40R18
	Width/Aspect/Diameter

Speed	6.1	Acceleration	7.8
Braking	8.4	Handling	8.0

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	R2	Race Class	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	12	Normally Aspirated	—	2315	51%	9.7

250 GTO

Ferrari — Europe

Power		Torque	
(HP)	301	(ft-lbs)	246
RPM	7,400	RPM	5,500

Stock Tire	
Front Tire Size	205/65R15
Rear Tire Size	205/65R15
	Width/Aspect/Diameter

Speed	5.1	Acceleration	4.6
Braking	3.4	Handling	3.4

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1964	C	Production	—	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	12	Normally Aspirated	—	2425	55%	10.0

330 P4

Ferrari — Europe

Power		Torque	
(HP)	468	(ft-lbs)	385
RPM	7,200	RPM	5,500

Stock Tire	
Front Tire Size	245/50R15
Rear Tire Size	315/45R15
	Width/Aspect/Diameter

Speed	7.5	Acceleration	7.1
Braking	4.4	Handling	4.5

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1967	S	Production	—	Super Car	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	12	Normally Aspirated	—	1918	40%	10.0

360 Modena

Ferrari

Europe

Price (Credits): 133,500

Power	
(HP)	400
RPM	8,500

Torque	
(ft-lbs)	275
RPM	4,800

Stock Tire	
Front Tire Size	215/45R18
Rear Tire Size	275/40R18
	Width/Aspect/Diameter

Speed	6.2	Acceleration	5.5
Braking	4.6	Handling	4.8

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1999	A	Production	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	8	Normally Aspirated	—	3064	43%	7.2

512 TR

Ferrari

Europe

Price (Credits): 144,000

Power	
(HP)	428
RPM	6,700

Torque	
(ft-lbs)	360
RPM	5,500

Stock Tire	
Front Tire Size	235/40R18
Rear Tire Size	295/35R18
	Width/Aspect/Diameter

Speed	6.6	Acceleration	4.7
Braking	4.0	Handling	4.2

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1991	B	Production	—	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	12	Normally Aspirated	—	3651	42%	8.4

575M Maranello

Ferrari

Europe

Price (Credits): 165,000

Power	
(HP)	515
RPM	7,200

Torque	
(ft-lbs)	434
RPM	5,300

Stock Tire	
Front Tire Size	255/40R18
Rear Tire Size	295/35R18
	Width/Aspect/Diameter

Speed	7.4	Acceleration	5.6
Braking	4.3	Handling	4.6

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2002	A	Production	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	12	Normally Aspirated	—	3815	50%	8.2

612 Scaglietti

Ferrari — Europe

Power		Torque	
(HP)	540	(ft-lbs)	434
RPM	7,200	RPM	5,200

Stock Tire

Front Tire Size	245/45R18
Rear Tire Size	285/40R19

Width/Aspect/Diameter

Speed	7.0	Acceleration	5.3
Braking	4.3	Handling	4.5

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	A	Production	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	12	Normally Aspirated	—	4123	46%	8.1

Challenge Stradale

Ferrari — Europe

Power		Torque	
(HP)	425	(ft-lbs)	275
RPM	8,500	RPM	4,800

Stock Tire

Front Tire Size	235/35R18
Rear Tire Size	295/30R19

Width/Aspect/Diameter

Speed	6.3	Acceleration	5.8
Braking	5.3	Handling	5.3

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	A	Production	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	8	Normally Aspirated	—	2800	43%	8.6

Dino 246 GT

Ferrari — Europe

Power		Torque	
(HP)	197	(ft-lbs)	165
RPM	7,000	RPM	5,500

Stock Tire

Front Tire Size	205/70R14
Rear Tire Size	205/70R14

Width/Aspect/Diameter

Speed	4.1	Acceleration	3.0
Braking	3.4	Handling	3.4

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1969	D	Production	—	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	6	Normally Aspirated	—	2380	42%	9.1

Enzo Ferrari

Ferrari

Europe

Price (Credits): 250,000

Power	
(HP)	651
RPM	7,800

Torque	
(ft-lbs)	485
RPM	5,500

Stock Tire	Width/Aspect/Diameter
Front Tire Size	245/35R19
Rear Tire Size	345/35R19

Speed	7.1	Acceleration	6.9
Braking	6.3	Handling	6.1

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2002	S	Production	—	Super Car	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	12	Normally Aspirated	—	3254	44%	9.5

F355 Berlinetta

Ferrari

Europe

Price (Credits): 131,000

Power	
(HP)	375
RPM	8,200

Torque	
(ft-lbs)	268
RPM	6,000

Stock Tire	Width/Aspect/Diameter
Front Tire Size	225/40R18
Rear Tire Size	265/40R18

Speed	5.8	Acceleration	4.8
Braking	4.6	Handling	4.8

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1994	A	Production	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	8	Normally Aspirated	—	2976	41%	7.3

F355 Challenge

Ferrari

Europe

Price (Credits): 206,000

Power	
(HP)	375
RPM	8,200

Torque	
(ft-lbs)	268
RPM	6,000

Stock Tire	Width/Aspect/Diameter
Front Tire Size	245/40R18
Rear Tire Size	305/30R18

Speed	5.9	Acceleration	5.8
Braking	5.4	Handling	5.4

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1998	A	Production	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	8	Normally Aspirated	—	2900	41%	9.4

F40

Ferrari

Europe

Power		Torque	
(HP)	478	(ft-lbs)	425
RPM	7,000	RPM	4,500

Stock Tire	
Front Tire Size	245/40R17
Rear Tire Size	335/35R17
	Width/Aspect/Diameter

Speed	7.1	Acceleration	6.3
Braking	5.2	Handling	5.5

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1987	S	Production	—	Super Car	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	8	Twin Turbocharged	16.2	2980	42%	9.6

F430

Ferrari

Europe

Power		Torque	
(HP)	483	(ft-lbs)	343
RPM	5,200	RPM	5,250

Stock Tire	
Front Tire Size	225/35R19
Rear Tire Size	285/35R19
	Width/Aspect/Diameter

Speed	7.2	Acceleration	5.9
Braking	5.1	Handling	5.0

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2004	A	Production	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	8	Normally Aspirated	—	3197	43%	7.9

F50

Ferrari

Europe

Power		Torque	
(HP)	513	(ft-lbs)	347
RPM	8,200	RPM	6,800

Stock Tire	
Front Tire Size	245/35R18
Rear Tire Size	335/30R18
	Width/Aspect/Diameter

Speed	6.8	Acceleration	6.5
Braking	5.6	Handling	5.8

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1995	S	Production	—	Super Car	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	12	Normally Aspirated	—	2712	42%	9.5

GTO

Ferrari

Europe

Price (Credits): 197,500

Power		Torque	
(HP)	395	(ft-lbs)	366
RPM	7,000	RPM	3,800

Stock Tire	
Front Tire Size	225/50R16
Rear Tire Size	265/50R16
	Width/Aspect/Diameter

Speed	6.5	Acceleration	5.5
Braking	4.4	Handling	4.6

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1984	A	Production	—	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	8	Twin Turbocharged	11.6	2557	46%	9.6

Ford

#10 Tiger Racing Mustang

Ford

North America

Price (Credits): 275,000

Power		Torque	
(HP)	430	(ft-lbs)	350
RPM	6,800	RPM	5,500

Stock Tire	
Front Tire Size	275/35R18
Rear Tire Size	335/35R18
	Width/Aspect/Diameter

Speed	5.7	Acceleration	6.5
Braking	6.7	Handling	6.4

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2004	R4	Race Class	Mustang	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Normally Aspirated	—	2729	50%	9.1

Focus ST

Ford

North America

Price (Credits): 11,500

Power		Torque	
(HP)	223	(ft-lbs)	236
RPM	6,000	RPM	1,600

Stock Tire	
Front Tire Size	225/40R18
Rear Tire Size	225/40R18
	Width/Aspect/Diameter

Speed	4.2	Acceleration	3.6
Braking	3.8	Handling	4.0

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2006	D	Production	Focus	Hatch	FWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	5	Turbocharged	9.7	3069	61%	3.6

Focus SVT

North America

Ford

Power		Torque	
(HP)	170	(ft-lbs)	145
RPM	7,000	RPM	5,500

Stock Tire	
Front Tire Size	215/45R17
Rear Tire Size	215/45R17
	Width/Aspect/Diameter

Speed	3.4	Acceleration	3.0
Braking	3.9	Handling	4.0

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	D	Production	Focus	Hatch	FWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Normally Aspirated	—	2769	61%	3.5

FocusSport SVT Focus

North America

Ford

Power		Torque	
(HP)	334	(ft-lbs)	340
RPM	6,200	RPM	4,000

Stock Tire	
Front Tire Size	215/40R18
Rear Tire Size	215/40R18
	Width/Aspect/Diameter

Speed	5.6	Acceleration	5.0
Braking	4.3	Handling	4.4

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	A	Custom Tuned	Focus	Hatch	FWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Turbocharged	15.0	2250	58%	8.9

Ford GT

North America

Ford

Power		Torque	
(HP)	550	(ft-lbs)	500
RPM	6,800	RPM	3,700

Stock Tire	
Front Tire Size	235/45R18
Rear Tire Size	315/40R19
	Width/Aspect/Diameter

Speed	7.1	Acceleration	6.2
Braking	4.8	Handling	4.9

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	A	Production	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	8	Supercharged	12.0	3468	43%	8.5

GT40 MkII

Ford

North America

Power		Torque	
(HP)	486	(ft-lbs)	475
RPM	6,000	RPM	4,800

Stock Tire	
Front Tire Size	255/50R15
Rear Tire Size	285/55R15
	Width/Aspect/Diameter

Speed	8.3	Acceleration	6.4
Braking	4.3	Handling	4.6

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1966	S	Production	—	Super Car	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	8	Normally Aspirated	—	1962	46%	10.0

Mustang Boss 429

Ford

North America

Power		Torque	
(HP)	375	(ft-lbs)	450
RPM	5,200	RPM	3,400

Stock Tire	
Front Tire Size	205/70R14
Rear Tire Size	205/70R14
	Width/Aspect/Diameter

Speed	3.8	Acceleration	4.2
Braking	3.0	Handling	3.1

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1970	D	Production	Mustang	Muscle Car	RWD	4

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Normally Aspirated	—	3530	57%	6.9

Mustang Cobra R

Ford

North America

Power		Torque	
(HP)	385	(ft-lbs)	385
RPM	6,200	RPM	4,200

Stock Tire	
Front Tire Size	265/40R18
Rear Tire Size	265/40R18
	Width/Aspect/Diameter

Speed	5.7	Acceleration	4.6
Braking	4.4	Handling	4.6

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2000	B	Production	Mustang	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Normally Aspirated	—	3580	57%	5.7

Mustang GT

North America

Ford

Power		Torque	
(HP)	300	(ft-lbs)	320
RPM	6,000	RPM	3,900

Stock Tire	
Front Tire Size	235/55R17
Rear Tire Size	235/55R17
	Width/Aspect/Diameter

Speed	5.4	Acceleration	4.0
Braking	3.5	Handling	3.8

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	C	Production	Mustang	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Normally Aspirated	—	3523	54%	4.5

Honda

#16 G'ZOX NSX

Asia

Honda

Power		Torque	
(HP)	490	(ft-lbs)	310
RPM	8,900	RPM	7,500

Stock Tire	
Front Tire Size	310/35R18
Rear Tire Size	330/35R18
	Width/Aspect/Diameter

Speed	5.8	Acceleration	7.4
Braking	7.6	Handling	7.3

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	R3	Race Class	NSX	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	6	Normally Aspirated	—	2579	45%	9.3

#18 TAKATA DOME NSX

Asia

Honda

Power		Torque	
(HP)	500	(ft-lbs)	433
RPM	7,000	RPM	5,000

Stock Tire	
Front Tire Size	310/35R18
Rear Tire Size	330/35R18
	Width/Aspect/Diameter

Speed	5.8	Acceleration	7.4
Braking	7.6	Handling	7.3

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	R3	Race Class	NSX	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	6	Twin Turbocharged	26.0	2642	45%	9.3

#8 ARTA NSX

Asia

Honda

Power		Torque	
(HP)	500	(ft-lbs)	433
RPM	7,000	RPM	5,000

Stock Tire	
Front Tire Size	310/35R18
Rear Tire Size	330/35R18
	Width/Aspect/Diameter

Speed	5.8	Acceleration	7.4
Braking	7.6	Handling	7.3

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	R3	Race Class	NSX	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	6	Twin Turbocharged	26.0	2642	45%	9.3

Aerogear Integra Type-R

Asia

Honda

Power		Torque	
(HP)	197	(ft-lbs)	137
RPM	8,000	RPM	6,200

Stock Tire	
Front Tire Size	215/45R16
Rear Tire Size	215/45R16
	Width/Aspect/Diameter

Speed	4.5	Acceleration	3.7
Braking	4.2	Handling	4.4

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2000	C	Custom Tuned	Integra	Coupe	FWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Normally Aspirated	—	2403	58%	8.6

Civic 1.5 VTi

Asia

Honda

Power		Torque	
(HP)	130	(ft-lbs)	104
RPM	6,800	RPM	5,200

Stock Tire	
Front Tire Size	185/60R14
Rear Tire Size	185/60R14
	Width/Aspect/Diameter

Speed	3.6	Acceleration	3.0
Braking	3.7	Handling	3.8

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1994	D	Production	Civic	Hatch	FWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Normally Aspirated	—	2271	59%	3.0

Civic Si Coupe

Honda — Asia

Power		Torque	
(HP)	167	(ft-lbs)	116
RPM	7,800	RPM	7,300

Stock Tire	
Front Tire Size	195/55R15
Rear Tire Size	195/55R15
	Width/Aspect/Diameter

Speed	3.5	Acceleration	3.0
Braking	3.6	Handling	3.5

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1999	D	Production	Civic	Coupe	FWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Normally Aspirated	—	2513	60%	3.1

Civic Type-R

Honda — Asia

Power		Torque	
(HP)	212	(ft-lbs)	149
RPM	7,800	RPM	7,000

Stock Tire	
Front Tire Size	205/45R17
Rear Tire Size	205/45R17
	Width/Aspect/Diameter

Speed	4.1	Acceleration	3.5
Braking	3.8	Handling	3.9

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2004	D	Production	Civic	Hatch	FWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Normally Aspirated	—	2654	61%	3.6

CR-X Del Sol SiR

Honda — Asia

Power		Torque	
(HP)	167	(ft-lbs)	116
RPM	7,800	RPM	7,300

Stock Tire	
Front Tire Size	195/55R15
Rear Tire Size	195/55R15
	Width/Aspect/Diameter

Speed	4.0	Acceleration	3.0
Braking	3.4	Handling	3.5

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1995	D	Production	Civic	Coupe	FWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Normally Aspirated	—	2660	61%	3.1

CR-X SiR

Asia

Honda

Power		Torque	
(HP)	158	(ft-lbs)	111
RPM	7,600	RPM	7,000

Stock Tire	
Front Tire Size	195/60R14
Rear Tire Size	195/60R14
	Width/Aspect/Diameter

Speed	4.0	Acceleration	3.0
Braking	3.5	Handling	3.6

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1991	D	Production	Civic	Hatch	FWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Normally Aspirated	—	2249	61%	3.3

Do-Luck NSX

Asia

Honda

Power		Torque	
(HP)	276	(ft-lbs)	216
RPM	7,300	RPM	5,400

Stock Tire	
Front Tire Size	215/35R18
Rear Tire Size	255/35R18
	Width/Aspect/Diameter

Speed	4.8	Acceleration	4.6
Braking	4.5	Handling	4.6

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1994	B	Custom Tuned	NSX	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	6	Normally Aspirated	—	2711	41%	8.7

Integra Type-R

Asia

Honda

Power		Torque	
(HP)	220	(ft-lbs)	152
RPM	8,000	RPM	7,000

Stock Tire	
Front Tire Size	215/45R17
Rear Tire Size	215/45R17
	Width/Aspect/Diameter

Speed	4.5	Acceleration	3.8
Braking	3.8	Handling	4.0

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2002	C	Production	Integra	Coupe	FWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Normally Aspirated	—	2579	61%	3.7

Integra Type-R

Asia

Honda

Power		Torque	
(HP)	195	(ft-lbs)	130
RPM	8,000	RPM	7,500

Stock Tire	
Front Tire Size	195/55R15
Rear Tire Size	195/55R15
	Width/Aspect/Diameter

Speed	4.6	Acceleration	3.3
Braking	3.4	Handling	3.6

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2000	D	Production	Integra	Coupe	FWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Normally Aspirated	—	2557	62%	3.9

Mugen Civic Type-R

Asia

Honda

Power		Torque	
(HP)	240	(ft-lbs)	169
RPM	8,000	RPM	6,000

Stock Tire	
Front Tire Size	225/45R17
Rear Tire Size	225/45R17
	Width/Aspect/Diameter

Speed	4.8	Acceleration	3.9
Braking	4.2	Handling	4.3

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2004	C	Custom Tuned	Civic	Hatch	FWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Normally Aspirated	—	2775	62%	8.7

Mugen Integra Type-R

Asia

Honda

Power		Torque	
(HP)	217	(ft-lbs)	152
RPM	8,000	RPM	7,000

Stock Tire	
Front Tire Size	235/45R17
Rear Tire Size	235/45R17
	Width/Aspect/Diameter

Speed	4.0	Acceleration	3.8
Braking	4.7	Handling	4.7

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2002	C	Custom Tuned	Integra	Coupe	FWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Normally Aspirated	—	2500	59%	8.7

Mugen S2000

Asia

Honda

Power		Torque	
(HP)	257	(ft-lbs)	188
RPM	7,800	RPM	6,600

Stock Tire	
Front Tire Size	215/45R17
Rear Tire Size	245/40R17
	Width/Aspect/Diameter

Speed	5.0	Acceleration	4.0
Braking	4.4	Handling	4.5

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	B	Custom Tuned	—	Roadster	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Normally Aspirated	—	2795	50%	8.9

NSX-R

Asia

Honda

Power		Torque	
(HP)	276	(ft-lbs)	216
RPM	7,300	RPM	5,400

Stock Tire	
Front Tire Size	205/50R15
Rear Tire Size	225/50R16
	Width/Aspect/Diameter

Speed	5.6	Acceleration	4.4
Braking	4.4	Handling	4.5

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1992	B	Production	NSX	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	6	Normally Aspirated	—	2711	41%	6.7

NSX-R

Asia

Honda

Power		Torque	
(HP)	290	(ft-lbs)	225
RPM	7,300	RPM	5,300

Stock Tire	
Front Tire Size	215/40R17
Rear Tire Size	255/40R17
	Width/Aspect/Diameter

Speed	6.0	Acceleration	4.5
Braking	4.4	Handling	4.7

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	B	Production	NSX	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	6	Normally Aspirated	—	2866	43%	6.6

NSX-R GT

Asia

Honda

Power		Torque	
(HP)	290	(ft-lbs)	225
RPM	7,300	RPM	5,300

Stock Tire	
Front Tire Size	215/40R17
Rear Tire Size	255/40R17
	Width/Aspect/Diameter

Speed	5.1	Acceleration	5.2
Braking	4.8	Handling	4.8

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	B	Production	NSX	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	6	Normally Aspirated	—	2524	43%	8.9

Prelude SiR

Asia

Honda

Power		Torque	
(HP)	197	(ft-lbs)	161
RPM	6,800	RPM	5,500

Stock Tire	
Front Tire Size	205/50R16
Rear Tire Size	205/50R16
	Width/Aspect/Diameter

Speed	4.5	Acceleration	3.0
Braking	3.4	Handling	3.6

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2000	D	Production	—	Coupe	FWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Normally Aspirated	—	3210	62%	3.4

S2000

Asia

Honda

Power		Torque	
(HP)	247	(ft-lbs)	156
RPM	8,300	RPM	8,300

Stock Tire	
Front Tire Size	205/55R16
Rear Tire Size	225/50R16
	Width/Aspect/Diameter

Speed	4.9	Acceleration	3.3
Braking	3.8	Handling	3.9

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	C	Production	—	Roadster	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Normally Aspirated	—	2790	50%	3.7

Wings West Civic Si

Asia

Honda

Price (Credits): 56,500

Power	
(HP)	171
RPM	6,800

Torque	
(ft-lbs)	136
RPM	5,000

Stock Tire	
Front Tire Size	225/35R19
Rear Tire Size	225/35R19
	Width/Aspect/Diameter

Speed	Acceleration
4.4	3.1

Braking	Handling
4.1	4.3

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2004	D	Custom Tuned	Civic	Hatch	FWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Normally Aspirated	—	2800	60%	8.7

Hyundai

Tuscani Elisa

Asia

Hyundai

Price (Credits): 9,000

Power	
(HP)	166
RPM	5,600

Torque	
(ft-lbs)	181
RPM	4,000

Stock Tire	
Front Tire Size	215/45R17
Rear Tire Size	215/45R17
	Width/Aspect/Diameter

Speed	Acceleration
4.0	3.1

Braking	Handling
3.5	3.8

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	D	Production	—	Coupe	FWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Normally Aspirated	—	3040	63%	3.3

Infiniti

G35 Coupe

North America

Infiniti

Price (Credits): 20,000

Power	
(HP)	280
RPM	6,200

Torque	
(ft-lbs)	270
RPM	4,800

Stock Tire	
Front Tire Size	225/45R18
Rear Tire Size	245/45R18
	Width/Aspect/Diameter

Speed	Acceleration
5.7	3.9

Braking	Handling
3.6	3.9

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	C	Production	Skyline	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Normally Aspirated	—	3485	53%	4.2

Jaguar

E-type S1

Europe

Power		Torque	
(HP)	265	(ft-lbs)	260
RPM	5,800	RPM	4,600

Stock Tire	
Front Tire Size	185/70R15
Rear Tire Size	185/70R15
	Width/Aspect/Diameter

Speed	4.4	Acceleration	4.2
Braking	3.3	Handling	3.1

Price (Credits): 66,500

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1961	D	Production	—	Coupe	RWD	4

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Normally Aspirated	—	2687	49%	8.3

XJ220

Europe

Power		Torque	
(HP)	542	(ft-lbs)	475
RPM	7,000	RPM	4,500

Stock Tire	
Front Tire Size	245/40R17
Rear Tire Size	345/35R18
	Width/Aspect/Diameter

Speed	7.1	Acceleration	6.4
Braking	5.1	Handling	5.1

Price (Credits): 236,000

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1993	S	Production	—	Super Car	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	6	Twin Turbocharged	8.8	2976	42%	9.5

XK Coupe

Europe

Power		Torque	
(HP)	300	(ft-lbs)	303
RPM	6,000	RPM	4,100

Stock Tire	
Front Tire Size	255/30R21
Rear Tire Size	295/25R21
	Width/Aspect/Diameter

Speed	5.3	Acceleration	4.2
Braking	4.2	Handling	4.6

Price (Credits): 65,500

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2007	B	Production	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Normally Aspirated	—	3516	53%	6.0

Koenigsegg

CC8S

Europe

Price (Credits): 250,000

Power	
(HP)	578
RPM	6,000

Torque	
(ft-lbs)	553
RPM	5,000

Stock Tire	
Front Tire Size	255/40R18
Rear Tire Size	335/30R20
	Width/Aspect/Diameter

Speed	8.2	Acceleration	7.0
Braking	5.2	Handling	5.3

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2002	S	Production	—	Super Car	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	8	Supercharged	14.7	2811	43%	9.9

Lamborghini

Countach LP5000 QV

Europe

Price (Credits): 159,500

Power	
(HP)	455
RPM	7,000

Torque	
(ft-lbs)	369
RPM	5,200

Stock Tire	
Front Tire Size	225/50R15
Rear Tire Size	345/35R15
	Width/Aspect/Diameter

Speed	6.4	Acceleration	5.3
Braking	4.3	Handling	4.6

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1988	A	Production	—	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	12	Normally Aspirated	—	3284	42%	7.9

Diablo GTR

Europe

Price (Credits): 236,000

Power	
(HP)	590
RPM	7,300

Torque	
(ft-lbs)	464
RPM	5,500

Stock Tire	
Front Tire Size	245/40R18
Rear Tire Size	335/40R18
	Width/Aspect/Diameter

Speed	6.6	Acceleration	6.5
Braking	5.2	Handling	5.1

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1999	S	Production	—	Super Car	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	12	Normally Aspirated	—	3075	40%	9.9

Diablo SV

Lamborghini

Europe

Power		Torque	
(HP)	530	(ft-lbs)	446
RPM	7,100	RPM	5,500

Stock Tire	
Front Tire Size	235/40R17
Rear Tire Size	335/30R18
	Width/Aspect/Diameter

Speed	7.7	Acceleration	5.8
Braking	4.1	Handling	4.4

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1997	A	Production	—	Super Car	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	12	Normally Aspirated	—	3474	41%	9.3

Gallardo

Lamborghini

Europe

Power		Torque	
(HP)	493	(ft-lbs)	376
RPM	7,800	RPM	5,000

Stock Tire	
Front Tire Size	235/35R19
Rear Tire Size	295/30R19
	Width/Aspect/Diameter

Speed	6.8	Acceleration	4.9
Braking	4.3	Handling	4.6

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	A	Production	—	Coupe	AWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	10	Normally Aspirated	—	3560	42%	7.6

Murcielago

Lamborghini

Europe

Power		Torque	
(HP)	572	(ft-lbs)	479
RPM	7,200	RPM	5,400

Stock Tire	
Front Tire Size	245/35R18
Rear Tire Size	335/30R18
	Width/Aspect/Diameter

Speed	6.8	Acceleration	5.8
Braking	4.5	Handling	4.8

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	A	Production	—	Super Car	AWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	12	Normally Aspirated	—	3638	42%	9.3

Lancia

Delta Integrale EVO

Europe

Power		Torque	
(HP)	210	(ft-lbs)	224
RPM	5,700	RPM	3,500

Stock Tire	
Front Tire Size	205/50R15
Rear Tire Size	205/50R15
	Width/Aspect/Diameter

Speed	4.0	Acceleration	4.0
Braking	4.0	Handling	4.0

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1992	C	Production	—	Hatch	AWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Turbocharged	14.7	2866	60%	5.3

Stratos HF Stradale

Europe

Power		Torque	
(HP)	199	(ft-lbs)	167
RPM	6,900	RPM	5,600

Stock Tire	
Front Tire Size	205/70R14
Rear Tire Size	205/70R14
	Width/Aspect/Diameter

Speed	4.0	Acceleration	4.3
Braking	3.7	Handling	3.6

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1974	D	Production	—	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	6	Normally Aspirated	—	2161	46%	8.6

Lexus

Foose Design IS430 Project Car

North America

Power		Torque	
(HP)	340	(ft-lbs)	300
RPM	6,400	RPM	4,500

Stock Tire	
Front Tire Size	225/40R18
Rear Tire Size	265/35R18
	Width/Aspect/Diameter

Speed	6.1	Acceleration	4.5
Braking	4.0	Handling	4.2

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	B	Custom Tuned	Altezza	Saloon	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Normally Aspirated	—	3350	56%	8.9

IS300

Lexus

North America

Power		Torque	
(HP)	215	(ft-lbs)	218
RPM	5,800	RPM	3,800

Stock Tire	
Front Tire Size	215/45R17
Rear Tire Size	215/45R17
	Width/Aspect/Diameter

Speed	4.9	Acceleration	3.3
Braking	3.5	Handling	3.8

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	D	Production	Altezza	Saloon	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Normally Aspirated	—	3306	54%	3.7

IS350

Lexus

North America

Power		Torque	
(HP)	306	(ft-lbs)	277
RPM	6,400	RPM	4,800

Stock Tire	
Front Tire Size	225/40R18
Rear Tire Size	255/40R18
	Width/Aspect/Diameter

Speed	5.6	Acceleration	4.1
Braking	3.7	Handling	3.9

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2006	C	Production	Altezza	Saloon	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Normally Aspirated	—	3527	52%	4.2

SC430

Lexus

North America

Power		Torque	
(HP)	300	(ft-lbs)	325
RPM	5,600	RPM	3,400

Stock Tire	
Front Tire Size	245/40R18
Rear Tire Size	245/40R18
	Width/Aspect/Diameter

Speed	6.1	Acceleration	3.9
Braking	3.6	Handling	3.9

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2002	C	Production	—	Roadster	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Normally Aspirated	—	3836	53%	4.5

Lotus

Elan Sprint

Europe

Price (Credits): 39,500

Power	
(HP)	126
RPM	6,300

Torque	
(ft-lbs)	113
RPM	5,500

Stock Tire	
Front Tire Size	155/80R13
Rear Tire Size	155/80R13
	Width/Aspect/Diameter

Speed	3.1	Acceleration	3.7
Braking	3.6	Handling	3.2

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1972	D	Production	—	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Normally Aspirated	—	1585	48%	6.3

Elise 111S

Europe

Price (Credits): 46,500

Power	
(HP)	189
RPM	7,700

Torque	
(ft-lbs)	138
RPM	6,800

Stock Tire	
Front Tire Size	195/50R16
Rear Tire Size	225/45R17
	Width/Aspect/Diameter

Speed	4.0	Acceleration	4.0
Braking	4.6	Handling	4.5

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	C	Production	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	4	Normally Aspirated	—	1975	39%	5.2

Elise 135R

Europe

Price (Credits): 35,000

Power	
(HP)	135
RPM	6,200

Torque	
(ft-lbs)	126
RPM	4,800

Stock Tire	
Front Tire Size	195/50R16
Rear Tire Size	225/45R17
	Width/Aspect/Diameter

Speed	3.5	Acceleration	4.1
Braking	5.1	Handling	4.9

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	C	Production	—	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	4	Normally Aspirated	—	1669	39%	4.9

Esprit V8

Lotus

Europe

Power		Torque	
(HP)	350	(ft-lbs)	295
RPM	6,800	RPM	4,500

Stock Tire	
Front Tire Size	235/40R17
Rear Tire Size	285/35R18
	Width/Aspect/Diameter

Speed	6.2	Acceleration	5.2
Braking	4.3	Handling	4.6

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2002	B	Production	—	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	8	Turbocharged	14.7	2968	43%	6.1

Exige

Lotus

Europe

Power		Torque	
(HP)	189	(ft-lbs)	133
RPM	7,800	RPM	6,800

Stock Tire	
Front Tire Size	195/50R16
Rear Tire Size	225/45R17
	Width/Aspect/Diameter

Speed	3.8	Acceleration	4.0
Braking	5.4	Handling	5.2

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	B	Production	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	4	Normally Aspirated	—	1929	38%	6.1

Exige Cup 240

Lotus

Europe

Power		Torque	
(HP)	244	(ft-lbs)	174
RPM	7,800	RPM	7,000

Stock Tire	
Front Tire Size	195/50R16
Rear Tire Size	225/45R17
	Width/Aspect/Diameter

Speed	4.6	Acceleration	5.2
Braking	5.3	Handling	5.2

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2006	B	Production	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	4	Supercharged	6.0	2050	42%	7.1

Exige Espionage

Lotus

Europe

Power		Torque	
(HP)	189	(ft-lbs)	133
RPM	7,800	RPM	6,800

Stock Tire	
Front Tire Size	195/50R16
Rear Tire Size	225/45R17
	Width/Aspect/Diameter

Speed	3.8	Acceleration	4.0
Braking	5.4	Handling	5.2

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	B	Production	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	4	Normally Aspirated	—	1929	38%	7.5

Maserati

#15 JMB Racing MC12

Maserati

Europe

Power		Torque	
(HP)	624	(ft-lbs)	481
RPM	7,500	RPM	5,500

Stock Tire	
Front Tire Size	245/35R19
Rear Tire Size	345/35R19
	Width/Aspect/Diameter

Speed	6.4	Acceleration	8.7
Braking	8.2	Handling	7.9

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	R2	Race Class	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	12	Normally Aspirated	—	2425	41%	9.8

#35 Risi Competizione MC12

Maserati

Europe

Power		Torque	
(HP)	624	(ft-lbs)	481
RPM	7,500	RPM	5,500

Stock Tire	
Front Tire Size	245/35R19
Rear Tire Size	345/35R19
	Width/Aspect/Diameter

Speed	6.4	Acceleration	8.7
Braking	8.2	Handling	7.9

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	R2	Race Class	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	12	Normally Aspirated	—	2425	41%	9.8

#9 Vitaphone Racing Team MC12

Maserati

Europe

Price (Credits): 325,000

Power		Torque	
(HP)	624	(ft-lbs)	481
RPM	7,500	RPM	5,500

Stock Tire	
Front Tire Size	245/35R19
Rear Tire Size	345/35R19
	Width/Aspect/Diameter

Speed	6.4	Acceleration	8.7
Braking	8.2	Handling	7.9

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	R2	Race Class	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	12	Normally Aspirated	—	2425	41%	9.8

GranSport

Maserati

Europe

Price (Credits): 96,500

Power		Torque	
(HP)	390	(ft-lbs)	333
RPM	7,000	RPM	4,500

Stock Tire	
Front Tire Size	235/35R19
Rear Tire Size	265/30R19
	Width/Aspect/Diameter

Speed	5.9	Acceleration	4.8
Braking	4.1	Handling	4.3

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2006	B	Production	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Normally Aspirated	—	3682	48%	6.8

MC12

Maserati

Europe

Price (Credits): 250,000

Power		Torque	
(HP)	625	(ft-lbs)	480
RPM	7,500	RPM	5,500

Stock Tire	
Front Tire Size	245/35R19
Rear Tire Size	345/35R19
	Width/Aspect/Diameter

Speed	6.8	Acceleration	7.3
Braking	6.5	Handling	6.4

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2004	S	Production	—	Super Car	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	12	Normally Aspirated	—	2943	41%	9.7

Mazda

AB Flug RX-7

Asia

Power		Torque	
(HP)	265	(ft-lbs)	225
RPM	6,500	RPM	5,100

Stock Tire	
Front Tire Size	245/40R18
Rear Tire Size	275/35R18
	Width/Aspect/Diameter

Speed	5.3	Acceleration	4.2
Braking	4.5	Handling	4.7

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1995	B	Custom Tuned	RX-7, RX-8	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	2 rotor	Twin Turbocharged	12.0	2734	50%	8.7

Axela Sport 23S

Asia

Power		Torque	
(HP)	168	(ft-lbs)	157
RPM	6,500	RPM	4,000

Stock Tire	
Front Tire Size	205/50R17
Rear Tire Size	205/50R17
	Width/Aspect/Diameter

Speed	3.4	Acceleration	3.0
Braking	3.7	Handling	3.7

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	D	Production	—	Hatch	FWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Normally Aspirated	—	2957	60%	3.1

INGS RX-7

Asia

Power		Torque	
(HP)	255	(ft-lbs)	218
RPM	6,500	RPM	5,000

Stock Tire	
Front Tire Size	225/40R18
Rear Tire Size	235/40R18
	Width/Aspect/Diameter

Speed	4.7	Acceleration	4.5
Braking	4.6	Handling	4.6

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1995	B	Custom Tuned	RX-7, RX-8	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	2 rotor	Twin Turbocharged	10.0	2474	50%	8.7

Mazdaspeed Familia

Asia

Mazda

Power		Torque	
(HP)	173	(ft-lbs)	138
RPM	7,000	RPM	5,000

Stock Tire

Front Tire Size	205/45R17
Rear Tire Size	205/45R17

Width/Aspect/Diameter

Speed	4.3	Acceleration	3.0
Braking	3.5	Handling	3.7

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2001	D	Production	—	Saloon	FWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Normally Aspirated	—	2990	60%	3.6

Mazdaspeed Roadster

Asia

Mazda

Power		Torque	
(HP)	146	(ft-lbs)	124
RPM	7,000	RPM	5,000

Stock Tire

Front Tire Size	205/40R17
Rear Tire Size	205/40R17

Width/Aspect/Diameter

Speed	3.6	Acceleration	3.3
Braking	3.9	Handling	4.0

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2001	D	Production	—	Roadster	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Normally Aspirated	—	2425	52%	3.8

RE-Amemiya RX-7

Asia

Mazda

Power		Torque	
(HP)	441	(ft-lbs)	335
RPM	7,400	RPM	6,500

Stock Tire

Front Tire Size	255/35R18
Rear Tire Size	265/30R19

Width/Aspect/Diameter

Speed	6.5	Acceleration	6.2
Braking	5.0	Handling	5.0

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1995	A	Custom Tuned	RX-7, RX-8	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	2 rotor	Turbocharged	20.0	2474	50%	9.0

RX-7

Asia

Mazda

Power		Torque	
(HP)	255	(ft-lbs)	217
RPM	6,500	RPM	5,000

Stock Tire	
Front Tire Size	225/50R16
Rear Tire Size	225/50R16
	Width/Aspect/Diameter

Speed	5.5	Acceleration	4.3
Braking	3.9	Handling	4.0

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1997	C	Production	RX-7, RX-8	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	2 rotor	Twin Turbocharged	10.0	2694	50%	3.5

RX-7 Spirit R Type-A

Asia

Mazda

Power		Torque	
(HP)	280	(ft-lbs)	231
RPM	7,000	RPM	5,200

Stock Tire	
Front Tire Size	235/45R17
Rear Tire Size	255/40R17
	Width/Aspect/Diameter

Speed	5.8	Acceleration	4.6
Braking	4.0	Handling	4.2

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2002	B	Production	RX-7, RX-8	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	2 rotor	Twin Turbocharged	13.0	2778	50%	5.7

RX-8 Mazdaspeed

Asia

Mazda

Power		Torque	
(HP)	265	(ft-lbs)	180
RPM	8,500	RPM	5,500

Stock Tire	
Front Tire Size	225/45R18
Rear Tire Size	225/45R18
	Width/Aspect/Diameter

Speed	5.4	Acceleration	4.0
Braking	3.8	Handling	4.0

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2004	C	Production	RX-7, RX-8	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	2 rotor	Normally Aspirated	—	3100	50%	4.1

Savanna RX-7

Asia

Mazda

Power		Torque	
(HP)	182	(ft-lbs)	183
RPM	6,500	RPM	3,500

Stock Tire	
Front Tire Size	205/55R16
Rear Tire Size	205/55R16
	Width/Aspect/Diameter

Speed	4.4	Acceleration	3.4
Braking	3.7	Handling	3.8

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1990	D	Production	RX-7, RX-8	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	2 rotor	Turbocharged	5.5	2850	50%	3.7

McLaren

#41 Team McLaren F1 GTR

Europe

McLaren

Power		Torque	
(HP)	595	(ft-lbs)	506
RPM	7,300	RPM	4,500

Stock Tire	
Front Tire Size	275/35R18
Rear Tire Size	345/35R18
	Width/Aspect/Diameter

Speed	6.2	Acceleration	8.7
Braking	8.3	Handling	8.0

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1997	R2	Race Class	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	12	Normally Aspirated	—	2425	40%	9.8

#43 Team BMW Motorsport McLaren F1 GTR

Europe

McLaren

Power		Torque	
(HP)	595	(ft-lbs)	506
RPM	7,300	RPM	4,500

Stock Tire	
Front Tire Size	275/35R18
Rear Tire Size	345/35R18
	Width/Aspect/Diameter

Speed	6.2	Acceleration	8.7
Braking	8.3	Handling	8.0

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1997	R2	Race Class	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	12	Normally Aspirated	—	2425	40%	9.8

F1 GT

McLaren

Europe

Price (Credits): 250,000

Power	
(HP)	627
RPM	7,500

Torque	
(ft-lbs)	480
RPM	5,600

Stock Tire	
Front Tire Size	275/35R18
Rear Tire Size	345/35R18
	Width/Aspect/Diameter

Speed	Acceleration	Braking	Handling
7.3	7.3	5.8	5.7

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1997	S	Production	—	Super Car	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	12	Normally Aspirated	—	2469	41%	9.9

Mercedes

300SL Gullwing Coupe

Mercedes

Europe

Price (Credits): 59,500

Power	
(HP)	243
RPM	6,200

Torque	
(ft-lbs)	237
RPM	4,600

Stock Tire	
Front Tire Size	165/70R15
Rear Tire Size	165/70R15
	Width/Aspect/Diameter

Speed	Acceleration	Braking	Handling
4.2	3.2	3.1	3.2

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1954	D	Production	—	Coupe	RWD	4

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Normally Aspirated	—	2855	49%	8.8

AMG Mercedes CLK GTR

Mercedes

Europe

Price (Credits): 250,000

Power	
(HP)	612
RPM	6,800

Torque	
(ft-lbs)	567
RPM	4,500

Stock Tire	
Front Tire Size	295/35R18
Rear Tire Size	345/35R18
	Width/Aspect/Diameter

Speed	Acceleration	Braking	Handling
6.7	7.2	6.1	6.1

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1998	S	Production	—	Super Car	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	12	Normally Aspirated	—	3241	40%	9.7

C32 AMG

Mercedes — Europe

Power		Torque	
(HP)	349	(ft-lbs)	332
RPM	6,100	RPM	4,400

Stock Tire	
Front Tire Size	225/45R17
Rear Tire Size	245/40R17
	Width/Aspect/Diameter

Speed	6.4	Acceleration	4.1
Braking	3.6	Handling	3.9

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2004	C	Production	—	Saloon	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Supercharged	14.7	3605	54%	5.4

CLK55 AMG Coupe

Mercedes — Europe

Power		Torque	
(HP)	362	(ft-lbs)	376
RPM	5,700	RPM	4,000

Stock Tire	
Front Tire Size	225/40R18
Rear Tire Size	255/35R18
	Width/Aspect/Diameter

Speed	6.1	Acceleration	4.2
Braking	3.7	Handling	4.0

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	C	Production	—	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Normally Aspirated	—	3960	55%	5.6

SLR

Mercedes — Europe

Power		Torque	
(HP)	626	(ft-lbs)	575
RPM	6,800	RPM	3,300

Stock Tire	
Front Tire Size	245/40R18
Rear Tire Size	295/35R18
	Width/Aspect/Diameter

Speed	7.5	Acceleration	5.9
Braking	4.8	Handling	4.9

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	A	Production	—	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Supercharged	13.1	3589	51%	9.1

Mini

Cooper S

Europe

Power		Torque	
(HP)	163	(ft-lbs)	162
RPM	6,000	RPM	4,000

Stock Tire	
Front Tire Size	205/45R17
Rear Tire Size	205/45R17
	Width/Aspect/Diameter

Speed	3.7	Acceleration	3.1
Braking	3.7	Handling	3.8

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	D	Production	—	Hatch	FWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Supercharged	10.3	2685	61%	3.2

Mitsubishi

Eclipse GSX

Asia

Power		Torque	
(HP)	210	(ft-lbs)	214
RPM	6,000	RPM	3,000

Stock Tire	
Front Tire Size	205/55R16
Rear Tire Size	205/55R16
	Width/Aspect/Diameter

Speed	4.9	Acceleration	3.3
Braking	3.4	Handling	3.7

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1995	D	Production	Eclipse	Coupe	AWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Turbocharged	12.2	3199	59%	3.3

Eclipse GT

Asia

Power		Torque	
(HP)	263	(ft-lbs)	260
RPM	5,800	RPM	4,500

Stock Tire	
Front Tire Size	235/45R18
Rear Tire Size	235/45R18
	Width/Aspect/Diameter

Speed	4.9	Acceleration	3.7
Braking	3.6	Handling	3.9

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2006	C	Production	Eclipse	Coupe	FWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Normally Aspirated	—	3472	62%	3.5

Eclipse GTS

Mitsubishi

Asia

Price (Credits): 10,000

Power		Torque	
(HP)	210	(ft-lbs)	205
RPM	5,700	RPM	3,700

Stock Tire	
Front Tire Size	215/50R17
Rear Tire Size	215/50R17
	Width/Aspect/Diameter

Speed	4.4	Acceleration	3.2
Braking	3.5	Handling	3.8

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	D	Production	Eclipse	Coupe	FWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Normally Aspirated	—	3241	62%	3.3

FTO GP Version R

Mitsubishi

Asia

Price (Credits): 14,000

Power		Torque	
(HP)	200	(ft-lbs)	147
RPM	7,500	RPM	6,000

Stock Tire	
Front Tire Size	205/50R16
Rear Tire Size	205/50R16
	Width/Aspect/Diameter

Speed	4.5	Acceleration	3.3
Braking	3.8	Handling	3.9

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1998	D	Production	—	Coupe	FWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Normally Aspirated	—	2535	56%	4.1

GTO

Mitsubishi

Asia

Price (Credits): 24,000

Power		Torque	
(HP)	320	(ft-lbs)	312
RPM	6,800	RPM	3,500

Stock Tire	
Front Tire Size	245/40R18
Rear Tire Size	245/40R18
	Width/Aspect/Diameter

Speed	5.7	Acceleration	3.8
Braking	3.5	Handling	3.9

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1997	C	Production	—	Coupe	AWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Twin Turbocharged	11.2	3810	57%	4.3

HKS Time Attack Evolution

Mitsubishi

Asia

Price (Credits): 247,000

Power		Torque	
(HP)	592	(ft-lbs)	506
RPM	7,000	RPM	5,000

Stock Tire	
Front Tire Size	265/35R18
Rear Tire Size	265/35R18
	Width/Aspect/Diameter

Speed	5.8	Acceleration	9.1
Braking	5.9	Handling	5.6

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2006	S	Custom Tuned	Evo	Saloon	AWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Turbocharged	25.0	2403	56%	9.0

Lancer Evolution IX GT

Mitsubishi

Asia

Price (Credits): 35,000

Power		Torque	
(HP)	320	(ft-lbs)	306
RPM	6,500	RPM	3,500

Stock Tire	
Front Tire Size	235/45R17
Rear Tire Size	235/45R17
	Width/Aspect/Diameter

Speed	5.1	Acceleration	4.8
Braking	3.8	Handling	4.0

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2006	B	Production	Evo	Saloon	AWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Turbocharged	20.6	3064	60%	4.5

Lancer Evolution VI GSR

Mitsubishi

Asia

Price (Credits): 21,000

Power		Torque	
(HP)	285	(ft-lbs)	260
RPM	6,700	RPM	4,000

Stock Tire	
Front Tire Size	225/45R17
Rear Tire Size	225/45R17
	Width/Aspect/Diameter

Speed	5.0	Acceleration	4.3
Braking	3.8	Handling	3.9

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1999	C	Production	Evo	Saloon	AWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Turbocharged	18.0	2998	58%	3.9

Lancer Evolution VI TME

Asia

Mitsubishi

Power		Torque	
(HP)	300	(ft-lbs)	275
RPM	6,800	RPM	3,800

Stock Tire	
Front Tire Size	225/45R17
Rear Tire Size	225/45R17
	Width/Aspect/Diameter

Speed	5.1	Acceleration	4.5
Braking	4.0	Handling	4.2

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2000	B	Custom Tuned	Evo	Saloon	AWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Turbocharged	18.0	2998	58%	5.9

Lancer Evolution VIII GSR

Asia

Mitsubishi

Power		Torque	
(HP)	300	(ft-lbs)	280
RPM	6,500	RPM	7,600

Stock Tire	
Front Tire Size	235/45R17
Rear Tire Size	235/45R17
	Width/Aspect/Diameter

Speed	4.9	Acceleration	4.5
Braking	3.8	Handling	4.0

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2004	C	Production	Evo	Saloon	AWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Turbocharged	19.0	3086	60%	4.2

Lancer Evolution VIII MR

Asia

Mitsubishi

Power		Torque	
(HP)	325	(ft-lbs)	332
RPM	6,500	RPM	3,500

Stock Tire	
Front Tire Size	235/45R17
Rear Tire Size	235/45R17
	Width/Aspect/Diameter

Speed	5.1	Acceleration	5.0
Braking	3.8	Handling	4.0

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2004	B	Production	Evo	Saloon	AWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Turbocharged	19.0	3086	60%	5.6

Mitsubishi

MINE'S CP9A Lancer Evolution VI

Asia

Price (Credits): 171,000

Power		Torque	
(HP)	404	(ft-lbs)	292
RPM	7,800	RPM	4,000

Stock Tire	
Front Tire Size	225/45R17
Rear Tire Size	225/45R17
	Width/Aspect/Diameter

Speed	5.7	Acceleration	5.5
Braking	4.2	Handling	4.3

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1999	A	Custom Tuned	Evo	Saloon	AWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Turbocharged	24.3	2998	58%	8.9

Mitsubishi

Sparco Lancer Evolution VIII

Asia

Price (Credits): 202,500

Power		Torque	
(HP)	450	(ft-lbs)	411
RPM	6,800	RPM	3,700

Stock Tire	
Front Tire Size	265/35R18
Rear Tire Size	265/35R18
	Width/Aspect/Diameter

Speed	5.7	Acceleration	6.9
Braking	4.9	Handling	4.7

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	A	Custom Tuned	Evo	Saloon	AWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Turbocharged	28.5	2900	60%	9.0

Nissan

#12 CALSONIC SKYLINE

Asia

Price (Credits): 300,000

Power		Torque	
(HP)	495	(ft-lbs)	540
RPM	5,600	RPM	4,000

Stock Tire	
Front Tire Size	330/40R18
Rear Tire Size	330/40R18
	Width/Aspect/Diameter

Speed	5.8	Acceleration	7.0
Braking	7.7	Handling	7.4

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	R3	Race Class	Skyline	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Twin Turbocharged	25.0	2535	53%	9.4

#23 XANAVI NISMO GT-R

Asia

Nissan

Price (Credits): 300,000

Power	
(HP)	495
RPM	5,600

Torque	
(ft-lbs)	540
RPM	4,000

Stock Tire	
Front Tire Size	330/40R18
Rear Tire Size	330/40R18
	Width/Aspect/Diameter

Speed	5.8	Acceleration	7.0
Braking	7.7	Handling	7.4

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	R3	Race Class	Skyline	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Twin Turbocharged	25.0	2535	53%	9.4

#3 HASEMISPORT ENDLESS Z

Asia

Nissan

Price (Credits): 275,000

Power	
(HP)	345
RPM	7,000

Torque	
(ft-lbs)	289
RPM	5,000

Stock Tire	
Front Tire Size	280/40R18
Rear Tire Size	280/40R18
	Width/Aspect/Diameter

Speed	5.9	Acceleration	6.2
Braking	6.7	Handling	6.5

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	R4	Race Class	Fairlady	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Normally Aspirated	—	2524	52%	9.2

#32 NISSAN R390 GT1

Asia

Nissan

Price (Credits): 325,000

Power	
(HP)	550
RPM	6,800

Torque	
(ft-lbs)	469
RPM	4,400

Stock Tire	
Front Tire Size	245/40R18
Rear Tire Size	295/35R19
	Width/Aspect/Diameter

Speed	6.2	Acceleration	7.3
Braking	8.4	Handling	8.2

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1998	R2	Race Class	—	Prototype	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	8	Twin Turbocharged	23.0	2094	50%	9.8

#46 Dream Cube's ADVAN Z

Asia

Nissan

Power		Torque	
(HP)	345	(ft-lbs)	289
RPM	7,000	RPM	5,000

Stock Tire	
Front Tire Size	280/45R18
Rear Tire Size	280/45R18
	Width/Aspect/Diameter

Speed	5.9	Acceleration	6.2
Braking	6.7	Handling	6.4

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	R4	Race Class	Fairlady	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Normally Aspirated	—	2524	52%	9.2

Fairlady Z

Asia

Nissan

Power		Torque	
(HP)	287	(ft-lbs)	268
RPM	6,200	RPM	4,800

Stock Tire	
Front Tire Size	225/45R18
Rear Tire Size	245/45R18
	Width/Aspect/Diameter

Speed	5.6	Acceleration	4.0
Braking	3.7	Handling	4.0

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	C	Production	Fairlady	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Normally Aspirated	—	3362	52%	3.9

Fairlady Z 432

Asia

Nissan

Power		Torque	
(HP)	160	(ft-lbs)	130
RPM	7,000	RPM	5,600

Stock Tire	
Front Tire Size	175/70R14
Rear Tire Size	175/70R14
	Width/Aspect/Diameter

Speed	3.2	Acceleration	3.0
Braking	3.8	Handling	3.6

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1969	D	Production	Fairlady	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Normally Aspirated	—	2513	53%	6.5

Fairlady Z 432R

Asia

Nissan

Power		Torque	
(HP)	250	(ft-lbs)	170
RPM	7,800	RPM	6,500

Stock Tire	
Front Tire Size	175/70R14
Rear Tire Size	175/70R14
	Width/Aspect/Diameter

Speed	4.1	Acceleration	4.5
Braking	3.9	Handling	3.7

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1969	C	Production	Fairlady	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Normally Aspirated	—	2116	50%	8.5

Fairlady Z Custom Edition

Asia

Nissan

Power		Torque	
(HP)	370	(ft-lbs)	370
RPM	5,700	RPM	4,800

Stock Tire	
Front Tire Size	245/35R19
Rear Tire Size	275/35R19
	Width/Aspect/Diameter

Speed	5.1	Acceleration	5.3
Braking	5.5	Handling	5.4

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	A	Custom Tuned	Fairlady	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Supercharged	8.0	3100	52%	9.0

Fairlady Z Version S Twin Turbo

Asia

Nissan

Power		Torque	
(HP)	300	(ft-lbs)	283
RPM	6,400	RPM	3,600

Stock Tire	
Front Tire Size	225/50R16
Rear Tire Size	245/50R16
	Width/Aspect/Diameter

Speed	5.8	Acceleration	4.2
Braking	3.7	Handling	4.0

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1994	C	Production	Fairlady	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Twin Turbocharged	9.0	3174	54%	4.7

MINE'S R32 Skyline GT-R

Asia

Nissan

Power	
(HP)	621
RPM	7,600

Torque	
(ft-lbs)	455
RPM	5,400

Stock Tire	
Front Tire Size	245/45R17
Rear Tire Size	245/45R17
	Width/Aspect/Diameter

Speed	6.9	Acceleration	7.7
Braking	4.4	Handling	4.5

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1993	S	Custom Tuned	Skyline	Coupe	AWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Twin Turbocharged	19.9	2943	55%	9.0

MINE'S R34 Skyline GT-R

Asia

Nissan

Power	
(HP)	591
RPM	7,400

Torque	
(ft-lbs)	433
RPM	5,400

Stock Tire	
Front Tire Size	245/40R18
Rear Tire Size	245/40R18
	Width/Aspect/Diameter

Speed	6.9	Acceleration	7.2
Braking	4.6	Handling	4.5

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2002	S	Custom Tuned	Skyline	Coupe	AWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Twin Turbocharged	19.9	2954	57%	9.0

R390

Asia

Nissan

Power	
(HP)	550
RPM	6,800

Torque	
(ft-lbs)	471
RPM	4,400

Stock Tire	
Front Tire Size	245/40R18
Rear Tire Size	295/35R19
	Width/Aspect/Diameter

Speed	6.2	Acceleration	5.8
Braking	5.4	Handling	5.4

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1998	S	Production	—	Super Car	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	8	Twin Turbocharged	23.0	2264	50%	9.7

Silvia CLUB K's

Nissan — Asia

Power		Torque	
(HP)	202	(ft-lbs)	202
RPM	6,000	RPM	4,000

Stock Tire	
Front Tire Size	205/60R15
Rear Tire Size	205/60R15
	Width/Aspect/Diameter

Speed	4.8	Acceleration	3.9
Braking	3.5	Handling	3.6

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1992	D	Production	Silvia	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Turbocharged	7.0	2535	53%	3.9

Silvia K's

Nissan — Asia

Power		Torque	
(HP)	220	(ft-lbs)	202
RPM	6,000	RPM	4,800

Stock Tire	
Front Tire Size	205/55R16
Rear Tire Size	205/55R16
	Width/Aspect/Diameter

Speed	4.3	Acceleration	3.2
Braking	3.7	Handling	3.9

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1994	D	Production	Silvia	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Turbocharged	7.0	2734	53%	3.8

Silvia Spec-R

Nissan — Asia

Power		Torque	
(HP)	247	(ft-lbs)	203
RPM	6,800	RPM	4,800

Stock Tire	
Front Tire Size	205/55R16
Rear Tire Size	205/55R16
	Width/Aspect/Diameter

Speed	5.3	Acceleration	3.9
Braking	3.7	Handling	3.8

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2000	C	Production	Silvia	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Turbocharged	10.6	2755	53%	3.9

Skyline Coupe 350GT

Asia

Nissan

Power		Torque	
(HP)	280	(ft-lbs)	270
RPM	6,200	RPM	4,800

Stock Tire	
Front Tire Size	225/45R18
Rear Tire Size	245/45R18
	Width/Aspect/Diameter

Speed	5.6	Acceleration	3.9
Braking	3.7	Handling	3.9

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	C	Production	Skyline	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Normally Aspirated	—	3435	53%	4.6

Skyline GT-R V-Spec

Asia

Nissan

Power		Torque	
(HP)	295	(ft-lbs)	271
RPM	7,000	RPM	4,400

Stock Tire	
Front Tire Size	225/50R17
Rear Tire Size	225/50R17
	Width/Aspect/Diameter

Speed	4.6	Acceleration	4.3
Braking	3.8	Handling	3.9

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1993	C	Production	Skyline	Coupe	AWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Twin Turbocharged	10.2	3153	55%	5.9

Skyline GT-R V-Spec II

Asia

Nissan

Power		Torque	
(HP)	330	(ft-lbs)	289
RPM	6,800	RPM	4,400

Stock Tire	
Front Tire Size	245/40R18
Rear Tire Size	245/40R18
	Width/Aspect/Diameter

Speed	5.5	Acceleration	4.5
Braking	4.0	Handling	4.2

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2002	B	Production	Skyline	Coupe	AWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Twin Turbocharged	11.4	3395	57%	6.6

Skyline GT-R V-Spec II Nür

Asia

Nissan

Power		Torque	
(HP)	345	(ft-lbs)	294
RPM	6,600	RPM	3,900

Stock Tire	Width/Aspect/Diameter
Front Tire Size	245/40R18
Rear Tire Size	245/40R18

Speed	Acceleration	Braking	Handling
6.1	5.2	4.1	4.2

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2002	B	Production	Skyline	Coupe	AWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Twin Turbocharged	11.9	3439	57%	8.1

Tommy Kaira Skyline GT-R R34

Asia

Nissan

Power		Torque	
(HP)	394	(ft-lbs)	309
RPM	7,600	RPM	5,200

Stock Tire	Width/Aspect/Diameter
Front Tire Size	245/40R18
Rear Tire Size	245/40R18

Speed	Acceleration	Braking	Handling
5.4	4.9	4.3	4.4

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2002	B	Custom Tuned	Skyline	Coupe	AWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Twin Turbocharged	15.4	3395	57%	8.9

Top Secret D1-Spec S15

Asia

Nissan

Power		Torque	
(HP)	540	(ft-lbs)	455
RPM	8,000	RPM	4,000

Stock Tire	Width/Aspect/Diameter
Front Tire Size	235/40R17
Rear Tire Size	235/40R17

Speed	Acceleration	Braking	Handling
5.0	6.4	4.8	4.6

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2000	S	Custom Tuned	Silvia	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Turbocharged	19.9	2557	50%	9.0

Pagani

#17 Carsport America Zonda GR

Europe

Pagani

Power		Torque	
(HP)	603	(ft-lbs)	579
RPM	6,600	RPM	4,300

Stock Tire	
Front Tire Size	305/35R18
Rear Tire Size	330/40R18
	Width/Aspect/Diameter

Speed	6.1	Acceleration	7.9
Braking	8.4	Handling	8.1

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	R2	Race Class	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	12	Normally Aspirated	—	2420	48%	9.7

Zonda C12

Europe

Pagani

Power		Torque	
(HP)	402	(ft-lbs)	420
RPM	5,600	RPM	3,800

Stock Tire	
Front Tire Size	255/40R18
Rear Tire Size	345/35R18
	Width/Aspect/Diameter

Speed	6.2	Acceleration	6.4
Braking	6.3	Handling	6.3

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1999	S	Production	—	Super Car	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	12	Normally Aspirated	—	2756	46%	9.5

Panoz

#11 JML Team Panoz LMP-01

North America

Panoz

Power		Torque	
(HP)	620	(ft-lbs)	538
RPM	7,200	RPM	4,200

Stock Tire	
Front Tire Size	330/30R18
Rear Tire Size	360/35R18
	Width/Aspect/Diameter

Speed	6.3	Acceleration	9.0
Braking	9.9	Handling	9.6

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	R1	Race Class	—	Prototype	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Normally Aspirated	—	1984	46%	10.0

#51 JML Team Panoz Esperante GTLM

North America

Panoz

Price (Credits): 300,000

Power		Torque	
(HP)	500	(ft-lbs)	450
RPM	6,500	RPM	4,500

Stock Tire	
Front Tire Size	325/30R18
Rear Tire Size	325/35R18
	Width/Aspect/Diameter

Speed	5.8	Acceleration	7.1
Braking	7.6	Handling	7.3

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	R3	Race Class	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Normally Aspirated	—	2646	50%	9.5

#81 Team LNT Panoz Esperante GTLM

North America

Panoz

Price (Credits): 300,000

Power		Torque	
(HP)	500	(ft-lbs)	450
RPM	6,500	RPM	4,500

Stock Tire	
Front Tire Size	325/30R18
Rear Tire Size	325/35R18
	Width/Aspect/Diameter

Speed	5.8	Acceleration	7.1
Braking	7.6	Handling	7.3

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2006	R3	Race Class	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Normally Aspirated	—	2646	50%	9.5

Esperante GTLM

North America

Panoz

Price (Credits): 133,500

Power		Torque	
(HP)	420	(ft-lbs)	390
RPM	6,600	RPM	3,500

Stock Tire	
Front Tire Size	255/45R18
Rear Tire Size	255/45R18
	Width/Aspect/Diameter

Speed	6.5	Acceleration	5.0
Braking	4.1	Handling	4.4

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	B	Production	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Supercharged	8.8	3384	53%	7.7

Peugeot

#3 Peugeot Talbot Sport 905 EVO 1C

Europe

Power		Torque	
(HP)	670	(ft-lbs)	359
RPM	11,000	RPM	7,700

Stock Tire	
Front Tire Size	320/30R17
Rear Tire Size	350/35R18
	Width/Aspect/Diameter

Speed	6.4	Acceleration	8.1
Braking	9.9	Handling	9.6

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1993	R1	Race Class	—	Prototype	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	10	Normally Aspirated	—	1962	51%	10.0

206 RC

Europe

Power		Torque	
(HP)	180	(ft-lbs)	152
RPM	7,000	RPM	4,700

Stock Tire	
Front Tire Size	225/40R17
Rear Tire Size	225/40R17
	Width/Aspect/Diameter

Speed	4.0	Acceleration	3.0
Braking	3.9	Handling	4.1

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2004	D	Production	—	Hatch	FWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Normally Aspirated	—	2425	64%	3.5

207 RC

Europe

Power		Torque	
(HP)	175	(ft-lbs)	177
RPM	5,800	RPM	1,600

Stock Tire	
Front Tire Size	205/45R17
Rear Tire Size	205/45R17
	Width/Aspect/Diameter

Speed	3.7	Acceleration	3.1
Braking	3.7	Handling	3.8

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2007	D	Production	—	Hatch	FWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Turbocharged	11.8	2824	63%	3.8

207 Super 2000

Peugeot

Europe

Price (Credits): 102,500

Power		Torque	
(HP)	280	(ft-lbs)	184
RPM	8,500	RPM	6,000

Stock Tire	
Front Tire Size	235/40R18
Rear Tire Size	235/40R18
	Width/Aspect/Diameter

Speed	4.2	Acceleration	4.1
Braking	5.1	Handling	4.8

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2007	B	Production	—	Hatch	AWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Normally Aspirated	—	2425	50%	7.1

Porsche

959

Porsche

Europe

Price (Credits): 187,500

Power		Torque	
(HP)	450	(ft-lbs)	370
RPM	6,500	RPM	5,500

Stock Tire	
Front Tire Size	235/45R17
Rear Tire Size	255/40R17
	Width/Aspect/Diameter

Speed	6.9	Acceleration	6.0
Braking	4.2	Handling	4.4

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1987	A	Production	—	Super Car	AWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Rear	6	Twin Turbocharged	14.1	3190	43%	9.7

#17 Racing Porsche AG 962c

Porsche

Europe

Price (Credits): 350,000

Power		Torque	
(HP)	650	(ft-lbs)	527
RPM	7,400	RPM	5,000

Stock Tire	
Front Tire Size	275/35R17
Rear Tire Size	335/35R17
	Width/Aspect/Diameter

Speed	6.4	Acceleration	8.3
Braking	9.8	Handling	9.6

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1987	R1	Race Class	—	Prototype	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	6	Twin Turbocharged	34.0	1874	48%	10.0

#22 3R-Racing 911 GT3 Cup

Porsche

Europe

Power		Torque	
(HP)	385	(ft-lbs)	280
RPM	7,200	RPM	7,200

Stock Tire	
Front Tire Size	240/35R18
Rear Tire Size	280/40R18
	Width/Aspect/Diameter

Speed	5.7	Acceleration	7.1
Braking	6.6	Handling	6.2

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	R4	Race Class	911	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Rear	6	Normally Aspirated	—	2447	41%	9.1

#23 Alex Job Racing 911 GT3-RSR

Porsche

Europe

Power		Torque	
(HP)	449	(ft-lbs)	302
RPM	8,500	RPM	7,200

Stock Tire	
Front Tire Size	245/45R18
Rear Tire Size	295/45R18
	Width/Aspect/Diameter

Speed	5.8	Acceleration	7.9
Braking	7.5	Handling	7.2

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2004	R3	Race Class	911	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Rear	6	Normally Aspirated	—	2293	41%	9.5

#26 Porsche AG 911 GT1-98

Porsche

Europe

Power		Torque	
(HP)	536	(ft-lbs)	464
RPM	7,200	RPM	5,000

Stock Tire	
Front Tire Size	270/35R18
Rear Tire Size	300/40R18
	Width/Aspect/Diameter

Speed	6.2	Acceleration	7.3
Braking	8.5	Handling	8.3

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1998	R2	Race Class	—	Prototype	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	6	Twin Turbocharged	27.0	2094	49%	9.8

#3 Lechner Racing School Team 1 911 GT3 Cup

Porsche

Europe

Price (Credits): 275,000

Power		Torque	
(HP)	394	(ft-lbs)	295
RPM	7,300	RPM	6,500

Stock Tire	
Front Tire Size	240/40R18
Rear Tire Size	280/40R18
	Width/Aspect/Diameter

Speed	5.9	Acceleration	7.2
Braking	6.6	Handling	6.2

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	R4	Race Class	911	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Rear	6	Normally Aspirated	—	2469	41%	9.1

#31 Peterson-White Lightning 911 GT3-RSR

Porsche

Europe

Price (Credits): 300,000

Power		Torque	
(HP)	449	(ft-lbs)	302
RPM	8,500	RPM	7,200

Stock Tire	
Front Tire Size	245/45R18
Rear Tire Size	295/45R18
	Width/Aspect/Diameter

Speed	5.8	Acceleration	7.9
Braking	7.5	Handling	7.2

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	R3	Race Class	911	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Rear	6	Normally Aspirated	—	2293	41%	9.5

#44 Flying Lizard 911 GT3-RSR

Porsche

Europe

Price (Credits): 300,000

Power		Torque	
(HP)	449	(ft-lbs)	302
RPM	8,500	RPM	7,200

Stock Tire	
Front Tire Size	245/45R18
Rear Tire Size	295/45R18
	Width/Aspect/Diameter

Speed	5.8	Acceleration	7.9
Braking	7.5	Handling	7.2

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	R3	Race Class	911	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Rear	6	Normally Aspirated	—	2293	41%	9.5

#5 XBOX 360 911 GT3-RSR

Europe

Porsche

Price (Credits): 300,000

Power	
(HP)	449
RPM	8,500

Torque	
(ft-lbs)	302
RPM	7,200

Stock Tire	
Front Tire Size	245/45R18
Rear Tire Size	295/45R18
	Width/Aspect/Diameter

Speed	5.8
Acceleration	7.8
Braking	7.5
Handling	7.2

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	R3	Race Class	911	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Rear	6	Normally Aspirated	—	2293	41%	9.5

#55 Applied Materials 911 GT3 Cup

Europe

Porsche

Price (Credits): 275,000

Power	
(HP)	385
RPM	7,300

Torque	
(ft-lbs)	287
RPM	6,300

Stock Tire	
Front Tire Size	240/35R18
Rear Tire Size	280/40R18
	Width/Aspect/Diameter

Speed	5.7
Acceleration	7.1
Braking	6.6
Handling	6.2

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	R4	Race Class	911	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Rear	6	Normally Aspirated	—	2447	41%	9.1

#57 Larbre McDonalds 996 GT3 Cup

Europe

Porsche

Price (Credits): 275,000

Power	
(HP)	380
RPM	7,200

Torque	
(ft-lbs)	280
RPM	6,200

Stock Tire	
Front Tire Size	240/35R18
Rear Tire Size	280/40R18
	Width/Aspect/Diameter

Speed	5.7
Acceleration	7.1
Braking	6.6
Handling	6.2

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2002	R4	Race Class	911	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Rear	6	Normally Aspirated	—	2447	41%	9.1

#66 AXA Racing 911 GT3 Cup

Porsche

Europe

Price (Credits): 275,000

Power	
(HP)	385
RPM	7,300

Torque	
(ft-lbs)	287
RPM	6,300

Stock Tire	
Front Tire Size	240/35R18
Rear Tire Size	280/40R18
	Width/Aspect/Diameter

Speed	5.7	Acceleration	7.1
Braking	6.6	Handling	6.2

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	R4	Race Class	911	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Rear	6	Normally Aspirated	—	2447	41%	9.1

#81 Synergy Racing 911 GT3 Cup

Porsche

Europe

Price (Credits): 275,000

Power	
(HP)	415
RPM	7,300

Torque	
(ft-lbs)	300
RPM	6,500

Stock Tire	
Front Tire Size	240/40R18
Rear Tire Size	280/40R18
	Width/Aspect/Diameter

Speed	5.9	Acceleration	7.3
Braking	6.6	Handling	6.1

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2006	R4	Race Class	911	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Rear	6	Normally Aspirated	—	2535	41%	9.1

#82 Red Bull 911 GT3 Cup

Porsche

Europe

Price (Credits): 275,000

Power	
(HP)	415
RPM	7,300

Torque	
(ft-lbs)	300
RPM	6,500

Stock Tire	
Front Tire Size	240/35R18
Rear Tire Size	280/40R18
	Width/Aspect/Diameter

Speed	5.9	Acceleration	7.2
Braking	6.6	Handling	6.2

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2006	R4	Race Class	911	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Rear	6	Normally Aspirated	—	2535	41%	9.1

911 Carrera RS

Europe

Porsche

Power		Torque	
(HP)	207	(ft-lbs)	188
RPM	6,300	RPM	5,100

Stock Tire	
Front Tire Size	185/70R15
Rear Tire Size	215/60R15
	Width/Aspect/Diameter

Speed	4.3	Acceleration	4.5
Braking	3.7	Handling	3.6

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1973	C	Production	911	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Rear	6	Normally Aspirated	—	2149	40%	7.1

911 GT2

Europe

Porsche

Power		Torque	
(HP)	430	(ft-lbs)	398
RPM	5,750	RPM	4,500

Stock Tire	
Front Tire Size	235/40R18
Rear Tire Size	285/35R18
	Width/Aspect/Diameter

Speed	6.4	Acceleration	6.0
Braking	4.6	Handling	4.7

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1995	A	Production	911	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Rear	6	Twin Turbocharged	11.8	2838	38%	9.2

911 GT3 (996)

Europe

Porsche

Power		Torque	
(HP)	375	(ft-lbs)	301
RPM	7,400	RPM	5,000

Stock Tire	
Front Tire Size	235/40R18
Rear Tire Size	295/30R18
	Width/Aspect/Diameter

Speed	6.3	Acceleration	5.6
Braking	4.6	Handling	4.6

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2004	A	Production	911	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Rear	6	Normally Aspirated	—	3004	38%	7.4

911 GT3 (997)

Porsche

Europe

Power		Torque	
(HP)	415	(ft-lbs)	300
RPM	7,600	RPM	5,500

Stock Tire	
Front Tire Size	235/35R19
Rear Tire Size	305/30R19
	Width/Aspect/Diameter

Speed	7.0	Acceleration	5.8
Braking	4.7	Handling	4.7

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2007	A	Production	911	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Rear	6	Normally Aspirated	—	3075	38%	7.6

911 Turbo (997)

Porsche

Europe

Power		Torque	
(HP)	480	(ft-lbs)	458
RPM	6,000	RPM	1,950

Stock Tire	
Front Tire Size	235/35R19
Rear Tire Size	305/30R19
	Width/Aspect/Diameter

Speed	7.0	Acceleration	5.8
Braking	4.7	Handling	4.6

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2007	A	Production	911	Coupe	AWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Rear	6	Twin Turbocharged	20.9	3494	39%	6.9

911 Turbo 3.3

Porsche

Power		Torque	
(HP)	300	(ft-lbs)	304
RPM	5,500	RPM	4,500

Stock Tire	
Front Tire Size	205/55R16
Rear Tire Size	245/45R16
	Width/Aspect/Diameter

Speed	5.3	Acceleration	4.4
Braking	4.0	Handling	4.0

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1982	B	Production	911	Coupe	RWD	4

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Rear	6	Turbocharged	7.0	2961	38%	5.7

914/6

Europe

Porsche

Power		Torque	
(HP)	125	(ft-lbs)	131
RPM	5,800	RPM	4,200

Stock Tire	
Front Tire Size	185/65R14
Rear Tire Size	185/65R14
	Width/Aspect/Diameter

Speed	3.1	Acceleration	3.1
Braking	4.0	Handling	3.9

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1970	D	Production	—	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	6	Normally Aspirated	—	2196	45%	6.8

944 Turbo

Europe

Porsche

Power		Torque	
(HP)	247	(ft-lbs)	250
RPM	6,000	RPM	4,000

Stock Tire	
Front Tire Size	225/50R16
Rear Tire Size	245/45R16
	Width/Aspect/Diameter

Speed	5.2	Acceleration	3.9
Braking	3.8	Handling	4.1

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1989	C	Production	—	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Turbocharged	11.1	3060	50%	4.8

Boxster S

Europe

Porsche

Power		Torque	
(HP)	258	(ft-lbs)	229
RPM	6,200	RPM	4,600

Stock Tire	
Front Tire Size	205/50R17
Rear Tire Size	255/40R17
	Width/Aspect/Diameter

Speed	5.9	Acceleration	4.7
Braking	3.9	Handling	4.2

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	B	Production	—	Roadster	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	6	Normally Aspirated	—	2855	46%	4.5

Porsche

Carrera GT

Europe

Power		Torque	
(HP)	603	(ft-lbs)	435
RPM	8,000	RPM	5,750

Stock Tire	
Front Tire Size	265/35R19
Rear Tire Size	335/30R20
	Width/Aspect/Diameter

Speed	7.5	Acceleration	6.8
Braking	5.5	Handling	5.3

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	S	Production	—	Super Car	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	10	Normally Aspirated	—	3258	42%	9.4

Porsche

Cayman S

Europe

Power		Torque	
(HP)	295	(ft-lbs)	255
RPM	6,250	RPM	4,400

Stock Tire	
Front Tire Size	235/40R18
Rear Tire Size	265/40R18
	Width/Aspect/Diameter

Speed	5.9	Acceleration	4.5
Braking	4.1	Handling	4.4

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2006	B	Production	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	6	Normally Aspirated	—	2954	45%	4.7

Proto Motors

Spirra

Asia

Power		Torque	
(HP)	320	(ft-lbs)	295
RPM	6,400	RPM	4,800

Stock Tire	
Front Tire Size	225/40R18
Rear Tire Size	275/35R18
	Width/Aspect/Diameter

Speed	5.6	Acceleration	5.2
Braking	4.3	Handling	4.5

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2006	B	Production	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	8	Normally Aspirated	—	2403	43%	7.5

Renault

Sport Clio V6 RS

Europe

Renault

Price (Credits): 30,500

Power	
(HP)	255
RPM	7,150

Torque	
(ft-lbs)	221
RPM	4,650

Stock Tire	
Front Tire Size	205/40R18
Rear Tire Size	245/40R18
	Width/Aspect/Diameter

Speed	4.4	Acceleration	3.9
Braking	4.0	Handling	3.9

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	C	Production	—	Hatch	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	6	Normally Aspirated	—	3086	40%	5.0

Saleen

#11 Graham Nash Motorsport S7R

North America

Saleen

Price (Credits): 325,000

Power	
(HP)	630
RPM	6,000

Torque	
(ft-lbs)	610
RPM	5,100

Stock Tire	
Front Tire Size	325/30R18
Rear Tire Size	355/35R18
	Width/Aspect/Diameter

Speed	6.3	Acceleration	8.7
Braking	8.4	Handling	8.0

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2002	R2	Race Class	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	8	Normally Aspirated	—	2646	40%	9.8

#2 Konrad Motorsports S7R

North America

Saleen

Price (Credits): 325,000

Power	
(HP)	630
RPM	6,000

Torque	
(ft-lbs)	610
RPM	5,100

Stock Tire	
Front Tire Size	325/30R18
Rear Tire Size	355/35R18
	Width/Aspect/Diameter

Speed	6.3	Acceleration	8.7
Braking	8.4	Handling	8.0

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	R2	Race Class	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	8	Normally Aspirated	—	2646	40%	9.8

#26 Konrad Motorsports S7R

Saleen

North America

Power		Torque	
(HP)	630	(ft-lbs)	610
RPM	6,000	RPM	5,100

Stock Tire	
Front Tire Size	325/30R18
Rear Tire Size	355/35R18
	Width/Aspect/Diameter

Speed	6.3	Acceleration	8.7
Braking	8.4	Handling	8.0

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2001	R2	Race Class	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	8	Normally Aspirated	—	2646	40%	9.8

S281

Saleen

North America

Power		Torque	
(HP)	365	(ft-lbs)	400
RPM	5,500	RPM	3,000

Stock Tire	
Front Tire Size	255/35R18
Rear Tire Size	265/35R18
	Width/Aspect/Diameter

Speed	5.9	Acceleration	4.4
Braking	3.6	Handling	3.8

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2000	C	Production	Mustang	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Supercharged	6.0	3064	56%	5.4

S281 E

Saleen

North America

Power		Torque	
(HP)	550	(ft-lbs)	500
RPM	6,400	RPM	4,900

Stock Tire	
Front Tire Size	275/35R20
Rear Tire Size	275/40R20
	Width/Aspect/Diameter

Speed	7.3	Acceleration	5.4
Braking	4.0	Handling	4.1

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2006	A	Production	Mustang	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Supercharged	12.2	3550	53%	6.1

Saleen

S7

North America

Power		Torque	
(HP)	550	(ft-lbs)	525
RPM	6,200	RPM	4,000

Stock Tire	
Front Tire Size	275/30R19
Rear Tire Size	345/25R20
	Width/Aspect/Diameter

Speed	7.5	Acceleration	6.9
Braking	6.5	Handling	6.6

Price (Credits): 250,000

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2004	S	Production	—	Super Car	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	8	Normally Aspirated	—	2865	40%	9.8

Scion

Scion

tC

North America

Power		Torque	
(HP)	160	(ft-lbs)	163
RPM	5,700	RPM	4,000

Stock Tire	
Front Tire Size	215/45R17
Rear Tire Size	215/45R17
	Width/Aspect/Diameter

Speed	3.7	Acceleration	3.0
Braking	3.7	Handling	3.9

Price (Credits): 9,000

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	D	Production	—	Coupe	FWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Normally Aspirated	—	2905	61%	3.0

SEAT

SEAT

Cupra GT Prototype

North America

Power		Torque	
(HP)	500	(ft-lbs)	443
RPM	6,400	RPM	5,200

Stock Tire	
Front Tire Size	265/35R18
Rear Tire Size	285/40R18
	Width/Aspect/Diameter

Speed	5.3	Acceleration	6.5
Braking	7.5	Handling	7.0

Price (Credits): 250,000

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	S	Production	—	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	6	Twin Turbocharged	26.0	2535	45%	9.8

SEAT

Leon Cupra R

Europe

Power		Torque	
(HP)	222	(ft-lbs)	200
RPM	6,400	RPM	4,100

Stock Tire	
Front Tire Size	225/40R18
Rear Tire Size	225/40R18
	Width/Aspect/Diameter

Speed	4.7	Acceleration	3.6
Braking	3.8	Handling	4.0

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	C	Production	—	Hatch	FWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Turbocharged	9.0	2910	61%	4.4

Shelby

Cobra 427 S/C

Europe

Power		Torque	
(HP)	485	(ft-lbs)	491
RPM	6,800	RPM	6,200

Stock Tire	
Front Tire Size	235/60R15
Rear Tire Size	275/50R15
	Width/Aspect/Diameter

Speed	4.8	Acceleration	5.9
Braking	4.1	Handling	3.9

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1965	A	Production	—	Roadster	RWD	4

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Normally Aspirated	—	2350	50%	8.6

Shelby

GT500

North America

Power		Torque	
(HP)	500	(ft-lbs)	480
RPM	6,000	RPM	4,500

Stock Tire	
Front Tire Size	255/45R18
Rear Tire Size	285/45R18
	Width/Aspect/Diameter

Speed	6.6	Acceleration	4.6
Braking	3.7	Handling	3.9

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2007	B	Production	Mustang	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Supercharged	9.0	3920	57%	5.5

Mustang GT-500KR

Shelby

North America

Power		Torque	
(HP)	339	(ft-lbs)	440
RPM	4,800	RPM	3,200

Stock Tire	
Front Tire Size	215/70R15
Rear Tire Size	215/70R15
	Width/Aspect/Diameter

Speed	4.9	Acceleration	4.1
Braking	3.1	Handling	3.1

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1968	D	Production	Mustang	Muscle Car	RWD	4

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Normally Aspirated	—	3569	57%	8.6

Series 1

Shelby

North America

Power		Torque	
(HP)	320	(ft-lbs)	290
RPM	6,500	RPM	5,000

Stock Tire	
Front Tire Size	265/40R18
Rear Tire Size	315/40R18
	Width/Aspect/Diameter

Speed	5.9	Acceleration	5.3
Braking	4.7	Handling	4.9

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1999	A	Production	—	Roadster	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Normally Aspirated	—	2650	50%	8.4

Subaru

#77 CUSCO SUBARU ADVAN IMPREZA

Subaru

North America

Power		Torque	
(HP)	335	(ft-lbs)	282
RPM	6,600	RPM	5,500

Stock Tire	
Front Tire Size	280/40R18
Rear Tire Size	280/40R18
	Width/Aspect/Diameter

Speed	5.9	Acceleration	6.1
Braking	6.6	Handling	6.4

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	R4	Race Class	Impreza	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Turbocharged	22.0	2513	50%	9.1

Impreza 22B STi

Subaru — Asia

Power		Torque	
(HP)	276	(ft-lbs)	272
RPM	6,800	RPM	3,400

Stock Tire	
Front Tire Size	235/40R17
Rear Tire Size	235/40R17
	Width/Aspect/Diameter

Speed	4.8	Acceleration	4.8
Braking	4.1	Handling	4.1

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1998	B	Production	Impreza	Coupe	AWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Turbocharged	15.1	2799	55%	6.2

Impreza S204

Subaru — Asia

Power		Torque	
(HP)	320	(ft-lbs)	319
RPM	6,400	RPM	4,400

Stock Tire	
Front Tire Size	235/40R18
Rear Tire Size	235/40R18
	Width/Aspect/Diameter

Speed	5.5	Acceleration	4.9
Braking	4.2	Handling	4.4

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2006	B	Production	Impreza	Saloon	AWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Turbocharged	17.5	3200	61%	6.5

Impreza WRX STi

Subaru — Asia

Power		Torque	
(HP)	301	(ft-lbs)	317
RPM	6,100	RPM	3,800

Stock Tire	
Front Tire Size	225/45R17
Rear Tire Size	225/45R17
	Width/Aspect/Diameter

Speed	5.3	Acceleration	4.8
Braking	3.6	Handling	3.9

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2004	C	Production	Impreza	Saloon	AWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Turbocharged	17.5	3153	61%	4.0

Impreza WRX STI

Subaru

Asia

Power	
(HP)	301
RPM	6,100

Torque	
(ft-lbs)	317
RPM	3,800

Stock Tire	
Front Tire Size	225/45R17
Rear Tire Size	225/45R17
	Width/Aspect/Diameter

Speed	5.2	Acceleration	4.7
Braking	3.6	Handling	3.8

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	C	Production	Impreza	Saloon	AWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Turbocharged	17.5	3218	61%	3.9

Legacy B4 2.0 GT

Subaru

Asia

Power	
(HP)	276
RPM	6,800

Torque	
(ft-lbs)	253
RPM	2,700

Stock Tire	
Front Tire Size	215/45R17
Rear Tire Size	215/45R17
	Width/Aspect/Diameter

Speed	5.2	Acceleration	4.1
Braking	3.6	Handling	3.8

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	C	Production	—	Saloon	AWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Turbocharged	14.2	3153	52%	3.8

Tommy Kaira Impreza M20b

Subaru

Asia

Power	
(HP)	350
RPM	6,400

Torque	
(ft-lbs)	332
RPM	4,300

Stock Tire	
Front Tire Size	235/40R18
Rear Tire Size	235/40R18
	Width/Aspect/Diameter

Speed	5.7	Acceleration	5.2
Braking	4.2	Handling	4.4

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1998	B	Custom Tuned	Impreza	Coupe	AWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Turbocharged	18.9	3174	55%	8.9

Toyota

#25 ECLIPSE ADVAN SUPRA

Asia

Power		Torque	
(HP)	480	(ft-lbs)	376
RPM	7,600	RPM	5,600

Stock Tire

Front Tire Size	330/40R18
Rear Tire Size	330/40R18

Width/Aspect/Diameter

Speed	5.8	Acceleration	7.0
Braking	7.7	Handling	7.5

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2006	R3	Race Class	Supra	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Normally Aspirated	—	2513	52%	9.4

#3 Toyota Motorsports GT-ONE TS020

Asia

Power		Torque	
(HP)	610	(ft-lbs)	516
RPM	6,800	RPM	4,200

Stock Tire

Front Tire Size	330/30R18
Rear Tire Size	360/35R18

Width/Aspect/Diameter

Speed	6.5	Acceleration	8.7
Braking	9.9	Handling	9.6

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1999	R1	Race Class	—	Prototype	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	8	Twin Turbocharged	26.0	1984	46%	10.0

#35 Yellow Hat YMS Supra

Asia

Power		Torque	
(HP)	480	(ft-lbs)	376
RPM	7,600	RPM	5,600

Stock Tire

Front Tire Size	330/40R18
Rear Tire Size	330/40R18

Width/Aspect/Diameter

Speed	5.8	Acceleration	7.0
Braking	7.7	Handling	7.5

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2004	R3	Race Class	Supra	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Normally Aspirated	—	2513	52%	9.4

#36 OPEN INTERFACE TOM'S SUPRA

Asia

Toyota

Price (Credits): 300,000

Power	
(HP)	480
RPM	7,600

Torque	
(ft-lbs)	376
RPM	5,600

Stock Tire	
Front Tire Size	330/40R18
Rear Tire Size	330/40R18
	Width/Aspect/Diameter

Speed	5.8	Acceleration	6.9
Braking	7.8	Handling	7.5

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	R3	Race Class	Supra	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Normally Aspirated	—	2513	52%	9.4

#6 EXXON Superflo Supra

Asia

Toyota

Price (Credits): 300,000

Power	
(HP)	480
RPM	7,600

Torque	
(ft-lbs)	376
RPM	5,600

Stock Tire	
Front Tire Size	330/40R18
Rear Tire Size	330/40R18
	Width/Aspect/Diameter

Speed	5.8	Acceleration	6.9
Braking	7.7	Handling	7.5

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	R3	Race Class	Supra	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Normally Aspirated	—	2513	52%	9.4

2000GT

Asia

Toyota

Price (Credits): 54,500

Power	
(HP)	150
RPM	6,600

Torque	
(ft-lbs)	130
RPM	5,000

Stock Tire	
Front Tire Size	165/70R15
Rear Tire Size	165/70R15
	Width/Aspect/Diameter

Speed	4.3	Acceleration	3.0
Braking	3.3	Handling	3.6

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1969	D	Production	—	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Normally Aspirated	—	2541	50%	8.0

AB Flug S900 Supra Turbo

Asia

Toyota

Power		Torque	
(HP)	888	(ft-lbs)	625
RPM	8,000	RPM	6,000

Stock Tire	
Front Tire Size	255/35R18
Rear Tire Size	295/35R18
	Width/Aspect/Diameter

Speed	8.2	Acceleration	6.1
Braking	4.5	Handling	4.6

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1998	S	Custom Tuned	Supra	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Turbocharged	26.0	3329	53%	9.0

Altezza RS200

Asia

Toyota

Power		Torque	
(HP)	207	(ft-lbs)	159
RPM	7,600	RPM	7,300

Stock Tire	
Front Tire Size	215/45R17
Rear Tire Size	215/45R17
	Width/Aspect/Diameter

Speed	4.7	Acceleration	3.2
Braking	3.7	Handling	3.9

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2004	D	Production	Altezza	Saloon	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Normally Aspirated	—	2954	51%	3.2

APR Performance Celica GTS

Asia

Toyota

Power		Torque	
(HP)	223	(ft-lbs)	168
RPM	8,200	RPM	4,500

Stock Tire	
Front Tire Size	245/35R19
Rear Tire Size	275/30R19
	Width/Aspect/Diameter

Speed	4.0	Acceleration	4.0
Braking	4.7	Handling	4.7

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	C	Custom Tuned	Celica	Coupe	FWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Supercharged	7.1	2535	60%	9.0

Border MR2 Turbo T-bar

Asia

Toyota

Power	
(HP)	210
RPM	6,000

Torque	
(ft-lbs)	205
RPM	3,200

Stock Tire	
Front Tire Size	225/45R16
Rear Tire Size	255/40R16
	Width/Aspect/Diameter

Speed	5.1	Acceleration	4.1
Braking	4.2	Handling	4.4

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1995	C	Custom Tuned	MR	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	4	Turbocharged	11.8	2960	42%	8.6

Celica SS-I

Asia

Toyota

Power	
(HP)	187
RPM	7,600

Torque	
(ft-lbs)	136
RPM	6,800

Stock Tire	
Front Tire Size	205/50R16
Rear Tire Size	205/50R16
	Width/Aspect/Diameter

Speed	4.5	Acceleration	3.2
Braking	3.7	Handling	3.9

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	D	Production	Celica	Coupe	FWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Normally Aspirated	—	2491	64%	3.6

Do-Luck Supra

Asia

Toyota

Power	
(HP)	375
RPM	6,700

Torque	
(ft-lbs)	303
RPM	4,000

Stock Tire	
Front Tire Size	245/40R17
Rear Tire Size	245/40R17
	Width/Aspect/Diameter

Speed	6.0	Acceleration	4.5
Braking	4.2	Handling	4.4

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1992	B	Custom Tuned	Supra	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Twin Turbocharged	14.7	3351	52%	8.6

MR2 GT

Asia

Toyota

Power		Torque	
(HP)	241	(ft-lbs)	225
RPM	6,000	RPM	4,700

Stock Tire	
Front Tire Size	195/55R15
Rear Tire Size	225/50R15
	Width/Aspect/Diameter

Speed	5.1	Acceleration	4.3
Braking	3.5	Handling	3.7

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1995	C	Production	MR	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	4	Turbocharged	13.0	2778	42%	3.6

MR-S

Asia

Toyota

Power		Torque	
(HP)	138	(ft-lbs)	125
RPM	6,400	RPM	4,400

Stock Tire	
Front Tire Size	185/55R15
Rear Tire Size	205/50R15
	Width/Aspect/Diameter

Speed	3.6	Acceleration	3.1
Braking	4.2	Handling	4.2

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2002	D	Production	MR	Roadster	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	4	Normally Aspirated	—	2195	45%	3.4

Soarer 430SCV

Asia

Toyota

Power		Torque	
(HP)	286	(ft-lbs)	317
RPM	5,600	RPM	3,400

Stock Tire	
Front Tire Size	245/40R18
Rear Tire Size	245/40R18
	Width/Aspect/Diameter

Speed	6.0	Acceleration	3.7
Braking	3.6	Handling	3.9

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2002	C	Production	—	Roadster	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Normally Aspirated	—	3814	53%	4.7

Sprinter Trueno GT Apex

Asia

Toyota

Power	
(HP)	130
RPM	6,600

Torque	
(ft-lbs)	112
RPM	5,200

Stock Tire	
Front Tire Size	185/60R14
Rear Tire Size	185/60R14
	Width/Aspect/Diameter

Speed	3.1	Acceleration	3.3
Braking	4.0	Handling	3.8

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1985	D	Production	—	Hatch	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Normally Aspirated	—	2105	53%	4.3

Supra 2.0 GT Twin Turbo

Asia

Toyota

Power	
(HP)	210
RPM	6,200

Torque	
(ft-lbs)	203
RPM	3,800

Stock Tire	
Front Tire Size	225/50R16
Rear Tire Size	225/50R16
	Width/Aspect/Diameter

Speed	5.0	Acceleration	3.3
Braking	3.6	Handling	3.8

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1992	D	Production	Supra	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Twin Turbocharged	11.0	3439	53%	3.6

Supra RZ

Asia

Toyota

Power	
(HP)	326
RPM	6,000

Torque	
(ft-lbs)	315
RPM	3,600

Stock Tire	
Front Tire Size	235/45R17
Rear Tire Size	255/40R17
	Width/Aspect/Diameter

Speed	5.8	Acceleration	4.4
Braking	3.8	Handling	4.1

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1998	B	Production	Supra	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Twin Turbocharged	11.5	3285	53%	5.1

Tom's T020 MR2

Asia

Toyota

Power		Torque	
(HP)	235	(ft-lbs)	186
RPM	6,800	RPM	5,600

Stock Tire	
Front Tire Size	205/45R16
Rear Tire Size	215/40R17
	Width/Aspect/Diameter

Speed	5.0	Acceleration	4.1
Braking	4.2	Handling	4.3

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1995	C	Custom Tuned	MR	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	4	Turbocharged	13.0	2500	45%	8.5

Tom's W123 MR-S

Asia

Toyota

Power		Torque	
(HP)	187	(ft-lbs)	185
RPM	6,000	RPM	4,400

Stock Tire	
Front Tire Size	195/45R16
Rear Tire Size	205/45R16
	Width/Aspect/Diameter

Speed	4.1	Acceleration	4.3
Braking	4.4	Handling	4.3

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2002	C	Custom Tuned	MR	Roadster	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	4	Turbocharged	7.3	2230	45%	8.5

Tom's Z382 Soarer

Asia

Toyota

Power		Torque	
(HP)	353	(ft-lbs)	412
RPM	5,300	RPM	3,700

Stock Tire	
Front Tire Size	245/35R19
Rear Tire Size	275/30R19
	Width/Aspect/Diameter

Speed	6.1	Acceleration	4.5
Braking	4.0	Handling	4.3

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2002	B	Custom Tuned	—	Roadster	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	8	Supercharged	5.0	3814	52%	8.5

Top Secret 0-300 Supra

Asia

Toyota

Power	
(HP)	986
RPM	8,000

Torque	
(ft-lbs)	650
RPM	6,500

Stock Tire	
Front Tire Size	255/35R18
Rear Tire Size	295/35R18
	Width/Aspect/Diameter

Speed	8.2	Acceleration	6.3
Braking	4.7	Handling	4.9

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1998	S	Custom Tuned	Supra	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Twin Turbocharged	28.0	3285	53%	9.0

VeilSide Supra Fortune 03

Asia

Toyota

Power	
(HP)	860
RPM	7,900

Torque	
(ft-lbs)	625
RPM	6,000

Stock Tire	
Front Tire Size	245/40R18
Rear Tire Size	295/35R18
	Width/Aspect/Diameter

Speed	8.6	Acceleration	6.0
Braking	4.5	Handling	4.6

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1998	S	Custom Tuned	Supra	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Turbocharged	25.0	3320	53%	9.0

VeilSide Supra Fortune 99

Asia

Toyota

Power	
(HP)	1051
RPM	7,400

Torque	
(ft-lbs)	774
RPM	6,900

Stock Tire	
Front Tire Size	245/40R18
Rear Tire Size	295/35R18
	Width/Aspect/Diameter

Speed	9.1	Acceleration	6.0
Braking	4.5	Handling	4.7

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1998	S	Custom Tuned	Supra	Coupe	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Turbocharged	29.4	3260	53%	9.0

VIS Racing MR2 Turbo T-bar

Asia

Toyota

Price (Credits): 94,000

Power		Torque	
(HP)	241	(ft-lbs)	219
RPM	6,500	RPM	4,700

Stock Tire	
Front Tire Size	195/55R15
Rear Tire Size	225/50R15
	Width/Aspect/Diameter

Speed	5.1	Acceleration	4.2
Braking	4.1	Handling	4.2

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1995	C	Custom Tuned	MR	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Mid	4	Turbocharged	13.0	2822	42%	8.6

TVR

Cerbera Speed 12

Asia

TVR

Price (Credits): 250,000

Power		Torque	
(HP)	800	(ft-lbs)	649
RPM	7,200	RPM	5,700

Stock Tire	
Front Tire Size	285/35R18
Rear Tire Size	345/35R18
	Width/Aspect/Diameter

Speed	8.6	Acceleration	7.1
Braking	5.7	Handling	5.7

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1998	U	Production	—	Super Car	RWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	12	Normally Aspirated	—	2359	50%	10.0

Sagaris

Europe

TVR

Price (Credits): 203,500

Power		Torque	
(HP)	400	(ft-lbs)	320
RPM	7,000	RPM	5,800

Stock Tire	
Front Tire Size	255/35R18
Rear Tire Size	255/35R18
	Width/Aspect/Diameter

Speed	5.9	Acceleration	5.5
Braking	4.9	Handling	5.0

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2005	A	Production	—	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Normally Aspirated	—	2377	53%	8.9

Tuscan R

TVR

Europe

Power		Torque	
(HP)	450	(ft-lbs)	350
RPM	7,500	RPM	5,200

Stock Tire	
Front Tire Size	225/35R18
Rear Tire Size	255/35R18
	Width/Aspect/Diameter

Speed	7.0	Acceleration	5.7
Braking	4.7	Handling	4.7

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2001	A	Production	—	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Normally Aspirated	—	2337	55%	9.2

Tuscan S

TVR

Europe

Power		Torque	
(HP)	380	(ft-lbs)	320
RPM	7,000	RPM	5,000

Stock Tire	
Front Tire Size	225/35R18
Rear Tire Size	255/35R18
	Width/Aspect/Diameter

Speed	6.6	Acceleration	5.6
Braking	4.2	Handling	4.4

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2001	A	Production	—	Coupe	RWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Normally Aspirated	—	2425	50%	8.5

Volkswagen

Beetle

Volkswagen

Europe

Power		Torque	
(HP)	177	(ft-lbs)	169
RPM	6,000	RPM	3,900

Stock Tire	
Front Tire Size	205/55R16
Rear Tire Size	205/55R16
	Width/Aspect/Diameter

Speed	3.6	Acceleration	3.3
Braking	3.8	Handling	3.8

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2004	D	Production	—	Hatch	FWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Turbocharged	6.0	2820	63%	3.0

Bora VR6

Volkswagen

Europe

Power		Torque	
(HP)	201	(ft-lbs)	199
RPM	6,200	RPM	3,200

Stock Tire	
Front Tire Size	225/45R17
Rear Tire Size	225/45R17
	Width/Aspect/Diameter

Speed	4.4	Acceleration	3.2
Braking	3.6	Handling	3.9

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	D	Production	—	Saloon	AWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Normally Aspirated	—	3212	57%	3.9

Corrado VR6

Volkswagen

Europe

Power		Torque	
(HP)	178	(ft-lbs)	177
RPM	5,800	RPM	4,200

Stock Tire	
Front Tire Size	205/50R15
Rear Tire Size	205/50R15
	Width/Aspect/Diameter

Speed	4.3	Acceleration	3.2
Braking	3.6	Handling	3.7

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1995	D	Production	—	Hatch	FWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Normally Aspirated	—	2837	61%	3.6

Golf GTi

Volkswagen

Europe

Power		Torque	
(HP)	197	(ft-lbs)	198
RPM	6,000	RPM	3,900

Stock Tire	
Front Tire Size	225/45R17
Rear Tire Size	225/45R17
	Width/Aspect/Diameter

Speed	4.4	Acceleration	3.5
Braking	3.8	Handling	4.0

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2006	D	Production	Golf	Hatch	FWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Turbocharged	8.0	2932	59%	3.4

Golf GTi 16v Mk2

Volkswagen

Europe

Power		Torque	
(HP)	150	(ft-lbs)	137
RPM	6,100	RPM	4,600

Stock Tire	
Front Tire Size	195/50R15
Rear Tire Size	195/50R15
	Width/Aspect/Diameter

Speed	3.5	Acceleration	3.0
Braking	3.7	Handling	3.9

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
1992	D	Production	Golf	Hatch	FWD	5

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	4	Normally Aspirated	—	2226	63%	3.5

Golf R32

Volkswagen

Europe

Power		Torque	
(HP)	241	(ft-lbs)	236
RPM	6,200	RPM	2,800

Stock Tire	
Front Tire Size	225/40R18
Rear Tire Size	225/40R18
	Width/Aspect/Diameter

Speed	4.9	Acceleration	3.8
Braking	3.7	Handling	3.9

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2003	C	Production	Golf	Hatch	AWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	6	Normally Aspirated	—	3256	57%	3.7

Volvo

#24 At-Speed S60 R

Volvo

Europe

Power		Torque	
(HP)	450	(ft-lbs)	421
RPM	6,500	RPM	4,300

Stock Tire	
Front Tire Size	305/35R18
Rear Tire Size	305/35R18
	Width/Aspect/Diameter

Speed	5.7	Acceleration	7.3
Braking	6.5	Handling	6.2

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2004	R4	Race Class	—	Saloon	AWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	5	Turbocharged	26.5	2900	60%	9.1

S60 R

Europe

Volvo

Power		Torque	
(HP)	300	(ft-lbs)	286
RPM	5,900	RPM	4,000

Stock Tire

Front Tire Size	235/45R17
Rear Tire Size	235/40R17

Width/Aspect/Diameter

Speed	5.6	Acceleration	4.0
Braking	3.6	Handling	3.8

Year	Class	Type	Model Family	Body Style	Drive Type	Number of Gears
2004	C	Production	—	Saloon	AWD	6

Engine Placement	Number of Cylinders	Engine Aspiration	Boost Pressure (psi)	Curb Weight (lbs)	Front Weight (%)	Rarity
Front	5	Turbocharged	14.7	3609	57%	4.4

Upgrades and Tuning

Upgrades

Engine and Power

Engine and power upgrades can improve your car's acceleration and speed. You can add a more aggressive cam, stiffer valve springs, improved intake and exhaust systems, and a turbo or supercharger to get more power out of your engine. While you can combine several engine and power upgrade types to get the most out of your engine, remember that extra power alone won't win races. Winning performance calls for a balance between power and handling.

Racing 101

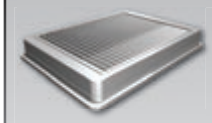
Three Stages

There are three upgrade levels in increasing cost and resulting performance gains:

1. Street
2. Sport
3. Race

Intake

Intake upgrades help the engine inhale more freely. Less-restrictive air filters and a tuned intake manifold allow more air into the engine, making it more powerful.



STREET INTAKE PACKAGE: *Install a high-flow replacement air-filter element. This upgrade provides a mild performance increase.*

SPORT INTAKE PACKAGE: *Replace stock intake system with high-flow cone air filters. This upgrade provides a medium performance increase.*

RACE INTAKE PACKAGE: *Install a pressurized carbon-fiber cold-air intake system and a resonance-tuned carbon-Kevlar intake manifold and plenum. This upgrade provides a major performance increase.*

Exhaust

Exhaust-system upgrades such as improved headers, mufflers, bypasses, and large-bore tubing provide extra power for relatively little money. They let the engine exhale more freely, creating more power by reducing back pressure and extracting exhaust gases more efficiently. The upgrades also make an audible difference.

STREET EXHAUST PACKAGE: *Install a high-performance, mandrel-bent cat-back exhaust system with stainless-steel sport mufflers for more efficient breathing. This upgrade provides a mild performance increase.*

SPORT EXHAUST PACKAGE: *Install stainless-steel headers and downpipes, 100-cell catalytic converters, and a larger-diameter, flow-optimized cat-back exhaust. This upgrade provides a medium performance increase.*

RACE EXHAUST PACKAGE: *Install port-matched, lightweight titanium antireversion headers and a straight-through big-bore titanium racing exhaust system. This upgrade provides a major performance increase.*

Ignition

Ignition upgrades help the engine burn more fuel more efficiently to produce more power. Adding better coils, spark plugs, and ignition wiring can make a significant difference in engine power and car performance.

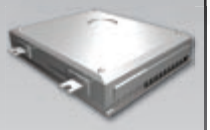
STREET IGNITION PACKAGE: *Add silicon-insulated ignition wires and high-performance spark plugs. This upgrade provides a mild performance increase.*

SPORT IGNITION PACKAGE: *Install a capacitive-discharge coil pack, colder-range spark plugs, and grounded ignition wires. This upgrade provides a medium performance increase.*

RACE IGNITION PACKAGE: *Install crank-fired racing ignition, individual race coils per cylinder, and race-spec spark plugs. This upgrade provides a major performance increase.*

Fuel System

Fuel system upgrades can yield big power increases. They provide more efficient fuel flow, more precise timing, the ability to use higher-octane fuel, and they extract more power from the fuel you use. These changes can be as simple as installing a custom engine control unit (ECU) chip or as complex as changing the fuel pump and tank, injectors, and fuel hoses.



STREET FUEL PACKAGE: *Install a custom engine control unit (ECU) chip to optimize fueling and timing when using pump fuel. This upgrade provides a mild performance increase.*

SPORT FUEL PACKAGE: *Install a piggyback ECU fuel and timing management system, a high-flow fuel pump, rails and filters, and injectors. This upgrade provides a medium performance increase.*

RACE FUEL PACKAGE: *Install a custom racing electronic fuel-injection system, and optimize tuning for high-octane race fuel by installing twin racing fuel pumps, a foam-filled racing fuel cell, a programmable wideband standalone fuel-management system, and braided fuel hoses. This upgrade provides a major performance increase.*

Cams and Valves

Upgraded cams and valves let your engine breathe more freely and rev to higher rpm, producing more torque and power. The net result is a higher redline and more power in the high-rpm range.

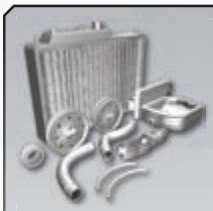
STREET CAMS AND VALVES PACKAGE: *Install mild aftermarket cams with lightweight titanium retainers and an adjustable cam pulley degreed for optimal performance. This upgrade provides a mild performance increase.*

SPORT CAMS AND VALVES PACKAGE: *Port and polish intake and exhaust ports with multiangle valve grind and CC'd combustion chambers, and match ports to intake and exhaust manifolds. Install thin head gaskets to slightly increase compression, and put in sodium-filled lightweight valves, more aggressive cams, and stiffer valve springs. This upgrade provides a medium performance increase.*

RACE CAMS AND VALVES PACKAGE: *Aggressive port and polish with reshaped ports and combustion chambers. Install oversized titanium valves with high-temperature ceramic coating, racing cams, and individual throttle bodies per cylinder. Eliminate the variable-valve-timing system where applicable. This upgrade provides a major performance increase.*

Engine Block

Engine block upgrades make the engine more durable and less damage-prone. They can also reduce friction and inertia and increase displacement and compression to make the engine more powerful and responsive.



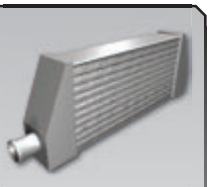
STREET ENGINE BLOCK PACKAGE: *Install lightweight underdrive pulleys, thermostat, high-pressure radiator cap, silicon coolant hose, high-efficiency radiator, stiff engine mounts, oil cooler, and high-pressure/volume oil pump or relief spring. This upgrade provides a mild performance increase.*

SPORT ENGINE BLOCK PACKAGE: *Balance and blueprint the crank, rods, and pistons. Install high-compression forged aluminum pistons with friction coating on skirts, performance rings, lightweight 4130 chromoly rods, and heavy-duty bolts for rod end and main bearing caps; drill the crank for better oil delivery. This upgrade provides a medium performance increase.*

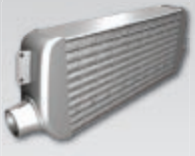
RACE ENGINE BLOCK PACKAGE: *Bore and stroke the engine, and reinforce the deck or resleeve the cylinders if necessary. Completely balance and blueprint the bottom end. Install forged knife-edge crank, titanium rods, lightweight piston pins, high-compression forged pistons, a dry sump oiling system, and solid engine mounts. Work all oil ports for increased flow and control, and remove accessories and ancillaries for reduced parasitic drag. This upgrade provides a major performance increase.*

Intercooler

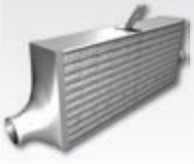
An intercooler is a small radiator that cools the hot air from a turbocharger or supercharger before it is forced into the engine. This makes the air-fuel mixture cooler and therefore more dense, packing more energy per stroke.



STREET INTERCOOLER PACKAGE: *Install medium-sized tube-and-fin core sport intercoolers. This upgrade provides a mild performance increase.*



SPORT INTERCOOLER PACKAGE: *Install larger, more efficient bar-and-plate core intercoolers that are volume-matched to flow; this minimizes turbo lag. This upgrade provides a medium performance increase.*



RACE INTERCOOLER PACKAGE: *Install the largest high-flow, bar-and-plate core racing intercoolers with smoother end tanks to reduce air turbulence. This upgrade provides a major performance increase.*

Turbo

A turbocharger provides a major power increase by using exhaust gases to spin a turbine, which compresses the air-fuel mixture and forces it into the engine at more than atmospheric pressure. The result is more energy per stroke, which makes more power. These upgrades also make an audible difference.

STREET TURBO PACKAGE: *Install ball-bearing sport turbochargers with integral wastegates, cast-iron turbo manifolds, and a manual boost controller. This upgrade provides a mild performance increase.*

SPORT TURBO PACKAGE: *Install ceramic ball-bearing turbochargers designed for low lag and high boost with external wastegate, ceramic-coated stainless-steel turbo manifolds, flanged downpipes, piston-type blow-off valve, water injection, and standalone electronic boost controller. This upgrade provides a medium performance increase.*

RACE TURBO PACKAGE: *Install large racing turbochargers designed for maximum boost, with high-flow external racing wastegates, Inconel turbo manifolds and flanged downpipe, high-flow piston-type blow-off valve, alcohol injection, and an integrated electronic boost controller. This upgrade provides a major performance increase.*

Superchargers

Aftermarket part availability in the game is determined by what the various manufacturer vehicles have available in the real world. Consequently, you will likely see only one type of boost upgrade for any given car model across the turbo and supercharger spectrum. In this category of boost upgrades, we have two types of superchargers to consider.

Positive Displacement Supercharger

A supercharger is an air pump driven by a belt connected to the engine's crankshaft. By compressing the air-fuel mixture and forcing it into the engine at more than atmospheric pressure, it provides more energy per stroke, which makes more power. These upgrades also make an audible difference.

STREET POSITIVE DISPLACEMENT SUPERCHARGER PACKAGE: *Install a positive displacement supercharger, which produces low boost across a wide range of rpm and a noticeable improvement in low-end and midrange torque. To prevent detonation, decrease oil ingestion under boost by upgrading the crankcase ventilation. This upgrade provides a mild performance increase.*

SPORT POSITIVE DISPLACEMENT SUPERCHARGER PACKAGE: *Install a more efficient, higher-displacement positive displacement supercharger, which produces moderate boost across a wide range of rpm and a noticeable improvement in low-end and midrange torque. Upgrade to a supercharger belt with more ribs to allow higher boost levels without slippage. Upgrade supercharger pulley to provide higher boost. This upgrade provides a medium performance increase.*

RACE POSITIVE DISPLACEMENT SUPERCHARGER PACKAGE: *Install a custom-tuned racing positive displacement supercharger—which produces moderate boost across a wide range of rpm and a noticeable improvement in low-end and midrange torque—and a custom-sized pulley to spin the supercharger faster. Blueprint the supercharger for increased efficiency and durability. Coat rotors for increased efficiency and durability. Add cogged supercharger belt system to allow the highest boost levels without slippage. Adjust supercharger pulley size to provide highest boost. This upgrade provides a major performance increase.*

Centrifugal Supercharger

A centrifugal supercharger forces induction with an impeller fan, similar to a turbocharger. Centrifugal superchargers build boosting proportion to rpm and noticeably improve top-end power. While centrifugal superchargers produce boost more efficiently than positive displacement superchargers, all of that power is concentrated at the top of the rpm band.

STREET CENTRIFUGAL SUPERCHARGER PACKAGE: *Install a centrifugal supercharger, which builds boost in proportion to rpm and noticeably improves top-end power. Prevent detonation by upgrading crankcase ventilation to decrease oil ingestion under boost. This upgrade provides a mild performance increase.*

SPORT CENTRIFUGAL SUPERCHARGER PACKAGE: *Install a larger centrifugal supercharger with a shorter pulley and aggressive gearing to produce more boost, which builds in proportion to rpm and noticeably improves top-end power. Increase impeller size and optimize blade design to allow higher air mass flow rate and greater efficiency at higher-pressure ratios. Increase supercharger step-up to provide higher-pressure ratio. Precision-balance the supercharger impeller. This upgrade provides a medium performance increase.*

RACE CENTRIFUGAL SUPERCHARGER PACKAGE: *Install a custom-tuned racing centrifugal supercharger, which builds boost in proportion to rpm and noticeably improves top-end power. Blueprint the supercharger housing for increased efficiency and durability. Install largest impeller and optimize blade design to allow highest air mass flow rate and greatest efficiency at the highest-pressure ratios. Add cogged supercharger belt system to allow the highest-pressure ratio without slippage. Adjust supercharger step-up size to provide highest-pressure ratio. This upgrade provides a major performance increase.*

Power Train Swap

You can place a new engine and power train into your car to get more power, different driving characteristics, and possibly reduced weight, but every engine has its own upgrade path. Any upgrades on your current engine will not apply to the new engine. As a result, your car's power may actually decrease with an engine swap. Even with a new, more powerful engine, you may not win races. Winning performance calls for balance between power and handling. An engine swap also makes an audible difference.

UPGRADED POWER TRAIN: *Upgraded cams and valves let your engine breathe more freely and rev to higher rpm, producing more torque and power. The net result is a higher redline and more power in the high-rpm range.*

Racing 101

Torque and Power Curves

Before deciding on a power train upgrade, check each package and compare the original curves on the graph to their upgraded curves. The new and potential curves are highlighted, and the original or currently installed curves are shown in lighter colors in the background.

Also, note the graph's vertical red bar, which indicates redline rpm. The farther right the bar is, the better, so pick a power-train upgrade that allows for higher revs.

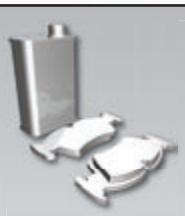
Also, note that power-train upgrades are not classed into Street, Sport, and Race levels; the qualities of each are highly dependent on the type of power-train upgrade and the type of vehicle it comes from. Look at each package carefully, but generally the package on the list's far right is the best upgrade available for your current car.

Platform and Handling

Platform and handling upgrades can improve your car's cornering and braking. These upgrades include better brakes, suspension, transmission, and driveline. Combine several platform and handling upgrade types to get the most out of your chassis. These upgrades add up to better braking, acceleration, and cornering.

Brakes

Brakes are an important part of the total performance picture. In order for you to be competitive, your car's brake performance must match its power and handling. Leading the pack at the end of a straight won't help if you can't slow down fast enough to make the next turn. These upgrades increase braking power and decrease brake fade due to excessive heat.



STREET BRAKE PACKAGE: *Install high-performance brake pads and brake fluid with a high boiling point. This upgrade provides a mild performance increase.*

SPORT BRAKE PACKAGE: *Install large ventilated two-piece rotors with aluminum mounting hubs, aluminum two- and four-piston calipers, braided stainless-steel brake lines, and track-spec brake pads sized to match the larger calipers. This upgrade provides a medium performance increase.*

RACE BRAKE PACKAGE: *Install even larger full-floating carbon-ceramic brake rotors, front- and rear-matched aluminum monobloc four- and six-piston calipers, and race-spec composite brake pads. Remove vacuum assist servo for better feel, and add brake-bias valve. This upgrade provides a major performance increase and adjustable brake bias.*

Springs and Dampers

Springs and dampers can make a big difference in your car's handling by maintaining optimum ride height and tire contact.

STREET SPRINGS AND DAMPERS PACKAGE: *Install firmer lowering springs and firmer shocks. Replace rubber bushings with polyurethane ones. This upgrade provides a mild performance increase.*

SPORT SPRINGS AND DAMPERS PACKAGE: *Install lowering coil over springs and nonadjustable custom-valve shocks. Replace bushings with Teflon. This upgrade provides a medium performance increase.*

RACE SPRINGS AND DAMPERS PACKAGE: *Install low-friction racing shocks with external reservoir for maximum valving control and matched linear race springs. Replace control-arm bushings with adjustable Heim joints and steel bearings. This upgrade provides a major performance increase and adjustable suspension components.*

Antiroll Bars

Front and rear antiroll bars (also called "antisway bars") provide extra stability when cornering. When you turn left or right, the car body tends to roll in the opposite direction. By tying together the left and right sides of the suspension, antiroll bars make the car ride more level, keeping one side from rolling or swaying more than the other.

STREET ANTIROLL BARS PACKAGE: *Install a stiffer rear antiroll bar. This upgrade provides a mild performance increase.*

SPORT ANTIROLL BARS PACKAGE: *Install hollow sport front and rear antiroll bars with solid links and polyurethane bushings. This upgrade provides a medium performance increase.*

RACE ANTIROLL BARS PACKAGE: *Install hollow-blade antiroll bars with solid end-links and aluminum block mounts. This upgrade provides a major performance increase and adjustable antiroll bars.*

Transmission

The transmission transmits your car's power from the engine to the drive wheels. Transmission upgrades can make shifts quicker and more efficient, reduce friction and power loss, and provide better durability.

STREET TRANSMISSION PACKAGE: *Install a short-throw shifter that decreases the amount of hand movement needed to shift. Add synthetic gear oil to reduce gearbox friction. This upgrade provides a mild performance increase.*

SPORT TRANSMISSION PACKAGE: *Install a hardened, straight-cut semiracing gear set with interchangeable ratios for greater durability, quicker gear engagement, lower power loss, and full adjustability. Replace shift-linkage bushings with solid bearings for more direct feel and quicker shift times. This upgrade provides a medium performance increase and an adjustable final drive ratio.*

RACE TRANSMISSION PACKAGE: *Install a six-speed sequential racing gearbox with shot-peened, straight-cut gears, dog engagement, and interchangeable ratios. This durable, highly specialized racing transmission can cope with the increased power, torque, and abuse of the racing environment. This upgrade provides a major performance increase and adjustable gear ratios.*

Clutch

The clutch is the vital link between the engine and the transmission. Upgrades increase the clutch's ability to handle the extra torque of a racing engine without damage.

STREET CLUTCH PACKAGE: *Install a sport clutch plate to increase the torque capacity of your clutch. This upgrade provides a mild performance increase.*

SPORT CLUTCH PACKAGE: *Install a twin-plate racing clutch with carbon friction material to further increase your clutch's torque capacity. This upgrade provides a medium performance increase.*

RACE CLUTCH PACKAGE: *Install a low-inertia triple-plate racing clutch to further increase your clutch's torque capacity. This upgrade provides a major performance increase.*

Flywheel

In a stock car, the flywheel's rotating mass smoothes and steadies the driveshaft's rotation but decreases throttle response and acceleration. Upgrading to a lighter-weight flywheel allows the engine to respond to the throttle more quickly and increases rpm faster, providing better acceleration.

STREET FLYWHEEL PACKAGE: *Install a forged-steel flywheel machined for reduced weight and inertia to further improve acceleration and throttle response. This upgrade provides a mild performance increase.*

SPORT FLYWHEEL PACKAGE: *Install a lightweight aluminum flywheel to improve acceleration and throttle response by decreasing the mass and rotational inertia of the stock flywheel. This upgrade provides a medium performance increase.*

RACE FLYWHEEL PACKAGE: *Install an ultralight small-diameter flywheel and solid hub to further improve acceleration and throttle response. This upgrade provides a major performance increase.*

Driveline

You can improve throttle response and acceleration by decreasing the weight and inertia of driveline components, especially the driveshaft.

STREET DRIVELINE PACKAGE: *Install a billet-steel driveshaft to decrease driveline inertia and overall car weight. This upgrade provides a mild performance increase.*

SPORT DRIVELINE PACKAGE: *Install a lightweight aluminum driveline to further decrease driveline inertia and overall car weight. This upgrade provides a medium performance increase.*

RACE DRIVELINE PACKAGE: *Install a carbon-fiber driveshaft to further decrease driveline inertia and overall car weight. This upgrade provides a major performance increase.*

Differential

The differential allows the tires on each side of the car to turn at different rates, since the inside tire travels a shorter distance around a turn than the outside tires. A limited-slip differential locks at a preset point to limit this difference in rotational speed, providing maximum traction under acceleration or deceleration.

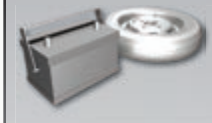
STREET DIFFERENTIAL PACKAGE: *Install a high-performance clutch-type mechanical one-way limited-slip differential that provides positive lock motion only under acceleration. This upgrade provides a mild performance increase.*

SPORT DIFFERENTIAL PACKAGE: *Install a high-performance clutch-type mechanical 1.5-way limited slip differential that provides a stronger positive lock motion under acceleration than under deceleration. This upgrade provides a medium performance increase and adjustable differentials.*

RACE DIFFERENTIAL PACKAGE: *Install an electronically controlled, electrohydraulic two-way limited slip racing differential that provides positive lock motion under both acceleration and deceleration. This upgrade provides a major performance increase and adjustable differentials.*

Weight Reduction

A lighter car accelerates and handles better than a heavier one. Reducing weight by removing nonessential materials or replacing stock parts with lighter ones pays off on the track.



STREET WEIGHT REDUCTION PACKAGE: *Remove spare tire and tool kit, and install a lightweight battery. This upgrade provides a mild performance increase.*

SPORT WEIGHT REDUCTION PACKAGE: *Remove entertainment system, rear seats, airbags, power locks, power windows, and air-conditioning system. This upgrade provides a medium performance increase.*

RACE WEIGHT REDUCTION PACKAGE: *Remove bumper beams and all interior trim and carpeting. Strip, acid-dip, and seam-weld the chassis. Replace all steel fasteners with titanium. Install a racing seat, racing harness, and roll cage. This upgrade provides a major performance increase.*

Tires and Rims

You can't transmit your car's power and handling potential to the road without the right tires and rims. Upgrading rims and tire compound, size, and profile improves cornering and braking performance. Your car's stock tires limit your track performance, no matter how you tweak your engine or suspension.

Master's Class

Tires In-Depth

Responsiveness: Some tires are more "peaky" than others; higher responsiveness makes them turn in quickly but makes them more susceptible to punishment/wear.

Grip: Some tires are more "grippy" than others; higher-grip tires corner faster but are more expensive.

Pressure: Generally, tires get peak grip around 30–34 psi.

Heat: Tires get peak grip between 180–210 degrees. Generally, tires with more grip are more heat-sensitive; tires also commonly have less grip when cold and have a high-temperature peak.

Weight: Tires get more overall grip but less proportional grip at heavier loads. Less weight equals greater responsiveness and greater proportional grip.

Sidewall: Tires get more responsive with shorter sidewalls.

Width: Tires get more grip with a wider contact patch.

Master's Class

Tires In-Depth Continued

Wear: Different tires wear at different rates. Generally, tires with more grip wear more quickly.

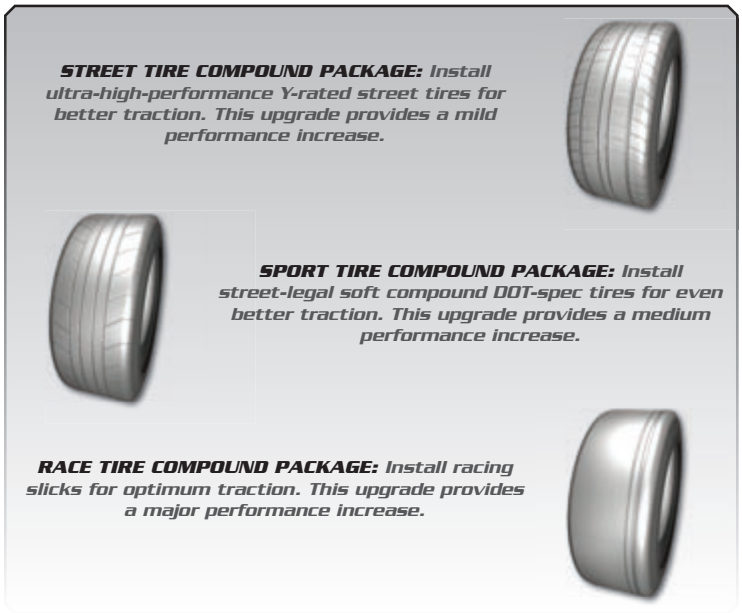
Price: Generally, tires are more expensive for higher-performing cars.

Stock Tires: Different cars come with different tire compounds/manufacturers. Superior compounds can be purchased in the upgrade shop.

Compound: There are over 35 different tire compounds in the game.

Tire Compound

Upgrading to tires with a softer, more aggressive compound increases traction and improves the tires' ability to maintain traction despite high heat; but it also increases wear. The harder compound used in stock tires sacrifices grip to decrease wear. These upgrades also make an audible difference.



STREET TIRE COMPOUND PACKAGE: *Install ultra-high-performance Y-rated street tires for better traction. This upgrade provides a mild performance increase.*

SPORT TIRE COMPOUND PACKAGE: *Install street-legal soft compound DOT-spec tires for even better traction. This upgrade provides a medium performance increase.*

RACE TIRE COMPOUND PACKAGE: *Install racing slicks for optimum traction. This upgrade provides a major performance increase.*

Racing 101

Why Upgrade Tires?

Across the entire spectrum of upgrades, tires are the single most important investment for your car. No other upgrade increases your Performance Index and handling more significantly.

Stock cars come with generic tires, depending on the type of car (i.e., production cars from pre-1975 come stock with low-performance, cheap "classic" radials, which are about the worst tire you can ever have on a car). The "Tire Compound Summary" table summarizes the extensive research put into tires. We can't stress enough how important tire selection is to your car and its performance. Just as in the real world, winning a race often comes down to tires, plain and simple.

The three types of generic stock tires are listed at the bottom of the table. The tires are listed in descending order by type of compound, responsiveness, and grip. While Avon racing slicks are the best you can get, they're also the most expensive and have a very short lifespan, because they're soft and get burned off quickly when on the track.

Here's a quick terminology rundown for standardization:

Street Compound = Y/W rated

Sport Compound = DOT-spec

Race Compound = Racing slicks

Racing 101

Grip vs. Response

The grip rating represents how sticky a tire is in contact with the track. Responsiveness is how quickly a tire achieves peak friction.

Tire Compound Summary

Brand	Type	Responsiveness	Grip
Avon	Racing slick	10	10
Goodyear	Racing slick	9.7	10
Yokohama	Racing slick	9.9	9.9
Bridgestone	Racing slick	9.3	9.9
Michelin	Racing slick	9.6	9.8
Kumho	Racing slick	9.5	9.8
Toyo	Racing slick	9.8	9.7
Hoosier	Racing slick	9.2	9.7
Pirelli	Racing slick	9.4	9.6
Firestone	Racing slick	9.1	9.6
BF Goodrich	DOT-spec	8.8	7
Toyo	DOT-spec	8.4	7
Pirelli	DOT-spec	8.7	6.9
Michelin	DOT-spec	8	6.9
Hoosier	DOT-spec	8.3	6.8
Bridgestone	DOT-spec	8.2	6.8
Kumho	DOT-spec	7.8	6.8
Nitto	DOT-spec	8.6	6.7
Yokohama	DOT-spec	8.1	6.7
Goodyear	DOT-spec	7.7	6.6
Yokohama	Y/W-rated	7	5.5

Tire Compound Summary Continued

Brand	Type	Responsiveness	Grip
Pirelli	Y/W-rated	6.5	5.4
Nitto	Y/W-rated	5.9	5.4
Goodyear	Y/W-rated	6.8	5.3
Toyo	Y/W-rated	6.4	5.3
Kumho	Y/W-rated	6.2	5.3
Michelin	Y/W-rated	6.7	5.2
Bridgestone	Y/W-rated	5.8	5.2
BF Goodrich	Y/W-rated	6.1	5.1
Firestone	Y/W-rated	5.6	5.1
Generic	Modern H/V-rated	5.2	4
Generic	Pre-1991 H/V-rated	2.8	2.5
Generic	Pre-1975 "classic" radial	1	1

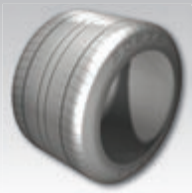
Rim Size

Choose larger rims and low-profile tires with shorter, more rigid sidewalls. These tires are less prone to deform as acceleration and cornering forces increase. This improves traction by maintaining tread contact with the pavement.

UPGRADED RIM SIZE PACKAGE: *Install larger-diameter rims and low-profile tires to increase tire responsiveness. The shorter, more rigid sidewalls maintain tread contact with the road better than normal-profile tires. This upgrade can provide a mild performance increase.*

Tire Width

In general, more rubber on the road means better traction and performance. Upgrading to larger, wider tires provides more contact area and thus more traction. You can use wider normal-profile tires to improve traction by enlarging the tires' contact patches on the pavement.



UPGRADED TIRE WIDTH PACKAGE: *Install wider tires and rims to improve traction. Their larger contact patch increases tire friction.*

Rim Style

Upgrading rims can improve handling by decreasing the wheels' unsprung weight and rotational inertia. This upgrade can also enhance performance by decreasing the car's overall weight.

ALTERNATIVE RIM STYLE PACKAGE: *Choose an aftermarket rim manufacturer to view that manufacturer's available styles.*

Racing 101

Rim Style Effects

Despite being a predominantly aesthetic choice, rim style does affect your weight and can consequently affect your car's performance, even if it's a marginal increase or decrease in total weight.

Body and Aero

Weight and aerodynamic upgrades can improve your car's acceleration, speed, downforce, and cornering. But to get ahead on the track, you must balance your upgrades. A lightweight, streamlined car that is short on power or handling won't win races.

Front Bumper

Front bumper upgrades range from purely cosmetic to fully functional. Most increase the load over the front wheels by adding downforce, which in turn allows for better grip during high-speed cornering. In addition, downforce from race bumpers is fully adjustable, which is useful when tuning for a specific track.

Note

This part does not offer street, sport, or race level upgrades. Only the best upgrades for each car (when available) offer adjustable aerodynamic parameters.

Rear Bumper

Rear bumper upgrades range from purely cosmetic to fully functional. Most will decrease lift at high speeds, which in turn will allow for better grip during cornering. In addition, race bumpers add downforce directly to the car's underbody.

Note

This part does not offer street, sport, or race level upgrades. Only the best upgrades for each car (when available) offer adjustable aerodynamic parameters.

Rear Wing

Rear wing upgrades range from purely cosmetic to fully functional. Most will increase the load over the rear wheels by adding downforce, which in turn will allow for better grip during high-speed cornering. In addition, downforce from race wings is fully adjustable, which is useful when tuning for a specific track.

Note

This part does not offer street, sport, or race level upgrades. Only the best upgrades for each car (when available) offer adjustable aerodynamic parameters.

Racing 101

Customizing Wings

You cannot paint race wings (i.e., the official *Forza Motorsport 2* race wing) or decorate them with vinyl or decals.

Side Skirts

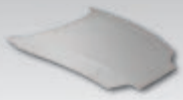
Side skirts help increase top speed by reducing drag, but their weight reduces acceleration and braking performance.

Note

This part does not offer street, sport, or race level upgrades. Only the best upgrades for each car (when available) offer adjustable aerodynamic parameters.

Hoods

Upgrading to a lighter-weight hood reduces overall weight and balance to improve performance. Most cars have very few, if any, choices in aftermarket hoods. Note that you can't decorate carbon-fiber hoods with vinyl shapes or manufacturer decals.



The variation in street hoods is reflected only in the differences made to your car's weight.

Master's Class

When to Upgrade and When Not to Upgrade

Seven Reasons to Upgrade Your Car

1. Quicker credit gains (but potentially less total earnings if you bypass lower-class races)
2. Increased performance
3. Quicker access to advanced race events
4. Better race results means potentially more award cars (for golds)
5. Prestige; of course, everyone likes showing off first-place wins
6. An upgraded car is worth more
7. Personal expression and experience; some people just won't enjoy racing D Class

Seven Reasons Not to Upgrade Your Car

1. Staying in current class and remaining eligible for all current events
2. Maximizing credit earnings by doing *all* races instead of class-jumping.
3. Saving credits for long-term use
4. Achieving the most thorough experience by progressing slowly through the game
5. Competing at stock levels only or class/model specific events only
6. Easier learning curve on stock cars with lower-performance statistics. Many players tend to jump straight into higher-performance cars that are much less forgiving and much more difficult to handle.
7. You can't afford to upgrade. (Keep practicing!)

Sample Buildup

To ascertain the costs and benefits of upgrading a stock car to its fullest potential, we took a stock Lexus IS300 from Class D-270 to a formidable S-948. It took 143,000 credits, but this entry-level saloon turned into a track-eating dominator by the time we were done.

Upgrade	Level	Price	Class		P. Index			Speed			Accel			Braking		
			Before	After	Before	After	Change (-/+)	Before	After	Change (-/+)	Before	After	Change (-/+)	Before	After	Change (-/+)
ENGINE AND POWER																
Stock	N/A	N/A	D	—	270	—	—	5.0	—	—	3.5	—	—	3.5	—	—
Intake	Race	1,700	D	D	270	311	41	5.0	5.0	0.0	3.5	3.7	0.2	3.5	3.5	0.0
Exhaust	Race	3,300	D	C	311	351	40	5.0	5.0	0.0	3.7	3.9	0.2	3.5	3.5	0.0
Ignition	Race	2,100	C	C	351	378	27	5.0	5.0	0.0	3.9	4.0	0.1	3.5	3.5	0.0
Fuel system	Race	2,200	C	C	378	405	27	5.0	5.0	0.0	4.0	4.1	0.1	3.5	3.5	0.0
Cams and valves	Race	7,100	C	B	405	516	111	5.0	5.9	0.9	4.1	4.8	0.7	3.5	3.5	0.0
Engine block	Race	3,300	B	B	516	541	25	5.9	5.9	0.0	4.8	4.9	0.1	3.5	3.5	0.0
Turbo	Race	7,800	B	B	541	599	58	5.9	5.9	0.0	4.9	5.4	0.5	3.5	3.5	0.0
Intercooler	Race	1,700	B	B	599	605	6	5.9	5.9	0.0	5.4	5.4	0.0	3.5	3.5	0.0
ENGINE AND POWER (POWER TRAIN SWAP)																
Power-train swap	N/A	14,500	B	C	605	467	-138	5.9	5.2	-0.7	5.4	4.5	-0.9	3.5	3.5	0.0
Intake	Race	3,200	C	C	467	496	29	5.2	5.2	0.0	4.5	4.6	0.1	3.5	3.5	0.0
Exhaust	Race	6,100	C	B	496	526	30	5.2	5.2	0.0	4.6	4.8	0.2	3.5	3.5	0.0
Ignition	Race	3,800	B	B	526	536	10	5.2	5.2	0.0	4.8	4.9	0.1	3.5	3.5	0.0
Fuel system	Race	4,100	B	B	536	545	9	5.2	5.2	0.0	4.9	4.9	0.0	3.5	3.5	0.0
Cams and valves	Race	13,100	B	B	545	581	36	5.2	5.9	0.7	4.9	5.2	0.3	3.5	3.5	0.0
Engine block	Race	6,100	B	B	581	590	9	5.9	5.9	0.0	5.2	5.3	0.1	3.5	3.5	0.0
Turbo	Race	14,200	B	B	590	611	21	5.9	5.9	0.0	5.3	5.4	0.1	3.5	3.5	0.0
Intercooler	Race	3,200	B	B	611	615	4	5.9	5.9	0.0	5.4	5.5	0.1	3.5	3.5	0.0
PLATFORM AND HANDLING																
Brakes	Race	3,100	B	B	615	618	3	5.9	5.9	0.0	5.5	5.5	0.0	3.5	3.8	0.3
Springs and dampers	Race	2,800	B	B	618	626	8	5.9	5.9	0.0	5.5	5.4	-0.1	3.8	3.8	0.0
Antiroll bars	Race	1,400	B	B	626	626	0	5.9	5.9	0.0	5.4	5.4	0.0	3.8	3.8	0.0
Transmission	Race	3,500	B	B	626	629	3	5.9	7.5	1.6	5.4	5.4	0.0	3.8	3.8	0.0
Clutch	Race	1,800	B	B	629	629	0	7.5	7.5	0.0	5.4	5.4	0.0	3.8	3.8	0.0
Flywheel	Race	2,100	B	B	629	631	2	7.5	7.5	0.0	5.4	5.4	0.0	3.8	3.9	0.1
Driveline	Race	1,300	B	B	631	631	0	7.5	7.5	0.0	5.4	5.4	0.0	3.9	3.9	0.0
Differential	Race	1,800	B	B	631	631	0	7.5	7.5	0.0	5.4	5.4	0.0	3.9	3.9	0.0
Weight reduction	Race	4,100	B	A	631	699	68	7.5	7.5	0.0	5.4	5.5	0.1	3.9	4.2	0.3
TIRES AND RIMS																
Tire compound	Race	7,900	A	S	699	879	180	7.5	7.5	0.0	5.5	6.4	0.9	4.2	5.1	0.9
Tire width	Race (Front: 255/30R19; Rear: 255/30R19)	2,600	S	S	879	931	52	7.5	7.5	0.0	6.4	6.9	0.5	5.1	5.4	0.3
Rim size	Race (Front: 255/30R19; Rear: 255/30R19	2,500	S	S	931	930	-1	7.5	7.5	0.0	6.9	6.9	0.0	5.4	5.4	0.0

Use the table below to follow our process of sequential upgrades, listed from top to bottom, and all their effects on the car's performance.

	Handling			Rarity			Power (HP)			Torque (ft lb)			Weight (lb)			Front (%)		
	Before	After	Change (-/+)	Before	After	Change (-/+)	Before	After	Change (-/+)	Before	After	Change (-/+)	Before	After	Change (-/+)	Before	After	Change (-/+)
	3.6	—	—	3.3	—	—	215	—	—	218	—	—	3,314	—	—	54	—	—
	3.6	3.6	0.0	3.3	3.5	0.2	215	233	18	218	237	19	3,314	3,314	0	54	54	0
	3.6	3.6	0.0	3.5	3.7	0.2	233	253	20	237	257	20	3,314	3,314	0	54	54	0
	3.6	3.6	0.0	3.7	3.9	0.2	253	267	14	257	270	13	3,314	3,314	0	54	54	0
	3.6	3.6	0.0	3.9	4.1	0.2	267	282	15	270	285	15	3,314	3,314	0	54	54	0
	3.6	3.6	0.0	4.1	4.3	0.2	282	352	70	285	337	52	3,314	3,314	0	54	54	0
	3.6	3.6	0.0	4.3	4.3	0.0	352	382	30	337	366	29	3,314	3,314	0	54	54	0
	3.6	3.6	0.0	4.3	4.7	0.4	382	529	147	366	507	141	3,314	3,314	0	54	54	0
	3.6	3.6	0.0	4.7	4.8	0.1	529	553	24	507	530	23	3,314	3,314	0	54	54	0
	3.6	3.6	0.0	4.8	3.3	-1.5	553	326	-227	530	315	-215	3,314	3,363	49	54	54	0
	3.6	3.6	0.0	3.3	3.5	0.2	326	346	20	315	334	19	3,363	3,363	0	54	54	0
	3.6	3.6	0.0	3.5	3.7	0.2	346	367	21	334	354	20	3,363	3,363	0	54	54	0
	3.6	3.6	0.0	3.7	3.9	0.2	367	382	15	354	369	15	3,363	3,363	0	54	54	0
	3.6	3.6	0.0	3.9	4.1	0.2	382	398	16	369	384	15	3,363	3,363	0	54	54	0
	3.6	3.6	0.0	4.1	4.3	0.2	398	480	82	384	431	47	3,363	3,363	0	54	54	0
	3.6	3.6	0.0	4.3	4.3	0.0	480	511	31	431	459	28	3,363	3,363	0	54	54	0
	3.6	3.6	0.0	4.3	4.7	0.4	511	607	96	459	545	86	3,363	3,363	0	54	54	0
	3.6	3.6	0.0	4.7	4.8	0.1	607	625	18	545	561	16	3,363	3,363	0	54	54	0
	3.6	3.6	0.0	4.8	5.0	0.2	625	625	0	561	561	0	3,363	3,363	0	54	54	0
	3.6	3.6	0.0	5.0	5.1	0.1	625	625	0	561	561	0	3,363	3,363	0	54	54	0
	3.6	3.6	0.0	5.1	5.3	0.2	625	625	0	561	561	0	3,363	3,363	0	54	54	0
	3.6	3.6	0.0	5.3	5.4	0.1	625	625	0	561	561	0	3,331	3,331	0	54	54	0
	3.6	3.6	0.0	5.4	5.6	0.2	625	625	0	561	561	0	3,331	3,327	-4	54	54	0
	3.6	3.6	0.0	5.6	5.7	0.1	625	625	0	561	561	0	3,327	3,316	-11	54	54	0
	3.6	3.6	0.0	5.7	5.8	0.1	625	625	0	561	561	0	3,316	3,309	-7	54	54	0
	3.6	3.6	0.0	5.8	5.9	0.1	625	625	0	561	561	0	3,309	3,312	3	54	54	0
	3.6	3.9	0.3	5.9	6.0	0.1	625	625	0	561	561	0	3,312	2,518	-794	54	54	0
	3.9	4.8	0.9	6.0	6.0	0.0	625	625	0	561	561	0	2,518	2,518	0	54	54	0
	4.8	5.2	0.4	6.0	6.0	0.0	625	625	0	561	561	0	2,518	2,530	12	54	54	0
	5.2	5.2	0.0	6.0	6.0	0.0	625	625	0	561	561	0	2,530	2,542	12	54	54	0

Upgrade	Level	Price	Class		P. Index			Speed			Accel			Braking			
			Before	After	Before	After	Change (-/+)	Before	After	Change (-/+)	Before	After	Change (-/+)	Before	After	Change (-/+)	
BODY AND AERO																	
Front bumper	Race	2,500	S	S	930	937	7	7.5	7.5	0.0	6.9	6.9	0.0	5.4	5.6	0.2	
Rear wing	Sport	1,500	S	S	937	936	-1	7.5	7.5	0.0	6.9	6.9	0.0	5.6	5.7	0.1	
Rear bumper	Race	2,000	S	S	936	935	-1	7.5	7.5	0.0	6.9	6.9	0.0	5.7	5.7	0.0	
Side skirts	Street	600	S	S	935	945	10	7.5	7.5	0.0	6.9	6.9	0.0	5.7	5.8	0.1	
Hood	Street	1,200	S	S	945	948	3	7.5	7.5	0.0	6.9	6.9	0.0	5.8	5.8	0.0	

Engine and Power

The stock car was average among the other entry-level D Class cars but improved quickly once we invested 29,000 credits into the first step in the buildup—engine and power:

- **Class increased from D to B**
- **335-point increase in Performance Index**
- **+0.9 Speed points**
- **+1.9 Acceleration points**
- **+1.5 Rarity points**
- **Power: +338 hp**
- **Torque: +312 ft lb**

Power Train Swap: Engine and Power Redo

After we installed all the engine and power upgrades, we realized there were some better power-train options; therefore, we sold all the previously installed race-level engine parts and went back to the Power Train menu. Assuming that swapping the power train would pay off in the end, we dumped the stock unit for the new RWD-2JZ-GTE. It cost a whopping 14,500 credits but may provide much more power long-term.

We started again from scratch with the new power train and installed all the race-level upgrades for engine and power. The new high-performance power train also has much more expensive parts, and the racing upgrades ended up costing us 68,300 credits—a much bigger bill than the totals from the upgrades to the previous power train.

With all the race-level upgrades installed on this more robust power train, our hunch paid off. Here are the results over the stock power train:

- **+72 hp**
- **+10 Performance Index points**
- **+0.1 Acceleration point**
- **+31 ft lb torque**
- **+49 lb**

Despite the cost, we reasoned that the extra 49 pounds gained in the swap was a fair trade for all the other benefits using this high-performance power train, and we moved on to the next step in the buildup.

Caution

If you're having trouble saving money, it's probably best to avoid upgrading to different power trains that may have much more expensive upgrade parts versus the stock power-train upgrades.

Platform and Handling

Moving on to platform and handling upgrades, we knew that our Class and Performance Index was relatively safe, as this category impacts our class stats significantly less than engine and power upgrades.

For only 21,900 credits, we installed all the top-level race packages available. As it turned out, only the weight reduction race-level upgrade affected the car's Class/PI ratings, but not by much overall, as we ended up in Class A.

Also, platform-based statistics (braking, handling) are subject to much less potential improvement than those linked with the engine (speed, acceleration). Consequently, you may be able to improve a D Class stock car's speed to nearly a 10 with creative power-train and engine swaps; however, regardless of how many credits and parts you throw at a car, its handling and braking may never get anywhere near a 10.

The reason for this is production cars are extremely limited by their construction materials. The only way to reach much-higher platform stats is to replace steel connecting bolts with lightweight titanium and replace metal body panels with carbon fiber, and so on. R1 Class cars don't use any components found in production vehicles, because their performance demands are so much higher.

Regardless, we were happy with the improvements we did see from our investment:

- **Class B to Class A (almost solely from race weight reduction kit)**
- **+1.6 Speed points**
- **+0.7 Braking points**
- **+0.3 Handling points**
- **-813 lb (the drop in weight is the primary cause of the stat increases)**

	Handling			Rarity			Power (HP)			Torque (ft lb)			Weight (lb)			Front (%)		
	Before	After	Change (-/+)	Before	After	Change (-/+)	Before	After	Change (-/+)	Before	After	Change (-/+)	Before	After	Change (-/+)	Before	After	Change (-/+)
	5.2	5.3	0.1	6.0	6.1	0.1	625	625	0	561	561	0	2,492	2,499	7	54	54	0
	5.3	5.4	0.1	6.1	6.2	0.1	625	625	0	561	561	0	2,499	2,510	11	54	54	0
	5.4	5.5	0.1	6.2	6.2	0.0	625	625	0	561	561	0	2,510	2,532	22	54	54	0
	5.5	5.5	0.0	6.2	6.2	0.0	625	625	0	561	561	0	2,532	2,541	9	54	54	0
	5.5	5.5	0.0	6.2	6.3	0.1	625	625	0	561	561	0	2,541	2,517	-24	54	54	0

Tires and Rims

A 13,000 credit bill was an easy investment after such lengthy deliberation regarding various power trains and platform upgrades. We immediately knew we had to make a huge difference to our car's performance stats, because tires often determine the winner of a race.

Upgrading to a race compound slick tire set was easily the best thing we could have done. That somewhat expensive upgrade gave us nearly a full point jump in acceleration, braking, and handling.

On the downside, installing fatter tires and rims added weight to our car. While the performance increases at race-level upgrades easily offset the small weight increase, this may be a factor depending on either how picky you are about weight or on how forgiving your car's weight is to begin with.

We were trying to limit our weight gains as much as possible, so we chose not to upgrade our rim style, which can easily affect your weight by plus or minus 20 pounds when going from superlight three-spoke 16-inchers to fat five-spoke 20-inchers. Keep that in mind when eyeing the numerous attractive rim styles available for your ride.

As you can see, tire upgrades significantly increased performance stats:

- **Class A to Class S (almost solely from race compound tires)**
- **+1.4 Acceleration points**
- **+1.2 Braking points**
- **+1.3 Handling points**
- **+24 lb (fatter tires and wider rims)**

Body and Aero

Body and aero upgrades are the finishing touches on your car and have little effect on lower-class vehicles. As such, you should leave them as the last upgrades when improving your ride. As our car was increasing through the class ranks, competition became more and more severe and we needed every edge; consequently, the crew turned to replacing our stock body panels with custom and fully adjustable race bumpers, skirts, wings, and carbon-fiber hood.

Now, note that rarely will all options be available for every car. The availability varies from manufacturer to manufacturer and depends largely on real-world part availability. It's safe to bet that if a part isn't made for a specific brand in real life, it won't be available here either. If a carbon-fiber hood *is* available for your car, take it! That option alone can sometimes offset the weight gained by adding aftermarket streamlined bumpers, skirts, and wings; otherwise, you must deal with the added bulk for the sake of slightly better performance stats.

As shown below, aero upgrades hardly affected Class, PI, or performance stats:

- **No class change (slight PI increase)**
- **+0.4 Braking points**
- **+0.2 Handling points**
- **+0.3 Rarity points**
- **+25 lb (+49 lb from aftermarket parts, then -24 lb by installing a carbon-fiber hood.)**

Here are the fruits of our labors; after all our work, our car went from stock farm horse to track-bred Thoroughbred:

Before-and-After Results

Parameter	Lexus IS300 Stock	Lexus IS300 Race Tuned	Changes
Class	D	S	+4 classes
Performance Index	270	948	+678
Acceleration	3.5	6.9	+3.4
Top speed	5	7.5	+2.5
Braking	3.5	5.8	+2.3
Handling	3.6	5.5	+1.9
Rarity	3.3	6.3	+3.0
Parts value	0	142,700	+142,700
Car value	10,000	152,700	+142,700
Engine aspiration	Normally aspirated	Twin turbocharged	N/A
Boost pressure (psi)	0	21.6	+21.6
Power (hp)	215	625	+410
Power rpm	5,800	6,500	+700
Torque	218	561	+343
Torque rpm	3,800	4,500	+700
Redline rpm	6,400	8,000	+1,600
# Gears	5	6	+1
Curb weight (lb)	3,314	2,517	-797
Front tires	215/45R17	255/30R19	N/A
Rear Tires	215/45R17	265/25R19	N/A

Master's Class

Weighing Your Options

Take a balanced approach when upgrading your car's performance to avoid underpowered cars with racing handling, or overpowered cars with stock handling—both could lead to disaster.

To help balance your upgrades, use the following example summary table for insight into what gave our test car the greatest and least changes across various categories.

Results vary with different cars, but some trends appear here that may apply across the general spectrum of vehicles in the game:

Upgrade Change Summary

Parameter	Greatest Change	Least Change	Comments
PI	Tire compound	Platform and handling upgrades	Platform and handling upgrades have the least overall effect on your car's Performance Index.
Speed	Transmission	Cams and valves	Very few upgrades improve your overall top speed. Install a race transmission and race cams and valves for the best boost in top speed.
Acceleration	Tire compound; cams and valves	Platform and handling upgrades	For maximum increases to acceleration, focus on increasing horsepower and the car's contact with the road via bigger, low-profile tires with racing rubbers.
Braking	Tire compound	Engine and power upgrades	Tires and brakes are obvious focal points; however, don't neglect the benefits you can get from added downforce from body and aero upgrades such as bumpers and wings.
Handling	Tire compound	Engine and power upgrades	Upgraded tires are the best way to improve your car's handling, but don't overlook the highly valuable weight-reduction kits.
Rarity	Turbo	Tires and rims	Almost everything you add to a car increases its rarity; simply put, the more the better.
Power (hp)	Turbo	Ignition	Ignition granted the least additional horsepower if all other Os in other categories are ignored; upgrades outside of engine and power categories have little to no effect on increasing horsepower.
Torque (ft lb)	Turbo	Ignition	The only way to increase your car's torque is through engine and power upgrades. Other categories have no effect on this parameter.
Weight (lb)	Weight-reduction kit	Clutch	Weight-reduction kits are the best thing you can do to your car's performance.

Tuning

Tires

Tire Pressure

Adjusting tire pressure between front and rear is simple yet very unforgiving—only move the sliders one or two psi at a time and then note the results on the track.

You can't transmit your car's power and handling potential to the road without the right tire setup, because tire pressure affects a tire's peak grip, responsiveness, and wear. Adjust front tire pressure when the tires are cold so they reach peak grip after they heat up to race temperatures.

Setting tire pressure lower causes the tires to heat faster but can reduce overall responsiveness. Setting tire pressure higher can increase speed and responsiveness but makes the tires more prone to sudden loss of grip. Setting front pressure closer to peak than the rear improves turn-in and reduces understeer, but too much of a difference can cause excessive oversteer.

Tires reach peak friction at 32 psi; however, as long as you're running a race psi of 30–34 degrees, you're still in good grip range. Race psi (and race temperature) is measured after a few laps, when your tires have heated up and reached their performance levels.

Racing 101

Tire Pressure Changes

Experiment by tuning pressure in small increments, because one to two psi can make a big difference. Also, base this adjustment on *race* tire pressure, not cold tire pressure! If you want to adjust race pressure, take note of your tires' pressure after a few warm-up laps when they've reached peak grip as indicated on your heat telemetry tab, then come back and adjust here.

For example, if your race psi after three warm-up laps (possibly more—refer to telemetry to confirm peak is reached) is 36, you're 4 psi off the peak grip level of 32 psi. Go back to the Tuning screen and decrease your cold psi by 4, regardless of the cold pressure reading. This way you'll hit peak race psi on the track during your next session!

Master's Class

Tire Heating Cause and Effect

When you see inconsistencies in overall tire heating, use the following information to improve tire performance.

Master's Class

Tire Temperature Condition	Cause	Recommended Adjustment
Center hotter than edges	Tire pressure too high	Reduce 1 psi for each 5°F difference
Edges hotter than center	Tire pressure too low	Add 1 psi for each 5°F difference
Inner edge hotter than outer	Too much negative camber	Decrease negative camber
Outer edge hotter than inner	Not enough negative camber or too much toe-in	Increase negative camber or decrease toe-in
Tire below peak temperature range	Tire pressure too high, tire too wide, or springs/sway bars too soft at that axle	Decrease tire pressure, reduce tire width, or stiffen up springs and sway bars on that axle
Tire above peak temperature range	Tire pressure too low, tire too narrow, or springs/ sway bars too stiff at that axle	Increase tire pressure, increase tire width, or soften up springs and sway bars on that axle
Front tires hotter than rear	Car is understeering (pushing). Too much front spring/sway bar, not enough rear spring/sway bar, front pressure too low, rear pressure too high, front tires too narrow, rear tires too wide	Soften up front spring and sway bar, stiffen up rear spring and sway bar, increase front pressure, or decrease rear pressure
Rear tires hotter than front	Car is oversteering (loose). Too much rear spring/ sway bar, not enough front spring/sway bar, rear pressure too low, front pressure too high, rear tires too narrow, front tires too wide	Soften up rear spring and sway bar, stiffen up front spring and sway bar, increase rear pressure, decrease front pressure

Master's Class

Some conditions might have multiple causes, so one or more adjustments may apply. Make only one adjustment at a time to evaluate the effects.

Gearing

Forward Gears

On short tracks, you can easily adjust your entire gearing toward acceleration using the final drive ratio slider. If you can't get anywhere near your car's top speed on a track, you probably need to tune your drive ratio more toward acceleration.

On longer tracks where top speed is more of a focus, get the most out of your gear ratio by using all available rpm. Adjust the slider so the top of the last gear bar just touches the graph's top right edge. Note your gear ratio on the display, benchmark, and keep adjusting it slightly while going back and forth to the Benchmark screen. When you find your maximum top speed, note the gear ratio and save your setup for maximum top speed.

Leave individual gear-ratio adjustments to the experts. Sound knowledge and specific track-biased objectives are required to balance individual gears, so you can leave these alone for the most part. However, if you discover your favorite racing team's gear ratios for a certain track, do some adjusting and try them to see if they'll work for you too.

Adjusting the final drive ratio (the ratio of the ring and pinion gears in the differential) affects acceleration and top speed by scaling the ratios of all the gears in the gearbox. Choosing the right ratio matches your engine's power and torque to the circuit on which you're racing. To determine the final drive ratio, divide the number of teeth on the ring gear by the number of teeth on the pinion gear. A ring gear with 41 teeth and a pinion gear with 10 teeth yields a ratio of 4.10:1, so the driveshaft rotates 4.1 times for each turn of the wheels. A higher ratio results in higher acceleration at the expense of top speed, while a lower ratio sacrifices acceleration for speed in each gear. A lower ratio gives better top speed and fuel economy.

Racing 101

Gear Ratio Adjustments

Stick with adjusting the final drive ratio rather than tweaking individual gears—it's the best way for most players to keep the gearbox balanced, as very small unbalanced changes to individual gears can dramatically decrease your car's performance.

Alignment

Camber

Camber requires a very fine-tuned adjustment, measured in increments of a degree. You need minimal adjustment to gain benefits, and it's easy to have too much, which will show up as uneven tire heating on your Heat Telemetry tab during a race or test lap.

As a car leans during cornering, so do the car's tires. By adjusting camber, you can ensure the outside tire will stand straight up when cornering, maximizing the tires' contact with the road at the most critical time. This will also result in the tire heating evenly. Typical adjustment requires a small amount of negative camber (with the tops of the tires leaning inward).

Too much negative camber cause the tires to ride on their inside edges. Insufficient negative camber or excessive positive camber (with the tops of the tires leaning outward), will cause the tires to ride on their outside edges. Be aware that adjusting camber too aggressively can also affect braking. To help diagnose where you need camber adjustments, access the telemetry during a race or replay and consult the Tires Misc and Heat tabs.

Master's Class

To Camber or Not to Camber

A track is usually dominantly left-turning or right-turning. The outside tires do most of the work, endure the most stress, and provide most of the friction for cornering. Tune camber so the front and rear tires on the dominant side stand up straight (0 degrees camber) in the middle of a turn, thereby maximizing their available grip.

This is no easy feat, fearless driver; in fact, it could be the single most involved tuning process in racing, both real world and in the game.

The track-specific process involves reviewing telemetry from a race and taking notes on the camber in the outside wheels at the apex of every turn on the track. It's very important to note here that in the Tuning screen, camber is measured relative to the car; but in the race telemetry screen, the camber is measured in relation to the varying track surface.

You must consider all the track's turns and make some educated guesses as to how much to adjust your car's camber. Make very small but balanced changes between front and rear, then return to the same track for a test run to see if your tires are closer to 0 degrees camber while going through their turns.

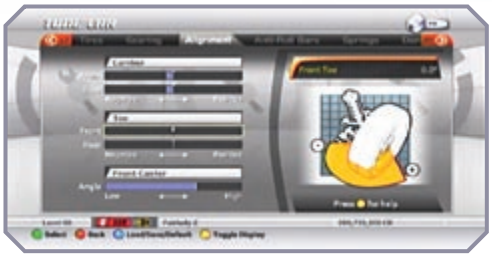
The ease with which you accomplish this 0 camber in all turns is largely determined by the variation between all the turns on the track. The flatter and more constant radius the collection of turns are, the easier it is to adjust for. On complex tracks with varying elevations, expect a tough fight to get this adjustment just right.

Racing 101

Adjusting Negative Camber

Generally, the more tight and windy a track, the more negative camber you should have. Adjust the slider on both front and rear camber more to the left—but only so far as to keep your tires heating evenly to achieve their peak grip.

Toe



Toe (the inward or outward angle of the wheels) is another unforgiving alignment setting. Default settings are okay, but they might need some fine-tuning in small increments to achieve their optimal levels. On winding tracks with tight turns, adjust toe to slightly more negative on both front and rear. On straighter tracks, adjust for slight toe-out, but this decreases your turn-in response. Put more simply, it's harder to steer with more toe-out, but your car is more stable on the straights.

Adjust toe to sharpen turn-in response (the transition between driving straight ahead and turning). Toe-in brings the front of the tires closer together (negative toe) than the backs. This increases stability but reduces turn-in response. Toe-out (positive toe) brings the backs of the tires closer together than the fronts. This increases turn-in response but decreases stability. Avoid extremes, because excessive toe-in or toe-out can wear tires very quickly.

Racing 101

Understanding Your Toes

The front of your car's tires (its toes) perform differently whether they are toe-in or toe-out. Toe-in means better track stability, while toe-out means better turn-in response.

Front Caster

Adjust caster in degree increments much like camber and toe; however, positive caster is the dominant realm by default. You can't have negative caster—+1 degree is the closest you can get to 0.

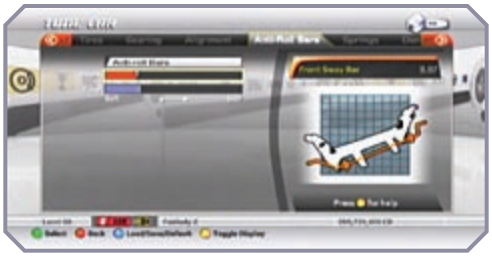
"Caster" refers to the forward angle of the suspension's geometry (straight up and down or how much it leans forward). Adjusting the caster (the forward or rearward angle of the steering axis) enhances straight-line drivability. With positive caster, the steering axis is inclined rearward. Because negative camber increases as the suspension compresses and/or the tires move through the steering lock, increasing positive caster lets you run less negative camber. This results in a straight-up tire while driving straight ahead (good for acceleration and braking) but provides a desirable amount of negative camber while cornering.

Racing 101

Adjusting Caster

More positive caster means that when you turn the steering wheel, the wheels increase their camber at a greater rate, making the car turn more.

Antiroll Bars



Generally you want stiffer bars to control your car's detrimental body sway during a race; don't hesitate to adjust the slider far to the right on both front and rear bars. However, if your inside tires come off the ground during a hard corner, your bars are too stiff, so retune and soften them up slightly to avoid loss of contact with the track.

Antiroll bars (also called "antisway bars") provide extra stability when cornering. They control unwanted body movement and balance understeer and oversteer in steady-state cornering (for example, in the middle of a sweeping turn). When you turn left or right, the car body tends to roll in the opposite direction. By tying the left and right sides of the suspension together, antisway bars make the car ride more level, keeping one side from rolling or swaying more than the other. Decreasing front antiroll stiffness reduces understeer. Increasing front antiroll stiffness increases understeer, but excessive antiroll stiffness can make the inside tires lift off the ground during hard cornering. The balance of front and rear antiroll stiffness affects the balance between understeer and oversteer.

Racing 101

Why Antiroll Bars?

These torsion bars limit unwanted body movement and therefore make your car handle significantly better. The difference between front and rear stiffness is often the best way to correct (and balance) your car's understeer/oversteer problems.

Springs

Spring Stiffness

Spring stiffness is measured in how much force is required to compress a spring one inch. The difference between soft and stiff springs could be approximately 700 lb per inch; that means that a soft suspension could have up to 700 lb of its own car weight causing it to bob up and down as it travels over rough track. A soft suspension that bobs up and down and allows the car body to sway back and forth during braking and acceleration or from side to side while turning limits a car's performance dramatically. The more you can limit this movement across the board, the better.

Racing 101

Don't set your suspension too stiff if you like to drive over the curbs on the inside of turns—stiff suspensions don't react well to those kinds of bumps and tend to slow your car down.

Spring stiffness controls how the car's weight is transferred under acceleration, braking, and cornering. Stiffer front springs transfer more weight, but too much can cause the tires to lose traction under heavy load. Softening the front springs in relation to the rear increases front grip and reduces understeer, but too much can make the car bottom out under heavy braking. Increasing the front springs' stiffness in relation to the rear can reduce oversteer, but too much can cause the car to plow through turns.

Racing 101

Spring Stiffness

Stiffer springs mean better responsiveness and higher overall handling, as it increases the car's ability to resist unwanted body and suspension movement. However, this general rule of thumb is for flat tracks only; you need a softer suspension for tracks with uneven surfaces or a higher degree of vertical change (i.e., Mugello).

Run the softest suspension possible while not hitting the bump stops once during a race. These adjustments are highly track-specific.

Ride Height

Ride height is measured in inches above the ground—lower is almost always better. If you're racing a rough track, try raising your height a half inch at a time to avoid scraping the car's bottom and consequently losing speed.

Ride height determines your car's ground clearance and center of gravity. Lowering ride height lowers the center of gravity, which improves cornering; but lowering it too far can cause bottoming out and sudden loss of control. Generally you should lower your ride height as much as possible without bottoming out.

Racing 101

Lower Than a Snake's Belly

In general, lower your ride height to as low to the ground as possible. But beware: the lower you go, the more you limit the travel in your suspension. On bumpy tracks this could lead to bottoming out and losing control.

Racing 101

Faking Aero

If you don't have adjustable aero parts on your car, you can increase the downforce by using "positive rake"—making your front ride height lower than the rear ride height. The increased downforce on the car's front may help cornering, but be cautious of its tendency to also cause oversteer in some cars as speed increases.

Damping

Tuning your car's damping improves handling by increasing grip. Stiffening front damping adds grip at the rear. Damping controls the suspension's rate of travel in two directions.

Bump Stiffness

Bump stiffness is measured numerically; the value indicates how resistant the suspension is to movement. Bump damping is important for your suspension to handle properly; if you adjust it to the far right, your car performs as if it had no shocks.

Bump damping controls the rate of compression as the suspension goes up into the wheel wells. Increasing front bump damping stiffness increases transitional understeer, but excessive bump damping can make a car skittish over rough surfaces. Decreasing front bump damping stiffness increases transitional oversteer. Bump damping should be 50 to 75 percent as stiff as rebound damping to maintain stability during weight transfer when cornering. Experiment by increasing bump stiffness to find your car's best damping ratio.

Racing 101

Bump Damping Stiffness

Excessive bump damping makes the car skittish over rough track surfaces—keep it relatively soft.

Rebound Stiffness

Like bump damping stiffness, rebound stiffness is measured numerically; the value indicates how resistant the suspension is to movement, but in the opposite direction of bump damping.

Rebound damping controls the rate of extension as the suspension rebounds away from the wheel wells. Adjusting front rebound damping stiffness fine-tunes your car's balance going into and out of corners. Increasing front rebound damping stiffness increases transitional understeer. Decreasing front rebound damping stiffness increases transitional oversteer. Try different damping stiffnesses in the front and rear to fine-tune your transitional understeer/oversteer balance.

Racing 101

Setting Damping Stiffness

Always set rebound stiffness first, then adjust bump damping stiffness to around 50 to 75 percent of the rebound stiffness as a starting point. Make your fine-tuned adjustments from there.

Aero

Installing a front valence or race bumper adjusts front downforce. Install a race rear bumper or adjustable wing for rear downforce. Downforce is measured in additional pounds exerted from the top of the car toward the ground. However, a car with too much vertical force exerted on it will eventually be unable to move, so more is not always better. Eventually the benefit severely impacts your performance.

Air flowing around a car creates lift beneath it, which impairs handling. Increased downforce keeps your car in better contact with the road, heats up the tires more quickly, and improves handling. However, too much downforce can cause excessive drag, which decreases maximum speed and increases tire wear and fuel consumption.

Racing 101

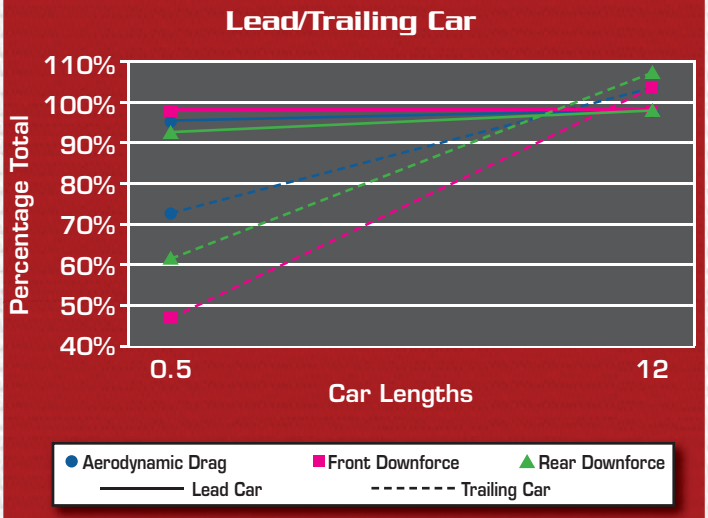
Adjusting Downforce

Adjust downforce to create a top-speed bias or a cornering bias on certain tracks. Make quick adjustments and monitor their effects to your top speed in the Benchmark screen to roughly ascertain how much of a trade-off you're making. Don't underestimate its effects, though; you could be looking at top speed changes of 15 to 25 mph if you adjust to a full cornering bias on both front and rear.

Master's Class

Drafting, Drag, and Downforce

The maximum drafting effect is achieved at half-car lengths from the lead car, but the draft slipstream extends as far out as 12 car lengths, where the effects peter out to nothingness. When you're within the draft, various effects occur to both the lead car and the trailing cars, including decreased aerodynamic drag, decreased front downforce, and decreased rear downforce. The charts below illustrate these effects.



At half-car lengths, the trailing car is experiencing only 70 percent of its normal drag through the air, approximately 60 percent of its tuned front downforce, and approximately 45 percent of its tuned rear downforce. The lead car experiences some small benefits but nothing like the trailing car.

Master's Class

Drafting, Drag, and Downforce Continued

The Draft meter indicates how much of the available draft your car is using—the higher the gauge marker on the meter, the better.

Draft affects drag and downforce on both ends of the car; this is because air is not passing over your aerodynamic body parts (if installed). Consequently, the trailing car can actually lose about half its downforce. This means you shouldn't rely on your downforce during races in which you plan on drafting a lot; but if you're flying solo on the track during hot laps, then go crazy with the downforce.

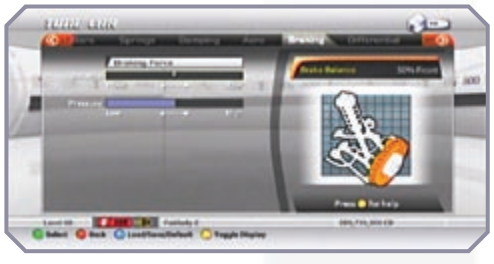
While drafting, you must be wary of the decreased forces exerted on your car. You are going faster, and you don't have as much downforce helping you brake and steer. This means you must hit the brakes earlier and maybe even apply a bit more steering input to get that extra dig into the corner. If you're not paying attention to the effects, you may consistently steer wide as you draft into corners. Also, if your downforce is tuned to maximize cornering, you'll likely notice a significant difference in your car's performance while drafting.

Tuning downforce only alters your car's performance if there is a difference at both ends of the car. If you tune both front and rear to 125 lb, there might be less of a difference than if you adjust front downforce to 85 lb and rear downforce to 0 lb. Remember, it's the difference between these two values that alters the car's performance, not adjusting them both to equal values.

In summary, plan ahead for the type of race and track and your racing style. As we've shown here, drafting significantly affects how your downforce contributes to your performance on the track.

Braking

Brake Balance



The only way to create and maintain balance is to keep the slider somewhere in the middle of the adjustment spectrum—100 percent front bias makes as little sense as 100 percent rear bias. Due to the variance in car construction and factors such as weight front percent, and after many performance upgrades, you should fine-tune this adjustment to get front and rear tires to lock up at the same time—that is always the main goal unless you're trying to get creative with specific oversteer/understeer conditions during heavy braking.

A car's level of grip and the way it handles weight transfer under acceleration or deceleration affects its brake balance. As you upgrade and tune your car, you will probably need to adjust brake balance to maximize brake performance. By controlling the relative distribution of hydraulic pressure between the front and rear brakes, you can affect which tires lock up first under heavy braking. This in turn affects braking distance and understeer/oversteer balance while braking. Adjusting brake balance rearward increases oversteer during braking at the expense of stability. Adjusting brake balance forward increases understeer and improves stability but can lead to excessive understeer when braking. Avoid extremes, which increase braking distance and your lap times.

Racing 101

Creating Balance

The ideal brake balance is generally the point at which all four tires lock up at the same time.

Pressure

The 0 to 200 percent variance in brake pressure adjustments gives you ample opportunity to find the perfect setting. As in real-world racing, some drivers have heavy feet and others are more tentative. This setting depends primarily on your driving style and where you prefer it to be, rather than where it should be for optimal results. Leaving the setting at its default level is the easiest to learn and control.

Adjust overall brake pressure so the tires will lock under hard braking but won't lock prematurely with just a small amount of pedal travel. Reducing total brake pressure increases the amount of pedal travel required to lock the tires. If you reduce it too much, the tires won't lock at all. Increase total brake pressure if the tires are not locking under hard braking, but don't overdo it or the tires will lock too easily, sending the car out of control.

Racing 101

Brake Pressure

In the real world, this adjusts how much pedal travel is required to lock the brakes (simply known as "brake sensitivity"). This adjustment translates in the game to how easily it is to lock your brakes during button presses.

Differential

The differential allows the tires on each side of the car to turn at different rates, since the inside tire travels a shorter distance around a turn than the outside tire.

A limited slip differential locks at a preset point to limit this difference in rotational speed, providing maximum traction under acceleration and/or deceleration.

Front and Rear Acceleration

The higher the percentage setting, the smaller the difference in wheel rotation it takes to achieve differential lock under acceleration.

The acceleration differential setting adjusts how much of a difference in wheel rotation is required to lock the differential under acceleration. Increasing the acceleration setting makes the differential lock more quickly under acceleration.

On rear differentials, increasing the acceleration setting can increase oversteer in rear- and all-wheel-drive cars. For high-powered vehicles, this increase is necessary to maintain adequate grip, but excessively quick differential locking can impair handling. Reducing the acceleration setting makes the differential lock more slowly.

On front differentials, reducing the acceleration setting can reduce understeer in front- or all-wheel-drive vehicles.

Racing 101

Acceleration Settings

On high-powered cars that exhibit heavy acceleration, adjustments to front and rear acceleration are often necessary to keep your car gripping the track. In this case, increase the percentage setting.

Front and Rear Deceleration

The higher the percentage setting, the smaller the difference in wheel rotation it takes to achieve differential lock under deceleration.

The deceleration differential setting adjusts how much of a difference in wheel rotation is required to lock the differential under deceleration.

Increasing the deceleration setting makes the differential lock more quickly under deceleration, but excessive differential locking can impair handling. On rear differentials, decreasing the deceleration setting can reduce lift-throttle oversteer in rear- and all-wheel-drive cars.

Reducing the deceleration setting makes the differential lock more slowly. On rear differentials, reducing the deceleration setting can increase lift-throttle oversteer in rear- and all-wheel-drive cars.

Racing 101

Deceleration Presets

Increase the percentage deceleration setting for front and rear to cause the differentials to lock more quickly when under deceleration.

Center Torque

Master's Class

This option appears only on AWD cars.

Adjusted in percentage bias toward either the front or rear tires, the center torque adjustment can dramatically alter your car's handling and overall performance.

A center differential controls the relative distribution of drive torque between the front and rear axles in all-wheel-drive cars.

Increasing torque to the rear makes the car respond better to throttle oversteer, more like a rear-wheel-drive car. Increasing the torque to the front reduces throttle oversteer, more like a front-wheel-drive car.

Racing 101

AWD Differentials

You can adjust your AWD car to perform more like a RWD or FWD depending on your own personal handling preferences.

Track-Specific Tuning

Saving tuning setups for various tracks or performance objectives is the realm of the expert tuner, but this process is made very easy through the Setup Save/Load screen, which you can access from the Tuning screens.

When used comprehensively, the telemetry systems can help you perfect your tuning setup for specific tracks, which you can then save to create a tuning library. You'll never have to start from scratch when tuning new race cars.

Here's an example of how we developed our track-specific race setups:

1. Classify track as left- or right-turn dominant
2. Run test laps to collect telemetry data
3. Benchmark car stats for absolute values
4. Tune car based on track telemetry data
5. Benchmark stats again to note changes
6. Run another set of test laps and note increased or decreased lap time and telemetry variables
7. Continue process until you're recording record times

Even if initial improvements in lap times are only tenths of a second, you're on your way to perfecting your tuning setups. Be patient: this is complicated physics, so you might have to spend some time doing your tuning homework.

Telemetry

Before you get into in-depth tuning, you must interpret your car's on-track performance with real-time data collection and analysis. The telemetry systems provide you with just such information.

In the following sections, we break down the system into its component parts so you can use this information in the shop while adjusting the various tunable settings.

Racing 101

Accessing Telemetry

Press up on the D-pad to access the Telemetry screens during a race or race replay.

General

The General Telemetry screen provides baseline race data to begin interpretation of your car's performance over the course of a given race.

On the General screen, numerical performance data is displayed along the right side, including:

- **Speed**
- **Gear**
- **rpm**
- **Boost**
- **Clutch (open or engaged)**
- **Power**
- **Torque**

This is a useful collection of information to gauge your car's performance at any instance during a race. Whether along the back straight or heading into high-speed turns, use this info directly to benchmark and improve your lap times.

The screen's left-hand side displays symbols that correlate to various car systems and your own controller inputs:

- **Vertical green bar: measures throttle input**
- **Vertical red bar: measures braking input**
- **Steering wheel and horizontal range bar (below wheel): represents your steering inputs in two styles. From this you can see just how hard you're steering through corners.**
- **Horizontal red bar: indicates e-brake application.**
- **Horizontal orange bar: indicates clutch application (this feature is wholly automatic)**

Racing 101

Speed-Sensitive Steering

As indicated by the steering display, you can note your steering inputs heading into, through, and out of corners. However, a subtle aspect of this system is its speed sensitivity.

The faster you're going, the less steering input you can execute. This system is designed to reflect smaller steering inputs necessary during high speeds and to prevent you from turning your front tires 90 degrees to the side while driving over 100 mph—which of course, would be disastrous.

Friction

The four circles on the Friction tab indicate each of your tires as they travel across a track's surface (and for unfortunate drivers, the off-track surfaces as well).

Friction Telemetry

Display Item	Description
Circle size	Available grip on each tire
Green circle	Tires haven't reached peak grip yet
Red circle	Tire has exceeded available grip and is sliding
Yellow line	Indicates direction of forces exerted on car
Blue line	Indicates there is still some available grip left on that tire
Percentage	Numerical value indicating the current grip level

As your car moves around the track, you'll see the size of each tire's circles changing. This relates to the available grip in each tire and to the contact patches between each tire and the ground as weight transfer changes.

There are many different factors that go into heating tires and pushing them past peak traction. Interpreting this data is incredibly complicated, but if you have the time and knowledge, you can fine-tune your car's platform to the point of perfection.

Racing 101

Friction Essentials

Brake Balance: You always want to run all four tires in the green and as close to 100 percent grip as possible. This becomes more difficult during braking. However, the goal here is to have all four tires lock at the same time, achieving maximum and ideal braking conditions.

Use friction telemetry to monitor your braking. If all four tires lock up and their circles go red at the same time, your brakes are balanced between front and rear and you're set for perfectly balanced braking. If either front or rear brakes go red first, you need to do some tuning.

Squealing Tires: If your tires squeal, you're losing speed because your tires are braking past their friction threshold (exceeding their 100 percent grip). In this case, let off the throttle until the squealing stops and you're back in the green. On clean, fast laps, you should hear almost no tire squealing!

Suspension

Like in the Friction screen, here four indicators represent each of your car's four suspension axes. The horizontal midline represents steady-state or neutral compression, positive values above the midline indicate compression, and negative values below the midline represent extension.

Master's Class

A red suspension display indicates that your suspension is too soft or that your ride height is too low.

Because each of the four suspension axes is independent, they register different values depending on the car's movement and the various combinations of cornering, acceleration, and braking. Green displays indicate your suspension axes are performing within their capabilities. Red displays indicate fully compressed suspension that has reached its maximum limits and hit the bump stops—in that instant, the suspension axis in question is not providing any additional bump damping.

Watch for large variation in values throughout a track's straighter sections and over the track's entire length; this could mean your car is swaying too much from side to side, front to back, or combinations thereof and consequently losing some handling capability and stability; all of this translates to slower lap times.

Both suspension stiffness and ride height show up as relevant data in this display. If your springs aren't causing the red display, your ride height could be set too low for a bumpy course; therefore, you might want to increase your ride height to allow for more suspension travel.

Racing 101

Suspension Telemetry Application

The numbers on your suspension that measure compression and extension don't matter as much as the color. If you're seeing too much red on your displays, your suspension is hitting the bump stops and bouncing off the car frame—and this is bad!

If you're seeing red at all in a race, you need to stiffen your suspension.

Body Acceleration

Physical forces, measured in g's, are exerted on your car during its movement along a track. Braking and accelerating g's are less significant than lateral g's, which translate directly into your car's cornering ability.

The body acceleration graphic shows the direction of forces exerted on your car (here coming from the left) by the center line, which increases in size in direct relation to an increase in g's. (Here it's 1.20 g's).

While this telemetry display provides instantaneous g-ratings along a track, don't count on the values when tuning your car's platform. You'll get an idea of what your car can do here, but for the best results, take what you learn here and go back to the Tuning Benchmark screen.

Here are some options to improve your car's corning ability or resistance to lateral g-force:

- **Stiffen suspension**
- **Stiffen bump and rebound damping**
- **Stiffen antiroll bars**
- **Ensure tires are at optimum levels for psi and camber**

Make adjustments to the previously noted systems and keep referring back to your Benchmark screen while tuning. There you get absolute values for your lateral g's that indicate if they're getting better or worse. Ideally, you want to get your lateral g-rating as high as possible—higher lateral g-ratings mean higher through-speed on corners, and that means faster overall lap times.

Tires Miscellaneous

Tires win races. The Miscellaneous tab is where you can track most of your tire data, with the exception of detailed heat, which has its own screen.

Here's a breakdown of the information provided by this telemetry system:

Miscellaneous Tire Telemetry	
Telemetry Data Item	**Description**
Camber	These values are rarely even across all tires unless you're in a steady state on a straight.
Speed	If these values match, your differentials have locked.
Temperature	This temp is the middle of each tire's tread; refer to the Heat tab for more detailed tire heat information.
psi	This value varies between tires, depending on the forces acting upon each of them and how the car is tuned.
Wear	There will be a value here only if the Fuel/Tire Wear option is turned to Simulation; otherwise it will always remain at 0 percent.

Camber: Camber on all four tires differs due to cornering, especially on uphill or downhill sections. Camber is crucial to cornering, so pay a lot of attention to it and its fluctuations on a track. Negative or positive camber doesn't matter as much during a straight, but it really affects performance during a corner.

Speed: The mph indicators on each tire can indicate that your differential settings are affecting performance. If the speed varies, the differential isn't locked up, but when the speeds on the tires are even, the front and rear differentials are locked and applying grip evenly.

Temperature: The temperature indicator is the middle tread sensor only. Higher temperatures means higher psi, so be very conscious of this relationship when tuning your car—several different car chassis adjustments can affect this game between psi and temperature.

PSI: Tires reach peak friction at 32 psi; however, as long as you're running a race psi of 30–34 degrees, you're still in good grip range. Race psi (and race temperature) is measured after a few laps when your tires have heated up and reached their performance levels.

Wear: Enable this option to develop your pit strategy during longer races. Assess this information with both Friction and Heat Telemetry screens to prolong your tires' lifespan as much as possible. If you see wear creeping up to levels that are significantly reducing your grip on the track, note where it occurs in a race and what laps you're on so you have future reference of when to pit and have the crew put on fresh rubber.

Racing 101

Warm-up Laps

Always run a few laps on your tires to warm them up to race temperatures and psi before you take notes from their telemetry.

Heat

There are three temperature sensors on each tire measuring outside, middle, and inside edge temperatures. Tire heat is caused by tire motion on the track; however, patterns of tire heat are what give you specific tuning objectives. Heat across the three sensors is indicated by temperature values and color. A bright green tire indicates it has reached its peak grip, but this doesn't happen until a few laps into a race (at varying rates) as the tires reach race temps and psi. Any lighter green color (or gray) indicate your tire has not yet reached its peak heat level and further adjustments are required.

Depending on your car's setup, you will see variation in the tire temperatures and color patterns. Two dominant factors influence the patterns found in tire heating: camber and tire pressure.

Check the Tire Tuning section for help in determining which conditions you must correct on your car's setup. The recommendations are determined by interpreting the heat data found in the telemetry system.

Depending on whether a track is left- or right-turning, the car's outside tires do the most work. Consequently, pay close attention to those two tires on your Telemetry screen. Getting camber just right is a complicated process, but that's why there are race crews in the real world.

Negative camber is the dominant factor affecting tire heat, and any camber changes can result in significant differences in tire performance on different tracks. Air pressure also comes into play, but not as much as camber. It's hard to diagnose air-pressure problems from this Telemetry screen, as the issues it causes are subtle; however, the extremes are fairly easy to pick out when observing under- or overinflated tires.

Racing 101

Even Heating

The main objective here is to use your telemetry to help tune negative camber precisely enough to get your car's outside tires to stand at 0 degrees in the middle of every turn, thereby heating them evenly across all three sensors.

Tire colors will tell you a lot about your car's performance and what you must tune. Different tire compounds reach different peaks, so you must note this; as you're upgrading your car, you may be reaching different values than you were before. Regardless of your numerical temperature values, the color representation of tire heating stays the same—the brighter the green, the closer you're running to race temps and thus your tires' peak grip.

Sometimes you might see high variation between front and rear tire temperatures. This can be a result of your chassis tuning more than your tires and should be considered on your next trip to the tuning shop. Stiffer springs transfer more weight and scrub the tires more, resulting in hotter temperatures. If after three laps you have pale green rear tires and bright green front tires, there is a balance issue somewhere that you must find. Maybe the springs are the cause. If so, you can stiffen up the rear springs (or whatever end you want to heat more), but these effects are heavily based on your car choice, so you must experiment with the settings.

Essentially, you need to balance the relationship between the front and back of the car. If you evenly change front and rear stiffness, the car's performance won't change. If you're running hot (and green) front tires only, you can either soften up the front springs or stiffen up the rear springs—tuning either end in opposite directions can have the same effect.

Racing 101

Peak Grip Temperature

Tires generally get peak grip between 180 to 210 degrees, depending on tire compound. Due to varying track conditions, it is likely you'll always have at least a small amount of variation when comparing temperatures across all four tires.

Racing 101

Damage System

The damage system is displayed in the telemetry data on its own tab. For more information on the damage system, see Chapter 8.

Car Customization

Creating custom graphics for your exotic whip—whether it's just a new clear coat or the fully customized GT design motif—can be a very satisfying experience. You can plan your designs ahead or just play around until you get it right; either way, you're going to enjoy the immense visual potential that paint, vinyl, and decals provide.

Let's break down the customization features so you can start creating your own visual masterpiece for the tracks. Follow along as we customize one of our favorite cars, a Lexus IS350.

Our factory-painted Lexus IS350 is prepared for its visual transformation.

Paint Shop

All of the painting options are available through the Paint Car menu.

All painting options are centralized in the Paint Car menu. Use this area to paint all applicable parts, including:

- » Hood
- » Side mirrors
- » Rims
- » Brake calipers
- » Wing
- » Body

Racing 101

Restricted Painting Parts

Most stock manufacturer parts can be painted, but now and then you'll find a certain manufacturer part that must be kept stock colors.

Using the paint palette for the entire body, we picked a normal (opaque) pearl white as the main canvas color. Then we painted the custom rims and wing metallic black, and made the brake calipers metallic red.

Now that the car's main body color is white, it provides a high-contrast backdrop for what we have in mind for the design.

Racing 101

Paint Palettes

When using a paint palette, use the left and right triggers to select the various other paint palettes, including metallic, normal (opaque), special (chrome illusion and two-tone), manufacturer (official colors), and previous (keeps track of the last colors selected).

Vinyl

A car's sides usually get the most intensive graphics display. We've got a blank canvas here just waiting for embellishment.

To create impressive graphics, you must understand the breakdown of the entire vinyl system. Each car is broken up into five or six sides (this fluctuates with the presence of an aftermarket wing), each with its own finite number of layers.

Vinyl Sides	
Side	# of Layers
Front bumper	500
Left side	1,000
Hood/top/trunk	1,000
Right side	1,000
Rear bumper	500
Rear wing (carbon fiber rear wings can't be decorated with vinyls or decals)	100

Each vinyl shape or decal uses one layer each; with so many available layers on each side, only the most complex designs will even come close to using them all. Let's look at the available shapes.

Vinyls and Decals

There are over 700 vinyls that you can use in various schemes to create amazing results. The basic breakdown of vinyls is as follows:

- Primitive vinyls
- Gradient vinyls
- Stripes
- Tears
- Racing icons
- Flames
- Paint splats
- Tribal vinyls
- Nature vinyls
- Creatures
- And various fonts (both upper- and lowercase letters)

Note

Manufacturer decals are sometimes referred to as logos.

Racing 101

Vinyls vs. Decals

You can use vinyls to create decals from scratch and can color and fully transform them; however, decals are set designs from various manufacturers that you can only resize and position.

General Paint Schemes

The first step in our design called for what would eventually look like the front end of our car being dipped in black metallic paint on an angle.

To begin the process, we selected the car's left side and chose a plain primitive square as our vinyl shape. By pressing Ⓐ, we accessed the color palette and colored it metallic black. We rotated the square on the car to almost 45 degrees and resized it so three of the main borders were drawn off the car's sides (meaning we didn't have to worry about blending them later in the process).

With the first shape placed, we chose the vehicle's right side. Selecting the first layer brings up the Create Layer menu, where we selected the "Insert all from right/left side" command. Everything that exists on the other side is immediately flipped and inserted into the current side. The initial black side panels were complete.

Then onto the hood. We had two place markers; the black side panels indicated the limit of our new paint job. We created another black square shape, then resized and repositioned it to cover most of the hood; afterward, we used the zoomed-in view to meet the identical seams of the top of the black side panels.

But that left the front bumper white, so we repeated the process with a black square. It was too small when we initially placed it, so we resized it until it covered the entire front bumper and completed the black-dip effect.

To blend the black in with the white, we selected a straightedge linear gradient shape. This is the best way to mask a primitive shape's hard edges. We resized the black to a transparent gradient and rotated it to our desired alignment; then we carefully matched the seams with the front quarter panel black vinyl.

Creating Vinyl Groups

We wanted to create a flame motif for the bottom edges of the car sides. We started by selecting the background shape from the flame group.

Using Ⓨ to stamp the original vinyl, we added a second copy of the shape, changed the color, and repositioned it to create the drop-shadow effect. We repeated the process for the third stamp, while reducing each successive layer's transparency by 10 percent.

With the three flame shapes placed, colored, and positioned, we wanted to make them our base flame group, from which we could use them in multiple locations without going through all the preceding steps. To group these three layers together, we selected the first flame shape layer in the left side panel, held down the left thumbstick to access the additional menu commands, and pressed Ⓐ to highlight this layer. We then repeated this step for the second and third colored flame shapes.

When the desired layers are highlighted, we can press Ⓐ on any of them to bring up the Edit Vinyl Group menu. From there, we selected "Create New Vinyl Group" and chose a name for this group when the Xbox 360 dashboard keyboard appeared. Now this group is saved and can later be applied to any design on any car without ever having to repeat the basic setup steps.

Racing 101

Layer Groups

When several layers are highlighted and linked together, they act as one layer. All are affected the same way by any additional alteration until they are ungrouped or unselected.

Creating the initial group was just the beginning for our flame design. We then wanted to stretch it out to see if the design fit our desired design.

Not satisfied with the one flame group's appearance, we stamped the linked three-layer design and resized/repositioned the resulting second copy to extend the flames along the car's entire length. As you can see, the left side of the second group overlaps the right end of the first group. We liked it that way, so we left it as is.

Racing 101

Changing Layer Order

Layers are displayed on top of each other, with Layer 1 as a background; every additional layer is increasingly in the foreground, so you can achieve subtle effects by simply changing up the order in which the layers are numbered.

We could have ignored the car's right side this entire time, but we wanted to mention the matching process. Essentially, you can do all your work on one side and then insert it to the opposite side to immediately see the mirrored results. With our basic design motif complete, we can move on to applying decals.

Decals are set designs. You can only resize or reposition them. However, that doesn't mean you can't get creative with them. Here we cut an existing logo from the last layer and pasted it in front of the first flame layer. Remember that lower-numbered layers are displayed toward the bottom of the entire graphic. Alternatively, to create different effects, you could place a decal in between the layers in a group to blend some of its colors into an existing design.

For the simplest type of decal blending, place a decal on a background with the same color as its own background. Here we resized the large Xbox logo with the black background and positioned it to blend nicely into our Lexus's black hood. The logo's look and feel would be entirely different if we placed it anywhere on the car's white portion, and we would then have to consider hard-edge blending.

We placed another logo with a white background onto the left white side panel, blending it into the background. You may find this easier with black and white than trying to match various other paint colors with the desired decal backgrounds.

Creating Logos

Our rear bumper was in dire need of some flair, so we built a license plate. We picked out a rectangle primitive shape with cut corners, made it dark blue, and carefully placed it. When trying to make designs symmetrical, place shapes by referring to the x, y coordinates and look for the 0 position; this usually means you're centered along one axis.

We sized each uppercase block letter to 0.10 x and 0.10 y to keep the letters uniform. When placing them in their own layers, we used the 30.50 y coordinate as the ultimate reference point and lined up the bottom edge of all the letters. Our license plate was complete.

For our more complicated logo, we took a white primitive square, sized it, then stamped it to create a second red square. We made this second square slightly smaller to create the white outer stroke line. On the red square, we placed our lettering at the various sizes and used another white primitive square, resized into the fine white line as the underline to the Prima lettering.

With our more complicated logo resized and positioned, we now needed a driver tag. We used the car's entire side to make our driver's tag, which we might eventually shrink down to fit underneath the driver's window. We inserted a black letter for the drop shadow, noted its size and position, then stamped it. We changed the second copy to white while moving it slightly up and left. Creating the drop shadow took two layers for each letter, but the effect really makes them stand out on any background, should you want to change it later or apply it to another car. We repeated the process until complete and then saved the entire driver's tag as its own group for future use. We were going to put it under the driver's window but decided it looked punchy enough to keep along the top of the side skirt.

After a few final adjustments, we turned to the car's right side, deleted all previous layers, and then inserted everything from the left side. Most items flip automatically to reflect the change; however, if your created logos don't flip, simply cut the affected layers and insert the layer group on its own. You must then resize and position them manually to approximately mirror the placement on the car's opposite side, but in the end you still save some time by not creating it again from scratch. In this instance, we had to cut and reload our driver tag and the Prima Games logo that we can previously created and saved to our vinyl group catalog.

We were fairly satisfied with our design at this point; only one final step left.

Design Catalog

Before leaving the paint shop entirely, click on the "Design Catalog" option to save your custom motif. Now that you've saved your design, you can apply it to any car of the same make and model.

When you begin collecting designs and filling out your catalog, you can change up on a whim, based on your moods for each track. There are limitless ways to tweak your designs, so it's all you from here on in.

Our latest design...

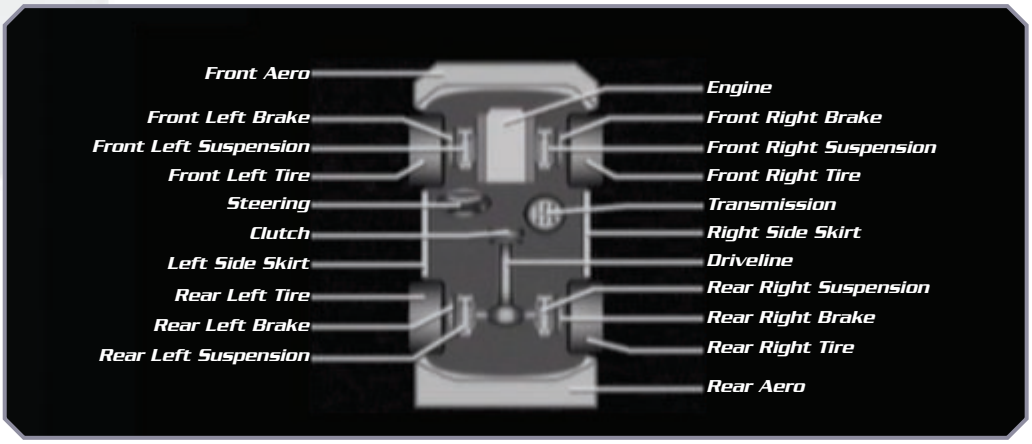
or something with a bit more of a competitive edge...

or something slightly simpler with cleaner lines.

Burn up the track in a custom car you put your blood, sweat, and tears into, and you truly feel the rewards of your investment.

Damage System

The Breakdown



To add to the realism of racing in the game, *Forza Motorsport 2* has a comprehensive damage system that tracks damage incurred to a car, and responds with appropriate decreases in performance. (However, you can complete the entire game with this optional system deactivated so your car is never affected by collisions and crashes.)

The damage system breaks the car down into its most logical performance inhibiting systems and is represented by the following categories:

- Front aero
- Front brakes
- Front suspension
- Front tires
- Steering
- Transmission
- Clutch
- Driveline
- Side aero
- Rear tires
- Rear brakes
- Rear suspension
- Rear aero

Damage is tracked in percentage to the various categories and increases as more damage is obtained (via collisions with other cars or physical obstacles such as tire barriers and so on). Any damaged system steadily decreases in performance as its damage percentage increases. When the system receives 100 percent damage, it quits working altogether.

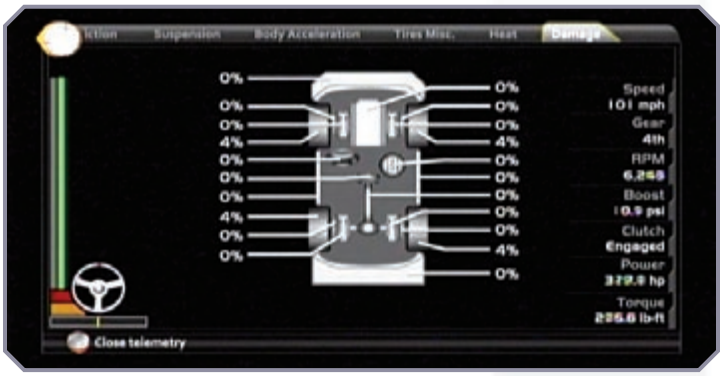
Systems Malfunction

The following generalizations apply to the various damage systems and the effects potentially incurred during races:

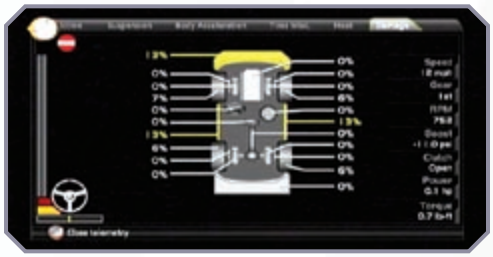
Damage System Effects

System	Damage to System Causes...
Aero—front	Increased drag
Aero—rear	Increased drag
Aero—side skirts	Increased drag
Brakes	Increased stopping distance; decreased responsiveness
Clutch	Increased shift time/decreased ability to change gears
Driveline	Decreased horsepower and torque
Engine	Decreased horsepower and torque
Steering	Decreased handling
Suspension	Decreased handling
Tires	Decreased grip (only via physical wear)
Transmission	Decreased ability to change gears

The following scenario tracks the damage to our car during an unspecified race. With simulation damage turned on, our novice driver was subjected to the potential perils of seven speeding opponents. These are the results.



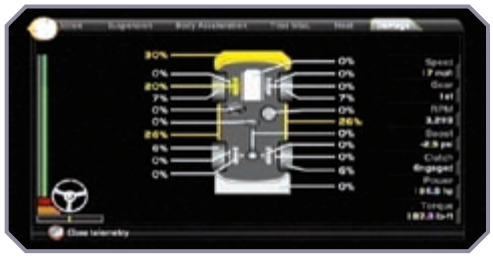
Our driver gets warmed up during the first lap. The only damage is the wear on the tires; this is short lived, however.



Heading into the first turn of lap 2, our driver rear-ends the quick-braking leader.

Result

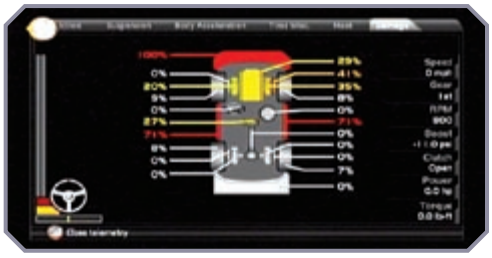
13% damage to front aero
13% damage to side aero



After a failed passing attempt during a long straight, a retaliating driver knocks our front end hard going into the next turn.

Result

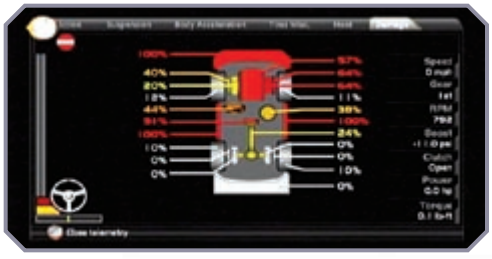
20% damage to front left suspension
30% damage to front aero
26% damage to side aero



Heading into a high-speed sweeper, our novice driver takes matters into his own hands and persuades the offending opponent to leave the racetrack at over 100 mph—much to the dismay of both pit crews.

Result

100% damage to front aero
29% damage to engine
20% damage to front left suspension
35% damage to front right suspension
41% damage to front right brake
71% damage to side aero
27% damage to clutch



After this incident, our driver was in dire need of a pit stop. However, in the calamity, he had taken first place, so he tried holding it at all costs via aggressive blocking.

Result

100% damage to front aero
57% damage to engine
20% damage to front left suspension
64% damage to front right suspension
40% damage to front left brake
64% damage to front right brake
44% damage to steering
38% damage to transmission
100% damage to side aero
91% damage to clutch
24% damage to driveline

Now that our car was a scrap metal sculpture capable of only 0-60mph in 20 seconds, our driver made for the pits. However, just prior to entering the pit lane, he "accidentally" managed to clip a corner and careen into the outside wall.

Result

100% damage to front aero
88% damage to engine
100% damage to front left suspension
64% damage to front right suspension
100% damage to front left brake
64% damage to front right brake
100% damage to steering
100% damage to transmission
100% damage to side aeros
100% damage to clutch
88% damage to driveline

Barely able to direct the car at that point, our driver sluggishly turns into the pit lane, trailing smoke behind as he goes.

Repair

Pit crews are nothing short of miraculous, but even miracles take time. While our driver sat there, not entirely patient, the crews automatically fixed system after system until the car was ready to hit the track again.

However, it's important to note that while the pit crews can fix all majors systems of a car, they don't have access to spare body parts; therefore, all aero damage incurred during a race is permanent, and you suffer drag effects for the entire race.

As our pit crew worked feverishly to repair the damage to our car, we realized that we'd never recover from such physical damage. Our fate was sealed and victory slipped away in each passing second. After sweating in the pits pondering his future as a professional driver, our man at the wheel was fired and assigned the prestigious job of official shop sweeper.

Racing 101—Pit Points

- There are no selectable options while in the pit.
- Everything can be fixed except for body damage.
- Gas is filled and tires changed...when Fuel/Tire Wear option is activated.
- Pitting takes the same length of time regardless of the extent of your car's damage.

Tracks

Tracks Introduction

Tracks in *Forza Motorsport 2* can be classified into two general categories: competition tracks and test tracks. Competition tracks combine real-world tracks from professional circuits and created tracks located worldwide. Test tracks are game-specific tracks designed to push your car to its limits in a somewhat controlled environment.

This chapter includes as much information in a glance as possible. For each track, you'll see overall layout, benchmark lap times, significant hazards (runoff areas), gear and speed markers, and critical points. Screenshots and descriptions directly tie into each track and illustrate important points.

We took a low-performance Class D car and ran perfect laps around all the tracks to establish benchmark lap times, and gear and speed markers for all the major turns on each track. This benchmark information sets a minimum standard for you to aspire to. Initially, you may not reach these goals, but when you do, you'll know you're on the right track. By the time you've earned the upper-class cars such as the Class S or Class R racers, you should be significantly improving on our benchmark values, especially lap times. Even beginner to intermediate players will eventually beat our benchmark lap times given for each track, so these are very realistic goals.

To get more insight from the gear and speed markers, note the trends in acceleration and deceleration as you follow them around a track. You can follow markers on sequential turns in a series that indicate which ones we could speed through and which ones made us slow down. It's important to also note that all these markers' values were taken at the turns' geometric center—some exceptions exist such as markers on occasional straights, and so on.

Critical points are one specific area of the track that is more challenging than the rest of the track's features. It could be a dangerous switchback or a particularly challenging downhill declining-radius turn with a crest halfway through; look for the track's Critical Point box, which describes the feature.

In addition, note the captions attached to the screenshots describing various points around each track. This text includes hints, tips, or general information about the feature it's highlighting. It's often linked to racing theory and turn analysis (refer to Chapter 2) so you have an idea of how to approach these features at full speed. In addition to the general racing theory, you may see various modifiers attached to some other features; instead of just listing a turn as a "sweeper," we may list it as an asymmetrical downhill right sweeper, when and if those modifiers are required. If there are no modifiers listed, it's safe to assume the turn or feature is textbook alignment and on flat ground.

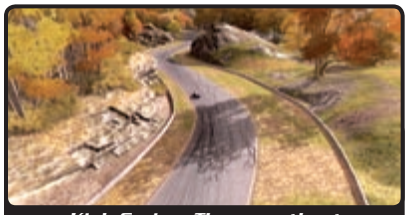
Without further hesitation, let's get to the tracks!

MAPLE VALLEY

Distance	Benchmark Lap Time
3.00	1:49.127


Downhill Right Kink: It's all or nothing leading onto the home straight.


Pit Exit: Deep into the turn, be cautious when entering the track.


Kink Series: The smoothest lines prevail.


Kink: Very deceptive; focus on a smooth line through this section.


Constant Radius: Push your car to the limits on this smooth turn.


Downhill left increasing radius.


Uphill Right Sweeper: Beware the blind crest of the hill.

3 90 Gear / Speed (m.p.h.)
Critical Point
Pit
Run-off Areas

CRITICAL POINT

This subtle turn can make or break your entire race, as it links the two most important high-speed straights on the track. Follow a seamless line between the two curbs leading onto the homestretch and drop the hammer to hit blistering speeds and post record times.

MAPLE VALLEY

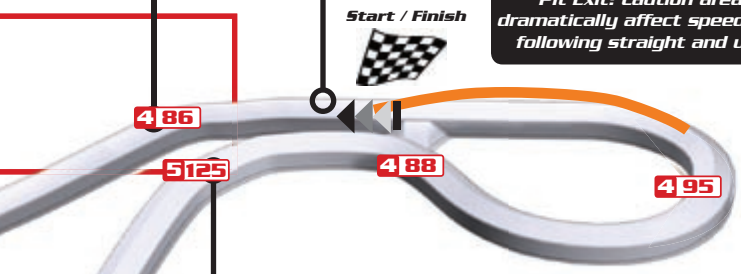
Reverse

Distance 3.00 | **Benchmark Lap Time** 1:50.255

Kink: Leads into uphill left straight.

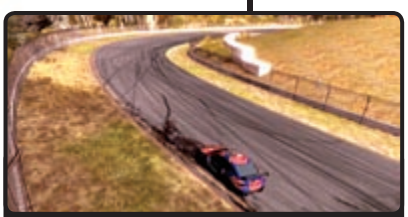
Pit Exit: Caution area; mistakes dramatically affect speed going into the following straight and uphill section.

Kink Series: Keep as gentle a line as possible through this section.



Kink: High speeds into this turn demand firm braking in the transition between this and the immediately following kink.

Constant Radius: Hug the inside all the way around.



Uphill Right Increasing Radius: Not too bad considering you're fighting gravity, but still use an outside-to-outside line and use the inside curb on the way through.

Downhill Left Sweeper: You may get tire lift at the crest of the hill with enough speed; beware loss of traction here.

3 90 Gear / Speed (m.p.h.)

Critical Point

Pit

Run-off Areas

CRITICAL POINT

A perfect line through this kink is critical for your lap times. You must carry maximum speed through this turn and into the following long uphill straight or you'll get overtaken here as opponents capitalize on your mistakes.

MAPLE VALLEY

Short

Distance	Benchmark Lap Time
1.16	00:45.977

Hairpin: Follow a classic line.

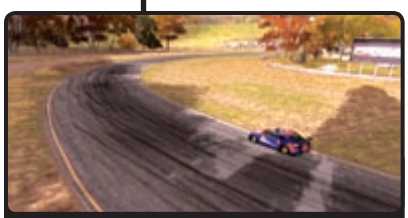
Kink: Not as high speed on the short version of the track, but a smooth line ensures hitting the straight full out.

CRITICAL POINT

This hairpin is the slowest part of the track; you must perform well here or spend the rest of the race making up for lost time. The classic outside-to-outside line works great, and you should exit the turn in line for the inside of the following kink.

Kink: Full speed ahead.

Straight: This is a choke point near the pit entry, just under the walkway. Avoid car-to-car contact.



Sweeper: Push the car all out here.

Pit Exit: Deep into the turn, be cautious when entering the track.

3 90 Gear / Speed (m.p.h.)
Critical Point
Pit
Run-off Areas

MAPLE VALLEY

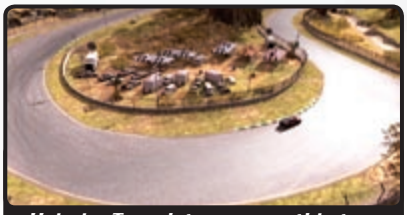
Short Reverse

Distance 1.16

Benchmark Lap Time 00:46.144

CRITICAL POINT

Carry as much speed through this sweeper as possible for the long home straight; any mistakes here and you can easily be passed before crossing the line.



Hairpin: Try a late apex on this turn to make your line smoother.

Kink: Full speed ahead.

Sweeper: Final turn before the home straight.

Kink: With a smooth line here, you can carry much of your speed right through the hairpin.

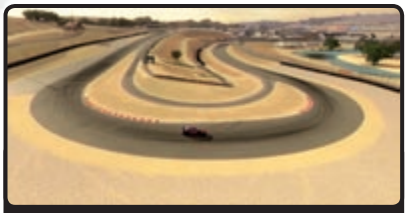
Home Straight: There is a lot of room to pass here, so if you aren't carrying maximum speed out of the previous sweeper, be prepared to block.

Pit Entry: The entry lane takes a sharp left at the concrete medians. If you're going to pit, prepare to stand on the brakes as you enter from the outside of the sweeper.

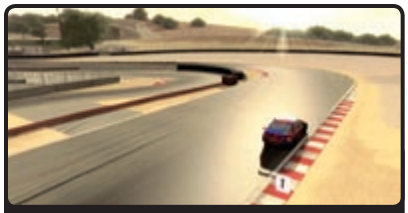
MAZDA RACEWAY LAGUNA SECA

Distance
2.23

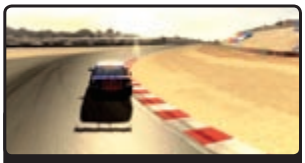
Benchmark Lap Time
1:46.131



The Andretti Hairpin: The sand trap on the turn's outside is notorious for eating oversteering cars—stay out of it!

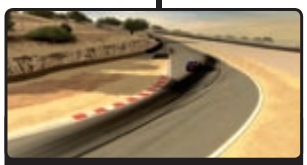


Constant Radius: Watch for the markers counting down and turn in at 1 (you can easily brake past 1, however).



Constant radius.

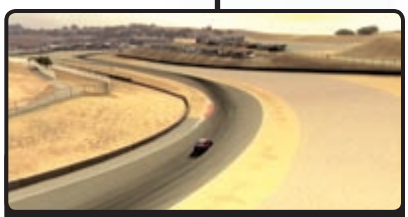
Increasing Radius: High-speed corner with a very slight bank.



Constant radius.

Rahal Straight: See critical point.

The Corkscrew: See critical point.



Rainey Curve: A downhill, left-bending decreasing-radius turn.

CRITICAL POINT

Rahal Straight and the Corkscrew: Watch for the Rahal Straight banner across the track, then spot the crest of the hill ahead leading into the infamous blind downhill corner known as the Corkscrew. Straight line braking is mandatory here as you pass the 3-2-1 markers along the right curb. On the other side of the crest, the track falls away downhill on a sharp and short left turn, so you'll have little time for braking at that point. Stand on the brakes but get off them before the 1 marker and be prepared to lose a bit of traction as the car lifts from the track when the course turns abruptly downhill; this is the most dangerous part of the track and often where disastrous crashes occur.

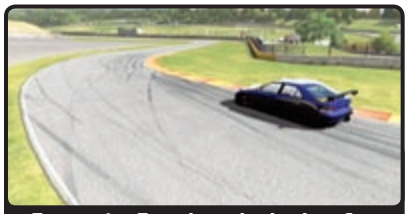
MUGELLO AUTODROMO INTERNAZIONALE

Distance
3.26

Benchmark Lap Time
2:13.810

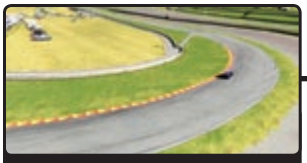
San Donato: Even a classic line around this hairpin is fast due to the turn's diameter.

Poggio Secco: This constant-radius turn is the track's highest point and starts off the back straight.

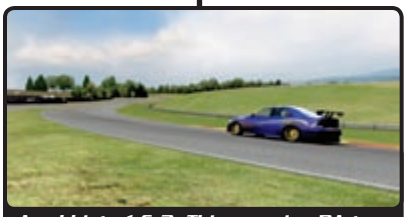


Scarperia: Stand on the brakes fast and reduce speed coming into this tight CR turn.

Correntaio: This downhill hairpin is smooth and fast.



Bucine: See critical point.



Arrabbiata 1 & 2: This massive DA turn can be taken full out in a breathtaking transition from the lowest point on the track (Arrabbiata first apex) to the variable height and angle of the Arrabbiata 2 turn ahead, which completes the DA.

Casanova Kink and Savelli CR: The downhill stretch continues through this fast series.

CRITICAL POINT

Bucine: This hairpin is the longest turn on the track and the last obstacle before the blistering speeds of the final straight. A smooth classic line has you entering the long uphill Rettilineo straight fast on your way to maximum speed. Any mistakes on this turn and the results can be devastating to both your time and position.

MUGELLO AUTODROMO INTERNAZIONALE

Distance
1.79

Benchmark Lap Time
1:08.998

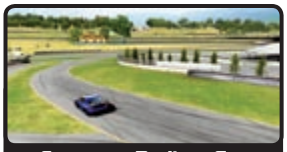
Short

CRITICAL POINT

This unnamed CR turn is the last challenge before Rettilineo and your high-speed line down the final straight. Be cautious here—this connecting turn is slightly more narrow than the rest of the track, making it a dangerous place for car-to-car contact.

San Donato: Follow a classic line around this hairpin, the slowest turn on the track.

Luco: This CR turn begins a long set of similar turns.



Constant Radius: See critical point.

Poggio Secco: The second in the CR turn series and the highest point on the track.

Casanova: This kink bends down to the right as it starts off the downhill stretch; it's a bit tricky with its slight outward banking slope.

Borgo San Lorenzo: The last of four CRs in the long turn series has a quick entry and super fast exit chute—drop the hammer!

Materassi: The third CR in the series is more of an open turn than Luco.

Mugello

NEW YORK CIRCUIT

Distance
1.81

Benchmark Lap Time
1:14.072

Right angle.

Right angle.

Kink: This very slight turn doesn't present much of a challenge; however, the slight change in aligment can be deceptive when cars are two or three abreast. Watch the car-to-car contact here as racers attempt to pass.

Right Angle: Cut the corner and treat this turn like a milder constant radius.

Constant Radius: Cut in tight to the wall on the entrance to the roundabout.

Constant Radius: Make a straight line from the exit of the roundabout to this turn's inside apex, then power out into the final straight.

CRITICAL POINT

This turn combination is made up of two tight right-angle corners; however, it can effectively be treated as a double apex. Beware the first turn's 90-degree walls on the inside apex, which can wreak havoc if you catch your car on the way through. The second apex has been chopped off by a short wall, so you can get much closer on the inside on the fast approach to the exit chute. Drop the hammer and rip out of this turn into the back straight.

NEW YORK CIRCUIT

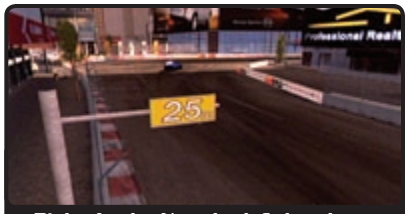
Reverse

Distance
1.81

Benchmark Lap Time
1:12.998

CRITICAL POINT

As with the forward version of this circuit, the critical point is this double apex turn composed of two right-angle corners. The importance of this turn rests in its position between the two high-speed straights on the course, so your transition between the two must be flawless to maximize your through time and exit speed.



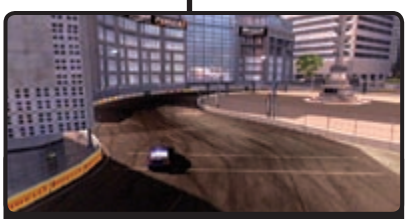
Right Angle: Use the left-hand turn markers to gauge your braking distance and transitioning.

Right Angle: Cutting this corner too close could be disastrous.

Right Angle: Cut the corner and treat this turn like a milder constant radius.

Pit: The pit is a very short lane located just before the roundabout. Cars exiting the pit may cause problems for both themselves and track cars heading into the upcoming turn, as the two lanes bottleneck slightly; use caution here during pitting events.

Constant Radius: Again, the transition from the roundabout to this turn is a near straight line following a tight inside apex along the wall.



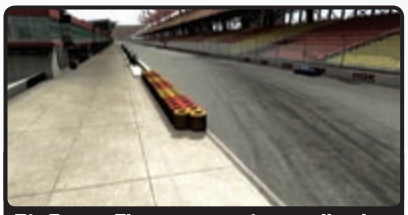
Constant Radius: The entry to the roundabout should be a near straight line from this turn.

NISSAN SPEEDWAY

Distance
2.44

Benchmark Lap Time
0:56.499

Final Straight: The fastest line has you racing tight against the outside wall.



Pit Entry: The entrance is usually clear of traffic and neatly tucked into the inside while most cars travel to the outside line.

Decreasing Radius: Stick to the inside near the bottom of the bank and transition to the outside of the exit, where it opens up into the final straight.

Pit Exit: Be cautious, as the exit trajectory puts cars right out into traffic.

Kink: See critical point.

Increasing Radius: With this large of a diameter, turn type makes only a marginal effect on your racing line, but stay close to the center of the track.

CRITICAL POINT

This kink is so subtle that you might overlook its influence on overall track time. Don't underestimate this turn—continue a seamless smooth line toward the inside of the kink at the apex. Due to the high speeds, the usual outside-to-outside line still applies but the transitions take place over much longer distances.

NISSAN SPEEDWAY

Reverse

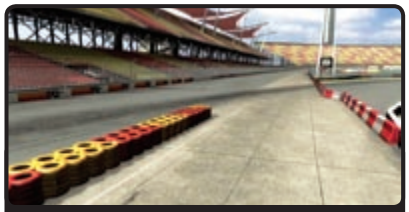
Distance
2.44

Benchmark Lap Time
00:56.550

CRITICAL POINT

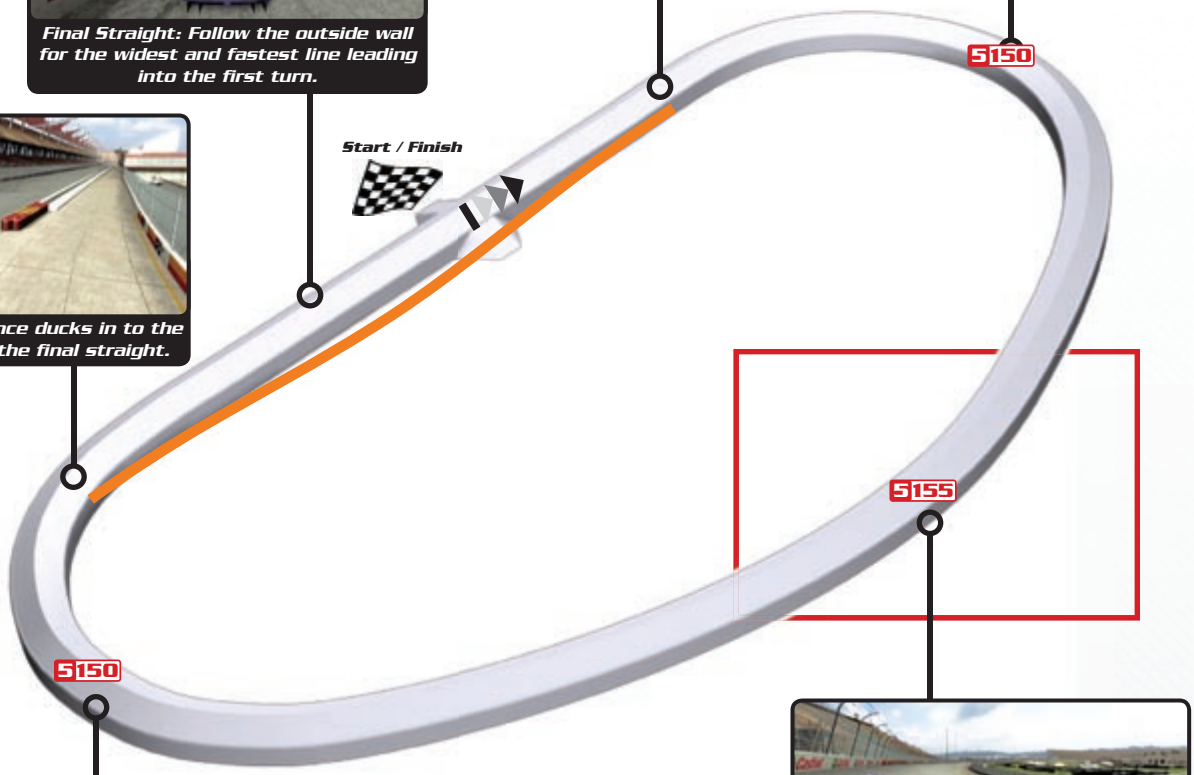
This kink is so subtle that you might overlook its influence on overall track time. Don't underestimate this turn-continue a seamless smooth line toward the inside of the kink. Due to the high speeds, the usual outside-to-outside line still applies but the transitions take place over much longer distances.

Final Straight: Follow the outside wall for the widest and fastest line leading into the first turn.

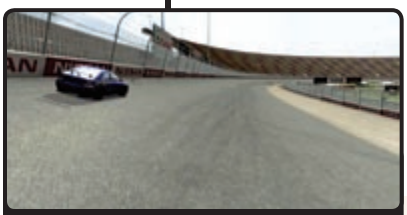

Pit Exit: It's far enough to the inside so as to not cause reentry issues.


Increasing Radius: Hug the inside all the way around.


Pit Entry: The entrance ducks in to the right and parallels the final straight.

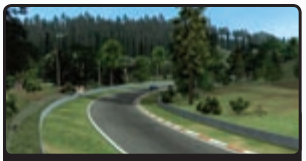



Kink: On the approach to the kink, follow the outside of the track; the same applies on the opposite side of the kink.


Decreasing Radius: From the top of the bank, gain maximum speed before transitioning to the inside of this fast turn leading into the final straight.

NÜRBURGRING NORDSCHLEIFE

Distance 12.90 | **Benchmark Lap Time** 9:21.988

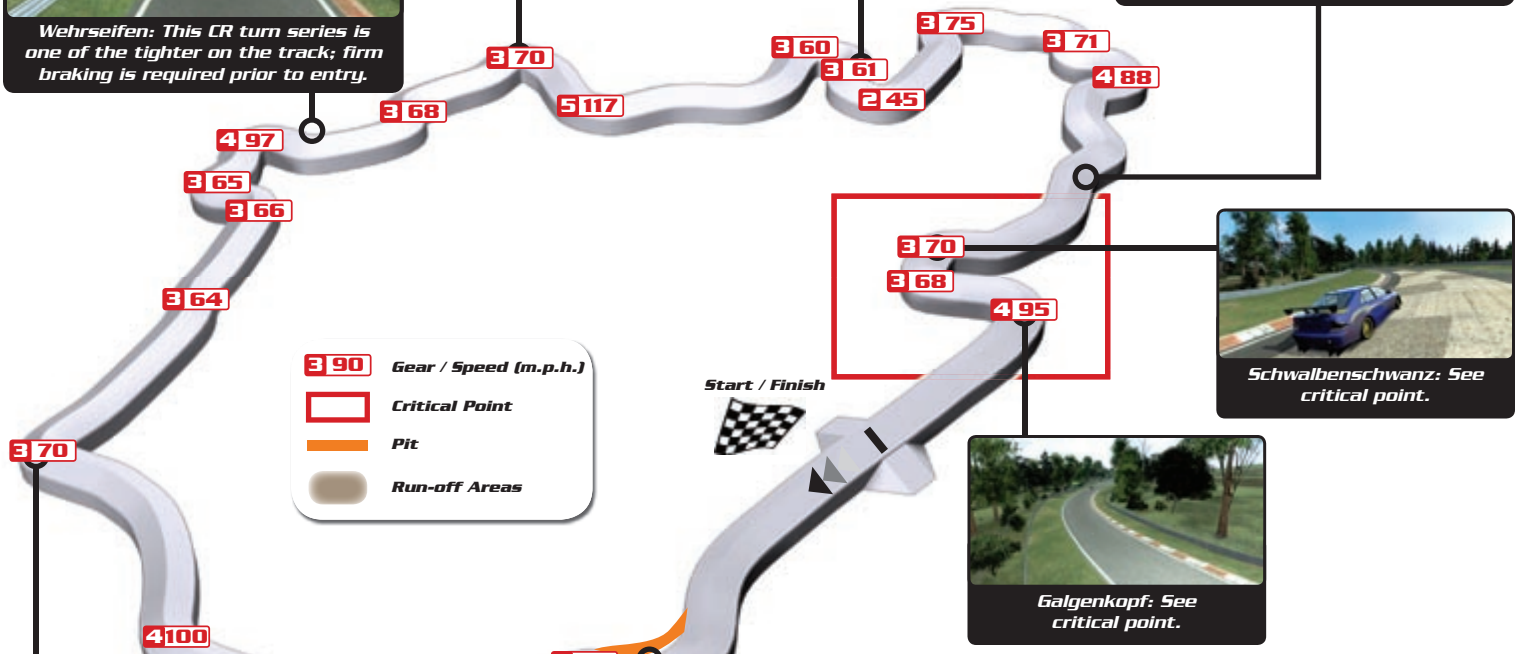


Bergwerk: This tight, off-camber, downhill corner is infamous for causing crashes.

Caracciola Karussell: The entry is blind to this iconic and very slow 270-degree hairpin. Its berm style and banked corners make a great location for both passing and dramatic photographs. Stay on the bank to carry more speed through the turn while slower drivers remain on the flat surface above.

Pflanzgarten: While not a turn, this bumpy stretch of track has a dangerous short rise that can launch even slower cars into the air. Slow down on approach to the Pflanzgarten sign on the right; ideally you won't bottom out on the opposite side of the crest, which can lead to loss of control heading into the immediate turn.

Wehrseifen: This CR turn series is one of the tighter on the track; firm braking is required prior to entry.



Schwalbenschwanz: See critical point.

Galgenkopf: See critical point.

CRITICAL POINT

Schwalbenschwanz/Galgenkopf: Excellent execution is needed through this significant turn series. Schwalbenschwanz is essentially a DA with a long flat between apexes. Tap the brakes at the Galgenkopf entry sign to prevent being thrown off the track's left side while ripping around the uphill turn on approach to the apex. As soon as the track starts its slight decline past the apex, drop the hammer and go! When you see the Döttinger Höhe sign, you're home free!

Aremberg: Due to the track's size, even corners like this sweeper that appear sharp can be executed without too much braking.

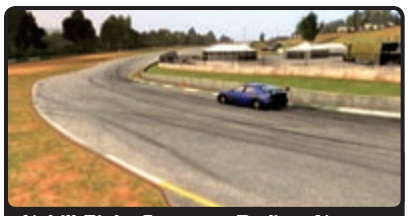
Pit Entrance: Watch for this narrow chute turning off the right side of the first turn series.

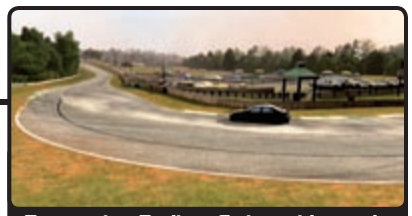
ROAD ATLANTA

Distance	Benchmark Lap Time
2.54	1:42.357


The Essess: This famous series of shallow fast S-curves is an exciting place to put your car through its paces and create the smoothest line all the way through.


Uphill Right Constant Radius: Again, the uphill turns can be tricky when factoring in weight transfer.


Uphill Right Constant Radius: You can easily drift a bit around this turn if too much speed is carried into it; be very cautious of forcing understeer/oversteer conditions.


Decreasing Radius: Swing wide on the entry and follow a late apex line to get into the back straight as quickly as possible.


Back Straight: This downhill shot to Turn 10 is super fast, but be ready to brake hard at the end.


Constant Radius: See critical point.


Constant Radius: The downhill run from the previous crest is fast and helps gain speed for the final straight.

CRITICAL POINT

Turn 10, as it's officially known, is a variable series of two short constant-radius turns that end the back straight with an exclamation mark. Hard braking is mandatory, and anything less than a well-executed line sends you into the sand on the outside of the first turn. We don't condone going off the track and incurring penalties; however, if you can't help it and come into the turn too fast, try to at least cut the corner of the second turn right across the grass. You might even pass someone in the process.

ROAD ATLANTA

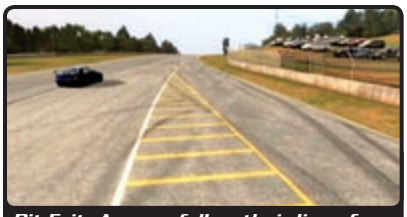
Short

Distance 1.77

Benchmark Lap Time 1:09.784

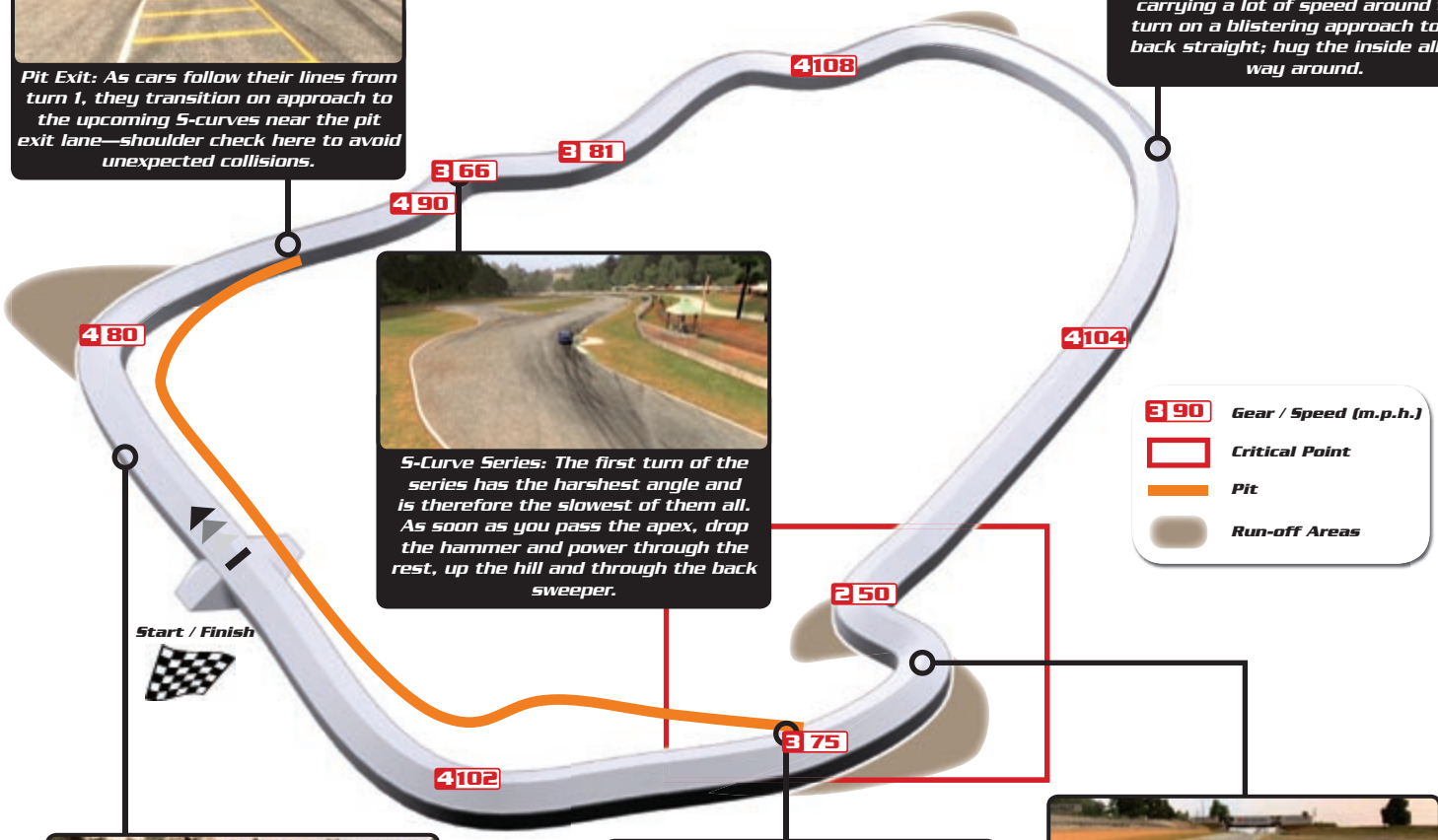
CRITICAL POINT

The short version of this track shares the same critical point with the main Road Atlanta track. However, there is something else to look for on this track—the crest of the hill ahead of the critical point turn (under the walkway) is a blind right hand kink that can throw you off if you're too far to the left side of the track. Be cautious of this and stay right at the crest; that way, you won't throw off your car's balance as you come down the other side and continue past the pit entrance. Move to the left side and hug it to late apex the final turn to the home straight. Late apexing the last turn avoids the bump at the apex of the turn.



Pit Exit: As cars follow their lines from turn 1, they transition on approach to the upcoming S-curves near the pit exit lane—shoulder check here to avoid unexpected collisions.

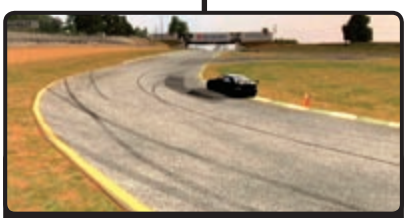
Uphill Right Sweeper: You'll be carrying a lot of speed around this turn on a blistering approach to the back straight; hug the inside all the way around.



S-Curve Series: The first turn of the series has the harshest angle and is therefore the slowest of them all. As soon as you pass the apex, drop the hammer and power through the rest, up the hill and through the back sweeper.

Uphill Right Constant Radius: Enter the track's first turn from wide out on the left side.

Pit Entry: The entrance should be clear as the racing line takes cars along the track's left side; however, if you're coming in hot from the preceding hill crest, stand on the brakes to make the necessary turn into the winding pit lane.



Constant Radius: The second part of Turn 10 is the slowest turn on the track and often highly congested as cars stack up at the apex.

SEBRING INTERNATIONAL RACEWAY

Distance
3.70

Benchmark Lap Time
2:35.056

Sunset Bend Entry: See critical point.

Sunset Bend Exit: See critical point.

Hairpin: It's not completely a 180-degree switch, but this slow turn demands hard braking before the 100-yard marker.

Constant Radius: The track's first turn is very wide, but stay tight on the inside to line up with the narrower outlet at the far end.

Le Mans Curve: Focus on your speed while hugging the inside line near the cones; accelerate hard out of the exit chute to ensure reaching maximum speed sooner along Ulmann Straight.

Tower Turn: Another slower right-angle turn that demands a firm foot on the brakes; once past the apex, aim for the lone inside cone and drop the hammer to rip into "Flying Fortress Straight."

Cunningham Corner: Use outside-to-outside and straight line braking before the 100-yard marker for this right-angle turn.

3 90 Gear / Speed (m.p.h.)
Critical Point
Pit
Run-off Areas

CRITICAL POINT

This irregularly shaped decreasing-radius turn separates two high-speed straights, the second being the lead into the final straight. The fast turn entry is marked by very rough asphalt; if your car is riding low, be extremely cautious of bottoming out here. The track smooths out after you pass underneath the bridge; aim for the lone inside cone and gun it to the line!

SEBRING INTERNATIONAL RACEWAY

Short

Distance
2.00

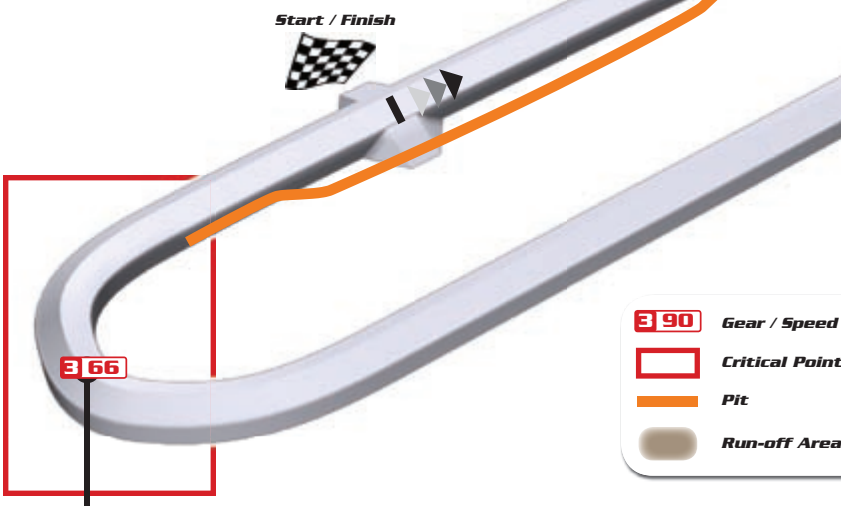
Benchmark Lap Time
1:28.363

Double Apex: These two tight right-angle turns demand a firm braking foot.

Bishop Bend: Accelerate hard through this section.

Gendebien Bend: Power through this shallow-arc constant radius on your way to the back straight.

Constant Radius: The track's first turn is very wide, but stay tight on the inside to line up with the narrower outlet at the far end.



Le Mans Curve: Focus on your speed while hugging the inside line near the cones; accelerate hard out of the exit chute to ensure reaching maximum speed sooner along Ulmann Straight.

3 90 Gear / Speed (m.p.h.)
Critical Point
Pit
Run-off Areas

Sunset Bend Entry: See critical point.

CRITICAL POINT

Sebring International Short shares the same critical point as the full International track, but watch out for the double apex corners at Turn 2 and Turn 3 after the Start/Finish line. It's very easy to carry too much speed into (and through) Turn 1 on the approach to Turn 2. If you're too aggressive here, you'll most likely find yourself in an understeer condition and driving into the weeds, or even worse, straight into the tire barrier.

SEBRING INTERNATIONAL RACEWAY CLUB

Distance
1.70

Benchmark Lap Time
1:18.873

Cunningham Corner: Use outside-to-outside and straight line braking before the 100-yard marker for this right-angle turn.

Collier Curve: Drop the hammer and power all the way through this wide-diameter arc.

Tower Turn: Another slower right-angle turn that demands a firm foot on the brakes. Once past the apex, aim for the lone inside cone and drop the hammer to rip forth into "Flying Fortress Straight."

Fangio Chicane: These turns are so slight they almost don't qualify as a chicane.

Decreasing Radius: See critical point.

Gurney Bend: See critical point.

Hairpin: It's not completely a 180-degree switch, but this slow turn demands hard braking.

3 90 Gear / Speed (m.p.h.)
Critical Point
Pit
Run-off Areas

CRITICAL POINT

This decreasing-radius turn is the last real challenge before the final straight. Follow a late apex line through it and accelerate hard out of the chute into Gurney Bend, where you should achieve maximum speed along this gentle sweeper that rolls out before the line.

SILVERSTONE GRAND PRIX CIRCUIT

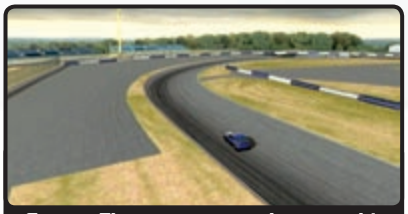
Distance
3.19

Benchmark Lap Time
2:14.412

CRITICAL POINT

Beckett's: Tight springs, sticky tires, and minimal sway are required to take this infamous S-curve series at breakneck speeds.

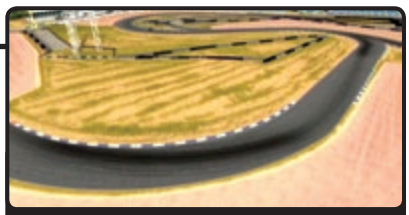
Beckett's: See critical point.



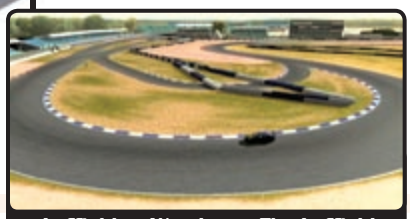
Stowe: There are no markers on this important turn, but use the large open lot on the left to gauge your position. Late apex the turn so you can straighten out; then use both the apex curbs and transition across to the exit chute curb.

Club: This increasing radius corner has a very slow entry due to the immediately preceding short and near right-angle turn.

Abbey (foreground) & Farm: The two turns are almost like a chicane in series, but the Abbey turn entrance is a deeper arc that requires firm braking.



Priory (foreground) & Brooklands: Priory has a slow entry, but treat the transition to Brooklands like a DA turn and swing wide.



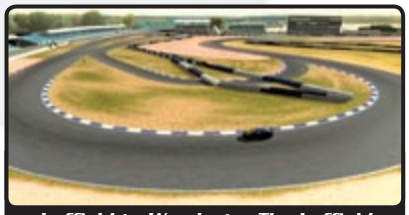
Luffield to Woodcote: The Luffield hairpin allows a very fast exit into Woodcote (the final straight).

Copse: Start your apex transition before reaching the 50-yard marker.

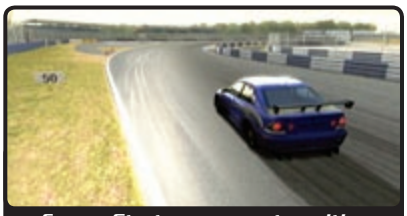
SILVERSTONE INTERNATIONAL CIRCUIT

Distance
2.25

Benchmark Lap Time
1:38.670



Luffield to Woodcote: The Luffield hairpin allows a very fast exit into Woodcote (the final straight).



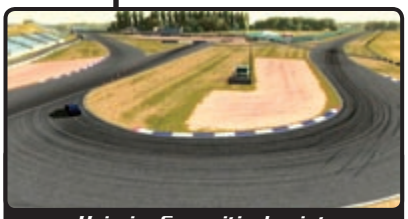
Copse: Start your apex transition before reaching the 50-yard marker.

Start / Finish

Priory (foreground) & Brooklands: Priory has a slow entry, but treat the transition to Brooklands like a DA turn and swing wide.

Kink: This bend is minor; you can really open it up on this fast stretch.

Beckett's: This shorter version of the track cuts off halfway through Beckett's and veers right into the infield.



Hairpin: See critical point.

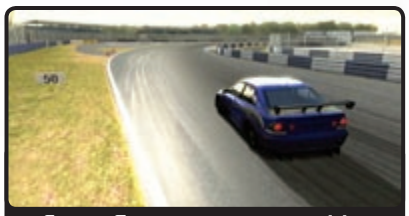
CRITICAL POINT

Hairpin: Follow a classic line through this slow turn that separates two of the most important high-speed straights on the track. At the turn exit, note the left bend directing you away from the Abbey & Farm Grand Prix turns, which are not components of this track.

SILVERSTONE NATIONAL CIRCUIT

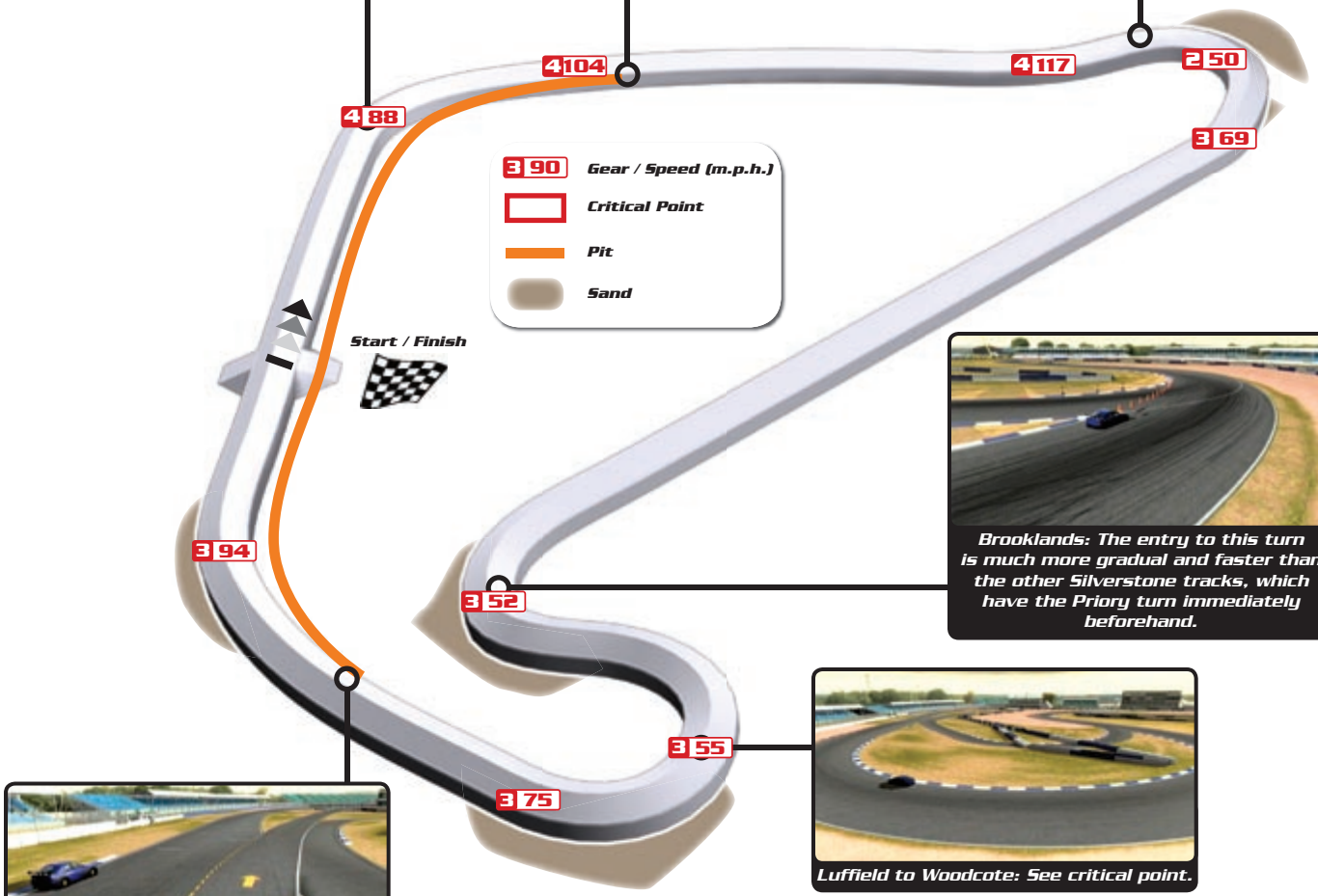
Distance
1.63

Benchmark Lap Time
1:08.149


Copse: Start your apex transition before reaching the 50-yard marker.


Pit Exit: Usually clear, as most cars stick to the outside line.


Beckett's: This infield turn veers off the second Beckett's curve.



Brooklands: The entry to this turn is much more gradual and faster than the other Silverstone tracks, which have the Priory turn immediately beforehand.

Luffield to Woodcote: See critical point.

Pit Entry: Usually clear, as Woodcote traffic stays left.

CRITICAL POINT

Luffield to Woodcote: The Luffield hairpin remains the same on this track alignment but becomes a much more significant component in overall track performance. Proper execution allows for very fast through times and high-speed exits into Woodcote (the final straight).

SUNSET PENINSULA INFIELD

Distance
2.78

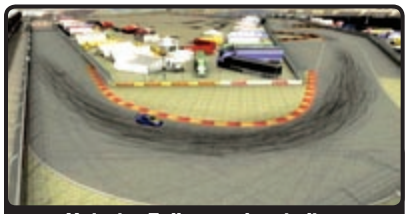
Benchmark Lap Time
1:49.625

CRITICAL POINT

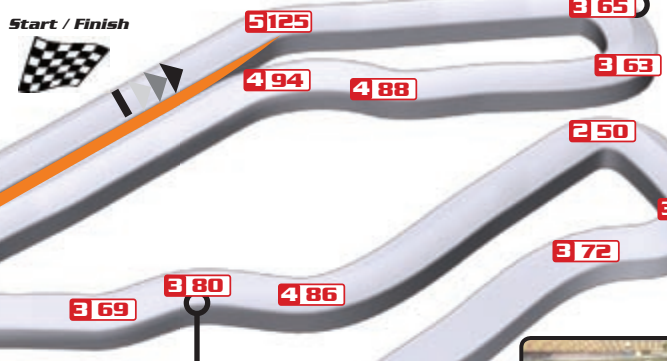
Hold off on your entry into the first turn until as late as possible, after the 1 marker. This helps you late apex and exit the turn on the inside. Now stay to the left and you're in perfect position for the second CR turn and subsequent exit onto the oval's high back.

Double Apex: Start your transition to the first apex before the 1 marker sign.

Double Apex: Despite its asymmetrical appearance, the typical classic line suffices here.

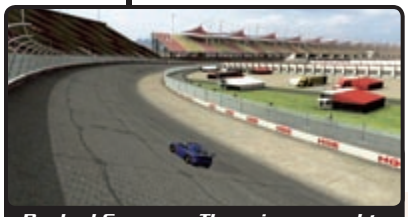


Hairpin: Follow a classic line.

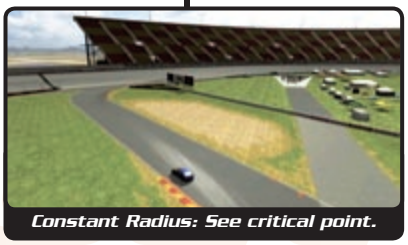


Kink Series: Tighten your springs up for this stretch.

Constant Radius: See critical point.



Banked Sweeper: There is no need to go higher than midtrack, but you will exit and swing wide to the outside along the final straight.



Constant Radius: See critical point.

3 90 Gear / Speed (m.p.h.)
Critical Point
Pit
Sand

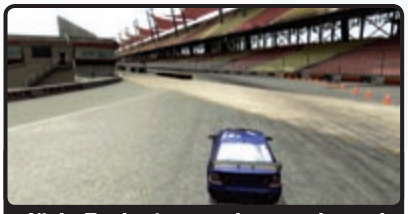
SUNSET PENINSULA INFIELD

Reverse

Distance
2.78

Benchmark Lap Time
1:49.703

Pit Exit: Be very wary of car-to-car contact as the racing line merges midtrack near the pit exit lane.



Kink: Don't aim too close to the end of the pit lane tire barrier on your approach; aim more for midtrack to keep your entry angle from becoming too severe.

Double Apex: See critical point.

Final Straight: The fastest line has you racing tight against the outside wall.

Chicane: The preceding straight gives this turn series a very quick entrance; be firm on the brakes to avoid overshooting the right entry to the upcoming DA turn.

CRITICAL POINT

To achieve the widest entry angle possible coming into this slighly asymmetrical double-apex turn, put your right tires as far over the white line as possible without incurring a penalty. How you execute this turn is critical to your exit speed and how fast you achieve maximum velocity going into the final straight.

Bank Exit: In lowered cars, high-speed exits from the bank can make you bottom out and lose control. To make the transition smoother, try to leave the bank as parallel to the slope as possible.

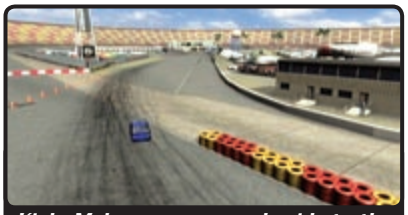
Constant Radius: Too much speed or loss of control from the bank exit can have disastrous results going into this turn.

SUNSET PENINSULA INFIELD

Short

Distance
1.94

Benchmark Lap Time
1:11.255

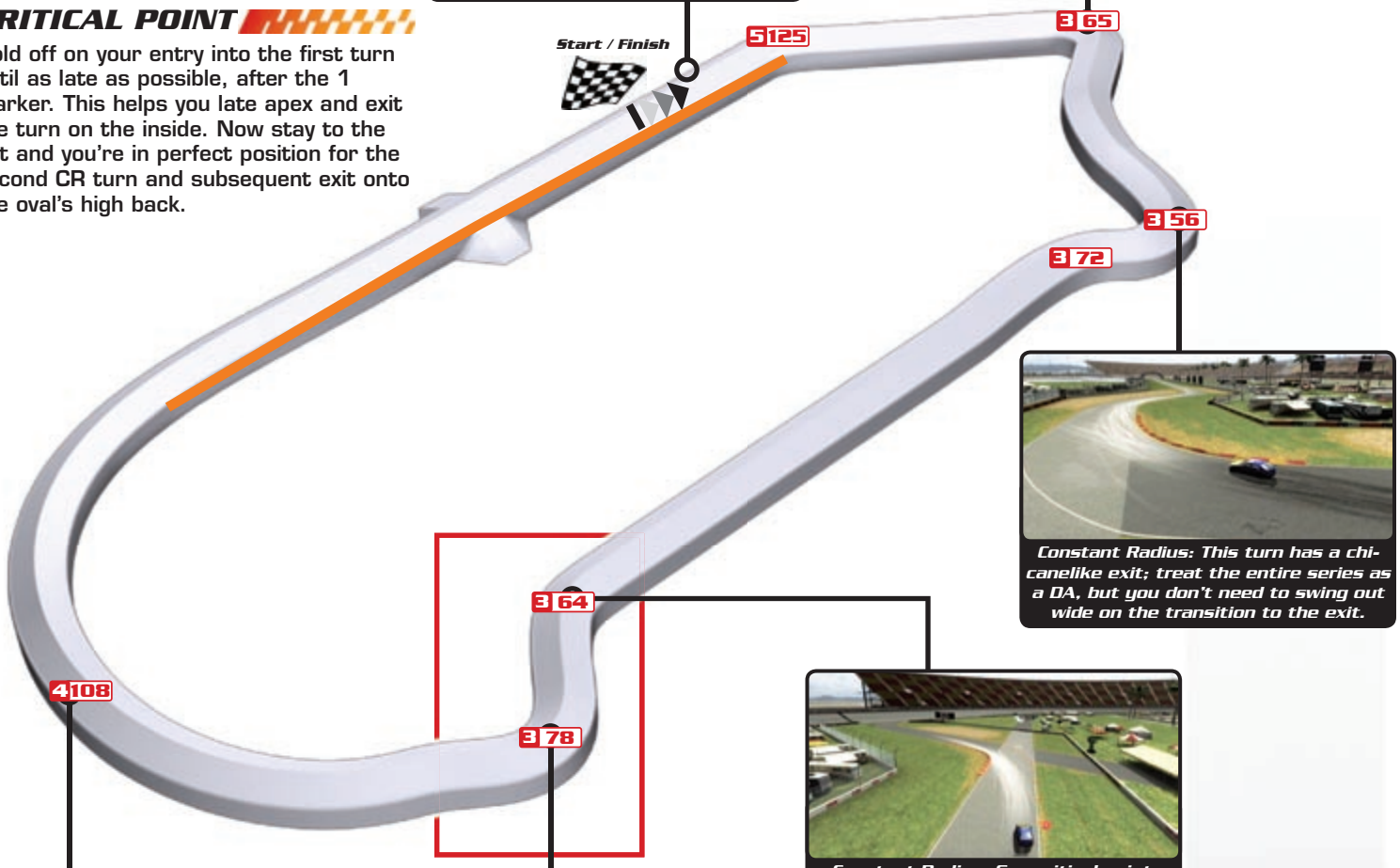


Kink: Make your approach wide to the left rather than skim the end of the pit lane tires wall.

Double Apex: Start your transition to the first apex before the 1 marker sign.

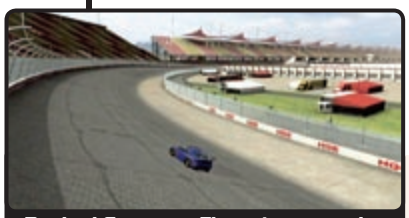
CRITICAL POINT

Hold off on your entry into the first turn until as late as possible, after the 1 marker. This helps you late apex and exit the turn on the inside. Now stay to the left and you're in perfect position for the second CR turn and subsequent exit onto the oval's high back.

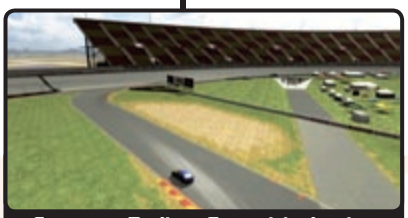


Constant Radius: This turn has a chicanelike exit; treat the entire series as a DA, but you don't need to swing out wide on the transition to the exit.

Constant Radius: See critical point.



Banked Sweeper: There is no need to go higher than midtrack, but you will exit and swing wide to the outside along the final straight.



Constant Radius: See critical point.

SUNSET PENINSULA INFIELD

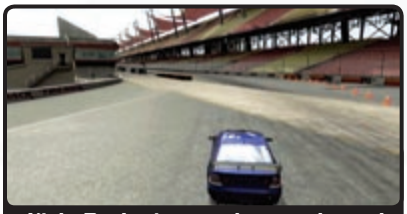
Short Reverse

Distance
1.94

Benchmark Lap Time
1:11.426

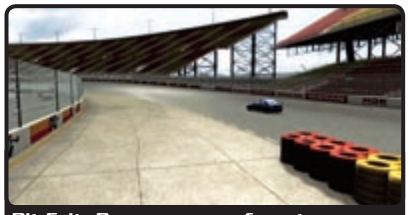
CRITICAL POINT

Double Apex: High-speed entry into this turn is very easy considering the near straight line entry from the preceding chicane. The actual line is just like a classic DA, except you get the freebie on the entrance, allowing you to carry much more speed through to the second apex. Nailing this turn allows you to clock impressive lap times.



Kink: Don't aim too close to the end of the pit lane tire barrier on your approach; aim more for midtrack to keep your entry angle from becoming too severe.

Double Apex: See critical point.



Pit Exit: Be very wary of car-to-car contact as the racing line merges midtrack near the pit exit lane.

Chicane: The preceding straight gives this turn series a very quick entrance; be firm on the brakes to avoid overshooting the right entry to the upcoming DA turn.

Constant Radius: Too much speed or loss of control from the bank exit can have disastrous results going into this turn.

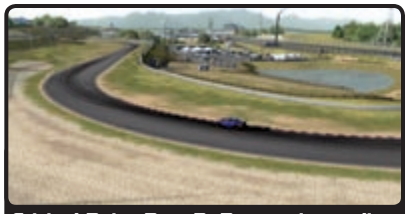
Bank Exit: In lowered cars, high-speed exits from the bank can make you bottom out and lose control. To make the transition smoother, try to leave the bank as parallel to the slope as possible.

SUZUKA CIRCUIT EAST

Distance	Benchmark Lap Time
1.39	00:59.603

CRITICAL POINT

This asymmetrical double-apex turn is actually two different corners (a constant radius followed quickly by a decreasing radius); but for simplicity's sake, follow a classic DA racing line. Hit the first turn's inside curb, swing wide outside to the curb at the grass strip, then transition back to the inside curb at the second turn's apex. The exit chute has an outside curb, but don't swing so wide that your left tires hit the sand. This area is crucial for your track performance given the high entry speeds from the preceding straight.

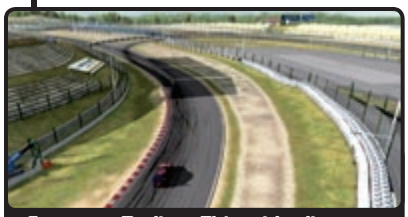

Critical Point Part 2: Decreasing radius.


Critical Point Part 1: Constant Radius.


Pit Entrance.


S-Curve: Treat as a chicane and make sure your springs are tight.


Constant Radius: Essentially a larger diameter continuation of the S-curve series.


Constant Radius: This wide-diameter turn is on the verge of being a sweeper; open it up here on the approach to the final challenge.


The racing line cuts right across the end of the curb.

3 90 Gear / Speed (m.p.h.)
Critical Point
Pit
Sand

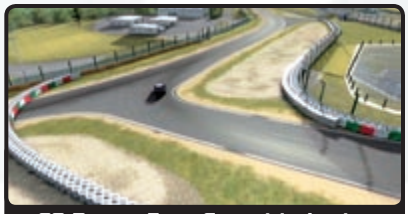
SUZUKA CIRCUIT WEST

Distance 2.15 | **Benchmark Lap Time** 1:34.029

CRITICAL POINT

You enter this critical turn series at high speeds carried off the previous straight and kink—get on the brakes hard! The first turn is tightly walled on the inside, preventing any corner-cutting. There is no curb on the outside apex, so keep your tires off the dirt when swinging out in transition. The second turn isn't walled, so cut the turn off slightly at the apex and drop the hammer hard into the straight.

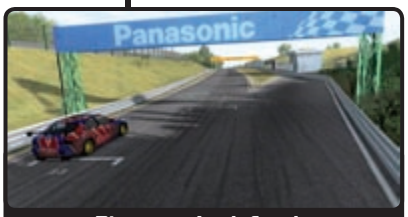

90-Degree Turn: See critical point.


90-Degree Turn: See critical point.


180-Degree Hairpin: Follow a classic line.


Asymmetrical DA: This is a wide-diameter series of a constant-radius then increasing-radius turn.


Kink: Dab brakes only.



Pit entry: Look for the Panasonic banner.


90-Degree Turn: Hard braking required.

3 90 Gear / Speed (m.p.h.)
Critical Point
Pit
Sand
Gravel

SUZUKA CIRCUIT

Distance	Benchmark Lap Time
3.61	2:29.755

CRITICAL POINT

These two turns may have the general alignment of one large chicane, but treat them as two short but separate constant-radius turns. The outside of the first turn is completely open, marked only by widely spaced pylons. Cut across this turn's apex and exit in the middle of the track; this sets you up nicely for the entrance to the second turn. Follow a middle-to-outside line through the second turn and use the outside curb on the exit chute if you need some extra width, but stay off the grass.


Asymmetrical Double Apex.


Pit Exit: On endurance events, watch for cars exiting the pit lane.


Constant Radius: See critical point.


Constant Radius: See critical point.


Asymmetrical DA: Constant radius, then increasing radius turns.


90-Degree Turn: Brake hard nearing the entry.

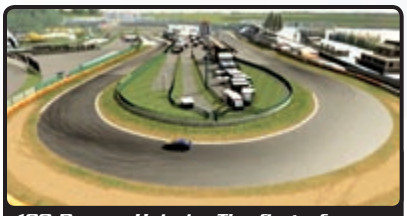
Suzuka

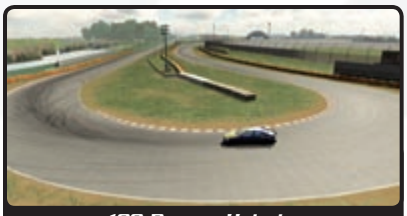
TSUBUKA CIRCUIT

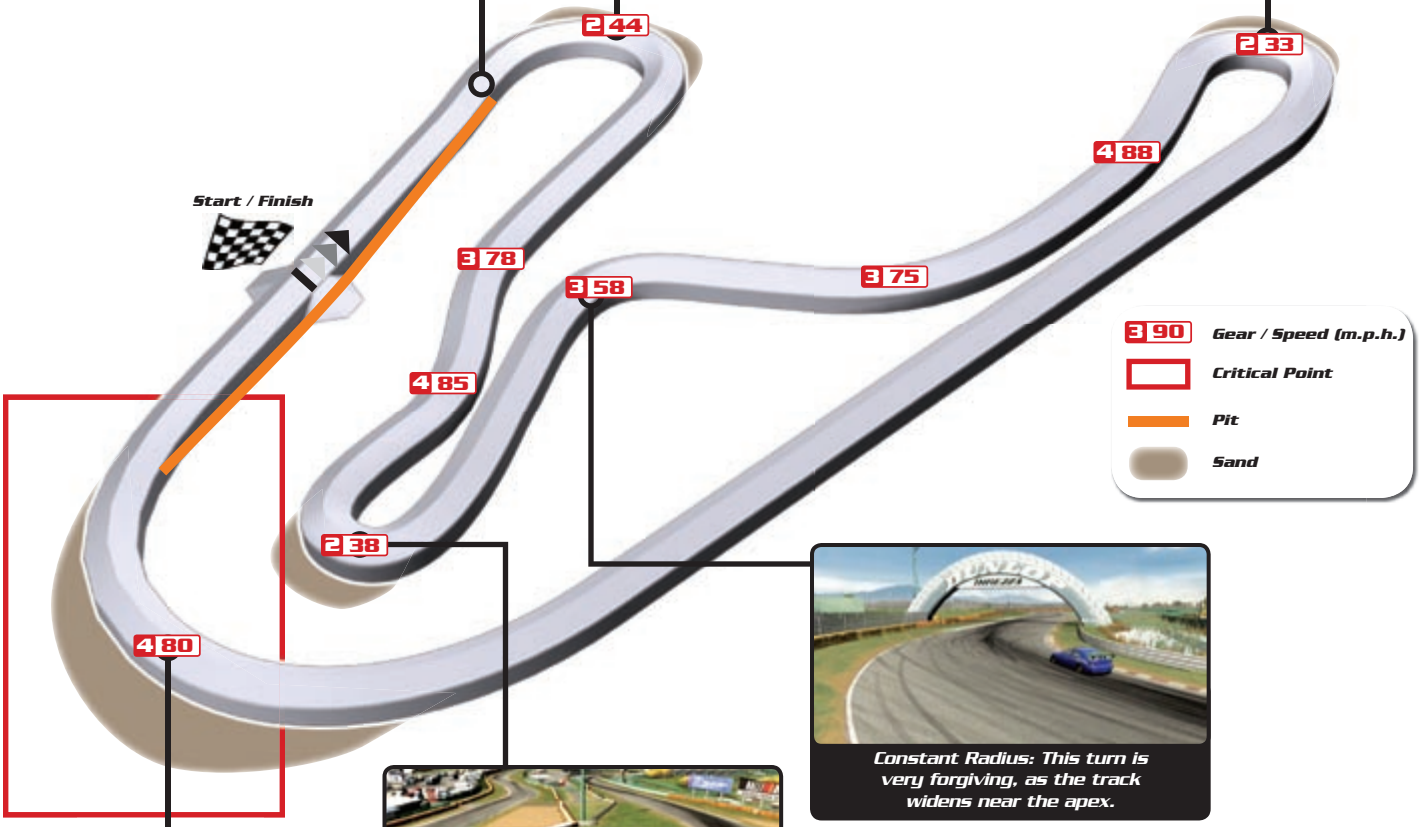
Distance
1.29

Benchmark Lap Time
1:06.581


Pit Exit: Watch for car-to-car contact here.


180-Degree Hairpin: The first of many.


180-Degree Hairpin: Follow a classic line.



Constant Radius: This turn is very forgiving, as the track widens near the apex.


180-Degree Hairpin: The previous S-curve should not affect your classic line.


Sweeper: See critical point.

CRITICAL POINT

This shorter version of Tsubuka shares the full track's critical point, but make sure to also watch out for something else—the hairpin after the Start/Finish line. That particular part of the track is especially tricky, since after the first lap, you enter it very quickly after the final straight. A misjudged braking point can send you understeering into the tire barriers, or just send you too wide and open an inside lane for another driver to pass you.

TSUBUKA CIRCUIT

Short

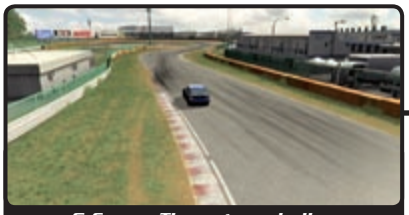
Distance	Benchmark Lap Time
0.97	00:49.234

CRITICAL POINT

Sweeper: This is the fastest turn on the track and connects the two most valuable straights. Keep your inputs as smooth as marble traveling around this bend to maximize entry and exit speeds.

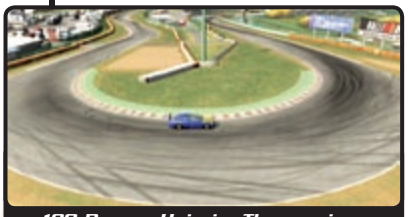
180-Degree Hairpin: Follow a classic line.

Constant Radius: This turn is very forgiving, as the track widens near the apex.

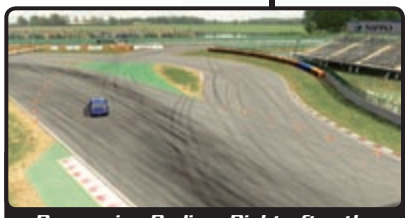


S-Curve: These two shallow constant-radius turns require fast transitioning. Don't exit the second one too wide or you miss the ideal entry to the upcoming hairpin.

Sweeper: See critical point.



180-Degree Hairpin: The previous S-curve should not affect your classic line unless your approach wasn't wide enough.



Decreasing Radius: Right after the Dunlop tire, spot the green zone in the track's middle and the small cones lining it on the right side. Use the last cone to aim into the upcoming turn.

3 90 Gear / Speed (m.p.h.)
Critical Point
Pit
Sand

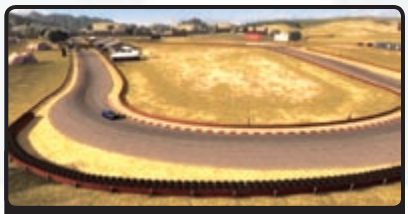
BLACK MAMBA

Distance
2.24

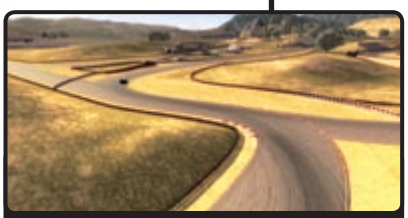
Benchmark Lap Time
2:07.543


Kink: This is an extreme example of a kink, with a harsher angle than most.


Hairpin Series: See critical point.


Asymmetrical Hairpin: Beware the off-kilter alignment at this turn's entrance.


S-Curve: The constant-radius turns are shallow, but your suspension still needs to be quite stiff to handle them at speed.


S-Curve: Follow a textbook constant-radius line on the sharper first turn. By the time you hit the second corner, your speed should be low enough to hug the inside all the way.


Asymmetrical DA: Because of its large dimensions, you can still follow a classic DA line; however, the second turn's apex is slightly sharper than the first's.

CRITICAL POINT

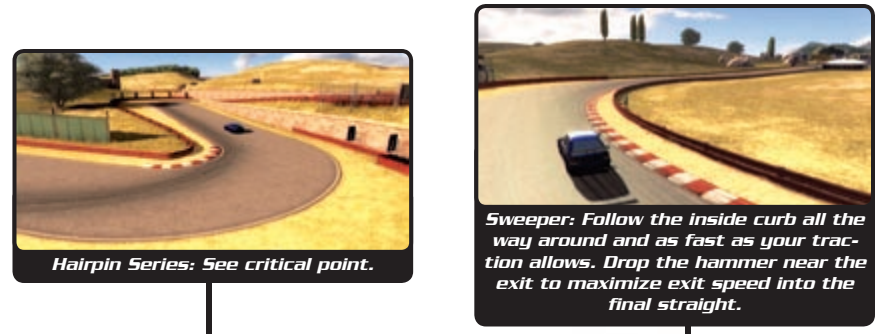
After relatively higher speeds around the track, you must slow to a crawl to get through this section while staying off the walls. Classic hairpin lines work well but are not as important here given the incredibly slow speeds through this three-turn set. Be very cautious going through this series!

BLACK MAMBA

Reverse

Distance
2.24

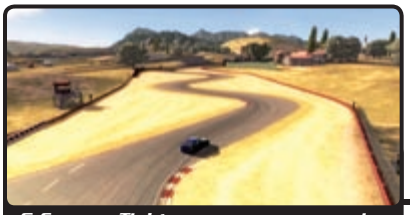
Benchmark Lap Time
2:07.700



Sweeper: Follow the inside curb all the way around and as fast as your traction allows. Drop the hammer near the exit to maximize exit speed into the final straight.

Hairpin Series: See critical point.

Kink: Stay wide on your approach to this severely angled kink.



S-Curves: Tighten up your suspension to execute this series quickly.

S-Curve: Take out the cones on the right side if you need to follow a slightly wider arc into the first turn of this series.

Double Apex: Its entry is relatively slow, but you can dramatically increase your speed after the first apex and carry it out onto the following straight.

CRITICAL POINT

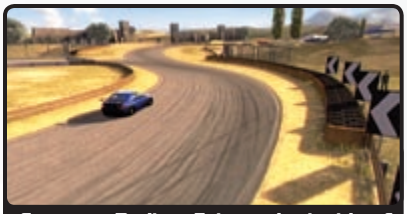
Slow to a crawl to get through this uphill hairpin switchback section while staying off the walls. Classic hairpin lines work well but are not as important here given the incredibly slow speeds through this three-turn set.

BOOMSLANG

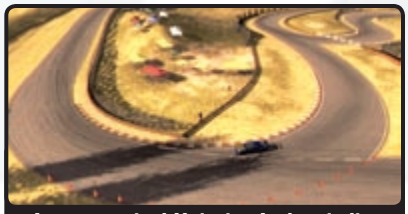
Distance	Benchmark Lap Time
0.63	00:34.669

CRITICAL POINT

Push your car to its limits on this fast, wide sweeper leading into the final straight. On such a short, basic track, you must push the envelope on every turn such as this one to significantly reduce your lap times.



Constant Radius: Exit on the inside of this short, tight turn to set up properly for the following corner.



Asymmetrical Hairpin: A classic line generally works well despite its slightly decreasing radius.

Decreasing Radius: Hit the brakes hard before entering this turn. You're carrying a lot of speed of the final straight, which often contributes to losing control and/or overshooting this corner.

Constant Radius: This is the first shallow turn in the S-curve. If your suspension is tightened and ride height lowered, you can quickly execute this section...

Constant Radius: ...and the second shallow turn in the S-curve.

Sweeper: See critical point.

BOOMSLANG

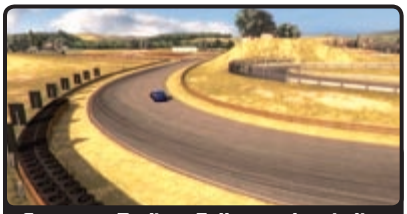
Reverse

Distance
0.63

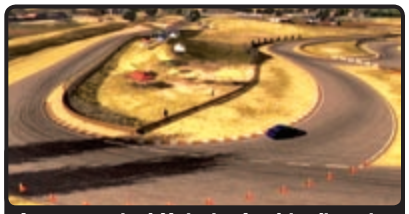
Benchmark Lap Time
00:33.549

CRITICAL POINT

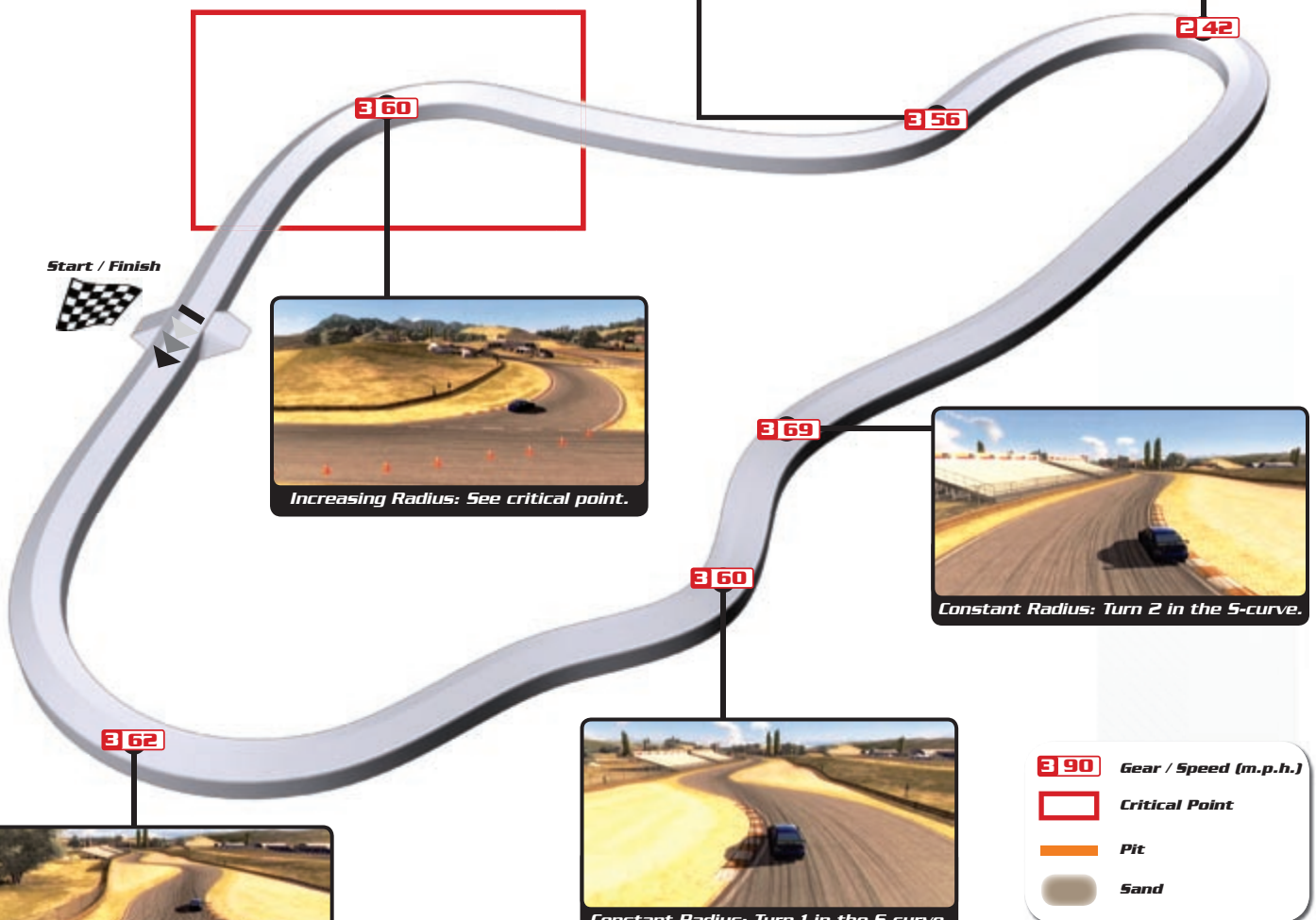
On the reverse version of Boomslang, this turn becomes an increasing-radius corner leading into the final straight. Its position is now more important toward your lap times. Play with altering early and late apex lines to find what works best for your car.



Constant Radius: Follow a classic line around this short, tight corner.



Asymmetrical Hairpin: In this direction it's an increasing-radius turn; perfect a classic line before experimenting with faster ones.



Increasing Radius: See critical point.

Constant Radius: Turn 2 in the S-curve.

Constant Radius: Turn 1 in the S-curve.

Sweeper: Touching the outside curb at the exit lines you up perfectly for the upcoming S-curve entry.

COPPERHEAD

Distance
1.26

Benchmark Lap Time
00:58.368

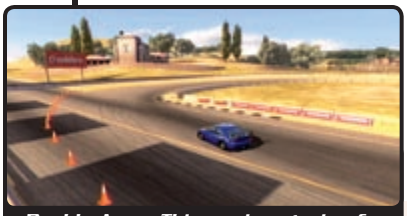
S-Curve: This is the second half of the S-curve, which gets easier as you go with a gentler, unwinding track ahead.

Sweeper: Push your car to its limits along the inside line.

S-Curve: The entrance to this turn series is harsher than the second exit turn—hit the brakes hard before going in.

Chicane Series: This mirrored chicane looks far worse than it really is. Follow a nearly straight line through this section.

Chicane: See critical point.



Double Apex: This car is entering far too shallow on the approach. Enter this large-diameter DA closer to the cones to widen your racing line's arc out and increase maximum speeds going through the turn.

CRITICAL POINT

Carry as much speed as possible from the previous sweeper through this short, tight chicane, out onto the final straight. This turn is your last challenge before the finish line, and miscalculations can easily lead to other drivers passing you on the straight. Cut across both inside curbs to straighten the racing line out and exit the chicane as far wide on the outside as possible.

COPPERHEAD

Reverse

Distance
1.26

Benchmark Lap Time
00:58.675

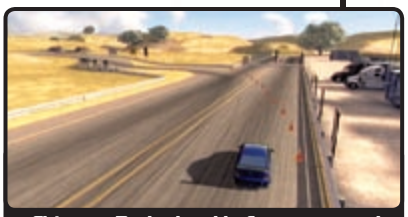
3 90 Gear / Speed (m.p.h.)
Critical Point
Pit
Sand

S-Curve: Firm braking required to turn into this shallower of the two corners in the series.

Sweeper: Beware the track detour veering off to the right, just past the sweeper's exit. It gives you the false impression that there is extra room to swing out wide.

S-Curve: This second turn in the S-curve is sharper, so your speed should be significantly slower than at the previous apex.

Chicane Series: A tight suspension and high speed make this an exhilarating series.



Chicane: Brake hard before entry and straightline through this short, tight turn.

Double Apex: See critical point.

3 64
3 66
2 54
2 48
3 53
4 91
4 92
Start / Finish
3 53
2 48

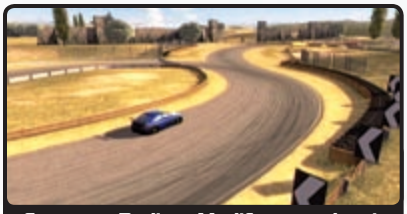
CRITICAL POINT

This track is essentially two long, high-speed straights connected by a few turns. This DA turn is very important on this track, as it's the last challenge before the final straight and directly links together both high-speed straights. Your through time and overall speed on this turn can make or break your overall performance in this race.

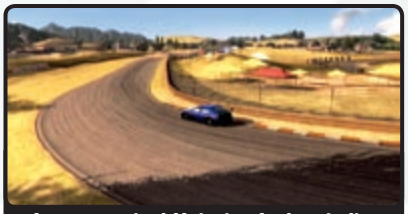
DEATH ADDER

Distance 0.84 | **Benchmark Lap Time** 00:47.563

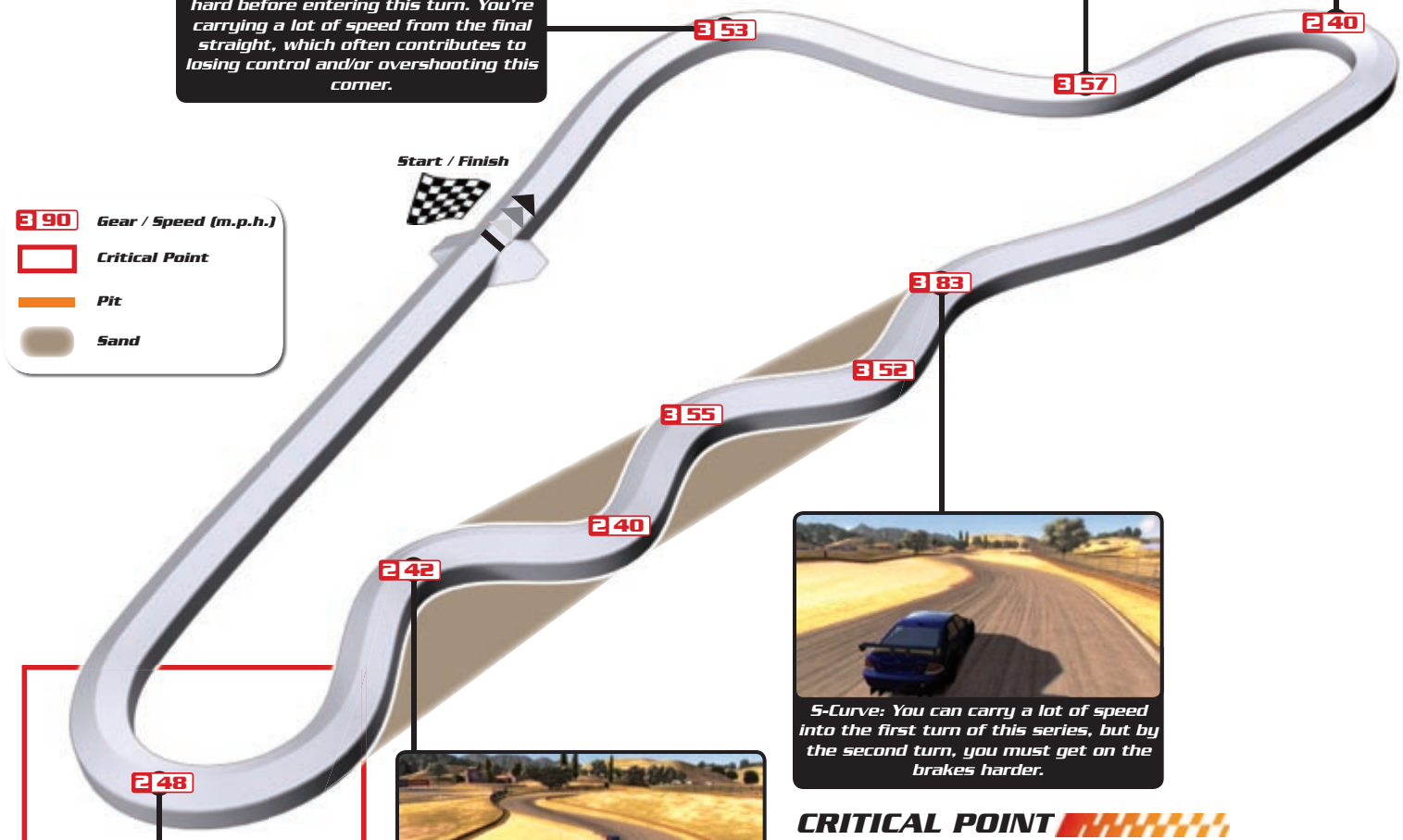
Decreasing Radius: Hit the brakes hard before entering this turn. You're carrying a lot of speed from the final straight, which often contributes to losing control and/or overshooting this corner.



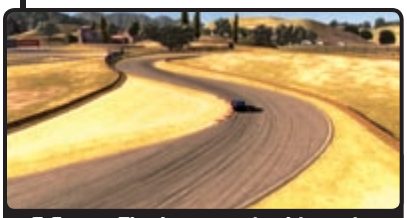
Constant Radius: Modify your classic line to a late apex to reduce transition to the next corner.



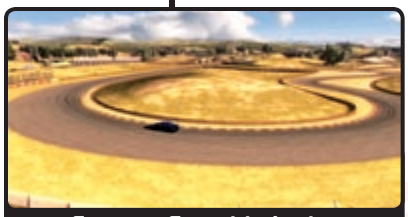
Asymmetrical Hairpin: A classic line generally works well despite its slightly decreasing radius.



S-Curve: You can carry a lot of speed into the first turn of this series, but by the second turn, you must get on the brakes harder.



S-Curve: The last turn in this series also has the sharpest angle, making it difficult to maintain significant speed through.



Sweeper: See critical point.

CRITICAL POINT

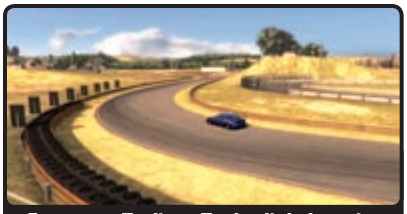
This small-diameter sweeper sets you up for the only high-speed straight on the track, which also happens to be your final straight. The right line depends highly on your car's performance, so experiment with hugging the inside or late apexing to find the fastest trajectory and resulting lap times.

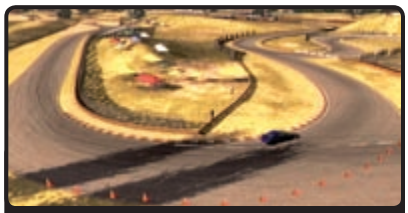
DEATH ADDER
Reverse

Distance	Benchmark Lap Time
0.84	00:46.479

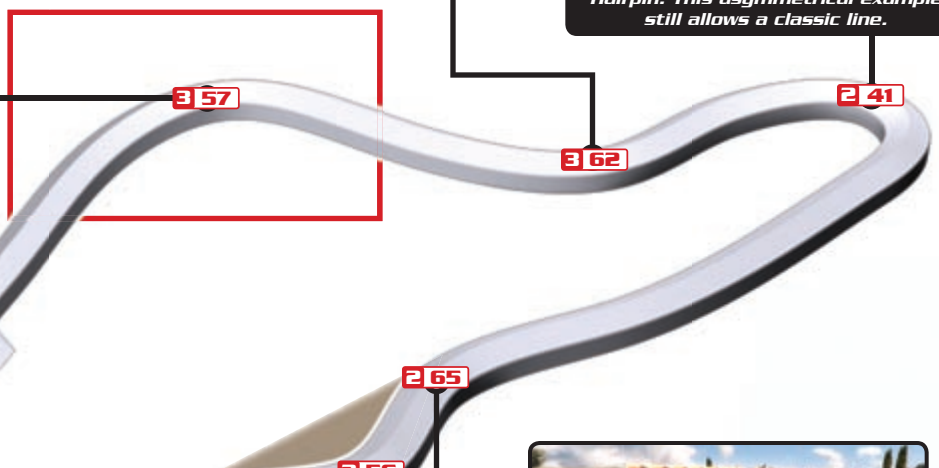
CRITICAL POINT

This increasing-radius turn is the last challenge before the final straight, so you must execute it quickly and smoothly to exit the turn hard, charging for the line. Approach as far on the right as possible, driving close to the cones, and late apex so you can straighten out and accelerate hard out of the gently unwinding corner.


Constant Radius: Brake lightly going in and then accelerate all the way through to the final straight.


Hairpin: This asymmetrical example still allows a classic line.


Increasing Radius: See critical point.




S-Curve: The last turn in the series is smooth and shallow; drop the hammer!


S-Curve: This first turn in the series is the sharpest and requires the most braking.

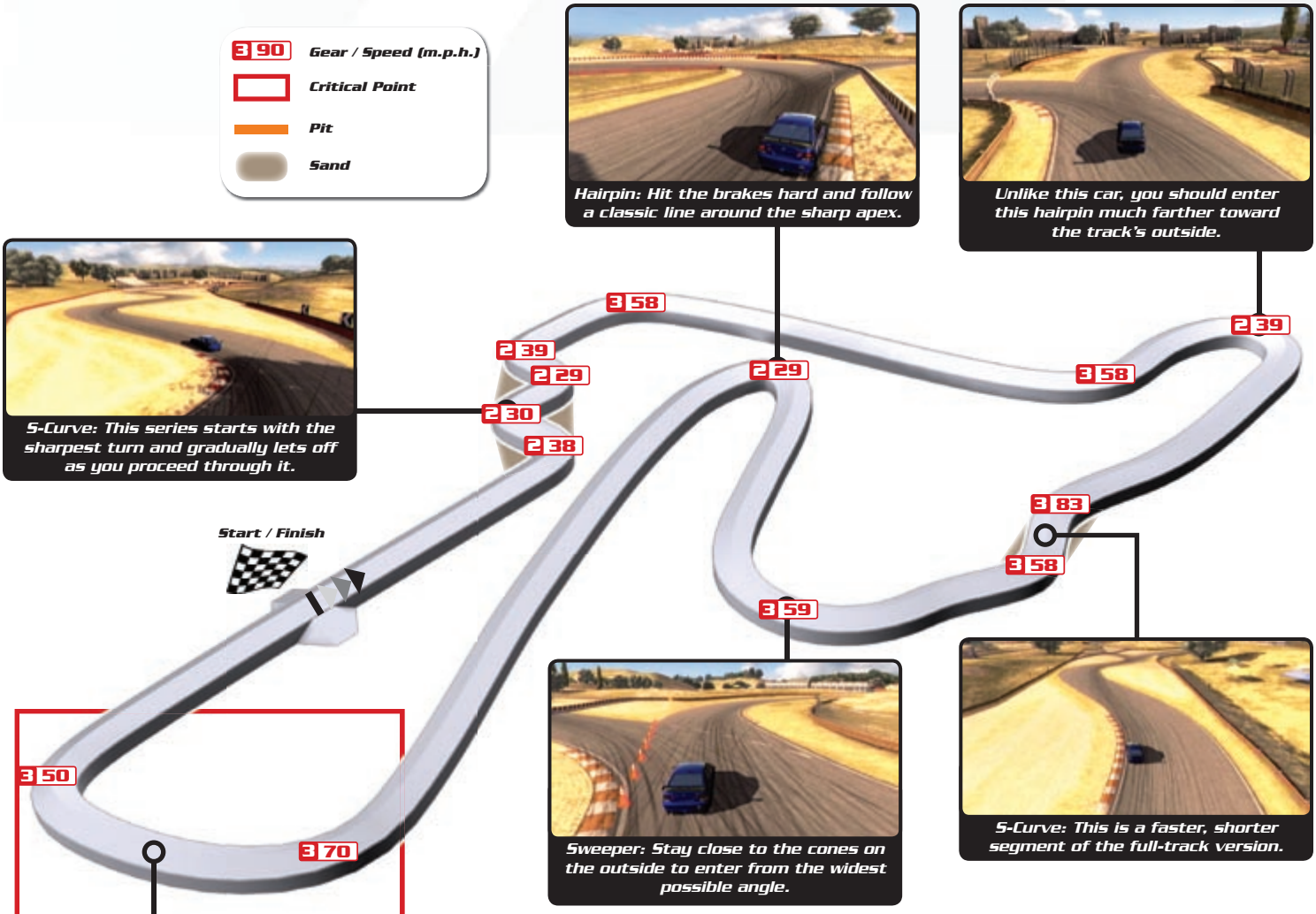

Sweeper: Hug the inside around the corner's last half to set up for the S-curve.

3 90 Gear / Speed (m.p.h.)
Critical Point
Pit
Sand

DIAMONDBACK

Distance
1.43

Benchmark Lap Time
01:22:383




Asymmetrical DA: See critical point.

CRITICAL POINT

This asymmetrical double-apex turn is actually two different corners (a constant radius followed quickly by a decreasing radius); but for simplicity's sake, follow a classic DA racing line. Hit the first turn's inside curb, then swing wide outside to the smaller safety curb. The entry is fast, but the exit apex is much slower due to its harsher angle. Lower-powered cars won't have too much trouble executing this turn at lower speeds, but higher classes will need more caution on the second sharper apex as they power out of the turn to the final straight.

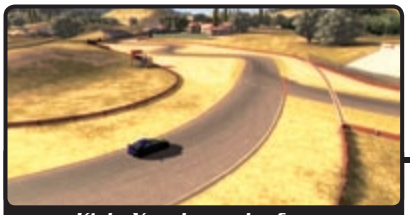
DIAMONDBACK

Reverse

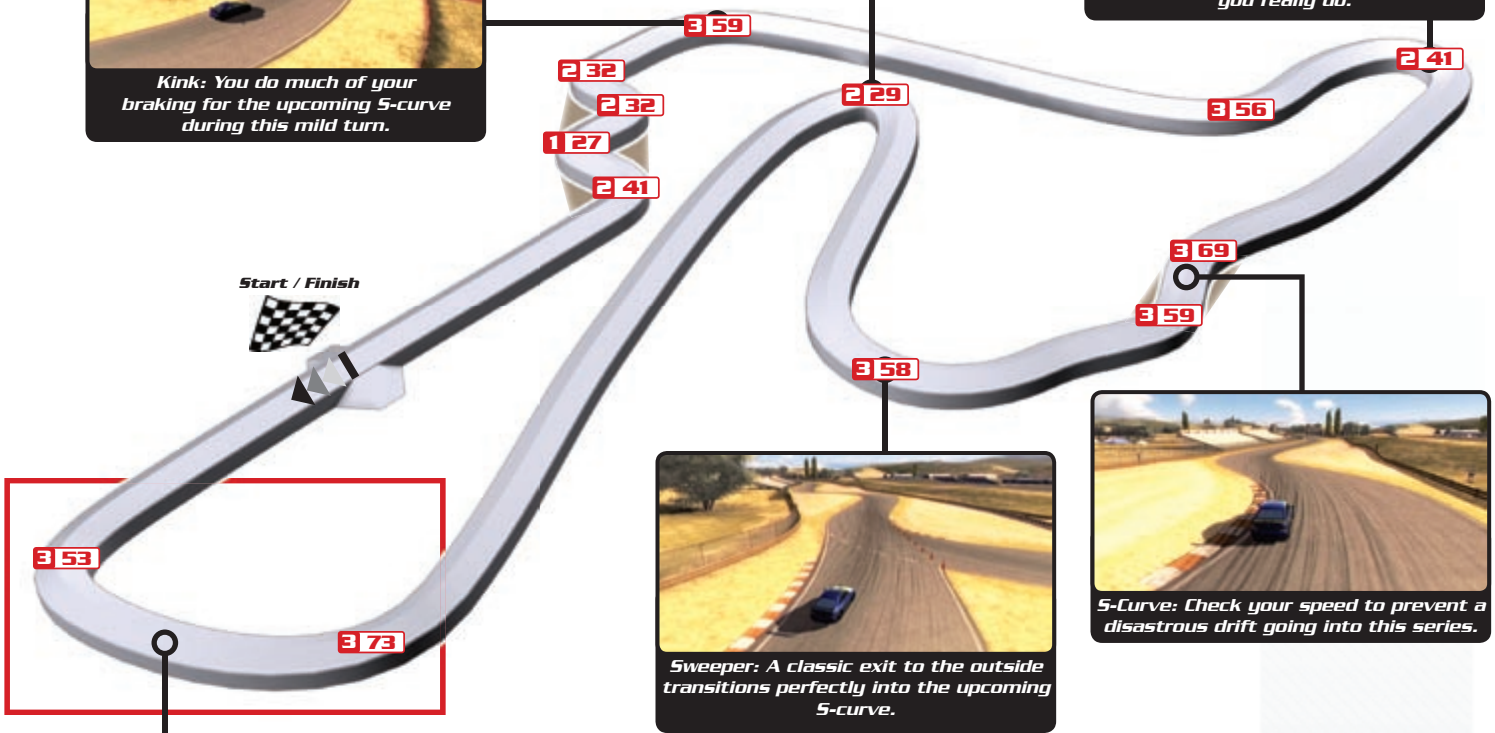
Distance	Benchmark Lap Time
1.43	1:20.165

Asymmetrical Hairpin: Use the white line on the left as a guide for your approach.

Asymmetrical Hairpin: Focus on your braking and classic line; don't let the cones on the outside trick you into thinking you've got more room than you really do.

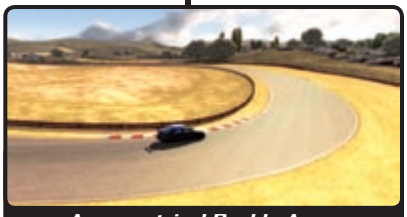


Kink: You do much of your braking for the upcoming S-curve during this mild turn.



Sweeper: A classic exit to the outside transitions perfectly into the upcoming S-curve.

S-Curve: Check your speed to prevent a disastrous drift going into this series.



Asymmetrical Double Apex: See critical point.

CRITICAL POINT

The first turn going into the asymmetrical double apex can be tricky when carrying all the speed you've gained from the final straight. Hit the brakes hard and come in as wide as possible; if you're pushing your car to its limits here, you'll need to use the outside curb on transition to the second apex.

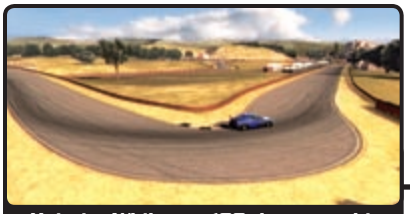
INLAND TAIPAN

Distance 1.38

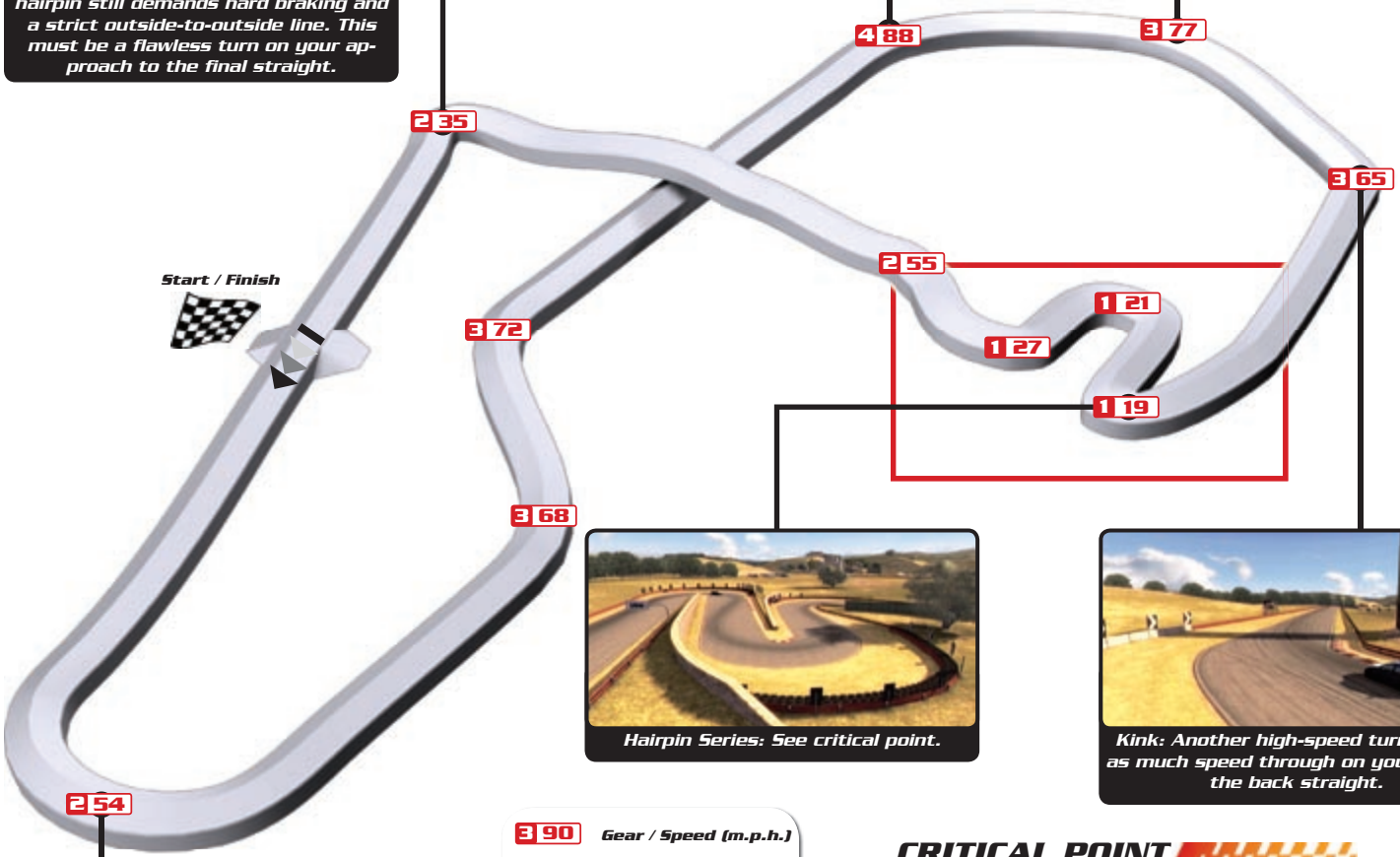
Benchmark Lap Time 1:16.388

Kink: A slightly harsher angle than the previous turn.

Kink: Drop the hammer and follow a strict outside-to-outside line from each kink to the next.



Hairpin: While not 180 degrees, this hairpin still demands hard braking and a strict outside-to-outside line. This must be a flawless turn on your approach to the final straight.



Hairpin Series: See critical point.

Kink: Another high-speed turn—carry as much speed through on your way to the back straight.

Asymmetrical Sweeper: Don't let the abnormally shaped entrance throw off your classic line; ignore the slight widening on the right as you transition, and follow the apex all the way around.

3 90 Gear / Speed (m.p.h.)

Critical Point

Pit

Sand

CRITICAL POINT

The switchback series at the back of the track offers the most potential for disaster, especially when considering the narrow confines of the turns and the eight cars vying for position. After relatively higher speeds around the track, you must slow to a crawl to get through this section while staying off the walls. Classic hairpin lines work well but are not as important here given the incredibly slow speeds required through this three-turn set. Be very cautious going through this series!

INLAND TAIPAN

Reverse

Distance	Benchmark Lap Time
1.38	1:17.671

Hairpin: While not 180 degrees, this hairpin still demands hard braking and a strict outside-to-outside line. This must be a flawless turn as you come in hot from the final straight.

3 90 Gear / Speed (m.p.h.)

Critical Point

Pit

Sand

Kink: The first in a three-kink series is a fast blind corner.

4 87

3 80

2 30

3 61

3 61

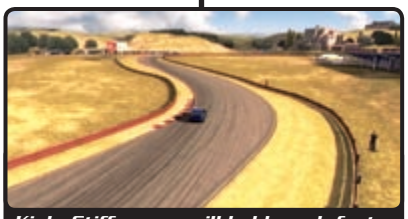
Start / Finish

1 23

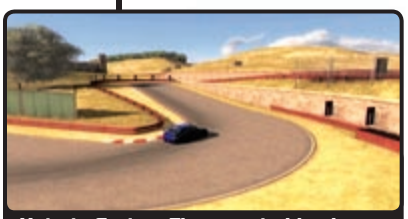
3 73

2 30

1 22



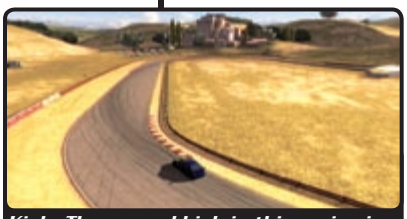
Kink: Stiffer cars will hold much faster lines through this section.



Hairpin Series: These switchbacks are only marginally easier going uphill.

3 76

3 54



Kink: The second kink in this series is a shallower and faster arc.

Sweeper: See critical point.

CRITICAL POINT

This sweeper connects the two fastest straights on the track, the second being the final straight. You must execute this turn as fast as possible to clock impressive speeds and times for each lap. Use a tight outside-to-outside line and hug the long inside apex all the way around until you can drop the hammer and power out of the exit chute.

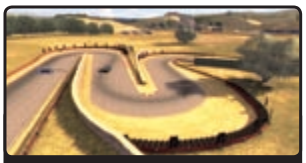
KING COBRA

Distance	Benchmark Lap Time
4.81	4:29.392

CRITICAL POINT

It's quite difficult to isolate one feature on the most technically challenging track in the game. Top speed is rare on this track, so you must focus like never before to outperform your opponents. Your biggest test is the switchback series on the back side of the track. After relatively higher speeds around the track, you must slow to a crawl to get through this section while staying off the walls. Classic hairpin lines work well but are not as important here given the incredibly slow speeds through this three-turn set. Be very cautious going through this series!

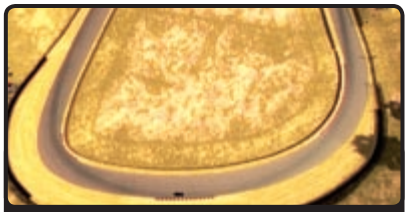
Hairpin: This tight little turn is an increasing-radius hairpin—a late apex line works excellently here.



Hairpins: See critical point.

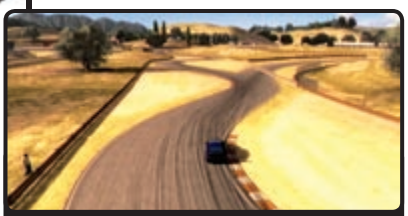
Asymmetrical Hairpin: This turn's entrance is off alignment; stay wide to the right to avoid the jutting inside curve.

Hairpin: While not 180 degrees, this hairpin still demands hard braking and a strict outside-to-outside line.



Asymmetrical DA: Because of its large dimensions, you can still follow a classic DA line; however, the second turn's apex is slightly sharper than the first's.

Double Apex: This wide turn can be executed at relatively high speeds; lower-powered cars can get the closest to the middle of the track while following the racing line. Fast cars (IE R1 Class) need the entire track width on which to swing wide.



S-Curves: These shallow constant-radius turns make a challenging back-and-forth lateral turn series; make sure your car is stiffened up to perform well here.

S-Curve: This short, tight constant-radius series is all that separates you from the final straight. Treat it like a textbook chicane and maximize your exit speed.

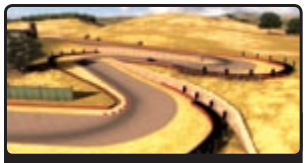
3 90 Gear / Speed (m.p.h.)
Critical Point
Pit
Sand

KING COBRA
Reverse

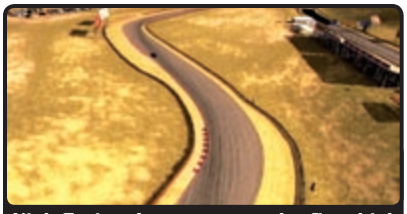
Distance	Benchmark Lap Time
4.81	4:31.472

CRITICAL POINT

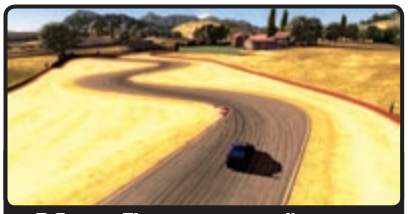
The reverse version of this track doesn't let up in difficulty, especially when dealing with this hairpin switchback series. Slow to a crawl to get through this section while staying off the walls. Classic hairpin lines work well but are not as important here given the incredibly slow speeds through this three-turn set. Be very cautious going uphill through this series!



Hairpins: See critical point.



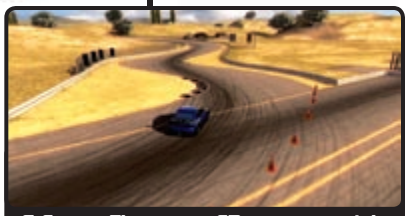
Kink Series: Late apex on the first kink to exit on the inside of the turn; this helps greatly on your approach to the second kink.



S-Curve: The constant-radius turns are shallow, but your suspension still needs to be quite stiff to handle them at speed.

Asymmetrical DA: Follow a classic line and ignore the uneven corners.

Constant Radius: This smooth turn is almost a hairpin, but your line can follow the inside most of the way around. Exit on the inside to reduce transition efforts leading into the following S-curve series.



S-Curve: These two CR turns are right off the end of the final stretch. Approach wide and hit the brakes hard before entering.

Double Apex: Maximize exit speeds as you pass this last challenge before the final straight.

Chicane Series: This novel lateral twin chicane set is super fast; push your car to the max through here.

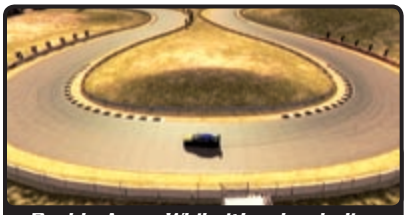
390 Gear / Speed (m.p.h.)
Critical Point
Pit
Sand

MALAYAN KRAIT

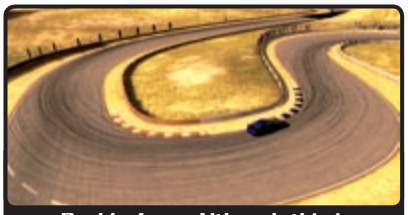
Distance	Benchmark Lap Time
2.05	1:56.456

CRITICAL POINT

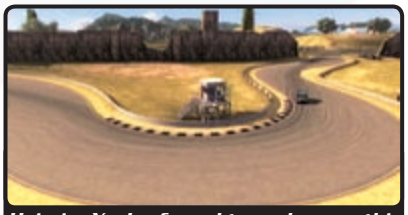
This tricky, short chicane is the last challenge before heading out onto the fast final straight. Maintaining as much speed from the previous turn through this section is paramount to fast lap times. As you exit the previous sweeper, stay on the turn's inside to help you straight-line through this quick turn series. On the second turn in the chicane, be prepared to cut right hard as soon as possible to accelerate out of the turn's exit and power into the final straight.



Double Apex: While it's a borderline hairpin turn, you still need to follow a DA-style classic line to get through this teardrop shape at significant speeds.

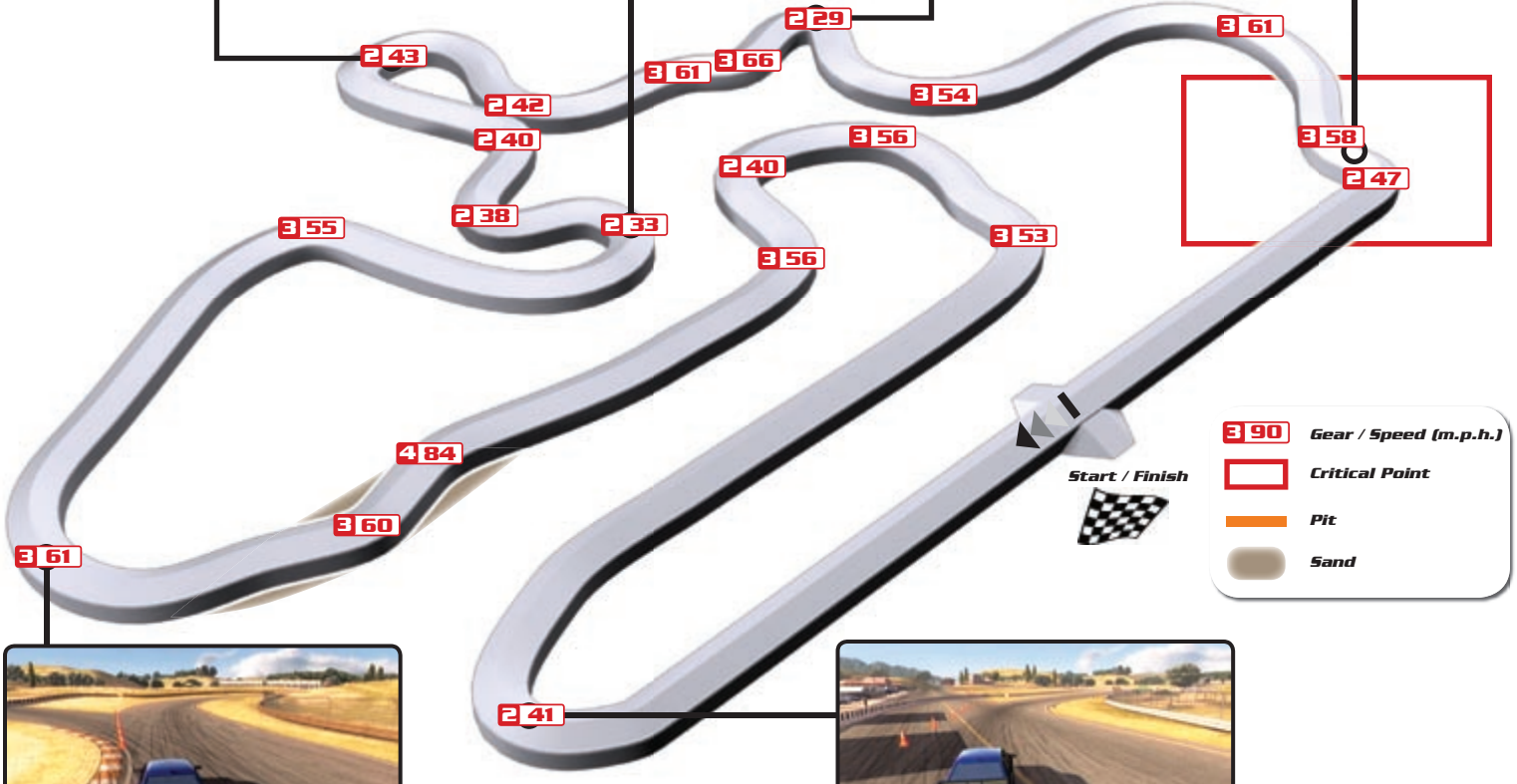


Double Apex: Although this is technically a very short DA turn, treat it as a textbook hairpin.



Hairpin: You're forced to early apex this turn from the previous short S-curve.

Chicane: See critical point.



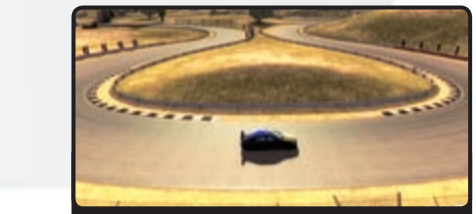
Sweeper: The exit from the previous S-curve naturally transitions into the perfect approach angle for this turn.

Hairpin: Follow the cones on the outside of the turn entry for the widest possible approach.

MALAYAN KRAIT

Reverse

Distance	Benchmark Lap Time
2.05	1:55.290



Double Apex: While it's a borderline hairpin turn, you still need to follow a DA-style classic line to get through this teardrop shape at significant speeds.

Asymmetrical DA: Use the track's full width to straighten out your racing line as much as possible.

Constant Radius: The previous short kink prevents following a strict outside entry line into this turn.

Sweeper: An outside line on the exit sets up perfectly for the upcoming S-curve.

Hairpin: See critical point.

Chicane: Brake hard going into this short series. A straight line through these turns sets you on a perfect line to follow the inside around the next sweeper.

CRITICAL POINT

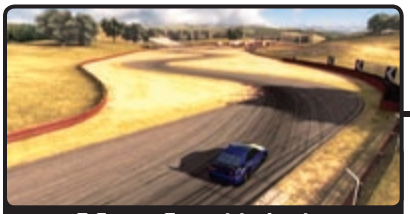
The entry to this asymmetrical hairpin is skewed into a very shallow chicane. Use all the width possible on the right side to widen your entry; closer to the apex, you can begin following the inside curb all the way around. Swing wide on the exit and accelerate hard out into the final straight.

RUSSEL'S VIPER

Distance 0.82 | **Benchmark Lap Time** 00:46.055

Constant Radius: Stick close to the cones on the entry's left side to straighten out your line.

Decreasing Radius: Hit the brakes hard to get around this deceiving turn as it tightens up.



S-Curve: See critical point.

Decreasing Radius: The trickier part 2 of the large DA turn demands a very wide entry and smooth arc to get into the final straight while carrying optimum speed.

Back Straight: Drop the hammer!

Constant Radius: Part 1 in a large-diameter DA turn.

CRITICAL POINT

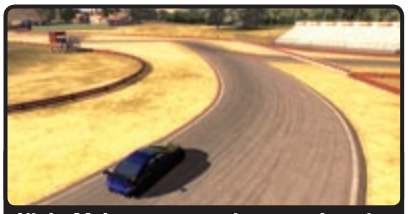
This S-curve becomes a critical component to the best performance on this short track. Tune your suspension if possible—stiffen your springs and antiroll bars, and lower your ride height; then you should be able to maximize your car's performance through this serpentine turn series.

RUSSEL'S VIPER
Reverse

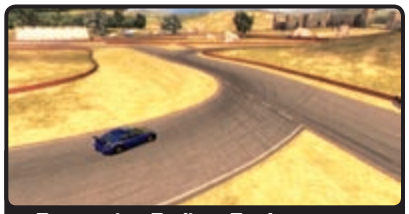
Distance	Benchmark Lap Time
0.82	00:45.919

CRITICAL POINT

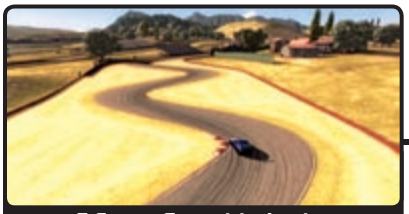
This track shares the same critical point as the main Russell's Viper track, but beware the tricky turn leading into the S-curves. The corner just prior to the S-curves has a deceiving little bump right at the apex, and when you hit it at speed, your suspension extends—once that happens, you'll have a difficult time trying to brake hard for the corner. This is a common area where drivers hit the brakes way too late, hop the bump, and head off-track into the tire barriers. This feature only rears its ugly head on this version of the track.



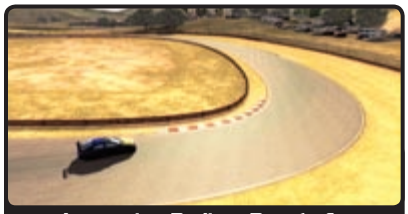
Kink: Make up some time accelerating through this mild turn.



Decreasing Radius: Don't carry too much speed into this abrupt turn.

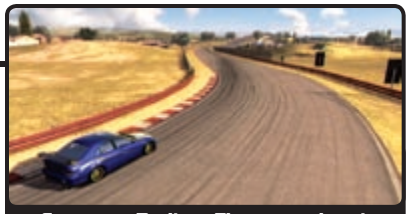


S-Curve: See critical point.



Increasing Radius: Part 1 of a large-diameter DA turn.

Back Straight: Drop the hammer!



Constant Radius: The smooth exit from part 2 of the same DA allows full acceleration.

Appendix 1

Xbox Live Achievements		
Achievement	**Description**	**Points**
1,000,000 online credits	Earn 1,000,000 online credits from Tournaments and Career races	30
All Bronze Arcade	Achieve a bronze medal in every Arcade race	15
All cars from France	Collect all cars from France in your Career Garage	1
All cars from Germany	Collect all cars from Germany in your Career Garage	15
All cars from Italy	Collect all cars from Italy in your Career Garage	10
All cars from Japan	Collect all cars from Japan in your Career Garage	30
All cars from Korea	Collect all cars from Korea in your Career Garage	1
All cars from Spain	Collect all cars from Spain in your Career Garage	1
All cars from Sweden	Collect all cars from Sweden in your Career Garage	2
All cars from the United Kingdom	Collect all cars from the United Kingdom in your Career Garage	5
All cars from the United States	Collect all cars from the United States in your Career Garage	25
All Gold (Amateur Cup)	Achieve a gold medal in every Career event of the Amateur race type	25
All Gold (Proving Grounds)	Achieve a gold medal in every Career event of the Proving Grounds race type	15
All Gold (Endurance)	Achieve a gold medal in every Career event of the Endurance race type	70
All Gold (Manufacturer Club)	Achieve a gold medal in every Career event of the Manufacturer race type	20
All Gold (Professional Series)	Achieve a gold medal in every Career event of the Professional Series race type	60
All Gold (Factory-Spec)	Achieve a gold medal in every Career event of the Factory-Spec race type	40
All Gold (Regional Championship)	Achieve a gold medal in every Career event of the Regional Championship race type	50
All Gold (Rivalry Face-Offs)	Achieve a gold medal in every Career event of the Rivalry race type	30
All Gold (Semi-Pro Events)	Achieve a gold medal in every Career event of the Semi-Pro race type	35
All Gold (all race types)	Achieve a gold medal in every Career race type	75
All Gold Arcade	Achieve a gold medal in every Arcade race	35
All Silver Arcade	Achieve a silver medal in every Arcade race	25
All Time Trials set	Beat the target time in every Time Trial race	40
Blowout	Awarded to the driver who wins the race, beating the rest of the field by a full race section	5
Car Broker	Buy or sell 10 cars online at the Auction House	20
Car Level 5	Achieve a Car Level 5 in Career mode	5
Crushing Victory	Awarded to the driver who finishes the race with a lapped opponent	5
Flawless Lap	Awarded to the driver who finishes a lap with no time penalty	5
Flawless Race	Awarded to the driver who finishes the race with no time penalty	5
Hard Charger	Awarded to the driver who starts in eighth place and comes in first	5
Hardcore	Awarded to the driver who wins the race with full difficulty, including no assists	5
Level 1	Reach Level 1 in Career mode	5
Level 10	Reach Level 10 in Career mode	15
Level 20	Reach Level 20 in Career mode	20
Level 30	Reach Level 30 in Career mode	30
Level 40	Reach Level 40 in Career mode	40
Level 50	Reach Level 50 in Career mode	50
Natural	Awarded to the driver who wins the race with all assists turned off	5
Secret Collector 1	Collect all production cars	30
Secret Collector 2	Collect all tuner cars	30
Secret Collector 3	Collect all race cars	30
Secret Collector 4	Collect all cars, including tuners and race cars	30
Underdog	Awarded to the driver who wins the race with a car in the lowest class of the field	5

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