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Prima Official Game Guide



FORZA MOTORSPORT 3

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FORZA MOTORSPORT 3

INTRODUCTION

WELCOME, RACE FANS!



Welcome to Prima's Official Strategy Guide for *Forza Motorsport 3*. Inside this book, you'll find a wealth of information about the world of *Forza Motorsport*; from single-player Career mode to the absolute highest level of competitive multiplayer, we've got you covered.

In the past, racing guides have suffered from having information scattered in too many sections, making it difficult for the reader to easily reference or look up particular issues. With this guide, we've condensed and focused all related data into the proper chapters to help the reader find exactly what they're looking for in the most efficient manner possible.

Sure, you can bounce around from section to section, glancing over things if that's your style. Or you can read the book from front to back—as we intended—and come out with a *significant* advantage over your peers.



FORZA MOTORSPORT 3

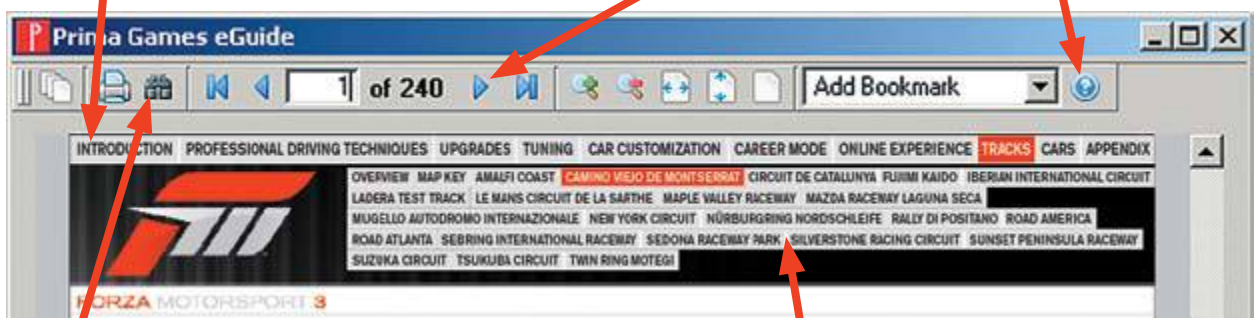
HOW TO USE THIS EGUIDE

This *Forza Motorsport 3* eGuide has a custom navigation system to allow you to easily find content within the eGuide and move between sections as you choose.

The main menu puts all of the eGuide sections for *Forza Motorsport 3* at your fingertips. You can select the Menu button from any eGuide page to return to the main menu at any time.

Of course, you can also use the "page forward" and "return to beginning" icons to navigate through the eGuide.

For any other questions about your *Forza Motorsport 3* eGuide, check out the help button.



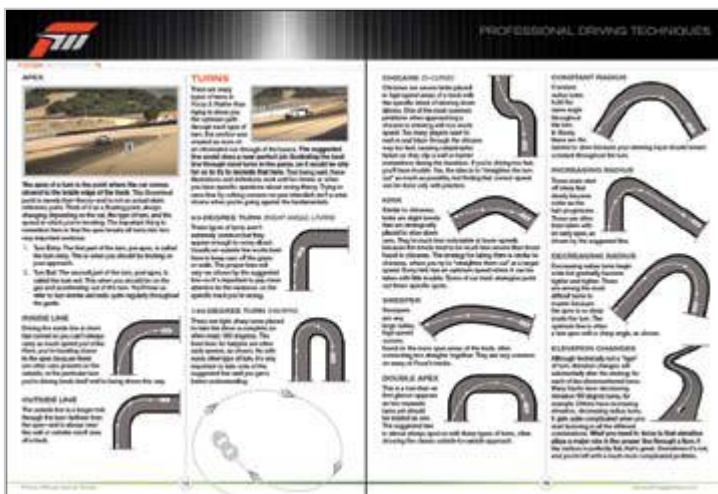
Enter keywords to find a specific word or phrase.

Within each *Forza Motorsport 3* eGuide section, all sub-sections are displayed for easy navigation.

GUIDE OVERVIEW

With the fluff out of the way, let's get down to it. The guide is laid out in eight primary sections:

CHAPTER 1: PROFESSIONAL DRIVING TECHNIQUES

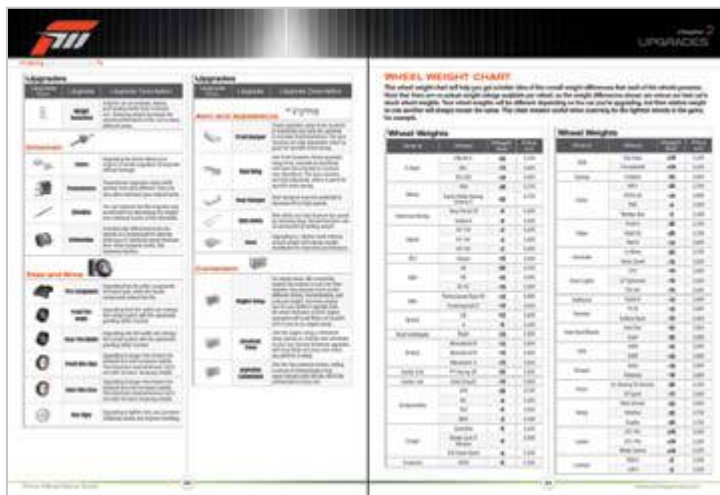


This chapter delves into the hard-core racing strategy utilized by top *Forza Motorsport* drivers from around the world. This is where you'll find advanced information on driving tips, assists, apexing turns, and different types of drivetrain setups. Don't skip this section!



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CHAPTER 2: UPGRADES



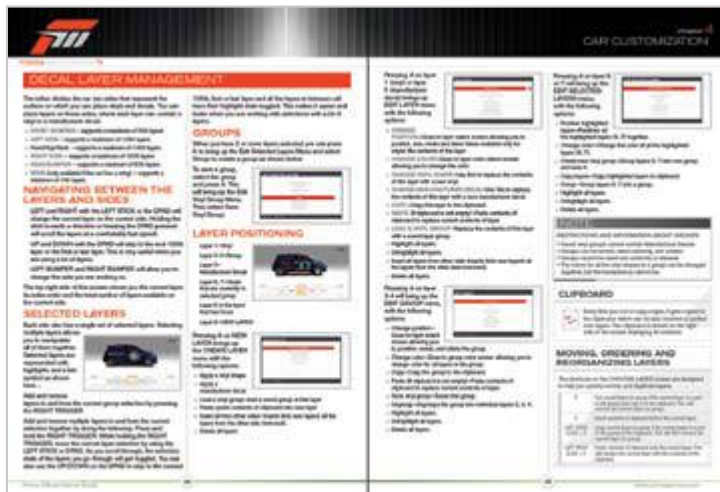
With driving techniques behind you, reading this section on available car upgrades makes a heck of a lot more sense. Find out everything there is to know about individual parts, and how to apply that knowledge to handling builds, speed builds, and combination builds.

CHAPTER 3: TUNING



After establishing a solid base in driving techniques and upgrading, it's time to apply it as you read through the practical, in-depth sections on tuning your car for the track.

CHAPTER 4: CAR CUSTOMIZATION



Chapter 4 covers the specifics of car customization, creating custom vinyls and liveries, and applying decals.



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CHAPTER 5: CAREER MODE



This section highlights what to expect from Career mode, along with some specifics on the different types of events.

CHAPTER 6: ONLINE EXPERIENCE



This chapter details the features found in the online portion of *Forza Motorsport 3*. We discuss the different types of race events, the Auction House, the Storefront, and the various custom options when hosting multiplayer races online.

CHAPTER 7: TRACKS

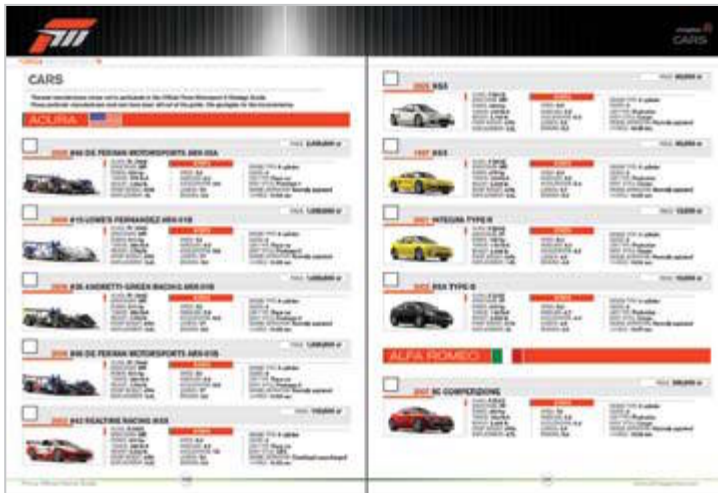


Looking for detailed maps, target times, or data on any of the game's 100+ tracks? Check out our complete track section for all the details.



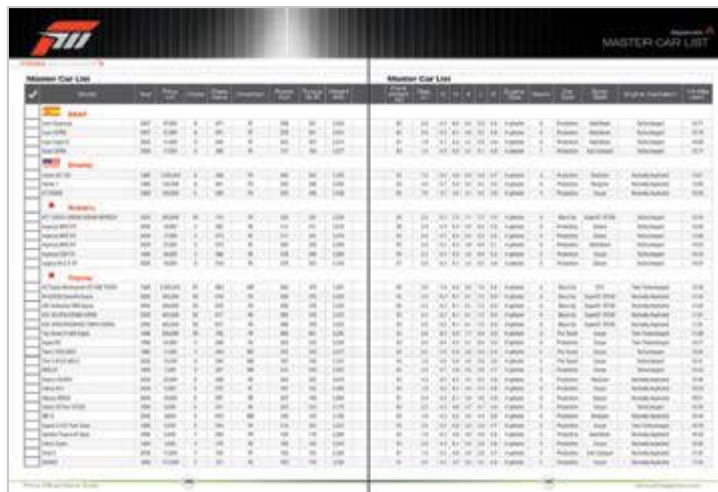
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CHAPTER 8: CARS



No racing guide is complete without a section detailing the individual cars. Shown alongside photos of the cars, you'll find the car data you care about the most in this handy reference guide.

CHAPTER 9: APPENDICES

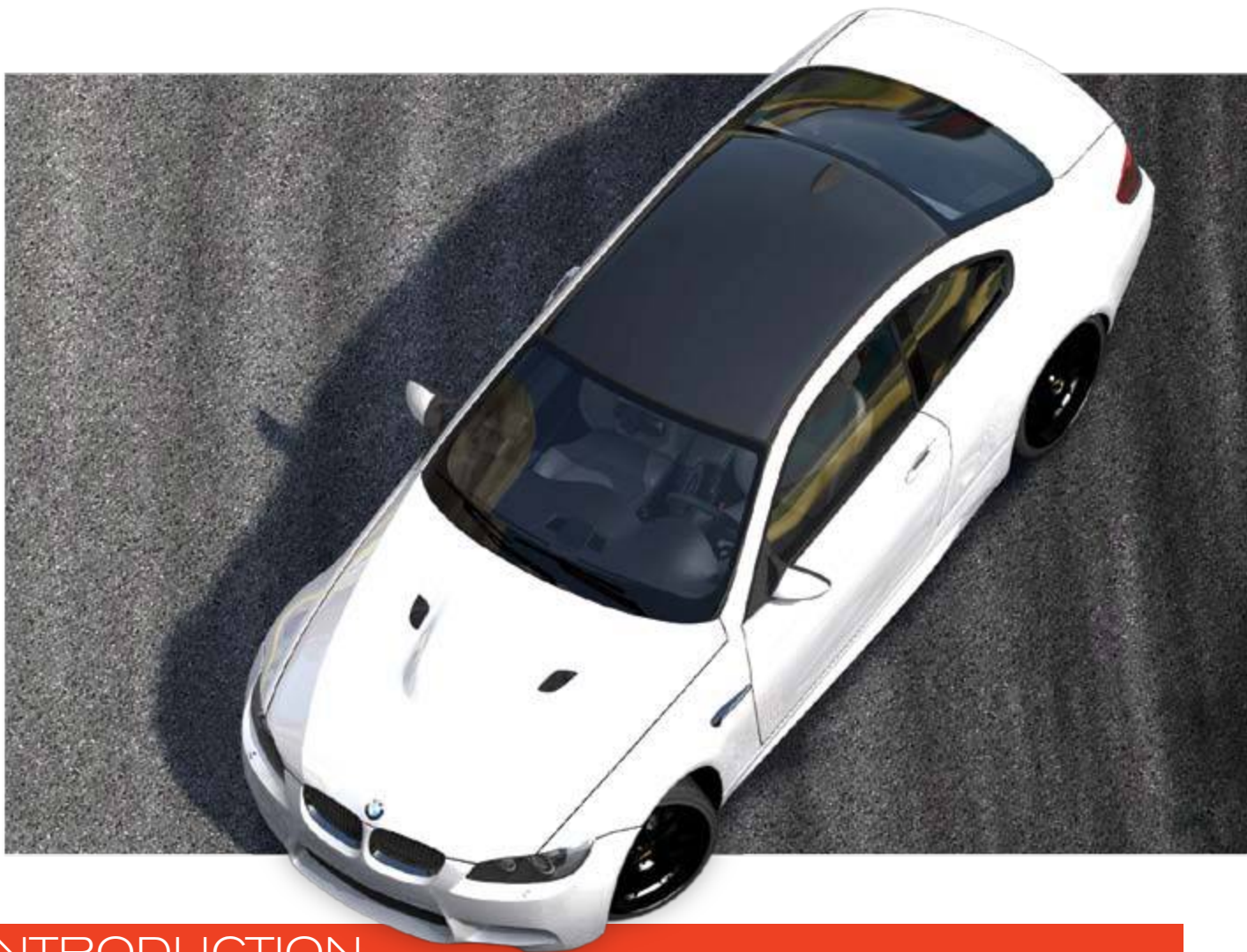


The very back of the book is the place to go for the hardest of hard core. If you're looking for charts, data, and more charts, then this is the place for you. Here we've broken down the multitude of *Forza Motorsport 3* content into separate, usable chunks. If you liked the master car section but are looking for more of a compact, text-based comparison, look no further. Our appendices also contain a master unlock chart, a complete manufacturer reward list, a full Career mode event list, and a complete list of all Xbox 360 Achievements.



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PROFESSIONAL DRIVING TECHNIQUES



INTRODUCTION

The following driving techniques are used by all professional and expert *Forza Motorsport* simulation drivers around the world. These techniques closely follow many of the same principles used by race car drivers in the real world.

The distinction between real and simulated driving has never been so blurred, and anyone with even a small amount of real racing experience will have a slight conceptual advantage over those who do not. At the same time, by closely adhering to the following proven methods, the uninitiated driver can quickly get up to speed and rival even the best of competitors.

As with all sporting activities, those who master the fundamentals enjoy the greatest success. With that success comes even greater enjoyment and, eventually, winning performances! Above all else, ground yourself in fundamentals and the winning and fun will flow naturally.



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DRIVING ASSISTS



Professional and expert *Forza Motorsport* drivers recommend that you use all assists at the beginning of your career to get a feel for the cars first. This will keep your cars on the track and leave you with less to worry about in the beginning, allowing you to learn the basics. No need to create frustration by declining to use the assists that were designed to help you have fun. Even with most of the assists turned on, *Forza Motorsport 3* remains challenging.

Using assists will help casual drivers keep control of their vehicles until they feel ready for more challenge. Ultimately, the most skilled driver is the one who makes the best use of assists. Remember this statement as it will ring true throughout your *Forza Motorsport* experience.

AUTOBRAKE

Just as it sounds, autobrake applies the brakes for you as you approach a corner. This simplifies driving because you will really only need to steer and apply the throttle. Autobrake helps any player be competitive regardless of their experience. When you're ready to go to the next level, it is possible to achieve faster lap times with this assist turned off. The only minor downside to this assist is that if you leave it on, you run the risk of the computer applying the brakes when you didn't intend to do so.

ANTI-LOCK BRAKING SYSTEM (ABS)

Essentially, ABS rapidly alters braking force to prevent your wheels from locking up. ABS has been a *Forza Motorsport* mainstay since the beginning of the series, and this assist is used by everyone from beginner to expert. In *Forza Motorsport 3*, ABS is more conservative than it was in *Forza Motorsport 2*. It is tuned to be closer to real-world ABS—where control of the car is paramount, rather than pure lapping speed. In short, ABS helps players maintain

consistent braking, though this braking will not use all the traction available. Non-ABS players will have the car's full traction available, provided they maintain appropriate pressure on the brake pedal. Too much pedal can lock up the brakes, while too little won't take advantage of all the braking traction available, so extra skill is required. We suggest leaving this assist turned on for every situation until you feel you've reached professional or expert status.

STABILITY MANAGEMENT (STM)

Stability management works hand in hand with ABS to apply individual wheel braking whenever your car needs it. Rear-wheel drive (RWD) cars are most affected by STM and will take some time to master without it—so it's best left on if you're searching for a bit more overall car control and less frequent spin outs.

TRACTION CONTROL SYSTEM (TCS)

Traction control helps keep your car from losing traction by cutting power when it detects wheelspin. It's similar to ABS in that only the very skilled can do without it, depending on the car being used. RWD cars benefit greatly from TCS because they're the most likely to break loose in the rear. It takes a great deal of practice to run a powerful RWD car without TCS, and only the absolute expert level drivers are able to control RWD cars with TCS turned off.

SHIFTING

There are three types of shifting available in *Forza Motorsport 3*: automatic, manual, and manual with clutch. Automatic will shift gears (both up and down) when you get to the proper engine RPM. You don't have to worry about watching your tachometer; the game will handle that for you with this option turned on. Manual shifting requires you to shift at the proper engine RPM (both up and down) and is a definite step up in difficulty from automatic. With it comes just a bit more performance because you're able to pop off quicker and more accurate shifts and run engine RPM a little deeper into its powerband than you can with an automatic transmission. Manual with clutch is just like manual, but it requires you to actually depress the clutch every time you shift. If you shift without depressing the clutch, you'll miss the shift just like you would in a real car. With the standard controller, using the clutch isn't easy, but it can be learned. With a wheel and pedal setup, however, it feels very natural if you're used to driving a car with a manual transmission.



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There are differences to note between a manual and an automatic, but to say one is superior over the other in *Forza Motorsport 3* would be misleading. Automatics have proven themselves capable of setting just as fast a lap as any manual transmission. Like anything else, it takes dedication and practice. Manual transmissions are easier to drive once mastered, and they give the driver greater control while navigating the track. (Compression braking—or engine braking—is one example of added car control. Using all the engine's available powerband is another. Most of the cars do gain a small bit of performance if you go deep into the redline, something an automatic won't allow.)

During a race, an automatic has the advantage of consistency and will never miss a shift. Obviously, a manual transmission is prone to missed shifts because of human error. Think about it: In a professional race, one missed shift is the difference between first and second place. Manuals are quicker off the line, however, which is especially important for *Forza Motorsport* drag racing.

All things being equal, it is widely believed that a manual transmission has greater benefits to a driver than an automatic even if it is not outright faster to use in most cases. A manual is quite easy to learn and becomes second nature after only a few dozen laps. It is for these reasons that the experts recommend learning to use a manual transmission right away.

SUGGESTED LINE

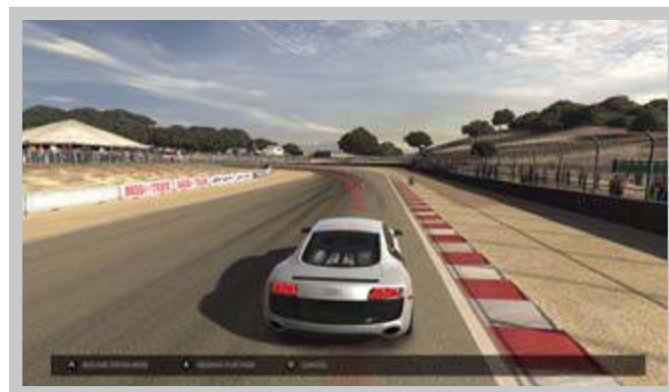


Perhaps the most useful driving assist for beginners and experts alike, this option will display a color-coded line that shows the optimum path around every track in the game. Essentially, this assist is doing what entire strategy guides and reference manuals have done in the past, but

it's doing it before your very eyes in real time. Green means accelerate, yellow means caution/coast, and red means stop. The best part about this driving assist—and why it's worth leaving on—is how it automatically adjusts when you tune or upgrade your car. If you add 100 hp in upgrades, the colored racing line adjusts properly.

We highly recommend that you use the suggested line as a beginner and, yes, even as a contending expert. If you want to go fast, be competitive, and set records, the suggested line is a must. *Forza Motorsport* experts say there are very few places on any track where the suggested line is not the best line to take.

REWIND



Although rewind is technically not a driving assist that you can select in the Assists menu, this new feature certainly qualifies under the definition of “assist” in our book. This feature lets you rewind any portion of a race to get a better crack at your second, third, or fourth lap around. If you consistently run great laps on a track but just can't seem to master one specific turn, this is your chance to attack it from several different perspectives, all without re-racing the entire track from the beginning. (This is useful for Hot Lap and against the AI in Career mode, but it's not available in Test Drive or online.)



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DRIVETRAIN LAYOUTS



Drivetrain layouts are an extremely important—if not the *most* important—option when selecting a car that's right for you. Each drivetrain layout has a very distinct set of driving characteristics, and it's always a good idea to have an understanding of what makes certain cars perform better than others for your particular driving style. Although this chart isn't the end-all discussion on drivetrain layouts, it offers a clear breakdown of all seven different types present in *Forza Motorsport 3*.

FF: FRONT ENGINE, FRONT-WHEEL DRIVE

Examples of FF cars: Honda Civic Type-R, MINI Cooper S, Peugeot 206 RC



This layout puts the engine and drive wheels in the front of the car and comprises mostly smaller, low horsepower import cars with a tendency to understeer. FF cars are perfect for tight and twisty road courses. They're also very good for new wheel users to cut their racing teeth on.

ADVANTAGES

- » Difficult to spin out
- » Compact, simple, and easy to upgrade

DISADVANTAGES

- » Severe understeer when exiting corners
- » Poor weight transfer and weight distribution from front to rear

FR: FRONT ENGINE, REAR-WHEEL DRIVE

Examples of FR cars: BMW M3 E46 Coupe, Ford Shelby GT500, Toyota Supra RZ



This type of layout puts the engine in the front and the drive wheels in the rear. Known to many as the “classic” drivetrain layout, FR is easily the most popular of all drivetrains but remains the most difficult to master. With oversteer in abundance—both entering and exiting a corner—it takes a silky smooth touch to get it just right. Standard controller users will have an easier time with these than wheel users.

ADVANTAGES

- » Good weight transfer and traction at all power levels
- » Versatile setup; great for road courses, ovals, drifting, and drag racing

DISADVANTAGES

- » Heavier than FF setups
- » Oversteer is abundant

FA: FRONT ENGINE, ALL-WHEEL DRIVE

Examples of FA cars: Audi RS 4, Mitsubishi Lancer Evolution X GSR, Nissan Skyline GT-R V-Spec



This configuration places the engine in the front of the car but adds front and rear differentials with power going to all four wheels. This is most often seen in sophisticated sedans that are easy to drive but difficult to push to the limit no matter what peripheral you use.

ADVANTAGES

- » Extremely consistent traction and superb launches
- » Very little chance of spinning out if properly tuned

DISADVANTAGES

- » Even heavier than FR cars because of the extra drivetrain parts
- » Harder to push to the limit than FR or FF cars



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MR: MID ENGINE, REAR-WHEEL DRIVE

Examples of MR cars: Acura NSX, Ferrari Enzo, McLaren F1 GT



Here, the engine is in the middle of the car and the powered wheels are in the rear. These exotics have oversteer, but in a more controlled package than FR cars. Standard controller users will find the limit easier to reach than wheel users here.

ADVANTAGES

- » Often near-perfect weight distribution
- » Excellent handling and weight transfer

DISADVANTAGES

- » Easy to spin for the driving novice
- » Requires significant track time to master

MA: MID ENGINE, ALL-WHEEL DRIVE

Examples of MA cars: Audi R8, Bugatti Veyron 16.4, Ford RS200 Evolution



With this layout, the engine is in the middle of the car, but with the addition of a front and rear differential for AWD. MA cars offer all the power of a traditional MR supercar with none of the oversteer. These give wheel users cars that don't have to compromise.

ADVANTAGES

- » All the benefits of a standard MR car without the oversteer
- » Great overall weight distribution

DISADVANTAGES

- » Exclusivity, parts availability, and expense
- » Added weight from having the extra driveline parts for AWD

RR: REAR ENGINE, REAR-WHEEL DRIVE

Examples of RR cars: Porsche 911 GT2 (997), Porsche 911 GT3 (997)



Here, both the engine and transmission are in the rear of the car. RR is a configuration that has withstood the test of time throughout automotive history. A good tune is often needed to get the most from these rear-heavy cars. Standard controller or wheel, you'll have some work to do.

ADVANTAGES

- » Physically smaller, lighter, and simpler drivetrain
- » Increased acceleration and braking properties because of weight transfer

DISADVANTAGES

- » Will sometimes oversteer when decelerating
- » Have a tendency to understeer at other times

RA: REAR ENGINE, ALL-WHEEL DRIVE

Examples of RA cars: Porsche 911 Turbo (997), Porsche 959



This layout has the engine in the rear, but it maintains two differentials and puts power to all four wheels. RA is probably the most difficult drivetrain to manage and correctly tune. Standard controllers and wheel users are equal to the task.

ADVANTAGES

- » All the advantages of RR, plus improved traction from AWD

DISADVANTAGES

- » More parts, weight, and expense
- » Two differentials to deal with



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LAUNCHING



Every race begins from a standing grid, so launching your car to get the early lead is a useful technique. Because of the realistic physics present in *Forza Motorsport 3*, it's not always a good idea to redline your engine and dump the clutch right off the line. In other racing games, this might have been the case, but in *Forza Motorsport 3*, your launches are much more dependent on the power and torque of the car itself. If you're driving a torque-monster, a high RPM launch will only get you lots of wheelspin and smoke, enabling your opponents to pull away quite easily. So what is the best strategy? It depends on the car and who you're racing (other players or AI), but try the following:

1. Gradually feather the throttle at launch until you feel the car hookup, then get on the gas hard. If you're driving with a manual transmission, don't forget to shift the car into second gear at the right RPM. (Don't let wheelspin fool you on the tach.)
2. If the launch worked, you'll be going just a little bit faster than everyone else in the pack. Try to visualize a lane in your head and sneak through that lane as quickly as possible before the pack bunches up for the "group entry" into the first turn. The object is to drive smoothly and cleanly rather than going Mad Max and ramming everyone out of the way. If you can get past even half the cars out of the gate, you've made things a lot easier on yourself for the rest of the race.

BRAKING



Slow in, fast out. Perhaps the most commonly referenced term when discussing racing theory, and for good reason. Consider this mantra: Braking is everything. Literally, it's that important. Consistent braking separate the golds from the silvers and will often be the deciding factor on your record-setting laps. Both the way you brake and the style of braking with which you practice have a great deal of influence on how you'll place in races. Mario Andretti, after winning his Formula One World Championship, said it best, "It is amazing how many drivers, even at the Formula One level, think that the brakes are for slowing the car down."

THRESHOLD BRAKING

Threshold braking is utilizing 100 percent of a car's braking capability in a straight line. That last bit, the part about the straight line, is the most important part. If you don't take anything else out of this entire section, at least understand the importance here. You never, ever want to get on the brakes full-stop while turning your front wheels. This is a common novice mistake. If you do this, you're guaranteed to lose control and spin out.

Although threshold braking is about utilizing all your car's stopping power, remember that if you brake too hard for the speed you're travelling—something that's heavily dependent on the car itself—your front tires will become overloaded with pressure and they'll break loose. This is bad because you'll no longer be getting 100 percent of the car's stopping force as the tires are now beyond their traction point.

Utilizing *Forza Motorsport's* automatic line assist is one of the best, if not the single best option that will help train you in this area. As you're driving, just watch for the color change from green to red and you're good to go. The most amazing part is that the line auto-adjusts in real time for the particular car you're driving. If you add 100 hp via engine upgrades or a racing brake package, *Forza Motorsport* recalculates the line and color codes your braking time accordingly.



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TRAIL BRAKING

Trail braking is an alternative way to brake for corners, and some prefer it to threshold braking. Here, you'll take a deeper entry into the turn—braking ever so slightly on the approach—with a gradual amount of braking into the apex. Sometimes you'll brake a little bit past the apex, depending on what type of turn it is. The idea behind trail braking—beyond being an alternate method for certain types of turns—has a lot to do with passing and risk/reward trade-offs. If you're willing to take a greater risk by turning as you fluctuate braking power, you might just save a little bit of time on certain types of turns.

ENGINE BRAKING

With a manual transmission selected, you can use the engine to slow your car down by downshifting as you enter a corner. The idea here is to let the engine do some of the braking while taking some of the wear (namely, heat) off your brakes. You can use this method with standard threshold braking on a manual transmission car for excellent results.

EMERGENCY BRAKE

The emergency brake locks up the rear wheels and causes massive oversteer. It can be used, momentarily, to induce a drift. It is useful when trying to get an understeering car to rotate, or to negotiate a hairpin turn. If you're drifting or trying to execute opposite lock (where your front wheels are pointed in the opposite direction your car is travelling), it becomes more useful.

UNDERSTEER AND OVERSTEER



Before you start tweaking and tuning your cars, it's a good idea to understand what these characteristics mean because we refer to them frequently throughout the guide. Once you have a basic understanding, move to our tuning section for more detailed help on how to correct these two common racing issues.

UNDERSTEER

Understeer is when the front tires lose grip before the rear tires. To put understeer simply, your car isn't turning as much as you'd like it to. Understeer is caused by exceeding the available grip that the front tires have, by either entering a corner too fast or attempting to do too many things with the front tires at the same time. In an understeering situation, your car is failing to negotiate around the corner, then washing wide on the exit. This is also known as "pushing," "plowing," or running "tight." The only way to cure understeer (once it's initiated) is to slow down and allow the front tires to regain grip before you attempt to change direction. Most production cars are set with a small degree of understeer in their suspension because it is easier to recover from understeer than it is from oversteer.

OVERSTEER

Oversteer is when the rear tires lose grip before the front tires. The opposite of understeer, oversteer happens when your car is simply turning too much and you're prone to spin outs. Oversteer can be set by cornering when the chassis is slightly unbalanced, with the rear of the car unweighted. Additionally, cars with a lower amount of tire grip or larger amounts of horsepower can oversteer. To control oversteer, the driver needs to smoothly steer to where they want the car to go while calmly managing the throttle until they can settle the rear of the car. Some drivers enjoy having a car set up with a small degree of oversteer to make the car easier to rotate while cornering. (Oversteer is present in drifting, for example.)

THE LINE



The *exact* path to a correct racing line isn't set in stone but, as mentioned earlier, the *Forza Motorsport 3* racing line is pretty close to perfect for most tracks. Below are some technical explanations of the terms most often used when talking about racing lines.



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APEX

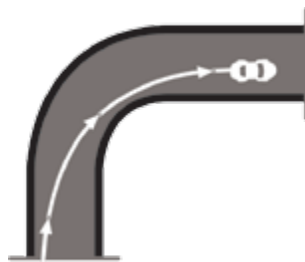


The apex of a turn is the point where the car comes closest to the inside edge of the track. This theoretical point is merely that—theory—and is not an actual static reference point. Think of it as a floating point, always changing depending on the car, the type of turn, and the speed at which you're traveling. The important thing to remember here is that the apex breaks all turns into two very important sections:

1. **TURN ENTRY:** The first part of the turn, pre-apex, is called the turn entry. This is when you should be braking on your approach.
2. **TURN EXIT:** The second part of the turn, post-apex, is called the turn exit. This when you should be on the gas and accelerating out of the turn. You'll hear us refer to turn entries and exits quite regularly throughout the guide.

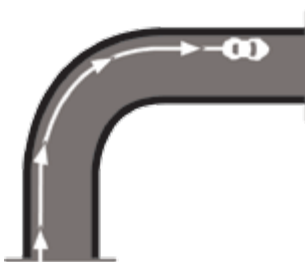
INSIDE LINE

Driving the inside line is short but curved so you can't always carry as much speed you'd like. Here, you're traveling closer to the apex because there are other cars present on the outside, or the particular turn you're driving lends itself well to being driven this way.



OUTSIDE LINE

The outside line is a longer trek through the turn—farthest from the apex—and is always near the wall or outside runoff area of a track.



TURNS

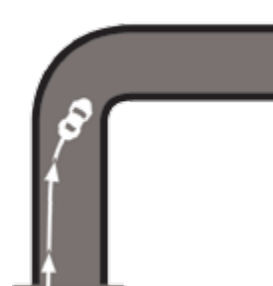
There are many types of turns in *Forza Motorsport 3*. Rather than trying to show you the optimum path through each type of turn, this section was created as more



of an informative run through of the basics. The suggested line assist does a near-perfect job illustrating the best line through most turns in the game, so it would be silly for us to try to recreate that here. That being said, these illustrations and definitions work well for review or when you have specific questions about racing theory. Trying to save time by cutting corners—no pun intended— isn't a wise choice when you're going against the fundamentals.

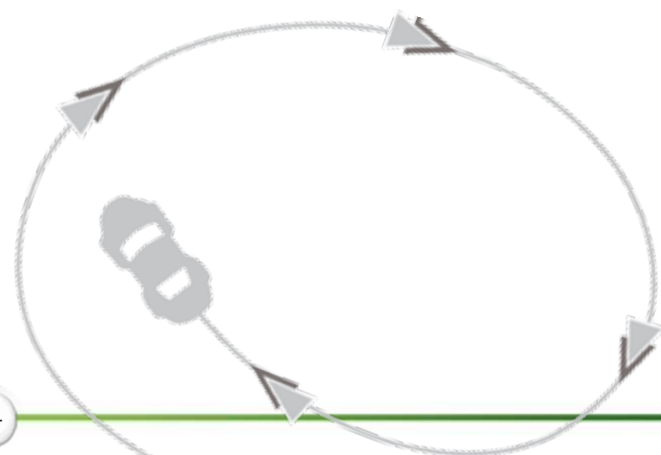
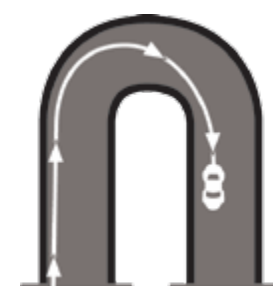
90-DEGREE TURN (RIGHT ANGLE, L-TURN)

These types of turns aren't extremely common but they appear enough to worry about. Usually an outside line works best here to keep cars off the grass or walls. The proper lines will vary—as shown by the suggested line—so it's important to pay close attention to the variances on the specific track you're racing.



180-DEGREE TURN (HAIRPIN)

These are tight, sharp turns placed to take the driver a complete (or often near) 180 degrees. The best lines for hairpins are often early apexes, as shown. As with every other type of turn, it's very important to take note of the suggested line until you get a better understanding.





FORZA MOTORSPORT 3

CHICANE

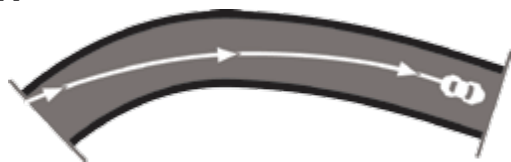
Chicanes are severe kinks placed in high-speed areas of a track with the specific intent of slowing down drivers. One of the most common problems when approaching a chicane is entering with too much speed. Too many players want to rush in and blaze through the chicane way too fast, causing catastrophic failure as they clip a wall or barrier somewhere during the transition. If you're driving too fast, you'll have trouble. Yes, the idea is to "straighten the turn out" as much as possible, but finding that correct speed can be done only with practice.

**KINK**

Kinks are similar to chicanes, only much less noticeable at lower speeds because the bends tend to be much less severe. The strategy for taking kinks is similar to chicanes, where you try to "straighten them out" at a target speed. Every kink has an optimum speed where it can be taken with little trouble. Some of our track strategies point out these specific spots.

**SWEEPER**

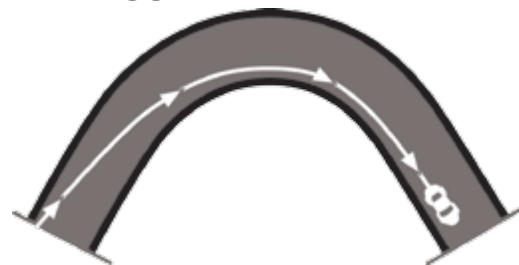
Sweepers are very large radius, high-speed corners found on the more open areas of the track, often connecting two straights together. They are very common on many of *Forza Motorsport's* tracks.

**DOUBLE APEX**

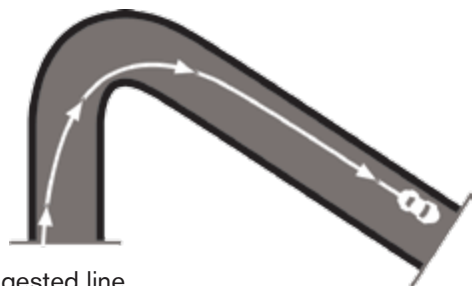
This is a turn that—at first glance—appears as two separate turns yet should be treated as one. The suggested line is almost always spot-on with these types of turns, often showing the classic outside-to-outside approach.

**CONSTANT RADIUS**

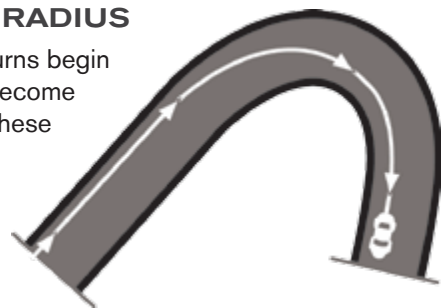
Constant radius turns hold the same angle throughout the turn. In theory, these are the easiest to drive because your steering input should remain constant throughout the turn.

**INCREASING RADIUS**

These turns start off sharp but slowly become wider as the turn progresses. These are often best taken with an early apex, as shown by the suggested line.

**DECREASING RADIUS**

Decreasing radius turns begin wide but gradually become tighter and tighter. These are among the most difficult turns to master because the apex is so deep inside the turn. The optimum line is often a late apex with a sharp angle, as shown.

**ELEVATION CHANGES**

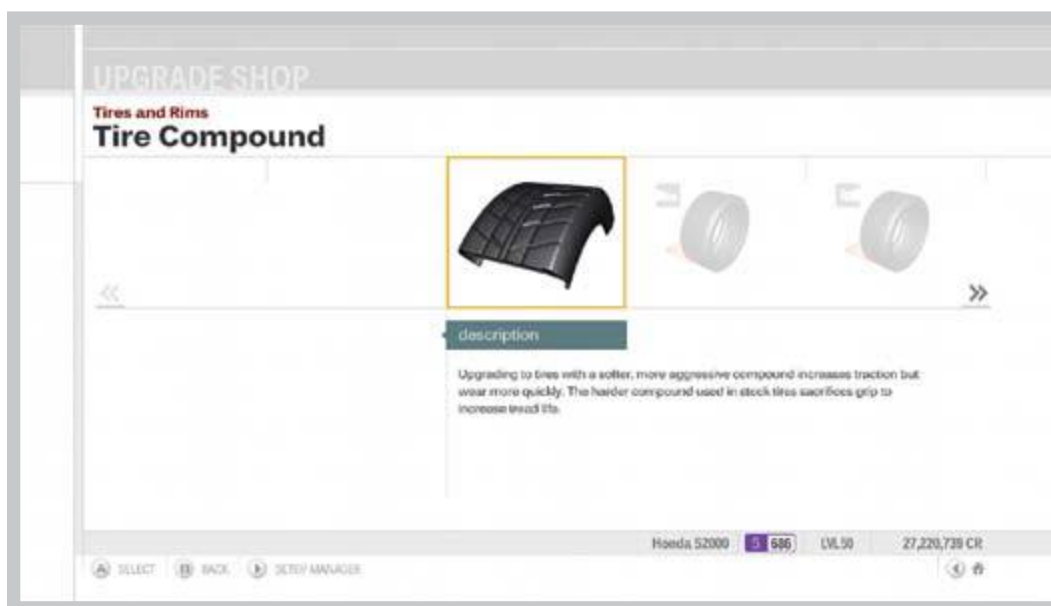
Although technically not a "type" of turn, elevation changes will substantially alter the strategy for each of the aforementioned turns. Many tracks have decreasing elevation 90-degree turns, for example. Others have increasing elevation, decreasing radius turns. It gets quite complicated when you start factoring in all the different combinations. What you need to know is that elevation plays a major role in the proper line through a turn. If the surface is perfectly flat, that's great. Sometimes it's not, and you're left with a much more complicated problem.





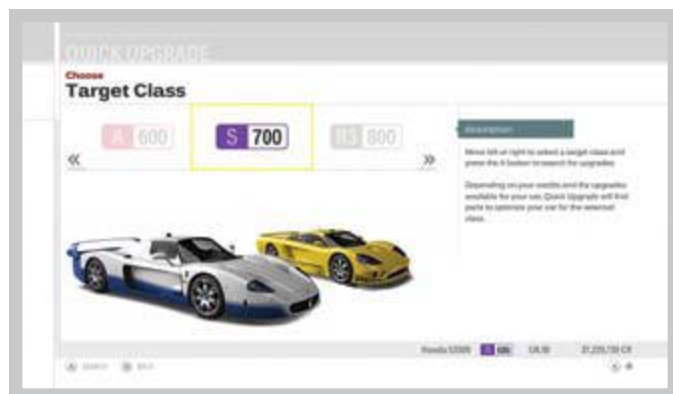
UPGRADES

UPGRADING OVERVIEW



Upgrading your car can be a bit overwhelming if you don't have any knowledge of what you're doing. Building a competitive *Forza Motorsport* car is no easy task. There are hundreds—if not thousands—of different combinations for each car. Given the amount of upgrades available in *Fortza Motorsport 3*, the best idea is to follow a set of upgrading rules. In this section, we detail the various types of upgrades, along with some strategies for selecting certain upgrades over others.

QUICK UPGRADE



If hard-core upgrade strategies aren't your thing, the developers have incorporated a Quick Upgrade option that automatically chooses upgrades for your car. These are the same upgrades that can be individually purchased and the cost is the same, but Quick Upgrade represents a one-stop shop for quickly getting a car into a given Car Class. In Season Play, Quick Upgrade will attempt to match your car to the target Car Class of your next event. Outside of Season Play, you are free to choose any Car Class that your car can attain (not all cars can reach all classes). One final note: if you don't have enough credits to purchase the required upgrades, Quick Upgrade will get you as close as it can with what you can afford.



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PART VARIANCE AND PRICING



Before we get started, know that most upgrade parts come in three flavors: Street, Sport, and Race. Street upgrades are minor upgrades over stock, while Sport upgrades are considerably better and sometimes include adjustable settings. Race upgrades are the highest possible performance parts available and they contain the most intricate tuning settings.

Performance gains for all upgrades depend specifically on the car in question. A race exhaust might add 18 hp and 15 lb-ft of torque to a higher end A-class car, but only 10 hp and 6 lb-ft of torque on a lower D-class car. Sometimes the variance is the opposite, with the lower class car benefitting more from a part than the higher class car. It all depends on the circumstance. You'll also find variances—although less pronounced—among cars of the same class. (Pricing works in a similar fashion. Usually, the lower class cars have less expensive upgrades, but the prices vary considerably from car to car.)

As you move up into the higher classes—mostly B class or higher—you'll find that Street upgrades often aren't available because the car has a stock part that is most likely equivalent to a street-type performance part. Moving up to A class (and higher) often removes everything except straight Race upgrades. This happens within the lower classes too, but it's most readily apparent as you progress up the Performance Index.

PERFORMANCE INDEX AND CLASSES



The primary strategy when upgrading in *Forza Motorsport 3* is to upgrade to the limits of a specific class. The idea is to make your car as competitive as possible within a specific class—hopefully optimized for the base car you've chosen—rather than trying to upgrade a particular car as much as possible. Plenty of fun and competition can be had in the F, E, and D classes. Don't overlook them as a waste of time and effort. Remember that the farther you go up the scale, the less room there is for error. People driving R1-class cars have mastered the same fundamentals as those who are driving F-class cars, but the difference is everything is happening at a much faster rate and it requires a bit more skill in the faster cars.

For your quick reference, there are 11 car classes ranked by Performance Index—with the higher number theoretically representing the better car—as follows:

» X: 1000+



» R1: 901 - 999



» R2: 801 - 900



» R3: 701 - 800



» S: 601 - 700



» A: 501 - 600



» B: 426 - 500



» C: 351 - 425



» D: 276 - 350



» E: 201 - 275



» F: 100 - 200





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TRACK-SPECIFIC UPGRADING

Although the aforementioned strategy works for all types of tracks, sometimes you'll need that extra bit of guidance for specific tracks. Keep these two tips in mind.

SHORT TRACKS

On the shorter, tighter tracks, try to utilize tire upgrades first. Adding aero and downforce parts is also helpful. If you have PI points leftover, weight reduction can be used to enhance a car's handling. Try to hold off on adding power to a car for short tracks if possible. The idea on short tracks is to utilize parts that will help you hold the most momentum through corners and ignore the urge for more power.

LONG TRACKS

Here, you want to leave out less effective parts and focus your available PI points on horsepower and torque. With a good amount of power added, utilize suspension and transmission upgrades, too. Depending on the length of the course, driver preference, and car class, weight reduction and tire upgrades may be interchanged.



FINAL COMMENTS



Depending on your ability to control your car—or as you become more experienced with a given car—handling aspects may eventually be replaced with power. Ultimately, more power does translate to more speed. If a track lacks handling areas and you're experienced enough, experiment and push yourself to build more powerful cars and go faster!

If you're less experienced, however, you may actually drive faster in a slower, more stable car. Remember that you will always be sacrificing consistency for speed when building a car for longer tracks. While it may be tempting to stuff 1,000 hp in your FF hatchback to slay a Ferrari, if the power is uncontrollable it will do you no good in a race

when the track gets curvy. If you take nothing else from this entire chapter, remember these key points:













1. Always maximize your PI carefully.
2. Balance your builds with power and handling.
3. Take the tracks into account.
4. Don't add too much horsepower!
5. Avoid turbos whenever possible.















FORZA MOTORSPORT 3

UPGRADE CHART

Below is the complete upgrade chart, including descriptions for every upgrade category in *Forza Motorsport 3*. This section gives a cursory examination of exactly what to expect from each upgrade.

Upgrades		
Upgrade Icon	Upgrade	Upgrade Description
Engine and Power 		
	Air Filter	Air filter upgrades help maintain cooler intake air temperatures and help the engine breathe more freely.
	Intake, Throttle Body, and Carburetor	These upgrades provide smoother air flow and increased volume into the engine, resulting in greater power.
	Fuel System	Fuel system upgrades provide more efficient fuel flow and more precise timing, as well as extracting more power from the fuel you use.
	Ignition	Ignition upgrades help the engine burn fuel more efficiently to produce more power. Adding better coils, spark plugs, and ignition wires can make a significant difference in engine power and performance.
	Exhaust	Exhaust upgrades let the engine breathe more freely, creating more power by reducing back-pressure and extracting exhaust gases more efficiently.
	Camshaft	Upgraded camshafts let your engine rev to a higher rpm, producing more torque and power. The net result is a higher redline with more power in the high-rpm range.
	Valves	Upgraded valves improve intake and exhaust gas flow, allowing your engine to breathe freely and produce more power.
	Displacement	Displacement makes the engine more durable by increasing the bore size. It also makes the engine more responsive across the entire rpm range.
	Pistons and Compression	Piston and compression upgrades include high-strength heat-resistant pistons and modifications to optimize compression for improved power.
	Oil and Cooling	Oil and cooling upgrades help protect the engine from friction, heat damage, and pumping loss.
	Flywheel	A lighter weight flywheel gives the engine better throttle response and acceleration.

Upgrades		
Upgrade Icon	Upgrade	Upgrade Description
	Centrifugal Supercharger	Superchargers provide more power by compressing the air-fuel mixture and forcing it into the engine at more than atmospheric pressure. Centrifugal superchargers build boost in proportion to rpm and noticeably improve power at the top of the rpm range.
	Positive Displacement Supercharger	Positive displacement superchargers produce low boost across a wide range of rpm and a noticeable improvement in low-end and mid-range torque.
	Turbocharger (Single)	Turbos provide major power increases 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.
	Turbocharger (Twin)	Twin turbos offer similar performance gains to a single turbo, but reduce much of the lag and spooling effect associated with the single setup.
	Intercooler	Intercoolers make the air-fuel mixture cooler and therefore more dense, providing more energy per stroke.
	Restrictor	Removing a race car's restrictor lets full-blown race cars reach their full potential. This is only available on high-end, competitive race cars.
Platform and Handling 		
	Brakes	Upgraded brakes increase braking power and decrease brake fade due to excessive heat.
	Springs and Dampers	These control weight transfer, maintain optimum ride height, and can allow for adjustable toe, caster, and camber.
	Front Anti-roll Bars	Front anti-roll bars provide extra stability when cornering. By tying the left and right sides of the suspension together, anti-roll bars make the car ride more level and reduce body roll.
	Rear Anti-roll Bars	These act exactly like front anti-roll bars but can instead help reduce or induce oversteer.
	Chassis Reinforcement and Roll Cage	These upgrades increase the rigidity of your car and reduce chassis flex.



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Upgrades

Upgrade Icon	Upgrade	Upgrade Description
	Weight Reduction	A lighter car accelerates, brakes, and handles better than a heavier one. Reducing weight increases the overall performance of the car in many different areas.
Drivetrain		
	Clutch	Upgrading the clutch allows your engine to handle upgraded horsepower without damage.
	Transmission	Transmission upgrades make shifts quicker and more efficient. They can also allow individual gear adjustments.
	Driveline	You can improve throttle response and acceleration by decreasing the weight and rotational inertia of the driveshaft.
	Differential	A limited-slip differential locks the wheels at a preset point to limit the difference in rotational speed between tires. When properly tuned, this improves traction.
Tires and Rims		
	Tire Compound	Upgrading tires to softer compounds increases grip, while the harder compounds extend tire life.
	Front Tire Width	Upgrading front tire width can enlarge the contact patch with the pavement, granting better traction.
	Rear Tire Width	Upgrading rear tire width can enlarge the contact patch with the pavement, granting better traction.
	Front Rim Size	Upgrading to larger rims lowers tire sidewall size and increases rigidity. This improves responsiveness, but it can also increase unsprung weight.
	Rear Rim Size	Upgrading to larger rims lowers tire sidewall size and increases rigidity. This improves responsiveness, but it can also increase unsprung weight.
	Rim Style	Upgrading to lighter rims can decrease rotational inertia and improve handling.

Upgrades

Upgrade Icon	Upgrade	Upgrade Description
Aero and Appearance		
	Front Bumper	These upgrades range from cosmetic to functional and have the potential to increase front downforce. The race versions are fully adjustable, which is great for specific-track tuning.
	Rear Wing	Like front bumpers, these upgrades range from cosmetic to functional and have the potential to increase rear downforce. The race versions are fully adjustable, which is great for specific-track tuning.
	Rear Bumper	Rear bumpers have the potential to decrease lift at high speeds.
	Side Skirts	Side skirts can help improve top speed by reducing drag, but performance can be decreased by adding weight.
	Hood	Upgrading to a lighter hood reduces overall weight and adjusts weight distribution for improved performance.
Conversion		
	Engine Swap	An engine swap will completely replace the engine in your car. New engines may possess more power, different driving characteristics, and reduced weight, but every engine has its own distinct upgrade path. Be aware that your current engine upgrades will most likely not transfer over if you do an engine swap.
	Drivetrain Swap	Like the engine swap, a drivetrain swap places an entirely new drivetrain in your car. Current drivetrain upgrades will most likely not carry over when you perform a swap.
	Aspiration Conversion	Like the two previous swaps, adding a variety of turbochargers and superchargers will directly affect the performance of your car.



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WHEEL WEIGHT CHART

This wheel weight chart will help you get a better idea of the overall weight differences that each of the wheels possess. Note that there are no actual weight ratings available per wheel, so the weight differences shown are versus our test car's stock wheel weights. Your wheel weights will be different depending on the car you're upgrading, but their relative weight to one another will always remain the same. This chart remains useful when scanning for the lightest wheels in the game, for example.

Wheel Weights			
Brand	Wheel	Weight (lbs)	Price (cr)
5 Zigen	FN01R-C	-22	3,700
	GN+	-12	3,600
	ZR+520	-18	3,600
Advan	RGII	-28	3,700
	Super Advan Racing Version 2	-22	3,700
American Racing	Torq-Thrust M	-8	3,500
	Outlaw II	-8	3,500
Asanti	AF 118	-2	3,400
	AF 134	-2	3,400
	AF 140	-2	3,400
ATS	Classic	-15	3,600
BBS	RK	-22	3,700
	RE	-15	3,600
	RS-GT	-15	3,600
Blitz	Technospeed Type 03	-12	3,600
	Technospeed Z1	-18	3,600
Borbet	CB	-12	3,600
	A	-5	3,500
Boyd Coddington	Slayer	-12	3,600
Brabus	Monoblock IV	-12	3,600
	Monoblock VI	-12	3,600
	Monoblock S	-12	3,600
Buddy Club	P1 Racing QF	-32	3,800
Center Line	Auto Drag III	-15	3,600
Compomotive	CXR	-25	3,700
	ML	-8	3,500
	TH2	-5	3,500
	M05	-2	3,400
Cragar	Smoothie	-5	3,500
	Street Lock D Window	-8	3,500
	S/S Super Sport	-8	3,500
Dropstars	DS03	-8	3,500

Wheel Weights			
Brand	Wheel	Weight (lbs)	Price (cr)
DUB	Big Chips	+24	3,200
	Presidential	+24	3,200
Dymag	9 Spoke	-32	3,800
Enkei	RPF1	-28	3,700
	NT03+M	-18	3,600
	RS6	-8	3,500
	Tarmac Evo	-2	3,400
Fikse	Profil 5	-25	3,700
	Profil 5S	-25	3,700
	FM/10	-12	3,600
Gemballa	Le Mans	-22	3,700
	Turbo Sport	-15	3,600
Gram Lights	57C	-18	3,600
	57 Optimise	-18	3,600
	T57-RC	-15	3,600
Halibrand	Sprint II	-12	3,600
Hamann	PG-III	-12	3,600
	Edition Race	-15	3,600
Hole Shot Wheels	Hole Star	-32	3,800
	Solid	-32	3,800
HRE	445R	-15	3,600
	546R	-18	3,600
iForged	Astra	-18	3,600
	Fabulous	-18	3,600
Kosei	K1-Racing TS-Version	-28	3,700
	RT Sport	-12	3,600
Konig	After Burner	-32	3,800
	Briteline	-25	3,700
	Daylite	-28	3,700
Lexani	LTC-701	+24	3,200
	LTC-704	+24	3,200
	Mistik Spikes	+24	3,200
Lorinser	RSK 6	-5	3,500
	LM 6	-8	3,500



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Wheel Weights

Brand	Wheel	Weight (lbs)	Price (cr)
Lowenhart	LDR	+24	3,200
Mickey Thompson	ET Drag	-25	3,700
	Classic Lock	-8	3,500
Modulare	M3	-12	3,600
	M7	-15	3,600
Momo	GTR	-12	3,600
	TEN-S	-8	3,500
Motegi Racing	Traklite 2.0	-28	3,700
	SP10	-22	3,700
	Traklite 1.0	-28	3,700
Oettinger	Type RXX	-12	3,600
	Type RE	-5	3,500
OZ Racing	Superleggera III Forged	-8	3,500
	Superturismo GT	-5	3,500
Racing Dynamics	RS 2 Modular	-12	3,600
	RGS	-2	3,400
Racing Hart	J5 Pro	-14	3,600
	C4	-8	3,500
RO_JA Motorsports	R2-7	-8	3,500
	R2-5	-8	3,500
Rota	J.SPL	-25	3,700
	P45R	-12	3,600
	Tarmac 3	-15	3,600

Wheel Weights

Brand	Wheel	Weight (lbs)	Price (cr)
RS Watanabe	Cyclone	-32	3,800
Speedline Corse	2014	-22	3,700
Team Dynamics Racing	Pro Race 1	-22	3,700
	Pro Race 2	-25	3,700
Tenzo R	DC-6 V1	-12	3,600
	RS-5	-12	3,600
TSW	Trackstar 4	-32	3,800
	Catalunya	-12	3,600
	Hockenheim R	-5	3,500
Volk Racing	RE30	-32	3,800
	TE37	-25	3,700
WedsSport	SA-70	-25	3,700
	SA-97 F	-28	3,700
	TC 105 N	-28	3,700
Weld Racing	AlumaStar 2.0 Drag Race	-25	3,700
Work	XD9	-25	3,700
	CR Kai	-12	3,600
	Equip 01	-8	3,500
	Design DH	-2	3,400
Zender	Challenge	-15	3,600
	Dynamic	-15	3,600
	Turbo 2	-8	3,500



TUNING

OVERALL TUNING STRATEGY



Tuning is the least understood aspect of *Forza Motorsport* strategy. Unfortunately, there is no “win button” when it comes to creating and applying a proper tune. Tuning is a labyrinth of advanced and sometimes even secret knowledge that has brought about the advent of “tuning houses” within the *Forza Motorsport* community. Tuning houses are groups of players who create specific tunes for cars and tracks with the intention of selling them online. The concept behind tuning houses is simple; they use their combined knowledge and numbers as a consensus force multiplier. After extensive testing over time, tuning houses can produce exquisitely tuned cars.

Acquiring a tuned car like this is easy—if you have the credits—but with so many cars, tracks, and types of builds, it’s a good bet that you’ll have to do some tuning yourself from time to time.

Before we get into the hard stuff, we should say that having a “perfect tune” or setup on your car does not guarantee a win. Conversely, being without the best tune possible is not an excuse for losing. The truth is that tuning does not make the difference between winning and losing a race; skill and practice do. Nearly all the fastest *Forza Motorsport* drivers in the world began their racing careers with bone stock cars. To this day, most of those very same drivers will say they aren’t particularly great tuners. Instead, they’ve relied on endless laps of practice and their innate ability to get a true feel for the cars before ever touching a single adjustment. This tells us that there really isn’t an advantage to tuning a car over stock when it comes to pure driving technique. Properly understanding a car’s basic performance envelope is just as effective as a good tune. (Then again, an elite *Forza Motorsport* driver paired with a really solid tune usually equals new lap records.) When you accept that such achievements are only reached because of the expert driver’s fundamental understanding of the car in the first place, you’ll gain the right perspective on tuning and its relative value to the average driver.

COMMON MISTAKES



One of the biggest mistakes new drivers make is moving one of the many selector switches too far at once. Moving any of the adjustments more than one

increment at a time is enough to affect the entire tune of your car. To counter this common mistake, try to make single-increment adjustments with proper track time and data logging to find out if your adjustment did more harm than good.

Another common mistake is losing track of your optimum tune by not saving it immediately or by saving it incorrectly. The best way to keep track of your tuning progress is to save your setup by lap time at a particular track. If you run a good lap—let’s say 1:23.998 at Mazda Raceway Laguna Seca—then you should save it as “123 998 Laguna” immediately. Lap times are specific to your

class and track, so you don’t need to include the track name. The benefit to this system is when you run a faster 1:23.997, simply save that number over the old number and you’re done. This way you’ll always have the setup that performed best for you—without scrambling through scribbled notes and strangely named files—along with a record of the best lap time you set with that particular car at that raceway. Take advantage of *Forza Motorsport 3*’s save and organization features!

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.





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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.

PRO TIP! 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!

PRO TIP! TIRE HEATING CAUSE AND EFFECT

When you see inconsistencies in overall tire heating, use the following information to improve tire performance.

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

GEARING

NOTE

Some conditions might have multiple causes, so one or more adjustments may apply. Make only one adjustment at a time to evaluate the effects.

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

OVERALL TUNING STRATEGY		COMMON MISTAKES		TIRES	GEARING	ALIGNMENT	ANTI-ROLL BARS	SPRINGS
DAMPING	AERO	BRAKING	DIFFERENTIAL	TRACK-SPECIFIC TUNING	TELEMETRY	COURSE TUNING		



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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.

PRO TIP! 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.

PRO TIP! 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.

PRO TIP! 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,



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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.

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.

PRO TIP! 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.

ANTI-ROLL 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.

PRO TIP! 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 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.

TIP

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



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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.

PRO TIP!**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.

PRO TIP!**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.

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.

PRO TIP!**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.

PRO TIP!**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 an 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.



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DAMPING	AERO	BRAKING	DIFFERENTIAL	TRACK-SPECIFIC TUNING	TELEMETRY	COURSE TUNING

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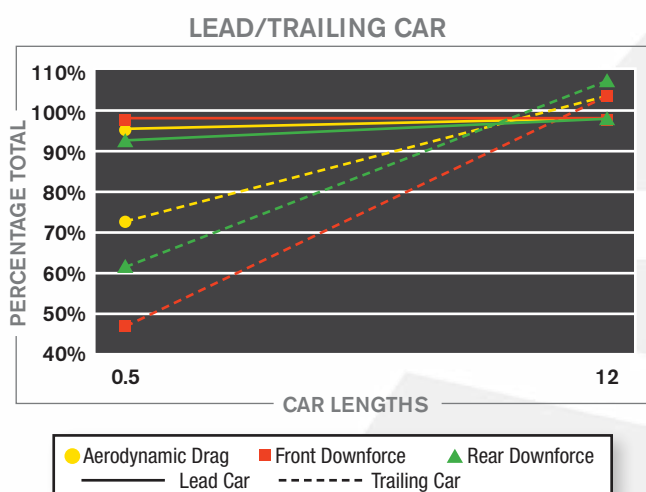
Air flowing around a car creates lift beneath it, which impairs handling. Increased downforce keeps your car in better contact with the road, heats up the tires more quickly, and improves handling. However, too much downforce can cause excessive drag, which decreases maximum speed and increases tire wear and fuel consumption.

PRO TIP! 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.

PRO TIP! 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.

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



makes as little sense as 100 percent rear bias. Due to the variance in car construction and factors such as weight

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

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



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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.

PRO TIP!**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.

PRO TIP!**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.

PRO TIP!**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.

PRO TIP!**DECELERATION PRESETS**

Increase the percentage deceleration setting for front and rear to cause the differentials to lock more quickly when under deceleration.



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CENTER TORQUE

NOTE

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.

PRO TIP!

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



With tuning as such a subjective black art, telemetry tries to answer why one setup is objectively superior to another in a scientific way.

The most important aspects are the spring and damping telemetry, along with the tire temperature graph. There is also a contact patch graph that will show you the deflection forces of the tire and the contact patch. If your car is getting loose, look for the rear tires to turn red before the front tires. Basically, use the tire telemetry to watch tire pressures and find out which tires are wearing more quickly.

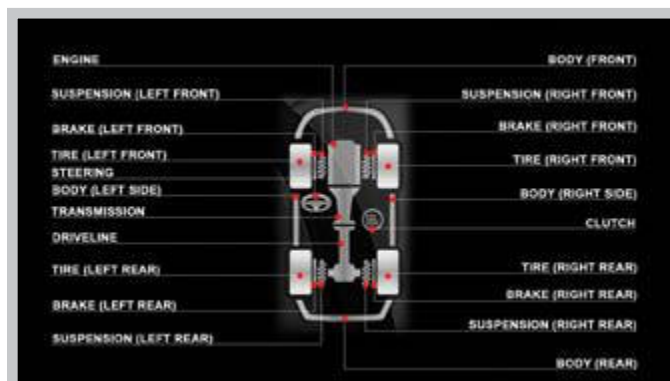
CAR DAMAGE



Car damage is handled very similar to how it was in *FM2*, with only a few minor changes. With Simulation mode on, hitting other objects will always

have some type of negative influence on your car. The more powerful the hit, the more damage you'll incur to a specific area. Put it this way: If you're playing in Simulation mode, try not to hit stuff. One decent hit and it's pretty much game over at the competitive level.

There are 21 different areas that can be damaged on every car in the game (regardless of drivetrain layout), as follows:





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Within those specific areas—broken down further into only a few primary groups—damage affects your car in different ways. The following chart shows each category, along with what to expect while driving:

Car Damage

Area	Effect
Body	Expect increased drag and a removal of all positive downforce effects as your various body panels take damage.
Tires	These are a standard wear item and don't really take "damage" like everything else on this list. As they wear normally, you'll lose grip.
Brakes	You'll notice decreased effectiveness and increased stopping distance as these take damage.
Suspension	Damage to the suspension parts directly affects all aspects of your handling. The more damage this area takes, the less drivable your car becomes.
Steering	Your ability to turn will be greatly decreased as damage to the steering value increases.
Driveline	Damaging the driveline directly affects the level of power being delivered to your wheels. Expect a decrease in horsepower and torque levels.
Clutch	When the clutch goes, your shift time will suffer greatly.
Transmission	As the transmission takes damage, your car will lose horsepower and torque, along with its ability to change gears entirely.
Engine	The engine is most directly responsible for horsepower and torque. Damage it and you'll have significant reductions to your output.

Also note that every time you pit, critical areas like engine, transmission, steering—basically everything except bodywork—will be improved back to 100 percent. Your tires and fuel are also replaced and replenished. (The only thing that can't be fixed during a race is bodywork.)

COURSE TUNING



For competitive road racing, tuning a car for a certain track does not supersede a perfectly tuned car. In other words, it is important to have a well-tuned

car overall before adjusting that car to the peculiarities of a given track. Only once the car has been properly tuned in a balanced way can you begin the fine tuning for a particular track.

OVALS



Ovals are completely different from road courses—what most of this section focused on—and require a totally dissimilar setup and tune. With ovals,

tuning is an even more sensitive endeavor. Running flat out on banked curves with little to no downforce demands that you have stiffer suspension values all the way around. Every tick of the selector switch on any adjustable part of the oval bound car will have a more noticeable effect than it would on a road course car. Be very careful—especially on an oval—to adjust your car one tick at a time to zero in on the

optimum tune. One tick this way or that and you will see an immediate change in lap times, speed, or both.

Another thing to consider is your strategy regarding final drive and individual transmission gear ratios. On an oval, you'll be spending most of the race under full acceleration—directly opposite from what we've described above with road courses—so it's much more important to keep your sixth gear and final drive ratios tuned for the top speed that your car is capable of hitting. Sometimes it takes a good three or four laps to hit that top speed, so making a practice run with your test tune still works wonders.

Aero and downforce are also very important settings here; slight adjustments to either make significant changes when your car is travelling 125, 150, or even 175 mph for such long periods of time. Remember what we said earlier about running a high-speed track; you'll want minimal downforce on the rear and even less on the front.

DRAW EVENTS



In drag events, tuning is a completely different animal when compared to road course and oval racing. The object isn't to optimize

your car for handling, balance, or feel, but instead to focus on absolute acceleration and launch efficiency. With tire pressures and temperatures pre-set and no need for



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burnouts or staging, the emphasis in competitive drag racing is on proper launch technique combined with gear matching the horsepower and torque curves of the engine. Because there are no specific drag racing upgrades available—trans brakes, drag transmissions, line locks, or drag racing engines—it’s more about the launch than anything else. Once your car is hooked up, the build takes over from there.

Some tips we’ve discovered throughout our tuning:

- » AWD cars do well with launches and have a significant advantage on the shorter tracks (1/8 and 1/4), as you’d expect.
- » A manual transmission is just a little bit faster than an automatic. The primary reason for this is the fact that you can drive the powerband farther into the redline with a manual. Automatics tend to shift a little bit early.
- » Although powerglide (two-speed) transmissions aren’t available, you can essentially turn your upgraded gearbox into one if that’s your game plan. The theory behind a two-speed drag transmission is to spend less time changing gears and more time in the powerband of the motor. Since you only care about accelerating from, say, 0 to 150 mph as quickly as possible—and care little about the use of the car on a road course—you can afford to take gears three through six off the table.
- » Traditional drag racing final drive ratios—3.73, 4.10, 4.56, and higher—work well if your engine and transmission are properly matched. This depends on the car and upgrades applied, but the higher ratios do work well.
- » The trick to nailing a perfect launch is harnessing just the right amount of wheelspin. You want to generate enough to get the car moving forward, but not so much that the tires melt off the wheels.
- » Making small adjustments to your tune while running against your ghost is the *best* way to save time while drag tuning. If you’ve done something wrong, you’ll usually be able to tell halfway down the track.

DRIFT EVENTS



Drifting, like drag racing, is an entirely different animal. Tuning for drift events is more about control and less about horsepower and speed. In

fact, some of the most popular drift cars have very little horsepower. According to racing veteran and world-famous

drifter Keiichi Tsuchiya—known in Japan as the “Drift King”—drift racing is best taken with a slightly different attitude:

“I drift not because it is a quicker way around a corner, but the most exciting way.”

The ideal car for drifting is something with an FR setup, although anything with RWD can drift. We like driving the Toyota AE86 Sprinter Trueno because it’s slow and fun to drive. It has a simple learning curve for beginners, yet offers the pros plenty of technique to play with.

As for specific settings, you’ll want to have TCS and STM turned off because they directly counter your car’s ability to break loose. Using ABS isn’t a bad idea because it doesn’t directly affect your ability to drift. This is ultimately a user preference. The suggested line will be a distraction during drifting so it too should be turned off.

With our driving style in the AE86, we prefer the front tire pressure to be around 40 pounds with the rears around 30 pounds. We like to set camber negative—we ran -3.3 on the front and -1.0 in the rear—to keep the car sliding as easily as possible. This comes with a slight disadvantage toward drift angle when traveling at higher speeds, but because we’re not drifting pros and we were doing this more for fun, it didn’t bother us. We also like to run a relatively high final drive ratio of 4.10 or higher to keep the wheels spinning at least four times per revolution of the motor.

Again, this is only the beginning. Drifting is an entirely different scene from the world of competitive racing—what this guide is focused on—and many of the techniques and strategies differ greatly from what we’ve prescribed in this book.



CAR CUSTOMIZATION

NOTE

MOVING THE CAR OR CAMERA

Throughout the livery editor, you can use the following controls to move the car/camera.

Moving the RIGHT STICK rotates the car horizontally and vertically.

While clicking and holding down the LEFT STICK, moving the RIGHT STICK pans the camera and moving the LEFT STICK zooms in and out. This can be very useful for getting close to the car when working on the small details of the livery.

COLOR SELECTOR

Depending on the painting screen you are in, different tabs are available in the color selector. You can switch between the tabs by pressing the LEFT and RIGHT BUMPERS.



Within the Paint Body, Hood, Mirrors, Wing and Rims screens, the available tabs are:

- » **NORMAL COLORS:** Allows you to select the color from a color wheel and applies a regular glossy finish to the car or part.
- » **METALLIC COLORS:** Allows you to select the color from a color wheel and applies a metallic finish to the car or part.
- » **SPECIAL COLORS:** Allows you to select from a list of more than 100 special colors that includes two tone and chameleon colors that change based on the viewing angle.
- » **MANUFACTURER COLORS:** Allows you to select from a list that includes the original manufacturer colors that are available for the car. The colors in this list are the same ones that are available when you buy the car.
- » **PREVIOUS COLORS:** Allows you to select from a list that include colors that you have already used. This is great for choosing a color you already chose for other parts or reverting to colors you have tried out earlier. This list is reset every time you restart the game.

Within the Layer Color and Tint Windows screens, the available tabs are:

- » **NORMAL COLORS:** Allows you to select the color for the layer or the window tint from a color wheel.



- » **PREVIOUS COLORS:** Allows you to select from a list of previously selected colors. This is great for choosing a color you already chose for other layers or for reverting to colors you tried out earlier.

TIPS FOR THE COLOR SELECTOR AND CAR PAINTING

- » Pressing X will allow you to customize the color. It will bring up the color blender, which allows you to tweak the hue, saturation, and brightness color sliders and customize your color choice. On special colors Pressing X will allow you to do the same for the primary color and Pressing Y will allow you to do the same for the secondary color
- » The leftmost and bigger chiclet on all the painting screens shows the current color of the part or layer you are choosing color for, with the exception of when choosing the color for a new layer, when it defaults to the last color chosen. If it's the first layer you are creating, it defaults to white.
- » When choosing the color for Painting Rims, the last chiclet in manufacturer colors represents the original color of the rim.
- » When choosing the color for tinting windows the last chiclet in the manufacturer colors represents the clear color.
- » Depending on what parts are paintable on your car, the option to paint them might not be available. For example, cars with chrome mirrors, the option to paint the mirrors is removed. Keep in mind that only upgraded rims are paintable. In order to paint your rims, you will need to change your rims in the Upgrades screen. Also, carbon fiber hoods and wings are not paintable.
- » Painting the body will override the color of the hood, mirrors and wings.



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DECAL LAYER MANAGEMENT

The editor divides the car into sides that represent the surface on which you can place vinyls and decals. You can place layers on these sides, where each layer can contain a vinyl or a manufacturer decal.

- » **FRONT BUMPER** – supports a maximum of 500 layers
- » **LEFT SIDE** – supports a maximum of 1000 layers
- » **Hood/Top/Trunk** – supports a maximum of 1000 layers
- » **RIGHT SIDE** – supports a maximum of 1000 layers
- » **REAR BUMPER** – supports a maximum of 500 layers
- » **WING** (only available if the car has a wing) – supports a maximum of 100 layers

NAVIGATING BETWEEN THE LAYERS AND SIDES

LEFT and RIGHT with the LEFT STICK or the DPAD will change the current layer on the current side. Holding the stick towards a direction or keeping the DPAD pressed will scroll the layers at a comfortably fast speed.

UP and DOWN with the DPAD will skip to the next 100th layer or the first or last layer. This is very useful when you are using a lot of layers.

LEFT BUMPER and RIGHT BUMPER will allow you to change the side you are working on.

The top right side of this screen shows you the current layer, its index order and the total number of layers available on the current side.

SELECTED LAYERS

Each side also has a single set of selected layers. Selecting multiple layers allows you to manipulate all of them together. Selected layers are represented with highlights and a link symbol as shown here...



Add and remove layers to and from the current group selection by pressing the RIGHT TRIGGER.

Add and remove multiple layers to and from the current selection together by doing the following: Press and hold the RIGHT TRIGGER. While holding the RIGHT TRIGGER, move the current layer selection by using the LEFT STICK or DPAD. As you scroll through, the selection state of the layers you go through will get toggled. You can also use the UP/DOWN on the DPAD to skip to the nearest

100th, first or last layer and all the layers in between will have their highlight state toggled. This makes it easier and faster when you are working with selections with a lot of layers.

GROUPS

When you have 2 or more layers selected you can press A to bring up the Edit Selected Layers Menu and select Group to create a group as shown below.

To save a group, select the group and press A. This will bring up the Edit Vinyl Group Menu. Then select Save Vinyl Group.



LAYER POSITIONING

Layer 1–Vinyl

Layer 2–4–Group

Layer 5–

Manufacturer Decal

Layer 6, 7–Vinyls that are currently in selected group

Layer 6 is the layer that has focus

Layer 8–NEW LAYER



Pressing A on NEW LAYER brings up the CREATE LAYER menu with the following options:

- » Apply a vinyl shape
- » Apply a manufacturer decal
- » Load a vinyl group–load a saved group at this layer
- » Paste–paste contents of clipboard into new layer
- » Insert all from other sides–inserts (into new layers) all the layers from the other side (mirrored).
- » Delete all layers





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Pressing A on layer 1 (vinyl) or layer 5 (manufacturer decal) brings up EDIT LAYER menu with the following options:

» CHANGE

POSITION—Goes to layer select screen allowing you to position, size, rotate and skew (skew available only for vinyls) the contents of the layer

» **CHANGE COLOR**—Goes to layer color select screen allowing you to change the color.

» **CHANGE VINYL SHAPE**—Use this to replace the contents of this layer with a new vinyl.

» **CHANGE MANUFACTURER DECAL**—Use this to replace the contents of this layer with a new manufacturer decal.

» **COPY**—Copy this layer to the clipboard.

» **PASTE** (if clipboard is not empty)—Paste contents of clipboard to replace current contents of layer.

» **LOAD A VINYL GROUP**—Replace the contents of this layer with a saved layer group.

» Highlight all layers.

» Unhighlight all layers.

» Insert all layers from other side—Inserts (into new layers) all the layers from the other side (mirrored).

» Delete all layers.



Pressing A on layer 2-4 will bring up the EDIT GROUP menu, with the following options:

» Change position—

Goes to layer select screen allowing you to position, resize, and rotate the group.

» Change color—Goes to group color screen allowing you to change color for all layers in the group.

» Copy—Copy the group to the clipboard.

» Paste (if clipboard is not empty)—Paste contents of clipboard to replace current contents of layer.

» Save vinyl group—Saves this group.

» Ungroup—Ungroups the group into individual layers 2, 3, 4.

» Highlight all layers.

» Unhighlight all layers.

» Delete all layers.



Pressing A on layer 6 or 7 will bring up the EDIT SELECTED LAYERS menu, with the following options:

» Position highlighted

layers—Positions all the highlighted layers (6, 7) together.

» Change color—Change the color of all the highlighted layers (6, 7).

» Create new vinyl group—Group layers 6, 7 into one group and save it.

» Copy layers—Copy highlighted layers to clipboard.

» Group—Group layers 6, 7 into a group.

» Highlight all layers.

» Unhighlight all layers.

» Delete all layers.



NOTE

RESTRICTIONS AND INFORMATION ABOUT GROUPS

- Saved vinyl groups cannot contain Manufacturer Decals.
- Groups can be moved, sized uniformly, and rotated.
- Groups cannot be sized non-uniformly or skewed.
- The colors for all the vinyl shapes in a group can be changed together, but the transparency cannot be.

CLIPBOARD



Every time you cut or copy a layer, it gets copied to the clipboard, which can be later inserted or pasted onto layers. The clipboard is shown on the right side of the screen displaying its contents.

MOVING, ORDERING AND REORGANIZING LAYERS

The shortcuts on the CHOOSE LAYER screen are designed to help you quickly reorder and duplicate layers.

X	Cut current layer (or group if the current layer is a part of the group) and copy it to the clipboard. This will remove the current layer (or group).
Y	Insert contents of clipboard before the current layer.
LEFT STICK CLICK + X	Copy current layer (or group if the current layer is a part of the group) to the clipboard. This will NOT remove the current layer (or group).
LEFT STICK CLICK + Y	Paste contents of clipboard onto the current layer. This will replace the current layer with the contents of the clipboard.



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MOVING, ORDERING AND REORGANIZING LAYERS, CONT.

In order to reorder the layer, do the following:

- Select the layer that needs to be moved.
- Press X to cut it. This will remove it from the list and place it on the clipboard.
- Move to the layer before which the cut layer needs to be moved to.
- Press Y to insert it there.

This method will also work with groups. If the layers in the group are not together, all the layers in the group will be together after being moved using this method.

In order to duplicate a layer, do the following:

- Select the layer that needs to be duplicated.
- Press LEFT STICK CLICK and while holding it down, press X to copy it to the clipboard.
- Move to the layer before which the copied layer needs to be duplicated to.
- Press Y to insert it there.

Like with the reordering, these shortcuts will also work with groups, and to move and copy layer(s) to different sides.

TIP

If you accidentally cut a layer (by pressing X) from the CHOOSE LAYER screen, you can undo that cut by pressing Y which will insert the cut layer back in.



Depending on what you are editing, the tabs on the Layer Position screen are configured differently.

Layer being edited	Move	Size	Spin	Skew	Transparency
Vinyl Shape	X and Y	X and Y	Angle	Skew	Opacity
Manufacturer Decal	X and Y	Size	Angle	-	-
Highlighted layers	X and Y	Size	Angle	-	-
Group	X and Y	Size	Angle	-	-

You can move between the tabs using the LEFT BUMPER and the RIGHT BUMPER.

Once on a tab, you can interact with the layer by using the LEFT STICK or the DPAD. The LEFT STICK will change the value in greater increments. The DPAD will change the value in small steps.

STAMPING

One of the most powerful features of the livery editor is the Stamp shortcut in the CHANGE POSITION screen. Pressing Y on this screen will duplicate the current layer and stamp it as the next layer. Using this feature, you can treat any vinyl shape, decal or group as a brush shape and stamp it while moving it or changing other properties.

While stamping you have access to the color selector (by pressing X) which allows you to change the current layer's colors and then continue stamping. Combined with changing the transparency, this can be used as an effective shading technique.

SAVING—Pressing the START button on any of the screens brings up the SAVE menu. Here, you can:

- » Save to current car—Saves the livery design/paints to the current car in the garage.
- » Save to design catalog—Saves the design to your design catalog.

CREATE VINYL GROUP

This brings up the vinyl editor which is a flat surface on which you can create groups. This is very similar to the LAYER SELECT screen.

- » Max number of layers in vinyl group—1000 layers
- » RIGHT STICK click will toggle a reference grid

VINYL GROUPS SAVE/LOAD



The first entry is the new file entry (only available when saving)

The second entry is an existing vinyl group and is currently focused.

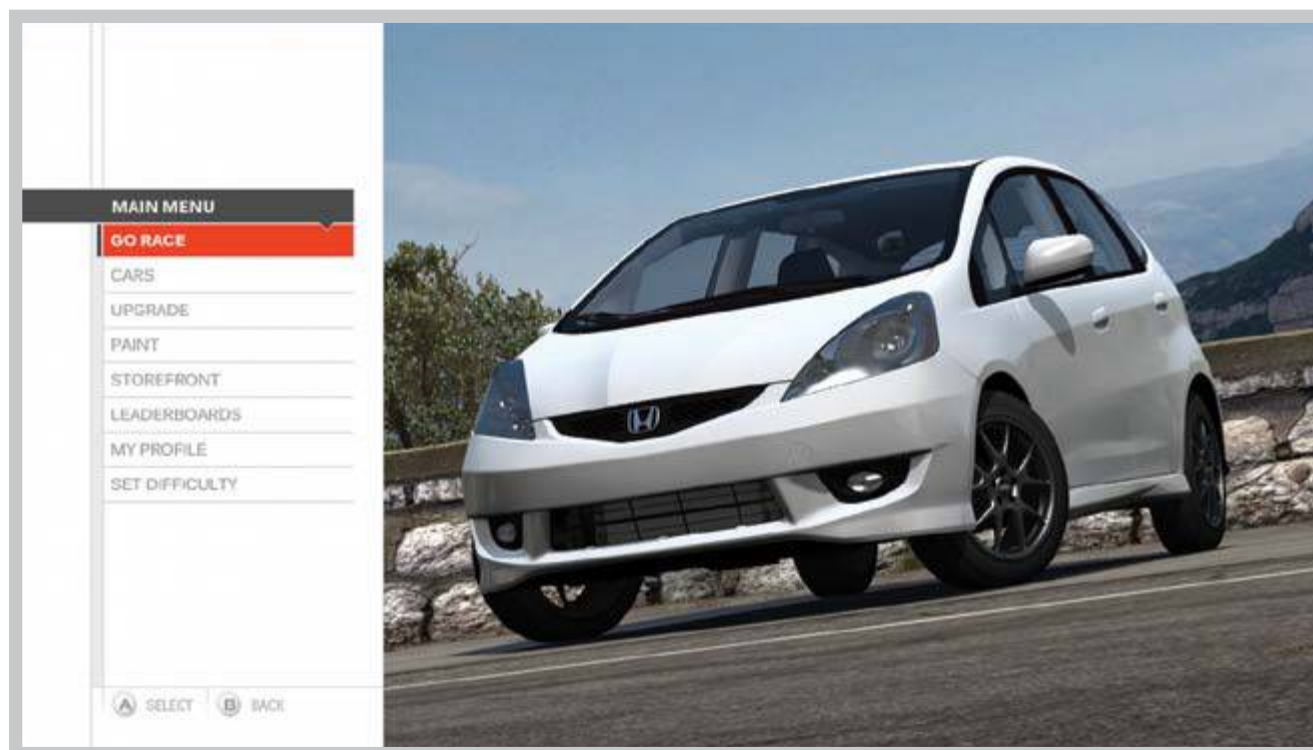
The third entry is another existing vinyl group that is locked (downloaded from the storefront and as a result you can only use it as is. You can only position, size it as a whole, and rotate it as a whole.)



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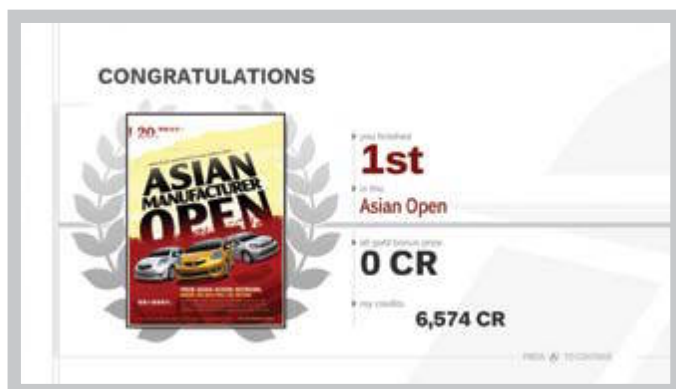
CAREER MODE

OVERVIEW



For many, the meat of *Forza Motorsport 3* is the gigantic single-player career mode. It is here that you play and win races, earn credits, buy and earn new cars, upgrade and tune, level up your driver and cars, and progress through entire racing seasons as you would if you were a real driver.

GETTING STARTED



Career mode begins with an introductory race in the 2010 Audi R8 5.2 FSI quattro. Don't worry too much about the driving assists and getting everything dialed in exactly right; you'll have plenty of time to tweak and tune to your heart's desire at any point in Career mode. Following the first race, you'll be able to choose your first car.



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» 2009 FORD FIESTA ZETEC S



» 2008 TOYOTA YARIS S



» 2009 NISSAN VERSA SL



» 2009 HONDA FIT SPORT



» 2009 SCION xD



» 2009 CITROEN C4 VTS



There are no wrong answers here. Each of the starter cars is closely competitive, so the choice really comes down to personal brand or style preference. Credits and new cars will come to you fairly quickly, and while some players will keep their initial car and race it in many events, others will immediately switch to new cars as they are gifted. This is just a small part of the freedom that *Forza Motorsport 3*'s career mode provides.

DIFFICULTY LEVEL AND BONUS EARNINGS

ASSISTS & DIFFICULTY		
game difficulty		net bonus
CUSTOM		
assist & difficulty		
autobrake	off	+10%
anti-lock brake	off	+10%
stability control	off	+5%
traction control	off	+10%
striding	manual refuel	+10%
dragged line	off	+10%
regiment difficulty	hard	+10%
damage, fuel, and tire wear	simulation	+10%
		total earnings: +100%

The driver assists—as discussed in our Professional Driving Techniques section—have a great deal of influence on the overall difficulty level of the game. As a beginner, the more assists you have turned on, the easier the game is.

To compensate for this, *Forza Motorsport 3* has bonus earnings available for those who play without some of the various driving assists. If you're able to drive without even just a few of them, you'll earn more credits when you race in Career mode. Note that none of the difficulty settings (or bonus earnings) affect your Driver Level or Car Level XP ascension. The following section illustrates the bonuses:

» AUTOBRAKE OFF: +10% earnings

Autobrake will automatically apply the brakes for you during turn entries. If you're a beginner, you might like to stick with this option turned on.

» ABS OFF: +15% earnings

Although the 15 percent is tempting, we chose to leave this one on as we've never really achieved the skill level necessary to drive confidently with this assist turned off. If you end up losing races because of an assist being turned off, it's not worth the stretch.



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» STM OFF: +5% earnings

STM—as described in detail in the Professional Driving Techniques chapter—helps with stability management. Beginners may do better with this option left on, but the more advanced drivers usually prefer this option turned off.

» TCS OFF: +10% earnings

Traction control is a helpful assist that keeps RWD cars more stable when the tires begin to lose traction.

» MANUAL SHIFTING: +10% earnings

A manual transmission offers plenty of advantages over automatic, so this one is a no-brainer. The quicker you can learn to shift manually, the better off you are.

» MANUAL WITH CLUTCH SHIFTING: +15% earnings

If you're driving with a wheel setup, this option makes a lot of sense because it feels natural if you're used to driving a manual transmission. For standard controller users, however, this is a bit more challenging and may not be worth the extra 5 percent over standard manual shifting.

» SUGGESTED LINE (BRAKING ONLY): +5% earnings

This offers more challenge than driving with the full line, but less than driving with no line at all. We think it's worth taking the extra 10 percent hit to your earnings and going for the full suggested line.

» SUGGESTED LINE OFF: +15% earnings

Although the 15 percent looks nice, driving with the suggested line completely off isn't something we can recommend if you're looking to become a better driver.

» OPPONENT DIFFICULTY (MEDIUM): +5% earnings

Bumping opponent difficulty up to Medium makes AI drivers more aggressive and generally more likely to make moves during a race instead of driving as passively as they do on the Easy setting.

» OPPONENT DIFFICULTY (HARD): +15% earnings

With AI drivers set on Hard, expect opponents who push their cars to the limit. They'll drive more aggressively and be less likely to make mistakes (and spin out). In order to compete with the Hard AI, most players will need to upgrade their cars to the top of what the events allow.

» DAMAGE, FUEL, AND TIRE WEAR (LIMITED): +5% earnings

This option turns on car damage, tire wear, and fuel consumption, but to a lesser extent than when set to full Simulation. In other words, tires don't wear as fast, fuel doesn't drain as quickly, and car damage isn't as easy to sustain.

» DAMAGE, FUEL, AND TIRE WEAR (SIMULATION): +15% earnings

This option brings the game into full simulation mode with active fuel, tire, and damage settings. This is probably one of the most challenging options for beginners because it makes your car susceptible to even the slightest touch on a barrier or outside wall. In longer races, you'll find that your tires will lose their grip a lot faster, too (especially if you're running racing compounds).

TOTAL AVAILABLE BONUS EARNINGS: +100%

With a potential for doubling your earnings every time you race, the real question becomes, how much of a bonus is realistic? We think a few of these should be on at all times and a few should be off at all times. The rest, well, that's totally up to you. If you reach a point where you start losing races because you're driving worse than if you had the game set a little bit easier, ask yourself if it's really worth it? Mathematically, it depends on the specifics. But from the perspective of having fun, we'd say definitely not.

TIP

We did a complete breakdown of all the assists in our Professional Driving Techniques section. Check it out if you're looking for technical information on any of the driving assists and what they actually mean for your driving techniques.

DRIVER LEVEL



Driver Level XP is the actual skill of your driver. This level stays with you regardless of what car you're driving throughout Career mode. Experience is gained after driving in each event, with more XP being awarded for more difficult events, just as more credits are awarded for winning versus placing second. All events have a Driver Level prerequisite to keep you from entering events beyond your skill level.



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This chart details all 50 Driver Levels along with the XP required to reach each level:

Driver Levels

Driver Level	Required XP
0	0
1	6,000
2	10,000
3	20,000
4	40,000
5	59,000
6	77,000
7	96,000
8	115,000
9	135,000
10	154,000
11	173,000
12	192,000
13	220,000
14	249,000
15	277,000
16	306,000
17	334,000
18	363,000
19	391,000
20	420,000
21	454,000
22	488,000
23	522,000
24	556,000
25	590,000
26	624,000
27	658,000
28	692,000
29	726,000
30	760,000
31	794,000
32	828,000
33	862,000
34	896,000
35	930,000
36	1,003,000
37	1,077,000

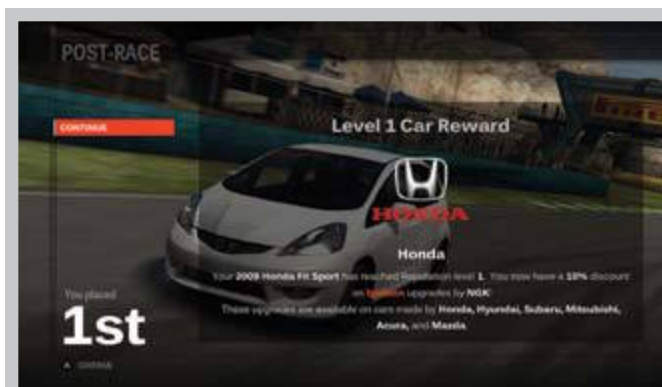
Driver Levels

Driver Level	Required XP
38	1,150,000
39	1,223,000
40	1,297,000
41	1,370,000
42	1,443,000
43	1,517,000
44	1,590,000
45	1,663,000
46	1,737,000
47	1,810,000
48	1,883,000
49	1,957,000
50	2,030,000

TIP

For a complete list of all the cars awarded at each level up, flip to the end of the book and you'll find Appendix C: Driver Level Rewards.

CAR LEVEL



Every time you win a race with a specific car, you'll earn Car Level XP that is used toward discount pricing on manufacturer upgrades. Every time you increase a Car Level it's worth 10 percent off a particular part, and most parts can be used by more than one manufacturer.

The maximum discount you can earn for any type of part is 50 percent, and that's only possible if you have five different cars in your garage from the same manufacturer at the proper level. To put it simply, if you're looking to get



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50 percent off HKS Turbos you'll have to get five cars to Car Level 5 with Mitsubishi. The XP levels are the same for every car in the game, as listed:

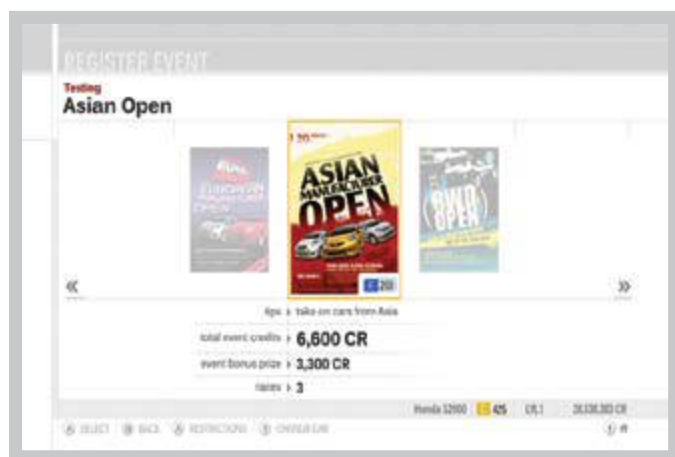
Car Levels

Car Level	Required XP	Maximum Discount
0	0	0%
1	4,000	10%
2	8,000	20%
3	16,000	30%
4	32,000	40%
5	64,000	50%

TIP

For a complete list of all the specific Car Level manufacturer rewards, along with what other manufacturers those particular parts and discounts are compatible with, flip to Appendix D: Master Car Level Rewards.

SEASON PLAY



There are 220 events in *Forza Motorsport 3*, and Season Play is designed to offer each player a customized selection of those events spread over six calendar years. In addition to regularly scheduled championship events, you will be able to fill the time between those weekend races with weekday events of your choosing. For these weekday events, the calendar system will always provide you with three choices:

- » An event that is recommended based on your current car.

- » An event that is recommended based on other cars in your garage.
- » An event that is similar to other event types you have already raced, but may require a new car or take you to new locations.

From this screen you can choose one of the recommended events, check the eligibility restrictions of each event, or even change your current car. In addition to suggesting events based on your cars and your event preference, each event has a recommended Car Class, which also indicates the highest class of opponents you will face in that event. Finally, once you choose an event (and if necessary, a car), Season Play will also check your current car's Performance Index to determine if it can be competitive within that event. If not, you will be offered the option to use Quick Upgrade—if you have enough credits, this is the fastest way to make any car meet the target class of the selected event.

Ultimately, Season Play is all about customizing the event choices to each individual player's own preference, and new events will continue to unlock as your driver gains levels. The full list of events is always available at any time (see the Events section that follows), but Season Play is the recommended way to experience the single-player career in *Forza Motorsport 3*.

EVENTS



The Event List represents the remainder of the Career mode, and offers a user-selectable alternative to Season Play. You can view all of the events on the Event List. If your current car qualifies for an event, that event will be green. If it doesn't qualify, but you own another car that does, the event will be blue. If you don't own any qualifying cars, it will be gray. There is a bit of variance within some of these categories, so don't expect every event to play out the same as the last. You'll begin with Testing events and work your way up through a mixture of the rest, depending on how you play.



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Events are broken down into 10 different categories or types:

» TESTING

These are primarily beginner events with low prerequisites and some of the less-challenging tracks in the game.

» AMATEUR

Competition gets stepped up here, as do the power levels and track difficulties. This category contains head-to-head car competitions, drivetrain-restricted classes, and even a few engine-specific events.

» MANUFACTURER

These are manufacturer-specific events. Along with being the correct driver level, you'll need to drive a specific car to qualify for these.

» SEMI-PRO

These events are primarily horsepower limited, with class and year restrictions placed on certain cars. The overall difficulty is stepped up across the board.

» PROFESSIONAL

Professional events often place you and your opponents in identical cars to keep the competition focused on driver skill rather than the car. The classes range from F to R1.

» SPEEDWAY

These events all take place on speedways or super speedways. If high-speed oval racing is your thing, you're going to love these events.

» DRAG RACE

As it sounds, these are full-on drag events that take place at the 1/8- and 1/4-mile distances exclusively. They're separated by drivetrain and horsepower requirements.

» CLOSED COURSE

These events take place on the most difficult courses in the game and include several point-to-point and rally races.

» ENDURANCE

Endurance races are long, grueling multi-lap events where you'll have to stay consistent over long periods of time to win. The XP and credit rewards for completing these events are some of the largest in the game.

» CHAMPIONSHIP

After you've made your way through the appropriate lower level events you'll get a crack at taking home the crown. Expect stiff AI competition and difficult track selection at these absolute top-tier events.

TIP

The complete list of events can be found in Appendix E: Master Event List. We didn't want to reprint all the material twice—or even worse, bore you with data you're not looking for—so refer to that appendix for a complete breakdown of every event in the game if you're a chart geek like us.



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ONLINE EXPERIENCE

This chapter focuses on the various options and content found exclusively online. Although not entirely strategy related, this section was designed to help guide you through the multiplayer experience.

Remember that racing in single player is great practice for racing online and that most—if not all—of our strategy in the previous chapters applies to racing online. If you're a good tuner and hot lapper offline, your skill will carry over here. If you've learned the fundamentals as shown in our Professional Driving Techniques section, those very same techniques carry over when playing against other humans.

FIND RACE

This is the standard multiplayer option that lets you join Lobbies driven by Turn 10 servers. You can select the type of race you're looking for, or simply select Quick Match to join a random event as quickly as possible.

PRIVATE RACE

In addition to joining and competing in other people's races, you can set up your own private events with friends (or via invite only). Private races are great for everyone—regardless if you've already joined a racing club or already have acquaintances with whom to play. There are many custom race options available under the Private Race umbrella, covering every single aspect of gameplay.

CUSTOM MULTIPLAYER OPTIONS

With the plethora of custom options and specific modifiers available at your fingertips, creating multiplayer events can be a bit overwhelming for the uninitiated. Below is a list of all the custom options available, as shown under each of the primary categories.

After reading this section, you'll have a better idea of what's possible and spark a few unique ideas of your own. The possibilities are truly endless! (Note that certain options are only available for certain race types and preconditions.)

RULES

GAME TYPE

This is where you select the type of event you'll be hosting. Turn 10 has included a number of preset game types, as follows:

- » **CUSTOM:** This is where you'll start if you're creating your own special event. Nothing is preset here.
- » **SINGLE RACE:** Just as it sounds, this is a standard race with a specified number of laps.
- » **TIMED RACE:** This is like the above but is based on time instead of a specified number of laps.
- » **POINT-TO-POINT:** Point-to-point races are only available on Fujimi Kaido, Nürburgring, and Rally di

Positano. The race is from point A to point B. There are no laps here.

- » **DRAG:** This is for setting up drag events at Sedona Raceway.
- » **DRIFT:** This is for organizing drift events on any of the available tracks.
- » **MULTI-CLASS:** Multi-class is a unique simulation option for setting up races that involve two different classes racing simultaneously, each having their own unique set of specifications. As with real racing, there will be a separate podium for each class.
- » **TAG (PASS THE "IT"):** At the beginning of the race one player is deemed "It." The objective is to tag any other player to pass the "It." Once you pass, you have



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a few seconds where you can't be tagged back. The player with the least amount of time being "It" wins.

- » **TAG (KEEP THE "IT"):** A direct opposite of the previous race type, the objective here is to keep the "It" by avoiding all other players. All other players try to run into you to get the "It." The player with the most amount of time being "It" wins.
- » **TAG (VIRUS):** Like the other two tag options, this one starts with one player being "It." The objective is to pass the "It" by hitting all other players. Note that in this mode, you do not pass the "It" when you hit another player; you keep it and they become "It" as well. You are then a team that needs to work to tag more people. The player with the most amount of time not being "It" wins.
- » **CAT AND MOUSE:** This is a group game where teams need to get their mice (slower cars) across the finish line while being blocked and harassed by the cats (faster cars). This is an interesting game that involves lots of teamwork.
- » **ELIMINATION:** Elimination is exactly as it sounds, with the last person to finish each lap being eliminated. As the race progresses, your safety net keeps getting smaller and smaller until finally there is only one driver left on the track. Starting position is very important in this race type.

ENVIRONMENT

Here you can narrow down the track location by area (for example, Camino Viejo, Suzuka, Twin Ring Motegi).

TRACK

This is where you select the specific circuit that will be raced. You can select any circuit in the game.

MAX PLAYERS

This specifies the maximum number of players allowed in the event, from one to eight.

MAX AI PLAYERS

This specifies the maximum number of AI players allowed in the event, from zero to seven.

LAPS

Here you can select the number of laps for the event, from one to 50.

DAMAGE DIFFICULTY

This specifies the level of damage all cars can incur. This is also where you enable fuel depletion and tire wear. As with Career mode, you can select cosmetic (no damage, tire wear, or fuel consumption), limited (limited damage, tire wear, and fuel consumption), or simulation (true simulation damage, tire wear, and fuel consumption).

COLLISION MODE

Here you can turn collisions on or off for all cars in the race. With collisions turned off, cars can make contact without incurring damage. You can select default, always on, always off, or ghosts.

NUMBER OF TEAMS

This specifies the number of teams that can compete in the event, from zero to four.

END OF RACE TIMER

The end of race timer sets the amount of time the other players have to finish the race after the first player finishes. You can set this from 30 seconds to 10 minutes, or just select none and have it so the first player to finish ends the race instantly.

ADVANCED RULES

SCORING TYPE

This specifies how the winner will be determined. You can choose from time-based, time spent in group, drift points, distance traveled, or keep it clean.

TARGET GROUP

For Cat and Mouse, this option lets you select which option is the target group. (Also note that both Cat and Mouse will have their own Car Restriction tabs that are separate from one another.)

BIGGER IS BETTER

This option toggles whether or not the winner is the player with the highest score.

COMPARE BEST LAP SCORES

This setting toggles whether or not the winner is the player with the best lap.

END CONDITION

This specifies the criteria that determines when the race is complete. You can select none, number of laps, time, elimination, or all players in group.

LAPS

If applicable to your race type, you can select the number of laps, from one to 50.

GRID ORDERING

This specifies how the starting grid is organized. You can choose to sort it by Performance Index (PI), lobby points, heat points, series points, TrueSkill, or random.

ASCENDING

This option toggles whether or not the players are placed in ascending order within the starting grid.

PER-CAR ROLL-OFF DELAY

This allows you to set the amount of time each player has to wait before being released from the starting grid. You can set this anywhere from zero to 60 seconds.



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(This is a great option for simple handicaps.)

NUMBER OF PLAYER GROUPS

This specifies the number of player groups in the event, from one to four.

SCORE GROUPS INDEPENDENTLY

If applicable, this option toggles whether or not groups will be scored amongst themselves. (Essentially you're deciding if you'll hand out multiple first place trophies to each individual within the group.)

ORGANIZE BY GROUP

If applicable, this option toggles whether or not to arrange the starting grid so that players from the same group are close together.

TAG ENABLED

This toggles the tag rules either on or off. Advanced Tag Rules have their own tab, as discussed in the next section.

NUMBER OF HEATS

This specifies the number of heats included in the event. Each heat is viewed as an individual race, with the winner being determined by the player with the most points after all heats are completed. You can select from one to 10 heats.

ADVANCED TAG RULES

NOTE

Note that this entire tab is only available if you've set the Tag Enabled option to yes. Also remember that the It and Not-It will each have their own Car Restrictions tab that are separate from one another.

IT GROUP

Players in this selectable group are considered It. You can choose It or Not-It.

NOT-IT BECOMES

Specify which group the Not-It is moved into when an It and a Not-It collide. Your choices are no change, Not-It, or It.

IT BECOMES

Like the above, but this one specifies what happens to the It when they collide with a Not-It. Your choices are no change, Not-It, or It.

TWO NOT-ITS BECOME

This option specifies which group both Not-Its are moved into when two Not-Its collide. Your choices are no change, Not-It, or It.

NO TAG BACK TIME

Here you can specify the amount of time during which a player cannot be tagged again after becoming Not-It.

You can choose anywhere from one to 60 seconds.

GET AWAY TIME

Like the above, but this option specifies the amount of time during which a player cannot be tagged again after becoming It. You can choose anywhere from one to 60 seconds.

OVERRIDES

FORCE STOCK UPGRADES AND TUNING

This option toggles whether players are limited to stock cars or whether upgrades and tuning are allowed.

FORCE OFF SUGGESTED LINE

As it sounds, this option toggles the suggested line on or off for everyone.

FORCE OFF AUTOBRAKE

This option toggles the autobrake on or off for everyone.

FORCE OFF ABS

This option toggles ABS on or off for everyone.

FORCE OFF STM

This option toggles STM on or off for everyone.

FORCE OFF TCS

This option toggles TCS on or off for everyone.

FORCE MANUAL TRANSMISSION

This option toggles the manual transmission as mandatory or not for everyone.

FORCE CAMERA VIEW

A unique option with many interesting possibilities, this option lets you select which camera view all players will drive from. You can choose none, bumper, hood, cockpit, chase near, or chase far.

DISABLE WRONG WAY INDICATOR

This option toggles the wrong way indicator on or off for all players.

CAR RESTRICTIONS

ALLOW UPGRADES

This option toggles whether or not players are allowed to use upgrades.

CAR CLASS

This option specifies a specific car class. You can choose any, F, E, D, C, B, A, S, R3, R2, R1, or X.

PERFORMANCE INDEX >=

Here you can set Performance Index (PI) restrictions that are greater than or equal to this number. You can set this option at "any" (meaning any PI can compete) or in one-point increments from 100 to 999.

PERFORMANCE INDEX <

Like the previous option but this one sets an upper limit on Performance Index (PI). You can set this option at



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“any” (meaning any PI can compete) or in one-point increments from 100 to 999.

POWER >=

This option lets you set a minimum amount of horsepower for your event. You can select “any” (meaning there are no restrictions) or in 50-hp increments from 100 hp to 1,000 hp.

POWER <=

Like the previous option but this one sets an upper limit on horsepower. You can select “any” (meaning there are no restrictions) or in 50-hp increments from 100 hp to 1,000 hp.

CURB WEIGHT >

Here you can specify that all players must drive cars with a curb weight greater than or equal to this number. You can select “any” (meaning any weight is acceptable) or in 100-lb increments from 1,600 lbs to 5,900 lbs.

CURB WEIGHT <=

Like the previous option but this one sets an upper limit on curb weight. You can select “any” (meaning any weight is acceptable) or in 100-lb increments from 1,600 lbs to 5,900 lbs.

YEAR >=

Here you can specify a model year minimum that is greater than or equal to this number. You can choose “any” (meaning there is no year restriction) or any year from 1954 through 2010.

YEAR <=

Like the previous option but this one sets an upper limit on model year. You can choose any year from 1954 through 2010.

BODY STYLE FAMILY

Here you can require a specific body style family for all cars in the competition. You can choose any, American Stock Car, Coupe, Executive, German Touring Car, GT1, GT2, GT3, GTS, Hatchback, Prototype 1, Prototype 2, Roadster, Saloon, Sport Truck, Sub Compact, Super Car, SuperGT GT300, SuperGT GT500, Ultra-Light, or V8 Supercars Australia.

CAR TYPE

This option lets you specify the car type. You can select any, Pre-Tuned, Production, or Race,

REGION

Here you can specify that all cars in the competition come from a certain region. Your choices are any, Asia, Europe, or North America.

COUNTRY

Like the previous option but this one gets country specific. You can choose any, Australia, France,

Germany, Italy, Japan, Korea, Spain, Sweden, United Kingdom, or United States.

MAKE

Here you can specify that everyone participates with a certain brand of car. You can choose “any” (meaning there are no restrictions) or from any manufacturer in the game.

MODEL FAMILY

As a sort of sub-class to certain types of cars, here you can select model families. Your choices are any, 911, A4, Altea, Celica, Charger, Civic, Eclipse, Evo, Fairlady, Ferrari V8, Focus, Golf, Impreza, Integra, M3, MR, Mustang, NSX, RX-7 and RX-8, Silvia, Skyline, Supra, and Viper.

MODEL

This option lets you decide if you want everyone to compete with the same car or not. If you do, you can select from any car in the game. If not, just leave it set on “any.”

DRIVE TYPE

This option lets you specify the driveline for all cars in the competition. Your choices are FWD, RWD, or AWD.

ENGINE PLACEMENT

Working in conjunction with the previous option, this one lets you specify what type of engine layout the cars will have. You can choose any, front, mid, or rear.

ENGINE CONFIGURATION

This option lets you specify a specific engine configuration. Your choices are any, V, W, inline, rotary, or flat.

CYLINDERS

Here you can specify how many cylinders the cars will all have. Your choices are any, 4 cylinder, 5 cylinder, 6 cylinder, 8 cylinder, 10 cylinder, 12 cylinder, 16 cylinder, 2 rotor, or 3 rotor.

ASPIRATION

This specifies what type of aspiration the cars will have. You can choose any, normally aspirated, turbocharged, twin turbocharged, quad turbocharged, twin-screw supercharged, or centrifugal supercharged.

POWER HANDICAP

Require that all cars have a specific amount of weight on the torque scale. You can set it anywhere from 0 to -75 percent.

FRONT GRIP HANDICAP

Require that all cars have a specific front friction scale. You can set it anywhere from 0 to -75 percent.

REAR GRIP HANDICAP

Require that all cars have a specific rear friction scale. You can set it anywhere from 0 to -75 percent.



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LEADERBOARDS

Think of the Leaderboards as the master database of the entire international world of *Forza Motorsport*. Here, players can compete in a multitude of categories divided by the most prolific drivers, drifters, tuners, graphic artists, designers, photographers, and directors. The categories are as follows:

CIRCUIT	TUNER
DRAG	GRAPHIC ARTIST
DRIFT	DESIGNER
OVAL	PHOTOGRAPHER
P2P	DIRECTOR
TIME TRIAL	

STOREFRONT

Entirely new for *Forza Motorsport 3* is the Storefront. It is from here that you can earn credits by selling tuning setups, full car designs, vinyl groups that others can use in their own designs, as well as photos and replays that you have collected and created. Additionally, you can buy and rate content placed up for sale by other players, and these ratings are tallied on Leaderboards for Tuners, Graphic Artists, Designers, Photographers, and Directors!

BUY TUNING SETUPS

Here is where you can purchase a saved tuning setup for a specific make and model of car. Note that while you are free to buy any setup you see, in order to actually use a purchased setup you must own the same make and model of car that it was created for. When shopping you may also filter the available setups according to the following:

- » Price – Sets the maximum selling price, or you can choose “Affordable” to display any setup you currently have the credits for.
- » Make, Model, Car Class – Use to choose setups for a specific manufacturer, model, or a targeted Car Class.
- » Environment, Track – Filters setups based on the track location (Catalunya, Mugello, etc.) or specific ribbon (Mugello Club, Mugello Full). This will return tuning setups specifically created for these tracks.
- » Keyword 1 – These are more general filters that sellers can use to specify the type of setup. For example, rather than specify a track, a seller could create a Drift setup that works at many tracks.

Tuning setups will frequently include one or more upgrades for a car. Keep in mind that in addition to owning the car

itself, when you try to load a setup you will also need to (automatically) purchase any upgrade parts included in the setup that you don't already own.

BUY DESIGNS

Designs are complete paint jobs for a given car. Like Tuning Setups, they are specific to the car they were designed for, so while you can purchase as many as you like, before you can use them you must own the same make and model of car. The search filters are very similar to those used for browsing Tuning Setups, but do away with the track specific filters.

BUY VINYL GROUPS

Unlike full Designs, Vinyl Groups can be applied to any car you own. These may include team logos, flags, symbols, complex shapes, or anything else that players have created. When browsing for Vinyl Groups, one thing to keep in mind is the maximum number of layers (objects) used to create the group. Even though you will apply a vinyl group to a car as a single item, the number of layers still counts against the 1000 layer maximum per side (for more information on Vinyl Groups see the chapter on Car Customization).

BROWSE PHOTOS, BROWSE REPLAYS

Photomode and Custom Replays play a big part in *Forza Motorsport 3*, and here is where you can browse and rate the hard work of budding photographers and directors, and perhaps become inspired to create your own artwork.

RECEIVE CREDITS

Any time you sell something on the Storefront, the credits you earn will be stored here until you collect them. Choose this option to add credits from sales to your total money.

MY STOREFRONT

For everything that has been described above, you have your own personal Storefront from which you can sell your own creations. After selecting My Storefront, you have the ability to upload your own Tuning Setups, Designs, Vinyl Groups, Photos, and Replays. Additionally, you can set whatever selling price you prefer, as well as limit the number of items to be sold (for example, to sell a limited edition design).

You can also select any current item on your Storefront and change its price or quantity, change its description, or remove it to make room for other items.

One other note about the Storefront—any tuning setup, design, or vinyl group transferred via the storefront is automatically “locked” so that the buyer may not edit or resell the creator's work. If you purchase something



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and feel like it just needs a small tweak to get it perfect for how you would use it, your best option is to send a message to the seller and ask if they would be willing to make that change for you. Remember, the Storefront is about creating a community.

AUCTION HOUSE

Many new features have been added to the Auction House in Forza Motorsport 3. First and foremost, all car liveries and tuning setups are locked when placed up for auction, which means that buyers cannot copy and resell your work. Further, there are several new options available whenever you view the details on any car currently up for sale:

- » **SEARCH PLAYER'S AUCTIONS** – Like what you see? Use this to view a list of all current auctions by the same seller.
- » **VIEW PLAYER'S STOREFRONT** – Want to see more than just their cars? This will take you directly to the seller's Storefront where you can browse all their available tuning setups, designs, vinyl groups, photos, and replays (for more information, see the section on Storefront).
- » **REPORT AUCTION** – Use this to file a report against any content that you feel violates the Xbox LIVE Terms of Service. An Xbox representative will review all reports and, if needed, take appropriate action.

The remainder of the Auction House functions nearly identically to *Forza Motorsport 2*.

MY AUCTIONS

The first screen you see upon entering the Auction House is a list of any cars you are currently selling. You can view the progress of any auction, collect credits for any auction that has completed, restart an auction for any cars that did not sell, or if no bids have been placed on a current auction, you may cancel the sale and return the car to your garage.

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

- » **STARTING PRICE** – This is the initial price of the car.
- » **BUYOUT AND BUYOUT PRICE** – Choose yes/no. If yes, then you must also set a Buyout Price that users can pay to win the auction immediately. If no, the car will be sold to the highest bidder when the time limit expires.
- » **AUCTION LENGTH** – Auction duration in hours. There is also a handling fee attached to this option.

MY BIDS

This is where you'll find the list of auctions in which you are bidding. If you have won an auction, you can collect your

car by selecting the completed auction. If you have been outbid, you can re-bid or get your credits back by selecting the outbid auction.

SEARCH

This is where you will search for, and bid on, available auctions. Pressing the X button will return a full list of all active auctions. The filters on the left side of the screen will allow you to narrow down your search. Available filters include:

- » **PRICE** – Choose from available price ranges, or just select Affordable.
- » **COUNTRY** – Filters car manufacturers by their main country of origin.
- » **CAR LEVEL** – Cars will gain experience levels just as players do. Level 5 is the maximum for a car.
- » **CAR CLASS** – View cars from a single car class.
- » **MAKE** – View cars from a single manufacturer (Acura, Aston Martin, etc).
- » **MODEL** – View one specific model of car (Integra, RSX, etc).
- » **YEAR** – Choose from available year ranges.
- » **DRIVE TYPE** – Filters cars by front-wheel drive, rear-wheel drive, or all-wheel drive.
- » **ENGINE POSITION** – Filters cars by front engine, mid engine, or rear engine.
- » **POWER** – Choose from available horsepower ranges.
- » **DESIGN** – Choose yes/no. Yes will return only those cars that have a custom livery or paint scheme.

Once you've set any filters, press the X button to conduct a search. If no cars are returned, try expanding your search. Once you see a car you like you may view the details of the car, which include the seller's Gamertag, current price, bidding info, and car stats. It is from this view that you also place a bid or buyout, or navigate to the seller's other auctions or Storefront.

UNICORN AUCTIONS

Unicorn is a term used to describe ultra-rare cars that periodically are placed on the Auction House by Turn 10 staff. This can include cars that cannot be purchased from the in-game car dealerships (a full list of which is included in this guide), or special event liveries that are not available anywhere else. These are pure trophy cars, which can be used in Career races and online just like any other car, but cannot be gifted or re-sold to other players. Occasionally, Unicorn auctions are pre-announced on forzamotorsport.net, but most times there is no set schedule. Keep your eyes open and one or more of these cars can find its way to your garage!



OVERVIEW	MAP KEY	AMALFI COAST	CAMINO VIEJO DE MONTERRAT	CIRCUIT DE CATALUNYA	FUJIMI KAIDO	IBERIAN INTERNATIONAL CIRCUIT
LADERA TEST TRACK	LE MANS CIRCUIT DE LA SARTHE	MAPLE VALLEY RACEWAY	MAZDA RACEWAY LAGUNA SECA			
MUGELLO AUTODROMO INTERNAZIONALE	NEW YORK CIRCUIT	NÜRBURGRING NORDSCHLEIFE	RALLY DI POSITANO	ROAD AMERICA		
ROAD ATLANTA	SEBRING INTERNATIONAL RACEWAY	SEDONA RACEWAY PARK	SILVERSTONE RACING CIRCUIT	SUNSET PENINSULA RACEWAY		
SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

TRACKS

OVERVIEW

Providing strategy for every track in *Forza Motorsport 3* is a difficult task because we all know that quality material depends entirely on the class, Performance Index, specific car, input device (controller or wheel), and your ultimate driving goal. It's next to impossible to give track strategy for every scenario with every type of car—we'd need 200 pages for this task alone—so the last thing we want to do is hold your hand and try to walk you through something that you'd be better off practicing on your own.

What we will do, however, is lay out a strategy guideline as driven with our bone stock C (360) test car. It's an FR car with 247 hp and weighs in around 2,750 lbs. We chose this car because it establishes a great baseline to aspire to if you're driving the lower class cars (F, E, or D class), while at the same time serving as a target you should be clearly beating if you're racing a higher class car (B, A, S, or any of the Rs). If you're zipping around in an A-class car besting our C-class markers by a very small margin; well, you've got some work to do.

Start with Mazda Raceway Laguna Seca. In our bone stock test C (360) car, we can consistently run lap times of 1:40 to 1:41 and some change. If we bump that down to an F (100) car, our best consistent time is 1:56. If we bump that up to an R1 (998) car, we can consistently run 1:12 to 1:13. So if you look at the top-rated R1 car compared to the lowest-rated F car, there is a more than 40 second time difference on Mazda Raceway Laguna Seca alone, and that is without any tuning. As soon as you start throwing upgraded tire compounds, gear adjustments, suspension tweaks, and engine upgrades into the mix, track strategy gets even more complicated and becomes more about theory and application and less about specific how-to instructions. This is why it's nice to view our test C (360) car target times as a general guideline.

The other nice element is that you can view the screenshots and captions entirely on their own. That is, the strategy written for most—if not all—of the screenshots and callouts apply to both our test car and many other cars. So you can use the screens, captions, and map labels together, or use them all separately. The strategy works either way.

In addition to the track data, maps, and specific callout strategy with screenshots, you'll find Overall Strategy and Reverse sections when applicable. The Overall Strategy sections focus on track-specific setups and tuning tips, while the Reverse strategy focuses on hazards to watch out for when racing tracks in reverse.



MAP KEY

	START / FINISH DIRECTION
	CAPTIONED SCREENSHOT
	GEAR / SPEED MARKER (MPH)



OVERVIEW	MAP KEY	AMALFI COAST	CAMINO VIEJO DE MONTSERRAT	CIRCUIT DE CATALUNYA	FUJIMI KAIJO	IBERIAN INTERNATIONAL CIRCUIT
LADERA TEST TRACK	LE MANS CIRCUIT DE LA SARTHE	MAPLE VALLEY RACEWAY	MAZDA RACEWAY LAGUNA SECA			
MUGELLO AUTODROMO INTERNAZIONALE	NEW YORK CIRCUIT	NÜRBURGRING NORDSCHLEIFE	RALLY DI POSITANO	ROAD AMERICA		
ROAD ATLANTA	SEBRING INTERNATIONAL RACEWAY	SEDONA RACEWAY PARK	SILVERSTONE RACING CIRCUIT	SUNSET PENINSULA RACEWAY		
SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

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AMALFI COAST



• **LOCATION:**
Amalfi, Italy

• **LENGTH:** 1.15 miles

• **HOT LAP (FULL CIRCUIT):** 1:07.280

• **CHALLENGE:** 3–Veteran

• **HOT LAP (REVERSE):** 1:08.477



FULL CIRCUIT AND FULL CIRCUIT REVERSE



Utilize the edges of the curbing throughout the chicanes to straighten out the racing line.



This is one of the slowest parts of the course. Don't get impatient and try to power through it or you'll be in the wall.



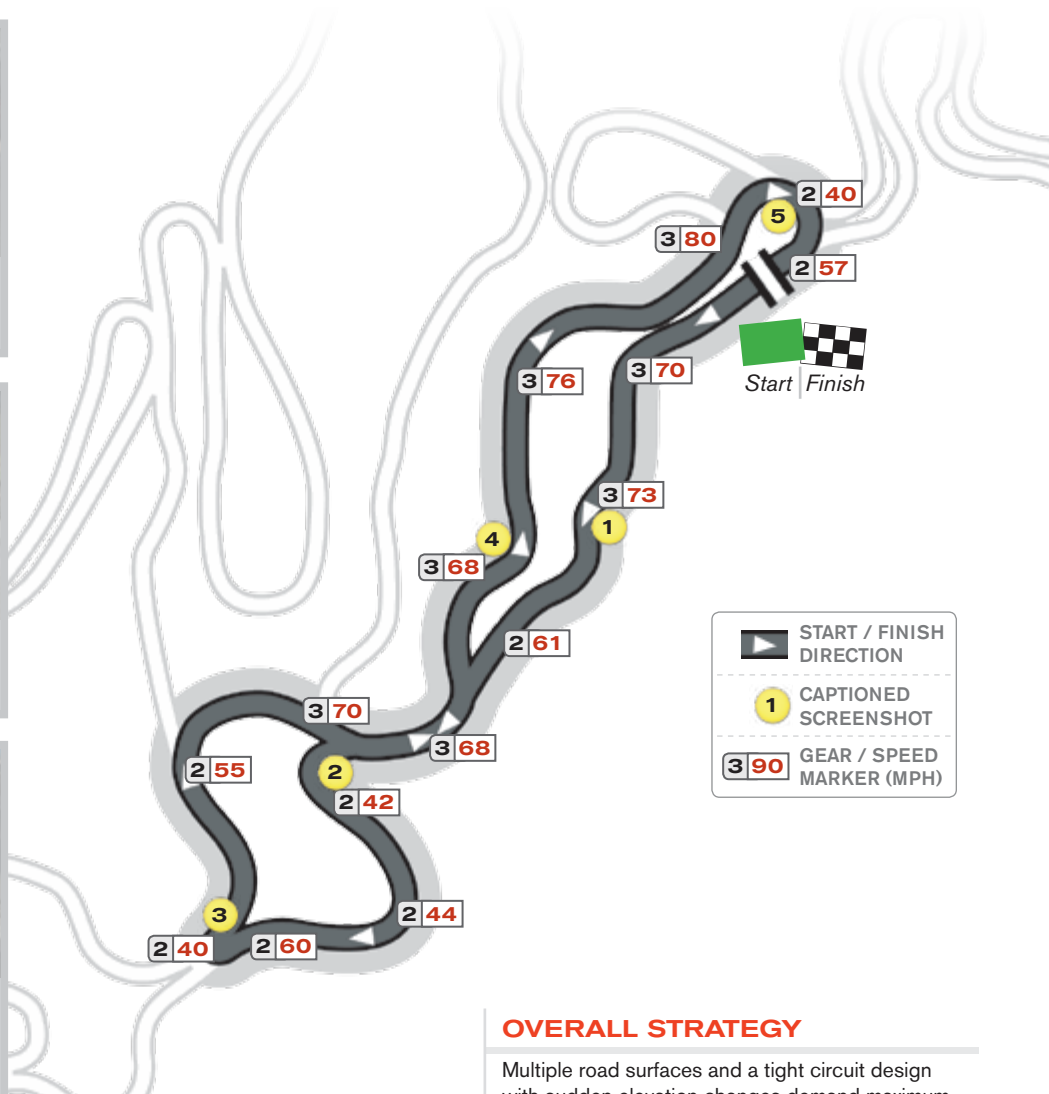
Too much acceleration while exiting any of these turns and the uneven surface of the cobblestone can cause momentary loss of traction. Finesse is required here.



Drive through this turn with as much speed as you can because it connects to the fastest part of the course.



The final (blind) downhill hairpin requires hard braking on entry and sharp steering adjustment to stay on the line. Master this turn and you'll notice dramatically lower lap times.



OVERALL STRATEGY

Multiple road surfaces and a tight circuit design with sudden elevation changes demand maximum downforce and crisp throttle control. This is a fairly difficult finesse course that requires you to work with the curves, twists, and bends of the track, not against them.

REVERSE!

This course is pretty similar in reverse because most of the trickiest elements remain the same. You'll be carrying much more speed into the hairpin near the start/finish line so make sure to watch your braking points and adjust them properly.



OVERVIEW	MAP KEY	AMALFI COAST	CAMINO VIEJO DE MONTSERRAT	CIRCUIT DE CATALUNYA	FUJIMI KAIKO	IBERIAN INTERNATIONAL CIRCUIT
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ROAD ATLANTA	SEBRING INTERNATIONAL RACEWAY	SEDONA RACEWAY PARK	SILVERSTONE RACING CIRCUIT	SUNSET PENINSULA RACEWAY		
SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

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CAMINO VIEJO DE MONTSERRAT



• LOCATION:
Montserrat,
Spain

• LENGTH: 4.32 miles

• CHALLENGE: 4–Professional

• HOT LAP (EXTREME CIRCUIT): 3:11.560

• HOT LAP (REVERSE): 3:12.079



EXTREME CIRCUIT AND EXTREME CIRCUIT REVERSE



OVERALL STRATEGY

Refer to our tuning chapter and make sure to adjust your spring and damping rates for greater control. They make all the difference here. Also make sure to balance your brakes as we instructed. Drive the inside line for the fastest path around the track.



This series of connecting uphill hairpins should be taken with extreme caution. Don't accelerate until you're well past the apex or you'll risk running off the track.



Brake hard on your entry to this strong 90-degree left-hander or you'll end up overshooting the turn and running off the track.



An early apex works best for this increasing-radius turn that connects to the main straight.



Very slight braking through this chicane is important. If you're powering through it with too much speed, you'll end up in the rumble strips and immediately ruin your lap. (The rumble strips bring your car to a dead halt almost immediately.)



This near-270-degree, constant radius turn requires no braking and proper throttle adjustment the entire way through.



The final maneuver of the lap; drive through this series of kinks with slight braking or you'll be in the grass.

REVERSE!

Camino is just as extreme in reverse as it is forward. The major problem is the series of downhill hairpins in the middle of the track. Gravity and momentum will gladly introduce you to the wall if you aren't cautious on the throttle here.



OVERVIEW	MAP KEY	AMALFI COAST	CAMINO VIEJO DE MONTSERRAT	CIRCUIT DE CATALUNYA	FUJIMI KAIIDO	IBERIAN INTERNATIONAL CIRCUIT
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ROAD ATLANTA	SEBRING INTERNATIONAL RACEWAY	SEDONA RACEWAY PARK	SILVERSTONE RACING CIRCUIT	SUNSET PENINSULA RACEWAY		
SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

CAMINO VIEJO DE MONTSERRAT



• **LOCATION:**
Montserrat,
Spain

• **LENGTH:** 1.80 miles

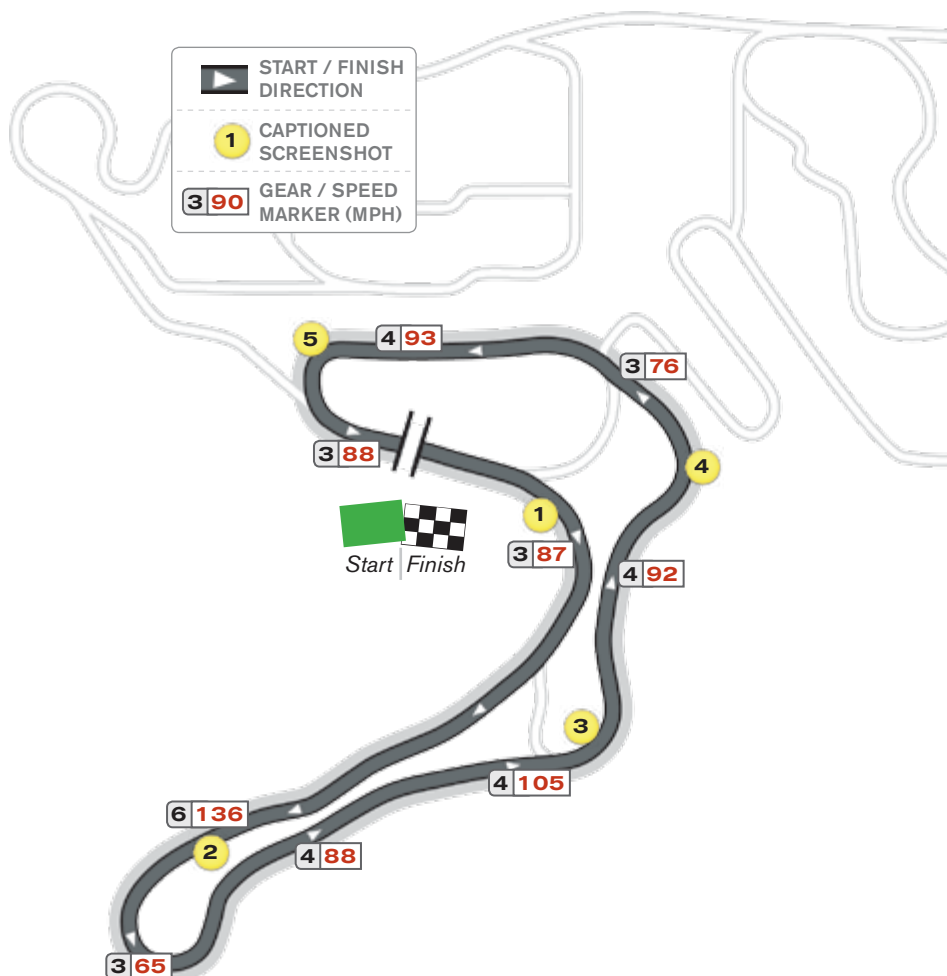
• **HOT LAP (FULL CIRCUIT):** 1:15.505

• **CHALLENGE:** 3–Veteran

• **HOT LAP (REVERSE):** 1:16.800



FULL CIRCUIT AND FULL CIRCUIT REVERSE



Ride the inside line on turn 1 to maximize speed down the main straight.



It's absolutely critical to carry speed down this main straight. Straighten out the chicanes by utilizing the curbing on the side of the road.



Because it's slightly uphill, only a mild brake pump is required to take this 90-degree left-hander.

OVERALL STRATEGY

As with the Extreme Circuit, refer to our tuning chapter and make sure to adjust your spring and damping rates for greater control. They make all the difference here. Drive the inside line for the fastest path around the track.

REVERSE!

The middle sequence of the course is now downhill instead of uphill, so you'll need to ride your brakes a little bit harder to maintain proper lap times.



Brake hard and deep as you enter this tight left-hander. Although there's plenty of runoff, keep a clean line through this part of the track.



Hold the inside line during this sequence to maximize speed on your exit to the back straight. Lots of time can be made up on this turn.



OVERVIEW	MAP KEY	AMALFI COAST	CAMINO VIEJO DE MONTSERRAT	CIRCUIT DE CATALUNYA	FUJIMI KAIKO	IBERIAN INTERNATIONAL CIRCUIT
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SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

CAMINO VIEJO DE MONTSERRAT



• **LOCATION:**
Montserrat,
Spain

• **LENGTH:** 1.08 miles

• **HOT LAP (SHORT CIRCUIT):** 0:49.335

• **CHALLENGE:** 3–Veteran

• **HOT LAP (REVERSE):** 0:50.450



SHORT CIRCUIT AND SHORT CIRCUIT REVERSE

▶ **START / FINISH DIRECTION**

1 **CAPTIONED SCREENSHOT**

3 **90** **GEAR / SPEED MARKER (MPH)**



Your exit from turn 1 is dramatically different from the exit on the Full Circuit. Brake much earlier on your entry to the new path in the track.



This extremely tight 180-degree turn is where lots of time is either lost or gained. We prefer the inside line here.



As with the Full Circuit, straighten out this little kink by riding over the curbing; you'll carry more speed into the next turn.



Transition with speed and finesse as you pass through the very slight chicane leading to the start/finish line.



Again, as on the Full Circuit, hard braking is required for this tight left-hander.

OVERALL STRATEGY

Although spring and damping rates are less important here than they are on the longer, more intricate versions of Camino, they still influence your lap times. Run a slightly stiffer tune for best results.

REVERSE!

The Short Circuit is just a little bit more difficult in reverse than it is forward thanks to the awkward chicanes. Luckily some of the most important curbing is strategically placed to work in reverse just as well.



OVERVIEW	MAP KEY	AMALFI COAST	CAMINO VIEJO DE MONTSERRAT	CIRCUIT DE CATALUNYA	FUJIMI KAIJO	IBERIAN INTERNATIONAL CIRCUIT
LADERA TEST TRACK	LE MANS CIRCUIT DE LA SARTHE	MAPLE VALLEY RACEWAY	MAZDA RACEWAY LAGUNA SECA			
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ROAD ATLANTA	SEBRING INTERNATIONAL RACEWAY	SEDONA RACEWAY PARK	SILVERSTONE RACING CIRCUIT	SUNSET PENINSULA RACEWAY		
SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

CAMINO VIEJO DE MONTSERRAT



• **LOCATION:**
Montserrat,
Spain

• **LENGTH:** 0.56 mile

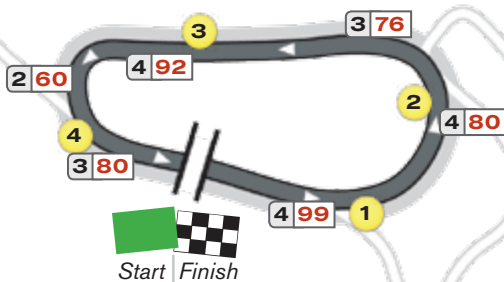
• **HOT LAP (MINI CIRCUIT):** 0:25.901

• **CHALLENGE:** 1–Beginner

• **HOT LAP (REVERSE):** 0:27.072



MINI CIRCUIT AND MINI CIRCUIT REVERSE



The entrance to turn 1 is crucial; make sure you're following the suggested line.



Steady throttle input will maintain speed through this turn exit.



As with the other versions of Camino, you should be accelerating (hard) all the way down the back straight.



Take the inside line to carry maximum speed across the start/finish line. We shaved a quarter-second off our best lap time by mastering this one final corner.

OVERALL STRATEGY

Run your suspension a bit tighter here than you would at any of the other Camino tracks. This half-mile track is primarily left-turn dominant with only a few slight steering adjustments to the right.

REVERSE!

The middle of the course is now downhill instead of uphill, so adjust your apexes accordingly. We prefer the perfect middle-of-the-road apex for the entrance to the back set of turns.



OVERVIEW	MAP KEY	AMALFI COAST	CAMINO VIEJO DE MONTERRAT	CIRCUIT DE CATALUNYA	FUJIMI KAIDO	IBERIAN INTERNATIONAL CIRCUIT
LADERA TEST TRACK	LE MANS CIRCUIT DE LA SARTHE	MAPLE VALLEY RACEWAY	MAZDA RACEWAY LAGUNA SECA			
MUGELLO AUTODROMO INTERNAZIONALE	NEW YORK CIRCUIT	NÜRBURGRING NORDSCHLEIFE	RALLY DI POSITANO	ROAD AMERICA		
ROAD ATLANTA	SEBRING INTERNATIONAL RACEWAY	SEDONA RACEWAY PARK	SILVERSTONE RACING CIRCUIT	SUNSET PENINSULA RACEWAY		
SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

CIRCUIT DE CATALUNYA



• LOCATION:
Barcelona,
Spain

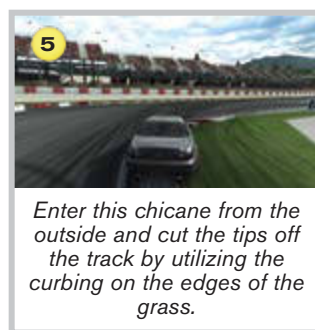
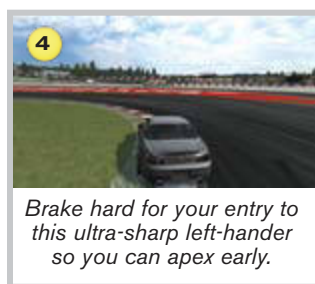
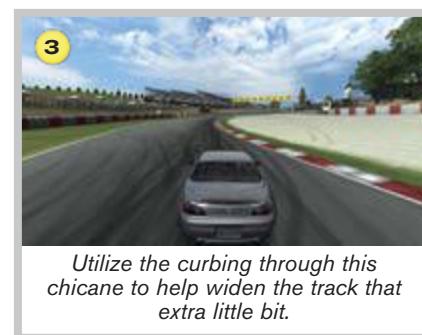
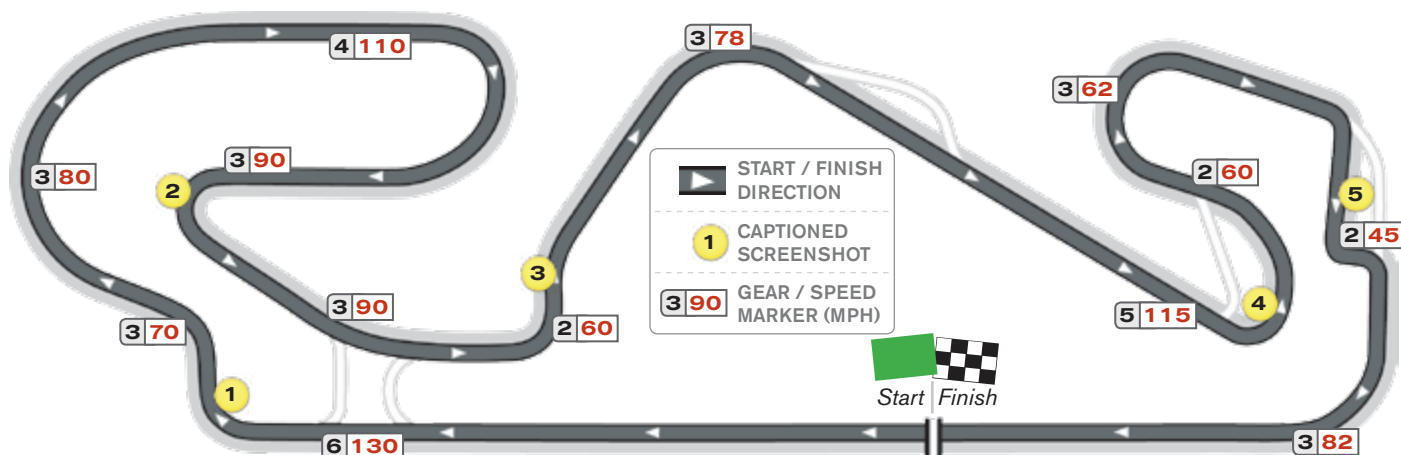
• LENGTH: 2.89 miles

• HOT LAP: 2:12.631

• CHALLENGE: 3–Veteran



GRAND PRIX CIRCUIT



TRACK PROFILE

Located roughly 20 miles north of Barcelona in northeast Spain, Circuit de Catalunya was inaugurated in 1991 and is the current host of the Spanish F1 Grand Prix, as well as numerous motorcycle and car races. Because of the wide variety of turns at Catalunya, it has become a favorite testing location for car manufacturers and race teams. The 2.89-mile-long Full Circuit actually contains two smaller tracks. The School Circuit comprises turns 1 through 6, while the National Circuit uses turns 7 through 16 combined with a shorter straightaway and an additional hairpin turn to close the loop at the end. In 2007, the track was modified to add what is now called turn 14, creating a chicane intended to slow cars down before entering the final turn 16. One of the more notable corners is turn 9, which is called "Campsà": a very fast uphill right-hander that requires precise execution.

OVERALL STRATEGY

The Grand Prix Circuit is a very fast track with heavy braking, requiring a good dose of power and handling upgrades. Strike a balance between low downforce and properly adjusted brakes for quick laps.



OVERVIEW	MAP KEY	AMALFI COAST	CAMINO VIEJO DE MONTSERRAT	CIRCUIT DE CATALUNYA	FUJIMI KAIIDO	IBERIAN INTERNATIONAL CIRCUIT
LADERA TEST TRACK	LE MANS CIRCUIT DE LA SARTHE	MAPLE VALLEY RACEWAY	MAZDA RACEWAY LAGUNA SECA			
MUGELLO AUTODROMO INTERNAZIONALE	NEW YORK CIRCUIT	NÜRBURGRING NORDSCHLEIFE	RALLY DI POSITANO	ROAD AMERICA		
ROAD ATLANTA	SEBRING INTERNATIONAL RACEWAY	SEDONA RACEWAY PARK	SILVERSTONE RACING CIRCUIT	SUNSET PENINSULA RACEWAY		
SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

CIRCUIT DE CATALUNYA



• **LOCATION:**
Barcelona,
Spain

• **LENGTH:** 1.85 miles

• **HOT LAP (NATIONAL CIRCUIT):** 1:29.090

• **CHALLENGE:** 2–Amateur



NATIONAL CIRCUIT

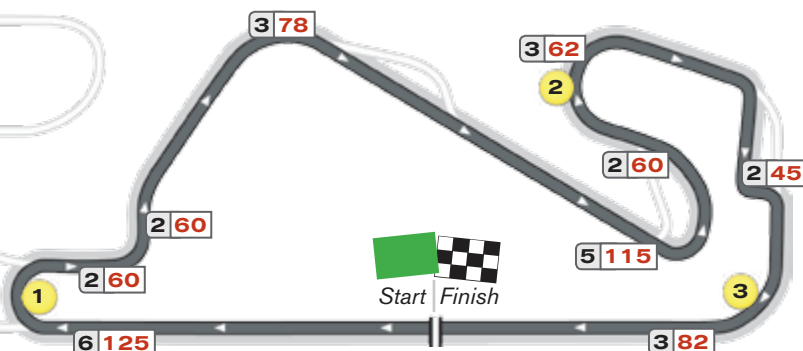
Steady throttle is the key through this nearly perfect constant-radius turn.



Hug the far inside line and hold your accelerator steady to conquer this constant-radius turn.



Hold the outside line as you get on the gas hard exiting the final turn. Maximizing your speed through the main straight depends on a perfect exit here.



▶ **START / FINISH DIRECTION**

1 **CAPTIONED SCREENSHOT**

3 90 **GEAR / SPEED MARKER (MPH)**

CIRCUIT DE CATALUNYA



• **LENGTH:** 1.06 miles

• **HOT LAP (SCHOOL CIRCUIT):** 0:52.700

• **FICTIONAL/REAL:** Real

• **CHALLENGE:** 1–Beginner



SCHOOL CIRCUIT



You won't need to brake as hard on your entry for the first turn as you did on the longer circuits.



This sharp left-hander is a momentum killer and is still one of the most difficult turns on the track to find a rhythm for.



Carefully build up acceleration as you progress through the final turn into the main straight. This is where you'll shave those extra few tenths of a second from your lap times.

OVERALL STRATEGY

The National Circuit isn't as fast as the Grand Prix Circuit, but it still contains plenty of heavy braking zones and a healthy top speed requirement. The School Circuit requires more of a handling bias than the other two courses at Catalunya.



OVERVIEW	MAP KEY	AMALFI COAST	CAMINO VIEJO DE MONTSERRAT	CIRCUIT DE CATALUNYA	FUJIMI KAIDO	IBERIAN INTERNATIONAL CIRCUIT
LADERA TEST TRACK	LE MANS CIRCUIT DE LA SARTHE	MAPLE VALLEY RACEWAY	MAZDA RACEWAY LAGUNA SECA			
MUGELLO AUTODROMO INTERNAZIONALE	NEW YORK CIRCUIT	NÜRBURGRING NORDSCHLEIFE	RALLY DI POSITANO	ROAD AMERICA		
ROAD ATLANTA	SEBRING INTERNATIONAL RACEWAY	SEDONA RACEWAY PARK	SILVERSTONE RACING CIRCUIT	SUNSET PENINSULA RACEWAY		
SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

FUJIMI KAIDO



• LOCATION:
Fujimi, Japan

• LENGTH: 10.20 miles

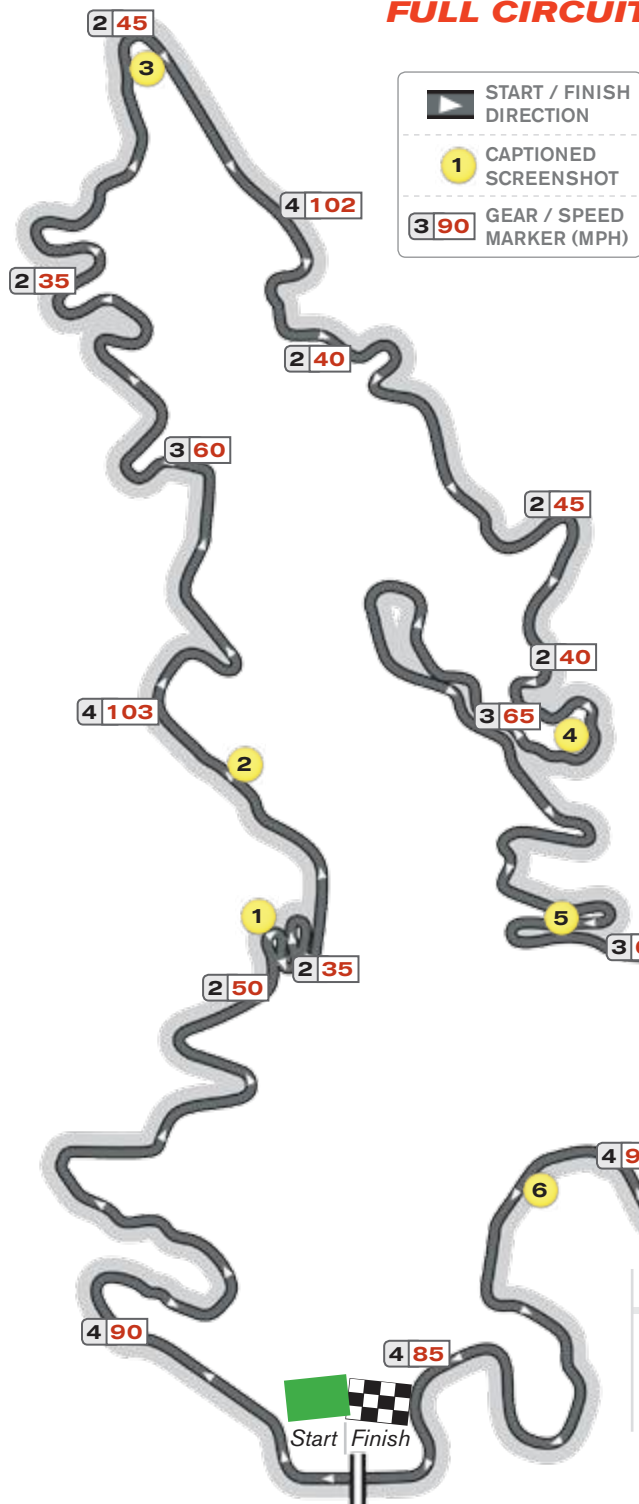
• HOT LAP (FULL CIRCUIT): 9:21.595

• CHALLENGE: 5—Hard core

• HOT LAP (REVERSE): 9:22.386



FULL CIRCUIT AND FULL CIRCUIT REVERSE



This set of tight uphill hairpins is best taken with an inside line. Don't be afraid to drift because this is primarily a drifter's course.



This is one of the fastest sections of the course. Drive full throttle along the river and straighten out the kink to dramatically reduce your lap times.



This hairpin connects to another very fast part of the course. Exit under full throttle and stay on the gas through this entire section.



To keep your laps clean, ride the brakes and experiment with drifting as you navigate the downhill sections of the course.



Go easy on the gas through this series of dramatic downhill hairpins. You don't want to veer into the outside wall.



This ultra-wide downhill portion of the track is a great place to go full throttle and make up for lost time.

OVERALL STRATEGY

With absolutely no place to rest, Fujimi Kaido and all its point-to-point incarnations require full attention. Soft suspension and heavy downforce in any car will teach this massive 10-mile track a lesson.

REVERSE!

In its reverse form, the track is just as challenging. There is no easy way around this mountain course that favors drift-style racing.



OVERVIEW	MAP KEY	AMALFI COAST	CAMINO VIEJO DE MONTSERRAT	CIRCUIT DE CATALUNYA	FUJIMI KAIKO	IBERIAN INTERNATIONAL CIRCUIT
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SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

IBERIAN INTERNATIONAL CIRCUIT



• LOCATION:
Montserrat,
Spain

• LENGTH: 1.49 miles

• HOT LAP (FULL CIRCUIT): 1:04.314

• CHALLENGE: 3–Veteran

• HOT LAP (REVERSE): 1:10.464

FULL CIRCUIT AND FULL CIRCUIT REVERSE



1

The approach for turn 1 is deceptive; make sure you turn a little bit early here.



2

You should be able to stomp the gas through the kink connecting the two short straights.



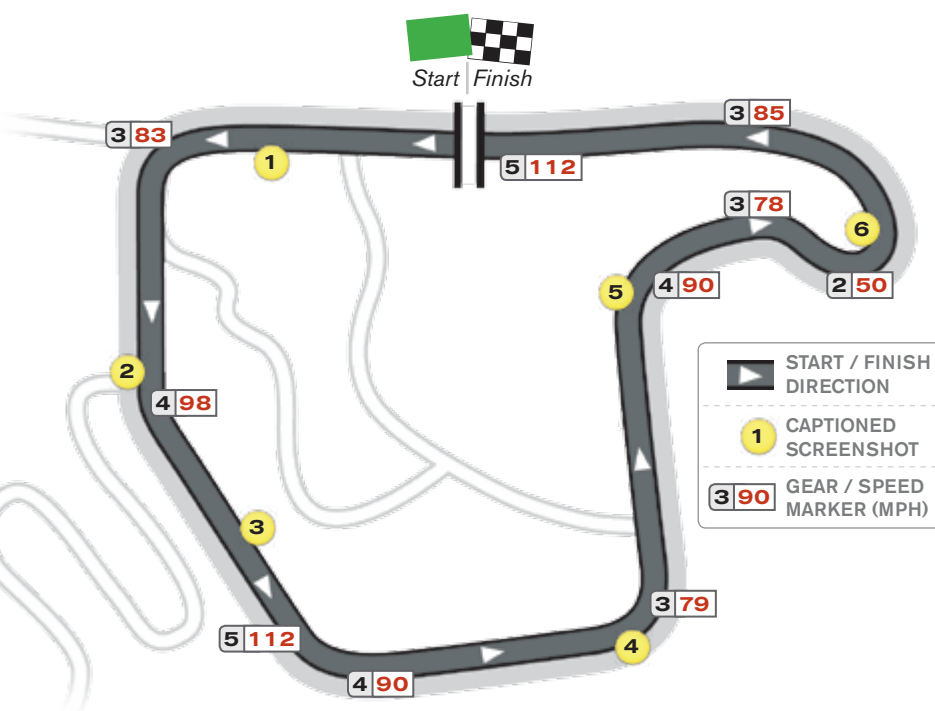
3

This chicane will ruin your lap if you touch anything past the curbing. Don't get too aggressive here.



4

This 90-degree left sets up the last third of the course. You should be touching the outside curb here.



OVERALL STRATEGY

Turn 1 is deceptive and easy to overshoot, so it's important to turn left a little early. Maximum downforce is required here, especially when taking the proper inside line after turn 4.

REVERSE!

The Full Circuit is very similar in reverse, if not a little easier. There aren't any special hazards to watch out for.



5

Slight braking is all that's required for this sweeping right-hander.



6

A good entry and exit through the final turn sets up the main straight. Shave off the last few tenths by following the suggested line here.



OVERVIEW	MAP KEY	AMALFI COAST	CAMINO VIEJO DE MONTSERRAT	CIRCUIT DE CATALUNYA	FUJIMI KAIDO	IBERIAN INTERNATIONAL CIRCUIT
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SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

IBERIAN INTERNATIONAL CIRCUIT



• **LOCATION:**
Montserrat,
Spain

• **LENGTH:** 1.14 miles
• **CHALLENGE:** 2-Amateur

• **HOT LAP (SHORT CIRCUIT):** 0:50.438
• **HOT LAP (REVERSE):** 0:50.417

SHORT CIRCUIT AND SHORT CIRCUIT REVERSE

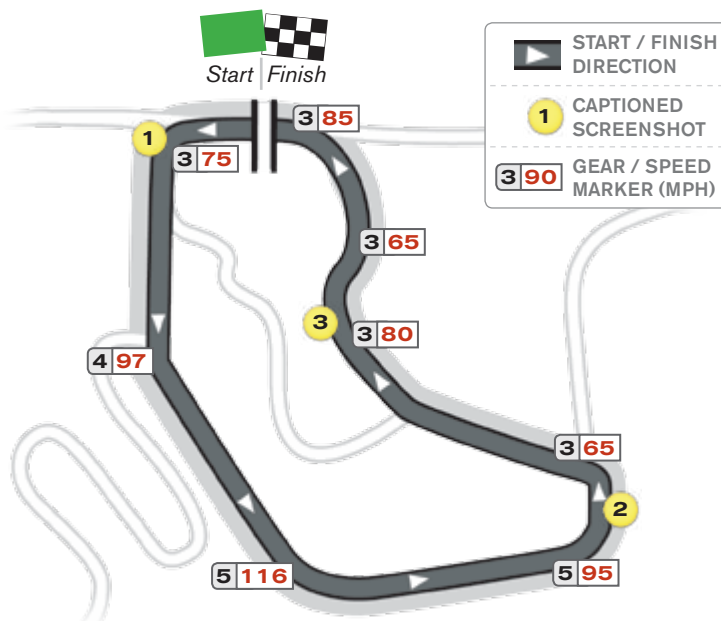
As with the Full Circuit, this first turn is deceptively sharp. Begin your turn-in a little early.



This transition from the back straight leads to one of the slowest parts of the course. Balanced braking is key.



Get back on the throttle (hard) after exiting this turn. Carry as much speed as you can past the start/finish line.



IBERIAN INTERNATIONAL CIRCUIT



• **LENGTH:** 0.68 mile
• **HOT LAP (MINI CIRCUIT):** 0:38.881
• **CHALLENGE:** 1-Beginner

• **HOT LAP (REVERSE):** 0:38.353

MINI CIRCUIT AND MINI CIRCUIT REVERSE

START / FINISH DIRECTION

1 CAPTIONED SCREENSHOT

3 90 GEAR / SPEED MARKER (MPH)



Execute this chicane with extreme caution. If you are not at the perfect angle and speed (as shown by the line) you will ruin your clean lap by going out of bounds.



This sweeping right-hander is the very middle of the slower, decelerating turn sequence.



Get back on the throttle hard after this kink for your approach toward the start/finish line.

OVERALL STRATEGY

The shorter circuits don't require as much downforce, but they do beg for upgraded tires and handling tweaks. We ran our best times near bone stock tuning with just a little bit softer suspension.

REVERSE!

Both of these tracks run almost identical in reverse, if not a little easier. There aren't any special hazards to watch out for.



OVERVIEW	MAP KEY	AMALFI COAST	CAMINO VIEJO DE MONTERRAT	CIRCUIT DE CATALUNYA	FUJIMI KAIJO	IBERIAN INTERNATIONAL CIRCUIT
LADERA TEST TRACK	LE MANS CIRCUIT DE LA SARTHE	MAPLE VALLEY RACEWAY	MAZDA RACEWAY LAGUNA SECA			
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SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

LADERA TEST TRACK



• **LOCATION:**
Montserrat,
Spain

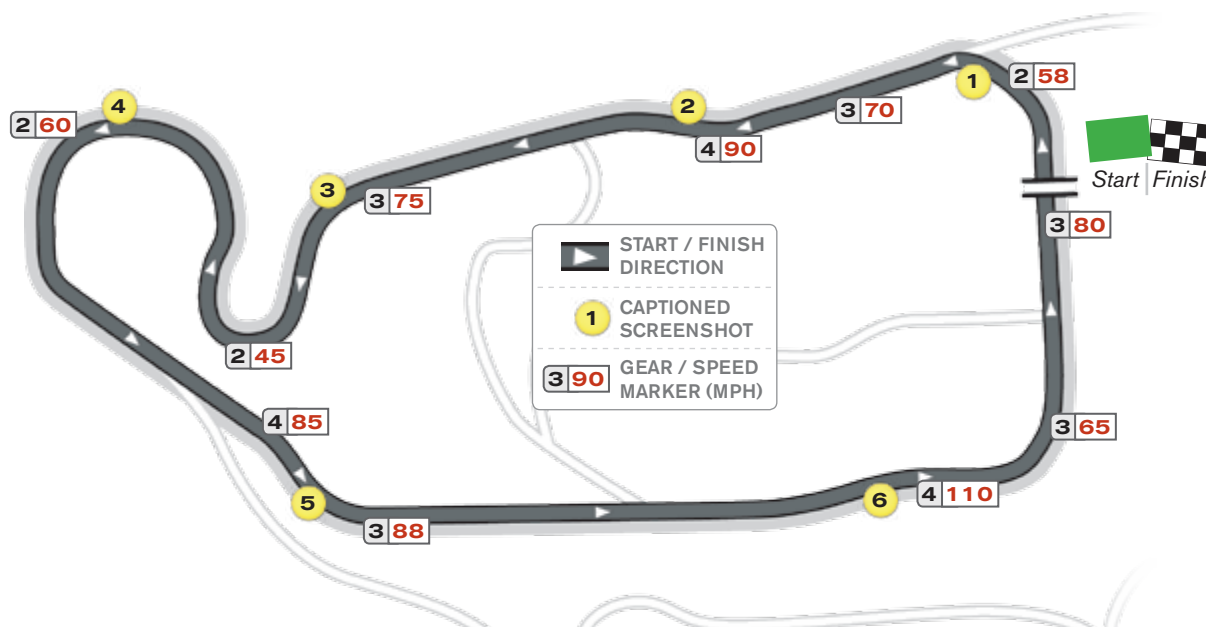
• **LENGTH:** 1.21 miles

• **HOT LAP (FULL CIRCUIT):** 0:59.911

• **CHALLENGE:** 2-Amateur

• **HOT LAP (REVERSE):** 0:58.385

FULL CIRCUIT AND FULL CIRCUIT REVERSE



1 Don't take the inside line here or you'll end up clipping the rumble strips that stop your car almost instantly.



2 Don't brake too hard through this chicane; only very slight braking is needed on the approach.



3 Ride the inside curbing on your entrance to this turn; you won't be ruled out of bounds.



4 Maintain a constant speed throughout this turn and ride the curbing on the outside near the exit.



5 Cut this chicane extra sharp but stay clear of the rumble strips.



6 Stay full throttle through this chicane as you drive over both sets of curbing.

OVERALL STRATEGY

Tune your car for high-speed transitions and stiff suspension with lower downforce. Precisely cut the tips off the corners for a fast time.

REVERSE!

Ladera races pretty similar both ways, but you'll need to re-learn the curbing placement along with where the rumble strips are on the approach to the main straight.



OVERVIEW	MAP KEY	AMALFI COAST	CAMINO VIEJO DE MONTSERRAT	CIRCUIT DE CATALUNYA	FUJIMI KAI DO	IBERIAN INTERNATIONAL CIRCUIT
LADERA TEST TRACK	LE MANS CIRCUIT DE LA SARTHE	MAPLE VALLEY RACEWAY	MAZDA RACEWAY LAGUNA SECA			
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SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

LADERA TEST TRACK



• LOCATION:
Montserrat,
Spain

• LENGTH: 0.77 mile

• HOT LAP (SHORT CIRCUIT): 0:41.139

• CHALLENGE: 2-Amateur

• HOT LAP (REVERSE): 0:38.150

SHORT CIRCUIT AND SHORT CIRCUIT REVERSE



The turn-in after the first chicane is completely different from the Full Circuit. Ride the brakes much harder here.



Drive the inside line here, but don't hug the wall; hazard bumpers are scattered along the entire apex.



As with the Full Circuit, get on the throttle hard as you progress down the main straight.

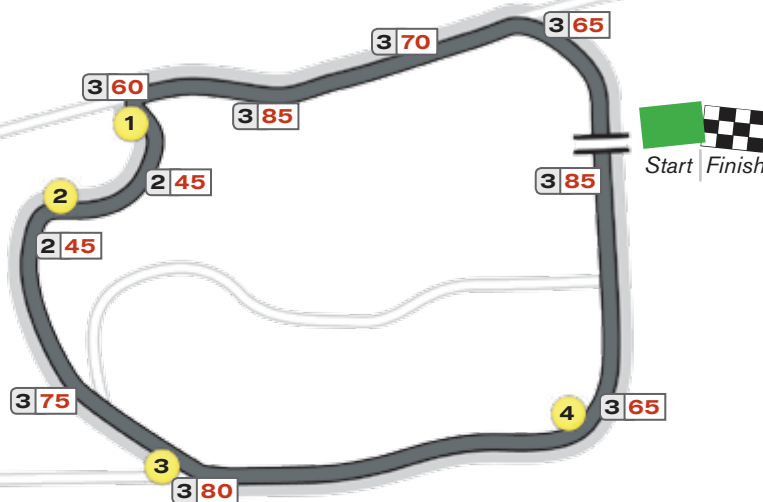


An early apex works best for the final turn leading back to the start/finish line. The last thing you want to do is run off the course and touch the wall here.

START / FINISH DIRECTION

1 CAPTIONED SCREENSHOT

3 90 GEAR / SPEED MARKER (MPH)



OVERALL STRATEGY

As with the full track, set your car for high-speed transitions and stiff suspension with lower downforce. Focus a little less on power and more on handling for this extremely short track.

REVERSE!

The two hard right turns in the middle of the track are much easier in reverse, as is the chicane that follows. (It's a lot easier when it's located toward the front of the straight rather than at the end.) You should turn significantly faster lap times in reverse.



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ROAD ATLANTA	SEBRING INTERNATIONAL RACEWAY	SEDONA RACEWAY PARK	SILVERSTONE RACING CIRCUIT	SUNSET PENINSULA RACEWAY		
SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

LADERA TEST TRACK



• **LOCATION:**
Montserrat,
Spain

• **LENGTH:** 0.56 mile

• **HOT LAP (MINI CIRCUIT):** 0:28.884

• **CHALLENGE:** 1–Beginner

• **HOT LAP (REVERSE):** 0:28.920

MINI CIRCUIT AND MINI CIRCUIT REVERSE



The first and second turns are actually one big turn. You should be grazing the outside curbing as you apex.



Beware of rumble strips and cement barriers on both sides of the track through this turn sequence. Finesse is required here.



Brake a little harder than normal on the entry to this sweeping left-hander because of your increased speed.



The suggested (middle) line works here. You should be carrying as much speed as possible through this part of the course.



OVERALL STRATEGY

Spend those extra PI points on handling and tires rather than power for this extremely short track. Sub-30-second laps require extreme concentration to remain consistent in a race setting because there is little time to make up for errors during each lap.

REVERSE!

You'll run almost identical times in reverse with the only real strategy exception being the difficult chicane right before you run toward the start/finish line.



OVERVIEW	MAP KEY	AMALFI COAST	CAMINO VIEJO DE MONTERRAT	CIRCUIT DE CATALUNYA	FUJIMI KAIKO	IBERIAN INTERNATIONAL CIRCUIT
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SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

LE MANS CIRCUIT DE LA SARTHE



• **LOCATION:**
Le Mans,
France

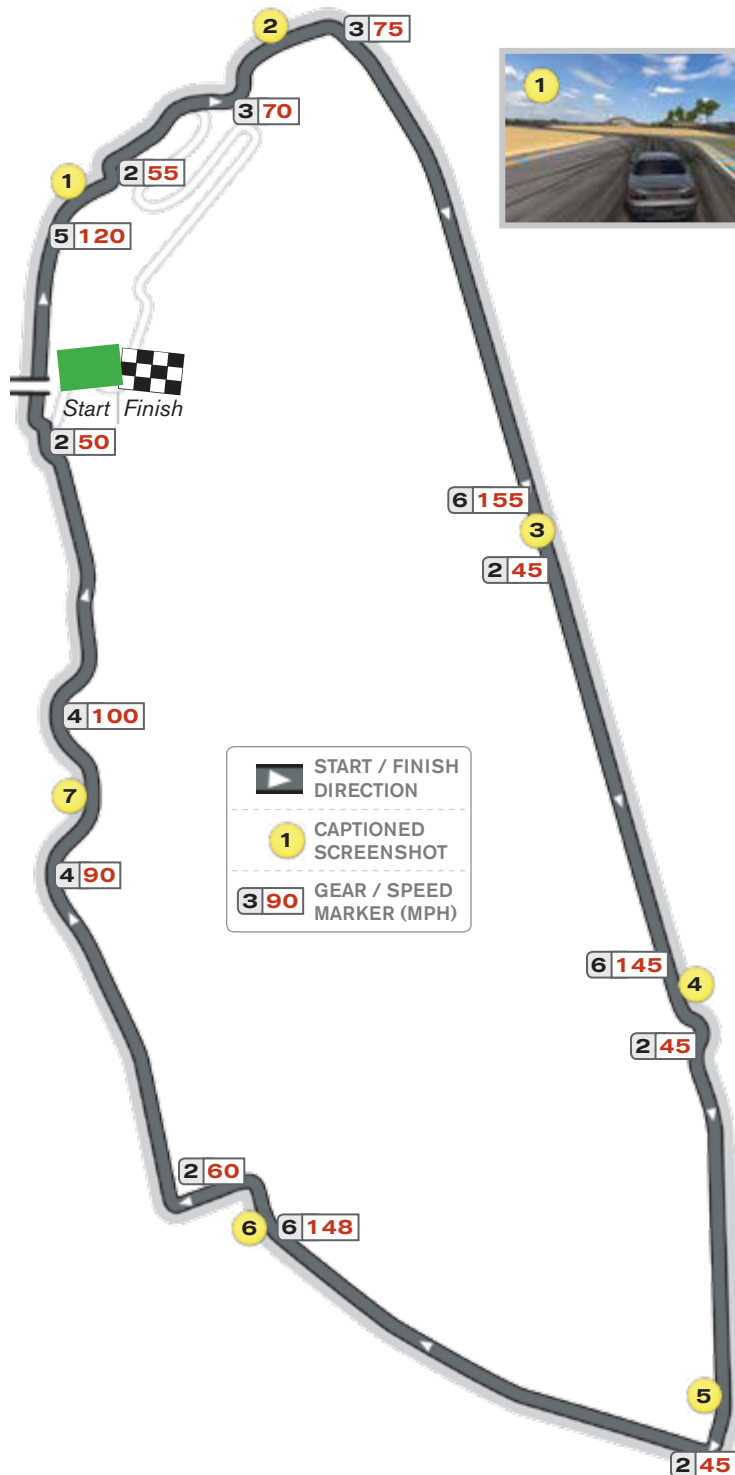
• **LENGTH:** 8.48 miles

• **HOT LAP:** 5:08.756

• **CHALLENGE:** 4–Professional



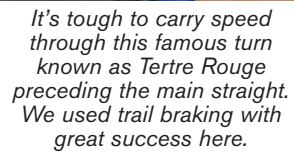
FULL CIRCUIT



Follow the suggested line through the first sweeping turn as you accelerate full throttle.



Brake hard on your entry to Mulsanne Corner, and don't clip the inside curbing or you'll risk running out of bounds.



It's tough to carry speed through this famous turn known as Tertre Rouge preceding the main straight. We used trail braking with great success here.



Arnage is tricky because of the high-speed straight that precedes it. Again, concentrate on your entry angle and proper braking points here.



The first of the two Mulsanne Chicanes; make sure you pay attention to your brake markers on entry or you'll end up off the course.



Don't get too aggressive through the Porsche Curves. Follow the suggested line and use slight braking to succeed here.



The second Mulsanne Chicane is the exact opposite of the first; it kinks hard and to the left.

OVERALL STRATEGY

The infield and transitions to the main straights are where you'll shave off big chunks of time. Don't fiddle with your steering down the main straight to save a few hundredths. Adjust your suspension toward the softer side even though you'll still need a somewhat firm ride.



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MUGELLO AUTODROMO INTERNAZIONALE	NEW YORK CIRCUIT	NÜRBURGRING NORDSCHLEIFE	RALLY DI POSITANO	ROAD AMERICA		
ROAD ATLANTA	SEBRING INTERNATIONAL RACEWAY	SEDONA RACEWAY PARK	SILVERSTONE RACING CIRCUIT	SUNSET PENINSULA RACEWAY		
SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

LE MANS CIRCUIT DE LA SARTHE



• **LOCATION:**
Le Mans,
France

• **LENGTH:** 8.44 miles

• **HOT LAP:** 4:39.645

• **CHALLENGE:** 4–Professional



OLD MULSANNE CIRCUIT



The Dunlop Curve-to-chicane transition prevents any real speed from being carried into the entrance for the main straight.



A proper turn exit is important here. Unlike the Full Circuit, this straight has no interruptions and your entry speed will make a big difference at the end of the straight.



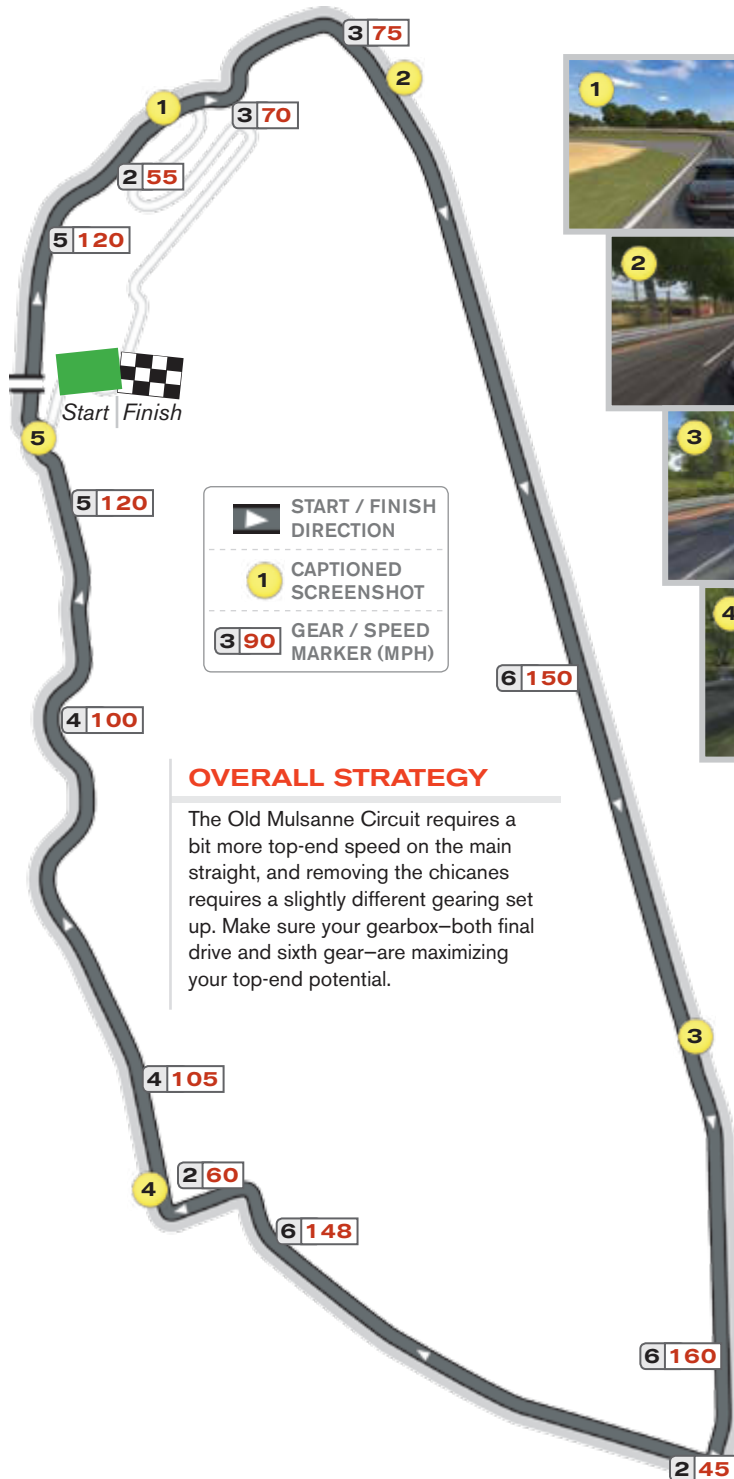
Only use very slight adjustments to keep your car perfectly straight. Even little twitches here and there will cost you several hundredths or even tenths by the end of the straight.



The exit from Arnage leads to a high-speed portion of the back half. Pay close attention to the coloring of your suggested racing line here.



This last pair of chicanes will make or break your lap. They're both extremely low-speed chicanes, so make sure you utilize the curbing to widen the usable track.



OVERALL STRATEGY

The Old Mulsanne Circuit requires a bit more top-end speed on the main straight, and removing the chicanes requires a slightly different gearing set up. Make sure your gearbox—both final drive and sixth gear—are maximizing your top-end potential.

TRACK PROFILE

No other race tests man and machine more than 24 Heures Du Mans, the world's most famous endurance race. Unlike most other race tracks, the 8.489-mile Le Mans Circuit de la Sarthe uses public roads that are closed off for the event. The Old Mulsanne Circuit reflects the layout prior to 1990, in which the Mulsanne Straight had no chicanes. While this fast configuration allowed cars to reach speeds up to 250 mph, it also was a safety hazard because the high speeds led to tire and brake failures when cars tried to slow down at the end of the straightaway. The current Full Circuit features two chicanes on the Mulsanne to limit the cars' top speeds. In the mid-1960s, the smaller Bugatti Circuit was added to accommodate shorter races and motorcycle events. Because of its focus on reliability, many car innovations can be traced back to Le Mans, including aerodynamic bodies, disc brakes, and fuel-efficient engines.



OVERVIEW	MAP KEY	AMALFI COAST	CAMINO VIEJO DE MONTSERRAT	CIRCUIT DE CATALUNYA	FUJIMI KAIIDO	IBERIAN INTERNATIONAL CIRCUIT
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MUGELLO AUTODROMO INTERNAZIONALE	NEW YORK CIRCUIT	NÜRBURGRING NORDSCHLEIFE	RALLY DI POSITANO	ROAD AMERICA		
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SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

LE MANS CIRCUIT DE LA SARTHE



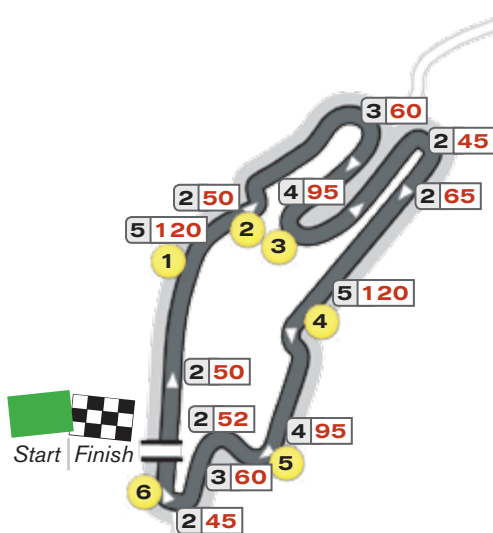
• **LOCATION:**
Le Mans,
France

• **LENGTH:** 2.60 miles

• **HOT LAP:** 1:59.960

• **CHALLENGE:** 3–Veteran

BUGATTI CIRCUIT



START / FINISH
DIRECTION



CAPTIONED
SCREENSHOT



GEAR / SPEED
MARKER (MPH)



Drive the main straight at full throttle. You should top out shortly before the brake markers leading into the chicane.



Utilize the curbing near this chicane to widen the track and carry more speed through the turn.



Get on the brakes hard as you slow down to approach this tight chicane.



This is yet another hard-braking zone before entering the turn with an early apex.



Drive with an early apex along the inside line on this hairpin.



Avoid the sand traps and just barely touch the inside curbing on your exit to the main straight.

OVERALL STRATEGY

Early apexing and above average downforce will help you clean up your cornering on this track. Shortening third gear (on most cars) should help, too.



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SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

MAPLE VALLEY RACEWAY



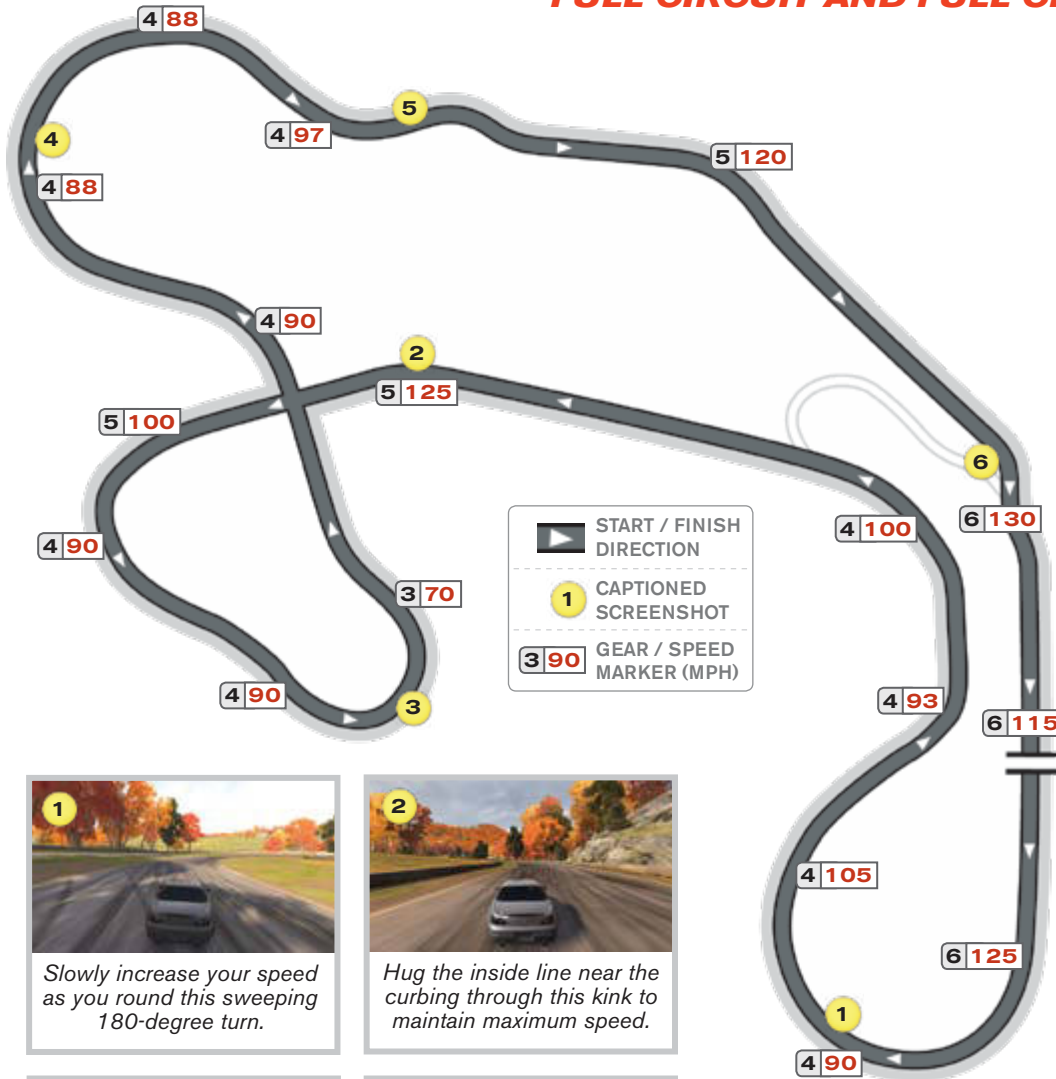
• **LOCATION:**
Maple Valley,
USA

• **LENGTH:** 3.00 miles
• **CHALLENGE:** 3–Veteran

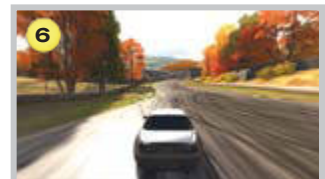
• **HOT LAP (FULL CIRCUIT):** 1:45.343
• **HOT LAP (REVERSE):** 1:51.795



FULL CIRCUIT AND FULL CIRCUIT REVERSE



You'll know you're executing this chicane properly when you touch both sets of inside curbing.



You should just barely scrape the curb on your way through this kink. Maximizing speed through this turn shaves those extra few tenths off your lap.



Slowly increase your speed as you round this sweeping 180-degree turn.



Hug the inside line near the curbing through this kink to maintain maximum speed.



Brake hard on entry and accelerate even harder on your exit into the slight uphill bend.



Follow the inside line on this steep uphill right-hander.

OVERALL STRATEGY

It's all about momentum and rhythm for this high-speed track. Remain steady with the throttle and brake; never use too much of either. Steering input should be kept slight for maximum speed through the sweeping turns.

REVERSE!

Everything is a bit more difficult in reverse, mostly because of the elevation changes combined with the awkward angle turn entries. Expect to run considerably slower laps here by a significant margin.



OVERVIEW	MAP KEY	AMALFI COAST	CAMINO VIEJO DE MONTERRAT	CIRCUIT DE CATALUNYA	FUJIMI KAIDO	IBERIAN INTERNATIONAL CIRCUIT
LADERA TEST TRACK	LE MANS CIRCUIT DE LA SARTHE	MAPLE VALLEY RACEWAY	MAZDA RACEWAY LAGUNA SECA			
MUGELLO AUTODROMO INTERNAZIONALE	NEW YORK CIRCUIT	NÜRBURGRING NORDSCHLEIFE	RALLY DI POSITANO	ROAD AMERICA		
ROAD ATLANTA	SEBRING INTERNATIONAL RACEWAY	SEDONA RACEWAY PARK	SILVERSTONE RACING CIRCUIT	SUNSET PENINSULA RACEWAY		
SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

MAPLE VALLEY RACEWAY



• **LOCATION:**
Maple Valley,
USA

• **LENGTH:** 1.16 miles
• **CHALLENGE:** 1–Beginner

• **HOT LAP (FULL CIRCUIT):** 0:44.700
• **HOT LAP (REVERSE):** 0:44.565



SHORT CIRCUIT AND SHORT CIRCUIT REVERSE

OVERALL STRATEGY

Like the Full Circuit, this one is about building momentum and rhythm. Smooth and steady steering input will bring you to the next level on this course.

REVERSE!

This track drives just a little bit faster in reverse. Keep your steering inputs smooth and remember to properly balance braking and throttle.

▶ **START / FINISH DIRECTION**

1 **CAPTIONED SCREENSHOT**

3 90 **GEAR / SPEED MARKER (MPH)**



Turn 1 is exactly the same as it is on the Full Circuit; a gradual but slow increase in speed works best.



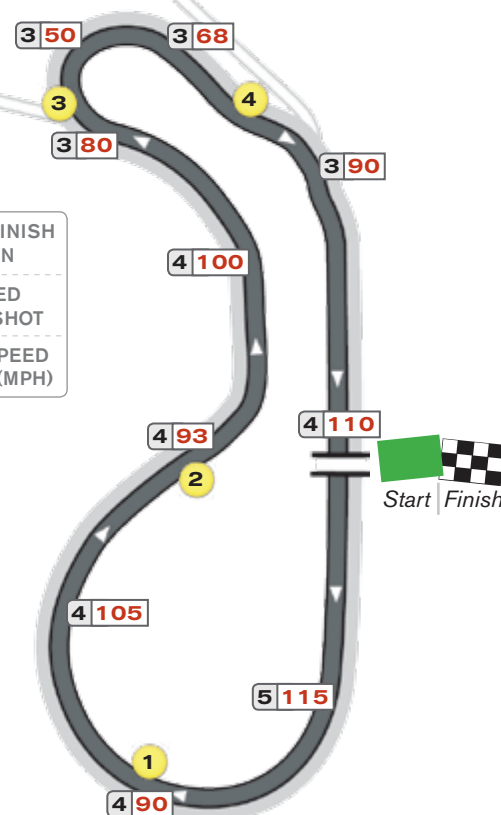
Graze the inside curb during the transition from turn 1 through this kink.



Ride the brakes hard on your entry to this tight right-hander.



Ride both sets of curbs through this tight kink leading to the main straight.





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LADERA TEST TRACK	LE MANS CIRCUIT DE LA SARTHE	MAPLE VALLEY RACEWAY	MAZDA RACEWAY LAGUNA SECA	MUGELLO AUTODROMO INTERNAZIONALE	NEW YORK CIRCUIT	NÜRBURGRING NORDSCHLEIFE
RALLY DI POSITANO	ROAD AMERICA	ROAD ATLANTA	SEBRING INTERNATIONAL RACEWAY	SEDONA RACEWAY PARK	SILVERSTONE RACING CIRCUIT	SUNSET PENINSULA RACEWAY
SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

MAZDA RACEWAY LAGUNA SECA



• **LOCATION:**
Monterey,
California, USA

• **LENGTH:** 2.24

• **HOT LAP:** 1:41.084

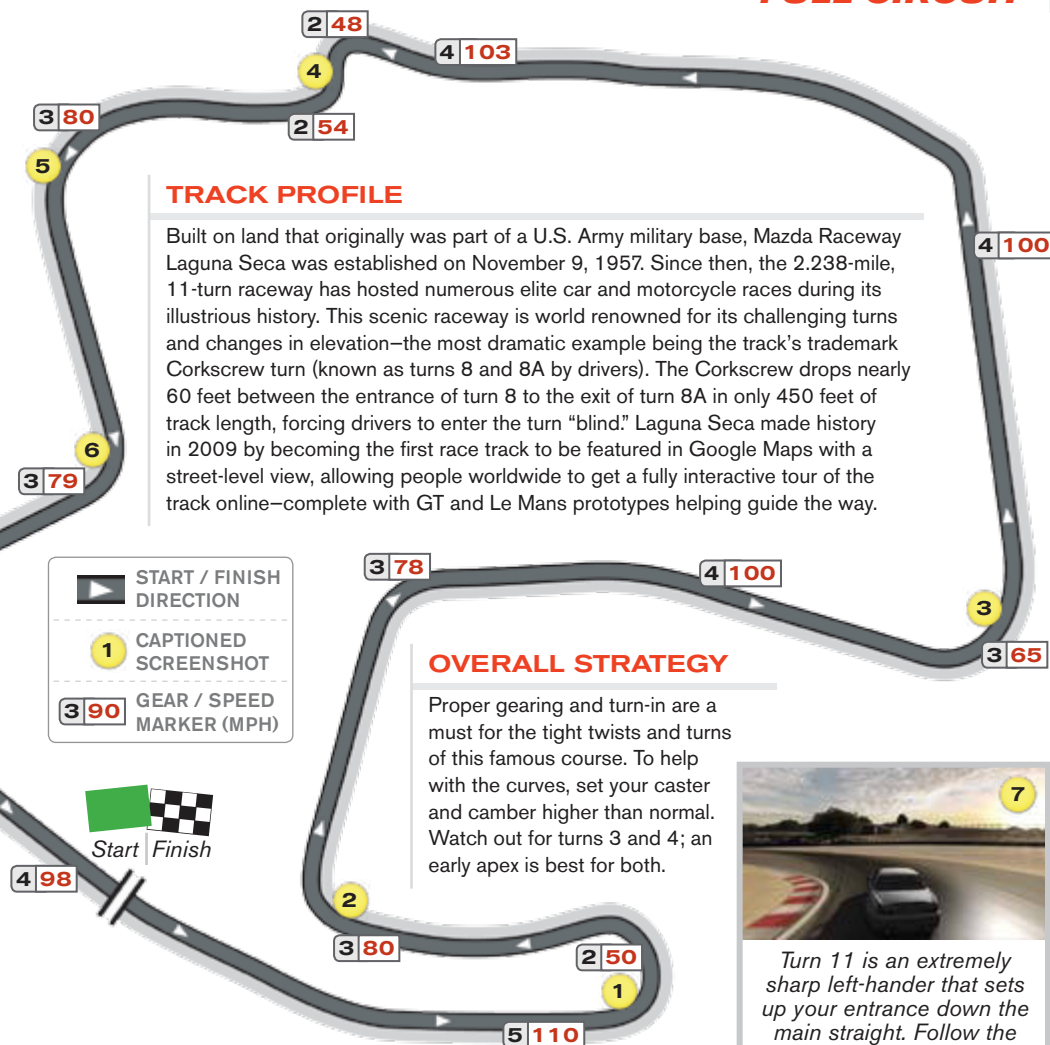
• **CHALLENGE:** 4–Professional



FULL CIRCUIT



Mastering the Andretti Hairpin is absolutely crucial for making fast lap times. Watch the brake markers on the outside of the track and don't be afraid to use both sets of curbing.



OVERALL STRATEGY

Proper gearing and turn-in are a must for the tight twists and turns of this famous course. To help with the curves, set your caster and camber higher than normal. Watch out for turns 3 and 4; an early apex is best for both.



Ride the curbs on both the inside and outside of turn 3. An early apex works best.



Watch your brake markers and follow the inside line through this constant-radius left.



The brake markers appear right as you pop over the hill; pick your position and stay consistent from lap to lap. Turn in through the Corkscrew early, and accelerate only after your car is planted firmly past the apex.



Rainey Curve is a downhill, decreasing-radius 90-degree left. Follow the suggested line here.



Turn 11 is an extremely sharp left-hander that sets up your entrance down the main straight. Follow the suggested line here and you'll shave a few extra tenths off your lap.



Graze the inside curb on turn 10 as you accelerate out of the pocket.



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SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

MUGELLO AUTODROMO INTERNAZIONALE

mugello
autodromo internazionale



• **LOCATION:**
Barberino di
Mugello, Italy

• **LENGTH:** 3.26 miles

• **HOT LAP:** 2:14.495

• **CHALLENGE:** 3–Veteran



TRACK PROFILE

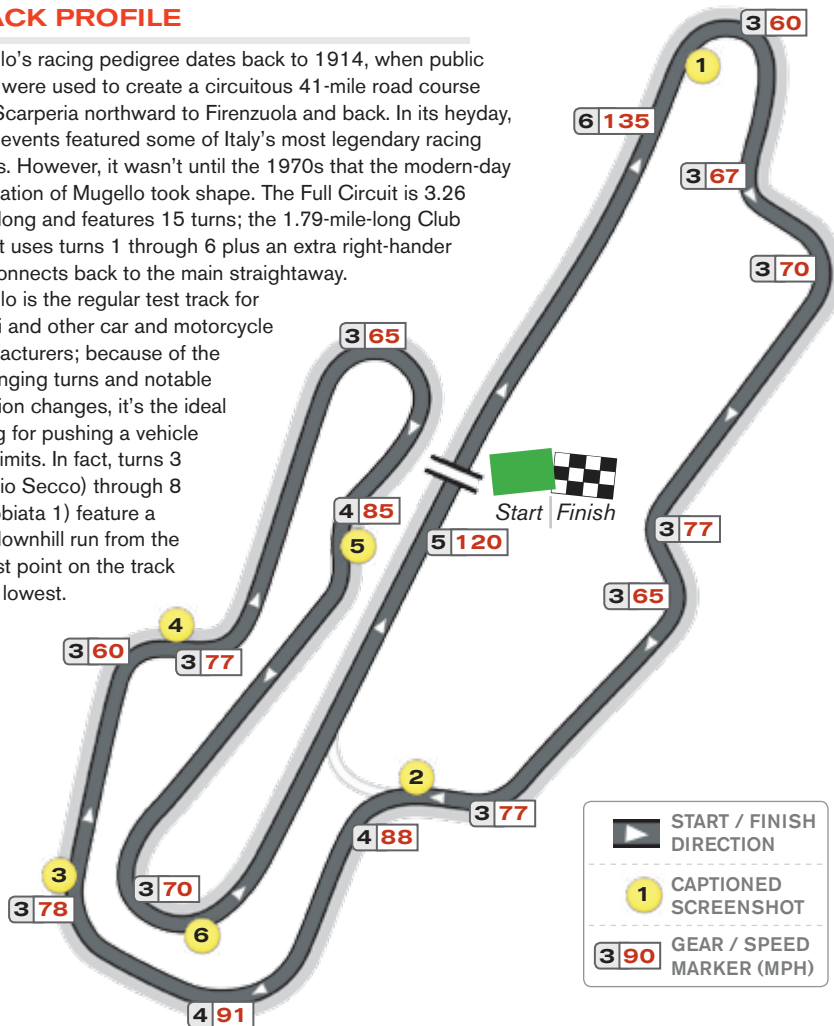
Mugello's racing pedigree dates back to 1914, when public roads were used to create a circuitous 41-mile road course from Scarperia northward to Firenzuola and back. In its heyday, those events featured some of Italy's most legendary racing figures. However, it wasn't until the 1970s that the modern-day incarnation of Mugello took shape. The Full Circuit is 3.26 miles long and features 15 turns; the 1.79-mile-long Club Circuit uses turns 1 through 6 plus an extra right-hander that connects back to the main straightaway.

Mugello is the regular test track for Ferrari and other car and motorcycle manufacturers; because of the challenging turns and notable elevation changes, it's the ideal setting for pushing a vehicle to its limits. In fact, turns 3 (Poggio Secco) through 8 (Arrabbiata 1) feature a long downhill run from the highest point on the track to the lowest.

FULL CIRCUIT

OVERALL STRATEGY

Mugello is a fast course that behaves like a short track with its slick off-camber angles on the turns. Adjust your tune with a bit of extra downforce to help keep your car planted in the turns.



▶ START / FINISH
DIRECTION

1 CAPTIONED
SCREENSHOT

3 90 GEAR / SPEED
MARKER (MPH)



Brake hard on your approach and follow the inside line through turn 1, officially known as San Donato.



Utilize the curbing on both sides of the track as you push your car to its limits.



Follow the inside line here and you'll end up grazing the outside curb on the turn exit.



This slightly increasing radius left-hander—known as Bucine—sets you up for the main straight. Keep as much momentum as you can. Every bit of speed carried through this turn translates to several hundredths, if not tenths, at the other end.



This is a high-speed chicane if you follow the suggested line. Again, don't forget to widen the track by using the curbs on both sides.



Watch your speed through this transition; you don't want to end up in the sand.



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MUGELLO AUTODROMO INTERNAZIONALE	NEW YORK CIRCUIT	NÜRBURGRING NORDSCHLEIFE	RALLY DI POSITANO	ROAD AMERICA		
ROAD ATLANTA	SEBRING INTERNATIONAL RACEWAY	SEDONA RACEWAY PARK	SILVERSTONE RACING CIRCUIT	SUNSET PENINSULA RACEWAY		
SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

MUGELLO AUTODROMO INTERNAZIONALE

mugello
autodromo internazionale



• LOCATION:
Barberino di
Mugello, Italy

• LENGTH: 1.79 miles

• HOT LAP: 1:08.192

• CHALLENGE: 3–Veteran

CLUB CIRCUIT



▶ START / FINISH
DIRECTION

1 CAPTIONED
SCREENSHOT

3 90 GEAR / SPEED
MARKER (MPH)



It's very easy to drive a little too fast and lose your car in the sand with an outside line through San Donato. If you feel frustrated here, remember that this is the slowest turn on the track for everybody—not just you.



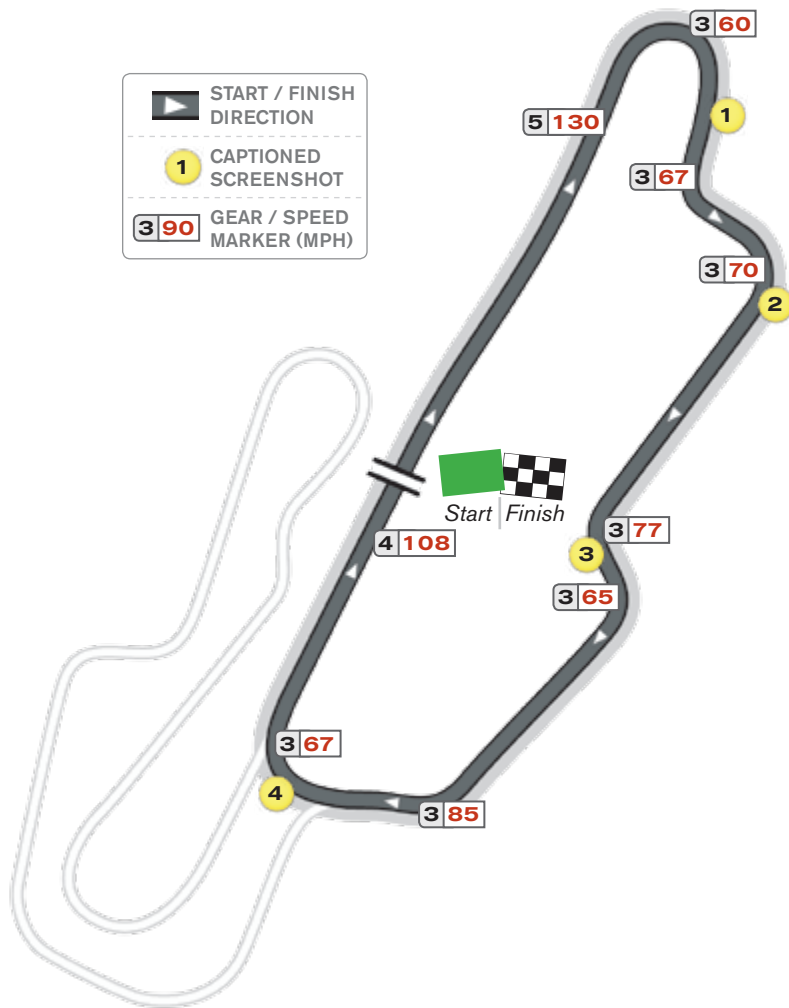
As with the previous turn, it's easy to overshoot this one—known as Poggio Secco—and end up out of bounds. Follow the suggested line as you descend from the highest point of the track.



Controlled braking is required through the steep downhill of Casanova Kink. Work with the track, not against it.



This extremely narrow constant-radius turn is more challenging than it looks. Follow the suggested line and watch your color coding because it's quite easy to use a little too much acceleration on your way back toward the start/finish line.



OVERALL STRATEGY

Like its big brother, the Club Circuit is fast but with some seriously difficult chicanes and transitions. The track isn't all that wide, so make sure you're utilizing the curbs to their fullest.



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MUGELLO AUTODROMO INTERNAZIONALE	NEW YORK CIRCUIT	NÜRBURGRING NORDSCHLEIFE	RALLY DI POSITANO	ROAD AMERICA		
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SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

NEW YORK CIRCUIT



• LOCATION:
New York,
New York, USA

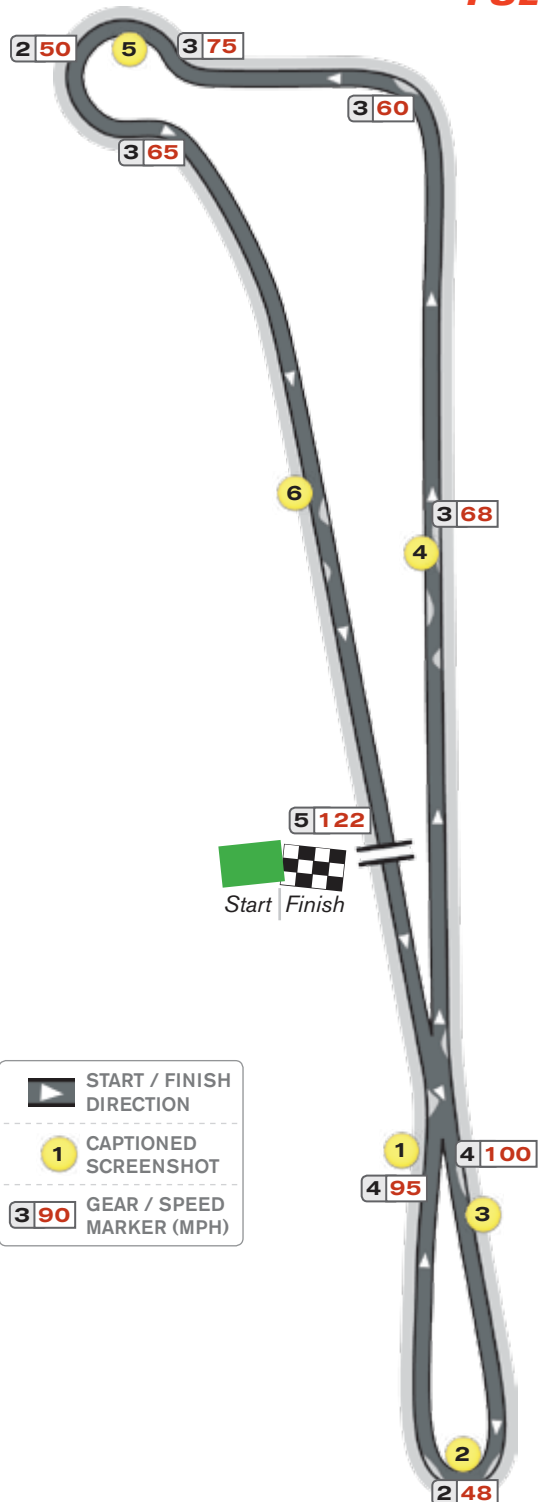
• LENGTH: 1.82 miles

• CHALLENGE: 3–Veteran

• HOT LAP (FULL CIRCUIT): 1:22.785

• HOT LAP (REVERSE): 1:17.165

FULL CIRCUIT AND FULL CIRCUIT REVERSE



You'll barely touch the curbing as you maximize your speed through the first set of chicanes.



This turn is essentially two 90-degree corners back-to-back, connected as one. The suggested line treats it as a smooth single apex.



This series of chicanes is exactly like the first; stay toward the inside of the barriers, but don't drive too fast or your suspension won't adjust in time.



This is the most difficult chicane on the track and will make or break your lap times. Brake hard on entry and accelerate just as hard once you're halfway in (past the first apex).



Hug the inside line as close as you can to maximize speed through this 270-degree turn.



Blast through the last set of barriers full throttle; you shouldn't need to touch your brakes here.

OVERALL STRATEGY

New York is one of the few road courses where the build and tune are just as important as driver skill level. Tune for top speed and proper brake balance into the hard corners. Specific braking points are the key because the track itself isn't overly difficult.

REVERSE!

The course is a little easier overall because the chicanes have a less-aggressive layout. You'll notice dramatically faster laps in reverse.



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SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

NEW YORK CIRCUIT

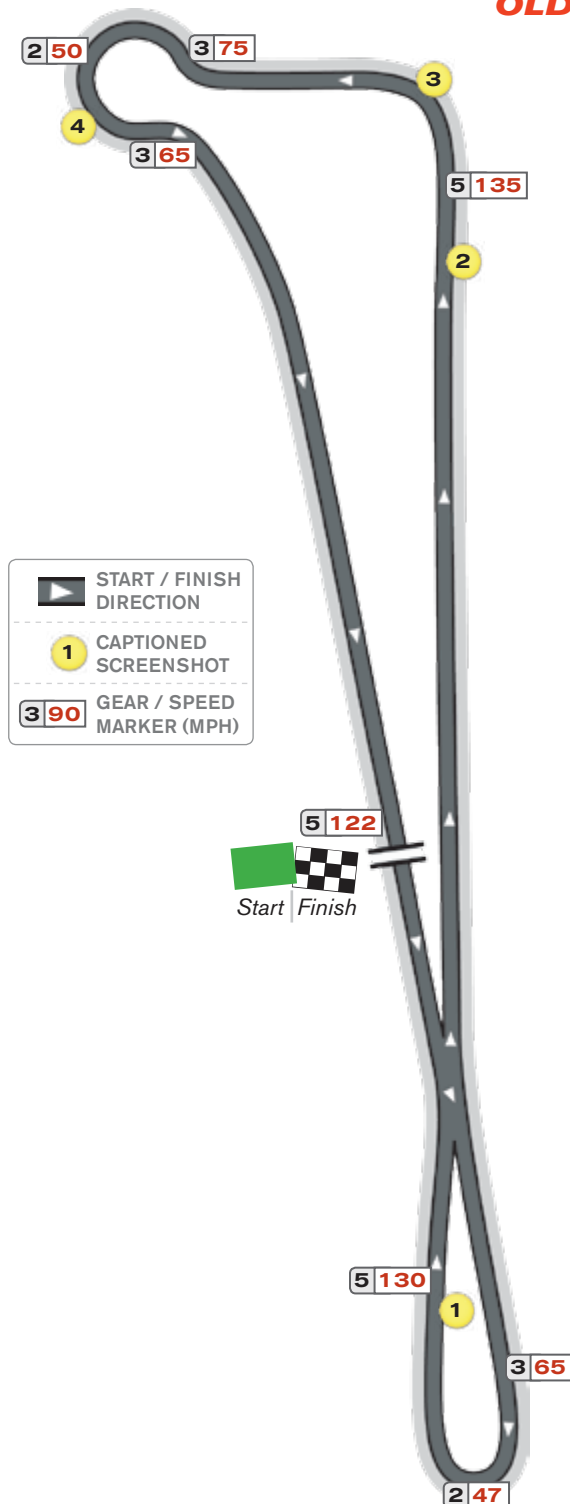


• **LOCATION:**
New York,
New York, USA

• **LENGTH:** 1.81 miles
• **CHALLENGE:** 2-Amateur

• **HOT LAP (FULL CIRCUIT):** 1:10.554
• **HOT LAP (REVERSE):** 1:11.212

OLD CIRCUIT AND OLD CIRCUIT REVERSE



By the end of the straight, you'll be absolutely burning up the blacktop. Remember to watch your braking points and time them with precision. Get into a rhythm based on the power level of your car.



Like the previous straight, without the chicanes in place you'll be cranking down the second half. Brake hard into the 90-degree left-hander.



Connect this 90-degree left to the upcoming constant-radius 270-degree turn with an inside line. Don't be afraid to graze the curb here.



Keep a steady speed through this constant-radius turn until you see the exit for the chicane ahead. Once you can make a straight line out of the two turns, follow it with full acceleration.

OVERALL STRATEGY

The removal of the chicanes down both straights makes the Old Circuit much, much faster overall. Focus the tune and build of your car (almost completely) on power, acceleration, and top speed to succeed here. Don't waste your time with tires, aero, or handling upgrades as the PI points are better spent elsewhere.

REVERSE!

The course is just a little bit slower in reverse, but the same strategy applies. Set up your car for the long straights. There aren't any other road courses in the game comprised of such long periods of full throttle. At times, it seems like 75 percent of this course is straight acceleration.



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MUGELLO AUTODROMO INTERNAZIONALE	NEW YORK CIRCUIT	NÜRBURGRING NORDSCHLEIFE	RALLY DI POSITANO	ROAD AMERICA		
ROAD ATLANTA	SEBRING INTERNATIONAL RACEWAY	SEDONA RACEWAY PARK	SILVERSTONE RACING CIRCUIT	SUNSET PENINSULA RACEWAY		
SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

NÜRBURGRING NORDSCHLEIFE



• **LOCATION:**
Nürburg,
Germany

• **LENGTH:** 12.90 miles

• **HOT LAP:** 9:25.478

• **CHALLENGE:** 5—Hard Core



FULL CIRCUIT



This sweeper known as Aremberg can be driven almost flat out. The track is narrow, so keep your steering inputs smooth.

OVERALL STRATEGY

This is a long, grueling, speedy and twisty track that requires low downforce, stiff suspension, and high ride height. Don't forget to set a proper final drive gear for the extra-long main straight. Nürburgring is the ultimate road course and a true test of both driver and car.

TRACK PROFILE

Located in west-central Germany, Nürburgring is one of the most feared and respected circuits in racing history. Originally consisting of four track options, the Nordschleife ("Northern Loop") of Nürburgring has endured to the present day. Its staggering 13-mile length and numerous turns (between 73 and 100, depending on who's doing the counting) make it virtually impossible for a driver to develop any sense of rhythm. Legendary driver Jackie Stewart once dubbed the track "The Green Hell." One of the most distinctive turns on the Nordschleife is the Caracciola Karussell, or the "Carousel." It features one of only two banked turns on the entire track, and because the entry into the corner is blind, it must be taken at relatively slow speed to navigate without incident.



Start Finish

▶ **START / FINISH DIRECTION**

1 **CAPTIONED SCREENSHOT**

3 90 **GEAR / SPEED MARKER (MPH)**



This series of constant-radius turns—known as Wehrseifen—is difficult. Hard braking zones appear throughout this portion of the course.



Kesselchen is an extremely fast but narrow part of the course. Proper throttle and braking balance are crucial.



Schwalbenschwanz (say that three times fast) is a long, sweeping corner comprised of two smaller corners. Ride the curbing here but don't get too aggressive or you'll be out of bounds in a hurry.



Drive through Galgenhopf with as much speed as possible. This final turn connects to the main straight.



Bergwerk (the "mine") is an infamous off-camber corner responsible for many ruined laps and bad crashes. Follow the suggested line closely.



The entry to the famous Carousel is blind. Many experts say you should aim for the tallest tree on your entrance. In real life this may be true, but in Forza Motorsport 3 we say just follow the suggested line and make sure you remain on the banked wood (for maximum traction) throughout the turn.



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MUGELLO AUTODROMO INTERNAZIONALE	NEW YORK CIRCUIT	NÜRBURGRING NORDSCHLEIFE	RALLY DI POSITANO	ROAD AMERICA		
ROAD ATLANTA	SEBRING INTERNATIONAL RACEWAY	SEDONA RACEWAY PARK	SILVERSTONE RACING CIRCUIT	SUNSET PENINSULA RACEWAY		
SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

RALLY DI POSITANO



• **LOCATION:**
Amalfi, Italy

• **LENGTH:** 7.48 miles

• **HOT LAP (FULL CIRCUIT):** 6:58.866

• **CHALLENGE:** 5—Hard Core

• **HOT LAP (REVERSE):** 6:57.585



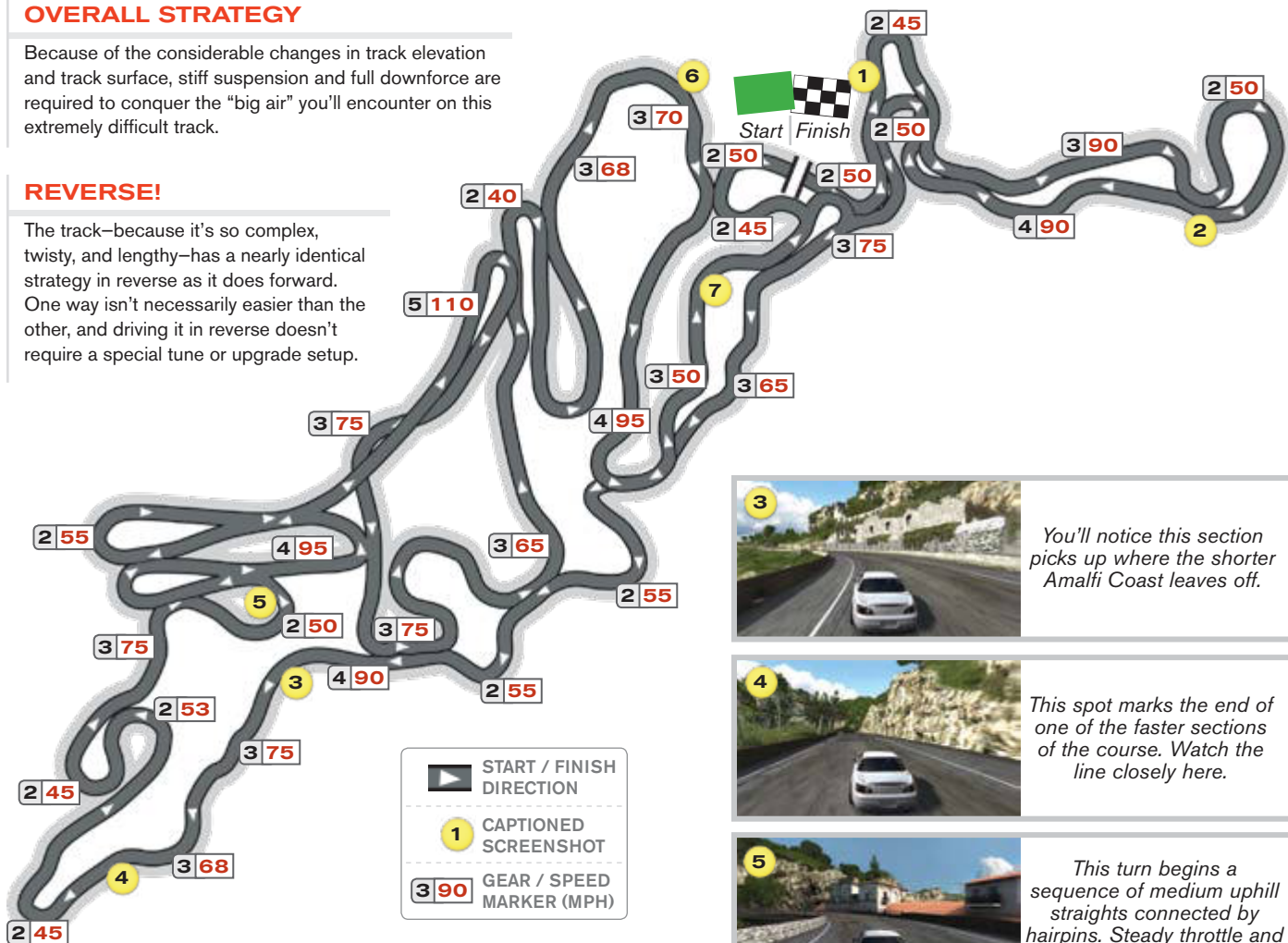
FULL CIRCUIT AND FULL CIRCUIT REVERSE

OVERALL STRATEGY

Because of the considerable changes in track elevation and track surface, stiff suspension and full downforce are required to conquer the “big air” you’ll encounter on this extremely difficult track.

REVERSE!

The track—because it’s so complex, twisty, and lengthy—has a nearly identical strategy in reverse as it does forward. One way isn’t necessarily easier than the other, and driving it in reverse doesn’t require a special tune or upgrade setup.



You'll notice this section picks up where the shorter Amalfi Coast leaves off.



This spot marks the end of one of the faster sections of the course. Watch the line closely here.



This turn begins a sequence of medium uphill straights connected by hairpins. Steady throttle and braking are required here.



This gradual, sweeping turn is great for making up lost time. Again, concentrate on the suggested line here.



This is the final medium-speed turn before the start/finish line. Don't get too aggressive and ruin your lap with a wall smash here.



Most of the turns on Rally di Positano are slow-to-medium speed. Follow the inside line here.



This is one of the few fast and somewhat straight sections of the entire course. Take advantage and maximize your speed here.



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ROAD ATLANTA	SEBRING INTERNATIONAL RACEWAY	SEDONA RACEWAY PARK	SILVERSTONE RACING CIRCUIT	SUNSET PENINSULA RACEWAY		
SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

ROAD AMERICA



• **LOCATION:**
Elkhart Lake,
Wisconsin, USA

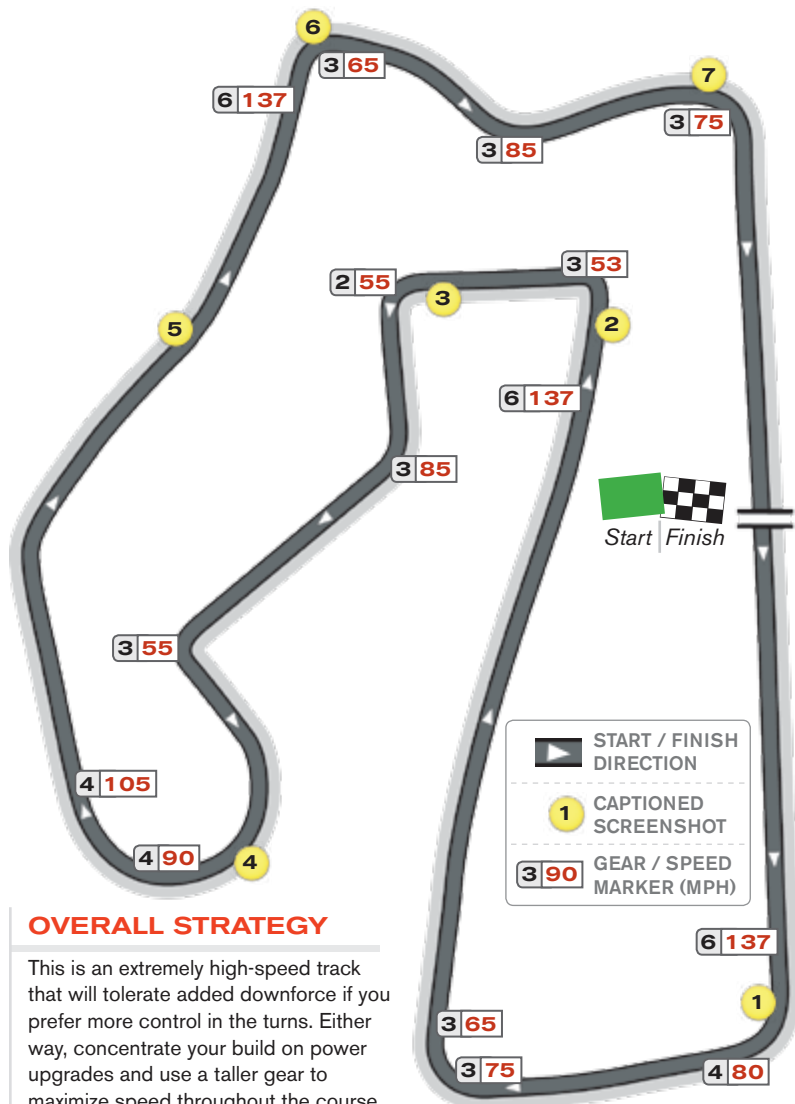
• **LENGTH:** 4.05 miles

• **HOT LAP:** 2:34.405

• **CHALLENGE:** 4–Professional



FULL CIRCUIT



Turn 1 is a perfect 90-degree right-hander that follows the main straight. Brake hard and follow the curbing on the inside line here.



You'll be nearly full speed at the end of the Moraine Sweep. It's critical to watch the color coding of the line as you brake for turn 5.



Most cars should begin braking right after passing under Toyota Bridge.

TRACK PROFILE

Road America was the brainchild of Cliff Tufte, a civil engineer who spent nearly a year designing this challenging road course located near Elkhart Lake, Wisconsin. The track began operations in 1955 and—unlike many other tracks that undergo significant revisions—Tufte's original 4.048-mile, 14-turn design remains virtually true to his original concept. Road America is the longest permanent road course in North America. Aside from the significant elevation changes, the most unique track elements include the sweeping "Carousel" between turns 9 and 10, and the "Kink" at turn 11—turns that push drivers to take them at high speed. In 2006, an unusual racing incident occurred when driver Cristiano da Matta collided with a deer that ran in front of his car as he approached turn 6. Despite serious injuries, da Matta survived the accident and eventually made his return to racing in 2008.

OVERALL STRATEGY

This is an extremely high-speed track that will tolerate added downforce if you prefer more control in the turns. Either way, concentrate your build on power upgrades and use a taller gear to maximize speed throughout the course.



The Hurry Downs lead straight into turns 9 and 10, known simply as the Carousel. Very gradually accelerate more and more as you drive deeper through the turn. "Hurry down the Carousel!"



Try to keep steering to a minimum as you crank through the very famous Kettle Bottoms.



Canada Corner is an abrupt end to the high-speed back section of the course. Hit your brake markers here.



Follow the inside line through turn 14 on your ascent of the main hill and straight.



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FORZA MOTORSPORT 3

ROAD ATLANTA



• **LOCATION:**
Braselton,
Georgia, USA

• **LENGTH:** 2.54 miles

• **HOT LAP:** 1:40.954

• **CHALLENGE:** 4–Professional



FULL CIRCUIT



Try not to slide the rear end out as you accelerate through this uphill, constant-radius right-hander. The inside line offers the optimal path here. With enough front downforce, you should be able to pull up the hill with considerable speed.



This series of chicanes can ruin a lap if you're not careful. Watch your entry speeds and pay attention to the color coding on the suggested line here.



This famous series of s-curves—known simply as the Esses—is a deceptively high-speed sequence of turns. The suggested line offers perfectly smooth path through this section of the track.



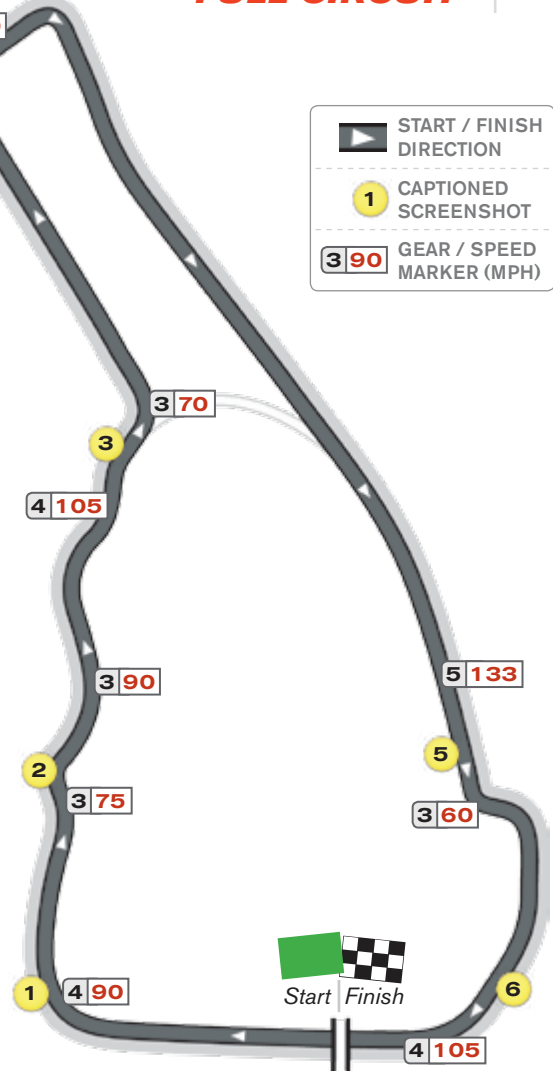
This 90-degree right-hand turn is uphill, so you'll need to factor in how your car transfers weight. You'll notice a bit more shift and hop than you would on a perfectly flat 90-degree turn.



Turn 10 is the most frustrating of the course. Not only is it the slowest point on the track, but it directly follows the fastest section. Don't try to push with too much speed here.



This extremely fast downhill right leads to the start/finish line. Don't creep too far to the outside on your turn exit. It's easy to lose the rear of an FR or MR car here.



OVERALL STRATEGY

Apply a healthy dose of front downforce to keep the nose planted during the first turn for a great drive up the hill. As with many other tracks, extra camber works great here, too. The length and layout of the track require a well-rounded build that properly blends power and handling.



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ROAD ATLANTA	SEBRING INTERNATIONAL RACEWAY	SEDONA RACEWAY PARK	SILVERSTONE RACING CIRCUIT	SUNSET PENINSULA RACEWAY		
SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

ROAD ATLANTA



• **LOCATION:**
Braselton,
Georgia, USA

• **LENGTH:** 1.77 miles

• **HOT LAP:** 1:08.111

• **CHALLENGE:** 3–Veteran



CLUB CIRCUIT

Brake early when entering turn 1 for best results.



This series of chicanes begins with the slowest turn first. Make sure you build speed toward the last kink.



With the initial slight braking at turn-in, drive at full throttle through this absolutely massive uphill sweeper.



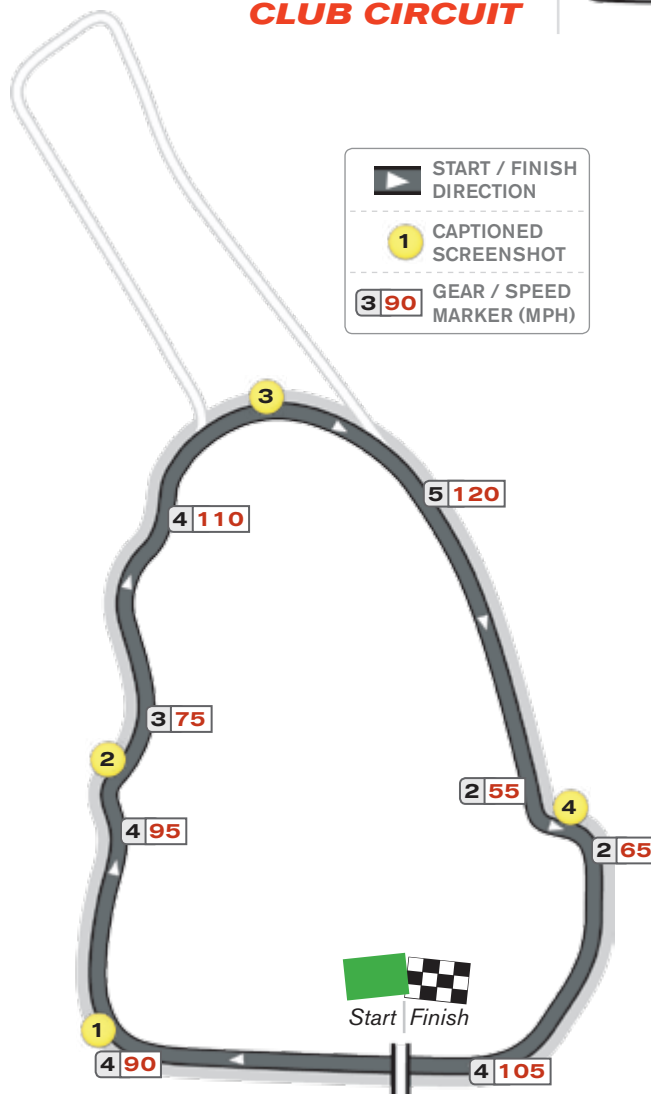
This is the slowest sequence on the track. As with the Full Circuit, utilize both sets of curbing here.



▶ **START / FINISH DIRECTION**

1 **CAPTIONED SCREENSHOT**

3 **90** **GEAR / SPEED MARKER (MPH)**



OVERALL STRATEGY

Set up your car with soft suspension and moderate to heavy downforce. The chicanes are where seconds are shaved, and a narrow entry into them is best. Don't overdo the power upgrades on this precise-handling track.

TRACK PROFILE

Found among the rolling hills of northeast Georgia, Road Atlanta is located 35 miles north of its namesake city. Road Atlanta's roots trace back to 1969 when David Sloyer, Earl Walker, and Arthur Montgomery turned 750 acres of farmland into a world-class road-racing circuit—a radical move considering a locale in which stock cars dominate the racing scene. It took six months for Road Atlanta to develop into a 12-turn, 2.54-mile hilly road course. (The smaller 1.77-mile Club Circuit is formed by connecting turns 5 and 9 of the Full Circuit with a secondary roadway.) During the mid-1990s, Panoz helped revitalize and improve the track facilities, using the track to test its new creations. The signature turns on the Full Circuit include the “Esses”—a series of s-curves between turns 4 and 5—and a tricky turn 10 complex featuring two right-angle turns in succession. Both features are made more complicated by downhill approaches.



OVERVIEW	MAP KEY	AMALFI COAST	CAMINO VIEJO DE MONTSERRAT	CIRCUIT DE CATALUNYA	FUJIMI KAIJO	IBERIAN INTERNATIONAL CIRCUIT
LADERA TEST TRACK	LE MANS CIRCUIT DE LA SARTHE	MAPLE VALLEY RACEWAY	MAZDA RACEWAY LAGUNA SECA			
MUGELLO AUTODROMO INTERNAZIONALE	NEW YORK CIRCUIT	NÜRBURGRING NORDSCHLEIFE	RALLY DI POSITANO	ROAD AMERICA		
ROAD ATLANTA	SEBRING INTERNATIONAL RACEWAY	SEDONA RACEWAY PARK	SILVERSTONE RACING CIRCUIT	SUNSET PENINSULA RACEWAY		
SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

SEBRING INTERNATIONAL RACEWAY



• **LOCATION:**
Sebring,
Florida, USA

• **LENGTH:** 3.70 miles

• **HOT LAP:** 2:34.619

• **CHALLENGE:** 4–Professional



FULL CIRCUIT



Turn 1 is an ultra-wide, constant-radius left. Drive the inside line here, almost fully against the wall.



This sharp left turn touches off a series of chicanes on the blacktop. This entire sequence is executed at lower speeds, so don't push it too hard here.



Watch your brake markers before this extremely sharp right-hander. Try to keep it in second gear.



Brake hard into Cunningham Corner and follow the suggested inside line here.



Bishop Corner is a strategically placed kink that connects two fast parts of the course. Utilize the curbs to widen the track.



START / FINISH
DIRECTION



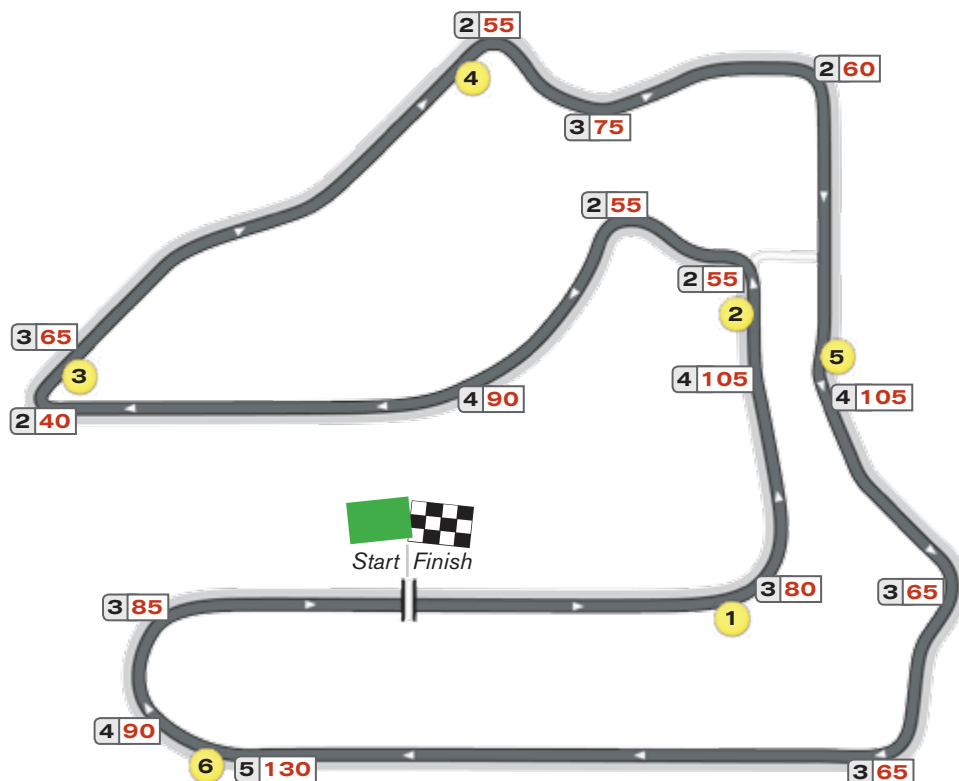
1 CAPTIONED
SCREENSHOT



3 90 GEAR / SPEED
MARKER (MPH)



Sunset Bend—the final turn on the course—needs to be driven on the far inside line. You should be close to the wall at certain points. Also be aware that the track surface during this section is rough concrete that is tough on your suspension. If you're riding too soft (or too low) here, you might bottom out and slow your car down.



OVERALL STRATEGY

Sebring is bumpy because of the extremely old concrete on some sections of the track and because of the transitions in track surface from concrete to blacktop. Naturally, the older sections of blocked concrete are rougher than the blacktop. The track is just flat out hard on equipment and makes it difficult to tune because of all the different components. Adjust your rebound a bit on the softer side and stay close to the inside wall on the last turn.



OVERVIEW	MAP KEY	AMALFI COAST	CAMINO VIEJO DE MONTSERRAT	CIRCUIT DE CATALUNYA	FUJIMI KAIDO	IBERIAN INTERNATIONAL CIRCUIT
LADERA TEST TRACK	LE MANS CIRCUIT DE LA SARTHE	MAPLE VALLEY RACEWAY	MAZDA RACEWAY LAGUNA SECA			
MUGELLO AUTODROMO INTERNAZIONALE	NEW YORK CIRCUIT	NÜRBURGRING NORDSCHLEIFE	RALLY DI POSITANO	ROAD AMERICA		
ROAD ATLANTA	SEBRING INTERNATIONAL RACEWAY	SEDONA RACEWAY PARK	SILVERSTONE RACING CIRCUIT	SUNSET PENINSULA RACEWAY		
SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

SEBRING INTERNATIONAL RACEWAY



• **LOCATION:**
Sebring,
Florida, USA

• **LENGTH:** 2.00 miles

• **HOT LAP:** 1:27.930

• **CHALLENGE:** 3–Veteran



SHORT CIRCUIT



1
This double-apex right-hander (preceding Bishop Bend) requires a bit of finesse and proper throttle control.



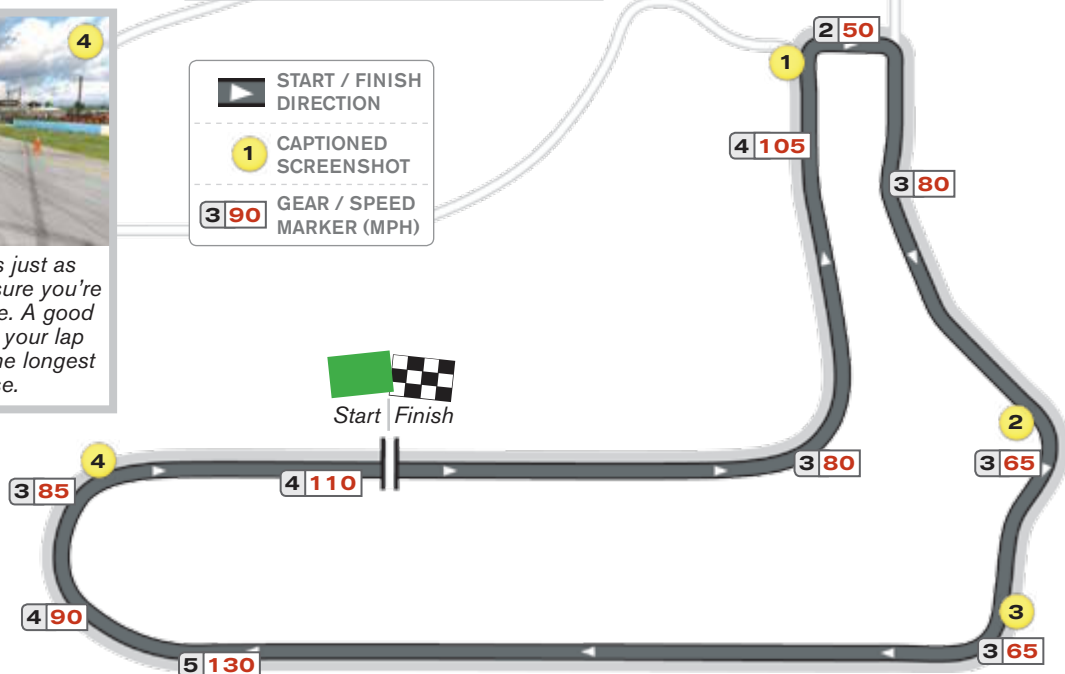
2
This is a pretty mild constant-radius turn that appears on one of the narrow parts of the course. Be careful not to go out of bounds here if you're running hot laps.



3
Drive the inside line through Le Mans, but don't clip the cones. If you do, you'll know you've gone a little too far and you should back off the steering input next time around.



4
The exit to Sunset Bend is just as tricky as its entrance; make sure you're following the inside line here. A good exit shaves a lot of time off your lap because this turn leads to the longest straight on the course.



OVERALL STRATEGY

The Short Circuit is just the top half of Sebring with two 90-degree rights conjoining the truncated sections of the track. As with the full Sebring course, the bumpy final turn is the hardest. It's also where the most time can be made up by staying near the inside wall. Brake early for turn 3 and use your remaining momentum to carry you through turn 4. Less downforce and brake pressure are needed on the Short Circuit.

TRACK PROFILE

Nestled within the orange groves of central Florida, Sebring International Raceway is the oldest permanent road racing track in North America. Originally part of a World War II-era air base, Sebring is best known for hosting the 12 Hours of Sebring endurance race, considered by participating race teams as the key testing event prior to the 24 Heures du Mans. The 3.7-mile, 17-turn Full Circuit is sometimes narrow and bumpy, making it difficult to navigate through traffic easily. (The Club Circuit uses the north half of the Full Circuit, while the Club Circuit uses the south half.) While the Full Circuit has many challenging turns, the final "Sunset Bend" is equal parts ambition and treachery. It's a great place to pass, but the high speed carried into the turn makes such a task difficult and dangerous. Sebring has been a favorite of movie celebrities: Steve McQueen, James Brolin, Gene Hackman, and Paul Newman are just a few famous names who've logged laps here.



OVERVIEW	MAP KEY	AMALFI COAST	CAMINO VIEJO DE MONTERRAT	CIRCUIT DE CATALUNYA	FUJIMI KAIJO	IBERIAN INTERNATIONAL CIRCUIT
LADERA TEST TRACK	LE MANS CIRCUIT DE LA SARTHE	MAPLE VALLEY RACEWAY	MAZDA RACEWAY LAGUNA SECA			
MUGELLO AUTODROMO INTERNAZIONALE	NEW YORK CIRCUIT	NÜRBURGRING NORDSCHLEIFE	RALLY DI POSITANO	ROAD AMERICA		
ROAD ATLANTA	SEBRING INTERNATIONAL RACEWAY	SEDONA RACEWAY PARK	SILVERSTONE RACING CIRCUIT	SUNSET PENINSULA RACEWAY		
SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

SEBRING INTERNATIONAL RACEWAY



• **LOCATION:**
Sebring,
Florida, USA

• **LENGTH:** 1.70 miles

• **HOT LAP:** 1:18.232

• **CHALLENGE:** 3–Veteran

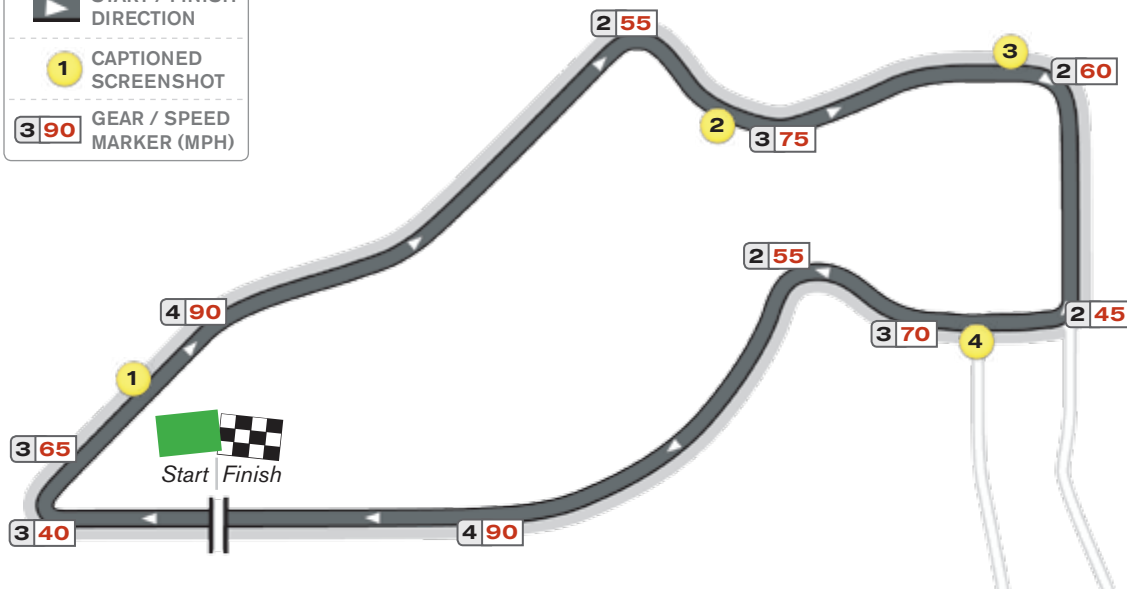


CLUB CIRCUIT

START / FINISH DIRECTION

CAPTIONED SCREENSHOT

GEAR / SPEED MARKER (MPH)



The stretch leading up to Fangio Chicane can be taken at or near full throttle. The chicane is very slight; don't overcompensate and run off the course.



Collier Curve is another wide-open turn. You shouldn't be braking (with most cars) during this stretch.



This slow 90-degree right—known as Tower Turn—demands firm braking on entry. Once past the apex, it's just a short hop to the next 90-degree right.



This section of the course is different from both the Full and Short Circuits. It's not terribly difficult, but you'll be unfamiliar with speed and gear positions unless you practice the Club Circuit on its own.

OVERALL STRATEGY

The Club Circuit is effectively the bottom half of Sebring, chopped off. Gearing is the key here. That is, the proper tuning of your gearbox along with what gear you should be in for each corner. Remember that it's best to always be in a taller gear than you may think is normal for greater acceleration on your exit. Maximum downforce will help, too.



OVERVIEW	MAP KEY	AMALFI COAST	CAMINO VIEJO DE MONTSERRAT	CIRCUIT DE CATALUNYA	FUJIMI KAIDO	IBERIAN INTERNATIONAL CIRCUIT
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ROAD ATLANTA	SEBRING INTERNATIONAL RACEWAY	SEDONA RACEWAY PARK	SILVERSTONE RACING CIRCUIT	SUNSET PENINSULA RACEWAY		
SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

SEDONA RACEWAY PARK



• **LOCATION:**
Sedona,
Arizona, USA

• **LENGTH:** 4.13 miles
• **CHALLENGE:** 3–Veteran

• **HOT LAP (FULL CIRCUIT):** 2:40.736
• **HOT LAP (REVERSE):** 2:43.548



FULL CIRCUIT AND FULL CIRCUIT REVERSE



Drive the inside line through turns 1 and 2 until it begins to get sharper. Slight braking is required up front, with gradually more braking until you're past the apex for turn 3.



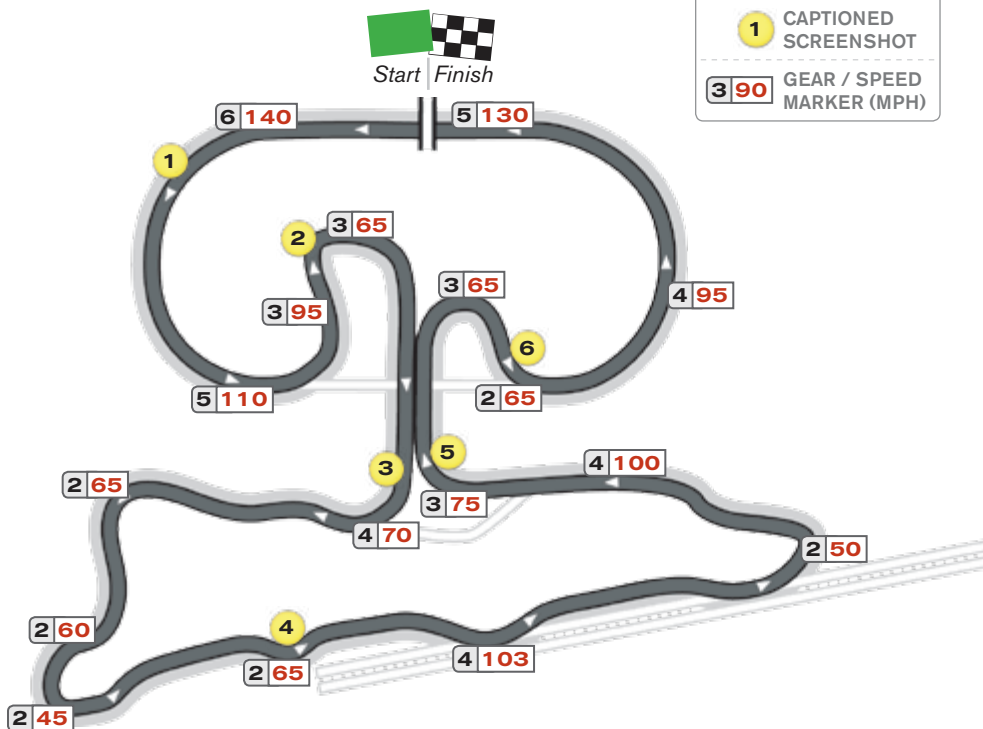
You'll be in third gear (with most cars) through this inside line, 90-degree right-hander.



Drive the inside line here and you should graze the outside curb entering the next chicane.



This low-speed chicane is placed toward the middle of the back straight. Be careful not to go out of bounds as you utilize the curbs here.



Drive the outside line through this sharp 90-degree right that leads under the bridge, up the hill, and back out to the roval. (Yes, that part of the course is definitely a roval.)



Take the hard inside line here—nearly clipping the dirt—and go full throttle up the hill.

OVERALL STRATEGY

Drive the clean, suggested line on this smooth track. Almost any proper speed or handling setup will work here; the real test is the driver.

REVERSE!

The Full Circuit runs a bit slower in reverse, only because a few of the turns are set up with awkward angles. The tune and car build should be exactly the same, however.



OVERVIEW	MAP KEY	AMALFI COAST	CAMINO VIEJO DE MONTERRAT	CIRCUIT DE CATALUNYA	FUJIMI KAIJO	IBERIAN INTERNATIONAL CIRCUIT
LADERA TEST TRACK	LE MANS CIRCUIT DE LA SARTHE	MAPLE VALLEY RACEWAY	MAZDA RACEWAY LAGUNA SECA			
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SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

SEDONA RACEWAY PARK



• **LOCATION:**
Sedona,
Arizona, USA

• **LENGTH:** 2.02 miles

• **HOT LAP (CLUB CIRCUIT):** 1:22.143

• **CHALLENGE:** 2-Amateur

• **HOT LAP (REVERSE):** 1:20.803



CLUB CIRCUIT AND CLUB CIRCUIT REVERSE



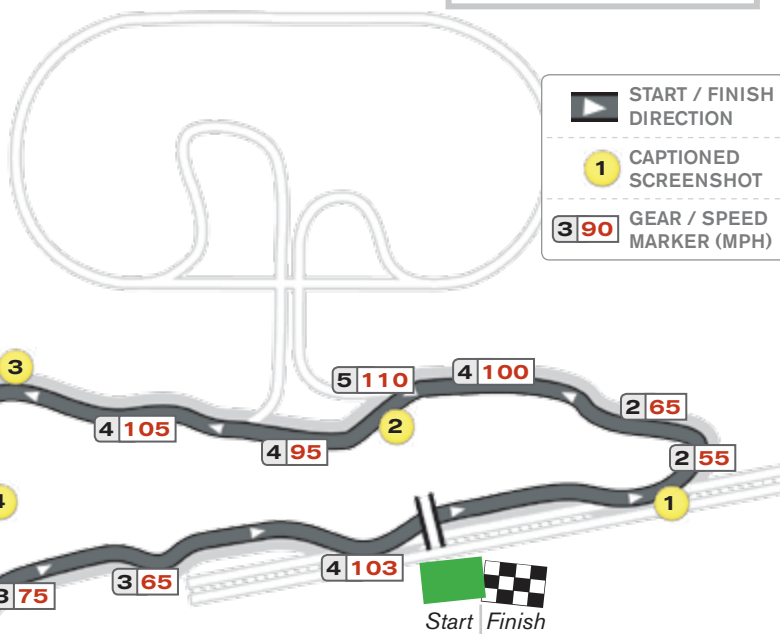
Brake hard on your entrance to turn 1 and drive the high line until the late apex.



You shouldn't clip the inside curb on this particular chicane. We found it more natural to follow a slightly higher line as shown.



Hug the inside line through this extremely sharp left-hander.



It's full throttle over the inside curb leading to the sharp hairpin ahead.



Hug the inside curb here until you're all the way out of the turn. As with the previous turns, make sure you aren't clipping the dirt on your way out or you'll lose a significant amount of speed.

OVERALL STRATEGY

This is a momentum track and it requires increased camber and downforce. A late apex into turn 1 should be used to begin a good run.

REVERSE!

The Club Circuit is just a little bit faster in reverse. A few of the turns have slightly smoother transitions, but the track strategy remains the same.



OVERVIEW	MAP KEY	AMALFI COAST	CAMINO VIEJO DE MONTSERRAT	CIRCUIT DE CATALUNYA	FUJIMI KAIDO	IBERIAN INTERNATIONAL CIRCUIT
LADERA TEST TRACK	LE MANS CIRCUIT DE LA SARTHE	MAPLE VALLEY RACEWAY	MAZDA RACEWAY LAGUNA SECA			
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SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

SEDONA RACEWAY PARK



• **LOCATION:**
Sedona,
Arizona, USA

• **LENGTH:** 1.51 miles
• **CHALLENGE:** 1–Beginner

• **HOT LAP (SPEEDWAY):** 0:40.267
• **HOT LAP (REVERSE):** 0:40.267



SPEEDWAY AND SPEEDWAY REVERSE



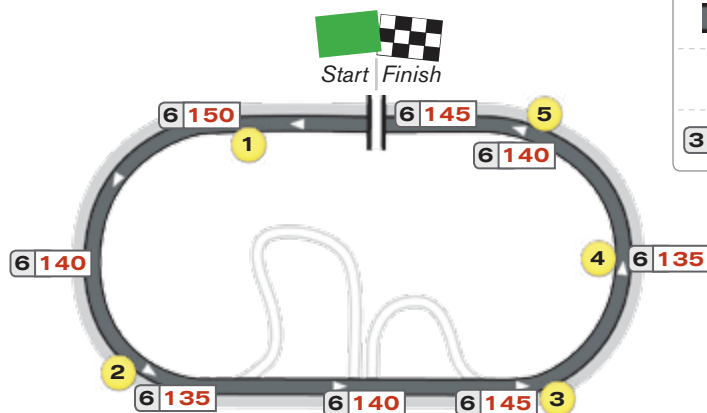
Sedona Speedway is a fast course where you'll spend most of your time in sixth gear. The entry for turn 1 is no exception; take the low line and enter it full throttle.



The exit from turn 2 is very strange and you'll end up in the wall if you don't veer toward the very bottom of the track, near the white warning line. You'll have less speed exiting this turn than for any other.



The entrance for turn 3 won't be as high speed as the entrance for turn 1, mainly because of turn 2 and its unique angle.



▶ **START / FINISH DIRECTION**

1 **CAPTIONED SCREENSHOT**

3 90 **GEAR / SPEED MARKER (MPH)**



The middle of this stretch should be taken flat out. Hold the inside line and follow the groove here, as indicated by the rubber on the track.



The exit to turn 4 is your chance to build up speed for the main straight. Again, follow the suggested line here.

OVERALL STRATEGY

Sedona Speedway is a near clone of Homestead Miami Speedway but with a twist—a strange angle for turn 2. It requires a high line, so you should shoot to the bottom as you exit. Run a stiff suspension with no downforce here.



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ROAD ATLANTA	SEBRING INTERNATIONAL RACEWAY	SEDONA RACEWAY PARK	SILVERSTONE RACING CIRCUIT	SUNSET PENINSULA RACEWAY		
SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

SEDONA RACEWAY PARK



• **LOCATION:**
Sedona,
Arizona, USA

• **LENGTH:** .125, .250, .500, and 1 mile

• **CHALLENGE:** 1–Beginner

**DRAG: 1/8, 1/4, 1/2, AND 1 MILE****OVERALL STRATEGY**

As mentioned in our tuning chapter, the concept here is to build cars with high horsepower and a good launch. With tire pressures and temperatures preset and no need for burnouts or staging, the emphasis in competitive *Forza Motorsport* drag racing is on proper launch technique combined with matching your gearbox to the horsepower and torque curves of the engine. Because there are no specific drag racing upgrades available—trans brakes, drag transmissions, line locks, or drag racing engines—it's more about the launch than anything else. Once your car is hooked up, the build takes over from there.

Some tips we've discovered throughout our tuning (reprinted from our tuning chapter):

- » AWD cars do well with launches and have a significant advantage on the shorter tracks (1/8 and 1/4 mile), as you'd expect.
- » A manual transmission is just a little bit faster than an automatic. The primary reason for this is the fact that you can drive the powerband further into the redline with a manual. Automatics tend to shift a little bit early.
- » Although powerglide (two-speed) transmissions aren't available, you can essentially turn your upgraded gearbox into one if that's your game plan. The theory behind a two-speed drag transmission is to spend less time changing gears and more time in the powerband of the motor. Since you only care about acceleration from say 0 to 150 mph as fast as possible—and care little about the use of the car on a road course—you can afford to take gears three through six off the table.
- » Traditional drag racing final drive ratios—3.73, 4.10, 4.56, and higher—work well if your engine and transmission are properly matched. This depends on the car and upgrades applied, but the higher ratios work wonders here.
- » The trick to nailing a perfect launch is harnessing just the right amount of wheel spin. You want to generate enough to get the car moving forward, but not so much that the tires melt off the wheels. (You can do this with a short shift up to second gear right out off the line.)
- » Making micro-adjustments to your tune while running against your ghost is the best way to save time while drag tuning. Adjust, re-race, and repeat for consistency. If you've done something wrong you'll usually be able to tell halfway down the track.



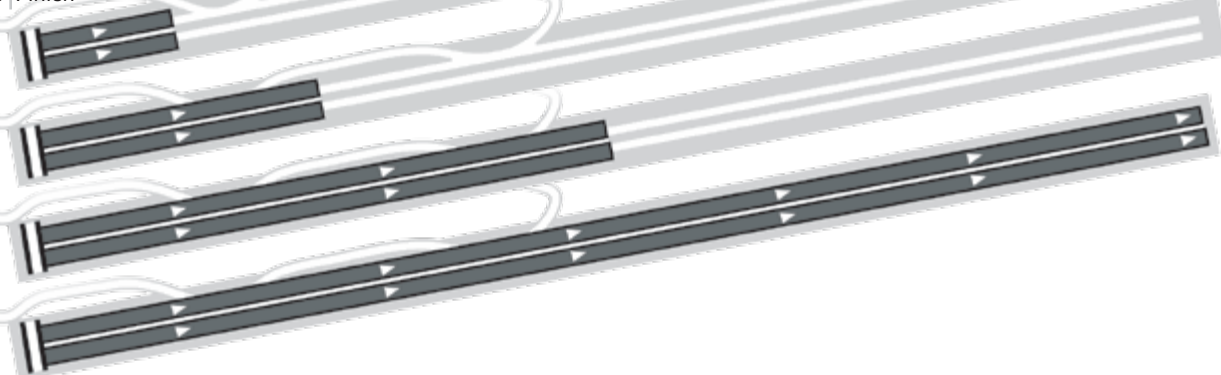
It's all about the launch. We really like short shifting into second gear to prevent massive wheelspin. Whatever you do, make it a point to find that perfect amount of acceleration off the line. This will always shave a few tenths off your best times. Racing your ghost really helps here.



Some cars possess massive amounts of torque, and the natural chassis flex will pull the car to the left. If you're experiencing this, you're adding tenths to your time and lowering your trap speeds.



Start Finish





OVERVIEW	MAP KEY	AMALFI COAST	CAMINO VIEJO DE MONTESSERRAT	CIRCUIT DE CATALUNYA	FUJIMI KAIDO	IBERIAN INTERNATIONAL CIRCUIT
LADERA TEST TRACK	LE MANS CIRCUIT DE LA SARTHE	MAPLE VALLEY RACEWAY	MAZDA RACEWAY LAGUNA SECA			
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SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

SILVERSTONE RACING CIRCUIT



• **LOCATION:**
Silverstone,
England

• **LENGTH:** 3.19 miles

• **HOT LAP:** 2:22.729

• **CHALLENGE:** 4–Professional

GRAND PRIX CIRCUIT



1
Drive this sweeping right-hand turn—known as Cope—close to full throttle. Look for an early apex and barely graze the inside curbing.



2
This series of s-curves requires minimal body roll and stiff suspension.



3
Brake hard on your transition from Hangar Straight to Stowe Turn; a late apex works well here.



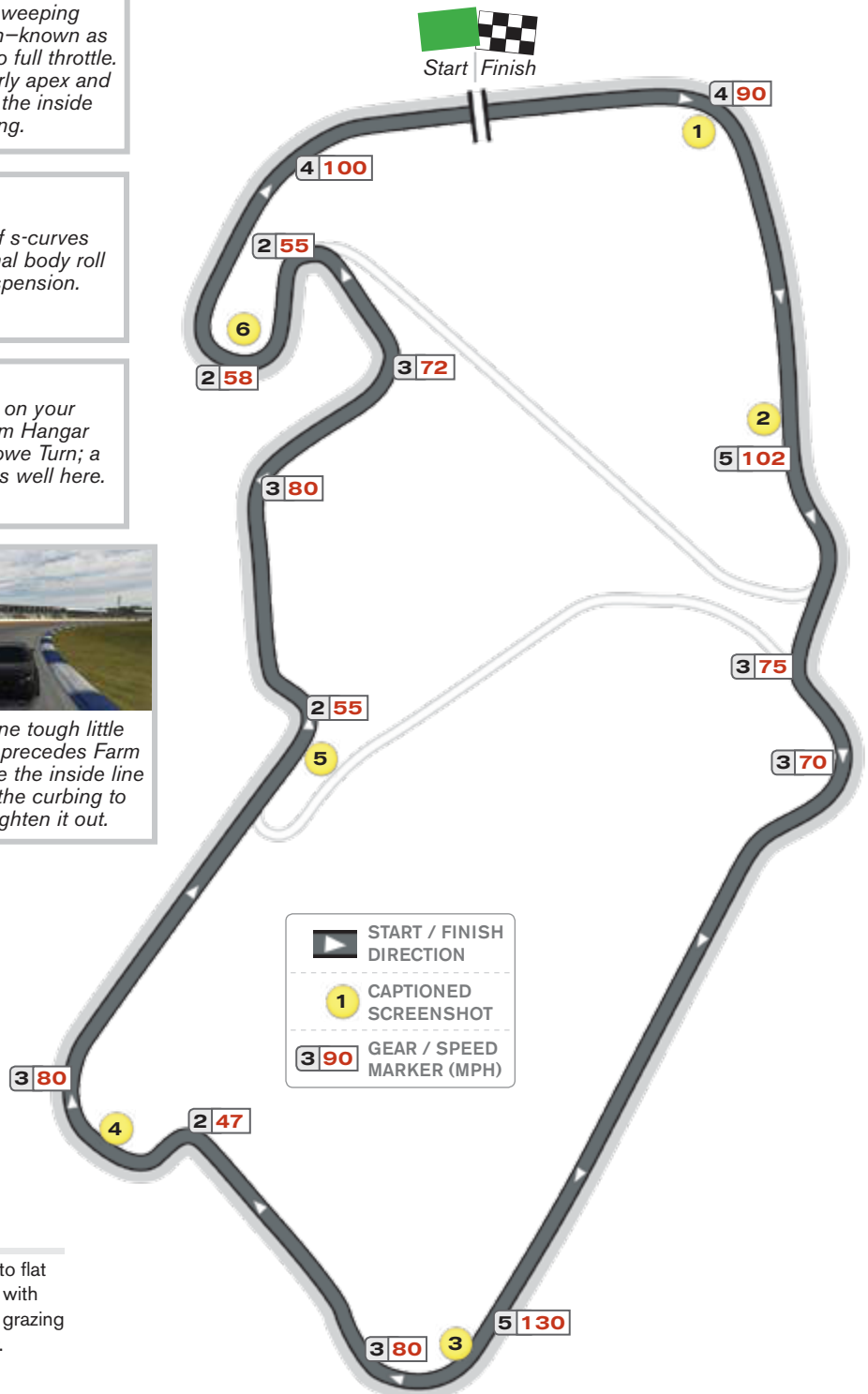
4
This increasing-radius turn has a slower-than-normal entry because of the hard right that precedes it.



6
Abbey is one tough little chicane that precedes Farm Straight; drive the inside line and utilize the curbing to help straighten it out.



5
The entrance to Luffield Hairpin is slow, but the exit is fast. Build up as much speed as you can sweeping through Woodcote; it's the final turn before the start/finish line.



OVERALL STRATEGY

It's all about turn 1 at Silverstone. Drive it as close to flat out as you can by utilizing an early apex, preferably with lift-throttle steering. Your inside front tire should be grazing the curb as you hang the tail out around the corner.



OVERVIEW	MAP KEY	AMALFI COAST	CAMINO VIEJO DE MONTERRAT	CIRCUIT DE CATALUNYA	FUJIMI KAIJO	IBERIAN INTERNATIONAL CIRCUIT
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SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

SILVERSTONE RACING CIRCUIT



• **LOCATION:**
Silverstone,
England

• **LENGTH:** 2.25 miles

• **HOT LAP:** 1:45.062

• **CHALLENGE:** 3–Veteran



INTERNATIONAL CIRCUIT



1

Right after Maggots and Becketts chicanes you'll split off from the GP Circuit and head into Ireland Chicane. Becketts should be taken much slower because it cuts off much sooner.



5

Cut to the inside line here—just past the cones—and make your run for the start/finish line.



2

Drive full power through this kink.



3

This unnamed hairpin is the transition that connects the International Circuit back to the GP Circuit. This is the slowest turn on the International Circuit.



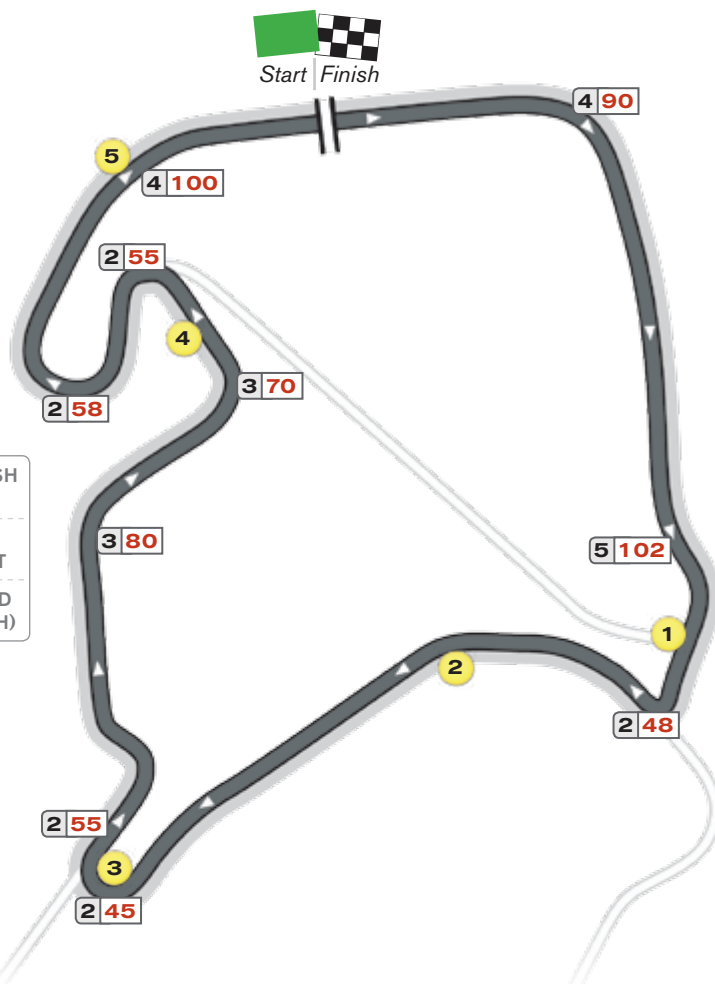
4

Swing a bit wide past Priory and enter Brooklands with an inside line. You should just barely clip the curb running along the inside of the turn here.

START / FINISH DIRECTION

1 CAPTIONED SCREENSHOT

3 90 GEAR / SPEED MARKER (MPH)



OVERALL STRATEGY

Turn 1 is critical with every Silverstone variation; you have to be fearless and flat out through this high-speed sweeper. A good turn 4 will go a long way toward a good lap time, too. Enter it as wide as possible and try to shoot straight through. Higher-than-normal front downforce will help plant your turn entrances for this track.

TRACK PROFILE

Located roughly 70 miles northwest of London, Silverstone (named after the early English word for “wooded” area) is England’s most famous race track and the home to many elite races. Originally a World War II airfield, it took only two months in 1948 to build a race course there. As car speeds increased over the years, certain turns on the original circuit have been altered for various safety reasons. Nevertheless, Silverstone has kept its reputation as an extremely fast track. Turns such as the Woodcote (the last turn before the start/finish line) allow speeds to approach 165 mph through its apex. Today, the full Grand Prix Circuit is 3.19 miles long. The International Circuit is 2.25 miles long and features a roadway that radically reshapes turn 4, adds several fast left-hand turns, and ends in a hairpin that bends back to turn 11 of the Grand Prix Circuit. A smaller National Circuit features a shortcut link between turns 3 and 15.



OVERVIEW	MAP KEY	AMALFI COAST	CAMINO VIEJO DE MONTSERRAT	CIRCUIT DE CATALUNYA	FUJIMI KAIKO	IBERIAN INTERNATIONAL CIRCUIT
LADERA TEST TRACK	LE MANS CIRCUIT DE LA SARTHE	MAPLE VALLEY RACEWAY	MAZDA RACEWAY LAGUNA SECA			
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SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

SILVERSTONE RACING CIRCUIT

SILVERSTONE



• **LOCATION:**
Silverstone,
England

• **LENGTH:** 1.64 miles

• **HOT LAP:** 1:08.362

• **CHALLENGE:** 2-Amateur



NATIONAL CIRCUIT

▶ **START / FINISH DIRECTION**

1 **CAPTIONED SCREENSHOT**

3 **90** **GEAR / SPEED MARKER (MPH)**



OVERALL STRATEGY

A late apex wide entry into turn 5 (after the bridge) will slice some time off your lap. Remember to utilize the same strategy with turn 1 found on both the GP and National Circuits.



As with the other two Silverstone tracks, drive turn 1 with as much risk as possible if you're looking to turn fast laps here. Go for the early apex with the gas pedal depressed.



Turn 3 zags at a dramatically different angle than it does on both the GP and National Circuits. Here it becomes more of a right-hand sweeper.



The exit for the previous turn connects to the Club Straight, the fastest part of the course. Keep your exit speed high and you'll shave a few tenths off even your best lap times here.



The entrance to Priory is much more gradual and at a higher speed than it is on the GP or National Circuits. Drive the inside line but don't clip the cones here.



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ROAD ATLANTA	SEBRING INTERNATIONAL RACEWAY	SEDONA RACEWAY PARK	SILVERSTONE RACING CIRCUIT	SUNSET PENINSULA RACEWAY		
SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

SUNSET PENINSULA RACEWAY



• **LOCATION:**
Sunset, USA

• **LENGTH:** 2.78 miles

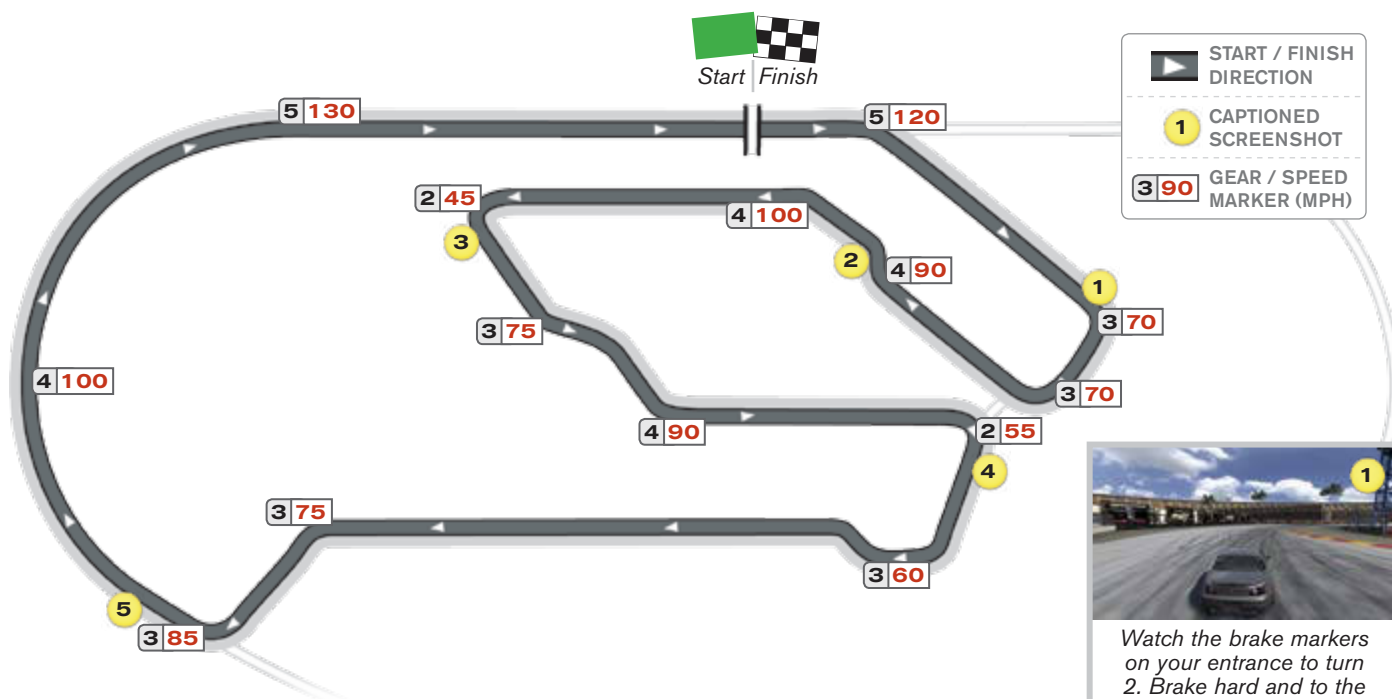
• **HOT LAP (FULL CIRCUIT):** 1:49.762

• **CHALLENGE:** 3–Veteran

• **HOT LAP (REVERSE):** 1:48.833



FULL CIRCUIT AND FULL CIRCUIT REVERSE



OVERALL STRATEGY

The key to making up time on the Full Circuit is a proper transition to the banking of the outside oval. This requires an outside entrance followed by cutting the corner to the inside.

REVERSE!

The Full Circuit runs just a bit faster in reverse, but for the most part drives the same. The transition from the banked portion of the track to the flat portion is a little bit smoother in reverse.



Watch the brake markers on your entrance to turn 2. Brake hard and to the outside before you cut across and begin your double apex right-hander.



Straighten out this high-speed chicane by utilizing both sets of curbing.



The transition from perfectly flat track to the high banking is rough. We like driving along the dotted white line (just a bit) to help lengthen the transition time and create a smoother turn. This will shave time off your lap.



This is another double-apex turn comprised of two smaller turns. Smooth throttle and brake balance are required here.



This hairpin is the slowest turn on the course; follow the suggested line here. Make sure you brake properly on the approach or your car will slide out and into the wall.



OVERVIEW	MAP KEY	AMALFI COAST	CAMINO VIEJO DE MONTSERRAT	CIRCUIT DE CATALUNYA	FUJIMI KAIKO	IBERIAN INTERNATIONAL CIRCUIT
LADERA TEST TRACK	LE MANS CIRCUIT DE LA SARTHE	MAPLE VALLEY RACEWAY	MAZDA RACEWAY LAGUNA SECA			
MUGELLO AUTODROMO INTERNAZIONALE	NEW YORK CIRCUIT	NÜRBURGRING NORDSCHLEIFE	RALLY DI POSITANO	ROAD AMERICA		
ROAD ATLANTA	SEBRING INTERNATIONAL RACEWAY	SEDONA RACEWAY PARK	SILVERSTONE RACING CIRCUIT	SUNSET PENINSULA RACEWAY		
SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

SUNSET PENINSULA RACEWAY



• LOCATION:
Sunset, USA

• LENGTH: 1.94 miles

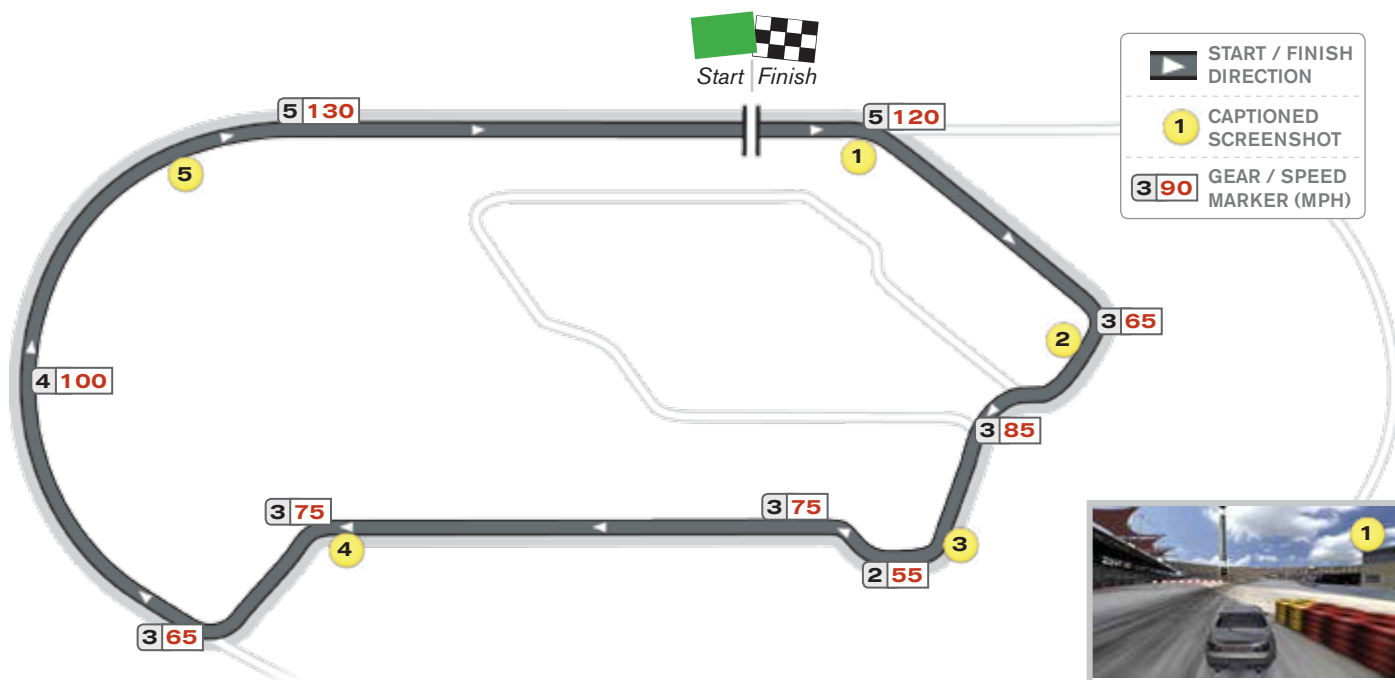
• HOT LAP (CLUB CIRCUIT): 1:10.778

• CHALLENGE: 2-Amateur

• HOT LAP (REVERSE): 1:10.520



CLUB CIRCUIT AND CLUB CIRCUIT REVERSE



OVERALL STRATEGY

Early turn-ins work best here, especially for the all-important transition out onto the banking. Only moderate downforce is required here.

REVERSE!

The track strategy here is almost identical in reverse. Yet again, the banked portion of the track is a little bit easier when going downhill versus uphill.



Cut this turn early—almost to the point where it looks like you're going to hit the inner wall—and you'll shave a good chunk of time off your best lap.



Brake hard for this hairpin and apex on the inside line.



Ride low and to the inside through this final turn leading back to the start/finish line. As you exit the turn completely, gradually drive back out toward the wall to keep the transition smooth.



Begin on the outside and cut to the inside as you transition from this chicane to the final turn of the course. Your exit line should set up your car for a proper inside (early) turn-in for the banked part of the track.



Graze the inside curbs through this slow- to mid-speed chicane.



OVERVIEW	MAP KEY	AMALFI COAST	CAMINO VIEJO DE MONTSERRAT	CIRCUIT DE CATALUNYA	FUJIMI KAIKO	IBERIAN INTERNATIONAL CIRCUIT
LADERA TEST TRACK	LE MANS CIRCUIT DE LA SARTHE	MAPLE VALLEY RACEWAY	MAZDA RACEWAY LAGUNA SECA			
MUGELLO AUTODROMO INTERNAZIONALE	NEW YORK CIRCUIT	NÜRBURGRING NORDSCHLEIFE	RALLY DI POSITANO	ROAD AMERICA		
ROAD ATLANTA	SEBRING INTERNATIONAL RACEWAY	SEDONA RACEWAY PARK	SILVERSTONE RACING CIRCUIT	SUNSET PENINSULA RACEWAY		
SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

SUNSET PENINSULA RACEWAY



• **LOCATION:**
Sunset, USA

• **LENGTH:** 2.44 miles

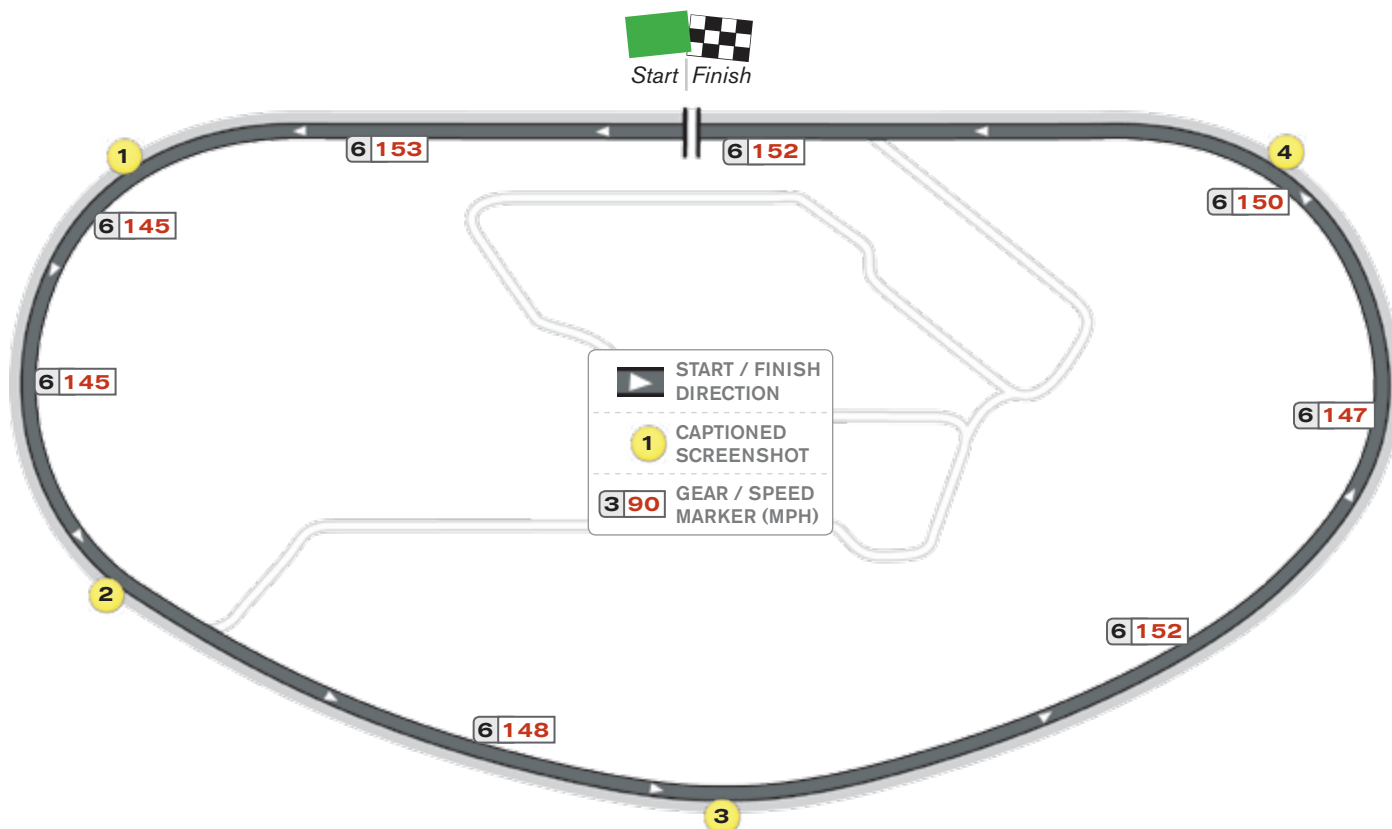
• **HOT LAP (SPEEDWAY):** 0:56.014

• **CHALLENGE:** 1–Beginner

• **HOT LAP (REVERSE):** 0:56.014



SPEEDWAY AND SPEEDWAY REVERSE



OVERALL STRATEGY

Damping rates, spring rates, and downforce should all be on the high end of the scale at Sunset Speedway. Remember, the fastest way around this course is on the low side of the track. Keep your car as close to the white line as you can for every part of the track except the main straight.



On the entrance to turn 1, you should be driving from the high side of the track down to the low side. Hug the inside white line from here.



As with the previous turn, keep your car planted toward the inside line. If you feel your car getting skittish, it may be time to go back in and adjust your front and rear downforce for more grip.



This is the point where you'll have the most grip on the banked part of the track. Keep your steering adjustments slight so that you reach higher speeds.



The transition from the final turn is where you leave the low line and return up near the wall on your approach toward the start/finish line. Stay smooth and keep the transition clean without touching the outside wall near the grandstands. This is a difficult but essential move because it keeps your exit speed as high as possible.



OVERVIEW	MAP KEY	AMALFI COAST	CAMINO VIEJO DE MONTSERRAT	CIRCUIT DE CATALUNYA	FUJIMI KAIIDO	IBERIAN INTERNATIONAL CIRCUIT
LADERA TEST TRACK	LE MANS CIRCUIT DE LA SARTHE	MAPLE VALLEY RACEWAY	MAZDA RACEWAY LAGUNA SECA			
MUGELLO AUTODROMO INTERNAZIONALE	NEW YORK CIRCUIT	NÜRBURGRING NORDSCHLEIFE	RALLY DI POSITANO	ROAD AMERICA		
ROAD ATLANTA	SEBRING INTERNATIONAL RACEWAY	SEDONA RACEWAY PARK	SILVERSTONE RACING CIRCUIT	SUNSET PENINSULA RACEWAY		
SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

SUZUKA CIRCUIT



• **LOCATION:**
Suzuka, Japan

• **LENGTH:** 3.61 miles

• **HOT LAP:** 2:34.595

• **CHALLENGE:** 3–Veteran



FULL CIRCUIT

▶ **START / FINISH DIRECTION**

1 **CAPTIONED SCREENSHOT**

3 90 **GEAR / SPEED MARKER (MPH)**



Start Finish



Turn 1 is a slightly asymmetrical double apex that starts off fast and gradually gets slower.



This sweeping left-hander is actually an asymmetrical double apex. Your exit from the second part of this turn will be a little slower here.



This series of s-curves is pretty mild and is easy to straighten out. Clip the curbs but don't get on the grass.



After building up considerable speed (down the main straight and over the bridge), you'll need to brake hard for the entrance to turn 14.



This extremely tight 90-degree right-hander is a momentum killer. Brake properly on entrance and ride high on your exit.



This low-speed chicane removes all momentum before you make your run for the start/finish line. Don't try to power through this portion of the track or you'll end up ruining your entire lap. The concept here is slow and steady just like everyone else.



This hairpin is the slowest part of the course by a good margin, but it's important not to shift down into first gear. Keep it in second and save time from having to immediately shift back up following your exit.

OVERALL STRATEGY

Suzuka is fast and extremely technical; consistent braking and overall car stability are required here. Go with softer suspension, moderate downforce, and a bit of extra camber when setting up your car. Remember to watch those brake markers.



OVERVIEW	MAP KEY	AMALFI COAST	CAMINO VIEJO DE MONTSERRAT	CIRCUIT DE CATALUNYA	FUJIMI KAIJO	IBERIAN INTERNATIONAL CIRCUIT
LADERA TEST TRACK	LE MANS CIRCUIT DE LA SARTHE	MAPLE VALLEY RACEWAY	MAZDA RACEWAY LAGUNA SECA			
MUGELLO AUTODROMO INTERNAZIONALE	NEW YORK CIRCUIT	NÜRBURGRING NORDSCHLEIFE	RALLY DI POSITANO	ROAD AMERICA		
ROAD ATLANTA	SEBRING INTERNATIONAL RACEWAY	SEDONA RACEWAY PARK	SILVERSTONE RACING CIRCUIT	SUNSET PENINSULA RACEWAY		
SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

SUZUKA CIRCUIT



• **LOCATION:**
Suzuka, Japan

• **LENGTH:** 2.15 miles

• **HOT LAP:** 1:33.719

• **CHALLENGE:** 3–Veteran



WEST CIRCUIT



This is one of the two slowest points on this course; make sure you treat this as a double apex and use a wide entry on turn 2 with an early apex out of turn 3.



Get on the brakes hard before entering this 90-degree right-hander.



This hairpin is the other slow point on the track. Follow the suggested line and don't deviate.



This right kink is a good spot to build up speed down the back stretch. Go very easy on the brakes here—if at all—to shave some time off your lap.



This is another asymmetrical double apex. It begins as a traditional constant radius but quickly transitions to an increasing-radius turn.



START / FINISH DIRECTION

1 CAPTIONED SCREENSHOT

3 90 GEAR / SPEED MARKER (MPH)

OVERALL STRATEGY

This is a track that has hidden tenths on every turn; the key is to shave the corners close. Two complete tires on the curbing will not run you out of bounds, but it will shave time from your lap. Execute turn 1 with your foot to the floor. Use a wide entry on turn 2 and an early apex on turn 3.



OVERVIEW	MAP KEY	AMALFI COAST	CAMINO VIEJO DE MONTSERRAT	CIRCUIT DE CATALUNYA	FUJIMI KAIIDO	IBERIAN INTERNATIONAL CIRCUIT
LADERA TEST TRACK	LE MANS CIRCUIT DE LA SARTHE	MAPLE VALLEY RACEWAY	MAZDA RACEWAY LAGUNA SECA			
MUGELLO AUTODROMO INTERNAZIONALE	NEW YORK CIRCUIT	NÜRBURGRING NORDSCHLEIFE	RALLY DI POSITANO	ROAD AMERICA		
ROAD ATLANTA	SEBRING INTERNATIONAL RACEWAY	SEDONA RACEWAY PARK	SILVERSTONE RACING CIRCUIT	SUNSET PENINSULA RACEWAY		
SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

SUZUKA CIRCUIT



• LOCATION:
Suzuka, Japan

• LENGTH: 1.39 miles

• HOT LAP: 0:58.671

• CHALLENGE: 2-Amateur



EAST CIRCUIT

START / FINISH DIRECTION

CAPTIONED SCREENSHOT

GEAR / SPEED MARKER (MPH)



As with the other two Suzuka Circuits, treat this as a double apex and use a wide entry on turn 2 with an early apex out of turn 3.



The entrance to the chicanes are fairly high speed; straighten them out as you've done on the Full Circuit.



This is an extremely wide constant-radius turn that should be taken at higher speeds than the previous chicanes.



Begin wide and exit on the inside of this final turn leading back to the start/finish line.

OVERALL STRATEGY

Like the full version, the east track demands a scary high-speed entrance into turn 1, which makes this a decreasing-radius turn. The s-curves are rhythmic and best taken with the suggested line. The last turn onto the straight is the "money turn" and where most will shave tenths from their best laps. Begin wide and exit on the inside. As you might expect, maximum downforce is required for this track.

TRACK PROFILE

Since its inception in 1962, Suzuka is considered the birthplace of modern Japanese motorsport. As the first fully established race track in Japan, Suzuka features a unique figure-eight layout that remains one of the world's most technically challenging courses. The 3.6-mile-long track was designed by John Hugenholtz at the behest of Honda, which wanted to build a test course on what was originally rice fields. (The figure-eight design helped to ensure that test drivers would have a good mix of left- and right-hand turns.) Suzuka features 18 varied turns on the full circuit; most racers consider the series of s-curves between the First Curve and the Dunlop Curve to be the most difficult to master. Honda runs a racing school at the track and continues to test its cars and motorcycles on it, too. Also, a nearby amusement park—fully visible in *Forza Motorsport 3*—provides a unique visual backdrop.



OVERVIEW	MAP KEY	AMALFI COAST	CAMINO VIEJO DE MONTERRAT	CIRCUIT DE CATALUNYA	FUJIMI KAIJO	IBERIAN INTERNATIONAL CIRCUIT
LADERA TEST TRACK	LE MANS CIRCUIT DE LA SARTHE	MAPLE VALLEY RACEWAY	MAZDA RACEWAY LAGUNA SECA			
MUGELLO AUTODROMO INTERNAZIONALE	NEW YORK CIRCUIT	NÜRBURGRING NORDSCHLEIFE	RALLY DI POSITANO	ROAD AMERICA		
ROAD ATLANTA	SEBRING INTERNATIONAL RACEWAY	SEDONA RACEWAY PARK	SILVERSTONE RACING CIRCUIT	SUNSET PENINSULA RACEWAY		
SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

TSUKUBA CIRCUIT



• **LOCATION:**
Shimotsuma,
Japan

• **LENGTH:** 1.27 miles

• **HOT LAP:** 1:05.815

• **CHALLENGE:** 3–Veteran



FULL CIRCUIT



Follow the suggested line through the first turn. If you barely graze the inside curb as you apex, it's nothing to worry about.



The second hairpin follows a slight s-curve. For most cars, you should begin braking as soon as you begin exiting the s-curve before the hairpin.

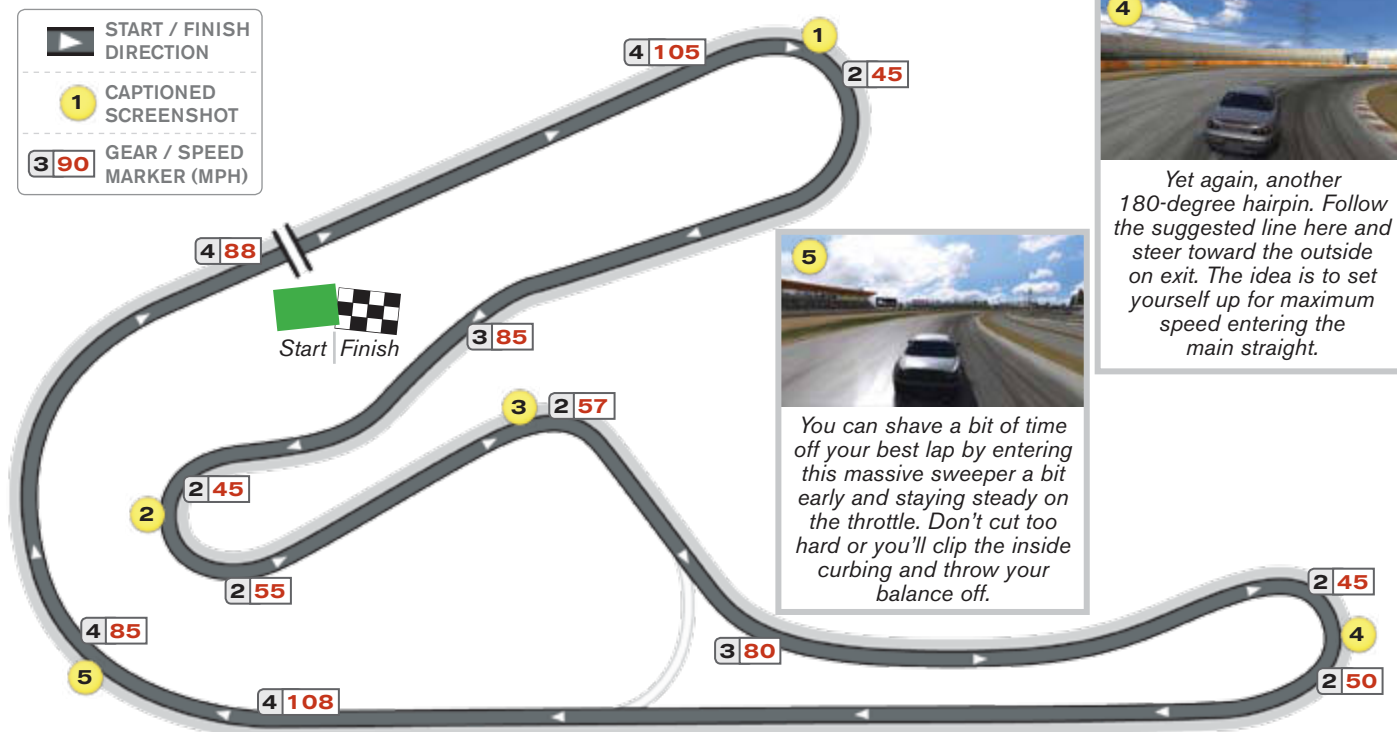


Veer to the outside before cutting across the inside line on this 90-degree right-hander that flows under the Dunlop arch.

▶ **START / FINISH DIRECTION**

1 **CAPTIONED SCREENSHOT**

3 **90** **GEAR / SPEED MARKER (MPH)**



Yet again, another 180-degree hairpin. Follow the suggested line here and steer toward the outside on exit. The idea is to set yourself up for maximum speed entering the main straight.



You can shave a bit of time off your best lap by entering this massive sweeper a bit early and staying steady on the throttle. Don't cut too hard or you'll clip the inside curbing and throw your balance off.

OVERALL STRATEGY

Tsukuba requires more camber than any other track in the game. Maximum downforce and a good degree of caster also help. Because of the design of the course, don't be afraid to let your car drift a little here.

TRACK PROFILE

Although Tsukuba may lie in the shadow of more storied Japanese courses such as Suzuka, this iconic track remains a mecca for racers and car enthusiasts worldwide. Located about 50 miles northeast of Tokyo, Tsukuba is a magnet for car tuners and has proven highly influential in shaping Japanese automotive culture. Tsukuba is also generally considered the birthplace in Japan of time attack competition, in which cars compete to record the fastest lap on the track. A large part of Tsukuba's appeal is its accessibility to all ranges of car types and its flexibility to accommodate different racing styles: Drifters and technical drivers can both enjoy the Full Circuit's 1.29 miles and nine turns. The Short Circuit is 0.97 mile and omits turns 6 through 8 from the full track. Tsukuba is so well regarded, Honda has reportedly built an eerily similar clone of that track in Ohio at a U.S. testing facility.



OVERVIEW	MAP KEY	AMALFI COAST	CAMINO VIEJO DE MONTSERRAT	CIRCUIT DE CATALUNYA	FUJIMI KAIDO	IBERIAN INTERNATIONAL CIRCUIT
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MUGELLO AUTODROMO INTERNAZIONALE	NEW YORK CIRCUIT	NÜRBURGRING NORDSCHLEIFE	RALLY DI POSITANO	ROAD AMERICA		
ROAD ATLANTA	SEBRING INTERNATIONAL RACEWAY	SEDONA RACEWAY PARK	SILVERSTONE RACING CIRCUIT	SUNSET PENINSULA RACEWAY		
SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

TSUKUBA CIRCUIT



• **LOCATION:**
Shimotsuma,
Japan

• **LENGTH:** 0.97 mile

• **HOT LAP:** 0:50.648

• **CHALLENGE:** 3—Veteran



SHORT CIRCUIT



1
This turn is identical on both circuits; follow the suggested line and try to stay off the curb if you can.



2
Straighten out this chicane that leads to the second hairpin. Don't forget to start braking immediately upon exiting the chicane.

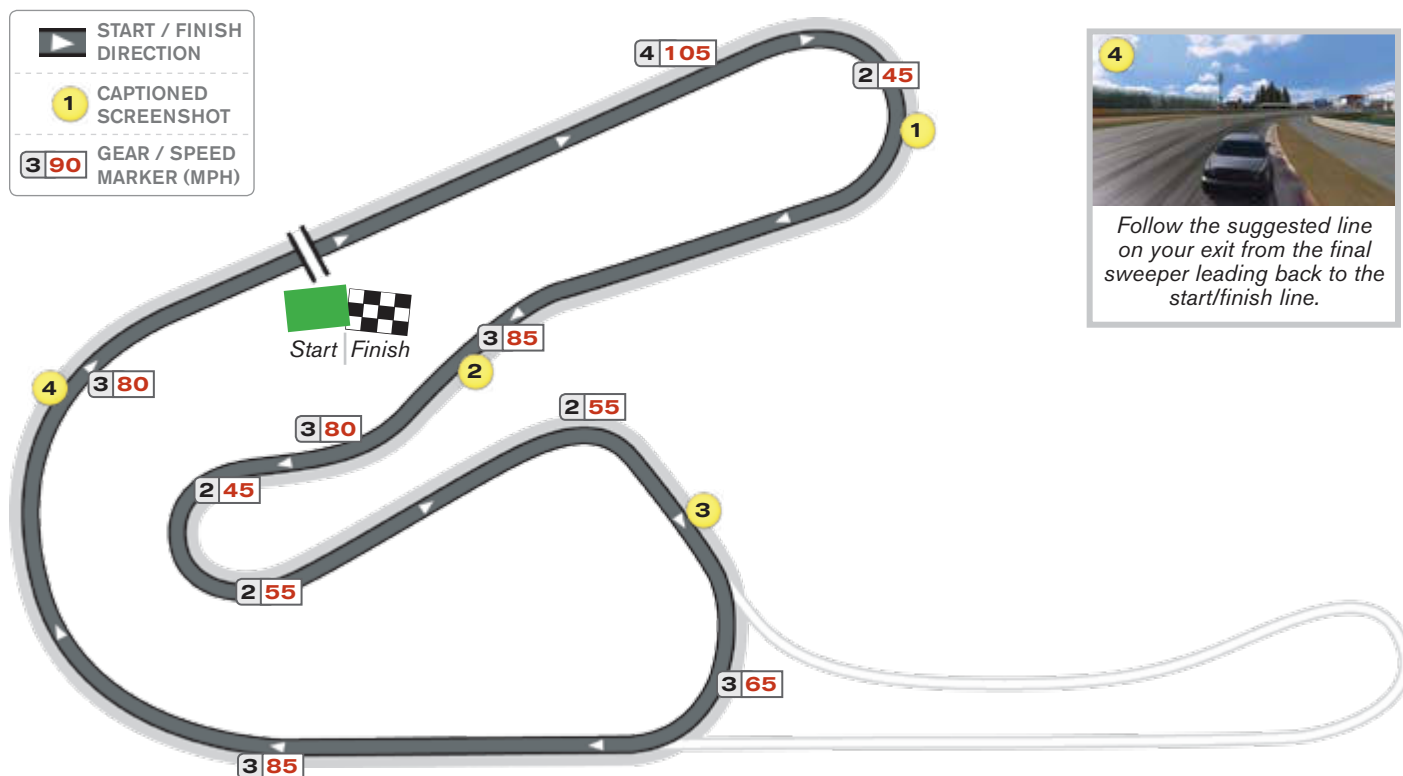


3
The track veers wide here—toward the green painted pavement—and then cuts back toward the main straight. This little section in between essentially chops turns 6 through 8 from the course.

▶ **START / FINISH DIRECTION**

1 CAPTIONED SCREENSHOT

3 90 GEAR / SPEED MARKER (MPH)



4
Follow the suggested line on your exit from the final sweeper leading back to the start/finish line.

OVERALL STRATEGY

Tsukuba is a maximum downforce track just like its slightly longer version. It's best to stay off the bumpy curbing in most situations. Higher than average camber and caster will do wonders here.



OVERVIEW	MAP KEY	AMALFI COAST	CAMINO VIEJO DE MONTSERRAT	CIRCUIT DE CATALUNYA	FUJIMI KAIJO	IBERIAN INTERNATIONAL CIRCUIT
LADERA TEST TRACK	LE MANS CIRCUIT DE LA SARTHE	MAPLE VALLEY RACEWAY	MAZDA RACEWAY LAGUNA SECA			
MUGELLO AUTODROMO INTERNAZIONALE	NEW YORK CIRCUIT	NÜRBURGRING	NORDSCHLEIFE	RALLY DI POSITANO	ROAD AMERICA	
ROAD ATLANTA	SEBRING INTERNATIONAL RACEWAY	SEDONA RACEWAY PARK	SILVERSTONE RACING CIRCUIT	SUNSET PENINSULA RACEWAY		
SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

TWIN RING MOTEGI



• **LOCATION:**
Motegi, Japan

• **LENGTH:** 2.98 miles

• **HOT LAP:** 2:23.476

• **CHALLENGE:** 3–Veteran



FULL CIRCUIT



Negotiate this turn as if it were a single apex. One big smooth arc works best here.



The entrance to turns 3 and 4 can't be made into one giant apex like the one found on turns 1 and 2. You'll have to take a slightly less aggressive line through the first half and kick it up to near full throttle for the second.



This high-speed kink should be taken at or near full throttle. Run the outside line on your exit.



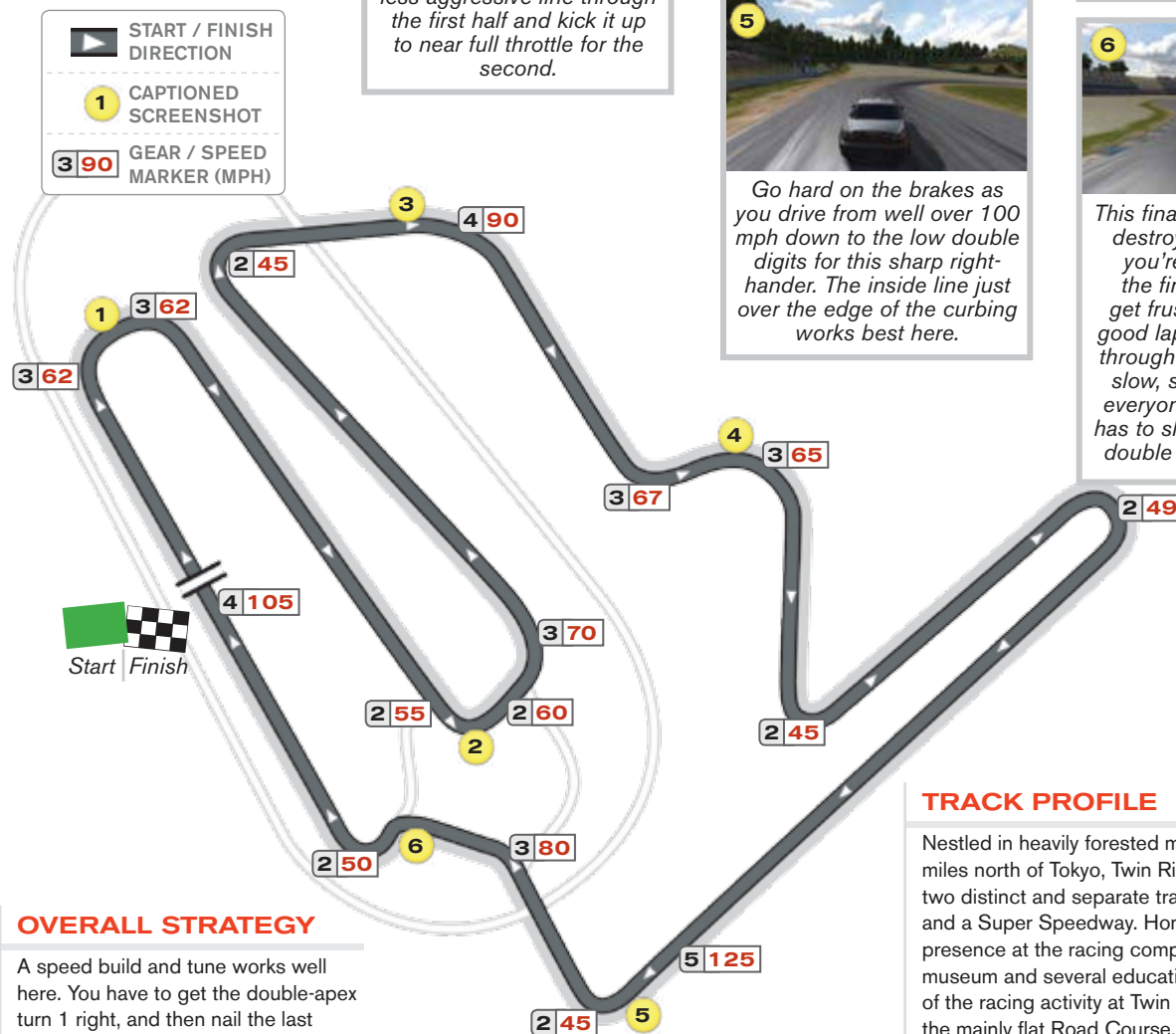
This sweeping 90-degree right-hander is wide enough for a mid-speed assault. Again, we like the suggested line here.



Go hard on the brakes as you drive from well over 100 mph down to the low double digits for this sharp right-hander. The inside line just over the edge of the curbing works best here.



This final chicane absolutely destroys any momentum you're carrying toward the final straight. Don't get frustrated and blow a good lap by trying to power through this one. It's a very slow, sharp chicane, and everyone else on the track has to slow down to the low double digits just like you.



OVERALL STRATEGY

A speed build and tune works well here. You have to get the double-apex turn 1 right, and then nail the last chicane to get your best time. Throttle control and proper braking are critical here.

TRACK PROFILE

Nestled in heavily forested mountains roughly 95 miles north of Tokyo, Twin Ring Motegi comprises two distinct and separate tracks—a Road Course and a Super Speedway. Honda maintains a strong presence at the racing complex, including a vehicle museum and several educational centers. Most of the racing activity at Twin Ring Motegi involves the mainly flat Road Course, which can be broken up into two smaller circuits, depending on how secondary connecting roadways are configured. The 11-turn Road Course features a series of long straightaways and tight corners.



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MUGELLO AUTODROMO INTERNAZIONALE	NEW YORK CIRCUIT	NÜRBURGRING NORDSCHLEIFE	RALLY DI POSITANO	ROAD AMERICA		
ROAD ATLANTA	SEBRING INTERNATIONAL RACEWAY	SEDONA RACEWAY PARK	SILVERSTONE RACING CIRCUIT	SUNSET PENINSULA RACEWAY		
SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

TWIN RING MOTEGI



• LOCATION:
Motegi, Japan

• LENGTH: 1.88 miles

• HOT LAP: 1:40.195

• CHALLENGE: 3–Veteran



EAST CIRCUIT



Drive the inside line through this constant-radius right that transitions straight into the chicane ahead.



Remember to hug the inside line through these high-speed chicanes as you're accelerating out of this section of the course.



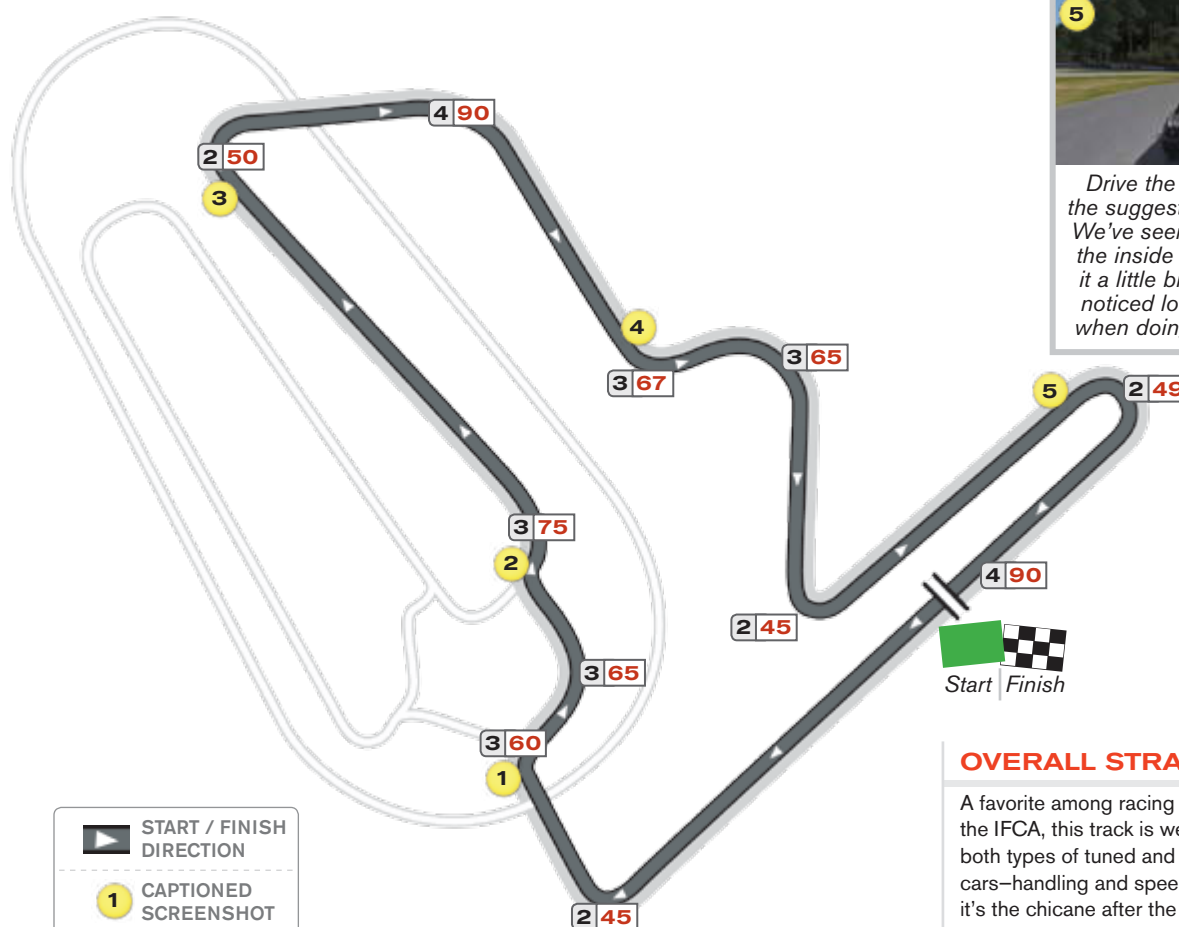
Follow the inside line through this extremely sharp right-hander. This is one of the slowest parts of the course, so you'll be way down in second gear (for most cars).



The proper line through this chicane is tough to follow without oversteering or understeering. We like the suggested line here.



Drive the final hairpin on the suggested (classic) line. We've seen people cut it to the inside and try to shave it a little bit tighter, but we noticed lower exit speeds when doing this ourselves.



START / FINISH
DIRECTION



CAPTIONED
SCREENSHOT



GEAR / SPEED
MARKER (MPH)

Start Finish

OVERALL STRATEGY

A favorite among racing leagues like the IFCA, this track is well suited for both types of tuned and upgraded cars—handling and speed. Either way, it's the chicane after the bridge where more time is lost than any other place on the track. A slightly wide entrance to the chicane allows for a fast and straight exit.



OVERVIEW	MAP KEY	AMALFI COAST	CAMINO VIEJO DE MONTSERRAT	CIRCUIT DE CATALUNYA	FUJIMI KAIKO	IBERIAN INTERNATIONAL CIRCUIT
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MUGELLO AUTODROMO INTERNAZIONALE	NEW YORK CIRCUIT	NÜRBURGRING NORDSCHLEIFE	RALLY DI POSITANO	ROAD AMERICA		
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SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

TWIN RING MOTEGI



• **LOCATION:**
Motegi, Japan

• **LENGTH:** 1.10 miles

• **HOT LAP:** 0:45.471

• **CHALLENGE:** 1–Beginner



WEST CIRCUIT

START / FINISH DIRECTION

CAPTIONED SCREENSHOT

GEAR / SPEED MARKER (MPH)



Take turns 1 and 2 as if they were a single apex. Accelerate hard on your exit to make a run down the back straight.



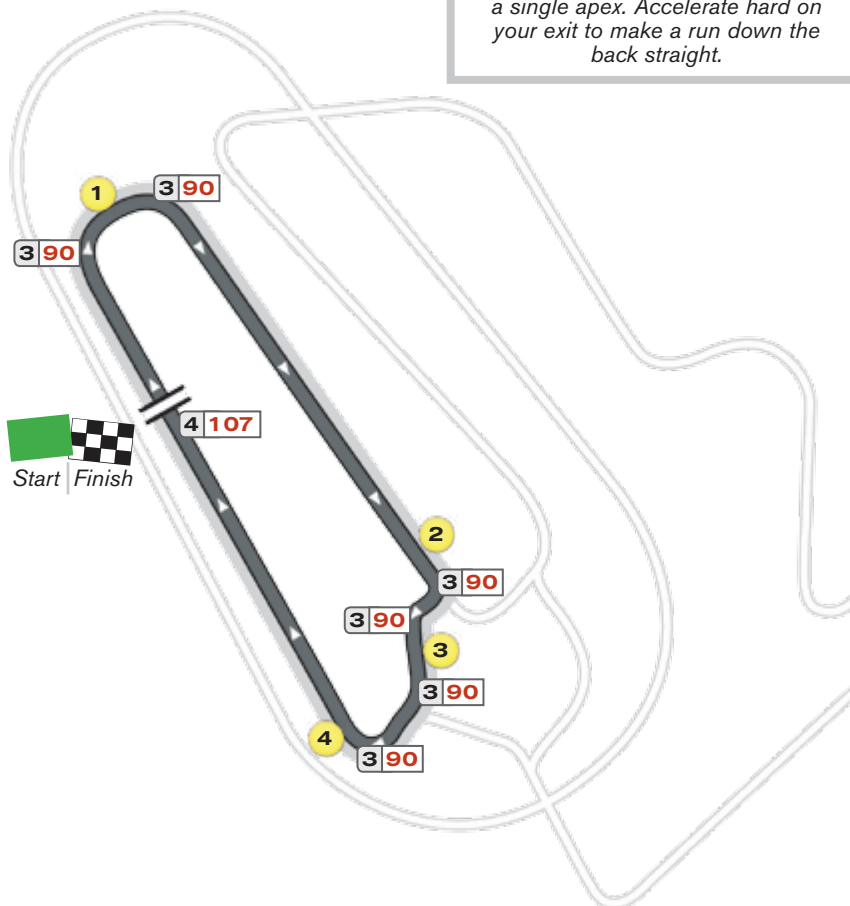
Brake hard on your entry to this right-hander preceding the chicane. You should clip the inside curb.



Enter this chicane from high and to the outside before you transition and cut the tip off the exit.



Exit from the final 90-degree right-hander with as much speed as possible. Every ounce of speed makes all the difference down at the end of the straight near the start/finish line.



OVERALL STRATEGY

When driven correctly, turn 1 will shave a lot of time from your lap. The trick is to negotiate it as though it were a single turn with a wide and early apex. While on the throttle, allow the car to go wide on your exit. Even more important is nailing turns 4 and 5. Go deep into turn 4 and rotate your car hard to the right, clipping the inside corner of turn 5. Extra caster and downforce work best here.



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MUGELLO AUTODROMO INTERNAZIONALE	NEW YORK CIRCUIT	NÜRBURGRING NORDSCHLEIFE	RALLY DI POSITANO	ROAD AMERICA		
ROAD ATLANTA	SEBRING INTERNATIONAL RACEWAY	SEDONA RACEWAY PARK	SILVERSTONE RACING CIRCUIT	SUNSET PENINSULA RACEWAY		
SUZUKA CIRCUIT	TSUKUBA CIRCUIT	TWIN RING MOTEGI				

FORZA MOTORSPORT 3

TWIN RING MOTEGI



• **LOCATION:**
Motegi, Japan

• **LENGTH:** 1.50 miles

• **HOT LAP:** 0:43.880

• **CHALLENGE:** 1–Beginner



SUPER SPEEDWAY



START / FINISH
DIRECTION

1

CAPTIONED
SCREENSHOT

3 90

GEAR / SPEED
MARKER (MPH)



Turns 1 and 2 are much longer and considerably less acute than turns 3 and 4. Although the banking is the same—or very close—for all four turns, the wider angle on the first two let you carry more speed through the suggested outside line here.



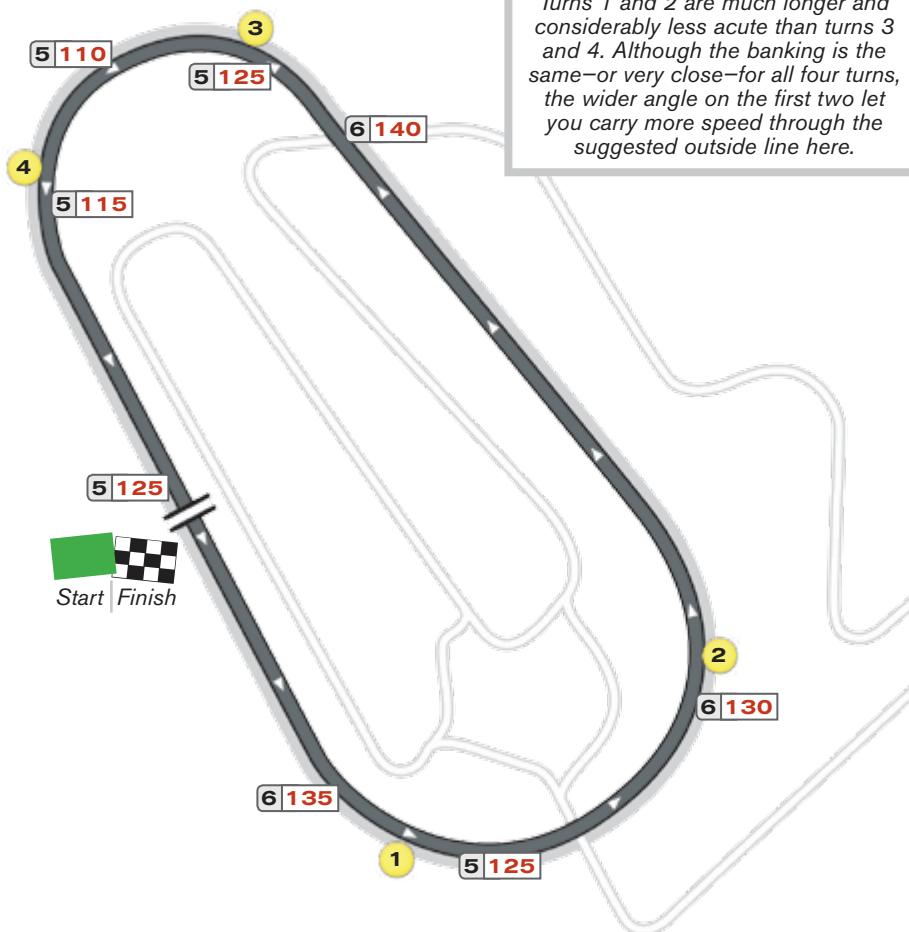
Exit turn 2 on the high line up toward the wall, but don't touch it. The idea is to create a smooth transition from the turn to the straight.



You'll enter turn 3 on the inside line at a considerably slower speed than you entered turns 1 and 2. Follow the inside as you exit.



After the slowest point on the track—the small straight between turns 3 and 4—you'll be able to get back on the throttle and make your push toward the high line as you break for the main straight. Remember, it's perfectly fine to run close to the wall here.



OVERALL STRATEGY

The Super Speedway is similar to Darlington Raceway but slightly longer. Standard oval tuning rules apply. Remember to go with high downforce and an inside line through the much shorter turns 3 and 4.

TRACK PROFILE

The less-used Super Speedway at Twin Ring Motegi is the only major oval course in Japan. It features a low-banked, 1.5-mile-long egg-shaped design, with turns 3 and 4 being tighter than turns 1 and 2. Opened in 1997, Twin Ring Motegi was built by Honda in part to bring American-style open-wheel racing to Japan. The Super Speedway made history in 2008 when Danica Patrick became the only woman to ever win an IndyCar race. In addition to open-wheel, NASCAR also ran several exhibition races at Twin Ring Motegi during the mid-1990s.



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	mitsubishi	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3

CARS

*Several manufacturers chose not to participate in the Official Forza Motorsport 3 Strategy Guide.

Those particular manufacturers and cars have been left out of the guide. We apologize for the inconvenience.

ACURA



PRICE: 2,000,000 cr

2009 #66 DE FERRAN MOTORSPORTS ARX-02A



CLASS: R1 [984]
DRIVETRAIN: MR
POWER: 625 hp
TORQUE: 375 lb-ft
WEIGHT: 1,984 lb
FRONT WEIGHT: 50%
DISPLACEMENT: 4L

STATS

SPEED: 7.4
HANDLING: 9.2
ACCELERATION: 9.0
LAUNCH: 7.6
BRAKING: 9.2

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: Prototype 1
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 10.59 sec



PRICE: 1,000,000 cr

2008 #15 LOWE'S FERNANDEZ ARX-01B



CLASS: R1 [946]
DRIVETRAIN: MR
POWER: 510 hp
TORQUE: 284 lb-ft
WEIGHT: 1,764 lb
FRONT WEIGHT: 45%
DISPLACEMENT: 3.4L

STATS

SPEED: 7.2
HANDLING: 8.9
ACCELERATION: 8.9
LAUNCH: 7.7
BRAKING: 8.9

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: Prototype 2
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 10.68 sec



PRICE: 1,000,000 cr

2008 #26 ANDRETTI-GREEN RACING ARX-01B



CLASS: R1 [945]
DRIVETRAIN: MR
POWER: 510 hp
TORQUE: 284 lb-ft
WEIGHT: 1,764 lb
FRONT WEIGHT: 45%
DISPLACEMENT: 3.4L

STATS

SPEED: 7.2
HANDLING: 8.9
ACCELERATION: 8.9
LAUNCH: 7.7
BRAKING: 8.9

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: Prototype 2
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 10.68 sec



PRICE: 1,000,000 cr

2008 #66 DE FERRAN MOTORSPORTS ARX-01B



CLASS: R1 [944]
DRIVETRAIN: MR
POWER: 510 hp
TORQUE: 284 lb-ft
WEIGHT: 1,764 lb
FRONT WEIGHT: 45%
DISPLACEMENT: 3.4L

STATS

SPEED: 7.2
HANDLING: 8.9
ACCELERATION: 8.9
LAUNCH: 7.7
BRAKING: 8.9

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: Prototype 2
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 10.69 sec



PRICE: 150,000 cr

2002 #42 REALTIME RACING NSX



CLASS: S [657]
DRIVETRAIN: MR
POWER: 400 hp
TORQUE: 295 lb-ft
WEIGHT: 2,524 lb
FRONT WEIGHT: 43%
DISPLACEMENT: 3.2L

STATS

SPEED: 6.3
HANDLING: 6.6
ACCELERATION: 7.3
LAUNCH: 7.4
BRAKING: 6.6

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: GT3
ENGINE ASPIRATION: Centrifugal supercharged
1/4 MILE: 12.33 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3



PRICE: 60,000 cr

2005 NSX



CLASS: C [412]
DRIVETRAIN: MR
POWER: 290 hp
TORQUE: 225 lb-ft
WEIGHT: 3,100 lb
FRONT WEIGHT: 43%
DISPLACEMENT: 3.2L

STATS

SPEED: 6.6
HANDLING: 5.5
ACCELERATION: 5.3
LAUNCH: 5.6
BRAKING: 5.2

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 14.38 sec



PRICE: 45,000 cr

1997 NSX



CLASS: C [409]
DRIVETRAIN: MR
POWER: 276 hp
TORQUE: 224 lb-ft
WEIGHT: 2,998 lb
FRONT WEIGHT: 42%
DISPLACEMENT: 3.2L

STATS

SPEED: 6.3
HANDLING: 5.5
ACCELERATION: 5.4
LAUNCH: 5.7
BRAKING: 5.2

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 14.26 sec



PRICE: 13,000 cr

2001 INTEGRA TYPE-R



CLASS: D [284]
DRIVETRAIN: FF
POWER: 195 hp
TORQUE: 130 lb-ft
WEIGHT: 2,639 lb
FRONT WEIGHT: 62%
DISPLACEMENT: 1.8L

STATS

SPEED: 5.2
HANDLING: 5.0
ACCELERATION: 4.2
LAUNCH: 4.9
BRAKING: 4.8

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 16.04 sec



PRICE: 10,000 cr

2002 RSX TYPE-S



CLASS: E [232]
DRIVETRAIN: FF
POWER: 200 hp
TORQUE: 142 lb-ft
WEIGHT: 2,820 lb
FRONT WEIGHT: 61%
DISPLACEMENT: 2L

STATS

SPEED: 5.3
HANDLING: 4.7
ACCELERATION: 4.0
LAUNCH: 4.6
BRAKING: 4.5

ENGINE TYPE: 4 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 16.37 sec

ALFA ROMEO



PRICE: 300,000 cr

2007 8C COMPETIZIONE



CLASS: A [541]
DRIVETRAIN: FR
POWER: 450 hp
TORQUE: 354 lb-ft
WEIGHT: 3,495 lb
FRONT WEIGHT: 49%
DISPLACEMENT: 4.7L

STATS

SPEED: 7.2
HANDLING: 5.6
ACCELERATION: 6.4
LAUNCH: 6.6
BRAKING: 5.4

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 13.03 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3



PRICE: 38,000 cr

2009 BRERA ITALIA INDEPENDENT



CLASS: E [223]
DRIVETRAIN: FA
POWER: 256 hp
TORQUE: 237 lb-ft
WEIGHT: 3,593 lb
FRONT WEIGHT: 60%
DISPLACEMENT: 3.2L

STATS

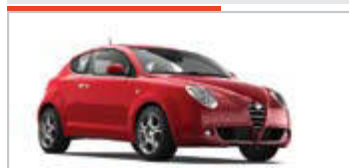
SPEED: 5.0
HANDLING: 5.0
ACCELERATION: 3.3
LAUNCH: 4.3
BRAKING: 4.8

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Hatchback
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 15.71 sec



PRICE: 18,000 cr

2008 MITO



CLASS: F [191]
DRIVETRAIN: FF
POWER: 153 hp
TORQUE: 170 lb-ft
WEIGHT: 2,524 lb
FRONT WEIGHT: 64%
DISPLACEMENT: 1.4L

STATS

SPEED: 4.4
HANDLING: 4.7
ACCELERATION: 3.3
LAUNCH: 4.4
BRAKING: 4.5

ENGINE TYPE: 4 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Hatchback
ENGINE ASPIRATION: Turbocharged
1/4 MILE: 17.09 sec

ASTON MARTIN



PRICE: 400,000 cr

2006 #007 ASTON MARTIN RACING DBR9



CLASS: R2 [828]
DRIVETRAIN: FR
POWER: 625 hp
TORQUE: 550 lb-ft
WEIGHT: 2,425 lb
FRONT WEIGHT: 50%
DISPLACEMENT: 6L

STATS

SPEED: 6.8
HANDLING: 7.5
ACCELERATION: 8.3
LAUNCH: 7.1
BRAKING: 7.6

ENGINE TYPE: 12 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: GT2
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 11.24 sec



PRICE: 400,000 cr

2008 #009 ASTON MARTIN RACING DBR9



CLASS: R2 [827]
DRIVETRAIN: FR
POWER: 625 hp
TORQUE: 550 lb-ft
WEIGHT: 2,425 lb
FRONT WEIGHT: 50%
DISPLACEMENT: 6L

STATS

SPEED: 6.7
HANDLING: 7.5
ACCELERATION: 8.3
LAUNCH: 7.1
BRAKING: 7.6

ENGINE TYPE: 12 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: GT1
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 11.26 sec



PRICE: 400,000 cr

2008 #008 BELL MOTORSPORTS DBR9



CLASS: R2 [826]
DRIVETRAIN: FR
POWER: 625 hp
TORQUE: 550 lb-ft
WEIGHT: 2,425 lb
FRONT WEIGHT: 50%
DISPLACEMENT: 6L

STATS

SPEED: 6.7
HANDLING: 7.5
ACCELERATION: 8.3
LAUNCH: 7.1
BRAKING: 7.6

ENGINE TYPE: 12 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: GT1
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 11.28 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3



PRICE: 127,000 cr

2005 DB9 COUPE



CLASS: B [475]
 DRIVETRAIN: FR
 POWER: 450 hp
 TORQUE: 420 lb-ft
 WEIGHT: 3,880 lb
 FRONT WEIGHT: 50%
 DISPLACEMENT: 5.9L

STATS

SPEED: 6.8
 HANDLING: 5.5
 ACCELERATION: 5.4
 LAUNCH: 6.5
 BRAKING: 5.4

ENGINE TYPE: 12 cylinder
 GEARS: 6
 CAR TYPE: Production
 BODY STYLE: Coupe
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 13.84 sec



PRICE: 96,000 cr

2001 V12 VANQUISH



CLASS: B [471]
 DRIVETRAIN: FR
 POWER: 460 hp
 TORQUE: 400 lb-ft
 WEIGHT: 4,110 lb
 FRONT WEIGHT: 53%
 DISPLACEMENT: 5.9L

STATS

SPEED: 7.2
 HANDLING: 5.4
 ACCELERATION: 5.6
 LAUNCH: 4.8
 BRAKING: 5.2

ENGINE TYPE: 12 cylinder
 GEARS: 6
 CAR TYPE: Production
 BODY STYLE: Coupe
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 13.91 sec

AUDI



PRICE: 2,000,000 cr

2008 #2 AUDI SPORT NORTH AMERICA R10 TDI



CLASS: R1 [980]
 DRIVETRAIN: MR
 POWER: 650 hp
 TORQUE: 811 lb-ft
 WEIGHT: 2,039 lb
 FRONT WEIGHT: 41%
 DISPLACEMENT: 5.5L

STATS

SPEED: 8.1
 HANDLING: 8.9
 ACCELERATION: 9.3
 LAUNCH: 8.2
 BRAKING: 8.9

ENGINE TYPE: 12 cylinder
 GEARS: 5
 CAR TYPE: Race car
 BODY STYLE: Prototype 1
 ENGINE ASPIRATION: Twin turbocharged
 1/4 MILE: 9.96 sec



PRICE: 2,000,000 cr

2006 #8 AUDI SPORT TEAM JOEST AUDI R10 TDI



CLASS: R1 [978]
 DRIVETRAIN: MR
 POWER: 650 hp
 TORQUE: 811 lb-ft
 WEIGHT: 2,039 lb
 FRONT WEIGHT: 41%
 DISPLACEMENT: 5.5L

STATS

SPEED: 7.9
 HANDLING: 8.9
 ACCELERATION: 9.2
 LAUNCH: 8.2
 BRAKING: 8.9

ENGINE TYPE: 12 cylinder
 GEARS: 5
 CAR TYPE: Race car
 BODY STYLE: Prototype 1
 ENGINE ASPIRATION: Twin turbocharged
 1/4 MILE: 9.98 sec



PRICE: 1,200,000 cr

2006 #2 AUDI SPORT NORTH AMERICA R8



CLASS: R1 [938]
 DRIVETRAIN: MR
 POWER: 625 hp
 TORQUE: 553 lb-ft
 WEIGHT: 1,984 lb
 FRONT WEIGHT: 45%
 DISPLACEMENT: 3.6L

STATS

SPEED: 7.3
 HANDLING: 8.8
 ACCELERATION: 9.0
 LAUNCH: 8.0
 BRAKING: 8.8

ENGINE TYPE: 8 cylinder
 GEARS: 6
 CAR TYPE: Race car
 BODY STYLE: Prototype 1
 ENGINE ASPIRATION: Twin turbocharged
 1/4 MILE: 10.48 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	mitsubishi	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3

PRICE: 1,200,000 cr

2004 #5 AUDI SPORT JAPAN TEAM GOH R8



CLASS: R1 [938]
DRIVETRAIN: MR
POWER: 625 hp
TORQUE: 553 lb-ft
WEIGHT: 1,984 lb
FRONT WEIGHT: 45%
DISPLACEMENT: 3.6L

STATS

SPEED: 7.3
HANDLING: 8.8
ACCELERATION: 9.0
LAUNCH: 8.0
BRAKING: 8.8

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: Prototype 1
ENGINE ASPIRATION: Twin turbocharged
1/4 MILE: 10.49 sec

PRICE: 1,200,000 cr

2001 #4 JOHANSSON MOTORSPORT R8



CLASS: R1 [937]
DRIVETRAIN: MR
POWER: 625 hp
TORQUE: 553 lb-ft
WEIGHT: 1,984 lb
FRONT WEIGHT: 45%
DISPLACEMENT: 3.6L

STATS

SPEED: 7.3
HANDLING: 8.8
ACCELERATION: 9.0
LAUNCH: 8.0
BRAKING: 8.8

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: Prototype 1
ENGINE ASPIRATION: Twin turbocharged
1/4 MILE: 10.51 sec

PRICE: 400,000 cr

2008 A4 TOURING CAR



CLASS: R2 [814]
DRIVETRAIN: FR
POWER: 476 hp
TORQUE: 391 lb-ft
WEIGHT: 2,161 lb
FRONT WEIGHT: 50%
DISPLACEMENT: 4L

STATS

SPEED: 5.9
HANDLING: 8.0
ACCELERATION: 8.2
LAUNCH: 7.0
BRAKING: 8.1

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: German touring car
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 11.63 sec

PRICE: 250,000 cr

2004 #8 AUDI ABT TT-R



CLASS: R2 [810]
DRIVETRAIN: FR
POWER: 455 hp
TORQUE: 376 lb-ft
WEIGHT: 2,381 lb
FRONT WEIGHT: 50%
DISPLACEMENT: 4L

STATS

SPEED: 6.7
HANDLING: 7.9
ACCELERATION: 8.1
LAUNCH: 7.0
BRAKING: 7.9

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: German touring car
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 11.67 sec

PRICE: 150,000 cr

2003 #1 CHAMPION RS 6



CLASS: S [655]
DRIVETRAIN: FA
POWER: 496 hp
TORQUE: 409 lb-ft
WEIGHT: 3,148 lb
FRONT WEIGHT: 57%
DISPLACEMENT: 4.2L

STATS

SPEED: 6.6
HANDLING: 6.6
ACCELERATION: 7.2
LAUNCH: 8.7
BRAKING: 6.5

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: GT3
ENGINE ASPIRATION: Twin turbocharged
1/4 MILE: 11.88 sec

PRICE: 150,000 cr

2002 #1 CHAMPION S4 COMPETITION



CLASS: S [644]
DRIVETRAIN: FA
POWER: 420 hp
TORQUE: 345 lb-ft
WEIGHT: 3,053 lb
FRONT WEIGHT: 56%
DISPLACEMENT: 2.8L

STATS

SPEED: 6.4
HANDLING: 6.5
ACCELERATION: 7.0
LAUNCH: 8.9
BRAKING: 6.5

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: GT3
ENGINE ASPIRATION: Twin turbocharged
1/4 MILE: 11.89 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3



PRICE: 149,000 cr

2010 R8 5.2 FSI QUATTRO

CLASS: A [558]
DRIVETRAIN: MA
POWER: 518 hp
TORQUE: 391 lb-ft
WEIGHT: 3,571 lb
FRONT WEIGHT: 44%
DISPLACEMENT: 5.2L

STATS

SPEED: 7.9
HANDLING: 5.8
ACCELERATION: 7.0
LAUNCH: 7.7
BRAKING: 5.8

ENGINE TYPE: 10 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 12.36 sec



PRICE: 120,000 cr

2008 R8

CLASS: A [508]
DRIVETRAIN: MA
POWER: 420 hp
TORQUE: 317 lb-ft
WEIGHT: 3,439 lb
FRONT WEIGHT: 44%
DISPLACEMENT: 4.2L

STATS

SPEED: 7.6
HANDLING: 5.7
ACCELERATION: 6.1
LAUNCH: 7.4
BRAKING: 5.6

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 13.18 sec



PRICE: 45,000 cr

2006 RS 4

CLASS: B [461]
DRIVETRAIN: FA
POWER: 420 hp
TORQUE: 317 lb-ft
WEIGHT: 3,638 lb
FRONT WEIGHT: 58%
DISPLACEMENT: 4.2L

STATS

SPEED: 7.1
HANDLING: 5.3
ACCELERATION: 5.8
LAUNCH: 7.0
BRAKING: 5.1

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Saloon
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 13.03 sec



PRICE: 27,000 cr

2003 RS 6

CLASS: C [403]
DRIVETRAIN: FA
POWER: 450 hp
TORQUE: 415 lb-ft
WEIGHT: 4,024 lb
FRONT WEIGHT: 59%
DISPLACEMENT: 4.2L

STATS

SPEED: 6.7
HANDLING: 5.1
ACCELERATION: 5.1
LAUNCH: 5.8
BRAKING: 5.0

ENGINE TYPE: 8 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Executive
ENGINE ASPIRATION: Twin turbocharged
1/4 MILE: 13.34 sec



PRICE: 45,000 cr

2007 S5

CLASS: C [371]
DRIVETRAIN: FA
POWER: 349 hp
TORQUE: 325 lb-ft
WEIGHT: 3,795 lb
FRONT WEIGHT: 57%
DISPLACEMENT: 4.2L

STATS

SPEED: 6.7
HANDLING: 5.3
ACCELERATION: 4.8
LAUNCH: 6.2
BRAKING: 5.1

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 13.97 sec



PRICE: 35,000 cr

2007 TT COUPE S-LINE

CLASS: C [352]
DRIVETRAIN: FA
POWER: 247 hp
TORQUE: 236 lb-ft
WEIGHT: 3,108 lb
FRONT WEIGHT: 58%
DISPLACEMENT: 3.2L

STATS

SPEED: 5.7
HANDLING: 5.4
ACCELERATION: 4.5
LAUNCH: 5.6
BRAKING: 5.2

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 14.52 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3



PRICE: 110,000 cr

1983 SPORT QUATTRO

CLASS: D [336]
 DRIVETRAIN: FA
 POWER: 306 hp
 TORQUE: 259 lb-ft
 WEIGHT: 2,807 lb
 FRONT WEIGHT: 55%
 DISPLACEMENT: 2.1L

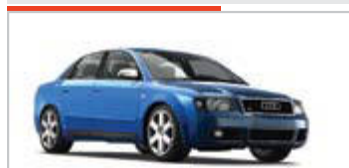
STATS

SPEED: 5.5
 HANDLING: 4.7
 ACCELERATION: 5.0
 LAUNCH: 6.4
 BRAKING: 4.5

ENGINE TYPE: 5 cylinder
 GEARS: 5
 CAR TYPE: Production
 BODY STYLE: Coupe
 ENGINE ASPIRATION: Turbocharged
 1/4 MILE: 14.11 sec



PRICE: 19,000 cr

2004 S4

CLASS: D [330]
 DRIVETRAIN: FA
 POWER: 340 hp
 TORQUE: 302 lb-ft
 WEIGHT: 3,825 lb
 FRONT WEIGHT: 62%
 DISPLACEMENT: 4.2L

STATS

SPEED: 6.6
 HANDLING: 5.0
 ACCELERATION: 4.7
 LAUNCH: 6.0
 BRAKING: 4.7

ENGINE TYPE: 8 cylinder
 GEARS: 6
 CAR TYPE: Production
 BODY STYLE: Saloon
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 14.04 sec



PRICE: 10,000 cr

2000 S4

CLASS: D [294]
 DRIVETRAIN: FA
 POWER: 250 hp
 TORQUE: 258 lb-ft
 WEIGHT: 3,384 lb
 FRONT WEIGHT: 59%
 DISPLACEMENT: 2.7L

STATS

SPEED: 5.6
 HANDLING: 5.1
 ACCELERATION: 4.0
 LAUNCH: 5.3
 BRAKING: 4.8

ENGINE TYPE: 6 cylinder
 GEARS: 6
 CAR TYPE: Production
 BODY STYLE: Saloon
 ENGINE ASPIRATION: Twin turbocharged
 1/4 MILE: 14.74 sec



PRICE: 18,000 cr

2004 TT COUPE 3.2 QUATTRO

CLASS: D [289]
 DRIVETRAIN: FA
 POWER: 249 hp
 TORQUE: 236 lb-ft
 WEIGHT: 3,505 lb
 FRONT WEIGHT: 60%
 DISPLACEMENT: 3.2L

STATS

SPEED: 5.6
 HANDLING: 5.2
 ACCELERATION: 3.8
 LAUNCH: 4.8
 BRAKING: 4.9

ENGINE TYPE: 6 cylinder
 GEARS: 6
 CAR TYPE: Production
 BODY STYLE: Coupe
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 14.79 sec



PRICE: 135,000 cr

2009 Q7 V12 TDI

CLASS: D [289]
 DRIVETRAIN: FA
 POWER: 494 hp
 TORQUE: 738 lb-ft
 WEIGHT: 5,743 lb
 FRONT WEIGHT: 56%
 DISPLACEMENT: 5.9L

STATS

SPEED: 6.1
 HANDLING: 4.3
 ACCELERATION: 4.5
 LAUNCH: 5.8
 BRAKING: 4.4

ENGINE TYPE: 12 cylinder
 GEARS: 6
 CAR TYPE: Production
 BODY STYLE: Sport truck
 ENGINE ASPIRATION: Twin turbocharged
 1/4 MILE: 14.24 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3

BENTLEY



PRICE: 1,500,000 cr

2003 #7 TEAM BENTLEY SPEED 8



CLASS: R1 [938]
DRIVETRAIN: MR
POWER: 615 hp
TORQUE: 590 lb-ft
WEIGHT: 2,024 lb
FRONT WEIGHT: 45%
DISPLACEMENT: 4L

STATS

SPEED: 7.9
HANDLING: 8.4
ACCELERATION: 8.9
LAUNCH: 7.6
BRAKING: 8.4

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: Prototype 1
ENGINE ASPIRATION: Twin turbocharged
1/4 MILE: 10.43 sec

PRICE: 75,000 cr

2004 CONTINENTAL GT



CLASS: C [398]
DRIVETRAIN: FA
POWER: 552 hp
TORQUE: 479 lb-ft
WEIGHT: 5,350 lb
FRONT WEIGHT: 58%
DISPLACEMENT: 6L

STATS

SPEED: 7.5
HANDLING: 4.9
ACCELERATION: 5.1
LAUNCH: 6.5
BRAKING: 4.6

ENGINE TYPE: 12 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Executive
ENGINE ASPIRATION: Twin turbocharged
1/4 MILE: 13.23 sec

BMW MOTORSPORT



PRICE: 1,400,000 cr

1999 #15 BMW MOTORSPORT V12 LMR



CLASS: R1 [934]
DRIVETRAIN: MR
POWER: 580 hp
TORQUE: 494 lb-ft
WEIGHT: 1,984 lb
FRONT WEIGHT: 45%
DISPLACEMENT: 6L

STATS

SPEED: 7.8
HANDLING: 8.7
ACCELERATION: 9.0
LAUNCH: 7.9
BRAKING: 8.7

ENGINE TYPE: 12 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: Prototype 1
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 10.48 sec

PRICE: 380,000 cr

2009 #92 RAHAL LETTERMAN RACING M3 GT2



CLASS: R3 [743]
DRIVETRAIN: FR
POWER: 491 hp
TORQUE: 372 lb-ft
WEIGHT: 2,701 lb
FRONT WEIGHT: 50%
DISPLACEMENT: 4L

STATS

SPEED: 6.4
HANDLING: 7.1
ACCELERATION: 7.8
LAUNCH: 7.0
BRAKING: 7.1

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: GT2
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 11.76 sec

PRICE: 300,000 cr

2005 #2 BMW MOTORSPORT M3 GTR



CLASS: R3 [715]
DRIVETRAIN: FR
POWER: 500 hp
TORQUE: 354 lb-ft
WEIGHT: 2,756 lb
FRONT WEIGHT: 50%
DISPLACEMENT: 4L

STATS

SPEED: 6.3
HANDLING: 7.0
ACCELERATION: 7.5
LAUNCH: 6.1
BRAKING: 7.0

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: German touring car
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 12.16 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3

PRICE: 300,000 cr

2001 #6 PROTOTYPE TECHNOLOGY GROUP M3 GTR



CLASS: R3 [713]
DRIVETRAIN: FR
POWER: 500 hp
TORQUE: 354 lb-ft
WEIGHT: 2,756 lb
FRONT WEIGHT: 50%
DISPLACEMENT: 4L

STATS

SPEED: 6.3
HANDLING: 7.0
ACCELERATION: 7.4
LAUNCH: 6.1
BRAKING: 7.0

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: German touring car
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 12.17 sec

PRICE: 180,000 cr

2002 M3-GTR



CLASS: B [499]
DRIVETRAIN: FR
POWER: 380 hp
TORQUE: 288 lb-ft
WEIGHT: 2,976 lb
FRONT WEIGHT: 50%
DISPLACEMENT: 4L

STATS

SPEED: 6.6
HANDLING: 5.5
ACCELERATION: 6.2
LAUNCH: 6.4
BRAKING: 5.4

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 13.79 sec

PRICE: 48,000 cr

2008 M3 E92



CLASS: B [462]
DRIVETRAIN: FR
POWER: 414 hp
TORQUE: 295 lb-ft
WEIGHT: 3,649 lb
FRONT WEIGHT: 52%
DISPLACEMENT: 4L

STATS

SPEED: 7.0
HANDLING: 5.4
ACCELERATION: 5.9
LAUNCH: 6.3
BRAKING: 5.3

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 13.93 sec

PRICE: 80,000 cr

2009 M5 E60



CLASS: B [455]
DRIVETRAIN: FR
POWER: 500 hp
TORQUE: 383 lb-ft
WEIGHT: 4,012 lb
FRONT WEIGHT: 52%
DISPLACEMENT: 5L

STATS

SPEED: 7.0
HANDLING: 5.2
ACCELERATION: 5.8
LAUNCH: 6.1
BRAKING: 5.0

ENGINE TYPE: 10 cylinder
GEARS: 7
CAR TYPE: Production
BODY STYLE: Executive
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 13.76 sec

PRICE: 42,000 cr

2008 Z4 M COUPE



CLASS: B [438]
DRIVETRAIN: FR
POWER: 343 hp
TORQUE: 269 lb-ft
WEIGHT: 3,230 lb
FRONT WEIGHT: 50%
DISPLACEMENT: 3.2L

STATS

SPEED: 6.4
HANDLING: 5.4
ACCELERATION: 5.5
LAUNCH: 6.3
BRAKING: 5.2

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 14.22 sec

PRICE: 31,000 cr

2005 M3 E46 COUPE



CLASS: B [430]
DRIVETRAIN: FR
POWER: 333 hp
TORQUE: 262 lb-ft
WEIGHT: 3,415 lb
FRONT WEIGHT: 50%
DISPLACEMENT: 3.2L

STATS

SPEED: 6.4
HANDLING: 5.4
ACCELERATION: 5.4
LAUNCH: 6.4
BRAKING: 5.2

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 14.12 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3



PRICE: 12,000 cr

1997 M3 E36



CLASS: C [410]
DRIVETRAIN: FR
POWER: 321 hp
TORQUE: 258 lb-ft
WEIGHT: 3,219 lb
FRONT WEIGHT: 50%
DISPLACEMENT: 3.2L

STATS

SPEED: 6.6
HANDLING: 5.2
ACCELERATION: 5.2
LAUNCH: 6.3
BRAKING: 5.1

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 14.41 sec



PRICE: 37,000 cr

2009 135I COUPE



CLASS: C [397]
DRIVETRAIN: FR
POWER: 300 hp
TORQUE: 300 lb-ft
WEIGHT: 3,373 lb
FRONT WEIGHT: 52%
DISPLACEMENT: 3L

STATS

SPEED: 6.1
HANDLING: 5.2
ACCELERATION: 5.2
LAUNCH: 6.2
BRAKING: 5.1

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Twin turbocharged
1/4 MILE: 14.59 sec



PRICE: 15,000 cr

1991 M3 E30



CLASS: D [286]
DRIVETRAIN: FR
POWER: 215 hp
TORQUE: 180 lb-ft
WEIGHT: 2,762 lb
FRONT WEIGHT: 51%
DISPLACEMENT: 2.3L

STATS

SPEED: 5.2
HANDLING: 5.1
ACCELERATION: 4.3
LAUNCH: 5.0
BRAKING: 4.9

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 15.69 sec



PRICE: 123,000 cr

1971 3.0 CSL



CLASS: E [209]
DRIVETRAIN: FR
POWER: 177 hp
TORQUE: 192 lb-ft
WEIGHT: 2,568 lb
FRONT WEIGHT: 49%
DISPLACEMENT: 3L

STATS

SPEED: 4.3
HANDLING: 4.7
ACCELERATION: 3.8
LAUNCH: 4.8
BRAKING: 4.5

ENGINE TYPE: 6 cylinder
GEARS: 4
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 16.23 sec



PRICE: 55,000 cr

2009 X5 XDRIVE48I



CLASS: F [184]
DRIVETRAIN: FA
POWER: 350 hp
TORQUE: 350 lb-ft
WEIGHT: 5,335 lb
FRONT WEIGHT: 49%
DISPLACEMENT: 4.8L

STATS

SPEED: 5.4
HANDLING: 4.2
ACCELERATION: 3.7
LAUNCH: 4.9
BRAKING: 4.2

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Sport truck
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 15.11 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3

BUGATTI

PRICE: 1,400,000 cr

2009 VEYRON 16.4



CLASS: S [700]
DRIVETRAIN: MA
POWER: 987 hp
TORQUE: 923 lb-ft
WEIGHT: 4,470 lb
FRONT WEIGHT: 45%
DISPLACEMENT: 8L

STATS

SPEED: 10
HANDLING: 5.9
ACCELERATION: 8.5
LAUNCH: 8.5
BRAKING: 6.0

ENGINE TYPE: 16 cylinder
GEARS: 7
CAR TYPE: Production
BODY STYLE: Supercar
ENGINE ASPIRATION: Quad turbocharged
1/4 MILE: 10.43 sec

CHRYSLER

PRICE: 26,000 cr

2008 300C SRT-8



CLASS: C [407]
DRIVETRAIN: FR
POWER: 425 hp
TORQUE: 420 lb-ft
WEIGHT: 4,178 lb
FRONT WEIGHT: 54%
DISPLACEMENT: 6.1L

STATS

SPEED: 6.4
HANDLING: 5.0
ACCELERATION: 5.6
LAUNCH: 5.6
BRAKING: 4.9

ENGINE TYPE: 8 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Executive
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 14.43 sec

PRICE: 19,000 cr

2006 CROSSFIRE SRT6



CLASS: C [393]
DRIVETRAIN: FR
POWER: 330 hp
TORQUE: 310 lb-ft
WEIGHT: 3,239 lb
FRONT WEIGHT: 55%
DISPLACEMENT: 3.2L

STATS

SPEED: 6.1
HANDLING: 5.2
ACCELERATION: 5.2
LAUNCH: 5.9
BRAKING: 4.9

ENGINE TYPE: 6 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Positive displacement
supercharged
1/4 MILE: 14.72 sec

PRICE: 5,000 cr

1998 EAGLE TALON TSI TURBO



CLASS: E [261]
DRIVETRAIN: FA
POWER: 210 hp
TORQUE: 214 lb-ft
WEIGHT: 3,120 lb
FRONT WEIGHT: 60%
DISPLACEMENT: 2L

STATS

SPEED: 5.5
HANDLING: 5.0
ACCELERATION: 3.7
LAUNCH: 4.9
BRAKING: 4.7

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Turbocharged
1/4 MILE: 15.14 sec

PRICE: 38,000 cr

1968 PLYMOUTH BARRACUDA FORMULA-S



CLASS: E [206]
DRIVETRAIN: FR
POWER: 338 hp
TORQUE: 395 lb-ft
WEIGHT: 3,470 lb
FRONT WEIGHT: 57%
DISPLACEMENT: 6.3L

STATS

SPEED: 5.0
HANDLING: 3.9
ACCELERATION: 4.9
LAUNCH: 4.4
BRAKING: 3.7

ENGINE TYPE: 8 cylinder
GEARS: 4
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 15.74 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3



PRICE: 6,000 cr

2004 PT CRUISER GT



CLASS: F [145]
 DRIVETRAIN: FF
 POWER: 220 hp
 TORQUE: 245 lb-ft
 WEIGHT: 3,104 lb
 FRONT WEIGHT: 59%
 DISPLACEMENT: 2.4L

STATS

SPEED: 4.1
 HANDLING: 4.3
 ACCELERATION: 3.2
 LAUNCH: 4.3
 BRAKING: 4.2

ENGINE TYPE: 4 cylinder
 GEARS: 5
 CAR TYPE: Production
 BODY STYLE: Hatchback
 ENGINE ASPIRATION: Turbocharged
 1/4 MILE: 17.07 sec

CITROEN



PRICE: 21,000 cr

2009 C4 VTS



CLASS: F [174]
 DRIVETRAIN: FF
 POWER: 150 hp
 TORQUE: 177 lb-ft
 WEIGHT: 2,802 lb
 FRONT WEIGHT: 62%
 DISPLACEMENT: 1.6L

STATS

SPEED: 4.5
 HANDLING: 4.6
 ACCELERATION: 3.1
 LAUNCH: 4.1
 BRAKING: 4.4

ENGINE TYPE: 4 cylinder
 GEARS: 6
 CAR TYPE: Production
 BODY STYLE: Hatchback
 ENGINE ASPIRATION: Turbocharged
 1/4 MILE: 16.92 sec

DODGE



PRICE: 400,000 cr

2003 #126 TEAM ZAKSPEED VIPER GTS-R



CLASS: R3 [769]
 DRIVETRAIN: FR
 POWER: 620 hp
 TORQUE: 535 lb-ft
 WEIGHT: 2,976 lb
 FRONT WEIGHT: 47%
 DISPLACEMENT: 6.2L

STATS

SPEED: 6.7
 HANDLING: 7.2
 ACCELERATION: 8.2
 LAUNCH: 7.4
 BRAKING: 7.1

ENGINE TYPE: 8 cylinder
 GEARS: 6
 CAR TYPE: Race car
 BODY STYLE: GT1
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 11.51 sec



PRICE: 400,000 cr

2002 #1 TEAM ZAKSPEED VIPER GTS-R



CLASS: R3 [768]
 DRIVETRAIN: FR
 POWER: 620 hp
 TORQUE: 535 lb-ft
 WEIGHT: 2,976 lb
 FRONT WEIGHT: 47%
 DISPLACEMENT: 6.2L

STATS

SPEED: 6.7
 HANDLING: 7.2
 ACCELERATION: 8.2
 LAUNCH: 7.4
 BRAKING: 7.1

ENGINE TYPE: 8 cylinder
 GEARS: 6
 CAR TYPE: Race car
 BODY STYLE: GT1
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 11.51 sec



PRICE: 400,000 cr

2000 #57 CARSPORT HOLLAND VIPER GTS-R



CLASS: R3 [766]
 DRIVETRAIN: FR
 POWER: 620 hp
 TORQUE: 535 lb-ft
 WEIGHT: 2,976 lb
 FRONT WEIGHT: 47%
 DISPLACEMENT: 6.2L

STATS

SPEED: 6.7
 HANDLING: 7.2
 ACCELERATION: 8.2
 LAUNCH: 7.4
 BRAKING: 7.1

ENGINE TYPE: 8 cylinder
 GEARS: 6
 CAR TYPE: Race car
 BODY STYLE: GT1
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 11.51 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3

PRICE: 400,000 cr

2000 #91 VIPER TEAM ORECA GTS-R



CLASS: R3 [764]
 DRIVETRAIN: FR
 POWER: 620 hp
 TORQUE: 535 lb-ft
 WEIGHT: 2,976 lb
 FRONT WEIGHT: 47%
 DISPLACEMENT: 6.2L

STATS

SPEED: 6.7
 HANDLING: 7.2
 ACCELERATION: 8.2
 LAUNCH: 7.4
 BRAKING: 7.1

ENGINE TYPE: 8 cylinder
 GEARS: 6
 CAR TYPE: Race car
 BODY STYLE: GT2
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 11.53 sec

PRICE: 300,000 cr

2008 #2 MOPAR VIPER COMPETITION COUPE



CLASS: R3 [715]
 DRIVETRAIN: FR
 POWER: 520 hp
 TORQUE: 540 lb-ft
 WEIGHT: 3,170 lb
 FRONT WEIGHT: 50%
 DISPLACEMENT: 8.3L

STATS

SPEED: 7.0
 HANDLING: 7.0
 ACCELERATION: 7.7
 LAUNCH: 7.1
 BRAKING: 6.9

ENGINE TYPE: 10 cylinder
 GEARS: 6
 CAR TYPE: Race car
 BODY STYLE: GT2
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 12.06 sec

PRICE: 300,000 cr

2008 #11 PRIMETIME RACING GROUP VIPER COMPETITION COUPE



CLASS: R3 [714]
 DRIVETRAIN: FR
 POWER: 520 hp
 TORQUE: 540 lb-ft
 WEIGHT: 3,170 lb
 FRONT WEIGHT: 50%
 DISPLACEMENT: 8.3L

STATS

SPEED: 7.0
 HANDLING: 7.0
 ACCELERATION: 7.6
 LAUNCH: 7.1
 BRAKING: 6.9

ENGINE TYPE: 10 cylinder
 GEARS: 6
 CAR TYPE: Race car
 BODY STYLE: GT2
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 12.06 sec

PRICE: 140,000 cr

2008 CHARGER STOCK CAR



CLASS: R3 [713]
 DRIVETRAIN: FR
 POWER: 825 hp
 TORQUE: 651 lb-ft
 WEIGHT: 3,400 lb
 FRONT WEIGHT: 52%
 DISPLACEMENT: 5.9L

STATS

SPEED: 7.5
 HANDLING: 6.9
 ACCELERATION: 7.7
 LAUNCH: 6.7
 BRAKING: 6.8

ENGINE TYPE: 8 cylinder
 GEARS: 4
 CAR TYPE: Production
 BODY STYLE: American stock car
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 12.03 sec

PRICE: 300,000 cr

2004 #22 3R-RACING VIPER COMPETITION COUPE



CLASS: R3 [712]
 DRIVETRAIN: FR
 POWER: 520 hp
 TORQUE: 540 lb-ft
 WEIGHT: 3,170 lb
 FRONT WEIGHT: 50%
 DISPLACEMENT: 8.3L

STATS

SPEED: 6.9
 HANDLING: 7.0
 ACCELERATION: 7.6
 LAUNCH: 7.1
 BRAKING: 6.9

ENGINE TYPE: 10 cylinder
 GEARS: 6
 CAR TYPE: Race car
 BODY STYLE: GT3
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 12.13 sec

PRICE: 300,000 cr

2003 #23 MAGELLAN FINANCIAL VIPER COMPETITION COUPE



CLASS: R3 [711]
 DRIVETRAIN: FR
 POWER: 520 hp
 TORQUE: 540 lb-ft
 WEIGHT: 3,170 lb
 FRONT WEIGHT: 50%
 DISPLACEMENT: 8.3L

STATS

SPEED: 6.9
 HANDLING: 7.0
 ACCELERATION: 7.6
 LAUNCH: 7.1
 BRAKING: 6.9

ENGINE TYPE: 10 cylinder
 GEARS: 6
 CAR TYPE: Race car
 BODY STYLE: GT3
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 12.13 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3

PRICE: 110,000 cr

2003 VIPER COMPETITION COUPE



CLASS: S [666]
DRIVETRAIN: FR
POWER: 520 hp
TORQUE: 540 lb-ft
WEIGHT: 2,995 lb
FRONT WEIGHT: 50%
DISPLACEMENT: 8.3L

STATS

SPEED: 6.5
HANDLING: 6.9
ACCELERATION: 7.5
LAUNCH: 6.9
BRAKING: 6.8

ENGINE TYPE: 10 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 12.51 sec

PRICE: 105,000 cr

2008 VIPER SRT10 ACR



CLASS: S [649]
DRIVETRAIN: FR
POWER: 600 hp
TORQUE: 560 lb-ft
WEIGHT: 3,408 lb
FRONT WEIGHT: 49%
DISPLACEMENT: 8.4L

STATS

SPEED: 6.9
HANDLING: 6.8
ACCELERATION: 7.0
LAUNCH: 6.0
BRAKING: 6.7

ENGINE TYPE: 10 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 12.78 sec

PRICE: 43,000 cr

2003 VIPER SRT10



CLASS: A [573]
DRIVETRAIN: FR
POWER: 500 hp
TORQUE: 525 lb-ft
WEIGHT: 3,390 lb
FRONT WEIGHT: 50%
DISPLACEMENT: 8.3L

STATS

SPEED: 7.8
HANDLING: 5.9
ACCELERATION: 7.0
LAUNCH: 6.5
BRAKING: 5.6

ENGINE TYPE: 10 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 12.86 sec

PRICE: 46,000 cr

1999 VIPER GTS ACR



CLASS: A [529]
DRIVETRAIN: FR
POWER: 460 hp
TORQUE: 500 lb-ft
WEIGHT: 3,450 lb
FRONT WEIGHT: 48%
DISPLACEMENT: 8L

STATS

SPEED: 7.0
HANDLING: 5.9
ACCELERATION: 6.2
LAUNCH: 6.0
BRAKING: 5.8

ENGINE TYPE: 10 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 13.31 sec

PRICE: 38,000 cr

2009 CHALLENGER SRT8



CLASS: B [427]
DRIVETRAIN: FR
POWER: 425 hp
TORQUE: 420 lb-ft
WEIGHT: 4,140 lb
FRONT WEIGHT: 56%
DISPLACEMENT: 6.1L

STATS

SPEED: 6.5
HANDLING: 5.1
ACCELERATION: 5.9
LAUNCH: 5.7
BRAKING: 5.0

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 14.44 sec

PRICE: 25,000 cr

2006 CHARGER SRT8



CLASS: C [401]
DRIVETRAIN: FR
POWER: 425 hp
TORQUE: 420 lb-ft
WEIGHT: 4,160 lb
FRONT WEIGHT: 54%
DISPLACEMENT: 6.1L

STATS

SPEED: 6.5
HANDLING: 5.0
ACCELERATION: 5.5
LAUNCH: 5.5
BRAKING: 4.9

ENGINE TYPE: 8 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 14.49 sec



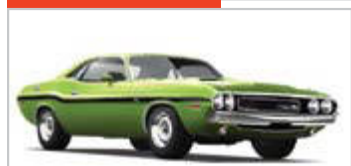
ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3



PRICE: 150,000 cr

1970 CHALLENGER R/T HEMI



CLASS: D [347]
 DRIVETRAIN: FR
 POWER: 480 hp
 TORQUE: 490 lb-ft
 WEIGHT: 3,390 lb
 FRONT WEIGHT: 58%
 DISPLACEMENT: 7L

STATS

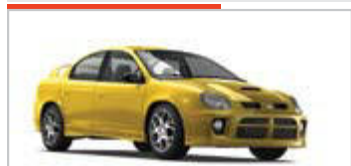
SPEED: 4.2
 HANDLING: 4.2
 ACCELERATION: 5.7
 LAUNCH: 4.6
 BRAKING: 4.0

ENGINE TYPE: 8 cylinder
 GEARS: 4
 CAR TYPE: Production
 BODY STYLE: Coupe
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 15.01 sec



PRICE: 9,000 cr

2003 SRT4



CLASS: D [343]
 DRIVETRAIN: FF
 POWER: 270 hp
 TORQUE: 285 lb-ft
 WEIGHT: 2,900 lb
 FRONT WEIGHT: 63%
 DISPLACEMENT: 2.4L

STATS

SPEED: 5.6
 HANDLING: 5.0
 ACCELERATION: 4.7
 LAUNCH: 5.2
 BRAKING: 4.7

ENGINE TYPE: 4 cylinder
 GEARS: 5
 CAR TYPE: Production
 BODY STYLE: Saloon
 ENGINE ASPIRATION: Turbocharged
 1/4 MILE: 15.37 sec



PRICE: 25,000 cr

2006 RAM SRT10



CLASS: D [331]
 DRIVETRAIN: FR
 POWER: 500 hp
 TORQUE: 525 lb-ft
 WEIGHT: 5,150 lb
 FRONT WEIGHT: 56%
 DISPLACEMENT: 8.3L

STATS

SPEED: 5.5
 HANDLING: 4.2
 ACCELERATION: 5.5
 LAUNCH: 5.4
 BRAKING: 4.2

ENGINE TYPE: 10 cylinder
 GEARS: 6
 CAR TYPE: Production
 BODY STYLE: Sport truck
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 14.64 sec



PRICE: 8,000 cr

1996 STEALTH R/T TURBO



CLASS: D [317]
 DRIVETRAIN: FA
 POWER: 320 hp
 TORQUE: 315 lb-ft
 WEIGHT: 3,792 lb
 FRONT WEIGHT: 59%
 DISPLACEMENT: 3L

STATS

SPEED: 6.0
 HANDLING: 5.1
 ACCELERATION: 4.2
 LAUNCH: 5.3
 BRAKING: 4.8

ENGINE TYPE: 6 cylinder
 GEARS: 6
 CAR TYPE: Production
 BODY STYLE: Coupe
 ENGINE ASPIRATION: Twin turbocharged
 1/4 MILE: 14.56 sec



PRICE: 67,000 cr

1969 CHARGER R/T



CLASS: E [235]
 DRIVETRAIN: FR
 POWER: 375 hp
 TORQUE: 480 lb-ft
 WEIGHT: 3,671 lb
 FRONT WEIGHT: 54%
 DISPLACEMENT: 7.2L

STATS

SPEED: 4.7
 HANDLING: 4.1
 ACCELERATION: 5.0
 LAUNCH: 4.7
 BRAKING: 3.8

ENGINE TYPE: 8 cylinder
 GEARS: 4
 CAR TYPE: Production
 BODY STYLE: Coupe
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 15.61 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI			
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS	LOTUS	MASERATI	
MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT	PORSCHE	RENAULT	SALEEN	SCION	
SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO							

FORZA MOTORSPORT 3

FERRARI

PRICE: 1,400,000 cr

1998 #30 MOMO DORAN RACING F333 SP



CLASS: R1 [933]
DRIVETRAIN: MR
POWER: 650 hp
TORQUE: 330 lb-ft
WEIGHT: 1,960 lb
FRONT WEIGHT: 42%
DISPLACEMENT: 4L

STATS

SPEED: 7.7
HANDLING: 8.4
ACCELERATION: 9.0
LAUNCH: 7.7
BRAKING: 8.3

ENGINE TYPE: 12 cylinder
GEARS: 5
CAR TYPE: Race car
BODY STYLE: Prototype 1
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 10.16 sec

PRICE: 1,400,000 cr

1998 #12 RISI COMPETIZIONE F333 SP



CLASS: R1 [933]
DRIVETRAIN: MR
POWER: 650 hp
TORQUE: 330 lb-ft
WEIGHT: 1,960 lb
FRONT WEIGHT: 42%
DISPLACEMENT: 4L

STATS

SPEED: 7.7
HANDLING: 8.4
ACCELERATION: 9.0
LAUNCH: 7.6
BRAKING: 8.3

ENGINE TYPE: 12 cylinder
GEARS: 5
CAR TYPE: Race car
BODY STYLE: Prototype 1
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 10.16 sec

PRICE: 500,000 cr

1996 F50 GT



CLASS: R2 [867]
DRIVETRAIN: MR
POWER: 750 hp
TORQUE: 384 lb-ft
WEIGHT: 2,002 lb
FRONT WEIGHT: 42%
DISPLACEMENT: 4.7L

STATS

SPEED: 8.1
HANDLING: 7.8
ACCELERATION: 9.0
LAUNCH: 7.9
BRAKING: 7.8

ENGINE TYPE: 12 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Supercar
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 10.52 sec

PRICE: 1,350,000 cr

1989 F40 COMPETIZIONE



CLASS: R2 [830]
DRIVETRAIN: MR
POWER: 780 hp
TORQUE: 527 lb-ft
WEIGHT: 2,315 lb
FRONT WEIGHT: 42%
DISPLACEMENT: 2.9L

STATS

SPEED: 8.4
HANDLING: 7.4
ACCELERATION: 8.9
LAUNCH: 7.3
BRAKING: 7.3

ENGINE TYPE: 8 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Supercar
ENGINE ASPIRATION: Twin turbocharged
1/4 MILE: 10.78 sec

PRICE: 600,000 cr

2005 #11 LARBRE COMPETITION 550 MARANELLO GTS



CLASS: R2 [808]
DRIVETRAIN: FR
POWER: 600 hp
TORQUE: 483 lb-ft
WEIGHT: 2,425 lb
FRONT WEIGHT: 49%
DISPLACEMENT: 6L

STATS

SPEED: 6.9
HANDLING: 7.4
ACCELERATION: 8.2
LAUNCH: 7.3
BRAKING: 7.4

ENGINE TYPE: 12 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: GT1
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 11.23 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3

PRICE: 600,000 cr

2003 #72 TEAM ALPHAND AVENTURES 550 MARANELLO GTS



CLASS: R2 [806]
DRIVETRAIN: FR
POWER: 600 hp
TORQUE: 483 lb-ft
WEIGHT: 2,425 lb
FRONT WEIGHT: 49%
DISPLACEMENT: 6L

STATS

SPEED: 6.9
HANDLING: 7.4
ACCELERATION: 8.2
LAUNCH: 7.3
BRAKING: 7.4

ENGINE TYPE: 12 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: GT1
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 11.23 sec

PRICE: 600,000 cr

2003 #88 VELOQX/PRODRIVE RACING 550 MARANELLO



CLASS: R2 [806]
DRIVETRAIN: FR
POWER: 600 hp
TORQUE: 483 lb-ft
WEIGHT: 2,425 lb
FRONT WEIGHT: 49%
DISPLACEMENT: 6L

STATS

SPEED: 6.9
HANDLING: 7.4
ACCELERATION: 8.2
LAUNCH: 7.3
BRAKING: 7.4

ENGINE TYPE: 12 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: GT1
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 11.24 sec

PRICE: 3,000,000 cr

2005 FXX



CLASS: R3 [789]
DRIVETRAIN: MR
POWER: 789 hp
TORQUE: 506 lb-ft
WEIGHT: 2,546 lb
FRONT WEIGHT: 41%
DISPLACEMENT: 6.3L

STATS

SPEED: 7.3
HANDLING: 7.5
ACCELERATION: 8.5
LAUNCH: 8.0
BRAKING: 7.5

ENGINE TYPE: 12 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Supercar
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 11.04 sec

PRICE: 380,000 cr

2008 #71 TAFEL RACING F430GT



CLASS: R3 [752]
DRIVETRAIN: MR
POWER: 500 hp
TORQUE: 380 lb-ft
WEIGHT: 2,634 lb
FRONT WEIGHT: 45%
DISPLACEMENT: 4L

STATS

SPEED: 6.6
HANDLING: 7.0
ACCELERATION: 8.0
LAUNCH: 7.3
BRAKING: 7.0

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: GT2
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 11.44 sec

PRICE: 380,000 cr

2008 #90 FARNBACHER RACING F430GT



CLASS: R3 [751]
DRIVETRAIN: MR
POWER: 500 hp
TORQUE: 380 lb-ft
WEIGHT: 2,634 lb
FRONT WEIGHT: 45%
DISPLACEMENT: 4L

STATS

SPEED: 6.6
HANDLING: 7.0
ACCELERATION: 8.0
LAUNCH: 7.3
BRAKING: 7.0

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: GT2
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 11.44 sec

PRICE: 380,000 cr

2006 #62 RISI COMPETIZIONE F430GT



CLASS: R3 [749]
DRIVETRAIN: MR
POWER: 500 hp
TORQUE: 380 lb-ft
WEIGHT: 2,634 lb
FRONT WEIGHT: 45%
DISPLACEMENT: 4L

STATS

SPEED: 6.5
HANDLING: 7.0
ACCELERATION: 8.0
LAUNCH: 7.3
BRAKING: 7.0

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: GT2
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 11.45 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3



PRICE: 1,300,000 cr

2002 ENZO FERRARI



CLASS: R3 [721]
DRIVETRAIN: MR
POWER: 650 hp
TORQUE: 485 lb-ft
WEIGHT: 3,086 lb
FRONT WEIGHT: 44%
DISPLACEMENT: 6L

STATS

SPEED: 8.4
HANDLING: 6.5
ACCELERATION: 8.2
LAUNCH: 7.7
BRAKING: 6.5

ENGINE TYPE: 12 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Supercar
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 11.33 sec



PRICE: 310,000 cr

2006 599 GTB FIORANO



CLASS: S [631]
DRIVETRAIN: FR
POWER: 611 hp
TORQUE: 448 lb-ft
WEIGHT: 3,865 lb
FRONT WEIGHT: 47%
DISPLACEMENT: 6L

STATS

SPEED: 8.3
HANDLING: 5.8
ACCELERATION: 7.5
LAUNCH: 7.1
BRAKING: 5.9

ENGINE TYPE: 12 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 12.01 sec



PRICE: 11,000,000 cr

1967 330 P4



CLASS: S [629]
DRIVETRAIN: MR
POWER: 450 hp
TORQUE: 385 lb-ft
WEIGHT: 1,742 lb
FRONT WEIGHT: 40%
DISPLACEMENT: 4L

STATS

SPEED: 7.2
HANDLING: 5.7
ACCELERATION: 8.0
LAUNCH: 7.3
BRAKING: 5.5

ENGINE TYPE: 12 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Supercar
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 11.68 sec



PRICE: 450,000 cr

1995 F50



CLASS: S [605]
DRIVETRAIN: MR
POWER: 513 hp
TORQUE: 347 lb-ft
WEIGHT: 2,712 lb
FRONT WEIGHT: 42%
DISPLACEMENT: 4.7L

STATS

SPEED: 7.4
HANDLING: 6.4
ACCELERATION: 7.1
LAUNCH: 6.2
BRAKING: 6.2

ENGINE TYPE: 12 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Supercar
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 12.79 sec



PRICE: 390,000 cr

1987 F40



CLASS: A [596]
DRIVETRAIN: MR
POWER: 478 hp
TORQUE: 424 lb-ft
WEIGHT: 2,980 lb
FRONT WEIGHT: 42%
DISPLACEMENT: 2.9L

STATS

SPEED: 7.2
HANDLING: 6.2
ACCELERATION: 7.1
LAUNCH: 7.3
BRAKING: 5.9

ENGINE TYPE: 8 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Supercar
ENGINE ASPIRATION: Twin turbocharged
1/4 MILE: 12.51 sec



PRICE: 150,000 cr

2004 F430



CLASS: A [580]
DRIVETRAIN: MR
POWER: 483 hp
TORQUE: 343 lb-ft
WEIGHT: 3,197 lb
FRONT WEIGHT: 43%
DISPLACEMENT: 4.3L

STATS

SPEED: 7.7
HANDLING: 5.7
ACCELERATION: 6.9
LAUNCH: 7.2
BRAKING: 5.8

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 12.46 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3

PRICE: 170,000 cr

2003 CHALLENGE STRADALE



CLASS: A [551]
 DRIVETRAIN: MR
 POWER: 409 hp
 TORQUE: 275 lb-ft
 WEIGHT: 2,844 lb
 FRONT WEIGHT: 43%
 DISPLACEMENT: 3.6L

STATS

SPEED: 7.0
 HANDLING: 6.1
 ACCELERATION: 6.2
 LAUNCH: 6.9
 BRAKING: 6.1

ENGINE TYPE: 8 cylinder
 GEARS: 6
 CAR TYPE: Production
 BODY STYLE: Coupe
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 13.04 sec

PRICE: 95,000 cr

1999 360 MODENA



CLASS: A [517]
 DRIVETRAIN: MR
 POWER: 394 hp
 TORQUE: 275 lb-ft
 WEIGHT: 3,086 lb
 FRONT WEIGHT: 43%
 DISPLACEMENT: 3.6L

STATS

SPEED: 6.8
 HANDLING: 5.6
 ACCELERATION: 6.2
 LAUNCH: 7.0
 BRAKING: 5.5

ENGINE TYPE: 8 cylinder
 GEARS: 6
 CAR TYPE: Production
 BODY STYLE: Coupe
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 13.08 sec

PRICE: 120,000 cr

2002 575M MARANELLO



CLASS: A [516]
 DRIVETRAIN: FR
 POWER: 508 hp
 TORQUE: 434 lb-ft
 WEIGHT: 3,815 lb
 FRONT WEIGHT: 50%
 DISPLACEMENT: 5.7L

STATS

SPEED: 7.3
 HANDLING: 5.5
 ACCELERATION: 6.3
 LAUNCH: 6.7
 BRAKING: 5.3

ENGINE TYPE: 12 cylinder
 GEARS: 6
 CAR TYPE: Production
 BODY STYLE: Coupe
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 13.29 sec

PRICE: 77,000 cr

1995 F355 CHALLENGE



CLASS: A [511]
 DRIVETRAIN: MR
 POWER: 380 hp
 TORQUE: 268 lb-ft
 WEIGHT: 2,986 lb
 FRONT WEIGHT: 41%
 DISPLACEMENT: 3.5L

STATS

SPEED: 6.3
 HANDLING: 6.0
 ACCELERATION: 6.0
 LAUNCH: 6.3
 BRAKING: 6.0

ENGINE TYPE: 8 cylinder
 GEARS: 6
 CAR TYPE: Production
 BODY STYLE: Coupe
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 13.66 sec

PRICE: 140,000 cr

2004 612 SCAGLIETTI



CLASS: A [503]
 DRIVETRAIN: FR
 POWER: 532 hp
 TORQUE: 434 lb-ft
 WEIGHT: 4,112 lb
 FRONT WEIGHT: 45%
 DISPLACEMENT: 5.7L

STATS

SPEED: 7.6
 HANDLING: 5.4
 ACCELERATION: 6.3
 LAUNCH: 6.6
 BRAKING: 5.2

ENGINE TYPE: 12 cylinder
 GEARS: 6
 CAR TYPE: Production
 BODY STYLE: Coupe
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 13.19 sec

PRICE: 230,000 cr

2009 CALIFORNIA



CLASS: B [488]
 DRIVETRAIN: FR
 POWER: 460 hp
 TORQUE: 358 lb-ft
 WEIGHT: 3,825 lb
 FRONT WEIGHT: 47%
 DISPLACEMENT: 4.3L

STATS

SPEED: 7.5
 HANDLING: 5.5
 ACCELERATION: 5.8
 LAUNCH: 6.6
 BRAKING: 5.5

ENGINE TYPE: 8 cylinder
 GEARS: 7
 CAR TYPE: Production
 BODY STYLE: Roadster
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 13.51 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3



PRICE: 320,000 cr

1984 GTO



CLASS: B [479]
DRIVETRAIN: MR
POWER: 395 hp
TORQUE: 366 lb-ft
WEIGHT: 2,557 lb
FRONT WEIGHT: 47%
DISPLACEMENT: 2.9L

STATS

SPEED: 6.5
HANDLING: 5.2
ACCELERATION: 6.4
LAUNCH: 6.5
BRAKING: 5.0

ENGINE TYPE: 8 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Twin turbocharged
1/4 MILE: 13.38 sec



PRICE: 60,000 cr

1994 F355 BERLINETTA



CLASS: B [455]
DRIVETRAIN: MR
POWER: 375 hp
TORQUE: 268 lb-ft
WEIGHT: 3,196 lb
FRONT WEIGHT: 41%
DISPLACEMENT: 3.5L

STATS

SPEED: 6.9
HANDLING: 5.6
ACCELERATION: 5.8
LAUNCH: 5.6
BRAKING: 5.4

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 13.86 sec



PRICE: 76,000 cr

1991 512 TR



CLASS: C [411]
DRIVETRAIN: MR
POWER: 421 hp
TORQUE: 360 lb-ft
WEIGHT: 3,690 lb
FRONT WEIGHT: 41%
DISPLACEMENT: 4.9L

STATS

SPEED: 6.9
HANDLING: 5.3
ACCELERATION: 5.4
LAUNCH: 4.7
BRAKING: 5.0

ENGINE TYPE: 12 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 13.99 sec



PRICE: 20,000,000 cr

1964 250 GTO



CLASS: C [368]
DRIVETRAIN: FR
POWER: 300 hp
TORQUE: 216 lb-ft
WEIGHT: 2,479 lb
FRONT WEIGHT: 52%
DISPLACEMENT: 3L

STATS

SPEED: 6.3
HANDLING: 5.0
ACCELERATION: 5.3
LAUNCH: 3.7
BRAKING: 4.5

ENGINE TYPE: 12 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 14.46 sec



PRICE: 57,000 cr

1969 DINO 246 GT



CLASS: E [219]
DRIVETRAIN: MR
POWER: 195 hp
TORQUE: 165 lb-ft
WEIGHT: 2,380 lb
FRONT WEIGHT: 41%
DISPLACEMENT: 2.4L

STATS

SPEED: 5.0
HANDLING: 4.8
ACCELERATION: 4.1
LAUNCH: 3.5
BRAKING: 4.5

ENGINE TYPE: 6 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 15.59 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3

FIAT



PRICE: 22,000 cr

2010 ABARTH 500 ESSEESSE



CLASS: E [207]
DRIVETRAIN: FF
POWER: 160 hp
TORQUE: 170 lb-ft
WEIGHT: 2,050 lb
FRONT WEIGHT: 65%
DISPLACEMENT: 1.4L

STATS

SPEED: 4.2
HANDLING: 4.5
ACCELERATION: 3.7
LAUNCH: 4.9
BRAKING: 4.4

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Subcompact
ENGINE ASPIRATION: Turbocharged
1/4 MILE: 16.74 sec

FORD



PRICE: 350,000 cr

2009 #25 BRITEK MOTORSPORT FG FALCON



CLASS: R3 [720]
DRIVETRAIN: FR
POWER: 630 hp
TORQUE: 465 lb-ft
WEIGHT: 2,987 lb
FRONT WEIGHT: 55%
DISPLACEMENT: 4.9L

STATS

SPEED: 6.7
HANDLING: 6.8
ACCELERATION: 7.5
LAUNCH: 6.4
BRAKING: 6.8

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: V8 Supercars Australia
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 12.37 sec

PRICE: 350,000 cr

2009 #9 SP TOOLS RACING FG FALCON



CLASS: R3 [720]
DRIVETRAIN: FR
POWER: 630 hp
TORQUE: 465 lb-ft
WEIGHT: 2,987 lb
FRONT WEIGHT: 55%
DISPLACEMENT: 4.9L

STATS

SPEED: 6.7
HANDLING: 6.8
ACCELERATION: 7.5
LAUNCH: 6.4
BRAKING: 6.8

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: V8 Supercars Australia
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 12.37 sec

PRICE: 350,000 cr

2009 #5 FORD PERFORMANCE RACING FG FALCON



CLASS: R3 [720]
DRIVETRAIN: FR
POWER: 630 hp
TORQUE: 465 lb-ft
WEIGHT: 2,987 lb
FRONT WEIGHT: 55%
DISPLACEMENT: 4.9L

STATS

SPEED: 6.7
HANDLING: 6.8
ACCELERATION: 7.5
LAUNCH: 6.4
BRAKING: 6.8

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: V8 Supercars Australia
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 12.37 sec

PRICE: 350,000 cr

2009 #1 TEAMVODAFONE FG FALCON



CLASS: R3 [720]
DRIVETRAIN: FR
POWER: 630 hp
TORQUE: 465 lb-ft
WEIGHT: 2,987 lb
FRONT WEIGHT: 55%
DISPLACEMENT: 4.9L

STATS

SPEED: 6.7
HANDLING: 6.8
ACCELERATION: 7.5
LAUNCH: 6.4
BRAKING: 6.8

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: V8 Supercars Australia
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 12.37 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT	PORSCHE	RENAULT
SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO				

FORZA MOTORSPORT 3



PRICE: 150,000 cr

2008 FUSION STOCK CAR



CLASS: R3 [714]
 DRIVETRAIN: FR
 POWER: 825 hp
 TORQUE: 651 lb-ft
 WEIGHT: 3,400 lb
 FRONT WEIGHT: 52%
 DISPLACEMENT: 5.9L

STATS

SPEED: 7.5
 HANDLING: 6.9
 ACCELERATION: 7.7
 LAUNCH: 6.7
 BRAKING: 6.8

ENGINE TYPE: 8 cylinder
 GEARS: 4
 CAR TYPE: Production
 BODY STYLE: American stock car
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 12.01 sec



PRICE: 150,000 cr

2004 #10 TIGER RACING MUSTANG



CLASS: R3 [704]
 DRIVETRAIN: FR
 POWER: 550 hp
 TORQUE: 450 lb-ft
 WEIGHT: 2,900 lb
 FRONT WEIGHT: 53%
 DISPLACEMENT: 4.6L

STATS

SPEED: 6.8
 HANDLING: 6.6
 ACCELERATION: 7.5
 LAUNCH: 6.7
 BRAKING: 6.6

ENGINE TYPE: 8 cylinder
 GEARS: 6
 CAR TYPE: Race car
 BODY STYLE: GT3
 ENGINE ASPIRATION: Centrifugal supercharged
 1/4 MILE: 12.03 sec



PRICE: 121,000 cr

1985 RS200 EVOLUTION



CLASS: A [586]
 DRIVETRAIN: MA
 POWER: 506 hp
 TORQUE: 401 lb-ft
 WEIGHT: 2,464 lb
 FRONT WEIGHT: 50%
 DISPLACEMENT: 2.1L

STATS

SPEED: 5.1
 HANDLING: 5.7
 ACCELERATION: 7.7
 LAUNCH: 7.7
 BRAKING: 5.6

ENGINE TYPE: 4 cylinder
 GEARS: 5
 CAR TYPE: Production
 BODY STYLE: Coupe
 ENGINE ASPIRATION: Turbocharged
 1/4 MILE: 11.91 sec



PRICE: 1,460,000 cr

1966 GT40 MKII



CLASS: A [566]
 DRIVETRAIN: MR
 POWER: 485 hp
 TORQUE: 475 lb-ft
 WEIGHT: 2,682 lb
 FRONT WEIGHT: 38%
 DISPLACEMENT: 7L

STATS

SPEED: 7.2
 HANDLING: 5.6
 ACCELERATION: 6.5
 LAUNCH: 4.5
 BRAKING: 5.4

ENGINE TYPE: 8 cylinder
 GEARS: 4
 CAR TYPE: Production
 BODY STYLE: Supercar
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 12.51 sec



PRICE: 150,000 cr

2005 FORD GT



CLASS: A [557]
 DRIVETRAIN: MR
 POWER: 550 hp
 TORQUE: 500 lb-ft
 WEIGHT: 3,390 lb
 FRONT WEIGHT: 43%
 DISPLACEMENT: 5.4L

STATS

SPEED: 7.4
 HANDLING: 5.9
 ACCELERATION: 6.4
 LAUNCH: 5.3
 BRAKING: 5.8

ENGINE TYPE: 8 cylinder
 GEARS: 6
 CAR TYPE: Production
 BODY STYLE: Coupe
 ENGINE ASPIRATION: Positive displacement
 supercharged
 1/4 MILE: 12.99 sec



PRICE: 50,000 cr

2007 SHELBY GT500



CLASS: B [434]
 DRIVETRAIN: FR
 POWER: 500 hp
 TORQUE: 480 lb-ft
 WEIGHT: 3,896 lb
 FRONT WEIGHT: 57%
 DISPLACEMENT: 5.4L

STATS

SPEED: 6.5
 HANDLING: 5.0
 ACCELERATION: 5.8
 LAUNCH: 5.6
 BRAKING: 4.9

ENGINE TYPE: 8 cylinder
 GEARS: 6
 CAR TYPE: Production
 BODY STYLE: Coupe
 ENGINE ASPIRATION: Positive displacement supercharged
 1/4 MILE: 14.26 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT	PORSCHE	RENAULT
SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO				SALEN
										SCION

FORZA MOTORSPORT 3



PRICE: 42,000 cr

2000 MUSTANG COBRA R



CLASS: B [432]
DRIVETRAIN: FR
POWER: 385 hp
TORQUE: 385 lb-ft
WEIGHT: 3,589 lb
FRONT WEIGHT: 57%
DISPLACEMENT: 5.4L

STATS

SPEED: 6.7
HANDLING: 5.2
ACCELERATION: 5.8
LAUNCH: 5.4
BRAKING: 5.0

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 14.41 sec



PRICE: 35,000 cr

2009 FOCUS RS



CLASS: C [354]
DRIVETRAIN: FF
POWER: 300 hp
TORQUE: 325 lb-ft
WEIGHT: 3,236 lb
FRONT WEIGHT: 62%
DISPLACEMENT: 2.5L

STATS

SPEED: 5.0
HANDLING: 5.1
ACCELERATION: 4.9
LAUNCH: 5.5
BRAKING: 4.9

ENGINE TYPE: 5 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Hatchback
ENGINE ASPIRATION: Turbocharged
1/4 MILE: 15.31 sec



PRICE: 17,000 cr

2005 MUSTANG GT



CLASS: D [289]
DRIVETRAIN: FR
POWER: 300 hp
TORQUE: 315 lb-ft
WEIGHT: 3,510 lb
FRONT WEIGHT: 54%
DISPLACEMENT: 4.6L

STATS

SPEED: 5.7
HANDLING: 4.6
ACCELERATION: 4.7
LAUNCH: 5.3
BRAKING: 4.5

ENGINE TYPE: 8 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 15.38 sec



PRICE: 18,000 cr

2006 FOCUS ST



CLASS: E [265]
DRIVETRAIN: FF
POWER: 223 hp
TORQUE: 236 lb-ft
WEIGHT: 3,069 lb
FRONT WEIGHT: 63%
DISPLACEMENT: 2.5L

STATS

SPEED: 5.2
HANDLING: 4.8
ACCELERATION: 4.1
LAUNCH: 5.2
BRAKING: 4.5

ENGINE TYPE: 5 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Hatchback
ENGINE ASPIRATION: Turbocharged
1/4 MILE: 15.99 sec



PRICE: 150,000 cr

1970 MUSTANG BOSS 429



CLASS: E [252]
DRIVETRAIN: FR
POWER: 375 hp
TORQUE: 450 lb-ft
WEIGHT: 3,715 lb
FRONT WEIGHT: 59%
DISPLACEMENT: 7L

STATS

SPEED: 5.0
HANDLING: 4.2
ACCELERATION: 5.1
LAUNCH: 4.3
BRAKING: 3.9

ENGINE TYPE: 8 cylinder
GEARS: 4
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 15.51 sec



PRICE: 14,000 cr

1993 SVT COBRA R



CLASS: E [248]
DRIVETRAIN: FR
POWER: 235 hp
TORQUE: 280 lb-ft
WEIGHT: 3,125 lb
FRONT WEIGHT: 57%
DISPLACEMENT: 4.9L

STATS

SPEED: 4.9
HANDLING: 4.9
ACCELERATION: 4.2
LAUNCH: 5.0
BRAKING: 4.6

ENGINE TYPE: 8 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 15.77 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT	PORSCHE	RENAULT
SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO				SALEN
										SCION

FORZA MOTORSPORT 3



PRICE: 6,000 cr

2003 SVT FOCUS



CLASS: F [192]
DRIVETRAIN: FF
POWER: 170 hp
TORQUE: 145 lb-ft
WEIGHT: 2,769 lb
FRONT WEIGHT: 62%
DISPLACEMENT: 2L

STATS

SPEED: 4.3
HANDLING: 4.7
ACCELERATION: 3.3
LAUNCH: 4.0
BRAKING: 4.5

ENGINE TYPE: 4 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Hatchback
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 16.59 sec



PRICE: 16,000 cr

2009 FIESTA ZETEC S



CLASS: F [176]
DRIVETRAIN: FF
POWER: 118 hp
TORQUE: 112 lb-ft
WEIGHT: 2,138 lb
FRONT WEIGHT: 63%
DISPLACEMENT: 1.6L

STATS

SPEED: 4.0
HANDLING: 4.9
ACCELERATION: 3.2
LAUNCH: 4.3
BRAKING: 4.8

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Subcompact
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 17.26 sec

HOLDEN



PRICE: 350,000 cr

2009 #51 SPRINT GAS RACING COMMODORE VE



CLASS: R3 [717]
DRIVETRAIN: FR
POWER: 620 hp
TORQUE: 443 lb-ft
WEIGHT: 2,987 lb
FRONT WEIGHT: 55%
DISPLACEMENT: 5L

STATS

SPEED: 6.7
HANDLING: 6.8
ACCELERATION: 7.5
LAUNCH: 6.4
BRAKING: 6.8

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: V8 Supercars Australia
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 12.39 sec



PRICE: 350,000 cr

2009 #33 GARRY ROGERS TEAM COMMODORE VE



CLASS: R3 [717]
DRIVETRAIN: FR
POWER: 620 hp
TORQUE: 443 lb-ft
WEIGHT: 2,987 lb
FRONT WEIGHT: 55%
DISPLACEMENT: 5L

STATS

SPEED: 6.7
HANDLING: 6.8
ACCELERATION: 7.5
LAUNCH: 6.4
BRAKING: 6.8

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: V8 Supercars Australia
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 12.39 sec



PRICE: 350,000 cr

2009 #2 TOLL HOLDEN RACING TEAM COMMODORE VE



CLASS: R3 [717]
DRIVETRAIN: FR
POWER: 620 hp
TORQUE: 443 lb-ft
WEIGHT: 2,987 lb
FRONT WEIGHT: 55%
DISPLACEMENT: 5L

STATS

SPEED: 6.7
HANDLING: 6.8
ACCELERATION: 7.5
LAUNCH: 6.4
BRAKING: 6.8

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: V8 Supercars Australia
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 12.39 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3

PRICE: 350,000 cr

2009 #39 SUPERCHEAP AUTO RACING COMMODORE VE



CLASS: R3 [717]
DRIVETRAIN: FR
POWER: 620 hp
TORQUE: 443 lb-ft
WEIGHT: 2,987 lb
FRONT WEIGHT: 55%
DISPLACEMENT: 5L

STATS

SPEED: 6.7
HANDLING: 6.8
ACCELERATION: 7.5
LAUNCH: 6.4
BRAKING: 6.8

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: V8 Supercars Australia
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 12.39 sec

HONDA



PRICE: 400,000 cr

2005 #8 ARTA NSX



CLASS: R2 [816]
DRIVETRAIN: MR
POWER: 500 hp
TORQUE: 433 lb-ft
WEIGHT: 2,601 lb
FRONT WEIGHT: 45%
DISPLACEMENT: 3L

STATS

SPEED: 6.4
HANDLING: 8.0
ACCELERATION: 8.2
LAUNCH: 7.6
BRAKING: 7.9

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: Super GT GT500
ENGINE ASPIRATION: Twin turbocharged
1/4 MILE: 11.43 sec

PRICE: 400,000 cr

2005 #18 TAKATA DOME NSX



CLASS: R2 [815]
DRIVETRAIN: MR
POWER: 500 hp
TORQUE: 433 lb-ft
WEIGHT: 2,601 lb
FRONT WEIGHT: 45%
DISPLACEMENT: 3L

STATS

SPEED: 6.4
HANDLING: 8.0
ACCELERATION: 8.2
LAUNCH: 7.6
BRAKING: 7.9

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: SuperGT GT500
ENGINE ASPIRATION: Twin turbocharged
1/4 MILE: 11.43 sec

PRICE: 400,000 cr

2003 #16 G'ZOX NSX



CLASS: R2 [814]
DRIVETRAIN: MR
POWER: 500 hp
TORQUE: 433 lb-ft
WEIGHT: 2,601 lb
FRONT WEIGHT: 45%
DISPLACEMENT: 3L

STATS

SPEED: 6.4
HANDLING: 8.0
ACCELERATION: 8.2
LAUNCH: 7.6
BRAKING: 7.9

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: SuperGT GT500
ENGINE ASPIRATION: Twin turbocharged
1/4 MILE: 11.43 sec

PRICE: 900,000 cr

2005 NSX-R GT



CLASS: B [474]
DRIVETRAIN: MR
POWER: 290 hp
TORQUE: 224 lb-ft
WEIGHT: 2,595 lb
FRONT WEIGHT: 43%
DISPLACEMENT: 3.2L

STATS

SPEED: 5.9
HANDLING: 5.9
ACCELERATION: 5.7
LAUNCH: 6.3
BRAKING: 5.7

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 13.94 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3



PRICE: 150,000 cr

2005 NSX-R



CLASS: B [457]
DRIVETRAIN: MR
POWER: 290 hp
TORQUE: 225 lb-ft
WEIGHT: 2,800 lb
FRONT WEIGHT: 43%
DISPLACEMENT: 3.2L

STATS

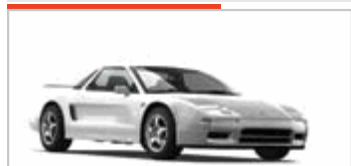
SPEED: 6.5
HANDLING: 5.6
ACCELERATION: 5.7
LAUNCH: 6.2
BRAKING: 5.5

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 13.98 sec



PRICE: 98,000 cr

1992 NSX-R



CLASS: C [418]
DRIVETRAIN: MR
POWER: 276 hp
TORQUE: 217 lb-ft
WEIGHT: 2,711 lb
FRONT WEIGHT: 42%
DISPLACEMENT: 3L

STATS

SPEED: 6.2
HANDLING: 5.4
ACCELERATION: 5.5
LAUNCH: 6.1
BRAKING: 5.2

ENGINE TYPE: 6 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 14.14 sec



PRICE: 15,000 cr

2003 S2000



CLASS: C [360]
DRIVETRAIN: FR
POWER: 247 hp
TORQUE: 161 lb-ft
WEIGHT: 2,756 lb
FRONT WEIGHT: 50%
DISPLACEMENT: 2L

STATS

SPEED: 5.9
HANDLING: 5.2
ACCELERATION: 4.9
LAUNCH: 5.1
BRAKING: 5.0

ENGINE TYPE: 4 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Roadster
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 15.12 sec



PRICE: 14,000 cr

2002 MUGEN INTEGRA TYPE-R



CLASS: D [328]
DRIVETRAIN: FF
POWER: 217 hp
TORQUE: 152 lb-ft
WEIGHT: 2,601 lb
FRONT WEIGHT: 63%
DISPLACEMENT: 2L

STATS

SPEED: 5.3
HANDLING: 5.5
ACCELERATION: 4.4
LAUNCH: 5.0
BRAKING: 5.3

ENGINE TYPE: 4 cylinder
GEARS: 6
CAR TYPE: Pre-tuned
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 15.74 sec



PRICE: 14,000 cr

2004 MUGEN CIVIC TYPE-R



CLASS: D [299]
DRIVETRAIN: FF
POWER: 240 hp
TORQUE: 156 lb-ft
WEIGHT: 2,775 lb
FRONT WEIGHT: 62%
DISPLACEMENT: 2L

STATS

SPEED: 5.5
HANDLING: 5.1
ACCELERATION: 4.2
LAUNCH: 5.0
BRAKING: 4.9

ENGINE TYPE: 4 cylinder
GEARS: 6
CAR TYPE: Pre-tuned
BODY STYLE: Hatchback
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 15.99 sec



PRICE: 12,000 cr

2002 INTEGRA TYPE-R



CLASS: D [285]
DRIVETRAIN: FF
POWER: 217 hp
TORQUE: 152 lb-ft
WEIGHT: 2,623 lb
FRONT WEIGHT: 61%
DISPLACEMENT: 2L

STATS

SPEED: 5.1
HANDLING: 5.1
ACCELERATION: 4.2
LAUNCH: 4.9
BRAKING: 4.8

ENGINE TYPE: 4 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 16.09 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3



PRICE: 17,000 cr

2007 CIVIC TYPE-R



CLASS: D [283]
DRIVETRAIN: FF
POWER: 198 hp
TORQUE: 142 lb-ft
WEIGHT: 2,965 lb
FRONT WEIGHT: 60%
DISPLACEMENT: 2L

STATS

SPEED: 5.2
HANDLING: 5.3
ACCELERATION: 4.0
LAUNCH: 4.9
BRAKING: 5.0

ENGINE TYPE: 4 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Hatchback
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 16.36 sec



PRICE: 8,000 cr

2000 INTEGRA TYPE-R



CLASS: E [273]
DRIVETRAIN: FF
POWER: 197 hp
TORQUE: 134 lb-ft
WEIGHT: 2,639 lb
FRONT WEIGHT: 62%
DISPLACEMENT: 1.8L

STATS

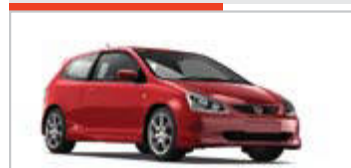
SPEED: 5.1
HANDLING: 5.0
ACCELERATION: 4.1
LAUNCH: 4.8
BRAKING: 4.8

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 16.14 sec



PRICE: 11,000 cr

2004 CIVIC TYPE-R



CLASS: E [272]
DRIVETRAIN: FF
POWER: 212 hp
TORQUE: 149 lb-ft
WEIGHT: 2,623 lb
FRONT WEIGHT: 61%
DISPLACEMENT: 2L

STATS

SPEED: 5.1
HANDLING: 4.8
ACCELERATION: 4.4
LAUNCH: 5.1
BRAKING: 4.6

ENGINE TYPE: 4 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Hatchback
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 15.98 sec



PRICE: 13,000 cr

2006 CIVIC SI COUPE



CLASS: E [262]
DRIVETRAIN: FF
POWER: 197 hp
TORQUE: 139 lb-ft
WEIGHT: 2,880 lb
FRONT WEIGHT: 61%
DISPLACEMENT: 2L

STATS

SPEED: 5.3
HANDLING: 5.0
ACCELERATION: 4.0
LAUNCH: 4.7
BRAKING: 4.8

ENGINE TYPE: 4 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 16.37 sec



PRICE: 4,000 cr

2000 PRELUDE SIR



CLASS: E [241]
DRIVETRAIN: FF
POWER: 197 hp
TORQUE: 161 lb-ft
WEIGHT: 2,778 lb
FRONT WEIGHT: 63%
DISPLACEMENT: 2.2L

STATS

SPEED: 5.1
HANDLING: 5.1
ACCELERATION: 3.5
LAUNCH: 4.3
BRAKING: 4.8

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 16.41 sec



PRICE: 4,000 cr

1991 CR-X SIR



CLASS: E [217]
DRIVETRAIN: FF
POWER: 158 hp
TORQUE: 112 lb-ft
WEIGHT: 2,161 lb
FRONT WEIGHT: 62%
DISPLACEMENT: 1.6L

STATS

SPEED: 5.3
HANDLING: 4.5
ACCELERATION: 3.9
LAUNCH: 4.6
BRAKING: 4.2

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Hatchback
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 16.49 sec



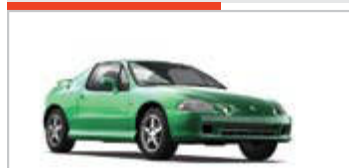
ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3



PRICE: 4,000 cr

1995 CR-X DEL SOL SIR



CLASS: F [187]
DRIVETRAIN: FF
POWER: 170 hp
TORQUE: 117 lb-ft
WEIGHT: 2,491 lb
FRONT WEIGHT: 62%
DISPLACEMENT: 1.6L

STATS

SPEED: 4.3
HANDLING: 4.6
ACCELERATION: 3.7
LAUNCH: 4.3
BRAKING: 4.4

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 16.72 sec



PRICE: 7,000 cr

1999 CIVIC SI COUPE



CLASS: F [173]
DRIVETRAIN: FF
POWER: 160 hp
TORQUE: 111 lb-ft
WEIGHT: 2,560 lb
FRONT WEIGHT: 62%
DISPLACEMENT: 1.6L

STATS

SPEED: 4.4
HANDLING: 4.7
ACCELERATION: 3.4
LAUNCH: 4.1
BRAKING: 4.6

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 16.91 sec



PRICE: 4,000 cr

1994 CIVIC 1.5 VTI



CLASS: F [163]
DRIVETRAIN: FF
POWER: 128 hp
TORQUE: 102 lb-ft
WEIGHT: 2,271 lb
FRONT WEIGHT: 61%
DISPLACEMENT: 1.5L

STATS

SPEED: 4.3
HANDLING: 4.8
ACCELERATION: 3.0
LAUNCH: 3.8
BRAKING: 4.6

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Hatchback
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 17.34 sec



PRICE: 9,000 cr

2009 FIT SPORT



CLASS: F [130]
DRIVETRAIN: FF
POWER: 117 hp
TORQUE: 106 lb-ft
WEIGHT: 2,520 lb
FRONT WEIGHT: 62%
DISPLACEMENT: 1.5L

STATS

SPEED: 3.9
HANDLING: 4.7
ACCELERATION: 3.0
LAUNCH: 3.8
BRAKING: 4.5

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Subcompact
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 17.54 sec

HYUNDAI



PRICE: 24,000 cr

2010 GENESIS COUPE



CLASS: D [344]
DRIVETRAIN: FR
POWER: 306 hp
TORQUE: 266 lb-ft
WEIGHT: 3,549 lb
FRONT WEIGHT: 55%
DISPLACEMENT: 3.8L

STATS

SPEED: 6.0
HANDLING: 5.2
ACCELERATION: 4.5
LAUNCH: 5.5
BRAKING: 5.0

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 15.41 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3



PRICE: **8,000 cr**

2003 TUSCANI ELISA



CLASS: F [181]
DRIVETRAIN: FF
POWER: 167 hp
TORQUE: 181 lb-ft
WEIGHT: 3,050 lb
FRONT WEIGHT: 64%
DISPLACEMENT: 2.7L

STATS

SPEED: 4.6
HANDLING: 5.0
ACCELERATION: 3.1
LAUNCH: 4.2
BRAKING: 4.7

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 16.94 sec

INFINITI



PRICE: **32,000 cr**

2008 G37 COUPE SPORT



CLASS: C [367]
DRIVETRAIN: FR
POWER: 330 hp
TORQUE: 270 lb-ft
WEIGHT: 3,668 lb
FRONT WEIGHT: 54%
DISPLACEMENT: 3.7L

STATS

SPEED: 6.6
HANDLING: 5.1
ACCELERATION: 4.9
LAUNCH: 5.8
BRAKING: 4.9

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 14.97 sec



PRICE: **17,000 cr**

2003 G35 COUPE



CLASS: D [346]
DRIVETRAIN: FR
POWER: 280 hp
TORQUE: 270 lb-ft
WEIGHT: 3,485 lb
FRONT WEIGHT: 53%
DISPLACEMENT: 3.5L

STATS

SPEED: 6.4
HANDLING: 5.2
ACCELERATION: 4.6
LAUNCH: 5.6
BRAKING: 5.1

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 15.27 sec

JAGUAR



PRICE: **190,000 cr**

1993 XJ220



CLASS: S [602]
DRIVETRAIN: MR
POWER: 542 hp
TORQUE: 475 lb-ft
WEIGHT: 2,976 lb
FRONT WEIGHT: 42%
DISPLACEMENT: 3.5L

STATS

SPEED: 7.8
HANDLING: 5.9
ACCELERATION: 7.2
LAUNCH: 6.2
BRAKING: 5.8

ENGINE TYPE: 6 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Supercar
ENGINE ASPIRATION: Twin turbocharged
1/4 MILE: 12.27 sec



PRICE: **111,000 cr**

2009 XKR-S



CLASS: B [486]
DRIVETRAIN: FR
POWER: 420 hp
TORQUE: 413 lb-ft
WEIGHT: 3,880 lb
FRONT WEIGHT: 53%
DISPLACEMENT: 4.2L

STATS

SPEED: 7.0
HANDLING: 5.4
ACCELERATION: 5.7
LAUNCH: 6.0
BRAKING: 5.3

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Positive displacement supercharged
1/4 MILE: 13.84 sec



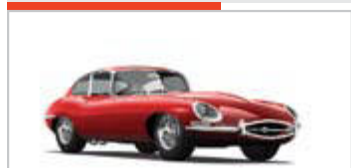
ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3



PRICE: 75,000 cr

1961 E-TYPE S1



CLASS: E [211]
DRIVETRAIN: FR
POWER: 265 hp
TORQUE: 260 lb-ft
WEIGHT: 2,900 lb
FRONT WEIGHT: 47%
DISPLACEMENT: 3.8L

STATS

SPEED: 4.7
HANDLING: 4.5
ACCELERATION: 3.6
LAUNCH: 4.8
BRAKING: 4.3

ENGINE TYPE: 6 cylinder
GEARS: 4
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 15.84 sec

KOENIGSEGG



PRICE: 750,000 cr

2008 CCGT



CLASS: R2 [855]
DRIVETRAIN: MR
POWER: 610 hp
TORQUE: 553 lb-ft
WEIGHT: 2,425 lb
FRONT WEIGHT: 43%
DISPLACEMENT: 5L

STATS

SPEED: 8.1
HANDLING: 7.6
ACCELERATION: 8.6
LAUNCH: 7.6
BRAKING: 7.7

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Pre-tuned
BODY STYLE: Supercar
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 10.68 sec



PRICE: 350,000 cr

2002 CC8S



CLASS: S [665]
DRIVETRAIN: MR
POWER: 655 hp
TORQUE: 553 lb-ft
WEIGHT: 2,811 lb
FRONT WEIGHT: 43%
DISPLACEMENT: 4.7L

STATS

SPEED: 8.8
HANDLING: 6.3
ACCELERATION: 7.6
LAUNCH: 6.4
BRAKING: 6.1

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Supercar
ENGINE ASPIRATION: Centrifugal supercharged
1/4 MILE: 11.81 sec

LANCIA



PRICE: 50,000 cr

1974 STRATOS HF STRADALE



CLASS: D [287]
DRIVETRAIN: MR
POWER: 190 hp
TORQUE: 166 lb-ft
WEIGHT: 2,161 lb
FRONT WEIGHT: 46%
DISPLACEMENT: 2.4L

STATS

SPEED: 4.7
HANDLING: 5.0
ACCELERATION: 4.7
LAUNCH: 5.9
BRAKING: 4.8

ENGINE TYPE: 6 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 15.41 sec



PRICE: 22,000 cr

1992 DELTA INTEGRALE EVO



CLASS: E [273]
DRIVETRAIN: FA
POWER: 210 hp
TORQUE: 224 lb-ft
WEIGHT: 2,866 lb
FRONT WEIGHT: 63%
DISPLACEMENT: 2L

STATS

SPEED: 4.5
HANDLING: 4.6
ACCELERATION: 4.5
LAUNCH: 5.8
BRAKING: 4.5

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Hatchback
ENGINE ASPIRATION: Turbocharged
1/4 MILE: 14.51 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT	PORSCHE	RENAULT
SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO				SALEN
										SCION

FORZA MOTORSPORT 3

LAND ROVER



PRICE: 68,000 cr

2008 RANGE ROVER SUPERCHARGED



CLASS: E [263]
DRIVETRAIN: FA
POWER: 400 hp
TORQUE: 420 lb-ft
WEIGHT: 5,842 lb
FRONT WEIGHT: 54%
DISPLACEMENT: 4.2L

STATS

SPEED: 5.6
HANDLING: 4.2
ACCELERATION: 4.4
LAUNCH: 5.7
BRAKING: 4.1

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Sport truck
ENGINE ASPIRATION:
Positive displacement supercharged
1/4 MILE: 14.36 sec

LEXUS



PRICE: 600,000 cr

2008 #6 ENEOS SC430



CLASS: R2 [831]
DRIVETRAIN: FR
POWER: 500 hp
TORQUE: 376 lb-ft
WEIGHT: 2,425 lb
FRONT WEIGHT: 50%
DISPLACEMENT: 4.5L

STATS

SPEED: 6.2
HANDLING: 8.2
ACCELERATION: 8.2
LAUNCH: 7.3
BRAKING: 8.2

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: SuperGT GT500
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 11.51 sec



PRICE: 600,000 cr

2008 #25 ECLIPSE ADVAN SC430



CLASS: R2 [830]
DRIVETRAIN: FR
POWER: 500 hp
TORQUE: 376 lb-ft
WEIGHT: 2,425 lb
FRONT WEIGHT: 50%
DISPLACEMENT: 4.5L

STATS

SPEED: 6.2
HANDLING: 8.2
ACCELERATION: 8.2
LAUNCH: 7.3
BRAKING: 8.2

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: SuperGT GT500
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 11.51 sec



PRICE: 600,000 cr

2008 #36 PETRONAS TOM'S SC430



CLASS: R2 [828]
DRIVETRAIN: FR
POWER: 499 hp
TORQUE: 376 lb-ft
WEIGHT: 2,425 lb
FRONT WEIGHT: 50%
DISPLACEMENT: 4.5L

STATS

SPEED: 6.1
HANDLING: 8.2
ACCELERATION: 8.1
LAUNCH: 7.3
BRAKING: 8.2

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: SuperGT GT500
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 11.53 sec



PRICE: 52,000 cr

2009 IS F



CLASS: B [466]
DRIVETRAIN: FR
POWER: 416 hp
TORQUE: 371 lb-ft
WEIGHT: 3,780 lb
FRONT WEIGHT: 54%
DISPLACEMENT: 5L

STATS

SPEED: 7.2
HANDLING: 5.2
ACCELERATION: 5.7
LAUNCH: 5.9
BRAKING: 5.0

ENGINE TYPE: 8 cylinder
GEARS: 8
CAR TYPE: Production
BODY STYLE: Saloon
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 13.93 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI			
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS	LOTUS	MASERATI	
MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT	PORSCHE	RENAULT	SALEEN	SCION	
SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO							

FORZA MOTORSPORT 3



PRICE: 26,000 cr

2006 IS350



CLASS: D [349]
DRIVETRAIN: FR
POWER: 306 hp
TORQUE: 277 lb-ft
WEIGHT: 3,527 lb
FRONT WEIGHT: 52%
DISPLACEMENT: 3.5L

STATS

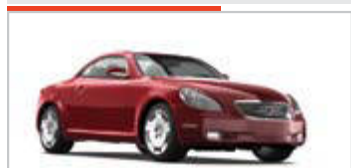
SPEED: 6.2
HANDLING: 5.2
ACCELERATION: 4.3
LAUNCH: 5.4
BRAKING: 5.0

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Saloon
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 15.04 sec



PRICE: 19,000 cr

2002 SC430



CLASS: D [297]
DRIVETRAIN: FR
POWER: 282 hp
TORQUE: 309 lb-ft
WEIGHT: 3,836 lb
FRONT WEIGHT: 53%
DISPLACEMENT: 4.3L

STATS

SPEED: 5.9
HANDLING: 5.0
ACCELERATION: 4.2
LAUNCH: 5.0
BRAKING: 4.8

ENGINE TYPE: 8 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Roadster
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 15.46 sec



PRICE: 12,000 cr

2003 IS300



CLASS: E [256]
DRIVETRAIN: FR
POWER: 215 hp
TORQUE: 218 lb-ft
WEIGHT: 3,307 lb
FRONT WEIGHT: 54%
DISPLACEMENT: 3L

STATS

SPEED: 5.6
HANDLING: 5.0
ACCELERATION: 3.8
LAUNCH: 4.8
BRAKING: 4.8

ENGINE TYPE: 6 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Saloon
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 16.17 sec

LOTUS



PRICE: 33,000 cr

2006 EXIGE CUP 240



CLASS: B [457]
DRIVETRAIN: MR
POWER: 243 hp
TORQUE: 174 lb-ft
WEIGHT: 2,050 lb
FRONT WEIGHT: 42%
DISPLACEMENT: 1.8L

STATS

SPEED: 5.3
HANDLING: 5.9
ACCELERATION: 5.8
LAUNCH: 6.9
BRAKING: 5.9

ENGINE TYPE: 4 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Ultra-light
ENGINE ASPIRATION:
Positive displacement supercharged
1/4 MILE: 14.08 sec



PRICE: 45,000 cr

2002 ESPRIT V8



CLASS: B [455]
DRIVETRAIN: MR
POWER: 350 hp
TORQUE: 295 lb-ft
WEIGHT: 2,851 lb
FRONT WEIGHT: 43%
DISPLACEMENT: 3.5L

STATS

SPEED: 6.5
HANDLING: 5.4
ACCELERATION: 5.8
LAUNCH: 6.8
BRAKING: 5.2

ENGINE TYPE: 8 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Twin turbocharged
1/4 MILE: 13.91 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI			
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS	LOTUS	MASERATI	
MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT	PORSCHE	RENAULT	SALEEN	SCION	
SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO							

FORZA MOTORSPORT 3



PRICE: 89,000 cr

2009 EVORA



CLASS: C [423]
DRIVETRAIN: MR
POWER: 276 hp
TORQUE: 252 lb-ft
WEIGHT: 2,976 lb
FRONT WEIGHT: 41%
DISPLACEMENT: 3.5L

STATS

SPEED: 6.1
HANDLING: 5.6
ACCELERATION: 5.2
LAUNCH: 6.6
BRAKING: 5.4

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 14.14 sec



PRICE: 21,000 cr

2005 ELISE 111S



CLASS: C [367]
DRIVETRAIN: MR
POWER: 156 hp
TORQUE: 129 lb-ft
WEIGHT: 1,777 lb
FRONT WEIGHT: 39%
DISPLACEMENT: 1.8L

STATS

SPEED: 4.6
HANDLING: 5.7
ACCELERATION: 4.7
LAUNCH: 5.9
BRAKING: 5.6

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Ultra-light
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 14.76 sec



PRICE: 29,000 cr

1972 ELAN SPRINT



CLASS: F [131]
DRIVETRAIN: FR
POWER: 126 hp
TORQUE: 113 lb-ft
WEIGHT: 1,640 lb
FRONT WEIGHT: 47%
DISPLACEMENT: 1.6L

STATS

SPEED: 4.0
HANDLING: 4.6
ACCELERATION: 3.3
LAUNCH: 4.0
BRAKING: 4.5

ENGINE TYPE: 4 cylinder
GEARS: 4
CAR TYPE: Production
BODY STYLE: Ultra-light
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 16.91 sec

MASERATI



PRICE: 700,000 cr

2005 #9 VITAPHONE RACING TEAM MC12



CLASS: R2 [845]
DRIVETRAIN: MR
POWER: 624 hp
TORQUE: 481 lb-ft
WEIGHT: 2,425 lb
FRONT WEIGHT: 41%
DISPLACEMENT: 6L

STATS

SPEED: 7.3
HANDLING: 7.7
ACCELERATION: 8.7
LAUNCH: 7.8
BRAKING: 7.8

ENGINE TYPE: 12 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: GT1
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 10.69 sec



PRICE: 700,000 cr

2005 #15 JMB RACING MC12



CLASS: R2 [843]
DRIVETRAIN: MR
POWER: 623 hp
TORQUE: 481 lb-ft
WEIGHT: 2,425 lb
FRONT WEIGHT: 41%
DISPLACEMENT: 6L

STATS

SPEED: 7.3
HANDLING: 7.7
ACCELERATION: 8.7
LAUNCH: 7.8
BRAKING: 7.8

ENGINE TYPE: 12 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: GT1
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 10.69 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI			
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS	LOTUS	MASERATI	
MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT	PORSCHE	RENAULT	SALEN	SCION	
SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO							

FORZA MOTORSPORT 3



PRICE: 700,000 cr

2005 #35 RISI COMPETIZIONE MC12

CLASS: R2 [842]
 DRIVETRAIN: MR
 POWER: 623 hp
 TORQUE: 481 lb-ft
 WEIGHT: 2,425 lb
 FRONT WEIGHT: 41%
 DISPLACEMENT: 6L

STATS

SPEED: 7.3
 HANDLING: 7.7
 ACCELERATION: 8.7
 LAUNCH: 7.8
 BRAKING: 7.8

ENGINE TYPE: 12 cylinder
 GEARS: 6
 CAR TYPE: Race car
 BODY STYLE: GT1
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 10.73 sec



PRICE: 650,000 cr

2004 MC12

CLASS: S [663]
 DRIVETRAIN: MR
 POWER: 624 hp
 TORQUE: 481 lb-ft
 WEIGHT: 3,142 lb
 FRONT WEIGHT: 41%
 DISPLACEMENT: 6L

STATS

SPEED: 7.6
 HANDLING: 6.7
 ACCELERATION: 7.5
 LAUNCH: 7.8
 BRAKING: 6.6

ENGINE TYPE: 12 cylinder
 GEARS: 6
 CAR TYPE: Production
 BODY STYLE: Supercar
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 12.01 sec



PRICE: 90,000 cr

2008 GRANTURISMO

CLASS: B [435]
 DRIVETRAIN: FR
 POWER: 405 hp
 TORQUE: 339 lb-ft
 WEIGHT: 4,350 lb
 FRONT WEIGHT: 49%
 DISPLACEMENT: 4.2L

STATS

SPEED: 6.6
 HANDLING: 5.5
 ACCELERATION: 5.0
 LAUNCH: 6.2
 BRAKING: 5.4

ENGINE TYPE: 8 cylinder
 GEARS: 6
 CAR TYPE: Production
 BODY STYLE: Coupe
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 14.21 sec



PRICE: 52,000 cr

2006 GRANSport

CLASS: C [423]
 DRIVETRAIN: FR
 POWER: 396 hp
 TORQUE: 333 lb-ft
 WEIGHT: 3,682 lb
 FRONT WEIGHT: 48%
 DISPLACEMENT: 4.2L

STATS

SPEED: 6.6
 HANDLING: 5.3
 ACCELERATION: 5.2
 LAUNCH: 5.8
 BRAKING: 5.2

ENGINE TYPE: 8 cylinder
 GEARS: 6
 CAR TYPE: Production
 BODY STYLE: Coupe
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 14.09 sec

MAZDA



PRICE: 1,200,000 cr

2009 #16 DYSON RACING B09/86

CLASS: R1 [943]
 DRIVETRAIN: MR
 POWER: 525 hp
 TORQUE: 406 lb-ft
 WEIGHT: 1,819 lb
 FRONT WEIGHT: 45%
 DISPLACEMENT: 2L

STATS

SPEED: 7.5
 HANDLING: 8.6
 ACCELERATION: 9.0
 LAUNCH: 7.3
 BRAKING: 8.6

ENGINE TYPE: 4 cylinder
 GEARS: 6
 CAR TYPE: Race car
 BODY STYLE: Prototype 1
 ENGINE ASPIRATION: Turbocharged
 1/4 MILE: 10.46 sec



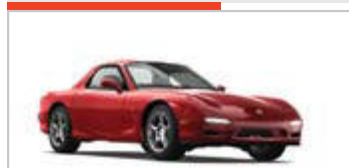
ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3



PRICE: 18,000 cr

1997 RX-7



CLASS: C [394]
DRIVETRAIN: FR
POWER: 261 hp
TORQUE: 217 lb-ft
WEIGHT: 2,831 lb
FRONT WEIGHT: 50%
DISPLACEMENT: 1.3L

STATS

SPEED: 6.6
HANDLING: 5.3
ACCELERATION: 5.0
LAUNCH: 6.2
BRAKING: 5.0

ENGINE TYPE: 2 rotor
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Twin turbocharged
1/4 MILE: 14.81 sec



PRICE: 19,000 cr

2009 MAZDASPEED 3



CLASS: D [311]
DRIVETRAIN: FF
POWER: 263 hp
TORQUE: 280 lb-ft
WEIGHT: 3,153 lb
FRONT WEIGHT: 60%
DISPLACEMENT: 2.3L

STATS

SPEED: 5.3
HANDLING: 4.9
ACCELERATION: 4.6
LAUNCH: 5.1
BRAKING: 4.7

ENGINE TYPE: 4 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Hatchback
ENGINE ASPIRATION: Turbocharged
1/4 MILE: 15.84 sec



PRICE: 20,000 cr

2004 RX-8 MAZDASPEED



CLASS: D [302]
DRIVETRAIN: FR
POWER: 250 hp
TORQUE: 165 lb-ft
WEIGHT: 3,100 lb
FRONT WEIGHT: 52%
DISPLACEMENT: 1.3L

STATS

SPEED: 5.6
HANDLING: 5.3
ACCELERATION: 4.0
LAUNCH: 4.9
BRAKING: 5.1

ENGINE TYPE: 2 rotor
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 15.73 sec



PRICE: 6,000 cr

1990 SAVANNA RX-7



CLASS: E [267]
DRIVETRAIN: FR
POWER: 200 hp
TORQUE: 195 lb-ft
WEIGHT: 2,981 lb
FRONT WEIGHT: 50%
DISPLACEMENT: 1.3L

STATS

SPEED: 5.7
HANDLING: 5.1
ACCELERATION: 3.8
LAUNCH: 5.0
BRAKING: 4.8

ENGINE TYPE: 2 rotor
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Turbocharged
1/4 MILE: 15.91 sec



PRICE: 14,000 cr

2001 MAZDASPEED ROADSTER



CLASS: E [261]
DRIVETRAIN: FR
POWER: 158 hp
TORQUE: 125 lb-ft
WEIGHT: 2,385 lb
FRONT WEIGHT: 52%
DISPLACEMENT: 1.8L

STATS

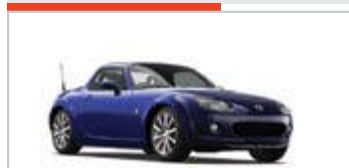
SPEED: 4.5
HANDLING: 5.4
ACCELERATION: 3.5
LAUNCH: 4.4
BRAKING: 5.2

ENGINE TYPE: 4 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Roadster
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 16.39 sec



PRICE: 16,000 cr

2007 MX-5 ROADSTER COUPE



CLASS: E [247]
DRIVETRAIN: FR
POWER: 158 hp
TORQUE: 142 lb-ft
WEIGHT: 2,510 lb
FRONT WEIGHT: 51%
DISPLACEMENT: 2L

STATS

SPEED: 4.5
HANDLING: 5.3
ACCELERATION: 3.4
LAUNCH: 4.4
BRAKING: 5.2

ENGINE TYPE: 4 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Roadster
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 16.49 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3



PRICE: 6,000 cr

2001 MAZDASPEED FAMILIA



CLASS: F [198]
DRIVETRAIN: FF
POWER: 168 hp
TORQUE: 133 lb-ft
WEIGHT: 2,843 lb
FRONT WEIGHT: 63%
DISPLACEMENT: 2L

STATS

SPEED: 5.2
HANDLING: 4.7
ACCELERATION: 3.1
LAUNCH: 4.1
BRAKING: 4.4

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Saloon
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 16.69 sec



PRICE: 6,000 cr

1994 MX-5 MIATA



CLASS: F [158]
DRIVETRAIN: FR
POWER: 128 hp
TORQUE: 110 lb-ft
WEIGHT: 2,330 lb
FRONT WEIGHT: 51%
DISPLACEMENT: 1.8L

STATS

SPEED: 3.9
HANDLING: 5.1
ACCELERATION: 3.0
LAUNCH: 3.6
BRAKING: 5.0

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Roadster
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 17.14 sec



PRICE: 12,000 cr

2005 AXELA SPORT 23S



CLASS: F [142]
DRIVETRAIN: FF
POWER: 168 hp
TORQUE: 158 lb-ft
WEIGHT: 2,957 lb
FRONT WEIGHT: 60%
DISPLACEMENT: 2.3L

STATS

SPEED: 4.4
HANDLING: 4.7
ACCELERATION: 3.0
LAUNCH: 3.6
BRAKING: 4.5

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Hatchback
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 17.29 sec

MCLAREN



PRICE: 1,200,000 cr

1998 #41 GULF TEAM DAVIDOFF MCLAREN F1 GTR



CLASS: R2 [846]
DRIVETRAIN: MR
POWER: 591 hp
TORQUE: 389 lb-ft
WEIGHT: 2,017 lb
FRONT WEIGHT: 42%
DISPLACEMENT: 6L

STATS

SPEED: 7.0
HANDLING: 7.6
ACCELERATION: 8.5
LAUNCH: 7.8
BRAKING: 7.8

ENGINE TYPE: 12 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: GTS
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 10.73 sec



PRICE: 1,200,000 cr

1997 #41 TEAM MCLAREN F1 GTR



CLASS: R2 [843]
DRIVETRAIN: MR
POWER: 591 hp
TORQUE: 389 lb-ft
WEIGHT: 2,017 lb
FRONT WEIGHT: 42%
DISPLACEMENT: 6L

STATS

SPEED: 6.9
HANDLING: 7.6
ACCELERATION: 8.5
LAUNCH: 7.8
BRAKING: 7.8

ENGINE TYPE: 12 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: GTS
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 10.73 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3



PRICE: 1,200,000 cr

1997 #43 TEAM BMW MOTORSPORT MCLAREN F1 GTR



CLASS: R2 [842]
DRIVETRAIN: MR
POWER: 591 hp
TORQUE: 389 lb-ft
WEIGHT: 2,017 lb
FRONT WEIGHT: 42%
DISPLACEMENT: 6L

STATS

SPEED: 6.9
HANDLING: 7.6
ACCELERATION: 8.5
LAUNCH: 7.8
BRAKING: 7.8

ENGINE TYPE: 12 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: GTS
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 10.73 sec



PRICE: 3,800,000 cr

1997 F1 GT



CLASS: S [692]
DRIVETRAIN: MR
POWER: 627 hp
TORQUE: 480 lb-ft
WEIGHT: 2,469 lb
FRONT WEIGHT: 41%
DISPLACEMENT: 6.1L

STATS

SPEED: 8.6
HANDLING: 6.5
ACCELERATION: 8.2
LAUNCH: 7.4
BRAKING: 6.5

ENGINE TYPE: 12 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Supercar
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 11.63 sec

MERCEDES



PRICE: 800,000 cr

2008 C-CLASS TOURING CAR



CLASS: R2 [818]
DRIVETRAIN: FR
POWER: 475 hp
TORQUE: 391 lb-ft
WEIGHT: 2,161 lb
FRONT WEIGHT: 50%
DISPLACEMENT: 4L

STATS

SPEED: 6.0
HANDLING: 7.9
ACCELERATION: 8.2
LAUNCH: 7.1
BRAKING: 8.1

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: German touring car
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 11.59 sec



PRICE: 1,230,000 cr

1998 AMG MERCEDES CLK GTR



CLASS: S [655]
DRIVETRAIN: MR
POWER: 622 hp
TORQUE: 539 lb-ft
WEIGHT: 3,175 lb
FRONT WEIGHT: 42%
DISPLACEMENT: 6.9L

STATS

SPEED: 7.4
HANDLING: 6.5
ACCELERATION: 7.2
LAUNCH: 6.6
BRAKING: 6.4

ENGINE TYPE: 12 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Supercar
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 12.16 sec



PRICE: 300,000 cr

2005 SLR



CLASS: S [609]
DRIVETRAIN: FR
POWER: 617 hp
TORQUE: 575 lb-ft
WEIGHT: 3,860 lb
FRONT WEIGHT: 51%
DISPLACEMENT: 5.4L

STATS

SPEED: 8.2
HANDLING: 5.7
ACCELERATION: 7.2
LAUNCH: 6.6
BRAKING: 5.8

ENGINE TYPE: 8 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Positive displacement supercharged
1/4 MILE: 12.68 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3

PRICE: 290,000 cr

2009 SL 65 AMG BLACK SERIES



CLASS: A [548]
DRIVETRAIN: FR
POWER: 661 hp
TORQUE: 739 lb-ft
WEIGHT: 4,215 lb
FRONT WEIGHT: 52%
DISPLACEMENT: 6L

STATS

SPEED: 7.3
HANDLING: 5.6
ACCELERATION: 6.7
LAUNCH: 6.5
BRAKING: 5.5

ENGINE TYPE: 12 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Twin turbocharged
1/4 MILE: 13.26 sec

PRICE: 20,000 cr

2003 CLK55 AMG COUPE



CLASS: C [414]
DRIVETRAIN: FR
POWER: 366 hp
TORQUE: 376 lb-ft
WEIGHT: 3,635 lb
FRONT WEIGHT: 51%
DISPLACEMENT: 5.4L

STATS

SPEED: 7.2
HANDLING: 5.2
ACCELERATION: 5.5
LAUNCH: 6.3
BRAKING: 5.0

ENGINE TYPE: 8 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 14.28 sec

PRICE: 17,000 cr

2004 C32 AMG



CLASS: D [340]
DRIVETRAIN: FR
POWER: 349 hp
TORQUE: 332 lb-ft
WEIGHT: 3,605 lb
FRONT WEIGHT: 54%
DISPLACEMENT: 3.2L

STATS

SPEED: 6.7
HANDLING: 4.9
ACCELERATION: 4.7
LAUNCH: 5.7
BRAKING: 4.6

ENGINE TYPE: 6 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Saloon
ENGINE ASPIRATION: Positive displacement
supercharged
1/4 MILE: 15.13 sec

PRICE: 85,000 cr

2009 ML 63 AMG



CLASS: D [335]
DRIVETRAIN: FA
POWER: 510 hp
TORQUE: 465 lb-ft
WEIGHT: 5,039 lb
FRONT WEIGHT: 53%
DISPLACEMENT: 6.2L

STATS

SPEED: 6.3
HANDLING: 4.3
ACCELERATION: 5.3
LAUNCH: 6.4
BRAKING: 4.3

ENGINE TYPE: 8 cylinder
GEARS: 7
CAR TYPE: Production
BODY STYLE: Sport truck
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 13.28 sec

PRICE: 450,000 cr

1954 300SL GULLWING COUPE



CLASS: F [189]
DRIVETRAIN: FR
POWER: 241 hp
TORQUE: 217 lb-ft
WEIGHT: 2,960 lb
FRONT WEIGHT: 48%
DISPLACEMENT: 3L

STATS

SPEED: 4.2
HANDLING: 4.6
ACCELERATION: 3.5
LAUNCH: 4.3
BRAKING: 4.3

ENGINE TYPE: 6 cylinder
GEARS: 4
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 16.19 sec

PRICE: 24,000 cr

2009 A200 TURBO COUPE



CLASS: F [172]
DRIVETRAIN: FF
POWER: 190 hp
TORQUE: 207 lb-ft
WEIGHT: 2,877 lb
FRONT WEIGHT: 65%
DISPLACEMENT: 2L

STATS

SPEED: 4.7
HANDLING: 4.2
ACCELERATION: 3.7
LAUNCH: 4.7
BRAKING: 4.0

ENGINE TYPE: 4 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Subcompact
ENGINE ASPIRATION: Turbocharged
1/4 MILE: 16.61 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3

MINI



PRICE: 27,000 cr

2009 JOHN COOPER WORKS



CLASS: D [298]
DRIVETRAIN: FF
POWER: 208 hp
TORQUE: 192 lb-ft
WEIGHT: 2,701 lb
FRONT WEIGHT: 62%
DISPLACEMENT: 1.6L

STATS

SPEED: 5.0
HANDLING: 4.6
ACCELERATION: 4.5
LAUNCH: 5.3
BRAKING: 4.6

ENGINE TYPE: 4 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Hatchback
ENGINE ASPIRATION: Turbocharged
1/4 MILE: 15.71 sec

PRICE: 12,000 cr

2003 COOPER S



CLASS: E [209]
DRIVETRAIN: FF
POWER: 163 hp
TORQUE: 155 lb-ft
WEIGHT: 2,730 lb
FRONT WEIGHT: 59%
DISPLACEMENT: 1.6L

STATS

SPEED: 4.6
HANDLING: 4.9
ACCELERATION: 3.4
LAUNCH: 4.1
BRAKING: 4.7

ENGINE TYPE: 4 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Hatchback
ENGINE ASPIRATION: Positive displacement supercharged
1/4 MILE: 16.64 sec

MITSUBISHI



PRICE: 300,000 cr

2006 HKS TIME ATTACK EVOLUTION



CLASS: S [675]
DRIVETRAIN: FA
POWER: 592 hp
TORQUE: 506 lb-ft
WEIGHT: 2,359 lb
FRONT WEIGHT: 62%
DISPLACEMENT: 2.2L

STATS

SPEED: 5.7
HANDLING: 6.3
ACCELERATION: 8.4
LAUNCH: 9.4
BRAKING: 6.4

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Pre-tuned
BODY STYLE: Saloon
ENGINE ASPIRATION: Turbocharged
1/4 MILE: 11.14 sec

PRICE: 26,000 cr

2008 LANCER EVOLUTION X GSR



CLASS: C [381]
DRIVETRAIN: FA
POWER: 305 hp
TORQUE: 315 lb-ft
WEIGHT: 3,395 lb
FRONT WEIGHT: 60%
DISPLACEMENT: 2L

STATS

SPEED: 5.4
HANDLING: 5.4
ACCELERATION: 4.8
LAUNCH: 6.1
BRAKING: 5.2

ENGINE TYPE: 4 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Saloon
ENGINE ASPIRATION: Turbocharged
1/4 MILE: 14.02 sec

PRICE: 23,000 cr

2006 LANCER EVOLUTION IX MR



CLASS: C [380]
DRIVETRAIN: FA
POWER: 325 hp
TORQUE: 332 lb-ft
WEIGHT: 3,285 lb
FRONT WEIGHT: 60%
DISPLACEMENT: 2L

STATS

SPEED: 5.6
HANDLING: 5.4
ACCELERATION: 4.9
LAUNCH: 6.2
BRAKING: 5.3

ENGINE TYPE: 4 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Saloon
ENGINE ASPIRATION: Turbocharged
1/4 MILE: 14.11 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3

PRICE: 21,000 cr

2004 LANCER EVOLUTION VIII MR

CLASS: C [374]
DRIVETRAIN: FA
POWER: 305 hp
TORQUE: 315 lb-ft
WEIGHT: 3,108 lb
FRONT WEIGHT: 60%
DISPLACEMENT: 2L

STATS

SPEED: 5.6
HANDLING: 5.4
ACCELERATION: 4.9
LAUNCH: 6.2
BRAKING: 5.2

ENGINE TYPE: 4 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Saloon
ENGINE ASPIRATION: Turbocharged
1/4 MILE: 14.26 sec

PRICE: 14,000 cr

1999 LANCER EVOLUTION VI GSR

CLASS: C [359]
DRIVETRAIN: FA
POWER: 280 hp
TORQUE: 300 lb-ft
WEIGHT: 2,822 lb
FRONT WEIGHT: 58%
DISPLACEMENT: 2L

STATS

SPEED: 5.3
HANDLING: 5.4
ACCELERATION: 4.8
LAUNCH: 6.0
BRAKING: 5.2

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Saloon
ENGINE ASPIRATION: Turbocharged
1/4 MILE: 14.36 sec

PRICE: 8,000 cr

1997 GTO

CLASS: D [324]
DRIVETRAIN: FA
POWER: 320 hp
TORQUE: 315 lb-ft
WEIGHT: 3,704 lb
FRONT WEIGHT: 61%
DISPLACEMENT: 3L

STATS

SPEED: 6.0
HANDLING: 5.1
ACCELERATION: 4.2
LAUNCH: 5.5
BRAKING: 4.8

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Twin turbocharged
1/4 MILE: 14.39 sec

PRICE: 4,000 cr

1995 ECLIPSE GSX

CLASS: E [256]
DRIVETRAIN: FA
POWER: 210 hp
TORQUE: 214 lb-ft
WEIGHT: 3,199 lb
FRONT WEIGHT: 59%
DISPLACEMENT: 2L

STATS

SPEED: 5.7
HANDLING: 5.0
ACCELERATION: 3.7
LAUNCH: 4.8
BRAKING: 4.7

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Turbocharged
1/4 MILE: 15.26 sec

PRICE: 13,000 cr

2006 ECLIPSE GT

CLASS: E [251]
DRIVETRAIN: FF
POWER: 263 hp
TORQUE: 260 lb-ft
WEIGHT: 3,570 lb
FRONT WEIGHT: 61%
DISPLACEMENT: 3.8L

STATS

SPEED: 5.2
HANDLING: 5.0
ACCELERATION: 4.0
LAUNCH: 4.5
BRAKING: 4.7

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 16.19 sec

PRICE: 6,000 cr

1998 FTO GP VERSION R

CLASS: E [241]
DRIVETRAIN: FF
POWER: 197 hp
TORQUE: 147 lb-ft
WEIGHT: 2,535 lb
FRONT WEIGHT: 62%
DISPLACEMENT: 2L

STATS

SPEED: 5.1
HANDLING: 5.0
ACCELERATION: 3.6
LAUNCH: 4.8
BRAKING: 4.7

ENGINE TYPE: 6 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 16.31 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3



PRICE: 9,000 cr

2003 ECLIPSE GTS



CLASS: F [138]
 DRIVETRAIN: FF
 POWER: 210 hp
 TORQUE: 205 lb-ft
 WEIGHT: 3,241 lb
 FRONT WEIGHT: 64%
 DISPLACEMENT: 3L

STATS

SPEED: 4.7
 HANDLING: 4.8
 ACCELERATION: 3.0
 LAUNCH: 3.5
 BRAKING: 4.5

ENGINE TYPE: 6 cylinder
 GEARS: 5
 CAR TYPE: Production
 BODY STYLE: Coupe
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 17.19 sec

NISSAN



PRICE: 2,000,000 cr

1998 #32 NISSAN R390 GT1



CLASS: R2 [864]
 DRIVETRAIN: MR
 POWER: 650 hp
 TORQUE: 521 lb-ft
 WEIGHT: 2,205 lb
 FRONT WEIGHT: 46%
 DISPLACEMENT: 3.5L

STATS

SPEED: 7.0
 HANDLING: 7.8
 ACCELERATION: 8.6
 LAUNCH: 7.5
 BRAKING: 7.9

ENGINE TYPE: 8 cylinder
 GEARS: 6
 CAR TYPE: Race car
 BODY STYLE: GTS
 ENGINE ASPIRATION: Twin turbocharged
 1/4 MILE: 10.88 sec



PRICE: 2,000,000 cr

1997 #23 NISSAN MOTORSPORTS R390



CLASS: R2 [864]
 DRIVETRAIN: MR
 POWER: 650 hp
 TORQUE: 521 lb-ft
 WEIGHT: 2,205 lb
 FRONT WEIGHT: 46%
 DISPLACEMENT: 3.5L

STATS

SPEED: 7.0
 HANDLING: 7.8
 ACCELERATION: 8.6
 LAUNCH: 7.5
 BRAKING: 7.9

ENGINE TYPE: 8 cylinder
 GEARS: 6
 CAR TYPE: Race car
 BODY STYLE: GTS
 ENGINE ASPIRATION: Twin turbocharged
 1/4 MILE: 10.88 sec



PRICE: 600,000 cr

2008 #3 YELLOWHAT YMS TOMICA GT-R



CLASS: R2 [847]
 DRIVETRAIN: FR
 POWER: 500 hp
 TORQUE: 376 lb-ft
 WEIGHT: 2,425 lb
 FRONT WEIGHT: 51%
 DISPLACEMENT: 4.5L

STATS

SPEED: 6.4
 HANDLING: 8.4
 ACCELERATION: 8.1
 LAUNCH: 7.3
 BRAKING: 8.4

ENGINE TYPE: 8 cylinder
 GEARS: 6
 CAR TYPE: Race car
 BODY STYLE: SuperGT GT500
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 11.54 sec



PRICE: 600,000 cr

2008 #23 XANAVI NISMO GT-R



CLASS: R2 [846]
 DRIVETRAIN: FR
 POWER: 500 hp
 TORQUE: 376 lb-ft
 WEIGHT: 2,425 lb
 FRONT WEIGHT: 51%
 DISPLACEMENT: 4.5L

STATS

SPEED: 6.4
 HANDLING: 8.4
 ACCELERATION: 8.1
 LAUNCH: 7.3
 BRAKING: 8.4

ENGINE TYPE: 8 cylinder
 GEARS: 6
 CAR TYPE: Race car
 BODY STYLE: SuperGT GT500
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 11.54 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3

PRICE: 600,000 cr

2008 #12 CALSONIC IMPUL GT-R



CLASS: R2 [846]
 DRIVETRAIN: FR
 POWER: 500 hp
 TORQUE: 376 lb-ft
 WEIGHT: 2,425 lb
 FRONT WEIGHT: 51%
 DISPLACEMENT: 4.5L

STATS

SPEED: 6.4
 HANDLING: 8.4
 ACCELERATION: 8.1
 LAUNCH: 7.3
 BRAKING: 8.4

ENGINE TYPE: 8 cylinder
 GEARS: 6
 CAR TYPE: Race car
 BODY STYLE: SuperGT GT500
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 11.55 sec

PRICE: 600,000 cr

2008 #24 WOODONE ADVAN CLARION GT-R



CLASS: R2 [846]
 DRIVETRAIN: FR
 POWER: 500 hp
 TORQUE: 376 lb-ft
 WEIGHT: 2,425 lb
 FRONT WEIGHT: 51%
 DISPLACEMENT: 4.5L

STATS

SPEED: 6.3
 HANDLING: 8.4
 ACCELERATION: 8.1
 LAUNCH: 7.3
 BRAKING: 8.4

ENGINE TYPE: 8 cylinder
 GEARS: 6
 CAR TYPE: Race car
 BODY STYLE: SuperGT GT500
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 11.55 sec

PRICE: 400,000 cr

2003 #23 XANAVI NISMO GT-R



CLASS: R2 [825]
 DRIVETRAIN: FR
 POWER: 495 hp
 TORQUE: 540 lb-ft
 WEIGHT: 2,535 lb
 FRONT WEIGHT: 53%
 DISPLACEMENT: 3L

STATS

SPEED: 6.3
 HANDLING: 8.0
 ACCELERATION: 8.0
 LAUNCH: 7.0
 BRAKING: 8.0

ENGINE TYPE: 6 cylinder
 GEARS: 6
 CAR TYPE: Race car
 BODY STYLE: SuperGT GT500
 ENGINE ASPIRATION: Twin turbocharged
 1/4 MILE: 11.76 sec

PRICE: 400,000 cr

2003 #12 CALSONIC SKYLINE



CLASS: R2 [825]
 DRIVETRAIN: FR
 POWER: 495 hp
 TORQUE: 540 lb-ft
 WEIGHT: 2,535 lb
 FRONT WEIGHT: 53%
 DISPLACEMENT: 3L

STATS

SPEED: 6.3
 HANDLING: 8.0
 ACCELERATION: 8.0
 LAUNCH: 7.0
 BRAKING: 8.0

ENGINE TYPE: 6 cylinder
 GEARS: 6
 CAR TYPE: Race car
 BODY STYLE: SuperGT GT500
 ENGINE ASPIRATION: Twin turbocharged
 1/4 MILE: 11.76 sec

PRICE: 1,250,000 cr

1998 R390



CLASS: R3 [726]
 DRIVETRAIN: MR
 POWER: 550 hp
 TORQUE: 471 lb-ft
 WEIGHT: 2,264 lb
 FRONT WEIGHT: 50%
 DISPLACEMENT: 3.5L

STATS

SPEED: 7.3
 HANDLING: 6.1
 ACCELERATION: 7.8
 LAUNCH: 6.8
 BRAKING: 6.0

ENGINE TYPE: 8 cylinder
 GEARS: 6
 CAR TYPE: Production
 BODY STYLE: Supercar
 ENGINE ASPIRATION: Twin turbocharged
 1/4 MILE: 11.54 sec

PRICE: 200,000 cr

2003 #3 HASEMISPORT ENDLESS Z



CLASS: R3 [713]
 DRIVETRAIN: FR
 POWER: 350 hp
 TORQUE: 289 lb-ft
 WEIGHT: 2,524 lb
 FRONT WEIGHT: 52%
 DISPLACEMENT: 3.5L

STATS

SPEED: 6.5
 HANDLING: 7.5
 ACCELERATION: 7.1
 LAUNCH: 6.9
 BRAKING: 7.4

ENGINE TYPE: 6 cylinder
 GEARS: 6
 CAR TYPE: Race car
 BODY STYLE: SuperGT GT300
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 12.56 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3

PRICE: 200,000 cr

2005 #46 DREAM CUBE'S ADVAN Z



CLASS: R3 [712]
DRIVETRAIN: FR
POWER: 350 hp
TORQUE: 289 lb-ft
WEIGHT: 2,524 lb
FRONT WEIGHT: 52%
DISPLACEMENT: 3.5L

STATS

SPEED: 6.4
HANDLING: 7.5
ACCELERATION: 7.1
LAUNCH: 6.9
BRAKING: 7.4

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: SuperGT GT300
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 12.56 sec

PRICE: 250,000 cr

2000 TOP SECRET D1-SPEC S15



CLASS: S [648]
DRIVETRAIN: FR
POWER: 534 hp
TORQUE: 365 lb-ft
WEIGHT: 2,557 lb
FRONT WEIGHT: 51%
DISPLACEMENT: 2.2L

STATS

SPEED: 5.2
HANDLING: 5.8
ACCELERATION: 7.6
LAUNCH: 6.7
BRAKING: 5.8

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Pre-tuned
BODY STYLE: Coupe
ENGINE ASPIRATION: Turbocharged
1/4 MILE: 12.68 sec

PRICE: 300,000 cr

2002 MINE'S R34 SKYLINE GT-R



CLASS: S [616]
DRIVETRAIN: FA
POWER: 621 hp
TORQUE: 434 lb-ft
WEIGHT: 3,197 lb
FRONT WEIGHT: 56%
DISPLACEMENT: 2.6L

STATS

SPEED: 7.5
HANDLING: 5.9
ACCELERATION: 7.7
LAUNCH: 7.9
BRAKING: 5.9

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Pre-tuned
BODY STYLE: Coupe
ENGINE ASPIRATION: Twin turbocharged
1/4 MILE: 11.61 sec

PRICE: 260,000 cr

1993 MINE'S R32 SKYLINE GT-R



CLASS: S [606]
DRIVETRAIN: FA
POWER: 621 hp
TORQUE: 456 lb-ft
WEIGHT: 2,943 lb
FRONT WEIGHT: 58%
DISPLACEMENT: 2.6L

STATS

SPEED: 7.9
HANDLING: 5.7
ACCELERATION: 7.8
LAUNCH: 9.0
BRAKING: 5.5

ENGINE TYPE: 6 cylinder
GEARS: 5
CAR TYPE: Pre-tuned
BODY STYLE: Coupe
ENGINE ASPIRATION: Twin turbocharged
1/4 MILE: 11.79 sec

PRICE: 32,000 cr

2010 370Z



CLASS: B [441]
DRIVETRAIN: FR
POWER: 332 hp
TORQUE: 270 lb-ft
WEIGHT: 3,267 lb
FRONT WEIGHT: 53%
DISPLACEMENT: 3.7L

STATS

SPEED: 6.6
HANDLING: 5.6
ACCELERATION: 5.5
LAUNCH: 6.4
BRAKING: 5.3

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 14.41 sec

PRICE: 54,000 cr

2002 SKYLINE GT-R V-SPEC II



CLASS: C [401]
DRIVETRAIN: FA
POWER: 327 hp
TORQUE: 293 lb-ft
WEIGHT: 3,439 lb
FRONT WEIGHT: 57%
DISPLACEMENT: 2.6L

STATS

SPEED: 6.0
HANDLING: 5.5
ACCELERATION: 5.0
LAUNCH: 6.0
BRAKING: 5.3

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Twin turbocharged
1/4 MILE: 13.71 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT	PORSCHE	RENAULT
SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO		

FORZA MOTORSPORT 3



PRICE: 14,000 cr

2003 FAIRLADY Z



CLASS: C [375]
DRIVETRAIN: FR
POWER: 287 hp
TORQUE: 274 lb-ft
WEIGHT: 3,310 lb
FRONT WEIGHT: 53%
DISPLACEMENT: 3.5L

STATS

SPEED: 6.5
HANDLING: 5.3
ACCELERATION: 4.8
LAUNCH: 5.9
BRAKING: 5.0

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 15.06 sec



PRICE: 19,000 cr

1997 SKYLINE GT-R V-SPEC



CLASS: C [368]
DRIVETRAIN: FA
POWER: 320 hp
TORQUE: 271 lb-ft
WEIGHT: 3,393 lb
FRONT WEIGHT: 56%
DISPLACEMENT: 2.6L

STATS

SPEED: 5.7
HANDLING: 5.4
ACCELERATION: 4.7
LAUNCH: 5.4
BRAKING: 5.2

ENGINE TYPE: 6 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Twin turbocharged
1/4 MILE: 14.21 sec



PRICE: 13,000 cr

1993 SKYLINE GT-R V-SPEC



CLASS: C [366]
DRIVETRAIN: FA
POWER: 320 hp
TORQUE: 261 lb-ft
WEIGHT: 3,307 lb
FRONT WEIGHT: 58%
DISPLACEMENT: 2.6L

STATS

SPEED: 5.6
HANDLING: 5.2
ACCELERATION: 4.9
LAUNCH: 5.6
BRAKING: 5.2

ENGINE TYPE: 6 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Twin turbocharged
1/4 MILE: 13.94 sec



PRICE: 14,000 cr

2003 SKYLINE COUPE 350GT



CLASS: D [350]
DRIVETRAIN: FR
POWER: 280 hp
TORQUE: 270 lb-ft
WEIGHT: 3,417 lb
FRONT WEIGHT: 54%
DISPLACEMENT: 3.5L

STATS

SPEED: 6.3
HANDLING: 5.2
ACCELERATION: 4.6
LAUNCH: 5.7
BRAKING: 5.0

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 15.17 sec



PRICE: 16,000 cr

2000 SILVIA SPEC-R



CLASS: D [338]
DRIVETRAIN: FR
POWER: 250 hp
TORQUE: 203 lb-ft
WEIGHT: 2,734 lb
FRONT WEIGHT: 51%
DISPLACEMENT: 2L

STATS

SPEED: 5.7
HANDLING: 5.2
ACCELERATION: 4.6
LAUNCH: 5.7
BRAKING: 4.9

ENGINE TYPE: 4 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Turbocharged
1/4 MILE: 15.26 sec



PRICE: 9,000 cr

1994 FAIRLADY Z VERSION S TWIN TURBO



CLASS: D [296]
DRIVETRAIN: FR
POWER: 300 hp
TORQUE: 283 lb-ft
WEIGHT: 3,351 lb
FRONT WEIGHT: 54%
DISPLACEMENT: 3L

STATS

SPEED: 5.8
HANDLING: 5.1
ACCELERATION: 4.2
LAUNCH: 5.0
BRAKING: 4.8

ENGINE TYPE: 6 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Twin turbocharged
1/4 MILE: 15.68 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3



PRICE: 5,000 cr

1994 SILVIA K'S



CLASS: E [250]
DRIVETRAIN: FR
POWER: 205 hp
TORQUE: 203 lb-ft
WEIGHT: 2,800 lb
FRONT WEIGHT: 55%
DISPLACEMENT: 2L

STATS

SPEED: 4.9
HANDLING: 5.0
ACCELERATION: 3.9
LAUNCH: 5.0
BRAKING: 4.7

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Turbocharged
1/4 MILE: 16.06 sec



PRICE: 5,000 cr

1992 SILVIA CLUB K'S



CLASS: E [235]
DRIVETRAIN: FR
POWER: 202 hp
TORQUE: 202 lb-ft
WEIGHT: 2,535 lb
FRONT WEIGHT: 55%
DISPLACEMENT: 2L

STATS

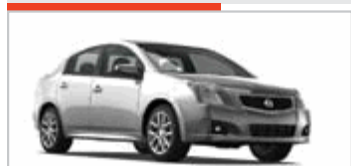
SPEED: 5.2
HANDLING: 4.8
ACCELERATION: 3.8
LAUNCH: 4.9
BRAKING: 4.5

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Turbocharged
1/4 MILE: 16.08 sec



PRICE: 16,000 cr

2007 SENTRA SE-R SPEC V



CLASS: E [230]
DRIVETRAIN: FF
POWER: 200 hp
TORQUE: 180 lb-ft
WEIGHT: 3,078 lb
FRONT WEIGHT: 62%
DISPLACEMENT: 2.5L

STATS

SPEED: 4.9
HANDLING: 4.7
ACCELERATION: 3.9
LAUNCH: 4.9
BRAKING: 4.4

ENGINE TYPE: 4 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Saloon
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 16.22 sec



PRICE: 12,000 cr

1969 FAIRLADY Z 432



CLASS: F [139]
DRIVETRAIN: FR
POWER: 160 hp
TORQUE: 133 lb-ft
WEIGHT: 2,308 lb
FRONT WEIGHT: 51%
DISPLACEMENT: 2L

STATS

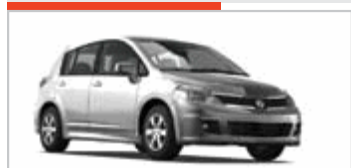
SPEED: 3.6
HANDLING: 4.9
ACCELERATION: 3.0
LAUNCH: 3.8
BRAKING: 4.8

ENGINE TYPE: 6 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 16.92 sec



PRICE: 9,000 cr

2009 VERSA SL



CLASS: F [128]
DRIVETRAIN: FF
POWER: 122 hp
TORQUE: 127 lb-ft
WEIGHT: 2,718 lb
FRONT WEIGHT: 53%
DISPLACEMENT: 1.8L

STATS

SPEED: 4.2
HANDLING: 4.9
ACCELERATION: 3.1
LAUNCH: 3.8
BRAKING: 4.7

ENGINE TYPE: 4 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Subcompact
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 17.96 sec



PRICE: 22,000 cr

1970 DATSUN 510



CLASS: F [102]
DRIVETRAIN: FR
POWER: 96 hp
TORQUE: 100 lb-ft
WEIGHT: 2,127 lb
FRONT WEIGHT: 54%
DISPLACEMENT: 1.6L

STATS

SPEED: 3.2
HANDLING: 4.8
ACCELERATION: 3.0
LAUNCH: 3.8
BRAKING: 4.7

ENGINE TYPE: 4 cylinder
GEARS: 4
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 17.42 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3

PAGANI



PRICE: 300,000 cr

2003 #17 CARSPORT AMERICA ZONDA GR



CLASS: R2 [826]
DRIVETRAIN: MR
POWER: 600 hp
TORQUE: 516 lb-ft
WEIGHT: 2,425 lb
FRONT WEIGHT: 46%
DISPLACEMENT: 6L

STATS

SPEED: 7.1
HANDLING: 7.4
ACCELERATION: 8.5
LAUNCH: 7.5
BRAKING: 7.5

ENGINE TYPE: 12 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: GT2
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 10.96 sec

PRICE: 400,000 cr

1999 ZONDA C12



CLASS: S [631]
DRIVETRAIN: MR
POWER: 394 hp
TORQUE: 420 lb-ft
WEIGHT: 2,756 lb
FRONT WEIGHT: 46%
DISPLACEMENT: 6L

STATS

SPEED: 6.7
HANDLING: 6.4
ACCELERATION: 7.3
LAUNCH: 7.4
BRAKING: 6.3

ENGINE TYPE: 12 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Supercar
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 12.53 sec

PANOZ



PRICE: 1,200,000 cr

2003 #11 JML TEAM PANOZ LMP-01



CLASS: R1 [934]
DRIVETRAIN: FR
POWER: 620 hp
TORQUE: 538 lb-ft
WEIGHT: 2,057 lb
FRONT WEIGHT: 46%
DISPLACEMENT: 6L

STATS

SPEED: 7.0
HANDLING: 8.7
ACCELERATION: 9.0
LAUNCH: 7.9
BRAKING: 8.7

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: Prototype 1
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 10.46 sec

PRICE: 1,200,000 cr

2002 #50 PANOZ MOTOR SPORTS LMP-01



CLASS: R1 [933]
DRIVETRAIN: FR
POWER: 620 hp
TORQUE: 538 lb-ft
WEIGHT: 2,057 lb
FRONT WEIGHT: 46%
DISPLACEMENT: 6L

STATS

SPEED: 6.9
HANDLING: 8.7
ACCELERATION: 9.0
LAUNCH: 7.9
BRAKING: 8.7

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: Prototype 1
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 10.47 sec

PRICE: 250,000 cr

2006 #81 TEAM LNT PANOZ ESPERANTE GTLM



CLASS: R3 [776]
DRIVETRAIN: FR
POWER: 530 hp
TORQUE: 450 lb-ft
WEIGHT: 2,646 lb
FRONT WEIGHT: 50%
DISPLACEMENT: 5L

STATS

SPEED: 6.7
HANDLING: 7.3
ACCELERATION: 7.9
LAUNCH: 7.2
BRAKING: 7.3

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: GT2
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 10.48 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3



PRICE: 250,000 cr

2005 #51 PANOZ ESPERANTE GTLM



CLASS: R3 [773]
 DRIVETRAIN: FR
 POWER: 530 hp
 TORQUE: 450 lb-ft
 WEIGHT: 2,646 lb
 FRONT WEIGHT: 50%
 DISPLACEMENT: 5L

STATS

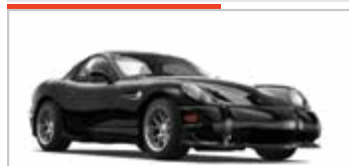
SPEED: 6.7
 HANDLING: 7.3
 ACCELERATION: 7.8
 LAUNCH: 7.2
 BRAKING: 7.3

ENGINE TYPE: 8 cylinder
 GEARS: 6
 CAR TYPE: Race car
 BODY STYLE: GT2
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 11.59 sec



PRICE: 80,000 cr

2005 ESPERANTE GTLM



CLASS: A [505]
 DRIVETRAIN: FR
 POWER: 420 hp
 TORQUE: 320 lb-ft
 WEIGHT: 3,384 lb
 FRONT WEIGHT: 53%
 DISPLACEMENT: 4.6L

STATS

SPEED: 7.8
 HANDLING: 5.4
 ACCELERATION: 6.3
 LAUNCH: 5.6
 BRAKING: 5.2

ENGINE TYPE: 8 cylinder
 GEARS: 6
 CAR TYPE: Production
 BODY STYLE: Coupe
 ENGINE ASPIRATION:
 Positive displacement supercharged
 1/4 MILE: 13.66 sec

PEUGEOT



PRICE: 1,500,000 cr

2007 #8 PEUGEOT SPORT 908



CLASS: R1 [997]
 DRIVETRAIN: MR
 POWER: 700 hp
 TORQUE: 886 lb-ft
 WEIGHT: 2,039 lb
 FRONT WEIGHT: 40%
 DISPLACEMENT: 5.5L

STATS

SPEED: 8.1
 HANDLING: 9.0
 ACCELERATION: 9.5
 LAUNCH: 8.3
 BRAKING: 9.0

ENGINE TYPE: 12 cylinder
 GEARS: 6
 CAR TYPE: Race car
 BODY STYLE: Prototype 1
 ENGINE ASPIRATION: Twin turbocharged
 1/4 MILE: 9.84 sec



PRICE: 1,500,000 cr

2009 #9 PEUGEOT SPORT TOTAL 908



CLASS: R1 [995]
 DRIVETRAIN: MR
 POWER: 641 hp
 TORQUE: 886 lb-ft
 WEIGHT: 2,039 lb
 FRONT WEIGHT: 40%
 DISPLACEMENT: 5.5L

STATS

SPEED: 7.8
 HANDLING: 9.0
 ACCELERATION: 9.5
 LAUNCH: 8.3
 BRAKING: 9.0

ENGINE TYPE: 12 cylinder
 GEARS: 6
 CAR TYPE: Race car
 BODY STYLE: Prototype 1
 ENGINE ASPIRATION: Twin turbocharged
 1/4 MILE: 9.86 sec



PRICE: 2,000,000 cr

1993 #3 PEUGEOT TALBOT SPORT 905 EVO 1C



CLASS: R1 [953]
 DRIVETRAIN: MR
 POWER: 641 hp
 TORQUE: 359 lb-ft
 WEIGHT: 1,653 lb
 FRONT WEIGHT: 47%
 DISPLACEMENT: 3.5L

STATS

SPEED: 7.4
 HANDLING: 8.9
 ACCELERATION: 9.1
 LAUNCH: 7.8
 BRAKING: 8.9

ENGINE TYPE: 10 cylinder
 GEARS: 6
 CAR TYPE: Race car
 BODY STYLE: GTS
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 10.56 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3



PRICE: 300,000 cr

2007 #1 PEUGEOT 207 SUPER 2000



CLASS: A [537]
DRIVETRAIN: FA
POWER: 280 hp
TORQUE: 184 lb-ft
WEIGHT: 2,425 lb
FRONT WEIGHT: 58%
DISPLACEMENT: 2L

STATS

SPEED: 4.9
HANDLING: 6.2
ACCELERATION: 6.2
LAUNCH: 5.8
BRAKING: 6.2

ENGINE TYPE: 4 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: Hatchback
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 12.68 sec



PRICE: 250,000 cr

2007 207 SUPER 2000



CLASS: A [536]
DRIVETRAIN: FA
POWER: 280 hp
TORQUE: 184 lb-ft
WEIGHT: 2,425 lb
FRONT WEIGHT: 58%
DISPLACEMENT: 2L

STATS

SPEED: 5.4
HANDLING: 6.0
ACCELERATION: 6.2
LAUNCH: 5.8
BRAKING: 6.0

ENGINE TYPE: 4 cylinder
GEARS: 6
CAR TYPE: Pre-tuned
BODY STYLE: Hatchback
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 12.62 sec



PRICE: 15,000 cr

2004 206 RC



CLASS: E [275]
DRIVETRAIN: FF
POWER: 174 hp
TORQUE: 149 lb-ft
WEIGHT: 2,425 lb
FRONT WEIGHT: 64%
DISPLACEMENT: 2L

STATS

SPEED: 4.6
HANDLING: 4.6
ACCELERATION: 4.5
LAUNCH: 5.2
BRAKING: 4.5

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Hatchback
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 15.62 sec



PRICE: 20,000 cr

2007 207 RC



CLASS: E [219]
DRIVETRAIN: FF
POWER: 172 hp
TORQUE: 177 lb-ft
WEIGHT: 2,921 lb
FRONT WEIGHT: 64%
DISPLACEMENT: 1.6L

STATS

SPEED: 4.7
HANDLING: 5.0
ACCELERATION: 3.4
LAUNCH: 4.4
BRAKING: 4.8

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Hatchback
ENGINE ASPIRATION: Turbocharged
1/4 MILE: 16.49 sec

PORSCH



PRICE: 1,000,000 cr

2008 #16 DYSON RACING RS SPYDER EVO



CLASS: R1 [955]
DRIVETRAIN: MR
POWER: 503 hp
TORQUE: 284 lb-ft
WEIGHT: 1,764 lb
FRONT WEIGHT: 44%
DISPLACEMENT: 3.4L

STATS

SPEED: 7.5
HANDLING: 9.0
ACCELERATION: 9.0
LAUNCH: 7.8
BRAKING: 9.0

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: Prototype 2
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 10.53 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3



PRICE: 1,000,000 cr

2008 #7 PENSKE RACING RS SPYDER EVO



CLASS: R1 [952]
DRIVETRAIN: MR
POWER: 503 hp
TORQUE: 284 lb-ft
WEIGHT: 1,764 lb
FRONT WEIGHT: 44%
DISPLACEMENT: 3.4L

STATS

SPEED: 7.5
HANDLING: 9.0
ACCELERATION: 9.0
LAUNCH: 7.8
BRAKING: 9.0

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: Prototype 2
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 10.53 sec



PRICE: 2,000,000 cr

1987 #17 RACING PORSCHE AG 962C



CLASS: R1 [931]
DRIVETRAIN: MR
POWER: 689 hp
TORQUE: 524 lb-ft
WEIGHT: 1,808 lb
FRONT WEIGHT: 46%
DISPLACEMENT: 3L

STATS

SPEED: 6.8
HANDLING: 8.7
ACCELERATION: 8.9
LAUNCH: 7.4
BRAKING: 8.6

ENGINE TYPE: 6 cylinder
GEARS: 5
CAR TYPE: Race car
BODY STYLE: Prototype 1
ENGINE ASPIRATION: Twin turbocharged
1/4 MILE: 10.74 sec



PRICE: 1,200,000 cr

1998 #5 ZAKSPEED RACING 911 GT1-98



CLASS: R2 [850]
DRIVETRAIN: MR
POWER: 550 hp
TORQUE: 465 lb-ft
WEIGHT: 2,094 lb
FRONT WEIGHT: 48%
DISPLACEMENT: 3.2L

STATS

SPEED: 6.6
HANDLING: 7.8
ACCELERATION: 8.4
LAUNCH: 7.3
BRAKING: 7.9

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: GTS
ENGINE ASPIRATION: Twin turbocharged
1/4 MILE: 11.09 sec



PRICE: 1,200,000 cr

1998 #26 PORSCHE AG 911 GT1-98



CLASS: R2 [849]
DRIVETRAIN: MR
POWER: 550 hp
TORQUE: 465 lb-ft
WEIGHT: 2,094 lb
FRONT WEIGHT: 48%
DISPLACEMENT: 3.2L

STATS

SPEED: 6.6
HANDLING: 7.8
ACCELERATION: 8.4
LAUNCH: 7.3
BRAKING: 7.9

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: GTS
ENGINE ASPIRATION: Twin turbocharged
1/4 MILE: 11.09 sec



PRICE: 250,000 cr

2008 #45 FLYING LIZARD 911 GT3-RSR



CLASS: R3 [742]
DRIVETRAIN: RR
POWER: 465 hp
TORQUE: 317 lb-ft
WEIGHT: 2,701 lb
FRONT WEIGHT: 41%
DISPLACEMENT: 3.8L

STATS

SPEED: 6.5
HANDLING: 7.2
ACCELERATION: 7.9
LAUNCH: 7.2
BRAKING: 7.2

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: GT2
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 11.37 sec



PRICE: 250,000 cr

2007 #80 FLYING LIZARD 911 GT3-RSR



CLASS: R3 [734]
DRIVETRAIN: RR
POWER: 465 hp
TORQUE: 317 lb-ft
WEIGHT: 2,701 lb
FRONT WEIGHT: 41%
DISPLACEMENT: 3.8L

STATS

SPEED: 6.5
HANDLING: 7.1
ACCELERATION: 7.8
LAUNCH: 7.2
BRAKING: 7.1

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: GT2
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 11.33 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	mitsubishi	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3

PRICE: 1,300,000 cr

1998 911 GT1 STRASSENVERSION



CLASS: R3 [716]
DRIVETRAIN: MR
POWER: 536 hp
TORQUE: 443 lb-ft
WEIGHT: 2,646 lb
FRONT WEIGHT: 48%
DISPLACEMENT: 3.2L

STATS

SPEED: 6.7
HANDLING: 7.0
ACCELERATION: 7.8
LAUNCH: 7.3
BRAKING: 7.1

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Supercar
ENGINE ASPIRATION: Twin turbocharged
1/4 MILE: 12.23 sec

PRICE: 250,000 cr

2005 #5 XBOX 360 911 GT3-RSR



CLASS: R3 [716]
DRIVETRAIN: RR
POWER: 438 hp
TORQUE: 302 lb-ft
WEIGHT: 2,480 lb
FRONT WEIGHT: 41%
DISPLACEMENT: 3.6L

STATS

SPEED: 5.7
HANDLING: 7.0
ACCELERATION: 7.8
LAUNCH: 7.7
BRAKING: 7.0

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: GT2
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 11.61 sec

PRICE: 250,000 cr

2005 #31 PETERSEN-WHITE LIGHTNING 911 GT3-RSR



CLASS: R3 [716]
DRIVETRAIN: RR
POWER: 439 hp
TORQUE: 302 lb-ft
WEIGHT: 2,480 lb
FRONT WEIGHT: 41%
DISPLACEMENT: 3.6L

STATS

SPEED: 5.7
HANDLING: 7.0
ACCELERATION: 7.8
LAUNCH: 7.7
BRAKING: 7.0

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: GT2
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 11.63 sec

PRICE: 200,000 cr

2006 #82 RED BULL 911 GT3 CUP



CLASS: S [666]
DRIVETRAIN: RR
POWER: 394 hp
TORQUE: 295 lb-ft
WEIGHT: 2,513 lb
FRONT WEIGHT: 41%
DISPLACEMENT: 3.6L

STATS

SPEED: 6.6
HANDLING: 6.3
ACCELERATION: 7.6
LAUNCH: 7.6
BRAKING: 6.4

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: GT3
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 11.94 sec

PRICE: 200,000 cr

2008 #2 GRUPPE ORANGE RACING 911 GT3 CUP



CLASS: S [666]
DRIVETRAIN: RR
POWER: 394 hp
TORQUE: 295 lb-ft
WEIGHT: 2,513 lb
FRONT WEIGHT: 41%
DISPLACEMENT: 3.6L

STATS

SPEED: 6.6
HANDLING: 6.3
ACCELERATION: 7.6
LAUNCH: 7.6
BRAKING: 6.4

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: GT3
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 11.93 sec

PRICE: 200,000 cr

2005 #3 LECHNER RACING SCHOOL TEAM 1 911 GT3 CUP



CLASS: S [666]
DRIVETRAIN: RR
POWER: 384 hp
TORQUE: 287 lb-ft
WEIGHT: 2,535 lb
FRONT WEIGHT: 41%
DISPLACEMENT: 3.6L

STATS

SPEED: 6.7
HANDLING: 6.3
ACCELERATION: 7.4
LAUNCH: 7.5
BRAKING: 6.3

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: GT3
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 12.08 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	mitsubishi	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3

PRICE: 200,000 cr

2005 #66 AXA RACING 911 GT3 CUP



CLASS: S [647]
DRIVETRAIN: RR
POWER: 385 hp
TORQUE: 288 lb-ft
WEIGHT: 2,535 lb
FRONT WEIGHT: 41%
DISPLACEMENT: 3.6L

STATS

SPEED: 6.7
HANDLING: 6.3
ACCELERATION: 7.4
LAUNCH: 7.7
BRAKING: 6.3

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: GT3
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 12.29 sec

PRICE: 200,000 cr

2005 #55 APPLIED MATERIALS 911 GT3 CUP



CLASS: S [647]
DRIVETRAIN: RR
POWER: 385 hp
TORQUE: 288 lb-ft
WEIGHT: 2,535 lb
FRONT WEIGHT: 41%
DISPLACEMENT: 3.6L

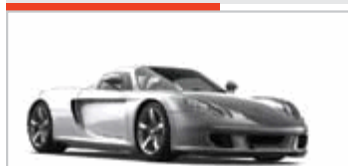
STATS

SPEED: 6.7
HANDLING: 6.3
ACCELERATION: 7.4
LAUNCH: 7.7
BRAKING: 6.3

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: GT3
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 12.29 sec

PRICE: 340,000 cr

2003 CARRERA GT



CLASS: S [640]
DRIVETRAIN: MR
POWER: 605 hp
TORQUE: 435 lb-ft
WEIGHT: 3,530 lb
FRONT WEIGHT: 42%
DISPLACEMENT: 5.7L

STATS

SPEED: 7.8
HANDLING: 6.2
ACCELERATION: 7.4
LAUNCH: 7.7
BRAKING: 6.4

ENGINE TYPE: 10 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Supercar
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 12.16 sec

PRICE: 186,000 cr

2008 911 GT2 (997)



CLASS: A [590]
DRIVETRAIN: RR
POWER: 530 hp
TORQUE: 502 lb-ft
WEIGHT: 3,175 lb
FRONT WEIGHT: 37%
DISPLACEMENT: 3.6L

STATS

SPEED: 7.7
HANDLING: 6.0
ACCELERATION: 6.9
LAUNCH: 7.8
BRAKING: 6.1

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Twin turbocharged
1/4 MILE: 12.47 sec

PRICE: 115,000 cr

2007 911 TURBO (997)



CLASS: A [556]
DRIVETRAIN: RA
POWER: 480 hp
TORQUE: 458 lb-ft
WEIGHT: 3,494 lb
FRONT WEIGHT: 39%
DISPLACEMENT: 3.6L

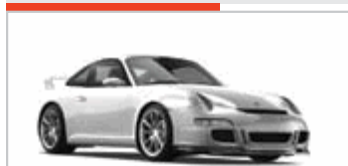
STATS

SPEED: 7.8
HANDLING: 5.7
ACCELERATION: 6.5
LAUNCH: 8.4
BRAKING: 5.7

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Twin turbocharged
1/4 MILE: 12.34 sec

PRICE: 105,000 cr

2007 911 GT3 (997)



CLASS: A [551]
DRIVETRAIN: RR
POWER: 415 hp
TORQUE: 300 lb-ft
WEIGHT: 3,075 lb
FRONT WEIGHT: 38%
DISPLACEMENT: 3.6L

STATS

SPEED: 7.6
HANDLING: 5.9
ACCELERATION: 6.4
LAUNCH: 6.9
BRAKING: 6.0

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 12.83 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3



PRICE: 400,000 cr

1987 959

CLASS: A [541]
 DRIVETRAIN: RA
 POWER: 450 hp
 TORQUE: 370 lb-ft
 WEIGHT: 3,190 lb
 FRONT WEIGHT: 43%
 DISPLACEMENT: 2.8L

STATS

SPEED: 7.6
 HANDLING: 5.4
 ACCELERATION: 6.8
 LAUNCH: 8.5
 BRAKING: 5.2

ENGINE TYPE: 6 cylinder
 GEARS: 6
 CAR TYPE: Production
 BODY STYLE: Supercar
 ENGINE ASPIRATION: Twin turbocharged
 1/4 MILE: 12.46 sec



PRICE: 240,000 cr

1995 911 GT2

CLASS: A [540]
 DRIVETRAIN: RR
 POWER: 424 hp
 TORQUE: 398 lb-ft
 WEIGHT: 2,855 lb
 FRONT WEIGHT: 38%
 DISPLACEMENT: 3.6L

STATS

SPEED: 6.9
 HANDLING: 5.8
 ACCELERATION: 6.2
 LAUNCH: 7.7
 BRAKING: 5.7

ENGINE TYPE: 6 cylinder
 GEARS: 6
 CAR TYPE: Production
 BODY STYLE: Coupe
 ENGINE ASPIRATION: Twin turbocharged
 1/4 MILE: 12.99 sec



PRICE: 65,000 cr

2004 911 GT3 (996)

CLASS: A [528]
 DRIVETRAIN: RR
 POWER: 380 hp
 TORQUE: 285 lb-ft
 WEIGHT: 3,160 lb
 FRONT WEIGHT: 38%
 DISPLACEMENT: 3.6L

STATS

SPEED: 7.3
 HANDLING: 5.9
 ACCELERATION: 6.0
 LAUNCH: 7.0
 BRAKING: 6.0

ENGINE TYPE: 6 cylinder
 GEARS: 6
 CAR TYPE: Production
 BODY STYLE: Coupe
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 13.09 sec



PRICE: 44,000 cr

2006 CAYMAN S

CLASS: B [453]
 DRIVETRAIN: MR
 POWER: 295 hp
 TORQUE: 251 lb-ft
 WEIGHT: 2,954 lb
 FRONT WEIGHT: 48%
 DISPLACEMENT: 3.4L

STATS

SPEED: 6.6
 HANDLING: 5.7
 ACCELERATION: 5.5
 LAUNCH: 6.4
 BRAKING: 5.4

ENGINE TYPE: 6 cylinder
 GEARS: 6
 CAR TYPE: Production
 BODY STYLE: Coupe
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 14.21 sec



PRICE: 118,000 cr

2009 CAYENNE TURBO S

CLASS: C [401]
 DRIVETRAIN: FA
 POWER: 550 hp
 TORQUE: 553 lb-ft
 WEIGHT: 5,192 lb
 FRONT WEIGHT: 53%
 DISPLACEMENT: 4.8L

STATS

SPEED: 6.7
 HANDLING: 4.7
 ACCELERATION: 5.4
 LAUNCH: 6.9
 BRAKING: 5.0

ENGINE TYPE: 8 cylinder
 GEARS: 6
 CAR TYPE: Production
 BODY STYLE: Sport truck
 ENGINE ASPIRATION: Twin turbocharged
 1/4 MILE: 13.23 sec



PRICE: 25,000 cr

2003 BOXSTER S

CLASS: C [392]
 DRIVETRAIN: MR
 POWER: 258 hp
 TORQUE: 229 lb-ft
 WEIGHT: 2,930 lb
 FRONT WEIGHT: 46%
 DISPLACEMENT: 3.2L

STATS

SPEED: 6.1
 HANDLING: 5.4
 ACCELERATION: 4.9
 LAUNCH: 6.1
 BRAKING: 5.2

ENGINE TYPE: 6 cylinder
 GEARS: 6
 CAR TYPE: Production
 BODY STYLE: Roadster
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 14.54 sec



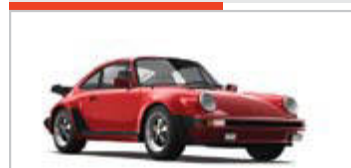
ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3



PRICE: 38,000 cr

1982 911 TURBO 3.3



CLASS: C [360]
DRIVETRAIN: RR
POWER: 296 hp
TORQUE: 304 lb-ft
WEIGHT: 2,866 lb
FRONT WEIGHT: 39%
DISPLACEMENT: 3.3L

STATS

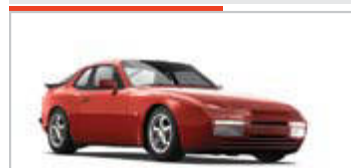
SPEED: 5.7
HANDLING: 5.0
ACCELERATION: 5.2
LAUNCH: 5.4
BRAKING: 4.9

ENGINE TYPE: 6 cylinder
GEARS: 4
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Turbocharged
1/4 MILE: 14.14 sec



PRICE: 12,000 cr

1989 944 TURBO



CLASS: D [294]
DRIVETRAIN: FR
POWER: 217 hp
TORQUE: 244 lb-ft
WEIGHT: 3,115 lb
FRONT WEIGHT: 51%
DISPLACEMENT: 2.5L

STATS

SPEED: 5.4
HANDLING: 5.0
ACCELERATION: 4.2
LAUNCH: 5.5
BRAKING: 4.8

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Hatchback
ENGINE ASPIRATION: Turbocharged
1/4 MILE: 15.54 sec



PRICE: 200,000 cr

1973 911 CARRERA RS



CLASS: D [280]
DRIVETRAIN: RR
POWER: 207 hp
TORQUE: 188 lb-ft
WEIGHT: 2,116 lb
FRONT WEIGHT: 43%
DISPLACEMENT: 2.7L

STATS

SPEED: 4.8
HANDLING: 4.8
ACCELERATION: 4.4
LAUNCH: 5.8
BRAKING: 4.6

ENGINE TYPE: 6 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 15.06 sec



PRICE: 14,000 cr

1970 914/6



CLASS: F [126]
DRIVETRAIN: MR
POWER: 125 hp
TORQUE: 131 lb-ft
WEIGHT: 2,196 lb
FRONT WEIGHT: 46%
DISPLACEMENT: 2L

STATS

SPEED: 3.6
HANDLING: 4.9
ACCELERATION: 3.0
LAUNCH: 3.6
BRAKING: 4.7

ENGINE TYPE: 6 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 17.04 sec

RENAULT



PRICE: 20,000 cr

2003 SPORT CLIO V6



CLASS: D [313]
DRIVETRAIN: MR
POWER: 251 hp
TORQUE: 221 lb-ft
WEIGHT: 3,086 lb
FRONT WEIGHT: 40%
DISPLACEMENT: 2.9L

STATS

SPEED: 5.2
HANDLING: 5.2
ACCELERATION: 4.3
LAUNCH: 5.2
BRAKING: 5.1

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Hatchback
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 14.98 sec



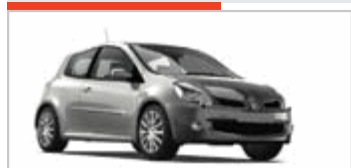
ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	mitsubishi	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3



PRICE: 20,000 cr

2007 CLIO RS 197



CLASS: D [291]
DRIVETRAIN: FF
POWER: 197 hp
TORQUE: 159 lb-ft
WEIGHT: 2,778 lb
FRONT WEIGHT: 64%
DISPLACEMENT: 2L

STATS

SPEED: 4.8
HANDLING: 5.2
ACCELERATION: 4.3
LAUNCH: 5.2
BRAKING: 5.0

ENGINE TYPE: 4 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Hatchback
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 15.89 sec



PRICE: 48,000 cr

1980 5 TURBO



CLASS: E [241]
DRIVETRAIN: MR
POWER: 156 hp
TORQUE: 163 lb-ft
WEIGHT: 2,138 lb
FRONT WEIGHT: 40%
DISPLACEMENT: 1.4L

STATS

SPEED: 4.0
HANDLING: 4.6
ACCELERATION: 4.1
LAUNCH: 5.4
BRAKING: 4.6

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Hatchback
ENGINE ASPIRATION: Turbocharged
1/4 MILE: 15.61 sec



PRICE: 14,000 cr

2009 TWINGO RENAULT SPORT CUP



CLASS: F [200]
DRIVETRAIN: FF
POWER: 131 hp
TORQUE: 118 lb-ft
WEIGHT: 2,313 lb
FRONT WEIGHT: 63%
DISPLACEMENT: 1.6L

STATS

SPEED: 4.1
HANDLING: 5.1
ACCELERATION: 3.2
LAUNCH: 4.3
BRAKING: 5.0

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Subcompact
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 16.96 sec

SALEEN



PRICE: 600,000 cr

2003 #2 KONRAD MOTORSPORTS S7R



CLASS: R2 [844]
DRIVETRAIN: MR
POWER: 630 hp
TORQUE: 611 lb-ft
WEIGHT: 2,535 lb
FRONT WEIGHT: 40%
DISPLACEMENT: 7L

STATS

SPEED: 7.2
HANDLING: 7.5
ACCELERATION: 8.7
LAUNCH: 7.9
BRAKING: 7.7

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: GT1
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 10.66 sec



PRICE: 600,000 cr

2002 #11 GRAHAM NASH MOTORSPORT S7R



CLASS: R2 [843]
DRIVETRAIN: MR
POWER: 630 hp
TORQUE: 611 lb-ft
WEIGHT: 2,535 lb
FRONT WEIGHT: 40%
DISPLACEMENT: 7L

STATS

SPEED: 7.2
HANDLING: 7.5
ACCELERATION: 8.7
LAUNCH: 7.9
BRAKING: 7.7

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: GT1
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 10.66 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3



PRICE: **600,000 cr**

2001 #26 KONRAD MOTORSPORTS S7R



CLASS: R2 [842]
DRIVETRAIN: MR
POWER: 630 hp
TORQUE: 611 lb-ft
WEIGHT: 2,535 lb
FRONT WEIGHT: 40%
DISPLACEMENT: 7L

STATS

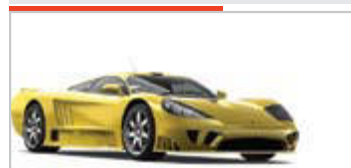
SPEED: 7.2
HANDLING: 7.5
ACCELERATION: 8.7
LAUNCH: 7.9
BRAKING: 7.7

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: GT1
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 10.66 sec



PRICE: **320,000 cr**

2004 S7



CLASS: S [698]
DRIVETRAIN: MR
POWER: 575 hp
TORQUE: 570 lb-ft
WEIGHT: 2,756 lb
FRONT WEIGHT: 40%
DISPLACEMENT: 7L

STATS

SPEED: 8.9
HANDLING: 6.5
ACCELERATION: 8.1
LAUNCH: 8.0
BRAKING: 6.4

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Supercar
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 11.43 sec



PRICE: **39,000 cr**

2006 S281 E



CLASS: B [483]
DRIVETRAIN: FR
POWER: 550 hp
TORQUE: 500 lb-ft
WEIGHT: 3,556 lb
FRONT WEIGHT: 53%
DISPLACEMENT: 4.6L

STATS

SPEED: 6.8
HANDLING: 5.1
ACCELERATION: 6.2
LAUNCH: 5.9
BRAKING: 5.0

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION:
Positive displacement supercharged
1/4 MILE: 13.86 sec



PRICE: **20,000 cr**

2000 S281



CLASS: C [387]
DRIVETRAIN: FR
POWER: 365 hp
TORQUE: 400 lb-ft
WEIGHT: 3,064 lb
FRONT WEIGHT: 56%
DISPLACEMENT: 4.6L

STATS

SPEED: 6.0
HANDLING: 5.1
ACCELERATION: 5.3
LAUNCH: 5.7
BRAKING: 4.8

ENGINE TYPE: 8 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION:
Positive displacement supercharged
1/4 MILE: 14.69 sec



PRICE: **45,000 cr**

2008 S331 SUPERCAB



CLASS: E [221]
DRIVETRAIN: FR
POWER: 450 hp
TORQUE: 500 lb-ft
WEIGHT: 5,500 lb
FRONT WEIGHT: 57%
DISPLACEMENT: 5.4L

STATS

SPEED: 4.8
HANDLING: 4.2
ACCELERATION: 3.7
LAUNCH: 3.7
BRAKING: 4.3

ENGINE TYPE: 8 cylinder
GEARS: 4
CAR TYPE: Production
BODY STYLE: Sport truck
ENGINE ASPIRATION:
Positive displacement supercharged
1/4 MILE: 15.96 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3

SCION



PRICE: 10,000 cr

2005 TC



CLASS: E [203]
DRIVETRAIN: FF
POWER: 160 hp
TORQUE: 163 lb-ft
WEIGHT: 2,905 lb
FRONT WEIGHT: 61%
DISPLACEMENT: 2.4L

STATS

SPEED: 4.6
HANDLING: 4.8
ACCELERATION: 3.4
LAUNCH: 4.4
BRAKING: 4.6

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 16.87 sec

PRICE: 9,000 cr

2009 XD



CLASS: F [175]
DRIVETRAIN: FF
POWER: 128 hp
TORQUE: 125 lb-ft
WEIGHT: 2,624 lb
FRONT WEIGHT: 60%
DISPLACEMENT: 1.8L

STATS

SPEED: 4.4
HANDLING: 4.8
ACCELERATION: 3.0
LAUNCH: 3.9
BRAKING: 4.6

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Subcompact
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 17.17 sec

SEAT



PRICE: 47,000 cr

2007 LEON SUPERCUP



CLASS: B [471]
DRIVETRAIN: FF
POWER: 295 hp
TORQUE: 251 lb-ft
WEIGHT: 2,425 lb
FRONT WEIGHT: 60%
DISPLACEMENT: 2L

STATS

SPEED: 4.3
HANDLING: 6.3
ACCELERATION: 5.4
LAUNCH: 5.9
BRAKING: 6.3

ENGINE TYPE: 4 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Hatchback
ENGINE ASPIRATION: Turbocharged
1/4 MILE: 14.71 sec

PRICE: 21,000 cr

2007 LEON CUPRA



CLASS: D [321]
DRIVETRAIN: FF
POWER: 238 hp
TORQUE: 221 lb-ft
WEIGHT: 2,941 lb
FRONT WEIGHT: 63%
DISPLACEMENT: 2L

STATS

SPEED: 5.3
HANDLING: 5.1
ACCELERATION: 4.6
LAUNCH: 5.2
BRAKING: 4.8

ENGINE TYPE: 4 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Hatchback
ENGINE ASPIRATION: Turbocharged
1/4 MILE: 15.74 sec

PRICE: 11,000 cr

2003 LEON CUPRA R



CLASS: D [295]
DRIVETRAIN: FF
POWER: 225 hp
TORQUE: 207 lb-ft
WEIGHT: 3,011 lb
FRONT WEIGHT: 61%
DISPLACEMENT: 1.8L

STATS

SPEED: 5.1
HANDLING: 5.2
ACCELERATION: 4.1
LAUNCH: 5.0
BRAKING: 4.9

ENGINE TYPE: 4 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Hatchback
ENGINE ASPIRATION: Turbocharged
1/4 MILE: 16.09 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3



PRICE: 17,000 cr

2009 IBIZA CUPRA



CLASS: D [286]
 DRIVETRAIN: FF
 POWER: 177 hp
 TORQUE: 184 lb-ft
 WEIGHT: 2,577 lb
 FRONT WEIGHT: 64%
 DISPLACEMENT: 1.4L

STATS

SPEED: 4.8
 HANDLING: 5.0
 ACCELERATION: 4.1
 LAUNCH: 5.1
 BRAKING: 4.8

ENGINE TYPE: 4 cylinder
 GEARS: 7
 CAR TYPE: Production
 BODY STYLE: Subcompact
 ENGINE ASPIRATION: Turbocharged
 1/4 MILE: 15.77 sec

SHELBY



PRICE: 1,430,000 cr

1965 COBRA 427 S/C



CLASS: B [499]
 DRIVETRAIN: FR
 POWER: 485 hp
 TORQUE: 502 lb-ft
 WEIGHT: 2,350 lb
 FRONT WEIGHT: 52%
 DISPLACEMENT: 7L

STATS

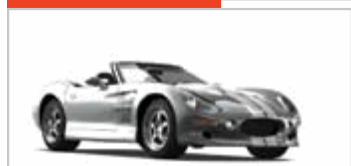
SPEED: 6.4
 HANDLING: 4.9
 ACCELERATION: 6.9
 LAUNCH: 5.9
 BRAKING: 4.7

ENGINE TYPE: 8 cylinder
 GEARS: 4
 CAR TYPE: Production
 BODY STYLE: Roadster
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 13.01 sec



PRICE: 140,000 cr

1999 SERIES 1



CLASS: B [461]
 DRIVETRAIN: FR
 POWER: 320 hp
 TORQUE: 290 lb-ft
 WEIGHT: 2,650 lb
 FRONT WEIGHT: 50%
 DISPLACEMENT: 4L

STATS

SPEED: 5.7
 HANDLING: 5.8
 ACCELERATION: 5.6
 LAUNCH: 4.5
 BRAKING: 5.5

ENGINE TYPE: 8 cylinder
 GEARS: 6
 CAR TYPE: Production
 BODY STYLE: Roadster
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 14.08 sec



PRICE: 120,000 cr

1968 GT-500KR



CLASS: E [206]
 DRIVETRAIN: FR
 POWER: 335 hp
 TORQUE: 440 lb-ft
 WEIGHT: 3,569 lb
 FRONT WEIGHT: 60%
 DISPLACEMENT: 7L

STATS

SPEED: 3.7
 HANDLING: 4.0
 ACCELERATION: 4.7
 LAUNCH: 4.2
 BRAKING: 3.8

ENGINE TYPE: 8 cylinder
 GEARS: 4
 CAR TYPE: Production
 BODY STYLE: Coupe
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 16.09 sec

SUBARU



PRICE: 200,000 cr

2003 #77 CUSCO SUBARU ADVAN IMPREZA



CLASS: R3 [713]
 DRIVETRAIN: FR
 POWER: 335 hp
 TORQUE: 291 lb-ft
 WEIGHT: 2,535 lb
 FRONT WEIGHT: 48%
 DISPLACEMENT: 2L

STATS

SPEED: 6.3
 HANDLING: 7.5
 ACCELERATION: 7.1
 LAUNCH: 7.2
 BRAKING: 7.5

ENGINE TYPE: 4 cylinder
 GEARS: 6
 CAR TYPE: Race car
 BODY STYLE: SuperGT GT300
 ENGINE ASPIRATION: Turbocharged
 1/4 MILE: 12.46 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3



PRICE: **18,000 cr**

2005 IMPREZA WRX STI



CLASS: C [382]
DRIVETRAIN: FA
POWER: 311 hp
TORQUE: 311 lb-ft
WEIGHT: 3,315 lb
FRONT WEIGHT: 58%
DISPLACEMENT: 2L

STATS

SPEED: 5.9
HANDLING: 5.4
ACCELERATION: 5.0
LAUNCH: 6.4
BRAKING: 5.3

ENGINE TYPE: 4 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Saloon
ENGINE ASPIRATION: Turbocharged
1/4 MILE: 13.94 sec



PRICE: **17,000 cr**

2004 IMPREZA WRX STI



CLASS: C [374]
DRIVETRAIN: FA
POWER: 311 hp
TORQUE: 291 lb-ft
WEIGHT: 3,270 lb
FRONT WEIGHT: 58%
DISPLACEMENT: 2L

STATS

SPEED: 5.7
HANDLING: 5.4
ACCELERATION: 5.0
LAUNCH: 6.3
BRAKING: 5.3

ENGINE TYPE: 4 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Saloon
ENGINE ASPIRATION: Turbocharged
1/4 MILE: 13.96 sec



PRICE: **27,000 cr**

2008 IMPREZA WRX STI



CLASS: C [372]
DRIVETRAIN: FA
POWER: 305 hp
TORQUE: 335 lb-ft
WEIGHT: 3,395 lb
FRONT WEIGHT: 58%
DISPLACEMENT: 2.5L

STATS

SPEED: 5.4
HANDLING: 5.2
ACCELERATION: 4.9
LAUNCH: 6.4
BRAKING: 5.1

ENGINE TYPE: 4 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Hatchback
ENGINE ASPIRATION: Turbocharged
1/4 MILE: 14.04 sec



PRICE: **36,000 cr**

1998 IMPREZA 22B STi



CLASS: C [366]
DRIVETRAIN: FA
POWER: 276 hp
TORQUE: 265 lb-ft
WEIGHT: 2,800 lb
FRONT WEIGHT: 58%
DISPLACEMENT: 2.2L

STATS

SPEED: 5.4
HANDLING: 5.5
ACCELERATION: 4.8
LAUNCH: 6.0
BRAKING: 5.3

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Turbocharged
1/4 MILE: 14.24 sec



PRICE: **18,000 cr**

2005 LEGACY B4 2.0 GT



CLASS: D [319]
DRIVETRAIN: FA
POWER: 276 hp
TORQUE: 253 lb-ft
WEIGHT: 3,153 lb
FRONT WEIGHT: 57%
DISPLACEMENT: 2L

STATS

SPEED: 6.0
HANDLING: 5.1
ACCELERATION: 4.3
LAUNCH: 5.5
BRAKING: 4.9

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Saloon
ENGINE ASPIRATION: Turbocharged
1/4 MILE: 14.53 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3

TOYOTA



PRICE: 2,000,000 cr

1999 #3 TOYOTA MOTORSPORTS GT-ONE TS020



CLASS: R1 [934]
DRIVETRAIN: MR
POWER: 600 hp
TORQUE: 479 lb-ft
WEIGHT: 1,991 lb
FRONT WEIGHT: 46%
DISPLACEMENT: 3.6L

STATS

SPEED: 7.9
HANDLING: 8.4
ACCELERATION: 8.8
LAUNCH: 7.6
BRAKING: 8.4

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: GTS
ENGINE ASPIRATION: Twin turbocharged
1/4 MILE: 10.48 sec

PRICE: 400,000 cr

2005 #6 EXXON SUPERFLO SUPRA



CLASS: R2 [819]
DRIVETRAIN: FR
POWER: 493 hp
TORQUE: 376 lb-ft
WEIGHT: 2,425 lb
FRONT WEIGHT: 50%
DISPLACEMENT: 4.5L

STATS

SPEED: 6.2
HANDLING: 8.1
ACCELERATION: 8.1
LAUNCH: 7.2
BRAKING: 8.0

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: SuperGT GT500
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 11.58 sec

PRICE: 400,000 cr

2004 #35 YELLOWHAT YMS SUPRA



CLASS: R2 [818]
DRIVETRAIN: FR
POWER: 493 hp
TORQUE: 376 lb-ft
WEIGHT: 2,425 lb
FRONT WEIGHT: 50%
DISPLACEMENT: 4.5L

STATS

SPEED: 6.2
HANDLING: 8.1
ACCELERATION: 8.1
LAUNCH: 7.2
BRAKING: 8.0

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: SuperGT GT500
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 11.6 sec

PRICE: 400,000 cr

2006 #25 ECLIPSE ADVAN SUPRA



CLASS: R2 [817]
DRIVETRAIN: FR
POWER: 480 hp
TORQUE: 376 lb-ft
WEIGHT: 2,425 lb
FRONT WEIGHT: 50%
DISPLACEMENT: 4.5L

STATS

SPEED: 6.2
HANDLING: 8.1
ACCELERATION: 8.1
LAUNCH: 7.2
BRAKING: 8.0

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: SuperGT GT500
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 11.61 sec

PRICE: 400,000 cr

2005 #36 OPEN INTERFACE TOM'S SUPRA



CLASS: R2 [817]
DRIVETRAIN: FR
POWER: 493 hp
TORQUE: 376 lb-ft
WEIGHT: 2,425 lb
FRONT WEIGHT: 50%
DISPLACEMENT: 4.5L

STATS

SPEED: 6.2
HANDLING: 8.1
ACCELERATION: 8.1
LAUNCH: 7.2
BRAKING: 8.0

ENGINE TYPE: 8 cylinder
GEARS: 6
CAR TYPE: Race car
BODY STYLE: SuperGT GT500
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 11.61 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3

PRICE: 300,000 cr

1998 TOP SECRET 0-300 SUPRA



CLASS: R3 [702]
DRIVETRAIN: FR
POWER: 986 hp
TORQUE: 651 lb-ft
WEIGHT: 3,285 lb
FRONT WEIGHT: 53%
DISPLACEMENT: 2.6L

STATS

SPEED: 8.3
HANDLING: 5.8
ACCELERATION: 7.7
LAUNCH: 6.6
BRAKING: 5.8

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Pre-tuned
BODY STYLE: Coupe
ENGINE ASPIRATION: Twin turbocharged
1/4 MILE: 11.99 sec

PRICE: 24,000 cr

1998 SUPRA RZ



CLASS: C [396]
DRIVETRAIN: FR
POWER: 320 hp
TORQUE: 315 lb-ft
WEIGHT: 3,329 lb
FRONT WEIGHT: 53%
DISPLACEMENT: 3L

STATS

SPEED: 6.4
HANDLING: 5.3
ACCELERATION: 5.1
LAUNCH: 6.0
BRAKING: 5.0

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Twin turbocharged
1/4 MILE: 14.77 sec

PRICE: 11,000 cr

1995 TOM'S T020 MR2



CLASS: C [356]
DRIVETRAIN: MR
POWER: 255 hp
TORQUE: 239 lb-ft
WEIGHT: 2,617 lb
FRONT WEIGHT: 42%
DISPLACEMENT: 2L

STATS

SPEED: 5.6
HANDLING: 5.4
ACCELERATION: 4.6
LAUNCH: 5.9
BRAKING: 5.2

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Pre-tuned
BODY STYLE: Coupe
ENGINE ASPIRATION: Turbocharged
1/4 MILE: 15.03 sec

PRICE: 15,000 cr

2002 TOM'S W123 MR-S



CLASS: D [340]
DRIVETRAIN: MR
POWER: 187 hp
TORQUE: 185 lb-ft
WEIGHT: 2,161 lb
FRONT WEIGHT: 44%
DISPLACEMENT: 1.8L

STATS

SPEED: 4.8
HANDLING: 5.6
ACCELERATION: 4.4
LAUNCH: 5.6
BRAKING: 5.5

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Pre-tuned
BODY STYLE: Coupe
ENGINE ASPIRATION: Turbocharged
1/4 MILE: 15.41 sec

PRICE: 7,000 cr

1995 MR2 GT



CLASS: D [307]
DRIVETRAIN: MR
POWER: 241 hp
TORQUE: 228 lb-ft
WEIGHT: 2,657 lb
FRONT WEIGHT: 42%
DISPLACEMENT: 2L

STATS

SPEED: 5.7
HANDLING: 4.9
ACCELERATION: 4.5
LAUNCH: 5.8
BRAKING: 4.7

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Turbocharged
1/4 MILE: 15.23 sec

PRICE: 22,000 cr

2002 SOARER 430SCV



CLASS: D [299]
DRIVETRAIN: FR
POWER: 300 hp
TORQUE: 325 lb-ft
WEIGHT: 3,814 lb
FRONT WEIGHT: 53%
DISPLACEMENT: 4.3L

STATS

SPEED: 6.0
HANDLING: 5.0
ACCELERATION: 4.2
LAUNCH: 5.0
BRAKING: 4.8

ENGINE TYPE: 8 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Roadster
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 15.48 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3



PRICE: 8,000 cr

2003 CELICA SS-I



CLASS: E [272]
DRIVETRAIN: FF
POWER: 187 hp
TORQUE: 133 lb-ft
WEIGHT: 2,560 lb
FRONT WEIGHT: 64%
DISPLACEMENT: 1.8L

STATS

SPEED: 5.4
HANDLING: 5.1
ACCELERATION: 4.0
LAUNCH: 4.7
BRAKING: 4.8

ENGINE TYPE: 4 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 16.26 sec



PRICE: 10,000 cr

2004 ALTEZZA RS200



CLASS: E [257]
DRIVETRAIN: FR
POWER: 207 hp
TORQUE: 159 lb-ft
WEIGHT: 2,954 lb
FRONT WEIGHT: 51%
DISPLACEMENT: 2L

STATS

SPEED: 5.5
HANDLING: 5.1
ACCELERATION: 3.6
LAUNCH: 4.5
BRAKING: 4.9

ENGINE TYPE: 4 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Saloon
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 16.21 sec



PRICE: 9,000 cr

1994 CELICA GT-FOUR ST205



CLASS: E [251]
DRIVETRAIN: FA
POWER: 255 hp
TORQUE: 224 lb-ft
WEIGHT: 3,175 lb
FRONT WEIGHT: 60%
DISPLACEMENT: "2,0"L

STATS

SPEED: 5.5
HANDLING: 4.9
ACCELERATION: 3.7
LAUNCH: 4.7
BRAKING: 4.6

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Turbocharged
1/4 MILE: 15.36 sec



PRICE: 9,000 cr

2002 MR-S



CLASS: E [218]
DRIVETRAIN: MR
POWER: 138 hp
TORQUE: 125 lb-ft
WEIGHT: 2,195 lb
FRONT WEIGHT: 43%
DISPLACEMENT: 1.8L

STATS

SPEED: 4.3
HANDLING: 5.2
ACCELERATION: 3.4
LAUNCH: 4.4
BRAKING: 5.0

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Roadster
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 16.44 sec



PRICE: 5,000 cr

1992 SUPRA 2.0 GT TWIN TURBO



CLASS: E [204]
DRIVETRAIN: FR
POWER: 210 hp
TORQUE: 203 lb-ft
WEIGHT: 3,527 lb
FRONT WEIGHT: 53%
DISPLACEMENT: 2L

STATS

SPEED: 5.5
HANDLING: 5.0
ACCELERATION: 3.0
LAUNCH: 3.9
BRAKING: 4.7

ENGINE TYPE: 6 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Twin turbocharged
1/4 MILE: 16.79 sec



PRICE: 5,000 cr

1985 SPRINTER TRUENO GT APEX



CLASS: F [200]
DRIVETRAIN: FR
POWER: 128 hp
TORQUE: 110 lb-ft
WEIGHT: 2,094 lb
FRONT WEIGHT: 53%
DISPLACEMENT: 1.6L

STATS

SPEED: 4.2
HANDLING: 4.6
ACCELERATION: 4.0
LAUNCH: 4.9
BRAKING: 4.4

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Hatchback
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 16.29 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

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PRICE: 4,000 cr

1984 CELICA SUPRA



CLASS: F [178]
DRIVETRAIN: FR
POWER: 160 hp
TORQUE: 163 lb-ft
WEIGHT: 3,045 lb
FRONT WEIGHT: 54%
DISPLACEMENT: 2.8L

STATS

SPEED: 4.3
HANDLING: 5.1
ACCELERATION: 3.0
LAUNCH: 3.8
BRAKING: 4.9

ENGINE TYPE: 6 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 16.96 sec



PRICE: 11,000 cr

2008 YARIS S



CLASS: F [150]
DRIVETRAIN: FF
POWER: 106 hp
TORQUE: 103 lb-ft
WEIGHT: 2,295 lb
FRONT WEIGHT: 61%
DISPLACEMENT: 1.5L

STATS

SPEED: 4.2
HANDLING: 4.9
ACCELERATION: 3.0
LAUNCH: 3.8
BRAKING: 4.7

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Subcompact
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 17.42 sec



PRICE: 117,000 cr

1969 2000GT



CLASS: F [121]
DRIVETRAIN: FR
POWER: 150 hp
TORQUE: 130 lb-ft
WEIGHT: 2,550 lb
FRONT WEIGHT: 51%
DISPLACEMENT: 2L

STATS

SPEED: 4.5
HANDLING: 4.7
ACCELERATION: 3.0
LAUNCH: 3.3
BRAKING: 4.4

ENGINE TYPE: 6 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 17.44 sec

TVR



PRICE: 1,000,000 cr

1998 CERBERA SPEED 12



CLASS: R3 [775]
DRIVETRAIN: FR
POWER: 800 hp
TORQUE: 650 lb-ft
WEIGHT: 2,149 lb
FRONT WEIGHT: 50%
DISPLACEMENT: 7.7L

STATS

SPEED: 9.3
HANDLING: 6.5
ACCELERATION: 8.2
LAUNCH: 7.3
BRAKING: 6.4

ENGINE TYPE: 12 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Supercar
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 11.08 sec



PRICE: 57,000 cr

2005 SAGARIS



CLASS: A [565]
DRIVETRAIN: FR
POWER: 406 hp
TORQUE: 349 lb-ft
WEIGHT: 2,377 lb
FRONT WEIGHT: 53%
DISPLACEMENT: 4L

STATS

SPEED: 6.7
HANDLING: 5.7
ACCELERATION: 6.9
LAUNCH: 6.3
BRAKING: 5.6

ENGINE TYPE: 6 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 13.24 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3



PRICE: 26,000 cr

2001 TUSCAN S



CLASS: A [523]
 DRIVETRAIN: FR
 POWER: 390 hp
 TORQUE: 310 lb-ft
 WEIGHT: 2,425 lb
 FRONT WEIGHT: 50%
 DISPLACEMENT: 4L

STATS

SPEED: 6.7
 HANDLING: 5.6
 ACCELERATION: 6.6
 LAUNCH: 6.6
 BRAKING: 5.4

ENGINE TYPE: 6 cylinder
 GEARS: 5
 CAR TYPE: Production
 BODY STYLE: Coupe
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 13.39 sec

VOLKSWAGEN



PRICE: 18,000 cr

2003 GOLF R32



CLASS: D [304]
 DRIVETRAIN: FA
 POWER: 241 hp
 TORQUE: 236 lb-ft
 WEIGHT: 3,256 lb
 FRONT WEIGHT: 62%
 DISPLACEMENT: 3.2L

STATS

SPEED: 5.3
 HANDLING: 5.0
 ACCELERATION: 4.5
 LAUNCH: 5.8
 BRAKING: 4.8

ENGINE TYPE: 6 cylinder
 GEARS: 6
 CAR TYPE: Production
 BODY STYLE: Hatchback
 ENGINE ASPIRATION: Normally aspirated
 1/4 MILE: 14.59 sec



PRICE: 27,000 cr

2009 SCIROCCO GT



CLASS: D [283]
 DRIVETRAIN: FF
 POWER: 197 hp
 TORQUE: 207 lb-ft
 WEIGHT: 2,906 lb
 FRONT WEIGHT: 64%
 DISPLACEMENT: 2L

STATS

SPEED: 4.9
 HANDLING: 5.2
 ACCELERATION: 4.0
 LAUNCH: 5.1
 BRAKING: 4.9

ENGINE TYPE: 4 cylinder
 GEARS: 6
 CAR TYPE: Production
 BODY STYLE: Hatchback
 ENGINE ASPIRATION: Turbocharged
 1/4 MILE: 16.06 sec



PRICE: 19,000 cr

2010 GOLF GTI MK6



CLASS: D [278]
 DRIVETRAIN: FF
 POWER: 208 hp
 TORQUE: 207 lb-ft
 WEIGHT: 3,265 lb
 FRONT WEIGHT: 63%
 DISPLACEMENT: 2L

STATS

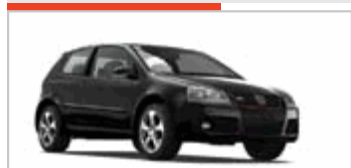
SPEED: 5.2
 HANDLING: 5.1
 ACCELERATION: 4.0
 LAUNCH: 4.7
 BRAKING: 4.8

ENGINE TYPE: 4 cylinder
 GEARS: 6
 CAR TYPE: Production
 BODY STYLE: Hatchback
 ENGINE ASPIRATION: Turbocharged
 1/4 MILE: 15.89 sec



PRICE: 16,000 cr

2006 GOLF GTI



CLASS: D [276]
 DRIVETRAIN: FF
 POWER: 197 hp
 TORQUE: 207 lb-ft
 WEIGHT: 2,932 lb
 FRONT WEIGHT: 61%
 DISPLACEMENT: 2L

STATS

SPEED: 4.9
 HANDLING: 5.2
 ACCELERATION: 3.9
 LAUNCH: 4.9
 BRAKING: 5.0

ENGINE TYPE: 4 cylinder
 GEARS: 6
 CAR TYPE: Production
 BODY STYLE: Hatchback
 ENGINE ASPIRATION: Turbocharged
 1/4 MILE: 16.29 sec



ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	mitsubishi	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO

FORZA MOTORSPORT 3



PRICE: 68,000 cr

2008 TOUAREG R50



CLASS: E [249]
DRIVETRAIN: FA
POWER: 346 hp
TORQUE: 627 lb-ft
WEIGHT: 5,745 lb
FRONT WEIGHT: 54%
DISPLACEMENT: 4.9L

STATS

SPEED: 5.4
HANDLING: 4.3
ACCELERATION: 4.0
LAUNCH: 5.4
BRAKING: 4.4

ENGINE TYPE: 10 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Sport truck
ENGINE ASPIRATION: Twin turbocharged
1/4 MILE: 14.57 sec



PRICE: 9,000 cr

2003 BORA VR6



CLASS: F [199]
DRIVETRAIN: FA
POWER: 201 hp
TORQUE: 199 lb-ft
WEIGHT: 3,212 lb
FRONT WEIGHT: 58%
DISPLACEMENT: 2.8L

STATS

SPEED: 5.1
HANDLING: 4.7
ACCELERATION: 3.5
LAUNCH: 4.5
BRAKING: 4.4

ENGINE TYPE: 6 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Saloon
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 15.71 sec



PRICE: 6,000 cr

1995 CORRADO VR6



CLASS: F [186]
DRIVETRAIN: FF
POWER: 178 hp
TORQUE: 177 lb-ft
WEIGHT: 2,734 lb
FRONT WEIGHT: 58%
DISPLACEMENT: 2.8L

STATS

SPEED: 5.0
HANDLING: 4.6
ACCELERATION: 3.2
LAUNCH: 4.4
BRAKING: 4.4

ENGINE TYPE: 6 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Coupe
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 16.82 sec



PRICE: 7,000 cr

2004 BEETLE



CLASS: F [149]
DRIVETRAIN: FF
POWER: 180 hp
TORQUE: 173 lb-ft
WEIGHT: 3,005 lb
FRONT WEIGHT: 62%
DISPLACEMENT: 1.8L

STATS

SPEED: 4.1
HANDLING: 4.6
ACCELERATION: 3.0
LAUNCH: 3.9
BRAKING: 4.4

ENGINE TYPE: 4 cylinder
GEARS: 6
CAR TYPE: Production
BODY STYLE: Hatchback
ENGINE ASPIRATION: Turbocharged
1/4 MILE: 17.19 sec



PRICE: 5,000 cr

1992 GOLF GTI 16V MK2



CLASS: F [139]
DRIVETRAIN: FF
POWER: 139 hp
TORQUE: 120 lb-ft
WEIGHT: 2,425 lb
FRONT WEIGHT: 63%
DISPLACEMENT: 1.8L

STATS

SPEED: 4.0
HANDLING: 4.9
ACCELERATION: 3.0
LAUNCH: 3.6
BRAKING: 4.6

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Hatchback
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 17.42 sec



PRICE: 4,000 cr

1984 RABBIT GTI



CLASS: F [100]
DRIVETRAIN: FF
POWER: 90 hp
TORQUE: 105 lb-ft
WEIGHT: 2,100 lb
FRONT WEIGHT: 63%
DISPLACEMENT: 1.8L

STATS

SPEED: 3.4
HANDLING: 4.4
ACCELERATION: 3.0
LAUNCH: 4.0
BRAKING: 4.3

ENGINE TYPE: 4 cylinder
GEARS: 5
CAR TYPE: Production
BODY STYLE: Hatchback
ENGINE ASPIRATION: Normally aspirated
1/4 MILE: 17.52 sec




ACURA	ALFA ROMEO	ASTON MARTIN	AUDI	BENTLEY	BMW MOTORSPORT	BUGATTI	CHRYSLER	CITROEN	DODGE	FERRARI
FIAT	FORD	HOLDEN	HONDA	HYUNDAI	INFINITI	JAGUAR	KOENIGSEGG	LANCIA	LAND ROVER	LEXUS
LOTUS	MASERATI	MAZDA	MCLAREN	MERCEDES	MINI	MITSUBISHI	NISSAN	PAGANI	PANOZ	PEUGEOT
PORSCHE	RENAULT	SALEEN	SCION	SEAT	SHELBY	SUBARU	TOYOTA	TVR	VOLKSWAGEN	VOLVO


FORZA MOTORSPORT 3

VOLVO


2004 #24 AT-SPEED S60 R PRICE: 150,000 cr

	CLASS: S [671] DRIVETRAIN: FA POWER: 450 hp TORQUE: 440 lb-ft WEIGHT: 2,800 lb FRONT WEIGHT: 52% DISPLACEMENT: 2.5L	STATS	ENGINE TYPE: 5 cylinder GEARS: 6 CAR TYPE: Race car BODY STYLE: GT3 ENGINE ASPIRATION: Turbocharged 1/4 MILE: 11.49 sec
		SPEED: 6.1 HANDLING: 6.4 ACCELERATION: 7.9 LAUNCH: 9.2 BRAKING: 6.5	

2004 S60 R PRICE: 16,000 cr

	CLASS: D [316] DRIVETRAIN: FA POWER: 300 hp TORQUE: 295 lb-ft WEIGHT: 3,571 lb FRONT WEIGHT: 55% DISPLACEMENT: 2.5L	STATS	ENGINE TYPE: 5 cylinder GEARS: 6 CAR TYPE: Production BODY STYLE: Saloon ENGINE ASPIRATION: Turbocharged 1/4 MILE: 14.74 sec
		SPEED: 6.0 HANDLING: 5.0 ACCELERATION: 4.4 LAUNCH: 5.5 BRAKING: 4.8	

2009 C30 R-DESIGN PRICE: 23,000 cr

	CLASS: E [268] DRIVETRAIN: FF POWER: 227 hp TORQUE: 236 lb-ft WEIGHT: 3,200 lb FRONT WEIGHT: 61% DISPLACEMENT: 2.5L	STATS	ENGINE TYPE: 5 cylinder GEARS: 6 CAR TYPE: Production BODY STYLE: Hatchback ENGINE ASPIRATION: Turbocharged 1/4 MILE: 15.96 sec
		SPEED: 5.5 HANDLING: 4.7 ACCELERATION: 3.9 LAUNCH: 5.1 BRAKING: 4.5	



APPENDIX A: MASTER CAR LIST

Disclaimer: Several manufacturers chose not to participate in the Official Forza Motorsport 3 Strategy Guide. Those particular manufacturers and cars have been left out of the guide. We apologize for the inconvenience.

OPTIMIZATION

The master car list is organized alphabetically by manufacturer, then sorted by class. This format lets you scan manufacturers from highest performing cars to lowest. If you're looking for the highest rank Acura, it will be at the top of Acura's section. The same goes for every other manufacturer. Also know that there are 11 car classes ranked by Performance Index—with the higher number representing the better car—as follows:

» X: 1000+		» S: 601 - 700		» D: 276 - 350	
» R1: 901 - 999		» A: 501 - 600		» E: 201 - 275	
» R2: 801 - 900		» B: 426 - 500		» F: 100 - 200	
» R3: 701 - 800		» C: 351 - 425			

STATISTICS

All statistics are 100 percent accurate as viewed in the game. However, we had to modify a few terms to save space and make the chart viewable in book format. For drive train, we use the widely accepted "first letter" system:

» FF: Front engine, front-wheel drive		» MA: Mid engine, all-wheel drive	
» FR: Front engine, rear-wheel drive		» RR: Rear engine, rear-wheel drive	
» FA: Front engine, all-wheel drive		» RA: Rear engine, all-wheel drive	
» MR: Mid engine, rear-wheel drive			

And for the *Forza Motorsport 3* game-specific statistics—Speed, Handling, Acceleration, Launch, and Braking—we also use the first letter system which we often refer to as SHALB. It's a pretty simple way to compare cars once you really dive into the game.

QUARTER-MILE TIMES

All quarter-mile times were done in game, and are not from their real-life counterparts. Test runs were done completely stock, with an automatic transmission, ABS on, STM on, TCS on, and full throttle from launch. We wanted to remain consistent throughout the references. No doubt the cars will—and can—run faster with proper throttle control, manual shifting, and practice. Use these times for comparative purposes rather than a mark of their extreme performance in stock form.



FORZA MOTORSPORT 3

Master Car List

✓	Model	Year	Price (cr)	Class	Class Value	Drivetrain	Power (hp)	Torque (lb-ft)	Weight (lbs)	
	Acura									
	#66 de Ferran Motorsports ARX-02a	2009	2,000,000	R1	984	MR	625	375	1,984	
	#15 Lowe's Fernandez ARX-01b	2008	1,000,000	R1	946	MR	510	284	1,764	
	#26 Andretti-Green Racing ARX-01b	2008	1,000,000	R1	945	MR	510	284	1,764	
	#66 de Ferran Motorsports ARX-01b	2008	1,000,000	R1	944	MR	510	284	1,764	
	#42 Realtime Racing NSX	2002	150,000	S	657	MR	400	295	2,524	
	NSX	2005	60,000	C	412	MR	290	225	3,100	
	NSX	1997	45,000	C	409	MR	276	224	2,998	
	Integra Type-R	2001	13,000	D	284	FF	195	130	2,639	
	RSX Type-S	2002	10,000	E	232	FF	200	142	2,820	
	Alfa Romeo									
	8C Competizione	2007	300,000	A	541	FR	450	354	3,495	
	Brera Italia Independent	2009	38,000	E	223	FA	256	237	3,593	
	MiTo	2008	18,000	F	191	FF	153	170	2,524	
	Aston Martin									
	#007 Aston Martin Racing DBR9	2006	400,000	R2	828	FR	625	550	2,425	
	#009 Aston Martin Racing DBR9	2008	400,000	R2	827	FR	625	550	2,425	
	#008 Bell Motorsports DBR9	2008	400,000	R2	826	FR	625	550	2,425	
	DB9 Coupe	2005	127,000	B	475	FR	450	420	3,880	
	V12 Vanquish	2001	96,000	B	471	FR	460	400	4,110	
	Audi									
	#2 Audi Sport North America R10 TDI	2008	2,000,000	R1	980	MR	650	811	2,039	
	#8 Audi Sport Team Joest Audi R10 TDI	2006	2,000,000	R1	978	MR	650	811	2,039	
	#2 Audi Sport North America R8	2006	1,200,000	R1	938	MR	625	553	1,984	
	#5 Audi Sport Japan Team Goh R8	2004	1,200,000	R1	938	MR	625	553	1,984	
	#4 Johansson Motorsport R8	2001	1,200,000	R1	937	MR	625	553	1,984	
	A4 Touring Car	2008	400,000	R2	814	FR	476	391	2,161	
	#8 Audi ABT TT-R	2004	250,000	R2	810	FR	455	376	2,381	
	#1 Champion RS 6	2003	150,000	S	655	FA	496	409	3,148	
	#1 Champion S4 Competition	2002	150,000	S	644	FA	420	345	3,053	
	R8 5.2 FSI quattro	2010	149,000	A	558	MA	518	391	3,571	
	R8	2008	120,000	A	508	MA	420	317	3,439	
	RS 4	2006	45,000	B	461	FA	420	317	3,638	
	RS 6	2003	27,000	C	403	FA	450	415	4,024	
	S5	2007	45,000	C	371	FA	349	325	3,795	
	TT Coupe S-Line	2007	35,000	C	352	FA	247	236	3,108	



FORZA MOTORSPORT 3

Master Car List

	Front Weight (%)	Disp. (L)	S	H	A	L	B	Engine Type	Gears	Car Type	Body Style	Engine Aspiration	1/4-Mile (sec)
	50	4.0	7.4	9.2	9.0	7.6	9.2	8 cylinder	6	Race Car	Prototype 1	Normally Aspirated	10.59
	45	3.4	7.2	8.9	8.9	7.7	8.9	8 cylinder	6	Race Car	Prototype 2	Normally Aspirated	10.68
	45	3.4	7.2	8.9	8.9	7.7	8.9	8 cylinder	6	Race Car	Prototype 2	Normally Aspirated	10.68
	45	3.4	7.2	8.9	8.9	7.7	8.9	8 cylinder	6	Race Car	Prototype 2	Normally Aspirated	10.69
	43	3.2	6.3	6.6	7.3	7.4	6.6	6 cylinder	6	Race Car	GT3	Centrifugal Supercharged	12.33
	43	3.2	6.6	5.5	5.3	5.6	5.2	6 cylinder	6	Production	Coupe	Normally Aspirated	14.38
	42	3.2	6.3	5.5	5.4	5.7	5.2	6 cylinder	6	Production	Coupe	Normally Aspirated	14.26
	62	1.8	5.2	5.0	4.2	4.9	4.8	4 cylinder	5	Production	Coupe	Normally Aspirated	16.04
	61	2.0	5.3	4.7	4.0	4.6	4.5	4 cylinder	6	Production	Coupe	Normally Aspirated	16.37
	49	4.7	7.2	5.6	6.4	6.6	5.4	8 cylinder	6	Production	Coupe	Normally Aspirated	13.03
	60	3.2	5.0	5.0	3.3	4.3	4.8	6 cylinder	6	Production	Hatchback	Normally Aspirated	15.71
	64	1.4	4.4	4.7	3.3	4.4	4.5	4 cylinder	6	Production	Hatchback	Turbocharged	17.09
	50	6.0	6.8	7.5	8.3	7.1	7.6	12 cylinder	6	Race Car	GT2	Normally Aspirated	11.24
	50	6.0	6.7	7.5	8.3	7.1	7.6	12 cylinder	6	Race Car	GT1	Normally Aspirated	11.26
	50	6.0	6.7	7.5	8.3	7.1	7.6	12 cylinder	6	Race Car	GT1	Normally Aspirated	11.28
	50	5.9	6.8	5.5	5.4	6.5	5.4	12 cylinder	6	Production	Coupe	Normally Aspirated	13.84
	53	5.9	7.2	5.4	5.6	4.8	5.2	12 cylinder	6	Production	Coupe	Normally Aspirated	13.91
	41	5.5	8.1	8.9	9.3	8.2	8.9	12 cylinder	5	Race Car	Prototype 1	Twin Turbocharged	9.96
	41	5.5	7.9	8.9	9.2	8.2	8.9	12 cylinder	5	Race Car	Prototype 1	Twin Turbocharged	9.98
	45	3.6	7.3	8.8	9.0	8.0	8.8	8 cylinder	6	Race Car	Prototype 1	Twin Turbocharged	10.48
	45	3.6	7.3	8.8	9.0	8.0	8.8	8 cylinder	6	Race Car	Prototype 1	Twin Turbocharged	10.49
	45	3.6	7.3	8.8	9.0	8.0	8.8	8 cylinder	6	Race Car	Prototype 1	Twin Turbocharged	10.51
	50	4.0	5.9	8.0	8.2	7.0	8.1	8 cylinder	6	Production	German Touring Car	Normally Aspirated	11.63
	50	4.0	6.7	7.9	8.1	7.0	7.9	8 cylinder	6	Race Car	German Touring Car	Normally Aspirated	11.67
	57	4.2	6.6	6.6	7.2	8.7	6.5	8 cylinder	6	Race Car	GT3	Twin Turbocharged	11.88
	56	2.8	6.4	6.5	7.0	8.9	6.5	6 cylinder	6	Race Car	GT3	Twin Turbocharged	11.89
	44	5.2	7.9	5.8	7.0	7.7	5.8	10 cylinder	6	Production	Coupe	Normally Aspirated	12.36
	44	4.2	7.6	5.7	6.1	7.4	5.6	8 cylinder	6	Production	Coupe	Normally Aspirated	13.18
	58	4.2	7.1	5.3	5.8	7.0	5.1	8 cylinder	6	Production	Saloon	Normally Aspirated	13.03
	59	4.2	6.7	5.1	5.1	5.8	5.0	8 cylinder	5	Production	Executive	Twin Turbocharged	13.34
	57	4.2	6.7	5.3	4.8	6.2	5.1	8 cylinder	6	Production	Coupe	Normally Aspirated	13.97
	58	3.2	5.7	5.4	4.5	5.6	5.2	6 cylinder	6	Production	Coupe	Normally Aspirated	14.52



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Master Car List

✓	Model	Year	Price (cr)	Class	Class Value	Drivetrain	Power (hp)	Torque (lb-ft)	Weight (lbs)	
	Sport quattro	1983	110,000	D	336	FA	306	259	2,807	
	S4	2004	19,000	D	330	FA	340	302	3,825	
	S4	2000	10,000	D	294	FA	250	258	3,384	
	TT Coupe 3.2 quattro	2004	18,000	D	289	FA	249	236	3,505	
	Q7 V12 TDI	2009	135,000	D	289	FA	494	738	5,743	
	Bentley									
	#7 Team Bentley Speed 8	2003	1,500,000	R1	938	MR	615	590	2,024	
	Continental GT	2004	75,000	C	398	FA	552	479	5,350	
	BMW Motorsport									
	#15 BMW Motorsport V12 LMR	1999	1,400,000	R1	934	MR	580	494	1,984	
	#92 Rahal Letterman Racing M3 GT2	2009	380,000	R3	743	FR	491	372	2,701	
	#2 BMW Motorsport M3 GTR	2005	300,000	R3	715	FR	500	354	2,756	
	#6 Prototype Technology Group M3 GTR	2001	300,000	R3	713	FR	500	354	2,756	
	M3-GTR	2002	180,000	B	499	FR	380	288	2,976	
	M3 E92	2008	48,000	B	462	FR	414	295	3,649	
	M5 E60	2009	80,000	B	455	FR	500	383	4,012	
	Z4 M Coupe	2008	42,000	B	438	FR	343	269	3,230	
	M3 E46 Coupe	2005	31,000	B	430	FR	333	262	3,415	
	M3 E36	1997	12,000	C	410	FR	321	258	3,219	
	135i Coupe	2009	37,000	C	397	FR	300	300	3,373	
	M3 E30	1991	15,000	D	286	FR	215	180	2,762	
	3.0 CSL	1971	123,000	E	209	FR	177	192	2,568	
	X5 xDrive48i	2009	55,000	F	184	FA	350	350	5,335	
	Bugatti									
	Veyron 16.4	2009	1,400,000	S	700	MA	987	923	4,470	
	Chrysler									
	300C SRT-8	2008	26,000	C	407	FR	425	420	4,178	
	Crossfire SRT6	2006	19,000	C	393	FR	330	310	3,239	
	Eagle Talon TSi Turbo	1998	5,000	E	261	FA	210	214	3,120	
	Plymouth Barracuda Formula-S	1968	38,000	E	206	FR	338	395	3,470	
	PT Cruiser GT	2004	6,000	F	145	FF	220	245	3,104	
	Citroen									
	C4 VTS	2009	21,000	F	174	FF	150	177	2,802	



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Master Car List

	Front Weight (%)	Disp. (L)	S	H	A	L	B	Engine Type	Gears	Car Type	Body Style	Engine Aspiration	1/4-Mile (sec)
	55	2.1	5.5	4.7	5.0	6.4	4.5	5 cylinder	5	Production	Coupe	Turbocharged	14.11
	62	4.2	6.6	5.0	4.7	6.0	4.7	8 cylinder	6	Production	Saloon	Normally Aspirated	14.04
	59	2.7	5.6	5.1	4.0	5.3	4.8	6 cylinder	6	Production	Saloon	Twin Turbocharged	14.74
	60	3.2	5.6	5.2	3.8	4.8	4.9	6 cylinder	6	Production	Coupe	Normally Aspirated	14.79
	56	5.9	6.1	4.3	4.5	5.8	4.4	12 cylinder	6	Production	Sport Truck	Twin Turbocharged	14.24
	45	4.0	7.9	8.4	8.9	7.6	8.4	8 cylinder	6	Race Car	Prototype 1	Twin Turbocharged	10.43
	58	6.0	7.5	4.9	5.1	6.5	4.6	12 cylinder	6	Production	Executive	Twin Turbocharged	13.23
	45	6.0	7.8	8.7	9.0	7.9	8.7	12 cylinder	6	Race Car	Prototype 1	Normally Aspirated	10.48
	50	4.0	6.4	7.1	7.8	7.0	7.1	8 cylinder	6	Race Car	GT2	Normally Aspirated	11.76
	50	4.0	6.3	7.0	7.5	6.1	7.0	8 cylinder	6	Race Car	German Touring Car	Normally Aspirated	12.16
	50	4.0	6.3	7.0	7.4	6.1	7.0	8 cylinder	6	Race Car	German Touring Car	Normally Aspirated	12.17
	50	4.0	6.6	5.5	6.2	6.4	5.4	8 cylinder	6	Production	Coupe	Normally Aspirated	13.79
	52	4.0	7.0	5.4	5.9	6.3	5.3	8 cylinder	6	Production	Coupe	Normally Aspirated	13.93
	52	5.0	7.0	5.2	5.8	6.1	5.0	10 cylinder	7	Production	Executive	Normally Aspirated	13.76
	50	3.2	6.4	5.4	5.5	6.3	5.2	6 cylinder	6	Production	Coupe	Normally Aspirated	14.22
	50	3.2	6.4	5.4	5.4	6.4	5.2	6 cylinder	6	Production	Coupe	Normally Aspirated	14.12
	50	3.2	6.6	5.2	5.2	6.3	5.1	6 cylinder	6	Production	Coupe	Normally Aspirated	14.41
	52	3.0	6.1	5.2	5.2	6.2	5.1	6 cylinder	6	Production	Coupe	Twin Turbocharged	14.59
	51	2.3	5.2	5.1	4.3	5.0	4.9	4 cylinder	5	Production	Coupe	Normally Aspirated	15.69
	57	3.0	4.3	4.7	3.8	4.8	4.5	6 cylinder	4	Production	Coupe	Normally Aspirated	16.23
	49	4.8	5.4	4.2	3.7	4.9	4.2	8 cylinder	6	Production	Sport Truck	Normally Aspirated	15.11
	45	8.0	10	5.9	8.5	8.5	6.0	16 cylinder	7	Production	Super Car	Quad Turbocharged	10.43
	54	6.1	6.4	5.0	5.6	5.6	4.9	8 cylinder	5	Production	Executive	Normally Aspirated	14.43
	55	3.2	6.1	5.2	5.2	5.9	4.9	6 cylinder	5	Production	Coupe	Positive Displacement Supercharged	14.72
	60	2.0	5.5	5.0	3.7	4.9	4.7	4 cylinder	5	Production	Coupe	Turbocharged	15.14
	57	6.3	5.0	3.9	4.9	4.4	3.7	8 cylinder	4	Production	Coupe	Normally Aspirated	15.74
	59	2.4	4.1	4.3	3.2	4.3	4.2	4 cylinder	5	Production	Hatchback	Turbocharged	17.07
	62	1.6	4.5	4.6	3.1	4.1	4.4	4 cylinder	6	Production	Hatchback	Turbocharged	16.92



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Master Car List

✓	Model	Year	Price (cr)	Class	Class Value	Drivetrain	Power (hp)	Torque (lb-ft)	Weight (lbs)	
	 Dodge									
	#126 Team Zakspeed Viper GTS-R	2003	400,000	R3	769	FR	620	535	2,976	
	#1 Team Zakspeed Viper GTS-R	2002	400,000	R3	768	FR	620	535	2,976	
	#57 Carsport Holland Viper GTS-R	2000	400,000	R3	766	FR	620	535	2,976	
	#91 Viper Team Oreca GTS-R	2000	400,000	R3	764	FR	620	535	2,976	
	#2 Mopar Viper Competition Coupe	2008	300,000	R3	715	FR	520	540	3,170	
	#11 Primetime Racing Group Viper Competition Coupe	2008	300,000	R3	714	FR	520	540	3,170	
	Charger Stock Car	2008	140,000	R3	713	FR	825	651	3,400	
	#22 3R-Racing Viper Competition Coupe	2004	300,000	R3	712	FR	520	540	3,170	
	#23 Magellan Financial Viper Competition Coupe	2003	300,000	R3	711	FR	520	540	3,170	
	Viper Competition Coupe	2003	110,000	S	666	FR	520	540	2,995	
	Viper SRT10 ACR	2008	105,000	S	649	FR	600	560	3,408	
	Viper SRT10	2003	43,000	A	573	FR	500	525	3,390	
	Viper GTS ACR	1999	46,000	A	529	FR	460	500	3,450	
	Challenger SRT8	2009	38,000	B	427	FR	425	420	4,140	
	Charger SRT8	2006	25,000	C	401	FR	425	420	4,160	
	Challenger R/T Hemi	1970	150,000	D	347	FR	480	490	3,390	
	SRT4	2003	9,000	D	343	FF	270	285	2,900	
	Ram SRT10	2006	25,000	D	331	FR	500	525	5,150	
	Stealth R/T Turbo	1996	8,000	D	317	FA	320	315	3,792	
	Charger R/T	1969	67,000	E	235	FR	375	480	3,671	
	 Ferrari									
	#30 MOMO Doran Racing F333 SP	1998	1,400,000	R1	933	MR	650	330	1,960	
	#12 Risi Competizione F333 SP	1998	1,400,000	R1	932	MR	650	330	1,960	
	F50 GT	1996	500,000	R2	867	MR	750	384	2,002	
	F40 Competizione	1989	1,350,000	R2	830	MR	780	527	2,315	
	#11 Larbre Competition 550 Maranello GTS	2005	600,000	R2	808	FR	600	483	2,425	
	#72 Team Alphand Aventures 550 Maranello GTS	2003	600,000	R2	806	FR	600	483	2,425	
	#88 Veloqx / Prodrive Racing 550 Maranello	2003	600,000	R2	805	FR	600	483	2,425	
	FXX	2005	3,000,000	R3	789	MR	789	506	2,546	
	#71 Tafel Racing F430GT	2008	380,000	R3	752	MR	500	380	2,634	
	#90 Farnbacher Racing F430GT	2008	380,000	R3	751	MR	500	380	2,634	
	#62 Risi Competizione F430GT	2006	380,000	R3	749	MR	500	380	2,634	
	Enzo Ferrari	2002	1,300,000	R3	721	MR	650	485	3,086	
	599 GTB Fiorano	2006	310,000	S	631	FR	611	448	3,865	
	330 P4	1967	11,000,000	S	629	MR	450	385	1,742	



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Master Car List

	Front Weight (%)	Disp. (L)	S	H	A	L	B	Engine Type	Gears	Car Type	Body Style	Engine Aspiration	1/4-Mile (sec)
	47	6.2	6.7	7.2	8.2	7.4	7.1	8 cylinder	6	Race Car	GT1	Normally Aspirated	11.51
	47	6.2	6.7	7.2	8.2	7.4	7.1	8 cylinder	6	Race Car	GT1	Normally Aspirated	11.51
	47	6.2	6.7	7.2	8.2	7.4	7.1	8 cylinder	6	Race Car	GT1	Normally Aspirated	11.51
	47	6.2	6.7	7.2	8.2	7.4	7.1	8 cylinder	6	Race Car	GT2	Normally Aspirated	11.53
	50	8.3	7.0	7.0	7.7	7.1	6.9	10 cylinder	6	Race Car	GT3	Normally Aspirated	12.06
	50	8.3	7.0	7.0	7.6	7.1	6.9	10 cylinder	6	Race Car	GT2	Normally Aspirated	12.06
	52	5.9	7.5	6.9	7.7	6.7	6.8	8 cylinder	4	Production	American Stock Car	Normally Aspirated	12.03
	50	8.3	6.9	7.0	7.6	7.1	6.9	10 cylinder	6	Race Car	GT3	Normally Aspirated	12.13
	50	8.3	6.9	7.0	7.6	7.1	6.9	10 cylinder	6	Race Car	GT3	Normally Aspirated	12.13
	50	8.3	6.5	6.9	7.5	6.9	6.8	10 cylinder	6	Production	Coupe	Normally Aspirated	12.51
	49	8.4	6.9	6.8	7.0	6.0	6.7	10 cylinder	6	Production	Coupe	Normally Aspirated	12.78
	50	8.3	7.8	5.9	7.0	6.5	5.6	10 cylinder	6	Production	Coupe	Normally Aspirated	12.86
	48	8.0	7.0	5.9	6.2	6.0	5.8	10 cylinder	6	Production	Coupe	Normally Aspirated	13.31
	56	6.1	6.5	5.1	5.9	5.7	5.0	8 cylinder	6	Production	Coupe	Normally Aspirated	14.44
	54	6.1	6.5	5.0	5.5	5.5	4.9	8 cylinder	5	Production	Coupe	Normally Aspirated	14.49
	58	7.0	4.2	4.2	5.7	4.6	4.0	8 cylinder	4	Production	Coupe	Normally Aspirated	15.01
	63	2.4	5.6	5.0	4.7	5.2	4.7	4 cylinder	5	Production	Saloon	Turbocharged	15.37
	56	8.3	5.5	4.2	5.5	5.4	4.2	10 cylinder	6	Production	Sport Truck	Normally Aspirated	14.64
	59	3.0	6.0	5.1	4.2	5.3	4.8	6 cylinder	6	Production	Coupe	Twin Turbocharged	14.56
	54	7.2	4.7	4.1	5.0	4.7	3.8	8 cylinder	4	Production	Coupe	Normally Aspirated	15.61
	42	4.0	7.7	8.4	9.0	7.7	8.3	12 cylinder	5	Race Car	Prototype 1	Normally Aspirated	10.16
	42	4.0	7.7	8.4	9.0	7.6	8.3	12 cylinder	5	Race Car	Prototype 1	Normally Aspirated	10.16
	42	4.7	8.1	7.8	9.0	7.9	7.8	12 cylinder	6	Production	Super Car	Normally Aspirated	10.52
	42	2.9	8.4	7.4	8.9	7.3	7.3	8 cylinder	5	Production	Super Car	Twin Turbocharged	10.78
	49	6.0	6.9	7.4	8.2	7.3	7.4	12 cylinder	6	Race Car	GT1	Normally Aspirated	11.23
	49	6.0	6.9	7.4	8.2	7.3	7.4	12 cylinder	6	Race Car	GT1	Normally Aspirated	11.23
	49	6.0	6.9	7.4	8.2	7.3	7.4	12 cylinder	6	Race Car	GT1	Normally Aspirated	11.24
	41	6.3	7.3	7.5	8.5	8.0	7.5	12 cylinder	6	Production	Super Car	Normally Aspirated	11.04
	45	4.0	6.6	7.0	8.0	7.3	7.0	8 cylinder	6	Race Car	GT2	Normally Aspirated	11.44
	45	4.0	6.6	7.0	8.0	7.3	7.0	8 cylinder	6	Race Car	GT2	Normally Aspirated	11.44
	45	4.0	6.5	7.0	8.0	7.3	7.0	8 cylinder	6	Race Car	GT2	Normally Aspirated	11.45
	44	6.0	8.4	6.5	8.2	7.7	6.5	12 cylinder	6	Production	Super Car	Normally Aspirated	11.33
	47	6.0	8.3	5.8	7.5	7.1	5.9	12 cylinder	6	Production	Coupe	Normally Aspirated	12.01
	40	4.0	7.2	5.7	8.0	7.3	5.5	12 cylinder	5	Production	Super Car	Normally Aspirated	11.68



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Master Car List

✓	Model	Year	Price (cr)	Class	Class Value	Drivetrain	Power (hp)	Torque (lb-ft)	Weight (lbs)	
	F50	1995	450,000	S	605	MR	513	347	2,712	
	F40	1987	390,000	A	596	MR	478	424	2,980	
	F430	2004	150,000	A	580	MR	483	343	3,197	
	Challenge Stradale	2003	170,000	A	551	MR	409	275	2,844	
	360 Modena	1999	95,000	A	517	MR	394	275	3,086	
	575M Maranello	2002	120,000	A	516	FR	508	434	3,815	
	F355 Challenge	1995	77,000	A	511	MR	380	268	2,986	
	612 Scaglietti	2004	140,000	A	503	FR	532	434	4,112	
	California	2009	230,000	B	488	FR	460	358	3,825	
	GTO	1984	320,000	B	479	MR	395	366	2,557	
	F355 Berlinetta	1994	60,000	B	455	MR	375	268	3,196	
	512 TR	1991	76,000	C	411	MR	421	360	3,690	
	250 GTO	1964	20,000,000	C	368	FR	300	216	2,479	
	Dino 246 GT	1969	57,000	E	219	MR	195	165	2,380	
	 FIAT									
	Abarth 500 esseesse	2010	22,000	E	207	FF	160	170	2,050	
	 Ford									
	#25 Britek Motorsport FG Falcon	2009	350,000	R3	720	FR	630	465	2,987	
	#9 SP Tools Racing FG Falcon	2009	350,000	R3	720	FR	630	465	2,987	
	#5 Ford Performance Racing FG Falcon	2009	350,000	R3	720	FR	630	465	2,987	
	#1 TeamVodafone FG Falcon	2009	350,000	R3	720	FR	630	465	2,987	
	Fusion Stock Car	2008	150,000	R3	714	FR	825	651	3,400	
	#10 Tiger Racing Mustang	2004	150,000	R3	704	FR	550	450	2,900	
	RS200 Evolution	1985	121,000	A	586	MA	506	401	2,464	
	GT40 MkII	1966	1,460,000	A	566	MR	485	475	2,682	
	Ford GT	2005	150,000	A	557	MR	550	500	3,390	
	Shelby GT500	2007	50,000	B	434	FR	500	480	3,896	
	Mustang Cobra R	2000	42,000	B	432	FR	385	385	3,589	
	Focus RS	2009	35,000	C	354	FF	300	325	3,236	
	Mustang GT	2005	17,000	D	289	FR	300	315	3,510	
	Focus ST	2006	18,000	E	265	FF	223	236	3,069	
	Mustang Boss 429	1970	150,000	E	252	FR	375	450	3,715	
	SVT Cobra R	1993	14,000	E	248	FR	235	280	3,125	
	SVT Focus	2003	6,000	F	192	FF	170	145	2,769	



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Master Car List

	Front Weight (%)	Disp. (L)	S	H	A	L	B	Engine Type	Gears	Car Type	Body Style	Engine Aspiration	1/4-Mile (sec)
	42	4.7	7.4	6.4	7.1	6.2	6.2	12 cylinder	6	Production	Super Car	Normally Aspirated	12.79
	42	2.9	7.2	6.2	7.1	7.3	5.9	8 cylinder	5	Production	Super Car	Twin Turbocharged	12.51
	43	4.3	7.7	5.7	6.9	7.2	5.8	8 cylinder	6	Production	Coupe	Normally Aspirated	12.46
	43	3.6	7.0	6.1	6.2	6.9	6.1	8 cylinder	6	Production	Coupe	Normally Aspirated	13.04
	43	3.6	6.8	5.6	6.2	7.0	5.5	8 cylinder	6	Production	Coupe	Normally Aspirated	13.08
	50	5.7	7.3	5.5	6.3	6.7	5.3	12 cylinder	6	Production	Coupe	Normally Aspirated	13.29
	41	3.5	6.3	6.0	6.0	6.3	6.0	8 cylinder	6	Production	Coupe	Normally Aspirated	13.66
	45	5.7	7.6	5.4	6.3	6.6	5.2	12 cylinder	6	Production	Coupe	Normally Aspirated	13.19
	47	4.3	7.5	5.5	5.8	6.6	5.5	8 cylinder	7	Production	Roadster	Normally Aspirated	13.51
	47	2.9	6.5	5.2	6.4	6.5	5.0	8 cylinder	5	Production	Coupe	Twin Turbocharged	13.38
	41	3.5	6.9	5.6	5.8	5.6	5.4	8 cylinder	6	Production	Coupe	Normally Aspirated	13.86
	41	4.9	6.9	5.3	5.4	4.7	5.0	12 cylinder	5	Production	Coupe	Normally Aspirated	13.99
	52	3.0	6.3	5.0	5.3	3.7	4.5	12 cylinder	5	Production	Coupe	Normally Aspirated	14.46
	41	2.4	5.0	4.8	4.1	3.5	4.5	6 cylinder	5	Production	Coupe	Normally Aspirated	15.59
	65	1.4	4.2	4.5	3.7	4.9	4.4	4 cylinder	5	Production	Sub Compact	Turbocharged	16.74
	55	4.9	6.7	6.8	7.5	6.4	6.8	8 cylinder	6	Race Car	V8 Supercars Australia	Normally Aspirated	12.37
	55	4.9	6.7	6.8	7.5	6.4	6.8	8 cylinder	6	Race Car	V8 Supercars Australia	Normally Aspirated	12.37
	55	4.9	6.7	6.8	7.5	6.4	6.8	8 cylinder	6	Race Car	V8 Supercars Australia	Normally Aspirated	12.37
	55	4.9	6.7	6.8	7.5	6.4	6.8	8 cylinder	6	Race Car	V8 Supercars Australia	Normally Aspirated	12.37
	52	5.9	7.5	6.9	7.7	6.7	6.8	8 cylinder	4	Production	American Stock Car	Normally Aspirated	12.01
	53	4.6	6.8	6.6	7.5	6.7	6.6	8 cylinder	6	Race Car	GT3	Centrifugal Supercharged	12.03
	50	2.1	5.1	5.7	7.7	7.7	5.6	4 cylinder	5	Production	Coupe	Turbocharged	11.91
	38	7.0	7.2	5.6	6.5	4.5	5.4	8 cylinder	4	Production	Super Car	Normally Aspirated	12.51
	43	5.4	7.4	5.9	6.4	5.3	5.8	8 cylinder	6	Production	Coupe	Positive Displacement Supercharged	12.99
	57	5.4	6.5	5.0	5.8	5.6	4.9	8 cylinder	6	Production	Coupe	Positive Displacement Supercharged	14.26
	57	5.4	6.7	5.2	5.8	5.4	5.0	8 cylinder	6	Production	Coupe	Normally Aspirated	14.41
	62	2.5	5.0	5.1	4.9	5.5	4.9	5 cylinder	6	Production	Hatchback	Turbocharged	15.31
	54	4.6	5.7	4.6	4.7	5.3	4.5	8 cylinder	5	Production	Coupe	Normally Aspirated	15.38
	63	2.5	5.2	4.8	4.1	5.2	4.5	5 cylinder	6	Production	Hatchback	Turbocharged	15.99
	59	7.0	5.0	4.2	5.1	4.3	3.9	8 cylinder	4	Production	Coupe	Normally Aspirated	15.51
	57	4.9	4.9	4.9	4.2	5.0	4.6	8 cylinder	5	Production	Coupe	Normally Aspirated	15.77
	62	2.0	4.3	4.7	3.3	4.0	4.5	4 cylinder	6	Production	Hatchback	Normally Aspirated	16.59



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Master Car List

✓	Model	Year	Price (cr)	Class	Class Value	Drivetrain	Power (hp)	Torque (lb-ft)	Weight (lbs)	
	Fiesta Zetec S	2009	16,000	F	176	FF	118	112	2,138	
	 Holden									
	#51 Sprint Gas Racing Commodore VE	2009	350,000	R3	717	FR	620	443	2,987	
	#33 Garry Rogers Team Commodore VE	2009	350,000	R3	717	FR	620	443	2,987	
	#2 Toll Holden Racing Team Commodore VE	2009	350,000	R3	717	FR	620	443	2,987	
	#39 Supercheap Auto Racing Commodore VE	2009	350,000	R3	717	FR	620	443	2,987	
	 Honda									
	#8 ARTA NSX	2005	400,000	R2	816	MR	500	433	2,601	
	#18 TAKATA DOME NSX	2005	400,000	R2	815	MR	500	433	2,601	
	#16 G'ZOX NSX	2003	400,000	R2	814	MR	500	433	2,601	
	NSX-R GT	2005	900,000	B	474	MR	290	224	2,595	
	NSX-R	2005	150,000	B	457	MR	290	225	2,800	
	NSX-R	1992	98,000	C	418	MR	276	217	2,711	
	S2000	2003	15,000	C	360	FR	247	161	2,756	
	Mugen Integra Type-R	2002	14,000	D	328	FF	217	152	2,601	
	Mugen Civic Type-R	2004	14,000	D	299	FF	240	156	2,775	
	Integra Type-R	2002	12,000	D	285	FF	217	152	2,623	
	Civic Type-R	2007	17,000	D	283	FF	198	142	2,965	
	Integra Type-R	2000	8,000	E	273	FF	197	134	2,639	
	Civic Type-R	2004	11,000	E	272	FF	212	149	2,623	
	Civic Si Coupe	2006	13,000	E	262	FF	197	139	2,880	
	Prelude SiR	2000	4,000	E	241	FF	197	161	2,778	
	CR-X SiR	1991	4,000	E	217	FF	158	112	2,161	
	CR-X Del Sol SiR	1995	4,000	F	187	FF	170	117	2,491	
	Civic Si Coupe	1999	7,000	F	173	FF	160	111	2,560	
	Civic 1.5 VTi	1994	4,000	F	163	FF	128	102	2,271	
	Fit Sport	2009	9,000	F	130	FF	117	106	2,520	
	 Hyundai									
	Genesis Coupe	2010	24,000	D	344	FR	306	266	3,549	
	Tuscani Elisa	2003	8,000	F	181	FF	167	181	3,050	



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Master Car List

	Front Weight (%)	Disp. (L)	S	H	A	L	B	Engine Type	Gears	Car Type	Body Style	Engine Aspiration	1/4-Mile (sec)
	63	1.6	4.0	4.9	3.2	4.3	4.8	4 cylinder	5	Production	Sub Compact	Normally Aspirated	17.26
	55	5.0	6.7	6.8	7.5	6.4	6.8	8 cylinder	6	Race Car	V8 Supercars Australia	Normally Aspirated	12.39
	55	5.0	6.7	6.8	7.5	6.4	6.8	8 cylinder	6	Race Car	V8 Supercars Australia	Normally Aspirated	12.39
	55	5.0	6.7	6.8	7.5	6.4	6.8	8 cylinder	6	Race Car	V8 Supercars Australia	Normally Aspirated	12.39
	55	5.0	6.7	6.8	7.5	6.4	6.8	8 cylinder	6	Race Car	V8 Supercars Australia	Normally Aspirated	12.39
	45	3.0	6.4	8.0	8.2	7.6	7.9	6 cylinder	6	Race Car	SuperGT GT500	Twin Turbocharged	11.43
	45	3.0	6.4	8.0	8.2	7.6	7.9	6 cylinder	6	Race Car	SuperGT GT500	Twin Turbocharged	11.43
	45	3.0	6.4	8.0	8.2	7.6	7.9	6 cylinder	6	Race Car	SuperGT GT500	Twin Turbocharged	11.43
	43	3.2	5.9	5.9	5.7	6.3	5.7	6 cylinder	6	Production	Coupe	Normally Aspirated	13.94
	43	3.2	6.5	5.6	5.7	6.2	5.5	6 cylinder	6	Production	Coupe	Normally Aspirated	13.98
	42	3.0	6.2	5.4	5.5	6.1	5.2	6 cylinder	5	Production	Coupe	Normally Aspirated	14.14
	50	2.0	5.9	5.2	4.9	5.1	5.0	4 cylinder	6	Production	Roadster	Normally Aspirated	15.12
	63	2.0	5.3	5.5	4.4	5.0	5.3	4 cylinder	6	Pre-Tuned	Coupe	Normally Aspirated	15.74
	62	2.0	5.5	5.1	4.2	5.0	4.9	4 cylinder	6	Pre-Tuned	Hatchback	Normally Aspirated	15.99
	61	2.0	5.1	5.1	4.2	4.9	4.8	4 cylinder	6	Production	Coupe	Normally Aspirated	16.09
	60	2.0	5.2	5.3	4.0	4.9	5.0	4 cylinder	6	Production	Hatchback	Normally Aspirated	16.36
	62	1.8	5.1	5.0	4.1	4.8	4.8	4 cylinder	5	Production	Coupe	Normally Aspirated	16.14
	61	2.0	5.1	4.8	4.4	5.1	4.6	4 cylinder	6	Production	Hatchback	Normally Aspirated	15.98
	61	2.0	5.3	5.0	4.0	4.7	4.8	4 cylinder	6	Production	Coupe	Normally Aspirated	16.37
	63	2.2	5.1	5.1	3.5	4.3	4.8	4 cylinder	5	Production	Coupe	Normally Aspirated	16.41
	62	1.6	5.3	4.5	3.9	4.6	4.2	4 cylinder	5	Production	Hatchback	Normally Aspirated	16.49
	62	1.6	4.3	4.6	3.7	4.3	4.4	4 cylinder	5	Production	Coupe	Normally Aspirated	16.72
	62	1.6	4.4	4.7	3.4	4.1	4.6	4 cylinder	5	Production	Coupe	Normally Aspirated	16.91
	61	1.5	4.3	4.8	3.0	3.8	4.6	4 cylinder	5	Production	Hatchback	Normally Aspirated	17.34
	62	1.5	3.9	4.7	3.0	3.8	4.5	4 cylinder	5	Production	Sub Compact	Normally Aspirated	17.54
	55	3.8	6.0	5.2	4.5	5.5	5.0	6 cylinder	6	Production	Coupe	Normally Aspirated	15.41
	64	2.7	4.6	5.0	3.1	4.2	4.7	6 cylinder	6	Production	Coupe	Normally Aspirated	16.94



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Master Car List

✓	Model	Year	Price (cr)	Class	Class Value	Drivetrain	Power (hp)	Torque (lb-ft)	Weight (lbs)	
	Infiniti									
	G37 Coupe Sport	2008	32,000	C	367	FR	330	270	3,668	
	G35 Coupe	2003	17,000	D	346	FR	280	270	3,485	
	Jaguar									
	XJ220	1993	190,000	S	602	MR	542	475	2,976	
	XKR-S	2009	111,000	B	486	FR	420	413	3,880	
	E-type S1	1961	75,000	E	211	FR	265	260	2,900	
	Koenigsegg									
	CCGT	2008	750,000	R2	855	MR	610	553	2,425	
	CC8S	2002	350,000	S	665	MR	655	553	2,811	
	Lancia									
	Stratos HF Stradale	1974	50,000	D	287	MR	190	166	2,161	
	Delta Integrale EVO	1992	22,000	E	273	FA	210	224	2,866	
	Land Rover									
	Range Rover Supercharged	2008	68,000	E	263	FA	400	420	5,842	
	Lexus									
	#6 ENEOS SC430	2008	600,000	R2	831	FR	500	376	2,425	
	#25 ECLIPSE ADVAN SC430	2008	600,000	R2	830	FR	500	376	2,425	
	#36 PETRONAS TOM'S SC430	2008	600,000	R2	828	FR	499	376	2,425	
	IS F	2009	52,000	B	466	FR	416	371	3,780	
	IS350	2006	26,000	D	349	FR	306	277	3,527	
	SC430	2002	19,000	D	297	FR	282	309	3,836	
	IS300	2003	12,000	E	256	FR	215	218	3,307	
	Lotus									
	Exige Cup 240	2006	33,000	B	457	MR	243	174	2,050	
	Esprit V8	2002	45,000	B	455	MR	350	295	2,851	
	Evora	2009	89,000	C	423	MR	276	252	2,976	
	Elise 111S	2005	21,000	C	367	MR	156	129	1,777	
	Elan Sprint	1972	29,000	F	131	FR	126	113	1,640	



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Master Car List

	Front Weight (%)	Disp. (L)	S	H	A	L	B	Engine Type	Gears	Car Type	Body Style	Engine Aspiration	1/4-Mile (sec)
	54	3.7	6.6	5.1	4.9	5.8	4.9	6 cylinder	6	Production	Coupe	Normally Aspirated	14.97
	53	3.5	6.4	5.2	4.6	5.6	5.1	6 cylinder	6	Production	Coupe	Normally Aspirated	15.27
	42	3.5	7.8	5.9	7.2	6.2	5.8	6 cylinder	5	Production	Super Car	Twin Turbocharged	12.27
	53	4.2	7.0	5.4	5.7	6.0	5.3	8 cylinder	6	Production	Coupe	Positive Displacement Supercharged	13.84
	47	3.8	4.7	4.5	3.6	4.8	4.3	6 cylinder	4	Production	Coupe	Normally Aspirated	15.84
	43	5.0	8.1	7.6	8.6	7.6	7.7	8 cylinder	6	Pre-Tuned	Super Car	Normally Aspirated	10.68
	43	4.7	8.8	6.3	7.6	6.4	6.1	8 cylinder	6	Production	Super Car	Centrifugal Supercharged	11.81
	46	2.4	4.7	5.0	4.7	5.9	4.8	6 cylinder	5	Production	Coupe	Normally Aspirated	15.41
	63	2.0	4.5	4.6	4.5	5.8	4.5	4 cylinder	5	Production	Hatchback	Turbocharged	14.51
	54	4.2	5.6	4.2	4.4	5.7	4.1	8 cylinder	6	Production	Sport Truck	Positive Displacement Supercharged	14.36
	50	4.5	6.2	8.2	8.2	7.3	8.2	8 cylinder	6	Race Car	SuperGT GT500	Normally Aspirated	11.51
	50	4.5	6.2	8.2	8.2	7.3	8.2	8 cylinder	6	Race Car	SuperGT GT500	Normally Aspirated	11.51
	50	4.5	6.1	8.2	8.1	7.3	8.2	8 cylinder	6	Race Car	SuperGT GT500	Normally Aspirated	11.53
	54	5.0	7.2	5.2	5.7	5.9	5.0	8 cylinder	8	Production	Saloon	Normally Aspirated	13.93
	52	3.5	6.2	5.2	4.3	5.4	5.0	6 cylinder	6	Production	Saloon	Normally Aspirated	15.04
	53	4.3	5.9	5.0	4.2	5.0	4.8	8 cylinder	5	Production	Roadster	Normally Aspirated	15.46
	54	3.0	5.6	5.0	3.8	4.8	4.8	6 cylinder	5	Production	Saloon	Normally Aspirated	16.17
	42	1.8	5.3	5.9	5.8	6.9	5.9	4 cylinder	6	Production	Ultra-Light	Positive Displacement Supercharged	14.08
	43	3.5	6.5	5.4	5.8	6.8	5.2	8 cylinder	5	Production	Coupe	Twin Turbocharged	13.91
	41	3.5	6.1	5.6	5.2	6.6	5.4	6 cylinder	6	Production	Coupe	Normally Aspirated	14.14
	39	1.8	4.6	5.7	4.7	5.9	5.6	4 cylinder	5	Production	Ultra-Light	Normally Aspirated	14.76
	47	1.6	4.0	4.6	3.3	4.0	4.5	4 cylinder	4	Production	Ultra-Light	Normally Aspirated	16.91



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Master Car List

✓	Model	Year	Price (cr)	Class	Class Value	Drivetrain	Power (hp)	Torque (lb-ft)	Weight (lbs)	
	 Maserati									
	#9 Vitaphone Racing Team MC12	2005	700,000	R2	845	MR	624	481	2,425	
	#15 JMB Racing MC12	2005	700,000	R2	843	MR	623	481	2,425	
	#35 Risi Competizione MC12	2005	700,000	R2	842	MR	623	481	2,425	
	MC12	2004	650,000	S	663	MR	624	481	3,142	
	GranTurismo	2008	90,000	B	435	FR	405	339	4,350	
	GranSport	2006	52,000	C	423	FR	396	333	3,682	
	 Mazda									
	#16 Dyson Racing B09/86	2009	1,200,000	R1	943	MR	525	406	1,819	
	RX-7	1997	18,000	C	394	FR	261	217	2,831	
	Mazdaspeed 3	2009	19,000	D	311	FF	263	280	3,153	
	RX-8 Mazdaspeed	2004	20,000	D	302	FR	250	165	3,100	
	Savanna RX-7	1990	6,000	E	267	FR	200	195	2,981	
	Mazdaspeed Roadster	2001	14,000	E	261	FR	158	125	2,385	
	MX-5 Roadster Coupe	2007	16,000	E	247	FR	158	142	2,510	
	Mazdaspeed Familia	2001	6,000	F	198	FF	168	133	2,843	
	MX-5 Miata	1994	6,000	F	158	FR	128	110	2,330	
	Axela Sport 23S	2005	12,000	F	142	FF	168	158	2,957	
	 McLaren									
	#41 Gulf Team Davidoff McLaren F1 GTR	1998	1,200,000	R2	846	MR	591	389	2,017	
	#41 Team McLaren F1 GTR	1997	1,200,000	R2	843	MR	591	389	2,017	
	#43 Team BMW Motorsport McLaren F1 GTR	1997	1,200,000	R2	842	MR	591	389	2,017	
	F1 GT	1997	3,800,000	S	692	MR	627	480	2,469	
	 Mercedes									
	C-Class Touring Car	2008	800,000	R2	818	FR	475	391	2,161	
	AMG Mercedes CLK GTR	1998	1,230,000	S	655	MR	622	539	3,175	
	SLR	2005	300,000	S	609	FR	617	575	3,860	
	SL 65 AMG Black Series	2009	290,000	A	548	FR	661	739	4,215	
	CLK55 AMG Coupe	2003	20,000	C	414	FR	366	376	3,635	
	C32 AMG	2004	17,000	D	340	FR	349	332	3,605	
	ML 63 AMG	2009	85,000	D	335	FA	510	465	5,039	
	300SL Gullwing Coupe	1954	450,000	F	189	FR	241	217	2,960	
	A200 Turbo Coupe	2009	24,000	F	172	FF	190	207	2,877	



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Master Car List

	Front Weight (%)	Disp. (L)	S	H	A	L	B	Engine Type	Gears	Car Type	Body Style	Engine Aspiration	1/4-Mile (sec)
	41	6.0	7.3	7.7	8.7	7.8	7.8	12 cylinder	6	Race Car	GT1	Normally Aspirated	10.69
	41	6.0	7.3	7.7	8.7	7.8	7.8	12 cylinder	6	Race Car	GT1	Normally Aspirated	10.69
	41	6.0	7.3	7.7	8.7	7.8	7.8	12 cylinder	6	Race Car	GT1	Normally Aspirated	10.73
	41	6.0	7.6	6.7	7.5	7.8	6.6	12 cylinder	6	Production	Super Car	Normally Aspirated	12.01
	49	4.2	6.6	5.5	5.0	6.2	5.4	8 cylinder	6	Production	Coupe	Normally Aspirated	14.21
	48	4.2	6.6	5.3	5.2	5.8	5.2	8 cylinder	6	Production	Coupe	Normally Aspirated	14.09
	45	2.0	7.5	8.6	9.0	7.3	8.6	4 cylinder	6	Race Car	Prototype 1	Turbocharged	10.46
	50	1.3	6.6	5.3	5.0	6.2	5.0	2 rotor	5	Production	Coupe	Twin Turbocharged	14.81
	60	2.3	5.3	4.9	4.6	5.1	4.7	4 cylinder	6	Production	Hatchback	Turbocharged	15.84
	52	1.3	5.6	5.3	4.0	4.9	5.1	2 rotor	6	Production	Coupe	Normally Aspirated	15.73
	50	1.3	5.7	5.1	3.8	5.0	4.8	2 rotor	5	Production	Coupe	Turbocharged	15.91
	52	1.8	4.5	5.4	3.5	4.4	5.2	4 cylinder	6	Production	Roadster	Normally Aspirated	16.39
	51	2.0	4.5	5.3	3.4	4.4	5.2	4 cylinder	6	Production	Roadster	Normally Aspirated	16.49
	63	2.0	5.2	4.7	3.1	4.1	4.4	4 cylinder	5	Production	Saloon	Normally Aspirated	16.69
	51	1.8	3.9	5.1	3.0	3.6	5.0	4 cylinder	5	Production	Roadster	Normally Aspirated	17.14
	60	2.3	4.4	4.7	3.0	3.6	4.5	4 cylinder	5	Production	Hatchback	Normally Aspirated	17.29
	42	6.0	7.0	7.6	8.5	7.8	7.8	12 cylinder	6	Race Car	GTS	Normally Aspirated	10.73
	42	6.0	6.9	7.6	8.5	7.8	7.8	12 cylinder	6	Race Car	GTS	Normally Aspirated	10.73
	42	6.0	6.9	7.6	8.5	7.8	7.8	12 cylinder	6	Race Car	GTS	Normally Aspirated	10.73
	41	6.1	8.6	6.5	8.2	7.4	6.5	12 cylinder	6	Production	Super Car	Normally Aspirated	11.63
	50	4.0	6.0	7.9	8.2	7.1	8.1	8 cylinder	6	Production	German Touring Car	Normally Aspirated	11.59
	42	6.9	7.4	6.5	7.2	6.6	6.4	12 cylinder	6	Production	Super Car	Normally Aspirated	12.16
	51	5.4	8.2	5.7	7.2	6.6	5.8	8 cylinder	5	Production	Coupe	Positive Displacement Supercharged	12.68
	52	6.0	7.3	5.6	6.7	6.5	5.5	12 cylinder	5	Production	Coupe	Twin Turbocharged	13.26
	51	5.4	7.2	5.2	5.5	6.3	5.0	8 cylinder	5	Production	Coupe	Normally Aspirated	14.28
	54	3.2	6.7	4.9	4.7	5.7	4.6	6 cylinder	5	Production	Saloon	Positive Displacement Supercharged	15.13
	53	6.2	6.3	4.3	5.3	6.4	4.3	8 cylinder	7	Production	Sport Truck	Normally Aspirated	13.28
	48	3.0	4.2	4.6	3.5	4.3	4.3	6 cylinder	4	Production	Coupe	Normally Aspirated	16.19
	65	2.0	4.7	4.2	3.7	4.7	4.0	4 cylinder	6	Production	Sub Compact	Turbocharged	16.61



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Master Car List

✓	Model	Year	Price (cr)	Class	Class Value	Drivetrain	Power (hp)	Torque (lb-ft)	Weight (lbs)	
	 MINI									
	John Cooper Works	2009	27,000	D	298	FF	208	192	2,701	
	Cooper S	2003	12,000	E	209	FF	163	155	2,730	
	 Mitsubishi									
	HKS Time Attack Evolution	2006	300,000	S	675	FA	592	506	2,359	
	Lancer Evolution X GSR	2008	26,000	C	381	FA	305	315	3,395	
	Lancer Evolution IX MR	2006	23,000	C	380	FA	325	332	3,285	
	Lancer Evolution VIII MR	2004	21,000	C	374	FA	305	315	3,108	
	Lancer Evolution VI GSR	1999	14,000	C	359	FA	280	300	2,822	
	GTO	1997	8,000	D	324	FA	320	315	3,704	
	Eclipse GSX	1995	4,000	E	256	FA	210	214	3,199	
	Eclipse GT	2006	13,000	E	251	FF	263	260	3,570	
	FTO GP Version R	1998	6,000	E	241	FF	197	147	2,535	
	Eclipse GTS	2003	9,000	F	138	FF	210	205	3,241	
	 Nissan									
	#32 NISSAN R390 GT1	1998	2,000,000	R2	864	MR	650	521	2,205	
	#23 Nissan Motorsports R390	1997	2,000,000	R2	864	MR	650	521	2,205	
	#3 YellowHat YMS TOMICA GT-R	2008	600,000	R2	847	FR	500	376	2,425	
	#23 XANAVI NISMO GT-R	2008	600,000	R2	846	FR	500	376	2,425	
	#12 Calsonic Impul GT-R	2008	600,000	R2	846	FR	500	376	2,425	
	#24 WOODONE ADVAN Clarion GT-R	2008	600,000	R2	845	FR	500	376	2,425	
	#23 XANAVI NISMO GT-R	2003	400,000	R2	825	FR	495	540	2,535	
	#12 CALSONIC SKYLINE	2003	400,000	R2	825	FR	495	540	2,535	
	R390	1998	1,250,000	R3	726	MR	550	471	2,264	
	#3 HASEMISPORT ENDLESS Z	2003	200,000	R3	713	FR	350	289	2,524	
	#46 Dream Cube's ADVAN Z	2005	200,000	R3	712	FR	350	289	2,524	
	Top Secret D1-Spec S15	2000	250,000	S	648	FR	534	365	2,557	
	MINE'S R34 Skyline GT-R	2002	300,000	S	616	FA	621	434	3,197	
	MINE'S R32 Skyline GT-R	1993	260,000	S	606	FA	621	456	2,943	
	370Z	2010	32,000	B	441	FR	332	270	3,267	
	Skyline GT-R V-Spec II	2002	54,000	C	401	FA	327	293	3,439	
	Fairlady Z	2003	14,000	C	375	FR	287	274	3,310	
	Skyline GT-R V-Spec	1997	19,000	C	368	FA	320	271	3,393	
	Skyline GT-R V-Spec	1993	13,000	C	366	FA	320	261	3,307	
	Skyline Coupe 350GT	2003	14,000	D	350	FR	280	270	3,417	
	Silvia Spec-R	2000	16,000	D	338	FR	250	203	2,734	
	Fairlady Z Version S Twin Turbo	1994	9,000	D	296	FR	300	283	3,351	



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	Front Weight (%)	Disp. (L)	S	H	A	L	B	Engine Type	Gears	Car Type	Body Style	Engine Aspiration	1/4-Mile (sec)
	62	1.6	5.0	4.6	4.5	5.3	4.6	4 cylinder	6	Production	Hatchback	Turbocharged	15.71
	59	1.6	4.6	4.9	3.4	4.1	4.7	4 cylinder	6	Production	Hatchback	Positive Displacement Supercharged	16.64
	62	2.2	5.7	6.3	8.4	9.4	6.4	4 cylinder	5	Pre-Tuned	Saloon	Turbocharged	11.14
	60	2.0	5.4	5.4	4.8	6.1	5.2	4 cylinder	6	Production	Saloon	Turbocharged	14.02
	60	2.0	5.6	5.4	4.9	6.2	5.3	4 cylinder	6	Production	Saloon	Turbocharged	14.11
	60	2.0	5.6	5.4	4.9	6.2	5.2	4 cylinder	6	Production	Saloon	Turbocharged	14.26
	58	2.0	5.3	5.4	4.8	6.0	5.2	4 cylinder	5	Production	Saloon	Turbocharged	14.36
	61	3.0	6.0	5.1	4.2	5.5	4.8	6 cylinder	6	Production	Coupe	Twin Turbocharged	14.39
	59	2.0	5.7	5.0	3.7	4.8	4.7	4 cylinder	5	Production	Coupe	Turbocharged	15.26
	61	3.8	5.2	5.0	4.0	4.5	4.7	6 cylinder	6	Production	Coupe	Normally Aspirated	16.19
	62	2.0	5.1	5.0	3.6	4.8	4.7	6 cylinder	5	Production	Coupe	Normally Aspirated	16.31
	64	3.0	4.7	4.8	3.0	3.5	4.5	6 cylinder	5	Production	Coupe	Normally Aspirated	17.19
	46	3.5	7.0	7.8	8.6	7.5	7.9	8 cylinder	6	Race Car	GTS	Twin Turbocharged	10.88
	46	3.5	7.0	7.8	8.6	7.5	7.9	8 cylinder	6	Race Car	GTS	Twin Turbocharged	10.88
	51	4.5	6.4	8.4	8.1	7.3	8.4	8 cylinder	6	Race Car	SuperGT GT500	Normally Aspirated	11.54
	51	4.5	6.4	8.4	8.1	7.3	8.4	8 cylinder	6	Race Car	SuperGT GT500	Normally Aspirated	11.54
	51	4.5	6.4	8.4	8.1	7.3	8.4	8 cylinder	6	Race Car	SuperGT GT500	Normally Aspirated	11.55
	51	4.5	6.3	8.4	8.1	7.3	8.4	8 cylinder	6	Race Car	SuperGT GT500	Normally Aspirated	11.55
	53	3.0	6.3	8.0	8.0	7.0	8.0	6 cylinder	6	Race Car	SuperGT GT500	Twin Turbocharged	11.76
	53	3.0	6.3	8.0	8.0	7.0	8.0	6 cylinder	6	Race Car	SuperGT GT500	Twin Turbocharged	11.76
	50	3.5	7.3	6.1	7.8	6.8	6.0	8 cylinder	6	Production	Super Car	Twin Turbocharged	11.54
	52	3.5	6.5	7.5	7.1	6.9	7.4	6 cylinder	6	Race Car	SuperGT GT300	Normally Aspirated	12.56
	52	3.5	6.4	7.5	7.1	6.9	7.4	6 cylinder	6	Race Car	SuperGT GT300	Normally Aspirated	12.56
	51	2.2	5.2	5.8	7.6	6.7	5.8	4 cylinder	5	Pre-Tuned	Coupe	Turbocharged	12.68
	56	2.6	7.5	5.9	7.7	7.9	5.9	6 cylinder	6	Pre-Tuned	Coupe	Twin Turbocharged	11.61
	58	2.6	7.9	5.7	7.8	9.0	5.5	6 cylinder	5	Pre-Tuned	Coupe	Twin Turbocharged	11.79
	53	3.7	6.6	5.6	5.5	6.4	5.3	6 cylinder	6	Production	Coupe	Normally Aspirated	14.41
	57	2.6	6.0	5.5	5.0	6.0	5.3	6 cylinder	6	Production	Coupe	Twin Turbocharged	13.71
	53	3.5	6.5	5.3	4.8	5.9	5.0	6 cylinder	6	Production	Coupe	Normally Aspirated	15.06
	56	2.6	5.7	5.4	4.7	5.4	5.2	6 cylinder	5	Production	Coupe	Twin Turbocharged	14.21
	58	2.6	5.6	5.2	4.9	5.6	5.2	6 cylinder	5	Production	Coupe	Twin Turbocharged	13.94
	54	3.5	6.3	5.2	4.6	5.7	5.0	6 cylinder	6	Production	Coupe	Normally Aspirated	15.17
	51	2.0	5.7	5.2	4.6	5.7	4.9	4 cylinder	6	Production	Coupe	Turbocharged	15.26
	54	3.0	5.8	5.1	4.2	5.0	4.8	6 cylinder	5	Production	Coupe	Twin Turbocharged	15.68



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✓	Model	Year	Price (cr)	Class	Class Value	Drivetrain	Power (hp)	Torque (lb-ft)	Weight (lbs)	
	Silvia K's	1994	5,000	E	250	FR	205	203	2,800	
	Silvia CLUB K's	1992	5,000	E	235	FR	202	202	2,535	
	Sentra SE-R Spec V	2007	16,000	E	230	FF	200	180	3,078	
	Fairlady Z 432	1969	12,000	F	139	FR	160	133	2,308	
	Versa SL	2009	9,000	F	128	FF	122	127	2,718	
	Datsun 510	1970	22,000	F	102	FR	96	100	2,127	
	 Pagani									
	#17 Carsport America Zonda GR	2003	300,000	R2	826	MR	600	516	2,425	
	Zonda C12	1999	400,000	S	631	MR	394	420	2,756	
	 Panoz									
	#11 JML Team Panoz LMP-01	2003	1,200,000	R1	934	FR	620	538	2,057	
	#50 Panoz Motor Sports LMP-01	2002	1,200,000	R1	933	FR	620	538	2,057	
	#81 Team LNT Panoz Esperante GTLM	2006	250,000	R3	776	FR	530	450	2,646	
	#51 Panoz Esperante GTLM	2005	250,000	R3	773	FR	530	450	2,646	
	Esperante GTLM	2005	80,000	A	505	FR	420	320	3,384	
	 Peugeot									
	#8 Peugeot Sport 908	2007	1,500,000	R1	997	MR	700	886	2,039	
	#9 Peugeot Sport Total 908	2009	1,500,000	R1	995	MR	700	886	2,039	
	#3 Peugeot Talbot Sport 905 EVO 1C	1993	2,000,000	R1	953	MR	641	359	1,653	
	#1 Peugeot 207 Super 2000	2007	300,000	A	537	FA	280	184	2,425	
	207 Super 2000	2007	250,000	A	536	FA	280	184	2,425	
	206 RC	2004	15,000	E	275	FF	174	149	2,425	
	207 RC	2007	20,000	E	219	FF	172	177	2,921	
	 Porsche									
	#16 Dyson Racing RS Spyder Evo	2008	1,000,000	R1	955	MR	503	284	1,764	
	#7 Penske Racing RS Spyder Evo	2008	1,000,000	R1	952	MR	503	284	1,764	
	#17 Racing Porsche AG 962c	1987	2,000,000	R1	931	MR	689	524	1,808	
	#5 Zakspeed Racing 911 GT1-98	1998	1,200,000	R2	850	MR	550	465	2,094	
	#26 Porsche AG 911 GT1-98	1998	1,200,000	R2	849	MR	550	465	2,094	
	#45 Flying Lizard 911 GT3-RSR	2008	250,000	R3	742	RR	465	317	2,701	
	#80 Flying Lizard 911 GT3-RSR	2007	250,000	R3	734	RR	465	317	2,701	
	911 GT1 Strassenversion	1998	1,300,000	R3	716	MR	536	443	2,646	
	#5 XBOX 360 911 GT3-RSR	2005	250,000	R3	715	RR	438	302	2,480	
	#31 Petersen-White Lightning 911 GT3-RSR	2005	250,000	R3	713	RR	439	302	2,480	
	#82 Red Bull 911 GT3 Cup	2006	200,000	S	666	RR	394	295	2,513	
	#2 Gruppe Orange Racing 911 GT3 Cup	2008	200,000	S	666	RR	394	295	2,513	



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	Front Weight (%)	Disp. (L)	S	H	A	L	B	Engine Type	Gears	Car Type	Body Style	Engine Aspiration	1/4-Mile (sec)
	55	2.0	4.9	5.0	3.9	5.0	4.7	4 cylinder	5	Production	Coupe	Turbocharged	16.06
	55	2.0	5.2	4.8	3.8	4.9	4.5	4 cylinder	5	Production	Coupe	Turbocharged	16.08
	62	2.5	4.9	4.7	3.9	4.9	4.4	4 cylinder	6	Production	Saloon	Normally Aspirated	16.22
	51	2.0	3.6	4.9	3.0	3.8	4.8	6 cylinder	5	Production	Coupe	Normally Aspirated	16.92
	53	1.8	4.2	4.9	3.1	3.8	4.7	4 cylinder	6	Production	Sub Compact	Normally Aspirated	17.96
	54	1.6	3.2	4.8	3.0	3.8	4.7	4 cylinder	4	Production	Coupe	Normally Aspirated	17.42
	46	6.0	7.1	7.4	8.5	7.5	7.5	12 cylinder	6	Race Car	GT2	Normally Aspirated	10.96
	46	6.0	6.7	6.4	7.3	7.4	6.3	12 cylinder	6	Production	Super Car	Normally Aspirated	12.53
	46	6.0	7.0	8.7	9.0	7.9	8.7	8 cylinder	6	Race Car	Prototype 1	Normally Aspirated	10.46
	46	6.0	6.9	8.7	9.0	7.9	8.7	8 cylinder	6	Race Car	Prototype 1	Normally Aspirated	10.47
	50	5.0	6.7	7.3	7.9	7.2	7.3	8 cylinder	6	Race Car	GT2	Normally Aspirated	10.48
	50	5.0	6.7	7.3	7.8	7.2	7.3	8 cylinder	6	Race Car	GT2	Normally Aspirated	11.59
	53	4.6	7.8	5.4	6.3	5.6	5.2	8 cylinder	6	Production	Coupe	Positive Displacement Supercharged	13.66
	40	5.5	8.1	9.0	9.5	8.3	9.0	12 cylinder	6	Race Car	Prototype 1	Twin Turbocharged	9.84
	40	5.5	7.8	9.0	9.5	8.3	9.0	12 cylinder	6	Race Car	Prototype 1	Twin Turbocharged	9.86
	47	3.5	7.4	8.9	9.1	7.8	8.9	10 cylinder	6	Race Car	GTS	Normally Aspirated	10.56
	58	2.0	4.9	6.2	6.2	5.8	6.2	4 cylinder	6	Race Car	Hatchback	Normally Aspirated	12.68
	58	2.0	5.4	6.0	6.2	5.8	6.0	4 cylinder	6	Pre-Tuned	Hatchback	Normally Aspirated	12.62
	64	2.0	4.6	4.6	4.5	5.2	4.5	4 cylinder	5	Production	Hatchback	Normally Aspirated	15.62
	64	1.6	4.7	5.0	3.4	4.4	4.8	4 cylinder	5	Production	Hatchback	Turbocharged	16.49
	44	3.4	7.5	9.0	9.0	7.8	9.0	8 cylinder	6	Race Car	Prototype 2	Normally Aspirated	10.53
	44	3.4	7.5	9.0	9.0	7.8	9.0	8 cylinder	6	Race Car	Prototype 2	Normally Aspirated	10.53
	46	3.0	6.8	8.7	8.9	7.4	8.6	6 cylinder	5	Race Car	Prototype 1	Twin Turbocharged	10.74
	48	3.2	6.6	7.8	8.4	7.3	7.9	6 cylinder	6	Race Car	GTS	Twin Turbocharged	11.09
	48	3.2	6.6	7.8	8.4	7.3	7.9	6 cylinder	6	Race Car	GTS	Twin Turbocharged	11.09
	41	3.8	6.5	7.2	7.9	7.2	7.2	6 cylinder	6	Race Car	GT2	Normally Aspirated	11.37
	41	3.8	6.5	7.1	7.8	7.2	7.1	6 cylinder	6	Race Car	GT2	Normally Aspirated	11.33
	48	3.2	6.7	7.0	7.8	7.3	7.1	6 cylinder	6	Production	Super Car	Twin Turbocharged	12.23
	41	3.6	5.7	7.0	7.8	7.7	7.0	6 cylinder	6	Race Car	GT2	Normally Aspirated	11.61
	41	3.6	5.7	7.0	7.8	7.7	7.0	6 cylinder	6	Race Car	GT2	Normally Aspirated	11.63
	41	3.6	6.6	6.3	7.6	7.6	6.4	6 cylinder	6	Race Car	GT3	Normally Aspirated	11.94
	41	3.6	6.6	6.3	7.6	7.6	6.4	6 cylinder	6	Race Car	GT3	Normally Aspirated	11.93



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✓	Model	Year	Price (cr)	Class	Class Value	Drivetrain	Power (hp)	Torque (lb-ft)	Weight (lbs)	
	#3 Lechner Racing School Team 1 911 GT3 Cup	2005	200,000	S	656	RR	384	287	2,535	
	#66 AXA Racing 911 GT3 Cup	2005	200,000	S	647	RR	385	288	2,535	
	#55 Applied Materials 911 GT3 Cup	2005	200,000	S	647	RR	385	288	2,535	
	Carrera GT	2003	340,000	S	640	MR	605	435	3,530	
	911 GT2 (997)	2008	186,000	A	590	RR	530	502	3,175	
	911 Turbo (997)	2007	115,000	A	556	RA	480	458	3,494	
	911 GT3 (997)	2007	105,000	A	551	RR	415	300	3,075	
	959	1987	400,000	A	541	RA	450	370	3,190	
	911 GT2	1995	240,000	A	540	RR	424	398	2,855	
	911 GT3 (996)	2004	65,000	A	528	RR	380	285	3,160	
	Cayman S	2006	44,000	B	453	MR	295	251	2,954	
	Cayenne Turbo S	2009	118,000	C	401	FA	550	553	5,192	
	Boxster S	2003	25,000	C	392	MR	258	229	2,930	
	911 Turbo 3.3	1982	38,000	C	360	RR	296	304	2,866	
	944 Turbo	1989	12,000	D	294	FR	217	244	3,115	
	911 Carrera RS	1973	200,000	D	280	RR	207	188	2,116	
	914/6	1970	14,000	F	126	MR	125	131	2,196	
	 Renault									
	Sport Clio V6	2003	20,000	D	313	MR	251	221	3,086	
	Clio RS 197	2007	20,000	D	291	FF	197	159	2,778	
	5 Turbo	1980	48,000	E	241	MR	156	163	2,138	
	Twingo Renault Sport Cup	2009	14,000	F	200	FF	131	118	2,313	
	 Saleen									
	#2 Konrad Motorsports S7R	2003	600,000	R2	844	MR	630	611	2,535	
	#11 Graham Nash Motorsport S7R	2002	600,000	R2	843	MR	630	611	2,535	
	#26 Konrad Motorsports S7R	2001	600,000	R2	842	MR	630	611	2,535	
	S7	2004	320,000	S	698	MR	575	570	2,756	
	S281 E	2006	39,000	B	483	FR	550	500	3,556	
	S281	2000	20,000	C	387	FR	365	400	3,064	
	S331 Supercab	2008	45,000	E	221	FR	450	500	5,500	
	 Scion									
	tC	2005	10,000	E	203	FF	160	163	2,905	
	xD	2009	9,000	F	175	FF	128	125	2,624	



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	Front Weight (%)	Disp. (L)	S	H	A	L	B	Engine Type	Gears	Car Type	Body Style	Engine Aspiration	1/4-Mile (sec)
	41	3.6	6.7	6.3	7.4	7.5	6.3	6 cylinder	6	Race Car	GT3	Normally Aspirated	12.08
	41	3.6	6.7	6.3	7.4	7.7	6.3	6 cylinder	6	Race Car	GT3	Normally Aspirated	12.29
	41	3.6	6.7	6.3	7.4	7.7	6.3	6 cylinder	6	Race Car	GT3	Normally Aspirated	12.29
	42	5.7	7.8	6.2	7.4	7.7	6.4	10 cylinder	6	Production	Super Car	Normally Aspirated	12.16
	37	3.6	7.7	6.0	6.9	7.8	6.1	6 cylinder	6	Production	Coupe	Twin Turbocharged	12.47
	39	3.6	7.8	5.7	6.5	8.4	5.7	6 cylinder	6	Production	Coupe	Twin Turbocharged	12.34
	38	3.6	7.6	5.9	6.4	6.9	6.0	6 cylinder	6	Production	Coupe	Normally Aspirated	12.83
	43	2.8	7.6	5.4	6.8	8.5	5.2	6 cylinder	6	Production	Super Car	Twin Turbocharged	12.46
	38	3.6	6.9	5.8	6.2	7.7	5.7	6 cylinder	6	Production	Coupe	Twin Turbocharged	12.99
	38	3.6	7.3	5.9	6.0	7.0	6.0	6 cylinder	6	Production	Coupe	Normally Aspirated	13.09
	48	3.4	6.6	5.7	5.5	6.4	5.4	6 cylinder	6	Production	Coupe	Normally Aspirated	14.21
	53	4.8	6.7	4.7	5.4	6.9	5.0	8 cylinder	6	Production	Sport Truck	Twin Turbocharged	13.23
	46	3.2	6.1	5.4	4.9	6.1	5.2	6 cylinder	6	Production	Roadster	Normally Aspirated	14.54
	39	3.3	5.7	5.0	5.2	5.4	4.9	6 cylinder	4	Production	Coupe	Turbocharged	14.14
	51	2.5	5.4	5.0	4.2	5.5	4.8	4 cylinder	5	Production	Hatchback	Turbocharged	15.54
	43	2.7	4.8	4.8	4.4	5.8	4.6	6 cylinder	5	Production	Coupe	Normally Aspirated	15.06
	46	2.0	3.6	4.9	3.0	3.6	4.7	6 cylinder	5	Production	Coupe	Normally Aspirated	17.04
	40	2.9	5.2	5.2	4.3	5.2	5.1	6 cylinder	6	Production	Hatchback	Normally Aspirated	14.98
	64	2.0	4.8	5.2	4.3	5.2	5.0	4 cylinder	6	Production	Hatchback	Normally Aspirated	15.89
	40	1.4	4.0	4.6	4.1	5.4	4.6	4 cylinder	5	Production	Hatchback	Turbocharged	15.61
	63	1.6	4.1	5.1	3.2	4.3	5.0	4 cylinder	5	Production	Sub Compact	Normally Aspirated	16.96
	40	7.0	7.2	7.5	8.7	7.9	7.7	8 cylinder	6	Race Car	GT1	Normally Aspirated	10.66
	40	7.0	7.2	7.5	8.7	7.9	7.7	8 cylinder	6	Race Car	GT1	Normally Aspirated	10.66
	40	7.0	7.2	7.5	8.7	7.9	7.7	8 cylinder	6	Race Car	GT1	Normally Aspirated	10.66
	40	7.0	8.9	6.5	8.1	8.0	6.4	8 cylinder	6	Production	Super Car	Normally Aspirated	11.43
	53	4.6	6.8	5.1	6.2	5.9	5.0	8 cylinder	6	Production	Coupe	Positive Displacement Supercharged	13.86
	56	4.6	6.0	5.1	5.3	5.7	4.8	8 cylinder	5	Production	Coupe	Positive Displacement Supercharged	14.69
	57	5.4	4.8	4.2	3.7	3.7	4.3	8 cylinder	4	Production	Sport Truck	Positive Displacement Supercharged	15.96
	61	2.4	4.6	4.8	3.4	4.4	4.6	4 cylinder	5	Production	Coupe	Normally Aspirated	16.87
	60	1.8	4.4	4.8	3.0	3.9	4.6	4 cylinder	5	Production	Sub Compact	Normally Aspirated	17.17



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Master Car List

✓	Model	Year	Price (cr)	Class	Class Value	Drivetrain	Power (hp)	Torque (lb-ft)	Weight (lbs)	
	 SEAT									
	Leon Supercup	2007	47,000	B	471	FF	295	251	2,425	
	Leon CUPRA	2007	21,000	D	321	FF	238	221	2,941	
	Leon Cupra R	2003	11,000	D	295	FF	225	207	3,011	
	Ibiza CUPRA	2009	17,000	D	286	FF	177	184	2,577	
	 Shelby									
	Cobra 427 S/C	1965	1,430,000	B	499	FR	485	502	2,350	
	Series 1	1999	140,000	B	461	FR	320	290	2,650	
	GT-500KR	1968	120,000	E	206	FR	335	440	3,569	
	 Subaru									
	#77 CUSCO SUBARU ADVAN IMPREZA	2003	200,000	R3	713	FR	335	291	2,535	
	Impreza WRX STi	2005	18,000	C	382	FA	311	311	3,315	
	Impreza WRX STi	2004	17,000	C	374	FA	311	291	3,270	
	Impreza WRX STi	2008	27,000	C	372	FA	305	335	3,395	
	Impreza 22B STi	1998	36,000	C	366	FA	276	265	2,800	
	Legacy B4 2.0 GT	2005	18,000	D	319	FA	276	253	3,153	
	 Toyota									
	#3 Toyota Motorsports GT-ONE TS020	1999	2,000,000	R1	934	MR	600	479	1,991	
	#6 EXXON Superflo Supra	2005	400,000	R2	819	FR	493	376	2,425	
	#35 YellowHat YMS Supra	2004	400,000	R2	818	FR	493	376	2,425	
	#25 ECLIPSE ADVAN SUPRA	2006	400,000	R2	817	FR	480	376	2,425	
	#36 OPEN INTERFACE TOM'S SUPRA	2005	400,000	R2	817	FR	493	376	2,425	
	Top Secret 0-300 Supra	1998	300,000	R3	702	FR	986	651	3,285	
	Supra RZ	1998	24,000	C	396	FR	320	315	3,329	
	Tom's T020 MR2	1995	11,000	C	356	MR	255	239	2,617	
	Tom's W123 MR-S	2002	15,000	D	340	MR	187	185	2,161	
	MR2 GT	1995	7,000	D	307	MR	241	228	2,657	
	Soarer 430SCV	2002	22,000	D	299	FR	300	325	3,814	
	Celica SS-I	2003	8,000	E	272	FF	187	133	2,560	
	Altezza RS200	2004	10,000	E	257	FR	207	159	2,954	
	Celica GT-Four ST205	1994	9,000	E	251	FA	255	224	3,175	
	MR-S	2002	9,000	E	218	MR	138	125	2,195	
	Supra 2.0 GT Twin Turbo	1992	5,000	E	204	FR	210	203	3,527	
	Sprinter Trueno GT Apex	1985	5,000	F	200	FR	128	110	2,094	
	Celica Supra	1984	4,000	F	178	FR	160	163	3,045	
	Yaris S	2008	11,000	F	150	FF	106	103	2,295	
	2000GT	1969	117,000	F	121	FR	150	130	2,550	



FORZA MOTORSPORT 3

Master Car List

	Front Weight (%)	Disp. (L)	S	H	A	L	B	Engine Type	Gears	Car Type	Body Style	Engine Aspiration	1/4-Mile (sec)
	60	2.0	4.3	6.3	5.4	5.9	6.3	4 cylinder	6	Production	Hatchback	Turbocharged	14.71
	63	2.0	5.3	5.1	4.6	5.2	4.8	4 cylinder	6	Production	Hatchback	Turbocharged	15.74
	61	1.8	5.1	5.2	4.1	5.0	4.9	4 cylinder	6	Production	Hatchback	Turbocharged	16.09
	64	1.4	4.8	5.0	4.1	5.1	4.8	4 cylinder	7	Production	Sub Compact	Turbocharged	15.77
	52	7.0	6.4	4.9	6.9	5.9	4.7	8 cylinder	4	Production	Roadster	Normally Aspirated	13.01
	50	4.0	5.7	5.8	5.6	4.5	5.5	8 cylinder	6	Production	Roadster	Normally Aspirated	14.08
	60	7.0	3.7	4.0	4.7	4.2	3.8	8 cylinder	4	Production	Coupe	Normally Aspirated	16.09
	48	2.0	6.3	7.5	7.1	7.2	7.5	4 cylinder	6	Race Car	SuperGT GT300	Turbocharged	12.46
	58	2.0	5.9	5.4	5.0	6.4	5.3	4 cylinder	6	Production	Saloon	Turbocharged	13.94
	58	2.0	5.7	5.4	5.0	6.3	5.3	4 cylinder	6	Production	Saloon	Turbocharged	13.96
	58	2.5	5.4	5.2	4.9	6.4	5.1	4 cylinder	6	Production	Hatchback	Turbocharged	14.04
	58	2.2	5.4	5.5	4.8	6.0	5.3	4 cylinder	5	Production	Coupe	Turbocharged	14.24
	57	2.0	6.0	5.1	4.3	5.5	4.9	4 cylinder	5	Production	Saloon	Turbocharged	14.53
	46	3.6	7.9	8.4	8.8	7.6	8.4	8 cylinder	6	Race Car	GTS	Twin Turbocharged	10.48
	50	4.5	6.2	8.1	8.1	7.2	8.0	8 cylinder	6	Race Car	SuperGT GT500	Normally Aspirated	11.58
	50	4.5	6.2	8.1	8.1	7.2	8.0	8 cylinder	6	Race Car	SuperGT GT500	Normally Aspirated	11.60
	50	4.5	6.2	8.1	8.1	7.2	8.0	8 cylinder	6	Race Car	SuperGT GT500	Normally Aspirated	11.61
	50	4.5	6.2	8.1	8.1	7.2	8.0	8 cylinder	6	Race Car	SuperGT GT500	Normally Aspirated	11.61
	53	2.6	8.3	5.8	7.7	6.6	5.8	6 cylinder	6	Pre-Tuned	Coupe	Twin Turbocharged	11.99
	53	3.0	6.4	5.3	5.1	6.0	5.0	6 cylinder	6	Production	Coupe	Twin Turbocharged	14.77
	42	2.0	5.6	5.4	4.6	5.9	5.2	4 cylinder	5	Pre-Tuned	Coupe	Turbocharged	15.03
	44	1.8	4.8	5.6	4.4	5.6	5.5	4 cylinder	5	Pre-Tuned	Coupe	Turbocharged	15.41
	42	2.0	5.7	4.9	4.5	5.8	4.7	4 cylinder	5	Production	Coupe	Turbocharged	15.23
	53	4.3	6.0	5.0	4.2	5.0	4.8	8 cylinder	5	Production	Roadster	Normally Aspirated	15.48
	64	1.8	5.4	5.1	4.0	4.7	4.8	4 cylinder	6	Production	Coupe	Normally Aspirated	16.26
	51	2.0	5.5	5.1	3.6	4.5	4.9	4 cylinder	6	Production	Saloon	Normally Aspirated	16.21
	60	2.0	5.5	4.9	3.7	4.7	4.6	4 cylinder	5	Production	Coupe	Turbocharged	15.36
	43	1.8	4.3	5.2	3.4	4.4	5.0	4 cylinder	5	Production	Roadster	Normally Aspirated	16.44
	53	2.0	5.5	5.0	3.0	3.9	4.7	6 cylinder	5	Production	Coupe	Twin Turbocharged	16.79
	53	1.6	4.2	4.6	4.0	4.9	4.4	4 cylinder	5	Production	Hatchback	Normally Aspirated	16.29
	54	2.8	4.3	5.1	3.0	3.8	4.9	6 cylinder	5	Production	Coupe	Normally Aspirated	16.96
	61	1.5	4.2	4.9	3.0	3.8	4.7	4 cylinder	5	Production	Sub Compact	Normally Aspirated	17.42
	51	2.0	4.5	4.7	3.0	3.3	4.4	6 cylinder	5	Production	Coupe	Normally Aspirated	17.44



FORZA MOTORSPORT 3

Master Car List

✓	Model	Year	Price (cr)	Class	Class Value	Drivetrain	Power (hp)	Torque (lb-ft)	Weight (lbs)	
	TVR									
	Cerbera Speed 12	1998	1,000,000	R3	775	FR	800	650	2,149	
	Sagaris	2005	57,000	A	565	FR	406	349	2,377	
	Tuscan S	2001	26,000	A	523	FR	390	310	2,425	
	Volkswagen									
	Golf R32	2003	18,000	D	304	FA	241	236	3,256	
	Scirocco GT	2009	27,000	D	283	FF	197	207	2,906	
	Golf GTI Mk6	2010	19,000	D	278	FF	208	207	3,265	
	Golf GTi	2006	16,000	D	276	FF	197	207	2,932	
	Touareg R50	2008	68,000	E	249	FA	346	627	5,745	
	Bora VR6	2003	9,000	F	199	FA	201	199	3,212	
	Corrado VR6	1995	6,000	F	186	FF	178	177	2,734	
	Beetle	2004	7,000	F	149	FF	180	173	3,005	
	Golf GTi 16v Mk2	1992	5,000	F	139	FF	139	120	2,425	
	Rabbit GTI	1984	4,000	F	100	FF	90	105	2,100	
	Volvo									
	#24 At-Speed S60 R	2004	150,000	S	671	FA	450	440	2,800	
	S60 R	2004	16,000	D	316	FA	300	295	3,571	
	C30 R-Design	2009	23,000	E	268	FF	227	236	3,200	



FORZA MOTORSPORT 3

Master Car List

	Front Weight (%)	Disp. (L)	S	H	A	L	B	Engine Type	Gears	Car Type	Body Style	Engine Aspiration	1/4-Mile (sec)
	50	7.7	9.3	6.5	8.2	7.3	6.4	12 cylinder	6	Production	Super Car	Normally Aspirated	11.08
	53	4.0	6.7	5.7	6.9	6.3	5.6	6 cylinder	5	Production	Coupe	Normally Aspirated	13.24
	50	4.0	6.7	5.6	6.6	6.6	5.4	6 cylinder	5	Production	Coupe	Normally Aspirated	13.39
	62	3.2	5.3	5.0	4.5	5.8	4.8	6 cylinder	6	Production	Hatchback	Normally Aspirated	14.59
	64	2.0	4.9	5.2	4.0	5.1	4.9	4 cylinder	6	Production	Hatchback	Turbocharged	16.06
	63	2.0	5.2	5.1	4.0	4.7	4.8	4 cylinder	6	Production	Hatchback	Turbocharged	15.89
	61	2.0	4.9	5.2	3.9	4.9	5.0	4 cylinder	6	Production	Hatchback	Turbocharged	16.29
	54	4.9	5.4	4.3	4.0	5.4	4.4	10 cylinder	6	Production	Sport Truck	Twin Turbocharged	14.57
	58	2.8	5.1	4.7	3.5	4.5	4.4	6 cylinder	6	Production	Saloon	Normally Aspirated	15.71
	58	2.8	5.0	4.6	3.2	4.4	4.4	6 cylinder	5	Production	Coupe	Normally Aspirated	16.82
	62	1.8	4.1	4.6	3.0	3.9	4.4	4 cylinder	6	Production	Hatchback	Turbocharged	17.19
	63	1.8	4.0	4.9	3.0	3.6	4.6	4 cylinder	5	Production	Hatchback	Normally Aspirated	17.42
	63	1.8	3.4	4.4	3.0	4.0	4.3	4 cylinder	5	Production	Hatchback	Normally Aspirated	17.52
	52	2.5	6.1	6.4	7.9	9.2	6.5	5 cylinder	6	Race Car	GT3	Turbocharged	11.49
	55	2.5	6.0	5.0	4.4	5.5	4.8	5 cylinder	6	Production	Saloon	Turbocharged	14.74
	61	2.5	5.5	4.7	3.9	5.1	4.5	5 cylinder	6	Production	Hatchback	Turbocharged	15.96



APPENDIX B: MASTER TRACK LIST

TRACK STATS

In addition to the in-game statistics, we've rated each track for its overall challenge and also provided target lap times. This gives you a pretty good idea of what to expect when you're comparing tracks with one another. The lap times were recorded with our completely bone stock C (360) test car—as described in the track strategy section of Chapter 6—so you can use that as a reference point.

Try not to use our completely subjective challenge ratings as a positive/negative but rather to see what style of driver the specific tracks are geared toward. It is very likely that a beginner's track—say Camino Viejo Mini Circuit—has plenty of strategy and depth built into it for more experienced drivers. For the sake of comparison, however, there are *far* more demanding and challenging courses in the game. The same goes for the most difficult tracks; don't write them off as insanely difficult and only fun for the hard-core competitive drivers. A bit of explanation:

1-BEGINNER

This is a track that is quite short with few, if any, difficult turns. Most of these tracks are set up as short ovals, slight variants of ovals (tri-ovals, rovals) or straight lines. Camino Viejo Mini Circuit and Maple Valley Short Circuit are both good examples of this category.

2-AMATEUR

This is a track with a bit more complexity than a beginner track, yet it is still easy to learn for first-time drivers. Iberian Full Circuit and Ladera Test Track Full Circuit are good examples of this category.

3-VETERAN

Most tracks fall in this category. Veteran-rated courses contain a good mixture of length, speed, and challenge for even the most seasoned drivers.



4-PROFESSIONAL

There are a few courses—when compared to veteran-rated tracks—that just offer a bit more challenge for the advanced driver. They often include a hard-core turn or two and usually get a bit longer—meaning there's more track to memorize. Courses like Mazda Raceway Laguna Seca and Road America fall in this category.

5-HARD CORE

Tracks with this rating are challenging, extremely long, and contain plenty of elevation, terrain, and road surface changes. Nürburgring and Rally di Positano are good examples of this category. Noobies need not apply.

Master Track List

Track Logo	Environment	Course	Location	Length	Track Type	Hot Lap	Challenge
	Amalfi Coast	Full Circuit	Amalfi, Italy	1.15	Road Course	1:07.280	3
		Full Circuit Reverse	Amalfi, Italy	1.15	Road Course	1:08.477	3
	Camino Viejo de Montserrat	Extreme Circuit	Montserrat, Spain	4.32	Road Course	3:11.560	4
		Extreme Circuit Reverse	Montserrat, Spain	4.32	Road Course	3:12.079	4
		Full Circuit	Montserrat, Spain	1.80	Road Course	1:15.505	3
		Full Circuit Reverse	Montserrat, Spain	1.80	Road Course	1:16.800	3
		Short Circuit	Montserrat, Spain	1.08	Road Course	0:49.335	2
		Short Circuit Reverse	Montserrat, Spain	1.08	Road Course	0:50.450	2
		Mini Circuit	Montserrat, Spain	0.56	Road Course	0:25.901	1
		Mini Circuit Reverse	Montserrat, Spain	0.56	Road Course	0:27.072	1



APPENDIX A: MASTER CAR LIST

APPENDIX B: MASTER TRACK LIST

APPENDIX C: DRIVER LEVEL REWARDS

APPENDIX D: CAR LEVEL REWARDS

APPENDIX E: CAREER MODE EVENT LIST

APPENDIX F: XBOX 360 ACHIEVEMENTS

APPENDIX G: UNICORNS, LIMITED EDITION, AND VIP CARS

FORZA MOTORSPORT 3

Master Track List

Track Logo	Environment	Course	Location	Length	Track Type	Hot Lap	Challenge
	Circuit de Catalunya	Grand Prix Circuit	Barcelona, Spain	2.89	Road Course	2:12.631	3
		National Circuit	Barcelona, Spain	1.85	Road Course	1:29:090	2
		School Circuit	Barcelona, Spain	1.06	Road Course	0:52:700	1
	Fujimi Kaido	Full Circuit	Fujimi, Japan	10.20	Road Course	9:21.595	5
		Full Circuit Reverse	Fujimi, Japan	10.20	Road Course	9:22.386	5
		New Hill Climb	Fujimi, Japan	5.40	Point to Point	5:27.659	4
		New Down Hill	Fujimi, Japan	5.40	Point to Point	5:05.776	4
		Old Hill Climb	Fujimi, Japan	4.80	Point to Point	4:26.937	4
		Old Down Hill	Fujimi, Japan	4.80	Point to Point	4:12.253	4
		Stage A	Fujimi, Japan	2.30	Point to Point	2:23.749	4
		Stage A Reverse	Fujimi, Japan	2.30	Point to Point	2:10.925	4
		Stage B	Fujimi, Japan	3.10	Point to Point	3:11:732	4
		Stage B Reverse	Fujimi, Japan	3.10	Point to Point	2:54.360	4
		Stage C	Fujimi, Japan	2.20	Point to Point	2:13.201	4
		Stage C Reverse	Fujimi, Japan	2.20	Point to Point	2:15.611	4
		Stage D	Fujimi, Japan	2.60	Point to Point	2:04.845	4
		Stage D Reverse	Fujimi, Japan	2.60	Point to Point	2:17:788	4
	Iberian International Circuit	Full Circuit	Montserrat, Spain	1.49	Road Course	1:04.314	2
		Full Circuit Reverse	Montserrat, Spain	1.49	Road Course	1:10.464	2
		Short Circuit	Montserrat, Spain	1.14	Road Course	0:50.438	2
		Short Circuit Reverse	Montserrat, Spain	1.14	Road Course	0:50.417	2
		Mini Circuit	Montserrat, Spain	0.68	Road Course	0:38.881	1
		Mini Circuit Reverse	Montserrat, Spain	0.68	Road Course	0:38.353	1
	Ladera Test Track	Full Circuit	Montserrat, Spain	1.21	Road Course	0:59.911	2
		Full Circuit Reverse	Montserrat, Spain	1.21	Road Course	0:58.385	2
		Short Circuit	Montserrat, Spain	0.77	Road Course	0:41.139	2
		Short Circuit Reverse	Montserrat, Spain	0.77	Road Course	0:38.150	2
		Mini Circuit	Montserrat, Spain	0.56	Road Course	0:28.884	1
		Mini Circuit Reverse	Montserrat, Spain	0.56	Road Course	0:28.920	1
	Le Mans Circuit de la Sarthe	Full Circuit	Le Mans, France	8.48	Road Course	5:08.756	4
		Old Mulsanne Circuit	Le Mans, France	8.44	Road Course	4:39.645	4
		Bugatti Circuit	Le Mans, France	2.60	Road Course	1:59.960	3
	Maple Valley Raceway	Full Circuit	Maple Valley, USA	3.00	Road Course	1:45.343	3
		Full Circuit Reverse	Maple Valley, USA	3.00	Road Course	1:51.795	3
		Short Circuit	Maple Valley, USA	1.16	Road Course	0:44.700	1
		Short Circuit Reverse	Maple Valley, USA	1.16	Road Course	0:44.565	1
	Mazda Raceway Laguna Seca	Full Circuit	Monterey, USA	2.24	Road Course	1:41.084	4



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FORZA MOTORSPORT 3

Master Track List

Track Logo	Environment	Course	Location	Length	Track Type	Hot Lap	Challenge
	Mugello Autodromo Internazionale	Full Circuit	Barberino di Mugello, Italy	3.26	Road Course	2:14.495	3
		Club Circuit	Barberino di Mugello, Italy	1.79	Road Course	1:08.192	3
	New York Circuit	Full Circuit	New York, USA	1.82	Road Course	1:22.785	3
		Full Circuit Reverse	New York, USA	1.82	Road Course	1:17.165	3
		Old Circuit	New York, USA	1.81	Road Course	1:10.554	2
		Old Circuit Reverse	New York, USA	1.81	Road Course	1:11.212	2
	Nürburgring Nordschleife	Full Circuit	Nürburg, Germany	12.90	Road Course	9:25.478	5
		Stage A	Nürburg, Germany	3.10	Point to Point	2:17.979	3
		Stage B	Nürburg, Germany	3.10	Point to Point	2:08.740	3
		Stage C	Nürburg, Germany	3.10	Point to Point	2:38.746	3
		Stage D	Nürburg, Germany	3.70	Point to Point	2:36.134	3
	Rally di Positano	Full Circuit	Amalfi, Italy	7.48	Road Course	6:58.866	5
		Full Circuit Reverse	Amalfi, Italy	7.48	Road Course	6:57.585	5
		Stage A	Amalfi, Italy	1.82	Point to Point	1:46.693	3
		Stage A Reverse	Amalfi, Italy	1.82	Point to Point	1:45.292	3
		Stage B	Amalfi, Italy	1.62	Point to Point	1:29.490	3
		Stage B Reverse	Amalfi, Italy	1.62	Point to Point	1:32.442	3
		Stage C	Amalfi, Italy	1.94	Point to Point	1:50.954	3
		Stage C Reverse	Amalfi, Italy	1.94	Point to Point	1:53.539	3
		Stage D	Amalfi, Italy	2.10	Point to Point	2:05.822	3
		Stage D Reverse	Amalfi, Italy	2.10	Point to Point	2:04.631	3
	Road America	Full Circuit	Elkhart Lake, USA	4.05	Road Course	2:34.405	4
	Road Atlanta	Full Circuit	Braselton, USA	2.54	Road Course	1:40.954	4
		Club Circuit	Braselton, USA	1.77	Road Course	1:08.111	3
	Sebring International Raceway	Full Circuit	Sebring, USA	3.70	Road Course	2:34.619	4
		Short Circuit	Sebring, USA	2.00	Road Course	1:27.930	3
		Club Circuit	Sebring, USA	1.70	Road Course	1:18.232	3



FORZA MOTORSPORT 3

Master Track List

Track Logo	Environment	Course	Location	Length	Track Type	Hot Lap	Challenge
	Sedona Raceway Park	Full Circuit	Sedona, USA	4.13	Road Course	2:40.736	3
		Full Circuit Reverse	Sedona, USA	4.13	Road Course	2:43.548	3
		Club Circuit	Sedona, USA	2.02	Road Course	1:22.143	2
		Club Circuit Reverse	Sedona, USA	2.02	Road Course	1:20.803	2
		Speedway	Sedona, USA	1.51	Oval	0:40.267	1
		Speedway Reverse	Sedona, USA	1.51	Oval	0:40.267	1
		Drag Mile	Sedona, USA	1.00	Point to Point	0:36.773	1
		Drag 1/2 Mile	Sedona, USA	0.50	Point to Point	0:23.281	1
		Drag 1/4 Mile	Sedona, USA	0.25	Point to Point	0:15.110	1
		Drag 1/8 Mile	Sedona, USA	0.12	Point to Point	0:09.889	1
	Silverstone Racing Circuit	Silverstone Grand Prix Circuit	Silverstone, England	3.19	Road Course	2:22.729	4
		Silverstone International Circuit	Silverstone, England	2.25	Road Course	1:45.062	3
		Silverstone National Circuit	Silverstone, England	1.64	Road Course	1:08.362	2
	Sunset Peninsula Raceway	Full Circuit	Sunset, USA	2.78	Road Course	1:49.762	3
		Full Circuit Reverse	Sunset, USA	2.78	Road Course	1:48.833	3
		Club Circuit	Sunset, USA	1.94	Road Course	1:10.778	2
		Club Circuit Reverse	Sunset, USA	1.94	Road Course	1:10.520	2
		Speedway	Sunset, USA	2.44	Oval	0:56.014	1
		Speedway Reverse	Sunset, USA	2.44	Oval	0:56.014	1
	Suzuka Circuit	Full Circuit	Suzuka, Japan	3.61	Road Course	2:34.595	3
		West Circuit	Suzuka, Japan	2.15	Road Course	1:33.719	3
		East Circuit	Suzuka, Japan	1.39	Road Course	0:58.671	2
	Tsukuba Circuit	Full Circuit	Shimotsuma, Japan	1.27	Road Course	1:05.815	3
		Short Circuit	Shimotsuma, Japan	0.97	Road Course	0:50.648	3
	Twin Ring Motegi	Full Circuit	Motegi, Japan	2.98	Road Course	2:23.476	3
		East Circuit	Motegi, Japan	1.88	Road Course	1:40.195	3
		West Circuit	Motegi, Japan	1.10	Road Course	0:45.471	1
		Super Speedway	Motegi, Japan	1.50	Oval	0:43.880	1



APPENDIX C: DRIVER LEVEL REWARDS

Below is the complete list of all 50 Driver Levels along with the specific cars that are awarded to you at each level. Cars will be unlocked and rewarded when the listed XP amount is reached.

Driver Level Rewards

✓	Level	Required Driver XP	Manufacturer	Reward Car	Year	Class
	1	6,000	Fiat	500 Abarth esseesse	2010	E
	2	10,000	Alfa Romeo	Brera Ti	2009	E
	3	20,000	Volkswagen	Scirocco GT	2008	D
	4	40,000	Renault	Sport Clio V6 RS	2003	D
	5	59,000	Ford	Focus RS	2009	C
	6	77,000	Vauxhall	VX220 Turbo	2004	C
	7	96,000	Ford	Shelby Mustang GT500	2007	B
	8	115,000	Maserati	GranTurismo	2008	B
	9	135,000	Chevrolet	Camaro SS	2010	B
	10	154,000	Lotus	Exige Cup 240	2006	B
	11	173,000	BMW	M5 E60	2009	B
	12	192,000	Lexus	IS F	2009	B
	13	220,000	SEAT	Leon Supercup	2007	B
	14	249,000	Honda	NSX-R GT	2005	B
	15	277,000	Ferrari	California	2009	B
	16	306,000	Jaguar	XKR-S	2009	B
	17	334,000	BMW	M3-GTR	2002	B
	18	363,000	Peugeot	207 Super 2000	2007	A
	19	391,000	Alfa Romeo	8C Competizione	2008	A
	20	420,000	Audi	R8 5.2 FSI quattro	2010	A
	21	454,000	Ford	Ford GT	2005	A
	22	488,000	Mercedes	SL 65 AMG Black Series	2009	A
	23	522,000	TVR	Sagaris	2005	A
	24	556,000	Porsche	911 GT2 (997)	2008	A
	25	590,000	Lamborghini	Reventon	2008	S
	26	624,000	Nissan	MINE'S R34 Skyline GT-R	2002	S
	27	658,000	Ferrari	599 GTB Fiorano	2006	S
	28	692,000	Lamborghini	Miura Concept	2006	S
	29	726,000	Dodge	Viper SRT10 ACR	2008	S



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Driver Level Rewards

✓	Level	Required Driver XP	Manufacturer	Reward Car	Year	Class
	30	760,000	Bugatti	Veyron 16.4	2009	S
	31	794,000	Holden	#2 Toll Holden Racing Team Commodore VE	2009	R3
	32	828,000	Ferrari	#62 Risi Competizione F430GT	2006	R3
	33	862,000	Porsche	#45 Flying Lizard 911 GT3-RSR	2008	R3
	34	896,000	BMW	#92 Rahal Letterman Racing M3 GT2	2009	R3
	35	930,000	Ferrari	FXX	2005	R3
	36	1,003,000	Chevrolet	#4 Corvette Racing C6.R	2007	R2
	37	1,077,000	Nissan	#23 XANAVI NISMO GT-R	2008	R2
	38	1,150,000	Aston Martin	#007 Aston Martin Racing DBR9	2006	R2
	39	1,223,000	Toyota	#6 ENEOS SC430	2008	R2
	40	1,297,000	Koenigsegg	CCGT	2008	R2
	41	1,370,000	McLaren	#43 Team BMW Motorsport McLaren F1 GTR	1997	R2
	42	1,443,000	Maserati	#15 JMB Racing MC12	2005	R2
	43	1,517,000	Porsche	#26 Porsche AG 911 GT1-98	1998	R2
	44	1,590,000	Saleen	#2 Konrad Motorsports S7R	2003	R2
	45	1,663,000	Porsche	#7 Penske Racing RS Spyder Evo	2008	R1
	46	1,737,000	Mazda	#16 Dyson Racing B09/86	2009	R1
	47	1,810,000	Audi	#2 FSI Champion Racing R8	2006	R1
	48	1,883,000	Acura	#66 de Ferran Mortorsports ARX-02a	2009	R1
	49	1,957,000	Audi	#8 Audi Sport Team Joest Audi R10 TDI	2006	R1
	50	2,030,000	Peugeot	#9 Peugeot Sport Total 908	2009	R1



APPENDIX D: CAR LEVEL REWARDS

Every time you win a race with a specific car, you'll earn Car Level XP that is used toward discount pricing on manufacturer upgrades. Every Car Level is worth 10 percent off a particular part, and most parts can be used by more than one manufacturer, as shown.

The maximum discount you can earn for any type of part is 50 percent, and that's only possible if you have five different cars from the same manufacturer all leveled up. To put it simply, if you're looking to get 50 percent off HKS Turbos, you'll have to get five cars to Car Level 5 with Mitsubishi.

Car Level Rewards

Manuf.	Car Level	Car XP	✓	Linked Manufacturers	Upgrade	Brand
Acura	1	4,000		Honda, Infiniti, Mazda, Mitsubishi, Nissan	Air Filter	HKS
	2	8,000		Honda, Hyundai, Mazda, Mitsubishi	Spring Damper	Moton
	3	16,000		—	Valves	Mugen
	4	32,000		—	Displacement	Mugen
	5	64,000		Honda, Hyundai, Infiniti, Nissan	Centrifugal Supercharger	HKS
Alfa Romeo	1	4,000		—	Intake Manifold and Throttle Body	Alfa Romeo
	2	8,000		Lancia, Maserati, Fiat	Air Filter	Green Filter Italy
	3	16,000		—	Camshaft	Alfa Romeo
	3	16,000		—	Valves	Alfa Romeo
	4	32,000		Dodge, Ford, Shelby, Fiat	Centrifugal Supercharger	Paxton
	5	64,000		—	Displacement	Alfa Romeo
Aston Martin	1	4,000		—	Driveline	Aston Martin Racing
	2	8,000		—	Intake Manifold and Throttle Body	Aston Martin Racing
	2	8,000		—	Oil and Cooling	Aston Martin Racing
	3	16,000		Maserati, McLaren, Pagani, TVR, Bugatti	Flywheel	Quartermaster
	4	32,000		—	Camshaft	Aston Martin Racing
	4	32,000		—	Valves	Aston Martin Racing
	5	64,000		—	Displacement	Aston Martin Racing
Audi	1	4,000		—	Driveline	Audi Motorsport
	2	8,000		Mercedes, Porsche, Volkswagen	Clutch	Sachs Germany
	3	16,000		—	Valves	Audi Motorsport
	4	32,000		—	Displacement	Audi Motorsport
	5	64,000		Aston Martin, Ferrari, Porsche, Volkswagen	Positive Displacement Supercharger	PES
Bentley	1	4,000		—	Oil and Cooling	Bentley
	2	8,000		Aston Martin, Jaguar, Lotus, McLaren, TVR, Land Rover	Ignition	Magneti Marelli UK
	3	16,000		Aston Martin, McLaren, TVR	Fuel System	Motec UK
	4	32,000		—	Camshaft	Bentley
	4	32,000		—	Displacement	Bentley
	4	32,000		—	Valves	Bentley
	5	64,000		Aston Martin, Jaguar, Peugeot, Renault, Land Rover	Pistons Compression	Arias Pistons



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Car Level Rewards

Manuf.	Car Level	Car XP	✓	Linked Manufacturers	Upgrade	Brand
BMW Motorsport	1	4,000		–	Driveline	BMW Motorsport
	2	8,000		–	Intake Manifold and Throttle Body	BMW Motorsport
	3	16,000		–	Valves	BMW Motorsport
	4	32,000		–	Displacement	BMW Motorsport
	5	64,000		Mercedes, MINI	Positive Displacement Supercharger	Eaton Europe
Bugatti	1	4,000		Peugeot, Renault, Citroën	Ignition	Magneti Marelli France
	2	8,000		Aston Martin, Bentley, Lotus, McLaren, TVR	Differential	Quaife Europe
	3	16,000		Aston Martin, Bentley, Koenigsegg, McLaren, TVR, Volvo	Chassis Reinforcement and Roll Cage	Sparco
	4	32,000		Ferrari, Pagani	Spring Damper	Öhlins
	5	64,000		–	Camshaft	Bugatti
	5	64,000		–	Displacement	Bugatti
	5	64,000		–	Valves	Bugatti
Chrysler	1	4,000		Dodge	Intake Manifold and Throttle Body	Weiand
	2	8,000		Dodge	Fuel System	Holley
	3	16,000		–	Valves	Mopar Chrysler
	4	32,000		–	Displacement	Mopar Chrysler
	5	64,000		Dodge	Positive Displacement Supercharger	Eaton
Citroen	1	4,000		–	Driveline	Citroën
	2	8,000		BMW Motorsport, Mercedes, MINI, Peugeot, Renault	Air Filter	Green Filter Europe
	3	16,000		Lancia, Maserati, Peugeot, Renault, Alfa Romeo, Fiat	Spring Damper	Intrax
	4	32,000		Koenigsegg, Peugeot, Renault, SEAT, Volvo	Flywheel	Fidanza Europe
	5	64,000		–	Displacement	Citroën
	5	64,000		–	Valves	Citroën
Dodge	1	4,000		Chrysler	Oil and Cooling	ARE USA
	2	8,000		Chrysler, Ford, Panoz, Saleen, Shelby	Differential	Detroit Locker
	3	16,000		Chrysler	Exhaust	Borla
	4	32,000		Chrysler, Ford, Panoz, Saleen, Shelby	Spring Damper	Ground Control
	5	64,000		–	Displacement	Mopar Dodge
	5	64,000		–	Valves	Mopar Dodge
Ferrari	1	4,000		–	Intake Manifold and Throttle Body	Ferrari
	1	4,000		–	Oil and Cooling	Ferrari
	2	8,000		Maserati	Front Anti-roll Bars	H&R Italy
	2	8,000		Maserati	Rear Anti-roll Bars	H&R Italy
	3	16,000		Koenigsegg, Maserati, Pagani	Exhaust	Tubi
	4	32,000		Bentley, Jaguar, Lancia, Lotus, Alfa Romeo, Land Rover, Fiat	Flywheel	ACT
	5	64,000		–	Camshaft	Ferrari
	5	64,000		–	Displacement	Ferrari
	5	64,000		–	Valves	Ferrari



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Car Level Rewards

Manuf.	Car Level	Car XP	✓	Linked Manufacturers	Upgrade	Brand
Fiat	1	4,000		–	Driveline	Abarth
	2	8,000		–	Intake Manifold and Throttle Body	Abarth
	3	16,000		Lancia, Alfa Romeo	Oil and Cooling	Setrab Italy
	4	32,000		–	Displacement	Abarth
	4	32,000		–	Valves	Abarth
	5	64,000		Koenigsegg, Lancia, Volvo, Alfa Romeo	Pistons Compression	Mahle
Ford	1	4,000		Chrysler, Dodge, Panoz, Saleen, Shelby	Ignition	MSD
	2	8,000		Panoz, Saleen, Shelby	Oil and Cooling	Cosworth
	3	16,000		Chrysler, Dodge, Panoz, Saleen, Shelby	Front Anti-roll Bars	Hotchkis
	3	16,000		Chrysler, Dodge, Panoz, Saleen, Shelby	Rear Anti-roll Bars	Hotchkis
	4	32,000		–	Displacement	Ford
	4	32,000		–	Valves	Ford
	5	64,000		Panoz, Saleen, Shelby	Single Turbo	Hahn Racecraft
	5	64,000		Panoz, Saleen, Shelby	Twin Turbo	Hahn Racecraft
Holden	1	4,000		–	Driveline	HSV Performance
	2	8,000		Audi, Jaguar, Lotus, Peugeot, Renault, SEAT	Intake Manifold and Throttle Body	Jenvey
	3	16,000		–	Valves	HSV Performance
	4	32,000		–	Displacement	HSV Performance
	5	64,000		Jaguar, Lancia, Lotus, Alfa Romeo, Land Rover, Fiat	Brakes	Ferodo
Honda	1	4,000		Acura, Hyundai, Mazda, Mitsubishi, Subaru	Ignition	NGK
	2	8,000		Acura, Lexus, Scion, Toyota	Fuel System	AEM
	3	16,000		Acura, Infiniti, Lexus, Nissan, Scion, Toyota	Differential	Kaaz
	4	32,000		–	Displacement	HPD
	4	32,000		–	Valves	HPD
	5	64,000		Acura, Hyundai, Mazda, Mitsubishi, Subaru	Pistons Compression	JE Pistons Japan
Hyundai	1	4,000		Acura, Honda, Infiniti, Nissan	Intake Manifold and Throttle Body	Greddy
	2	8,000		Acura, Honda, Infiniti, Mazda, Nissan	Oil and Cooling	HKS
	3	16,000		Acura, Honda, Infiniti, Mazda, Nissan	Intercooler	HKS
	4	32,000		–	Displacement	Hyundai
	4	32,000		–	Valves	Hyundai
	5	64,000		Acura, Honda, Infiniti, Nissan	Positive Displacement Supercharger	Blitz
Infiniti	1	4,000		–	Driveline	Nismo Infiniti
	2	8,000		Hyundai, Nissan, Subaru	Exhaust	Greddy
	3	16,000		Lexus, Nissan, Scion, Subaru, Toyota	Spring Damper	Tein
	4	32,000		–	Displacement	Nismo Infiniti
	4	32,000		–	Valves	Nismo Infiniti
	5	64,000		Lexus, Nissan, Scion, Toyota	Camshaft	HKS



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Car Level Rewards

Manuf.	Car Level	Car XP	✓	Linked Manufacturers	Upgrade	Brand
Jaguar	1	4,000		–	Driveline	Jaguar
	2	8,000		Lancia, Alfa Romeo, Land Rover, Fiat	Front Anti-roll Bars	Addco
	2	8,000		Lancia, Alfa Romeo, Land Rover, Fiat	Rear Anti-roll Bars	Addco
	3	16,000		Lancia, Land Rover, Fiat	Differential	ZF Differential
	4	32,000		Lotus, TVR, Land Rover	Spring Damper	KW
	5	64,000		–	Camshaft	Jaguar
	5	64,000		–	Displacement	Jaguar
	5	64,000		–	Valves	Jaguar
Koenigsegg	1	4,000		–	Driveline	Koenigsegg
	2	8,000		–	Oil and Cooling	Koenigsegg
	3	16,000		Volvo	Spring Damper	Koni
	4	32,000		Audi, Porsche, Volkswagen	Centrifugal Supercharger	VF Engineering
	5	64,000		–	Camshaft	Koenigsegg
	5	64,000		–	Displacement	Koenigsegg
	5	64,000		–	Valves	Koenigsegg
Lancia	1	4,000		–	Driveline	Lancia
	2	8,000		–	Intake Manifold and Throttle Body	Lancia
	3	16,000		Bentley, Lotus, McLaren, Alfa Romeo, Fiat, Bugatti	Clutch	Tilton
	4	32,000		–	Displacement	Lancia
	4	32,000		–	Valves	Lancia
	5	64,000		Ferrari, Maserati, Pagani, Alfa Romeo, Fiat	Single Turbo	Garrett Italy
	5	64,000		Ferrari, Maserati, Pagani, Alfa Romeo, Fiat	Twin Turbo	Garrett Italy
Land Rover	1	4,000		–	Driveline	Range Rover Sport
	2	8,000		BMW Motorsport, Jaguar, MINI, SEAT	Clutch	Fidanza
	3	16,000		Koenigsegg, Lotus, Volvo	Intercooler	Bell Intercoolers Europe
	4	32,000		BMW Motorsport, Jaguar, Lotus, Mercedes, MINI	Exhaust	Remus
	5	64,000		–	Displacement	Range Rover Sport
	5	64,000		–	Valves	Range Rover Sport
Lexus	1	4,000		–	Driveline	Lexus
	2	8,000		Acura, Honda, Mazda, Mitsubishi, Scion, Toyota	Exhaust	JUN
	3	16,000		–	Displacement	Lexus
	3	16,000		–	Valves	Lexus
	4	32,000		Acura, Honda, Hyundai, Scion, Subaru, Toyota	Brakes	Endless
	5	64,000		Mazda, Mitsubishi, Scion, Toyota	Centrifugal Supercharger	HKS Superchargers
Lotus	1	4,000		–	Driveline	Lotus
	2	8,000		Jaguar, TVR	Air Filter	ITG UK
	3	16,000		Jaguar, TVR, Land Rover	Oil and Cooling	Setrab UK
	4	32,000		–	Displacement	Lotus
	4	32,000		–	Valves	Lotus
	5	64,000		Jaguar, Renault, Land Rover	Positive Displacement Supercharger	Magnuson



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Car Level Rewards

Manuf.	Car Level	Car XP	✓	Linked Manufacturers	Upgrade	Brand
Maserati	1	4,000		—	Intake Manifold and Throttle Body	Maserati Corse
	1	4,000		—	Oil and Cooling	Maserati Corse
	2	8,000		Ferrari, Pagani	Clutch	Sachs Italy
	3	16,000		Ferrari, Pagani, Alfa Romeo	Differential	Quaife Italy
	4	32,000		Aston Martin, Bentley, Jaguar, Lancia, TVR, Alfa Romeo, Fiat, Bugatti	Intercooler	Spearco
	5	64,000		—	Camshaft	Maserati Corse
	5	64,000		—	Displacement	Maserati Corse
	5	64,000		—	Valves	Maserati Corse
Mazda	1	4,000		—	Driveline	Mazdaspeed
	2	8,000		Lexus, Mitsubishi, Scion, Toyota	Intake Manifold and Throttle Body	JUN
	3	16,000		—	Displacement	Mazdaspeed
	3	16,000		—	Valves	Mazdaspeed
	4	32,000		Lexus, Mitsubishi, Scion, Toyota	Positive Displacement Supercharger	Blitz DSC
	5	64,000		Acura, Honda, Hyundai	Single Turbo	HKS Turbochargers
	5	64,000		Acura, Honda, Hyundai	Twin Turbo	HKS Turbochargers
McLaren	1	4,000		—	Driveline	McLaren
	2	8,000		—	Oil and Cooling	McLaren
	3	16,000		Aston Martin, Bentley, BMW Motorsport, MINI	Spring Damper	H&R
	4	32,000		Ferrari, Maserati, Pagani, TVR	Brakes	Alcon Europe
	5	64,000		—	Camshaft	McLaren
	5	64,000		—	Displacement	McLaren
	5	64,000		—	Valves	McLaren
Mercedes	1	4,000		—	Intake Manifold and Throttle Body	AMG
	2	8,000		Peugeot, Renault, SEAT, Citroen	Differential	ZF
	3	16,000		Audi, Porsche, SEAT, Volkswagen	Spring Damper	Bilstein
	4	32,000		—	Displacement	AMG
	4	32,000		—	Valves	AMG
	5	64,000		Aston Martin, Bentley, BMW Motorsport, MINI, Volvo	Brakes	Brembo
MINI	1	4,000		—	Driveline	MINI
	2	8,000		BMW Motorsport, Jaguar, Lotus, Mercedes, SEAT, Land Rover	Chassis Reinforcement and Roll Cage	OMP Europe
	3	16,000		Audi, BMW Motorsport, Koenigsegg, Porsche, Volkswagen, Volvo	Differential	Torsen
	4	32,000		—	Displacement	MINI
	4	32,000		—	Valves	MINI
	5	64,000		Audi, BMW Motorsport, Mercedes, Peugeot, Porsche, Renault, Volkswagen, Citroen	Camshaft	Schrick
Mitsubishi	1	4,000		—	Driveline	Ralliart
	2	8,000		Lexus, Scion, Subaru, Toyota	Oil and Cooling	HKS Cooling
	3	16,000		Hyundai, Mazda, Subaru	Differential	Cusco
	4	32,000		—	Displacement	Ralliart
	4	32,000		—	Valves	Ralliart
	5	64,000		Infiniti, Nissan, Subaru	Single Turbo	HKS Turbos
	5	64,000		Infiniti, Nissan, Subaru	Twin Turbo	HKS Turbos



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Car Level Rewards

Manuf.	Car Level	Car XP	✓	Linked Manufacturers	Upgrade	Brand
Nissan	1	4,000		Acura, Honda, Hyundai, Infiniti, Mitsubishi, Subaru	Chassis Reinforcement and Roll Cage	OMP Japan
	2	8,000		Hyundai, Infiniti, Mazda, Mitsubishi, Subaru	Fuel System	Blitz
	3	16,000		Acura, Honda, Hyundai, Infiniti, Mazda, Mitsubishi, Subaru	Flywheel	Toda
	4	32,000		Infiniti, Mazda, Mitsubishi	Brakes	AP Racing Japan
	5	64,000		—	Displacement	Nismo Nissan
	5	64,000		—	Valves	Nismo Nissan
Pagani	1	4,000		—	Intake Manifold and Throttle Body	Pagani
	1	4,000		—	Oil and Cooling	Pagani
	2	8,000		Ferrari, Lancia, Maserati, Alfa Romeo, Fiat	Chassis Reinforcement and Roll Cage	Sparco Italy
	3	16,000		Ferrari, Lancia, Maserati, Alfa Romeo, Fiat	Fuel System	Magneti Marelli Italy
	4	32,000		Ferrari, SEAT	Intercooler	Forge Europe
	5	64,000		—	Camshaft	Pagani
	5	64,000		—	Displacement	Pagani
	5	64,000		—	Valves	Pagani
Panoz	1	4,000		Chrysler, Dodge, Ford, Peugeot, Renault, Saleen, Shelby, Citroen	Clutch	Clutchmasters
	2	8,000		Ford, Saleen, Shelby	Exhaust	Magnaflow
	3	16,000		Chrysler, Dodge, Ford, Saleen, Shelby	Flywheel	Hays
	4	32,000		—	Displacement	Panoz
	4	32,000		—	Valves	Panoz
	5	64,000		Chrysler, Dodge, Ford, Saleen, Shelby	Brakes	Wilwood
Peugeot	1	4,000		—	Driveline	Peugeot
	2	8,000		Renault, Volvo, Citroen	Front Anti-roll Bars	Whiteline
	2	8,000		Renault, Volvo, Citroen	Rear Anti-roll Bars	Whiteline
	2	8,000		Ferrari	Restrictor Plate	Ferrari
	3	16,000		Mercedes, Renault, SEAT, Citroen	Oil and Cooling	Setrab Europe
	4	32,000		—	Displacement	Peugeot
	4	32,000		—	Valves	Peugeot
	5	64,000		Renault, Citroen	Single Turbo	Garrett Europe
	5	64,000		Renault, Citroen	Twin Turbo	Garrett Europe
Porsche	1	4,000		—	Driveline	Porsche Motorsport
	2	8,000		—	Intake Manifold and Throttle Body	Porsche Motorsport
	3	16,000		Audi, BMW Motorsport, Mercedes, MINI, Volkswagen	Intercooler	Forge Germany
	4	32,000		—	Displacement	Porsche Motorsport
	4	32,000		—	Valves	Porsche Motorsport
	5	64,000		Audi, BMW Motorsport, Mercedes, MINI, Volkswagen	Single Turbo	Turbonetics Germany
	5	64,000		Audi, BMW Motorsport, Mercedes, MINI, Volkswagen	Twin Turbo	Turbonetics Germany
Renault	1	4,000		—	Driveline	Renault
	2	8,000		Peugeot, Citroen	Fuel System	Magneti Marelli Europe
	3	16,000		Audi, Peugeot, Porsche, Volkswagen, Citroen	Chassis Reinforcement and Roll Cage	Sparco Europe
	4	32,000		—	Displacement	Renault
	4	32,000		—	Valves	Renault
	5	64,000		Ferrari, Lotus, Maserati	Centrifugal Supercharger	Mosselman



FORZA MOTORSPORT 3

Car Level Rewards

Manuf.	Car Level	Car XP	✓	Linked Manufacturers	Upgrade	Brand
Saleen	1	4,000		Ford, Shelby	Intake Manifold and Throttle Body	Holley
	2	8,000		Chrysler, Dodge, Ford, Panoz, Shelby	Air Filter	K&N USA
	3	16,000		Chrysler, Dodge, Ford, Panoz, Shelby	Intercooler	Procharger
	4	32,000		—	Displacement	Saleen
	4	32,000		—	Valves	Saleen
	5	64,000		Ford, Panoz, Shelby	Pistons Compression	Manley
Scion	1	4,000		—	Driveline	TRD Scion
	2	8,000		Acura, Honda, Hyundai, Lexus, Toyota	Clutch	Ogura Clutch
	3	16,000		—	Valves	TRD Scion
	4	32,000		—	Displacement	TRD Scion
	5	64,000		Lexus, Toyota	Single Turbo	HKS
	5	64,000		Lexus, Toyota	Twin Turbo	HKS
SEAT	1	4,000		—	Driveline	SEAT Sport
	2	8,000		Audi, Porsche, Volkswagen	Air Filter	ITG Europe
	3	16,000		Audi, BMW Motorsport, Mercedes, MINI, Porsche, Volkswagen	Front Anti-roll Bars	H&R Europe
	3	16,000		Audi, BMW Motorsport, Mercedes, MINI, Porsche, Volkswagen	Rear Anti-roll Bars	H&R Europe
	4	32,000		—	Displacement	SEAT Sport
	4	32,000		—	Valves	SEAT Sport
	5	64,000		Audi, BMW Motorsport, Mercedes, MINI, Porsche, Volkswagen	Pistons Compression	Wossner
Shelby	1	4,000		—	Driveline	Shelby
	2	8,000		Chrysler, Dodge, Ford, Panoz, Saleen	Chassis Reinforcement and Roll Cage	OMP America
	3	16,000		—	Displacement	Shelby
	3	16,000		—	Valves	Shelby
	4	32,000		Chrysler, Dodge, Ford, Panoz, Saleen	Camshaft	Comp Cams
	5	64,000		Ford, Panoz, Saleen	Positive Displacement Supercharger	Eaton USA
Subaru	1	4,000		Infiniti, Mazda, Mitsubishi, Nissan	Clutch	Exedy
	2	8,000		Acura, Honda, Hyundai, Infiniti, Mazda, Mitsubishi, Nissan	Front Anti-roll Bars	Tanabe
	2	8,000		Acura, Honda, Hyundai, Infiniti, Mazda, Mitsubishi, Nissan	Rear Anti-roll Bars	Tanabe
	3	16,000		Lexus, Mitsubishi, Peugeot, Renault, Scion, Toyota, Citroen	Intercooler	Greddy
	4	32,000		—	Displacement	STI
	4	32,000		—	Valves	STI
	5	64,000		Acura, Honda, Hyundai, Mazda, Mitsubishi	Camshaft	Toda
Toyota	1	4,000		Lexus, Mazda, Scion	Chassis Reinforcement and Roll Cage	Sparco Japan
	2	8,000		Hyundai, Lexus, Scion, Subaru	Air Filter	Injen
	3	16,000		Lexus, Scion	Flywheel	Fidanza Japan
	4	32,000		—	Displacement	TRD Toyota
	4	32,000		—	Valves	TRD Toyota
	5	64,000		Infiniti, Lexus, Nissan, Scion	Pistons Compression	Supertech



FORZA MOTORSPORT 3

Car Level Rewards

Manuf.	Car Level	Car XP	✓	Linked Manufacturers	Upgrade	Brand
TVR	1	4,000		–	Driveline	TVR
	2	8,000		–	Intake Manifold and Throttle Body	TVR
	3	16,000		Aston Martin	Clutch	Sachs UK
	4	32,000		Aston Martin, Bentley, McLaren, Bugatti	Exhaust	Supersprint
	5	64,000		Aston Martin, Bentley, Jaguar, Lotus, McLaren	Single Turbo	Garrett UK
	5	64,000		Aston Martin, Bentley, Jaguar, Lotus, McLaren	Twin Turbo	Garrett UK
Volkswagen	1	4,000		–	Intake Manifold and Throttle Body	Volkswagen
	2	8,000		Audi, BMW Motorsport, MINI, Porsche	Oil and Cooling	ARE Germany
	3	16,000		Audi, Porsche, SEAT	Exhaust	Supersprint Exhaust
	4	32,000		–	Displacement	Volkswagen
	4	32,000		–	Valves	Volkswagen
	5	64,000		Koenigsegg, Peugeot, Porsche, Renault, SEAT, Citroen	Brakes	AP Racing Europe
Volvo	1	4,000		–	Driveline	Volvo
	2	8,000		Koenigsegg, SEAT	Ignition	Bosch Europe
	3	16,000		–	Intake Manifold and Throttle Body	Volvo
	3	16,000		–	Oil and Cooling	Volvo
	4	32,000		–	Camshaft	Volvo
	4	32,000		–	Displacement	Volvo
	4	32,000		–	Valves	Volvo
	5	64,000		SEAT	Single Turbo	Turbonetics Europe
	5	64,000		SEAT	Twin Turbo	Turbonetics Europe



APPENDIX E: CAREER MODE EVENT LIST

This appendix present the complete list of Career mode events, their proper descriptions, event titles, and rewards earned for placing first in each event. Remember that completing a single series while earning all golds gives a special (non-repeatable) bonus, while completing the series as part of your career offers a repeatable bonus.

Career Mode Event List

Category	✓	Race Order	Event Name	Required Driver Level	Event Description and Requirements	Location	
Testing		1	Asian Open	0	Your first chance to demonstrate your passion for racing is this event for production cars from the Asian region.	Iberian International Circuit	
		2				Camino Viejo de Montserrat	
		3				Ladera Test Track	
Testing		1	All-American Open	0	Wrestle with American muscle for the first time in this all-American race.	Iberian International Circuit	
		2				Camino Viejo de Montserrat	
		3				Ladera Test Track	
Testing		1	European Open	0	Get your first taste of Europe's finest in this event that features cars from Germany, France, Italy, England, Sweden, and Spain.	Iberian International Circuit	
		2				Camino Viejo de Montserrat	
		3				Ladera Test Track	
Testing		1	FWD Open	0	This event offers valuable seat time for beginning racers new to front-wheel drive.	Iberian International Circuit	
		2				Ladera Test Track	
		3				Camino Viejo de Montserrat	
Testing		1	RWD Open	0	A challenge between rear-wheel-drive cars, the most popular sports car configuration.	Iberian International Circuit	
		2				Ladera Test Track	
		3				Camino Viejo de Montserrat	
Testing		1	AWD Open	0	Who is fastest off the line? Find out in this event open to cars that deliver power to all four wheels.	Iberian International Circuit	
		2				Ladera Test Track	
		3				Camino Viejo de Montserrat	
Testing		1	Two-Door Challenge	0	Any two-door car is welcome to compete in this event.	Iberian International Circuit	
		2				Ladera Test Track	
		3				Camino Viejo de Montserrat	
Testing		1	Three-Door Challenge	0	Hatchbacks bring it on in this event limited to cars with three doors.	Iberian International Circuit	
		2				Ladera Test Track	
		3				Camino Viejo de Montserrat	
Testing		1	Four-Door Challenge	0	Only cars with four doors can take to the track for this event.	Iberian International Circuit	
		2				Ladera Test Track	
		3				Camino Viejo de Montserrat	
Testing		1	Five-Door Challenge	0	This event is limited to five-door cars flying across the finish line.	Iberian International Circuit	
		2				Ladera Test Track	
		3				Camino Viejo de Montserrat	



APPENDIX A: MASTER CAR LIST

APPENDIX B: MASTER TRACK LIST

APPENDIX C: DRIVER LEVEL REWARDS

APPENDIX D: CAR LEVEL REWARDS

APPENDIX E: CAREER MODE EVENT LIST

APPENDIX F: XBOX 360 ACHIEVEMENTS

APPENDIX G: UNICORNS, LIMITED EDITION, AND VIP CARS

FORZA MOTORSPORT 3

Career Mode Event List

	Track	Track Length (miles)	Laps	1st Place (credits)	All Gold Credit Bonus (non-repeatable)	Season Play Series Credit Bonus (repeatable)	Season Championship Credit Bonus (non-repeatable)
	Mini Circuit Reverse	1	3	2,500	3,300	3,300	-
	Short Circuit	1	2	2,200			-
	Mini Circuit	1	3	1,900			-
	Mini Circuit Reverse	1	3	2,500	3,300	3,300	-
	Short Circuit	1	2	2,200			-
	Mini Circuit	1	3	1,900			-
	Mini Circuit Reverse	1	3	2,500	3,300	3,300	-
	Short Circuit	1	2	2,200			-
	Mini Circuit	1	3	1,900			-
	Short Circuit	1	2	2,300	3,300	3,300	-
	Short Circuit Reverse	1	3	2,600			-
	Mini Circuit	1	3	1,700			-
	Short Circuit	1	2	2,300	3,300	3,300	-
	Short Circuit Reverse	1	3	2,600			-
	Mini Circuit	1	3	1,700			-
	Short Circuit	1	2	2,300	3,300	3,300	-
	Short Circuit Reverse	1	3	2,600			-
	Mini Circuit	1	3	1,700			-
	Mini Circuit	1	3	2,500	3,400	3,400	-
	Short Circuit	1	3	2,600			-
	Mini Circuit Reverse	1	3	1,700			-
	Mini Circuit	1	3	2,500	3,400	3,400	-
	Short Circuit	1	3	2,600			-
	Mini Circuit Reverse	1	3	1,700			-
	Mini Circuit	1	3	2,500	3,400	3,400	-
	Short Circuit	1	3	2,600			-
	Mini Circuit Reverse	1	3	1,700			-
	Mini Circuit	1	3	2,500	3,400	3,400	-
	Short Circuit	1	3	2,600			-
	Mini Circuit Reverse	1	3	1,700			-



FORZA MOTORSPORT 3

Career Mode Event List

Category	✓	Race Order	Event Name	Required Driver Level	Event Description and Requirements	Location	
Amateur		1	FWD Elite Open	3	The most elite front-wheel-drive cars are the focus of this event.	Maple Valley Raceway	
		2				Circuit de Catalunya	
		3				Tsukuba Circuit	
Amateur		1	Asian Elite Open	3	All Asian-manufactured cars can compete in this event.	Tsukuba Circuit	
		2				Twin Ring Motegi	
		3				Maple Valley Raceway	
Amateur		1	RWD Elite Open	3	This event is limited to cars with RWD.	Tsukuba Circuit	
		2				Suzuka Circuit	
		3				Twin Ring Motegi	
Amateur		1	French Elite Invitational	3	Any French car is welcome at this exclusive event.	Maple Valley Raceway	
		2				Tsukuba Circuit	
		3				Sebring International Raceway	
Amateur		1	North American Elite Open	5	All-American motor power is featured in this event focused on U.S.-built cars.	Sunset Peninsula Raceway	
		2				Iberian International Circuit	
		3				Mugello Autodromo Internazionale	
Amateur		1	German Elite Invitational	5	Any class of German car can compete in this event.	Camino Viejo de Montserrat	
		2				Road Atlanta	
		3				Maple Valley Raceway	
Amateur		1	British Elite Invitational	5	All British-manufactured cars are invited to compete in this event.	Amalfi Coast	
		2				Camino Viejo de Montserrat	
		3				New York Circuit	
Amateur		1	AWD Elite Open	5	A four-wheeled battle among the most elite AWD cars.	Sunset Peninsula Raceway	
		2				New York Circuit	
		3				Mugello Autodromo Internazionale	
Amateur		1	Mid-Engine Elite Open	3	Mid-engine cars from any class and manufacturer can compete in this event.	Ladera Test Track	
		2				Sedona Raceway Park	
		3				Silverstone Racing Circuit	
Amateur		1	Italian Elite Open	5	All Italian cars are welcome at this event, but Class S cars are the best choice for a podium appearance.	Sedona Raceway Park	
		2				Amalfi Coast	
		3				Sebring International Raceway	
Amateur		1	Super MINI Road Test	3	The smallest cars compete in this battle of the tiny titans.	Twin Ring Motegi	
		2				Maple Valley Raceway	
		3				Circuit de Catalunya	
Amateur		1	Coupe Road Test 1	3	This event is open to two-door coupes from any manufacturer.	Sunset Peninsula Raceway	
		2				Tsukuba Circuit	
		3				Circuit de Catalunya	

Career Mode Event List							
	Track	Track Length (miles)	Laps	1st Place (credits)	All Gold Credit Bonus (non-repeatable)	Season Play Series Credit Bonus (repeatable)	Season Championship Credit Bonus (non-repeatable)
	Short Circuit	1	4	4,100	6,450	6,450	-
	School Circuit	1	4	4,500			-
	Short Circuit	1	4	4,300			-
	Short Circuit	1	4	4,300	6,200	6,200	-
	West Circuit	1	4	4,000			-
	Short Circuit Reverse	1	4	4,100			-
	Short Circuit	1	4	4,300	6,350	6,350	-
	East Circuit	1	3	3,900			-
	East Circuit	2	2	4,500			-
	Short Circuit Reverse	1	4	4,100	6,000	6,000	-
	Full Circuit	1	3	4,200			-
	Club Circuit	2	2	3,700			-
	Club Circuit Reverse	2	3	4,500	6,550	6,550	-
	Full Circuit	1	3	4,200			-
	Club Circuit	2	3	4,400			-
	Full Circuit	2	3	5,000	7,300	7,300	-
	Club Circuit	2	3	4,500			-
	Short Circuit Reverse	1	5	5,100			-
	Full Circuit Reverse	1	3	4,900	7,550	7,550	-
	Full Circuit	2	3	5,000			-
	Full Circuit	2	3	5,200			-
	Club Circuit Reverse	2	3	4,500	7,050	7,050	-
	Full Circuit Reverse	2	3	5,200			-
	Club Circuit	2	3	4,400			-
	Full Circuit Reverse	1	3	3,900	5,800	5,800	-
	Club Circuit	2	2	3,600			-
	International Circuit	2	2	4,100			-
	Club Circuit Reverse	2	3	5,400	7,900	7,900	-
	Full Circuit Reverse	1	3	4,900			-
	Club Circuit	2	3	5,500			-
	West Circuit	1	4	4,000	5,750	5,750	-
	Short Circuit Reverse	1	4	4,100			-
	School Circuit	1	3	3,400			-
	Club Circuit	2	3	4,500	6,650	6,650	-
	Short Circuit	1	4	4,300			-
	School Circuit	1	4	4,500			-



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Career Mode Event List

Category	✓	Race Order	Event Name	Required Driver Level	Event Description and Requirements	Location	
Amateur		1	Saloon Road Test 1	3	All you need are four doors to participate in this saloon-only event.	Tsukuba Circuit	
		2				Twin Ring Motegi	
		3				New York Circuit	
Amateur		1	Hot Hatch Road Test	3	The hottest hatchbacks in the world turn up the heat in this event.	Circuit de Catalunya	
		2				Maple Valley Raceway	
		3				Twin Ring Motegi	
Amateur		1	SUV Road Test	3	SUVs from around the world are put to the test. Which one will rise above the rest?	Sebring International Raceway	
		2				Circuit de Catalunya	
		3				Sunset Peninsula Raceway	
Amateur		1	Coupe Road Test 2	5	Two-door coupes are the focus of this event.	Road Atlanta	
		2				Tsukuba Circuit	
		3				Maple Valley Raceway	
Amateur		1	Saloon Road Test 2	5	This event is limited to saloon car models.	Sunset Peninsula Raceway	
		2				New York Circuit	
		3				Camino Viejo de Montserrat	
Amateur		1	Coupe Road Test 3	5	Compare the coupes in this body-style-restricted event.	Road Atlanta	
		2				Silverstone Racing Circuit	
		3				Sunset Peninsula Raceway	
Amateur		1	Supercar Road Test	5	High-performance supercars take to the track in this event.	Mazda Raceway Laguna Seca	
		2				Circuit de Catalunya	
		3				New York Circuit	
Amateur		1	Prototype Road Test	5	Competitors in this event are limited to Class R1 cars, prototype cars that can usually be found racing in the ALMS and Le Mans series.	New York Circuit	
		2				Sunset Peninsula Raceway	
		3				Le Mans Circuit de la Sarthe	
Amateur		1	Inline 4 Showcase	3	A competition between cars with high-revving four-cylinder engines.	Sebring International Raceway	
		2				Tsukuba Circuit	
		3				Twin Ring Motegi	
Amateur		1	Normal Aspiration Run-Off	3	Superchargers and turbochargers need not apply. Normally aspirated engines only.	Sunset Peninsula Raceway	
		2				Suzuka Circuit	
		3				Maple Valley Raceway	
Amateur		1	Ultralight Showdown	5	Some of the world's lightest, sportiest cars compete in this event.	Iberian International Circuit	
		2				Maple Valley Raceway	
		3				Ladera Test Track	
Amateur		1	Boosted Proving Grounds	3	Turbocharged and supercharged cars turn up the boost in this forced-induction-only event.	Sunset Peninsula Raceway	
		2				Maple Valley Raceway	
		3				Sebring International Raceway	
Amateur		1	American Muscle Showdown	3	American muscle cars flex their engines on circuits in this event.	Sebring International Raceway	
		2				Twin Ring Motegi	
		3				Suzuka Circuit	

Career Mode Event List							
	Track	Track Length (miles)	Laps	1st Place (credits)	All Gold Credit Bonus (non-repeatable)	Season Play Series Credit Bonus (repeatable)	Season Championship Credit Bonus (non-repeatable)
	Full Circuit	1	3	4,200	5,850	5,850	-
	West Circuit	1	4	4,000			-
	Full Circuit	2	2	3,500			-
	School Circuit	1	4	4,500	6,550	6,550	-
	Short Circuit Reverse	1	4	4,100			-
	East Circuit	2	2	4,500			-
	Club Circuit	2	2	3,700	6,350	6,350	-
	School Circuit	1	4	4,500			-
	Club Circuit Reverse	2	3	4,500			-
	Club Circuit	2	3	4,500	6,900	6,900	-
	Full Circuit	1	3	4,200			-
	Short Circuit	1	5	5,100			-
	Club Circuit	2	3	4,500	7,300	7,300	-
	Full Circuit Reverse	2	3	5,200			-
	Full Circuit Reverse	2	3	4,900			-
	Club Circuit	2	3	4,500	6,600	6,600	-
	National Circuit	2	3	4,200			-
	Club Circuit Reverse	2	3	4,500			-
	Full Circuit	2	2	4,500	7,700	7,700	-
	National Circuit	2	3	5,700			-
	Full Circuit	2	3	5,200			-
	Full Circuit Reverse	2	3	5,200	8,050	8,050	-
	Club Circuit Reverse	2	4	6,000			-
	Bugatti Circuit	3	2	4,900			-
	Short Circuit	2	2	3,200	5,700	5,700	-
	Full Circuit	1	3	4,200			-
	West Circuit	1	4	4,000			-
	Club Circuit Reverse	2	3	4,500	6,250	6,250	-
	East Circuit	1	3	3,900			-
	Short Circuit	1	4	4,100			-
	Full Circuit Reverse	1	3	4,100	6,550	6,550	-
	Short Circuit	1	5	5,100			-
	Full Circuit	1	3	3,900			-
	Club Circuit	2	3	4,500	6,750	6,750	-
	Short Circuit	1	4	4,100			-
	Short Circuit	2	3	4,900			-
	Short Circuit	2	2	3,200	5,550	5,550	-
	West Circuit	1	4	4,000			-
	East Circuit	1	3	3,900			-



FORZA MOTORSPORT 3

Career Mode Event List

Category	✓	Race Order	Event Name	Required Driver Level	Event Description and Requirements	Location	
Amateur		1	Executive Car Open	5	This event only makes room for the heavyweights, including the BMW M5 E60, the RS6 quattro, and the Bentley Continental GT.	Silverstone Racing Circuit	
		2				Amalfi Coast	
		3				Suzuka Circuit	
Amateur		1	Six-Cylinder Fast & Fun	3	Six-cylinder engines come in all shapes. In this event, Boxers, V6s, and straight-6s battle for the win.	Circuit de Catalunya	
		2				Sebring International Raceway	
		3				Sunset Peninsula Raceway	
Amateur		1	Eight-Cylinder Supreme GT	5	You'll need exactly eight cylinders to compete in this event.	Camino Viejo de Montserrat	
		2				Amalfi Coast	
		3				Circuit de Catalunya	
Amateur		1	Ten-Cylinder Salute	5	You'll need exactly 10 cylinders to claim a spot on the starting grid for this event.	Sebring International Raceway	
		2				Sunset Peninsula Raceway	
		3				Camino Viejo de Montserrat	
Amateur		1	12-Cylinder Flagship Trophy	5	The biggest, beefiest 12-cylinder machines vie for the win in this event.	Le Mans Circuit de la Sarthe	
		2				Sunset Peninsula Raceway	
		3				Amalfi Coast	
Manufacturer		1	Mitsubishi Owner's Meeting	5	Owners of all models of Mitsubishi cars take to the track for some four- and front-wheel-drive fun.	Twin Ring Motegi	
		2				Ladera Test Track	
		3				Maple Valley Raceway	
		4				Tsukuba Circuit	
Manufacturer		1	Honda Acura Owner's Meeting	5	All Honda and Acura models are welcome in this event, which showcases the aggressive power and spirit of the Acura line.	Twin Ring Motegi	
		2				Tsukuba Circuit	
		3				Iberian International Circuit	
		4				Maple Valley Raceway	
Manufacturer		1	Integra Owner's Meeting	5	Open to Honda and Acura Integras from all generations, including the Acura RSX.	Twin Ring Motegi	
		2				Maple Valley Raceway	
		3				Suzuka Circuit	
		4				Iberian International Circuit	
Manufacturer		1	Toyota Lexus Owner's Meeting	5	Any Toyota or Lexus model is welcome in this event.	Sunset Peninsula Raceway	
		2				Maple Valley Raceway	
		3				Sebring International Raceway	
		4				Twin Ring Motegi	
Manufacturer		1	Subaru Owner's Meeting	5	All of the stars in the Subaru galaxy are welcome in this Subaru-only event.	Suzuka Circuit	
		2				Iberian International Circuit	
		3				Tsukuba Circuit	
		4				Ladera Test Track	
Manufacturer		1	Hyundai Owner's Meeting	5	All Hyundai models are showcased in this owner's event.	Tsukuba Circuit	
		2				Suzuka Circuit	
		3				Camino Viejo de Montserrat	
		4				Iberian International Circuit	

**FORZA MOTORSPORT 3****Career Mode Event List**

	Track	Track Length (miles)	Laps	1st Place (credits)	All Gold Credit Bonus (non-repeatable)	Season Play Series Credit Bonus (repeatable)	Season Championship Credit Bonus (non-repeatable)
	National Circuit	2	3	4,200	7,150	7,150	-
	Full Circuit Reverse	1	3	4,900			-
	East Circuit	1	4	5,200			-
	School Circuit	1	4	4,500	6,350	6,350	-
	Club Circuit	2	2	3,700			-
	Club Circuit	2	3	4,500			-
	Full Circuit Reverse	2	3	4,900	6,800	6,800	-
	Full Circuit	1	3	4,900			-
	National Circuit	2	2	3,800			-
	Club Circuit	2	3	5,500	7,500	7,500	-
	Club Circuit Reverse	2	3	4,500			-
	Full Circuit	2	3	5,000			-
	Bugatti Circuit	3	2	4,900	7,150	7,150	-
	Club Circuit	2	3	4,500			-
	Full Circuit	1	3	4,900			-
	West Circuit	1	6	7,100	11,900	11,900	-
	Full Circuit	1	4	5,200			-
	Short Circuit	1	6	6,100			-
	Short Circuit	1	5	5,400			-
	West Circuit	1	6	7,100	12,600	12,600	-
	Short Circuit	1	6	6,400			-
	Full Circuit Reverse	1	4	5,500			-
	Short Circuit Reverse	1	6	6,200			-
	West Circuit	1	6	7,100	12,000	12,000	-
	Short Circuit Reverse	1	6	6,200			-
	East Circuit	1	4	5,200			-
	Full Circuit	1	4	5,500			-
	Club Circuit Reverse	2	4	6,000	12,400	12,400	-
	Short Circuit Reverse	1	6	6,200			-
	Club Circuit	2	3	5,500			-
	West Circuit	1	6	7,100			-
	East Circuit	1	4	5,200	10,800	10,800	-
	Full Circuit	1	4	5,500			-
	Full Circuit	1	4	5,700			-
	Full Circuit	1	4	5,200			-
	Short Circuit	1	5	5,400	10,550	10,550	-
	East Circuit	1	4	5,200			-
	Full Circuit	2	3	5,000			-
	Full Circuit Reverse	1	4	5,500			-



FORZA MOTORSPORT 3

Career Mode Event List

Category	✓	Race Order	Event Name	Required Driver Level	Event Description and Requirements	Location	
Manufacturer		1	Mazda Owner's Meeting	5	Any Mazda model can zoom-zoom its way to the starting grid for this event.	Tsukuba Circuit	
		2				Mazda Raceway Laguna Seca	
		3				Amalfi Coast	
		4				Camino Viejo de Montserrat	
Manufacturer		1	Fairlady Z Cup	5	Find out how well you handle a Fairlady Z in this manufacturer's event.	Suzuka Circuit	
		2				Twin Ring Motegi	
		3				New York Circuit	
		4				Sebring International Raceway	
Manufacturer		1	Skyline Owner's Meeting	5	The Skylines are the limit in this event.	Sunset Peninsula Raceway	
		2				Road Atlanta	
		3				Sebring International Raceway	
		4				Camino Viejo de Montserrat	
Manufacturer		1	Nissan Infiniti Owner's Club	5	Nissan and Infiniti are the focus of this owner's club event.	Twin Ring Motegi	
		2				Suzuka Circuit	
		3				Sunset Peninsula Raceway	
		4				Circuit de Catalunya	
Manufacturer		1	V-Dub Club	5	A celebration of the people's car from Beetle to Bora (and back) and Golf and Corrado to Scirocco.	Circuit de Catalunya	
		2				Ladera Test Track	
		3				Iberian International Circuit	
		4				Twin Ring Motegi	
Manufacturer		1	Peugeot Racing Club	5	All cars from the French manufacturer Peugeot are welcome at this event.	Mugello Autodromo Internazionale	
		2				Amalfi Coast	
		3				Circuit de Catalunya	
		4				Road Atlanta	
Manufacturer		1	SEAT Club	5	SEAT, the Spanish car manufacturer, is featured in this exclusive event.	Ladera Test Track	
		2				Circuit de Catalunya	
		3				Tsukuba Circuit	
		4				Silverstone Racing Circuit	
Manufacturer		1	Lotus Club	5	All drivers must assume the Lotus position (behind the wheel of a Lotus) for this event.	Amalfi Coast	
		2				Twin Ring Motegi	
		3				Mugello Autodromo Internazionale	
		4				Silverstone Racing Circuit	
Manufacturer		1	Vauxhall Racing Club	5	The Vauxhalls are out in full force in this club-sponsored event.	Road Atlanta	
		2				Sebring International Raceway	
		3				Iberian International Circuit	
		4				Maple Valley Raceway	

Career Mode Event List							
	Track	Track Length (miles)	Laps	1st Place (credits)	All Gold Credit Bonus (non-repeatable)	Season Play Series Credit Bonus (repeatable)	Season Championship Credit Bonus (non-repeatable)
	Full Circuit	1	4	5,700	11,950	11,950	-
	Full Circuit	2	3	6,700			-
	Full Circuit	1	4	6,500			-
	Full Circuit	2	3	5,000			-
	West Circuit	2	3	5,900	11,150	11,150	-
	East Circuit	2	3	5,700			-
	Full Circuit	2	3	5,200			-
	Club Circuit	2	3	5,500			-
	Club Circuit Reverse	2	4	6,000	11,700	11,700	-
	Club Circuit	2	4	6,000			-
	Short Circuit	2	4	6,500			-
	Full Circuit Reverse	2	3	4,900			-
	East Circuit	2	3	5,700	11,650	11,650	-
	West Circuit	2	3	5,900			-
	Club Circuit Reverse	2	4	6,000			-
	National Circuit	2	3	5,700			-
	School Circuit	1	5	5,600	11,700	11,700	-
	Full Circuit Reverse	1	4	5,200			-
	Full Circuit Reverse	1	4	5,500			-
	West Circuit	1	6	7,100			-
	Club Circuit	2	4	5,800	10,300	10,300	-
	Full Circuit Reverse	1	3	4,900			-
	School Circuit	1	5	5,600			-
	Full Circuit	3	2	4,300			-
	Full Circuit Reverse	1	5	6,400	11,700	11,700	-
	National Circuit	2	3	5,700			-
	Full Circuit	1	4	5,700			-
	National Circuit	2	4	5,600			-
	Full Circuit	1	4	6,500	12,500	12,500	-
	West Circuit	1	6	7,100			-
	Club Circuit	2	4	5,800			-
	National Circuit	2	4	5,600			-
	Club Circuit	2	4	6,000	12,100	12,100	-
	Short Circuit	2	4	6,500			-
	Full Circuit	1	4	5,500			-
	Short Circuit Reverse	1	6	6,200			-



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Career Mode Event List

Category	✓	Race Order	Event Name	Required Driver Level	Event Description and Requirements	Location	
Manufacturer		1	Audi Club	5	All Audi owners are invited.	Amalfi Coast	
		2				New York Circuit	
		3				Maple Valley Raceway	
		4				Sunset Peninsula Raceway	
Manufacturer		1	BMW Owner's Club	5	Bimmer lovers unite in this event open to any BMW model.	Mugello Autodromo Internazionale	
		2				Silverstone Racing Circuit	
		3				Maple Valley Raceway	
		4				Sedona Raceway Park	
Manufacturer		1	Mercedes-Benz Owner's Club	5	All Mercedes-Benz models are welcome at this event.	Iberian International Circuit	
		2				Road Atlanta	
		3				New York Circuit	
		4				Sunset Peninsula Raceway	
Manufacturer		1	Porsche Club	5	Porsches from every era take to the tarmac in this event featuring Stuttgart's famous automaker.	Sedona Raceway Park	
		2				Road Atlanta	
		3				Sunset Peninsula Raceway	
		4				New York Circuit	
Manufacturer		1	Focus Track Days	5	Find your racing focus in this manufacturer's event.	Ladera Test Track	
		2				Tsukuba Circuit	
		3				Silverstone Racing Circuit	
		4				Mugello Autodromo Internazionale	
Manufacturer		1	Chrysler Track Days	5	Chrysler owners comes together for events open to all Chrysler models.	Road Atlanta	
		2				Ladera Test Track	
		3				Tsukuba Circuit	
		4				Mazda Raceway Laguna Seca	
Manufacturer		1	Ford Track Days	5	Ford models from every era are featured in this event.	New York Circuit	
		2				Sunset Peninsula Raceway	
		3				Camino Viejo de Montserrat	
		4				Road Atlanta	
Manufacturer		1	Dodge Track Days	5	Fans of the Ram meet to drive decades' worth of Dodge cars.	Silverstone Racing Circuit	
		2				Amalfi Coast	
		3				Circuit de Catalunya	
		4				Mazda Raceway Laguna Seca	
Manufacturer		1	Mustang Track Days	5	Mighty Mustangs from every era come together for heated competition.	New York Circuit	
		2				Camino Viejo de Montserrat	
		3				Mugello Autodromo Internazionale	
		4				Sebring International Raceway	

Career Mode Event List							
	Track	Track Length (miles)	Laps	1st Place (credits)	All Gold Credit Bonus (non-repeatable)	Season Play Series Credit Bonus (repeatable)	Season Championship Credit Bonus (non-repeatable)
	Full Circuit Reverse	1	4	6,600	12,900	12,900	-
	Full Circuit Reverse	2	4	7,000			-
	Short Circuit Reverse	1	6	6,200			-
	Club Circuit	2	4	6,000			-
	Club Circuit	2	4	5,800	11,450	11,450	-
	National Circuit	2	4	5,600			-
	Short Circuit	1	6	6,100			-
	Club Circuit Reverse	2	3	5,400			-
	Full Circuit Reverse	1	5	6,800	12,900	12,900	-
	Club Circuit	2	4	6,000			-
	Full Circuit	2	4	7,000			-
	Club Circuit	2	4	6,000			-
	Club Circuit	2	4	7,200	13,300	13,300	-
	Full Circuit	3	3	6,400			-
	Club Circuit	2	4	6,000			-
	Full Circuit Reverse	2	4	7,000			-
	Full Circuit	1	4	5,200	11,000	11,000	-
	Short Circuit	1	5	5,400			-
	National Circuit	2	4	5,600			-
	Club Circuit	2	4	5,800			-
	Club Circuit	2	4	6,000	11,650	11,650	-
	Full Circuit Reverse	1	4	5,200			-
	Short Circuit	1	5	5,400			-
	Full Circuit	2	3	6,700			-
	Full Circuit Reverse	2	3	5,200	11,900	11,900	-
	Club Circuit	2	4	6,000			-
	Full Circuit Reverse	2	4	6,600			-
	Club Circuit	2	4	6,000			-
	National Circuit	2	5	7,000	12,950	12,950	-
	Full Circuit	1	4	6,500			-
	National Circuit	2	3	5,700			-
	Full Circuit	2	3	6,700			-
	Full Circuit Reverse	2	3	5,200	12,050	12,050	-
	Full Circuit Reverse	2	4	6,600			-
	Club Circuit	2	4	5,800			-
	Short Circuit	2	4	6,500			-



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Career Mode Event List

Category	✓	Race Order	Event Name	Required Driver Level	Event Description and Requirements	Location	
Manufacturer		1	Viper Track Days	5	Vipers of every stripe are featured in this event.	Circuit de Catalunya	
		2				New York Circuit	
		3				Mazda Raceway Laguna Seca	
		4				Sunset Peninsula Raceway	
Manufacturer		1	World Sub-Compact Shoot-Out	5	This three-way fight pits the Renault Twingo and the Honda Fit against the Ford Fiesta.	Ladera Test Track	
		2				Twin Ring Motegi	
		3				Maple Valley Raceway	
		4				Suzuka Circuit	
Manufacturer		1	Euro Hatch Shoot-Out	5	The Volkswagen GTI, Volvo C30, and Renault Clio 197 battle for the Euro-Hatch crown.	Twin Ring Motegi	
		2				Silverstone Racing Circuit	
		3				Circuit de Catalunya	
		4				Ladera Test Track	
Manufacturer		1	Lightweight Sports Showdown	5	This three-way fight pits the Honda S2000 and the Mazda MX-5 Roadster against the Porsche Boxster S.	Tsukuba Circuit	
		2				Circuit de Catalunya	
		3				Iberian International Circuit	
		4				Road Atlanta	
Manufacturer		1	Germany SUV Shoot-Out	5	The BMW X5, Porsche Cayenne, Mercedes ML 63, VW Touareg, and the Audi Q7 lay down all four tires in a battle for the German SUV crown.	Maple Valley Raceway	
		2				Silverstone Racing Circuit	
		3				Iberian International Circuit	
		4				Tsukuba Circuit	
Manufacturer		1	JDM Imports 90s Shoot-Out	5	This battle pits three of the finest JDM Imports cars from the 1990s: the '93 Nissan Skyline GTR R32, the '97 Mazda RX7, and the '98 Toyota SupraRZ.	Mugello Autodromo Internazionale	
		2				Silverstone Racing Circuit	
		3				Ladera Test Track	
		4				Suzuka Circuit	
Manufacturer		1	Speedster Shoot-Out	5	This three-way battle of the speedsters features the BMW Z4 M Coupe, Porsche Cayman S, and the Nissan Fairlady 370Z.	Silverstone Racing Circuit	
		2				Amalfi Coast	
		3				Road Atlanta	
		4				Tsukuba Circuit	
Manufacturer		1	Premium Sedan Shoot-Out	5	This all-German, three-way fight pits the Mercedes-Benz C32AMG and BMW M5 E60 against the Audi RS6.	Camino Viejo de Montserrat	
		2				Sebring International Raceway	
		3				Twin Ring Motegi	
		4				Road Atlanta	
Manufacturer		1	Ultimate Speed Shoot-Out	5	A three-way battle between the ultimate speed machines: the Ferrari Enzo, the Porsche Carrera GT, and the Saleen S7.	Sunset Peninsula Raceway	
		2				Amalfi Coast	
		3				Sedona Raceway Park	
		4				Sebring International Raceway	



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Career Mode Event List

	Track	Track Length (miles)	Laps	1st Place (credits)	All Gold Credit Bonus (non-repeatable)	Season Play Series Credit Bonus (repeatable)	Season Championship Credit Bonus (non-repeatable)
	National Circuit	2	3	5,700	13,200	13,200	-
	Full Circuit	2	4	7,000			-
	Full Circuit	2	3	6,700			-
	Full Circuit	3	3	7,000			-
	Full Circuit Reverse	1	4	5,200	10,700	10,700	-
	West Circuit	1	5	5,900			-
	Short Circuit	1	5	5,100			-
	East Circuit	1	4	5,200			-
	West Circuit	1	5	5,900	11,150	11,150	-
	National Circuit	2	4	5,600			-
	School Circuit	1	5	5,600			-
	Full Circuit	1	4	5,200			-
	Short Circuit	1	5	5,400	11,250	11,250	-
	School Circuit	1	5	5,600			-
	Full Circuit Reverse	1	4	5,500			-
	Club Circuit	2	4	6,000			-
	Short Circuit	1	5	5,100	11,250	11,250	-
	International Circuit	2	3	6,200			-
	Full Circuit Reverse	1	4	5,500			-
	Full Circuit	1	4	5,700			-
	Club Circuit	2	4	5,800	10,900	10,900	-
	National Circuit	2	4	5,600			-
	Full Circuit Reverse	1	4	5,200			-
	East Circuit	1	4	5,200			-
	National Circuit	2	4	5,600	11,750	11,750	-
	Full Circuit	1	4	6,500			-
	Club Circuit	2	4	6,000			-
	Short Circuit	1	5	5,400			-
	Full Circuit Reverse	2	4	6,600	13,100	13,100	-
	Short Circuit	2	4	6,500			-
	West Circuit	1	6	7,100			-
	Club Circuit	2	4	6,000			-
	Full Circuit Reverse	3	3	6,900	13,100	13,100	-
	Full Circuit Reverse	1	4	6,600			-
	Club Circuit	2	4	7,200			-
	Club Circuit	2	3	5,500			-



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Career Mode Event List

Category	✓	Race Order	Event Name	Required Driver Level	Event Description and Requirements	Location	
Manufacturer		1	Civic vs. Golf	5	The Honda Civic and Volkswagen Golf race their hatches off to see who crosses the finish line first.	Tsukuba Circuit	
		2				Maple Valley Raceway	
		3				Sedona Raceway Park	
		4				Sunset Peninsula Raceway	
Manufacturer		1	Celica vs. Silvia	5	Longtime rivals Toyota and Nissan race head to head in a battle between the Celica GT-Four ST205 and the Silvia Spec-R.	Silverstone Racing Circuit	
		2				Sebring International Raceway	
		3				Maple Valley Raceway	
		4				Circuit de Catalunya	
Manufacturer		1	Tarmac Rally	5	The Subaru Impreza 22B STi and the Mitsubishi Lancer Evolution VI GSR compete in this classic rivalry face-off.	Sedona Raceway Park	
		2				Tsukuba Circuit	
		3				Suzuka Circuit	
		4				Maple Valley Raceway	
Manufacturer		1	Supra vs. Fairlady Z	5	Fierce rivals Nissan and Toyota each bring their finest to this face-off.	Camino Viejo de Montserrat	
		2				Amalfi Coast	
		3				Sedona Raceway Park	
		4				Circuit de Catalunya	
Manufacturer		1	German Sport-Line Challenge	5	German manufacturers BMW and Audi face off in this battle for national pride.	Silverstone Racing Circuit	
		2				Iberian International Circuit	
		3				Sebring International Raceway	
		4				Amalfi Coast	
Manufacturer		1	NSX vs. Skyline	5	Skyline and NSX go head to head in this rivalry face-off.	Sunset Peninsula Raceway	
		2				Suzuka Circuit	
		3				Mugello Autodromo Internazionale	
		4				Amalfi Coast	
Manufacturer		1	Ferrari vs. Porsche	5	This event pits the Porsche 911 against the Ferrari V8 models.	Sebring International Raceway	
		2				Mugello Autodromo Internazionale	
		3				Circuit de Catalunya	
		4				Road Atlanta	
Semi-Pro		1	PUMA 150HP Run-Off	10	Find out who can do the most with 150 hp in this Puma-sponsored event.	Sunset Peninsula Raceway	
		2				Ladera Test Track	
		3				New York Circuit	
		4				Sedona Raceway Park	
		5				Maple Valley Raceway	
Semi-Pro		1	RECARO 200HP Run-Off	10	Choose any Class E car with 200 hp or less to race in this RECARO-sponsored event.	Tsukuba Circuit	
		2				Sunset Peninsula Raceway	
		3				Sedona Raceway Park	
		4				New York Circuit	
		5				Circuit de Catalunya	



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Career Mode Event List

	Track	Track Length (miles)	Laps	1st Place (credits)	All Gold Credit Bonus (non-repeatable)	Season Play Series Credit Bonus (repeatable)	Season Championship Credit Bonus (non-repeatable)
	Full Circuit	1	4	5,700	11,100	11,100	-
	Short Circuit Reverse	1	5	5,100			-
	Club Circuit	2	3	5,400			-
	Club Circuit	2	4	6,000			-
	National Circuit	2	4	5,600	11,150	11,150	-
	Short Circuit	2	3	4,900			-
	Short Circuit	1	6	6,100			-
	National Circuit	2	3	5,700			-
	Club Circuit	2	3	5,400	11,200	11,200	-
	Full Circuit	1	4	5,700			-
	East Circuit	1	4	5,200			-
	Short Circuit	1	6	6,100			-
	Full Circuit	2	3	5,000	11,300	11,300	-
	Full Circuit Reverse	1	4	6,600			-
	Club Circuit Reverse	2	3	5,400			-
	School Circuit	1	5	5,600			-
	National Circuit	2	5	7,000	12,900	12,900	-
	Full Circuit Reverse	1	5	6,800			-
	Club Circuit	2	3	5,500			-
	Full Circuit	1	4	6,500			-
	Club Circuit Reverse	2	4	6,000	12,450	12,450	-
	East Circuit	1	5	6,500			-
	Club Circuit	2	4	5,800			-
	Full Circuit Reverse	1	4	6,600			-
	Short Circuit	2	4	6,500	12,900	12,900	-
	Club Circuit	2	5	7,300			-
	School Circuit	1	5	5,600			-
	Full Circuit	3	3	6,400			-
	Full Circuit	3	4	9,300	21,350	21,350	-
	Full Circuit	1	6	7,700			-
	Full Circuit	2	5	8,700			-
	Club Circuit Reverse	2	4	7,200			-
	Full Circuit Reverse	3	4	9,800			-
	Full Circuit	1	6	8,500	22,450	22,450	-
	Full Circuit Reverse	3	4	9,200			-
	Club Circuit	2	5	8,900			-
	Full Circuit	2	5	8,700			-
	National Circuit	2	5	9,600			-



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Career Mode Event List

Category	✓	Race Order	Event Name	Required Driver Level	Event Description and Requirements	Location	
Semi-Pro		1	BILSTEIN 250HP Run-Off	10	This BILSTEIN-sponsored event welcomes all cars boasting less than 250 hp or 187 kW.	New York Circuit	
		2				Silverstone Racing Circuit	
		3				Circuit de Catalunya	
		4				Suzuka Circuit	
		5				Twin Ring Motegi	
Semi-Pro		1	TOYO 300HP Run-Off	10	Sponsor Toyo welcomes all cars with 300 hp or less.	Ladera Test Track	
		2				Sedona Raceway Park	
		3				Mugello Autodromo Internazionale	
		4				Sebring International Raceway	
		5				Iberian International Circuit	
Semi-Pro		1	SPARCO 350HP Run-Off	10	SPARCO sponsors this showcase of 350-hp cars.	Iberian International Circuit	
		2				Tsukuba Circuit	
		3				Mazda Raceway Laguna Seca	
		4				Road Atlanta	
		5				Sebring International Raceway	
Semi-Pro		1	BBS 400HP Run-Off	10	This BBS-sponsored event is limited to cars with less than 400 hp or 298 kW.	Suzuka Circuit	
		2				Road Atlanta	
		3				Maple Valley Raceway	
		4				Twin Ring Motegi	
		5				Mazda Raceway Laguna Seca	
Semi-Pro		1	STOPTECH 450HP Run-Off	10	The rules for this STOPTECH-sponsored event are simple: bring 450 hp (or less) or go home.	Sebring International Raceway	
		2				Mugello Autodromo Internazionale	
		3				Twin Ring Motegi	
		4				Camino Viejo de Montserrat	
		5				New York Circuit	
Semi-Pro		1	BRIDGESTONE 500HP Run-Off	10	Bridgestone sponsors this event reserved for any car with 500 hp or less.	Camino Viejo de Montserrat	
		2				Road Atlanta	
		3				Le Mans Circuit de la Sarthe	
		4				Road America	
		5				Sunset Peninsula Raceway	
Semi-Pro		1	MOTUL 600HP Run-Off	10	This MOTUL-sponsored event is limited to Class S cars with less than 600 hp.	Amalfi Coast	
		2				Le Mans Circuit de la Sarthe	
		3				Suzuka Circuit	
		4				Silverstone Racing Circuit	
		5				Ladera Test Track	



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Career Mode Event List

	Track	Track Length (miles)	Laps	1st Place (credits)	All Gold Credit Bonus (non-repeatable)	Season Play Series Credit Bonus (repeatable)	Season Championship Credit Bonus (non-repeatable)
	Old Circuit	2	6	9,100	23,250	23,250	-
	International Circuit	2	5	10,000			-
	National Circuit	2	5	9,600			-
	East Circuit	1	7	9,000			-
	Full Circuit	3	3	8,800			-
	Full Circuit Reverse	1	7	9,000	24,650	24,650	-
	Club Circuit Reverse	2	5	8,900			-
	Full Circuit	3	4	12,000			-
	Short Circuit	2	6	9,700			-
	Full Circuit	1	7	9,700			-
	Full Circuit	1	7	9,700	24,500	24,500	-
	Full Circuit	1	7	9,900			-
	Full Circuit	2	4	8,900			-
	Full Circuit	3	5	11,000			-
	Full Circuit	4	3	9,500			-
	Full Circuit	4	3	9,500	26,550	26,550	-
	Full Circuit	3	5	11,000			-
	Full Circuit	3	5	12,000			-
	East Circuit	2	5	9,600			-
	Full Circuit	2	5	11,000			-
	Short Circuit	2	7	11,000	27,450	27,450	-
	Full Circuit	3	4	12,000			-
	Full Circuit	3	4	12,000			-
	Full Circuit Reverse	2	6	9,900			-
	Full Circuit Reverse	2	6	10,000			-
	Full Circuit	2	6	10,000	25,350	25,350	-
	Full Circuit	3	5	11,000			-
	Bugatti Circuit	3	4	9,800			-
	Full Circuit	4	3	9,900			-
	Club Circuit	2	7	10,000			-
	Full Circuit Reverse	1	7	11,000	27,900	27,900	-
	Bugatti Circuit	3	4	9,800			-
	Full Circuit	4	4	13,000			-
	International Circuit	2	6	12,000			-
	Full Circuit Reverse	1	8	10,000			-



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Career Mode Event List

Category	✓	Race Order	Event Name	Required Driver Level	Event Description and Requirements	Location	
Semi-Pro		1	The K&N 700HP Challenge	10	K&N FILTERS hosts this race for cars with less than 700 hp or 522 kW.	Road America	
		2				Sunset Peninsula Raceway	
		3				Maple Valley Raceway	
		4				Mazda Raceway Laguna Seca	
		5				Le Mans Circuit de la Sarthe	
Semi-Pro		1	Class F Pre-'00 Asian Tour	10	This Japanese race series is limited to Class F cars produced before 2000.	Tsukuba Circuit	
		2				Suzuka Circuit	
		3				Twin Ring Motegi	
		4				Suzuka Circuit	
		5				Tsukuba Circuit	
Semi-Pro		1	Class E Pre-'03 Asian Tour	10	This Japanese race series is limited to Class E cars produced before 2003.	Suzuka Circuit	
		2				Twin Ring Motegi	
		3				Tsukuba Circuit	
		4				Suzuka Circuit	
		5				Twin Ring Motegi	
Semi-Pro		1	Class D Pre-'00 Asian Tour	10	Class D car models produced before 2000 compete on Japanese tracks.	Twin Ring Motegi	
		2				Suzuka Circuit	
		3				Twin Ring Motegi	
		4				Tsukuba Circuit	
		5				Suzuka Circuit	
Semi-Pro		1	Class D Post-'00 Asian Tour	10	Class D car models produced after 2000 compete on Japanese tracks.	Suzuka Circuit	
		2				Tsukuba Circuit	
		3				Suzuka Circuit	
		4				Twin Ring Motegi	
		5				Tsukuba Circuit	
Semi-Pro		1	Class E Post-'03 Asian Tour	10	This Japanese race series is limited to Class E car models produced after 2003.	Suzuka Circuit	
		2				Twin Ring Motegi	
		3				Tsukuba Circuit	
		4				Twin Ring Motegi	
		5				Suzuka Circuit	
Semi-Pro		1	Class C Asian Tour	10	This Japanese race series is limited to Class C cars.	Twin Ring Motegi	
		2				Suzuka Circuit	
		3				Twin Ring Motegi	
		4				Suzuka Circuit	
		5				Twin Ring Motegi	
Semi-Pro		1	Class B Asian Tour	10	Class B cars compete on Japanese tracks.	Tsukuba Circuit	
		2				Twin Ring Motegi	
		3				Suzuka Circuit	
		4				Twin Ring Motegi	
		5				Suzuka Circuit	

Career Mode Event List							
	Track	Track Length (miles)	Laps	1st Place (credits)	All Gold Credit Bonus (non-repeatable)	Season Play Series Credit Bonus (repeatable)	Season Championship Credit Bonus (non-repeatable)
	Full Circuit	4	4	13,000	27,900	27,900	-
	Club Circuit Reverse	2	7	10,000			-
	Full Circuit	3	5	12,000			-
	Full Circuit	2	5	11,000			-
	Bugatti Circuit	3	4	9,800			-
	Short Circuit	1	7	7,500	20,200	20,200	-
	West Circuit	2	4	7,800			-
	East Circuit	2	4	7,600			-
	East Circuit	1	7	9,000			-
	Full Circuit	1	6	8,500			-
	West Circuit	2	5	9,800	22,950	22,950	-
	East Circuit	2	4	7,600			-
	Full Circuit	1	6	8,500			-
	East Circuit	1	7	9,000			-
	West Circuit	1	9	11,000			-
	West Circuit	1	9	11,000	24,250	24,250	-
	East Circuit	1	7	9,000			-
	Full Circuit	3	3	8,800			-
	Full Circuit	1	7	9,900			-
	West Circuit	2	5	9,800			-
	West Circuit	2	5	9,800	24,700	24,700	-
	Full Circuit	1	7	9,900			-
	East Circuit	1	7	9,000			-
	West Circuit	1	9	11,000			-
	Short Circuit	1	9	9,700			-
	West Circuit	2	5	9,800	24,950	24,950	-
	East Circuit	2	5	9,600			-
	Short Circuit	1	9	9,700			-
	West Circuit	1	9	11,000			-
	West Circuit	2	5	9,800			-
	East Circuit	2	4	7,600	22,250	22,250	-
	West Circuit	2	5	9,800			-
	Full Circuit	3	3	8,800			-
	Full Circuit	4	3	9,500			-
	Full Circuit	3	3	8,800			-
	Short Circuit	1	9	9,700	25,300	25,300	-
	East Circuit	2	5	9,600			-
	West Circuit	2	5	9,800			-
	Full Circuit	3	4	12,000			-
	Full Circuit	4	3	9,500			-



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Career Mode Event List

Category	✓	Race Order	Event Name	Required Driver Level	Event Description and Requirements	Location	
Semi-Pro		1	Class F Post-'00 Asian Tour	10	This Japanese race series is limited to Class F car models produced after 2000.	Twin Ring Motegi	
		2				Suzuka Circuit	
		3				Twin Ring Motegi	
		4				Suzuka Circuit	
		5				Tsukuba Circuit	
Semi-Pro		1	Class S Asian Tour	10	Class S cars compete on Japanese tracks.	Twin Ring Motegi	
		2				Suzuka Circuit	
		3				Twin Ring Motegi	
		4				Suzuka Circuit	
		5				Twin Ring Motegi	
Semi-Pro		1	Class R2 Asian Tour	10	Class R2 race cars are featured in this Japanese series.	Tsukuba Circuit	
		2				Twin Ring Motegi	
		3				Suzuka Circuit	
		4				Twin Ring Motegi	
		5				Suzuka Circuit	
Semi-Pro		1	Class F Euro Tour	10	Class F cars compete on European tracks.	Circuit de Catalunya	
		2				Silverstone Racing Circuit	
		3				Amalfi Coast	
		4				Mugello Autodromo Internazionale	
		5				Camino Viejo de Montserrat	
Semi-Pro		1	Class E Euro Tour	10	European tracks host events for Class E cars.	Amalfi Coast	
		2				Circuit de Catalunya	
		3				Silverstone Racing Circuit	
		4				Le Mans Circuit de la Sarthe	
		5				Iberian International Circuit	
Semi-Pro		1	Class D Euro Tour	10	Class D cars compete on European tracks.	Silverstone Racing Circuit	
		2				Le Mans Circuit de la Sarthe	
		3				Circuit de Catalunya	
		4				Amalfi Coast	
		5				Iberian International Circuit	
Semi-Pro		1	Class C Euro Tour	10	Race Class C cars on Europe's finest tracks.	Silverstone Racing Circuit	
		2				Amalfi Coast	
		3				Circuit de Catalunya	
		4				Le Mans Circuit de la Sarthe	
		5				Silverstone Racing Circuit	

Career Mode Event List							
	Track	Track Length (miles)	Laps	1st Place (credits)	All Gold Credit Bonus (non-repeatable)	Season Play Series Credit Bonus (repeatable)	Season Championship Credit Bonus (non-repeatable)
	Full Circuit	3	3	8,800	21,100	21,100	-
	Full Circuit	4	3	9,500			-
	East Circuit	2	4	7,600			-
	West Circuit	2	4	7,800			-
	Full Circuit	1	6	8,500			-
	East Circuit	2	5	9,600	29,300	29,300	-
	Full Circuit	4	4	13,000			-
	Full Circuit	3	4	12,000			-
	West Circuit	2	6	12,000			-
	West Circuit	1	10	12,000			-
	Full Circuit	1	8	11,000	29,500	29,500	-
	Full Circuit	3	4	12,000			-
	Full Circuit	4	4	13,000			-
	East Circuit	2	6	11,000			-
	West Circuit	2	6	12,000			-
	National Circuit	2	4	7,700	20,500	20,500	-
	International Circuit	2	4	8,300			-
	Full Circuit	1	5	8,100			-
	Club Circuit	2	6	8,700			-
	Full Circuit Reverse	2	5	8,200			-
	Full Circuit Reverse	1	6	9,800	21,700	21,700	-
	National Circuit	2	5	9,600			-
	International Circuit	2	4	8,300			-
	Bugatti Circuit	3	3	7,400			-
	Full Circuit	1	6	8,300			-
	International Circuit	2	5	10,000	22,500	22,500	-
	Bugatti Circuit	3	3	7,400			-
	National Circuit	2	5	9,600			-
	Full Circuit	1	6	9,700			-
	Full Circuit	1	6	8,300			-
	International Circuit	2	5	10,000	24,600	24,600	-
	Full Circuit Reverse	1	6	9,800			-
	Grand Prix Circuit	3	3	8,600			-
	Bugatti Circuit	3	4	9,800			-
	Grand Prix	3	4	11,000			-



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Career Mode Event List

Category	✓	Race Order	Event Name	Required Driver Level	Event Description and Requirements	Location	
Semi-Pro		1	Class B Euro Tour	10	Race on European circuits as you compete in Class B cars.	Circuit de Catalunya	
		2				Silverstone Racing Circuit	
		3				Amalfi Coast	
		4				Mugello Autodromo Internazionale	
		5				Camino Viejo de Montserrat	
Semi-Pro		1	Class A Euro Tour	10	Class A cars take European tracks by storm in this race series.	Circuit de Catalunya	
		2				Silverstone Racing Circuit	
		3				Le Mans Circuit de la Sarthe	
		4				Mugello Autodromo Internazionale	
		5				Circuit de Catalunya	
Semi-Pro		1	Class S Euro Tour	10	Cars from Class S compete on European tracks.	Le Mans Circuit de la Sarthe	
		2				Circuit de Catalunya	
		3				Camino Viejo de Montserrat	
		4				Silverstone Racing Circuit	
		5				Mugello Autodromo Internazionale	
Semi-Pro		1	Class R3 Euro Tour	10	European tracks play host to Class R3 race cars in this event.	Le Mans Circuit de la Sarthe	
		2				Circuit de Catalunya	
		3				Amalfi Coast	
		4				Mugello Autodromo Internazionale	
		5				Silverstone Racing Circuit	
Semi-Pro		1	Class R2 Euro Tour	10	Class R2 race cars are featured in this European race series.	Silverstone Racing Circuit	
		2				Mugello Autodromo Internazionale	
		3				Circuit de Catalunya	
		4				Camino Viejo de Montserrat	
		5				Le Mans Circuit de la Sarthe	
Semi-Pro		1	Class R1 Euro Tour	10	Europe's finest tracks host Class R1 race cars in this series.	Camino Viejo de Montserrat	
		2				Circuit de Catalunya	
		3				Le Mans Circuit de la Sarthe	
		4				Mugello Autodromo Internazionale	
		5				Silverstone Racing Circuit	
Semi-Pro		1	Class F North America Tour	10	Class F cars compete on American tracks.	Sunset Peninsula Raceway	
		2				New York Circuit	
		3				Sebring International Raceway	
		4				Mazda Raceway Laguna Seca	
		5				Sedona Raceway Park	



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Career Mode Event List

	Track	Track Length (miles)	Laps	1st Place (credits)	All Gold Credit Bonus (non-repeatable)	Season Play Series Credit Bonus (repeatable)	Season Championship Credit Bonus (non-repeatable)
	National Circuit	2	5	9,600	23,950	23,950	-
	International Circuit	2	5	10,000			-
	Full Circuit	1	6	9,700			-
	Club Circuit	2	6	8,700			-
	Full Circuit Reverse	2	6	9,900			-
	Grand Prix Circuit	3	4	11,000	26,900	26,900	-
	International Circuit	2	5	10,000			-
	Bugatti Circuit	3	4	9,800			-
	Full Circuit	3	4	12,000			-
	National Circuit	2	6	11,000			-
	Bugatti Circuit	3	4	9,800	26,850	26,850	-
	Grand Prix Circuit	3	4	11,000			-
	Full Circuit Reverse	2	6	9,900			-
	Grand Prix Circuit	3	4	11,000			-
	Full Circuit	3	4	12,000			-
	Bugatti Circuit	3	4	9,800	27,400	27,400	-
	Grand Prix Circuit	3	4	11,000			-
	Full Circuit	1	7	11,000			-
	Full Circuit	3	4	12,000			-
	Grand Prix Circuit	3	4	11,000			-
	International Circuit	2	6	12,000	29,500	29,500	-
	Full Circuit	3	4	12,000			-
	Grand Prix Circuit	3	4	11,000			-
	Extreme Circuit	4	3	12,000			-
	Bugatti Circuit	3	5	12,000			-
	Extreme Circuit	4	3	12,000	31,500	31,500	-
	Grand Prix Circuit	3	4	11,000			-
	Bugatti Circuit	3	5	12,000			-
	Full Circuit	3	5	14,000			-
	Grand Prix Circuit	3	5	14,000			-
	Club Circuit	2	6	9,000	22,350	22,350	-
	Full Circuit Reverse	2	5	8,700			-
	Club Circuit	2	5	9,200			-
	Full Circuit	2	4	8,900			-
	Club Circuit	2	5	8,900			-



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Career Mode Event List

Category	✓	Race Order	Event Name	Required Driver Level	Event Description and Requirements	Location	
Semi-Pro		1	Class E North America Tour	10	This American race series is limited to Class E cars.	Sedona Raceway Park	
		2				Sunset Peninsula Raceway	
		3				Mazda Raceway Laguna Seca	
		4				New York Circuit	
		5				Road Atlanta	
Semi-Pro		1	Class R1 North America Tour	10	This American race series is limited to Class R1 cars.	Mazda Raceway Laguna Seca	
		2				Sedona Raceway Park	
		3				Sunset Peninsula Raceway	
		4				Road Atlanta	
		5				Sebring International Raceway	
Semi-Pro		1	Class C North America Tour	10	High-end sports cars from Class C are showcased in this North American series.	Sedona Raceway Park	
		2				Sunset Peninsula Raceway	
		3				Mazda Raceway Laguna Seca	
		4				Road Atlanta	
		5				New York Circuit	
Semi-Pro		1	Class B North America Tour	10	Choose a supercar or exotic from Class B to compete in this North American race series.	Sunset Peninsula Raceway	
		2				Sedona Raceway Park	
		3				Mazda Raceway Laguna Seca	
		4				Road Atlanta	
		5				New York Circuit	
Semi-Pro		1	Class A North America Tour	10	Race on North American tracks in Class A cars, some of the rarest in the world.	Sedona Raceway Park	
		2				Sunset Peninsula Raceway	
		3				Road Atlanta	
		4				New York Circuit	
		5				Mazda Raceway Laguna Seca	
Semi-Pro		1	Class S North America Tour	10	Compete in Class S cars on North American tracks.	Mazda Raceway Laguna Seca	
		2				Sunset Peninsula Raceway	
		3				Sedona Raceway Park	
		4				Road America	
		5				New York Circuit	
Semi-Pro		1	Class R3 North America Tour	10	Compete on North American tracks in purpose-built race cars from Class R3.	Sunset Peninsula Raceway	
		2				Road Atlanta	
		3				Sedona Raceway Park	
		4				Road America	
		5				Maple Valley Raceway	
Semi-Pro		1	Class R2 North America Tour	10	Ultra-high-end prototype race cars from Class R2 compete on North American tracks.	Maple Valley Raceway	
		2				Sunset Peninsula Raceway	
		3				Road Atlanta	
		4				Sunset Peninsula Raceway	
		5				Road America	

Career Mode Event List							
	Track	Track Length (miles)	Laps	1st Place (credits)	All Gold Credit Bonus (non-repeatable)	Season Play Series Credit Bonus (repeatable)	Season Championship Credit Bonus (non-repeatable)
	Club Circuit Reverse	2	5	8,900	22,000	22,000	-
	Club Circuit Reverse	2	6	9,000			-
	Full Circuit	2	4	8,900			-
	Full Circuit	2	5	8,700			-
	Full Circuit	3	4	8,500			-
	Full Circuit	2	6	13,000	33,000	33,000	-
	Club Circuit Reverse	2	7	13,000			-
	Full Circuit Reverse	3	6	14,000			-
	Full Circuit	3	6	13,000			-
	Club Circuit	2	7	13,000			-
	Club Circuit	2	5	8,900	23,600	23,600	-
	Full Circuit	3	4	9,300			-
	Full Circuit	2	4	8,900			-
	Full Circuit	3	5	11,000			-
	Old Circuit	2	6	9,100			-
	Club Circuit Reverse	2	7	10,000	26,500	26,500	-
	Club Circuit Reverse	2	6	11,000			-
	Full Circuit	2	5	11,000			-
	Club Circuit	2	7	11,000			-
	Full Circuit Reverse	2	6	10,000			-
	Club Circuit Reverse	2	6	11,000	28,000	28,000	-
	Full Circuit Reverse	3	5	12,000			-
	Full Circuit	3	5	11,000			-
	Old Circuit	2	7	11,000			-
	Full Circuit	2	5	11,000			-
	Full Circuit	2	5	11,000	29,000	29,000	-
	Full Circuit	3	5	12,000			-
	Club Circuit	2	6	11,000			-
	Full Circuit	4	4	13,000			-
	Old Circuit	2	7	11,000			-
	Full Circuit Reverse	3	5	12,000	31,500	31,500	-
	Full Circuit	3	6	13,000			-
	Club Circuit Reverse	2	7	13,000			-
	Full Circuit	4	4	13,000			-
	Full Circuit	3	5	12,000			-
	Full Circuit Reverse	3	5	12,000	32,000	32,000	-
	Full Circuit	3	6	14,000			-
	Full Circuit	3	6	13,000			-
	Full Circuit Reverse	3	5	12,000			-
	Full Circuit	4	4	13,000			-



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Career Mode Event List

Category	✓	Race Order	Event Name	Required Driver Level	Event Description and Requirements	Location	
Semi-Pro		1	Class D North America Tour	10	This North American event is restricted to Class D cars.	Sebring International Raceway	
		2				Mazda Raceway Laguna Seca	
		3				Sedona Raceway Park	
		4				Sebring International Raceway	
		5				Sunset Peninsula Raceway	
Professional		1	Yaris S Trophy	20	Big trophies may come in small packages in this factory-spec race featuring the Yaris S subcompact.	New York Circuit	
		2				Sunset Peninsula Raceway	
		3				Road Atlanta	
		4				Maple Valley Raceway	
		5				Le Mans Circuit de la Sarthe	
		6				Circuit de Catalunya	
Professional		1	MINI John Cooper Works Cup	20	See how far the 208-hp MINI John Cooper Works can take you in this factory-spec race.	Maple Valley Raceway	
		2				New York Circuit	
		3				Sunset Peninsula Raceway	
		4				Mugello Autodromo Internazionale	
		5				Silverstone Racing Circuit	
		6				Road America	
Professional		1	MX-5 Miata Trophy	20	Zoom-zoom your way to the finish line as you race a stock MX-5 Miata in this factory-spec race.	Twin Ring Motegi	
		2				Sebring International Raceway	
		3				New York Circuit	
		4				Maple Valley Raceway	
		5				Road Atlanta	
		6				Sunset Peninsula Raceway	
Professional		1	ABARTH 500 Esseeesse Trophy	20	The feisty, turbocharged Abarth 500 Esseeesse is the focus of this event.	Camino Viejo de Montserrat	
		2				Sebring International Raceway	
		3				New York Circuit	
		4				Maple Valley Raceway	
		5				Sebring International Raceway	
		6				Mugello Autodromo Internazionale	
Professional		1	Hyundai Genesis Coupe Tour	20	See how well you can handle the Hyundai Genesis Coupe in this factory-spec race.	New York Circuit	
		2				Suzuka Circuit	
		3				Maple Valley Raceway	
		4				Road Atlanta	
		5				Twin Ring Motegi	
		6				Maple Valley Raceway	

Career Mode Event List							
	Track	Track Length (miles)	Laps	1st Place (credits)	All Gold Credit Bonus (non-repeatable)	Season Play Series Credit Bonus (repeatable)	Season Championship Credit Bonus (non-repeatable)
	Full Circuit	4	3	9,500	23,450	23,450	-
	Full Circuit	2	4	8,900			-
	Full Circuit	4	3	10,000			-
	Club Circuit	2	5	9,200			-
	Full Circuit	3	4	9,300			-
	Old Circuit	2	7	11,000	34,400	34,400	-
	Full Circuit Reverse	3	5	12,000			-
	Full Circuit	3	6	13,000			-
	Full Circuit	3	5	12,000			-
	Bugatti Circuit	3	4	9,800			-
	Grand Prix Circuit	3	4	11,000			-
	Full Circuit Reverse	3	6	15,000	41,000	41,000	-
	Old Circuit Reverse	2	8	12,000			-
	Full Circuit	3	6	14,000			-
	Full Circuit	3	5	14,000			-
	Grand Prix Circuit	3	5	14,000			-
	Full Circuit	4	4	13,000			-
	Full Circuit	3	4	12,000	36,000	36,000	-
	Full Circuit	4	4	13,000			-
	Old Circuit Reverse	2	7	10,000			-
	Full Circuit Reverse	3	5	12,000			-
	Full Circuit	3	6	13,000			-
	Full Circuit Reverse	3	5	12,000			-
	Full Circuit	2	7	12,000	39,500	39,500	-
	Club Circuit	2	7	13,000			-
	Full Circuit Reverse	2	7	12,000			-
	Full Circuit	3	6	15,000			-
	Full Circuit	4	4	13,000			-
	Full Circuit	3	5	14,000			-
	Old Circuit	2	8	12,000	41,500	41,500	-
	Full Circuit	4	4	13,000			-
	Full Circuit Reverse	3	6	15,000			-
	Full Circuit	3	6	13,000			-
	Full Circuit	3	5	15,000			-
	Full Circuit	3	6	15,000			-



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Career Mode Event List

Category	✓	Race Order	Event Name	Required Driver Level	Event Description and Requirements	Location	
Professional		1	F355 Challenge Trophy	20	Fans of the Prancing Horse can see how they stack up in this F355 Challenge factory-spec race.	Sunset Peninsula Raceway	
		2				New York Circuit	
		3				Silverstone Racing Circuit	
		4				Sedona Raceway Park	
		5				Camino Viejo de Montserrat	
		6				Le Mans Circuit de la Sarthe	
Professional		1	Porsche 911 GT3 Trophy	20	See how well you can perform in a stock Porsche 911 GT3 in this factory-spec race.	Camino Viejo de Montserrat	
		2				Sunset Peninsula Raceway	
		3				Sedona Raceway Park	
		4				Le Mans Circuit de la Sarthe	
		5				Mugello Autodromo Internazionale	
		6				New York Circuit	
Professional		1	Ferrari F430 Trophy	20	Find your way to the front so your friends can spot you in this Ferrari F430 factory-spec race.	Road America	
		2				Sedona Raceway Park	
		3				Camino Viejo de Montserrat	
		4				Le Mans Circuit de la Sarthe	
		5				New York Circuit	
		6				Sebring International Raceway	
Professional		1	FXX Trophy	20	See if you can separate yourself from the crowd of fellow FXX drivers in this factory-spec race.	Le Mans Circuit de la Sarthe	
		2				Road America	
		3				Sedona Raceway Park	
		4				Camino Viejo de Montserrat	
		5				Mazda Raceway Laguna Seca	
		6				Camino Viejo de Montserrat	
Professional		1	Aussie Touring Car Showdown	20	Aussie-style racing in Commodores and Falcons, Holden's finest.	Sunset Peninsula Raceway	
		2				New York Circuit	
		3				Maple Valley Raceway	
		4				Sebring International Raceway	
		5				Le Mans Circuit de la Sarthe	
		6				Silverstone Racing Circuit	
Professional		1	Porsche 911 GT3 Showdown	20	The high-performance Porsche 911 GT3 is showcased in this invitation-only event.	Mazda Raceway Laguna Seca	
		2				New York Circuit	
		3				Sunset Peninsula Raceway	
		4				Circuit de Catalunya	
		5				Mugello Autodromo Internazionale	
		6				Suzuka Circuit	



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Career Mode Event List

	Track	Track Length (miles)	Laps	1st Place (credits)	All Gold Credit Bonus (non-repeatable)	Season Play Series Credit Bonus (repeatable)	Season Championship Credit Bonus (non-repeatable)
	Full Circuit	3	7	16,000	45,500	45,500	-
	Old Circuit Reverse	2	9	13,000			-
	Grand Prix Circuit	3	6	17,000			-
	Full Circuit	4	4	14,000			-
	Extreme Circuit Reverse	4	4	16,000			-
	Bugatti Circuit	3	6	15,000			-
	Full Circuit	2	8	13,000	42,500	42,500	-
	Club Circuit Reverse	2	9	13,000			-
	Club Circuit	2	9	16,000			-
	Old Mulsanne Circuit	8	2	12,000			-
	Full Circuit	3	6	17,000			-
	Old Circuit	2	9	14,000			-
	Full Circuit	4	5	16,000	45,000	45,000	-
	Full Circuit	4	4	14,000			-
	Extreme Circuit	4	4	17,000			-
	Full Circuit	8	2	13,000			-
	Old Circuit	2	9	14,000			-
	Full Circuit	4	5	16,000			-
	Full Circuit	8	3	19,000	50,500	50,500	-
	Full Circuit	4	5	16,000			-
	Full Circuit Reverse	4	5	17,000			-
	Extreme Circuit Reverse	4	4	16,000			-
	Full Circuit	2	8	18,000			-
	Full Circuit Reverse	2	9	15,000			-
	Full Circuit Reverse	3	8	18,000	55,500	55,500	-
	Old Circuit	2	12	18,000			-
	Full Circuit	3	8	19,000			-
	Full Circuit	4	6	19,000			-
	Bugatti Circuit	3	7	17,000			-
	Grand Prix Circuit	3	7	20,000			-
	Full Circuit	2	8	18,000	55,500	55,500	-
	Old Circuit Reverse	2	12	18,000			-
	Full Circuit	3	8	19,000			-
	Grand Prix Circuit	3	6	17,000			-
	Full Circuit	3	7	20,000			-
	Full Circuit	4	6	19,000			-



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Career Mode Event List

Category	✓	Race Order	Event Name	Required Driver Level	Event Description and Requirements	Location	
Professional		1	German Racing Car Showdown	20	German race cars from Porsche and BMW are welcome at this event.	Mazda Raceway Laguna Seca	
		2				Circuit de Catalunya	
		3				Sebring International Raceway	
		4				Maple Valley Raceway	
		5				Road Atlanta	
		6				New York Circuit	
Professional		1	GT3 Invitational	20	You'll need a GT3 car to race in this event.	Sedona Raceway Park	
		2				Camino Viejo de Montserrat	
		3				Sunset Peninsula Raceway	
		4				Mazda Raceway Laguna Seca	
		5				Mugello Autodromo Internazionale	
		6				Sebring International Raceway	
Professional		1	Japanese GT Invitational	20	This event is reserved for drivers racing GT (Grand Touring) cars from Japanese manufacturers.	Twin Ring Motegi	
		2				Maple Valley Raceway	
		3				Circuit de Catalunya	
		4				Suzuka Circuit	
		5				Camino Viejo de Montserrat	
		6				New York Circuit	
Professional		1	GT2 Invitational	20	GT2 cars compete in this thrilling event.	Sedona Raceway Park	
		2				Silverstone Racing Circuit	
		3				New York Circuit	
		4				Maple Valley Raceway	
		5				Sebring International Raceway	
		6				Suzuka Circuit	
Professional		1	American GT3 Invitational	20	All American-made GT3 cars are welcome at this ready-to-race event.	Road Atlanta	
		2				Sebring International Raceway	
		3				New York Circuit	
		4				Le Mans Circuit de la Sarthe	
		5				Camino Viejo de Montserrat	
		6				Suzuka Circuit	
Professional		1	GT1 Invitational	20	GT1 cars are featured in this series.	Sunset Peninsula Raceway	
		2				Amalfi Coast	
		3				Circuit de Catalunya	
		4				Maple Valley Raceway	
		5				Le Mans Circuit de la Sarthe	
		6				Sedona Raceway Park	



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Career Mode Event List

	Track	Track Length (miles)	Laps	1st Place (credits)	All Gold Credit Bonus (non-repeatable)	Season Play Series Credit Bonus (repeatable)	Season Championship Credit Bonus (non-repeatable)
	Full Circuit	2	8	18,000	55,000	55,000	-
	Grand Prix Circuit	3	6	17,000			-
	Full Circuit	4	6	19,000			-
	Full Circuit	3	8	19,000			-
	Full Circuit	3	9	19,000			-
	Old Circuit	2	12	18,000			-
	Full Circuit Reverse	4	5	17,000	54,500	54,500	-
	Extreme Circuit	4	4	17,000			-
	Full Circuit Reverse	3	8	18,000			-
	Full Circuit	2	8	18,000			-
	Full Circuit	3	7	20,000			-
	Full Circuit	4	6	19,000			-
	Full Circuit	3	7	21,000	59,500	59,500	-
	Full Circuit	3	8	19,000			-
	Grand Prix Circuit	3	7	20,000			-
	Full Circuit	4	6	19,000			-
	Extreme Circuit	4	5	21,000			-
	Old Circuit Reverse	2	13	19,000			-
	Full Circuit Reverse	4	6	21,000	58,000	58,000	-
	Grand Prix	3	7	20,000			-
	Old Circuit	2	12	18,000			-
	Full Circuit	3	8	19,000			-
	Full Circuit	4	6	19,000			-
	Full Circuit	4	6	19,000			-
	Full Circuit	3	9	19,000	54,500	54,500	-
	Full Circuit	4	6	19,000			-
	Old Circuit Reverse	2	12	18,000			-
	Old Mulsanne Circuit	8	3	17,000			-
	Extreme Circuit	4	4	17,000			-
	Full Circuit	4	6	19,000			-
	Full Circuit	3	9	21,000	59,500	59,500	-
	Full Circuit Reverse	1	11	18,000			-
	Grand Prix Circuit	3	7	20,000			-
	Full Circuit Reverse	3	8	20,000			-
	Full Circuit	8	3	19,000			-
	Full Circuit Reverse	4	6	21,000			-



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Career Mode Event List

Category	✓	Race Order	Event Name	Required Driver Level	Event Description and Requirements	Location	
Professional		1	LMP Invitational	20	This prestigious event welcomes all Le Mans Prototype race cars.	Sebring International Raceway	
		2				Road America	
		3				Sedona Raceway Park	
		4				Le Mans Circuit de la Sarthe	
		5				Silverstone Racing Circuit	
		6				Mugello Autodromo Internazionale	
Professional		1	Class F World Tour	20	Choose a Class F car to compete in a series of international races.	Sedona Raceway Park	
		2				Maple Valley Raceway	
		3				New York Circuit	
		4				Road America	
		5				Sebring International Raceway	
		6				Silverstone Racing Circuit	
Professional		1	Class E World Tour	20	Class E cars are featured in this series of international races.	Sedona Raceway Park	
		2				Amalfi Coast	
		3				Ladera Test Track	
		4				New York Circuit	
		5				Sunset Peninsula Raceway	
		6				Twin Ring Motegi	
Professional		1	Class D World Tour	20	Climb into a sporty coupe, hatch, or sub-compact to race on international tracks.	Sedona Raceway Park	
		2				Sunset Peninsula Raceway	
		3				Camino Viejo de Montserrat	
		4				Le Mans Circuit de la Sarthe	
		5				New York Circuit	
		6				Road Atlanta	
Professional		1	Class C World Tour	20	Race high-end sports cars on tracks all over the world.	Sedona Raceway Park	
		2				Le Mans Circuit de la Sarthe	
		3				Silverstone Racing Circuit	
		4				Maple Valley Raceway	
		5				New York Circuit	
		6				Mugello Autodromo Internazionale	
Professional		1	Class B World Tour	20	Class B cars from around the world are eligible for this event that spans several countries.	Maple Valley Raceway	
		2				New York Circuit	
		3				Silverstone Racing Circuit	
		4				Sebring International Raceway	
		5				Road America	
		6				Le Mans Circuit de la Sarthe	

Career Mode Event List							
	Track	Track Length (miles)	Laps	1st Place (credits)	All Gold Credit Bonus (non-repeatable)	Season Play Series Credit Bonus (repeatable)	Season Championship Credit Bonus (non-repeatable)
	Full Circuit	4	6	19,000	58,000	58,000	-
	Full Circuit	4	6	20,000			-
	Full Circuit	4	6	20,000			-
	Old Mulsanne Circuit	8	3	17,000			-
	Grand Prix Circuit	3	7	20,000			-
	Full Circuit	3	7	20,000			-
	Club Circuit	2	8	14,000	42,000	42,000	-
	Full Circuit Reverse	3	6	15,000			-
	Old Circuit Reverse	2	9	13,000			-
	Full Circuit	4	4	13,000			-
	Club Circuit	2	8	15,000			-
	International Circuit	2	7	14,000			-
	Full Circuit Reverse	4	4	14,000	44,000	44,000	-
	Full Circuit	1	10	16,000			-
	Full Circuit	1	10	13,000			-
	Old Circuit	2	9	14,000			-
	Full Circuit	3	7	16,000			-
	Full Circuit	3	5	15,000			-
	Full Circuit	4	5	17,000	49,500	49,500	-
	Club Circuit Reverse	2	10	15,000			-
	Extreme Circuit Reverse	4	4	16,000			-
	Full Circuit	8	3	19,000			-
	Old Circuit Reverse	2	10	15,000			-
	Full Circuit	3	8	17,000			-
	Full Circuit	4	5	17,000	50,000	50,000	-
	Old Mulsanne Circuit	8	3	17,000			-
	International Circuit	2	8	17,000			-
	Full Circuit Reverse	3	7	17,000			-
	Old Circuit	2	10	15,000			-
	Full Circuit	3	6	17,000			-
	Full Circuit Reverse	3	8	20,000	55,000	55,000	-
	Old Circuit Reverse	2	10	15,000			-
	Grand Prix Circuit	3	6	17,000			-
	Full Circuit	4	6	19,000			-
	Full Circuit	4	6	20,000			-
	Full Circuit	8	3	19,000			-



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Career Mode Event List

Category	✓	Race Order	Event Name	Required Driver Level	Event Description and Requirements	Location	
Professional		1	Class A World Tour	20	Drive some of the world's rarest cars on international tracks.	Circuit de Catalunya	
		2				Camino Viejo de Montserrat	
		3				Sedona Raceway Park	
		4				Sunset Peninsula Raceway	
		5				Road America	
		6				Sedona Raceway Park	
Professional		1	Class S World Tour	20	Drive Class S (heavily modified) cars on international tracks.	Camino Viejo de Montserrat	
		2				Le Mans Circuit de la Sarthe	
		3				Road Atlanta	
		4				Mazda Raceway Laguna Seca	
		5				Twin Ring Motegi	
		6				Sunset Peninsula Raceway	
Professional		1	Class R3 World Tour	20	Any R3 class car can compete in this international event.	Road America	
		2				Sedona Raceway Park	
		3				Camino Viejo de Montserrat	
		4				Le Mans Circuit de la Sarthe	
		5				Twin Ring Motegi	
		6				New York Circuit	
Professional		1	Class R2 World Tour	20	Race a Class R2 car in multiple events on tracks all over the world.	New York Circuit	
		2				Sedona Raceway Park	
		3				Road America	
		4				Le Mans Circuit de la Sarthe	
		5				Circuit de Catalunya	
		6				Sebring International Raceway	
Professional		1	Class R1 World Tour	20	Race a Class R1 car on tracks located all over the world.	Sedona Raceway Park	
		2				Road America	
		3				Camino Viejo de Montserrat	
		4				Le Mans Circuit de la Sarthe	
		5				Silverstone Racing Circuit	
		6				Mugello Autodromo Internazionale	
Speedway		1	Class F Speedway Challenge	10	Look for multiple optimal lines on these oval tracks as you pilot a Class F car to victory in this event.	Twin Ring Motegi	
		2				Sedona Raceway Park	
		3				Sunset Peninsula Raceway	
Speedway		1	Class E Speedway Challenge	10	Sport production cars from Class E hit the speedway ovals.	Sedona Raceway Park	
		2				Twin Ring Motegi	
		3				Sunset Peninsula Raceway	



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Career Mode Event List

	Track	Track Length (miles)	Laps	1st Place (credits)	All Gold Credit Bonus (non-repeatable)	Season Play Series Credit Bonus (repeatable)	Season Championship Credit Bonus (non-repeatable)
	Grand Prix Circuit	3	6	17,000	53,000	53,000	-
	Extreme Circuit Reverse	4	4	16,000			-
	Full Circuit Reverse	4	5	17,000			-
	Full Circuit Reverse	3	8	18,000			-
	Full Circuit	4	6	20,000			-
	Full Circuit	2	8	18,000			-
	Extreme Circuit	4	5	21,000	60,500	60,500	-
	Full Circuit	8	3	19,000			-
	Full Circuit	3	9	19,000			-
	Full Circuit	4	6	20,000			-
	Full Circuit	3	7	21,000			-
	Full Circuit	3	9	21,000			-
	Full Circuit	4	6	20,000	58,000	58,000	-
	Full Circuit	4	6	20,000			-
	Extreme Circuit Reverse	4	5	20,000			-
	Old Mulsanne Circuit	8	3	17,000			-
	Full Circuit	3	7	21,000			-
	Old Circuit	2	12	18,000			-
	Old Circuit Reverse	2	14	21,000	63,000	63,000	-
	Full Circuit Reverse	4	6	21,000			-
	Full Circuit	4	7	23,000			-
	Full Circuit	8	3	19,000			-
	Grand Prix Circuit	3	7	20,000			-
	Full Circuit	4	7	22,000			-
	Full Circuit	4	6	20,000	66,500	66,500	-
	Full Circuit	4	7	23,000			-
	Extreme Circuit	4	5	21,000			-
	Old Mulsanne Circuit	8	4	23,000			-
	Grand Prix Circuit	3	8	23,000			-
	Full Circuit	3	8	23,000			-
	Super Speedway	1	7	6,600	9,300	9,300	-
	Speedway	2	6	5,200			-
	Speedway	2	6	6,800			-
	Speedway	2	7	6,000	9,700	9,700	-
	Super Speedway	1	7	6,600			-
	Speedway	2	6	6,800			-



FORZA MOTORSPORT 3

Career Mode Event List

Category	✓	Race Order	Event Name	Required Driver Level	Event Description and Requirements	Location	
Speedway		1	Class D Speedway Challenge	10	Sport-performance production cars from Class D try to find all the right lines on oval speedway tracks.	Sunset Peninsula Raceway	
		2				Sedona Raceway Park	
		3				Twin Ring Motegi	
Speedway		1	Class C Speedway Challenge	10	Performance production cars from Class C take on speedway ovals.	Sedona Raceway Park	
		2				Sunset Peninsula Raceway	
		3				Twin Ring Motegi	
Speedway		1	Class B Speedway Challenge	10	High-performance production cars from Class B lay down laps on speedway oval tracks.	Sunset Peninsula Raceway	
		2				Sedona Raceway Park	
		3				Twin Ring Motegi	
Speedway		1	Class A Speedway Challenge	10	Class A cars compete in a series of high-speed laps on speedway ovals.	Sedona Raceway Park	
		2				Sunset Peninsula Raceway	
		3				Sedona Raceway Park	
Speedway		1	Class S Speedway Challenge	10	Drive heavily modified cars from Class S on speedway ovals.	Sunset Peninsula Raceway	
		2				Sedona Raceway Park	
		3				Sunset Peninsula Raceway	
Speedway		1	Class R3 Speedway Challenge	10	Race around in circles in purpose-built race cars from Class R3.	Sedona Raceway Park	
		2				Sunset Peninsula Raceway	
		3				Twin Ring Motegi	
Speedway		1	Class R2 Speedway Challenge	10	Ultra high-end purpose-built cars from Class R2 compete in a series of races on speedway ovals.	Sedona Raceway Park	
		2				Sunset Peninsula Raceway	
		3				Twin Ring Motegi	
Speedway		1	Class R1 Speedway Challenge	10	Race circles around your R1 class competition in this event showcasing speedway ovals.	Twin Ring Motegi	
		2				Sedona Raceway Park	
		3				Sunset Peninsula Raceway	
Drag Race		1	250HP FWD Shoot-Out	10	Light up those tires as you accelerate from the starting line in this drag race series limited to FWD cars with less than 250 hp.	Sedona Raceway Park	
		2				Sedona Raceway Park	
		3				Sedona Raceway Park	
Drag Race		1	300HP FWD Shoot-Out	10	Catch straight-line fever in this series of drag races limited to FWD vehicles with less than 300 hp.	Sedona Raceway Park	
		2				Sedona Raceway Park	
		3				Sedona Raceway Park	
Drag Race		1	350HP RWD Shoot-Out	10	Go for the hole shot every time in this drag race series limited to RWD cars with less than 350 hp.	Sedona Raceway Park	
		2				Sedona Raceway Park	
		3				Sedona Raceway Park	
Drag Race		1	400HP AWD Shoot-Out	10	Accelerate from a standing start in this drag race series limited to AWD cars with less than 400 hp.	Sedona Raceway Park	
		2				Sedona Raceway Park	
		3				Sedona Raceway Park	
Drag Race		1	450HP RWD Shoot-Out	10	Leave your opponent in the dust in this series of drag races limited to RWD cars with less than 450 hp.	Sedona Raceway Park	
		2				Sedona Raceway Park	
		3				Sedona Raceway Park	



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Career Mode Event List

	Track	Track Length (miles)	Laps	1st Place (credits)	All Gold Credit Bonus (non-repeatable)	Season Play Series Credit Bonus (repeatable)	Season Championship Credit Bonus (non-repeatable)
	Speedway Reverse	2	6	7,100	10,300	10,300	-
	Speedway Reverse	2	7	5,900			-
	Super Speedway	1	8	7,600			-
	Speedway Reverse	2	8	6,700	10,700	10,700	-
	Speedway Reverse	2	6	7,100			-
	Super Speedway	1	8	7,600			-
	Speedway Reverse	2	6	7,100	11,250	11,250	-
	Speedway	2	8	6,900			-
	Super Speedway	1	9	8,500			-
	Speedway	2	9	7,700	11,750	11,750	-
	Speedway Reverse	2	7	8,300			-
	Speedway Reverse	2	9	7,500			-
	Speedway	2	7	7,900	11,850	11,850	-
	Speedway Reverse	2	9	7,500			-
	Speedway Reverse	2	7	8,300			-
	Speedway Reverse	2	10	8,400	12,850	12,850	-
	Speedway	2	7	7,900			-
	Super Speedway	1	10	9,400			-
	Speedway	2	10	8,600	12,950	12,950	-
	Speedway	2	7	7,900			-
	Super Speedway	1	10	9,400			-
	Super Speedway	1	11	10,000	13,700	13,700	-
	Speedway	2	11	9,500			-
	Speedway	2	7	7,900			-
	Drag 1/8 mile	0	1	210	315	315	-
	Drag 1/8 mile	0	1	210			-
	Drag 1/8 mile	0	1	210			-
	Drag 1/8 mile	0	1	210	315	315	-
	Drag 1/8 mile	0	1	210			-
	Drag 1/8 mile	0	1	210			-
	Drag 1/8 mile	0	1	210	315	315	-
	Drag 1/8 mile	0	1	210			-
	Drag 1/8 mile	0	1	210			-
	Drag 1/4 mile	0	1	300	450	450	-
	Drag 1/4 mile	0	1	300			-
	Drag 1/4 mile	0	1	300			-
	Drag 1/4 mile	0	1	300	450	450	-
	Drag 1/4 mile	0	1	300			-
	Drag 1/4 mile	0	1	300			-



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Career Mode Event List

Category	✓	Race Order	Event Name	Required Driver Level	Event Description and Requirements	Location	
Drag Race		1	500HP AWD Shoot-Out	10	Feel your neck snap back as you peel off the line in this drag race series limited to AWD cars with less than 500 hp.	Sedona Raceway Park	
		2				Sedona Raceway Park	
		3				Sedona Raceway Park	
Drag Race		1	550HP AWD Shoot-Out	10	Accelerate from a standing start in this drag race series open to AWD cars with less than 550 hp.	Sedona Raceway Park	
		2				Sedona Raceway Park	
		3				Sedona Raceway Park	
Drag Race		1	600HP AWD Shoot-Out	10	Accelerate from a standing start in this drag race series limited to AWD cars with less than 600 hp.	Sedona Raceway Park	
		2				Sedona Raceway Park	
		3				Sedona Raceway Park	
Drag Race		1	650HP RWD Shoot-Out	10	Win it all without making a single turn in this drag race series limited to RWD cars with less than 650 hp.	Sedona Raceway Park	
		2				Sedona Raceway Park	
		3				Sedona Raceway Park	
Drag Race		1	700HP RWD Shoot-Out	10	Race head to head against another big brute in this series of drag races limited to RWD cars with less than 700 hp.	Sedona Raceway Park	
		2				Sedona Raceway Park	
		3				Sedona Raceway Park	
Closed Course		1	Fujimi Kaido Class F Series	10	Standard production cars from Class F compete in this rally series at Fujimi Kaido.	Fujimi Kaido	
		2				Fujimi Kaido	
		3				Fujimi Kaido	
		4				Fujimi Kaido	
Closed Course		1	Amalfi Class E Series	10	Cars from Class E, sport production cars, compete in this rally series at Amalfi.	Rally di Positano	
		2				Rally di Positano	
		3				Rally di Positano	
		4				Rally di Positano	
Closed Course		1	Nürburgring Class D Series	10	Sport-performance production cars from Class D are featured in this rally series at Nürburgring.	Nürburgring Nordschleife	
		2				Nürburgring Nordschleife	
		3				Nürburgring Nordschleife	
		4				Nürburgring Nordschleife	
Closed Course		1	Fujimi Kaido Class C Series	10	Race your Class C car to the top of the bracket in this series of point-to-point races at Fujimi Kaido.	Fujimi Kaido	
		2				Fujimi Kaido	
		3				Fujimi Kaido	
		4				Fujimi Kaido	
Closed Course		1	Amalfi Class B Series	10	Enjoy the scenery as you pilot a Class B car to victory in this series of point-to-point races along the Amalfi Coast.	Rally di Positano	
		2				Rally di Positano	
		3				Rally di Positano	
		4				Rally di Positano	
Closed Course		1	Nürburgring Class A Series	10	Test yourself in a Class A car in this series of point-to-point races at Germany's fabled Nürburgring.	Nürburgring Nordschleife	
		2				Nürburgring Nordschleife	
		3				Nürburgring Nordschleife	
		4				Nürburgring Nordschleife	

Career Mode Event List							
	Track	Track Length (miles)	Laps	1st Place (credits)	All Gold Credit Bonus (non-repeatable)	Season Play Series Credit Bonus (repeatable)	Season Championship Credit Bonus (non-repeatable)
	Drag 1/4 mile	0	1	300	450	450	-
	Drag 1/4 mile	0	1	300			-
	Drag 1/4 mile	0	1	300			-
	Drag 1/4 mile	0	1	300	450	450	-
	Drag 1/4 mile	0	1	300			-
	Drag 1/4 mile	0	1	300			-
	Drag 1/4 mile	0	1	300	450	450	-
	Drag 1/4 mile	0	1	300			-
	Drag 1/4 mile	0	1	300			-
	Drag 1/4 mile	0	1	300	450	450	-
	Drag 1/4 mile	0	1	300			-
	Drag 1/4 mile	0	1	300			-
	Drag 1/4 mile	0	1	300	450	450	-
	Drag 1/4 mile	0	1	300			-
	Drag 1/4 mile	0	1	300			-
	Stage C Downhill	2	1	2,900	6,400	6,400	-
	Stage A Downhill	2	1	3,000			-
	Stage D Downhill	3	1	2,900			-
	Stage B Downhill	3	1	4,000			-
	Stage A	2	1	2,500	4,850	4,850	-
	Stage B	2	1	1,900			-
	Stage C	2	1	2,500			-
	Stage D	2	1	2,800			-
	Stage A	3	1	3,000	6,400	6,400	-
	Stage B	3	1	2,900			-
	Stage C	3	1	3,400			-
	Stage D	4	1	3,500			-
	Stage D Hill Climb	2	1	3,000	6,550	6,550	-
	Stage A Hill Climb	2	1	3,100			-
	Stage C Hill Climb	3	1	3,000			-
	Stage B Hill Climb	3	1	4,000			-
	Stage A Reverse	2	1	2,400	4,850	4,850	-
	Stage B Reverse	2	1	1,900			-
	Stage C Reverse	2	1	2,500			-
	Stage D Reverse	2	1	2,900			-
	Stage D	4	1	3,500	6,400	6,400	-
	Stage C	3	1	3,400			-
	Stage B	3	1	2,900			-
	Stage A	3	1	3,000			-



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Career Mode Event List

Category	✓	Race Order	Event Name	Required Driver Level	Event Description and Requirements	Location	
Closed Course		1	Fujimi Kaido Class S Series	10	Heavily modified production cars from Class S compete in rally races at Fujimi Kaido.	Fujimi Kaido	
		2				Fujimi Kaido	
		3				Fujimi Kaido	
		4				Fujimi Kaido	
Closed Course		1	Amalfi Class R3 Series	10	Compete in a series of rally races in a Class R3 car along the Amalfi Coast.	Rally di Positano	
		2				Rally di Positano	
		3				Rally di Positano	
		4				Rally di Positano	
Closed Course		1	Nürburgring Class R2 Series	10	Class R2 cars are required for this series of rally races at Nürburgring.	Nürburgring Nordschleife	
		2				Nürburgring Nordschleife	
		3				Nürburgring Nordschleife	
		4				Nürburgring Nordschleife	
Closed Course		1	Fujimi Kaido Class R1 Series	10	Class R1 cars are the focus in this series of point-to-point races at Fujimi Kaido.	Fujimi Kaido	
		2				Fujimi Kaido	
		3				Fujimi Kaido	
		4				Fujimi Kaido	
Closed Course		1	Class F Super Lap Days	10	Limited to Class F cars, this race is a single long lap at three of the world's finest road courses.	Rally di Positano	
		2				Fujimi Kaido	
		3				Nürburgring Nordschleife	
Closed Course		1	Class E Super Lap Days	10	Class E cars race a single long lap at Japanese, Italian, and German tracks.	Rally di Positano	
		2				Fujimi Kaido	
		3				Nürburgring Nordschleife	
Closed Course		1	Class D Super Lap Days	10	You'll drive a Class D car in this marathon of long laps at three different tracks.	Fujimi Kaido	
		2				Rally di Positano	
		3				Nürburgring Nordschleife	
Closed Course		1	Class C Super Lap Days	10	Race your Class C car in a series of single, extra-long super laps at Fujimi Kaido, Nürburgring, and Amalfi.	Nürburgring Nordschleife	
		2				Rally di Positano	
		3				Fujimi Kaido	
Closed Course		1	Class B Super Lap Days	10	Class B cars head to the starting line for one long lap at three different tracks.	Fujimi Kaido	
		2				Nürburgring Nordschleife	
		3				Rally di Positano	
Closed Course		1	Class A Super Lap Days	10	Put on a show in your Class A car as you complete a single super-size lap at three different tracks.	Nürburgring Nordschleife	
		2				Fujimi Kaido	
		3				Rally di Positano	
Closed Course		1	Class S Super Lap Days	10	One long lap that lets you lay it all on the line in a Class S car.	Rally di Positano	
		2				Fujimi Kaido	
		3				Nürburgring Nordschleife	
Closed Course		1	Class R3 Super Lap Days	10	Limited to Class R3 cars, one big lap is all you'll need.	Nürburgring Nordschleife	
		2				Fujimi Kaido	
		3				Rally di Positano	



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Career Mode Event List

	Track	Track Length (miles)	Laps	1st Place (credits)	All Gold Credit Bonus (non-repeatable)	Season Play Series Credit Bonus (repeatable)	Season Championship Credit Bonus (non-repeatable)
	Stage B Down Hill	3	1	4,000	6,500	6,500	-
	Stage C Hill Climb	3	1	3,000			-
	Stage A Down Hill	2	1	3,000			-
	Stage D Hill Climb	2	1	3,000			-
	Stage C	2	1	2,500	4,650	4,650	-
	Stage B	2	1	1,900			-
	Stage A Reverse	2	1	2,400			-
	Stage C Reverse	2	1	2,500			-
	Stage C	3	1	3,400	6,400	6,400	-
	Stage D	4	1	3,500			-
	Stage B	3	1	2,900			-
	Stage A	3	1	3,000			-
	Stage A Hill Climb	2	1	3,100	6,450	6,450	-
	Stage D Down Hill	3	1	2,900			-
	Stage B Hill Climb	3	1	4,000			-
	Stage C Down Hill	2	1	2,900			-
	Full Circuit	7	1	9,400	17,200	17,200	-
	Full Circuit	10	1	13,000			-
	Full Circuit	13	1	12,000			-
	Full Circuit Reverse	7	1	9,500	17,250	17,250	-
	Full Circuit Reverse	10	1	13,000			-
	Full Circuit	13	1	12,000			-
	Full Circuit	10	1	13,000	17,250	17,250	-
	Full Circuit Reverse	7	1	9,500			-
	Full Circuit	13	1	12,000			-
	Full Circuit	13	1	12,000	17,200	17,200	-
	Full Circuit	7	1	9,400			-
	Full Circuit Reverse	10	1	13,000			-
	Full Circuit Reverse	10	1	13,000	17,250	17,250	-
	Full Circuit	13	1	12,000			-
	Full Circuit Reverse	7	1	9,500			-
	Full Circuit	13	1	12,000	17,250	17,250	-
	Full Circuit	10	1	13,000			-
	Full Circuit Reverse	7	1	9,500			-
	Full Circuit	7	1	9,400	17,200	17,200	-
	Full Circuit	10	1	13,000			-
	Full Circuit	13	1	12,000			-
	Full Circuit	13	1	12,000	17,200	17,200	-
	Full Circuit Reverse	10	1	13,000			-
	Full Circuit	7	1	9,400			-


FORZA MOTORSPORT 3
Career Mode Event List

Category	✓	Race Order	Event Name	Required Driver Level	Event Description and Requirements	Location	
Closed Course		1	Class R2 Super Lap Days	10	Show your skill as you pilot a Class R2 car through a series of lengthy single-lap races at three tracks.	Fujimi Kaido	
		2				Nürburgring Nordschleife	
		3				Rally di Positano	
Closed Course		1	Class R1 Super Lap Days	10	Drive a Class R1 car as you compete in a series of single-lap races at tracks in Japan, Italy, and Germany.	Rally di Positano	
		2				Nürburgring Nordschleife	
		3				Fujimi Kaido	
Endurance		1	34 Laps Road Atlanta	20	Race hard through 86 miles and 408 turns in this 34-lap endurance race at Road Atlanta.	Road Atlanta	
Endurance		1	130-km Circuit de Catalunya	20	A true test of endurance, this race is 130 kms at the picturesque Circuit de Catalunya.	Circuit de Catalunya	
Endurance		1	134-km Twin Ring Motegi	20	Race 134 kms at the Twin Ring Motegi Road Course. How many sub-2-minute-laps can you complete?	Twin Ring Motegi	
Endurance		1	160-km Silverstone GP	20	Race 160 kms at Silverstone, home of the British Grand Prix.	Silverstone Racing Circuit	
Endurance		1	32 Laps Mugello	20	Race 32 laps (over 100 miles) at Italy's Mugello Autodromo Internazionale.	Mugello Autodromo Internazionale	
Endurance		1	169-km Suzuka Circuit	20	Your endurance will be tested as you race 169 kms at Suzuka.	Suzuka Circuit	
Endurance		1	31 Laps Sebring Intl Raceway	20	Lay down the quickest 31 laps of your life in this endurance race at Sebring International Raceway.	Sebring International Raceway	
Endurance		1	128 Miles Road America	20	Test your (and your car's) endurance in the single longest race of this or any season, 128 miles at Road America.	Road America	
Endurance		1	17 Laps Circuit de la Sarthe	20	Race a full 17 laps on the Le Mans Circuit de la Sarthe.	Le Mans Circuit de la Sarthe	
Endurance		1	187-km Nordschleife	20	Take on the "Green Hell" in this 187-km endurance race at Nürburgring Nordschleife.	Nürburgring Nordschleife	
Championship		1	Class F World Championship	3	This storied Championship event is limited to Class F cars.	Circuit de Catalunya	
		2				Sedona Raceway Park	
		3				Silverstone Racing Circuit	
Championship		1	Class E World Championship	3	Drivers of Class E cars battle for the top spot in this memorable Championship event.	Circuit de Catalunya	
		2				Sedona Raceway Park	
		3				Silverstone Racing Circuit	
Championship		1	Class D World Championship	5	This prestigious Championship event is open to cars in Class D.	Sebring International Raceway	
		2				Circuit de Catalunya	
		3				Sedona Raceway Park	
		4				Silverstone Racing Circuit	
Championship		1	Class C World Championship	5	The world's best drivers race Class C cars in this Championship event.	Sebring International Raceway	
		2				Circuit de Catalunya	
		3				Sedona Raceway Park	
		4				Silverstone Racing Circuit	
		5				Suzuka Circuit	

Career Mode Event List							
	Track	Track Length (miles)	Laps	1st Place (credits)	All Gold Credit Bonus (non-repeatable)	Season Play Series Credit Bonus (repeatable)	Season Championship Credit Bonus (non-repeatable)
	Full Circuit	10	1	13,000	17,250	17,250	-
	Full Circuit	13	1	12,000			-
	Full Circuit Reverse	7	1	9,500			-
	Full Circuit	7	1	9,400	17,200	17,200	-
	Full Circuit	13	1	12,000			-
	Full Circuit	10	1	13,000			-
	Full Circuit	3	34	72,000	36,000	36,000	-
	Grand Prix Circuit	3	26	74,000	37,000	37,000	-
	Full Circuit	3	28	83,000	41,500	41,500	-
	Grand Prix	3	31	88,000	44,000	44,000	-
	Full Circuit	3	32	92,000	46,000	46,000	-
	Full Circuit	4	29	92,000	46,000	46,000	-
	Full Circuit	4	31	99,000	49,500	49,500	-
	Full Circuit	4	32	110,000	55,000	55,000	-
	Full Circuit	8	17	110,000	55,000	55,000	-
	Full Circuit	13	9	110,000	55,000	55,000	-
	Grand Prix Circuit	3	2	5,700	9,100	9,100	5,700
	Full Circuit	4	2	6,800			6,800
	Grand Prix	3	2	5,700			5,700
	Grand Prix Circuit	3	3	8,600	11,950	11,950	8,600
	Full Circuit	4	2	6,800			6,800
	Grand Prix	3	3	8,500			8,500
	Full Circuit	4	3	9,500	11,950	11,950	9,500
	Grand Prix Circuit	3	3	8,600			8,600
	Full Circuit	4	3	10,000			10,000
	Grand Prix	3	3	8,500			8,500
	Full Circuit	4	4	13,000	29,000	29,000	13,000
	Grand Prix Circuit	3	4	11,000			11,000
	Full Circuit	4	3	10,000			10,000
	Grand Prix	3	4	11,000			11,000
	Full Circuit	4	4	13,000			13,000



FORZA MOTORSPORT 3

Career Mode Event List

Category	✓	Race Order	Event Name	Required Driver Level	Event Description and Requirements	Location	
Championship		1	Class B World Championship	10	This Championship event offers a world-class challenge for Class B cars.	Sebring International Raceway	
		2				Circuit de Catalunya	
		3				Sedona Raceway Park	
		4				Silverstone Racing Circuit	
		5				Suzuka Circuit	
		6				New York Circuit	
Championship		1	Class A World Championship	10	This Championship event features races between the best Class A cars (and drivers) in the world.	Sebring International Raceway	
		2				Circuit de Catalunya	
		3				Sedona Raceway Park	
		4				Silverstone Racing Circuit	
		5				Suzuka Circuit	
		6				New York Circuit	
		7				Le Mans Circuit de la Sarthe	
Championship		1	Class S World Championship	20	A serious showdown of the world's fastest cars. Who will claim the Championship crown?	Sebring International Raceway	
		2				Circuit de Catalunya	
		3				Sedona Raceway Park	
		4				Silverstone Racing Circuit	
		5				Suzuka Circuit	
		6				New York Circuit	
		7				Le Mans Circuit de la Sarthe	
		8				Sunset Peninsula Raceway	
Championship		1	Class R3 World Championship	20	This event is open to Class R3 cars.	Sebring International Raceway	
		2				Circuit de Catalunya	
		3				Sedona Raceway Park	
		4				Silverstone Racing Circuit	
		5				Suzuka Circuit	
		6				New York Circuit	
		7				Le Mans Circuit de la Sarthe	
		8				Sunset Peninsula Raceway	
		9				Road America	



FORZA MOTORSPORT 3

Career Mode Event List

	Track	Track Length (miles)	Laps	1st Place (credits)	All Gold Credit Bonus (non-repeatable)	Season Play Series Credit Bonus (repeatable)	Season Championship Credit Bonus (non-repeatable)
	Full Circuit	4	4	13,000	40,000	40,000	13,000
	Grand Prix Circuit	3	5	14,000			14,000
	Full Circuit	4	4	14,000			14,000
	Grand Prix	3	5	14,000			14,000
	Full Circuit	4	4	13,000			13,000
	Old Circuit	2	8	12,000			12,000
	Full Circuit	4	5	16,000	52,000	52,000	16,000
	Grand Prix Circuit	3	5	14,000			14,000
	Full Circuit	4	4	14,000			14,000
	Grand Prix	3	6	17,000			17,000
	Full Circuit	4	5	16,000			16,000
	Full Circuit	2	9	14,000			14,000
	Full Circuit	8	2	13,000			13,000
	Full Circuit	4	6	19,000	77,500	77,500	19,000
	Grand Prix Circuit	3	7	20,000			20,000
	Full Circuit	4	6	20,000			20,000
	Grand Prix	3	7	20,000			20,000
	Full Circuit	4	6	19,000			19,000
	Full Circuit	2	11	17,000			17,000
	Full Circuit	8	3	19,000			19,000
	Full Circuit	3	9	21,000			21,000
	Full Circuit	4	7	22,000	106,500	106,500	22,000
	Grand Prix Circuit	3	8	23,000			23,000
	Full Circuit	4	7	24,000			24,000
	Grand Prix	3	9	26,000			26,000
	Full Circuit	4	7	22,000			22,000
	Full Circuit	2	14	21,000			21,000
	Full Circuit	8	4	26,000			26,000
	Full Circuit	3	11	26,000			26,000
	Full Circuit	4	7	23,000			23,000



APPENDIX A: MASTER CAR LIST

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APPENDIX E: CAREER MODE EVENT LIST

APPENDIX F: XBOX 360 ACHIEVEMENTS

APPENDIX G: UNICORNS, LIMITED EDITION, AND VIP CARS

FORZA MOTORSPORT 3

Career Mode Event List

Category	✓	Race Order	Event Name	Required Driver Level	Event Description and Requirements	Location	
Championship	<input type="checkbox"/>	1	Class R2 World Championship	25	The cream of the R2 racing class takes center stage in this highly competitive world-class Championship event.	Sebring International Raceway	
	<input type="checkbox"/>	2				Circuit de Catalunya	
	<input type="checkbox"/>	3				Sedona Raceway Park	
	<input type="checkbox"/>	4				Silverstone Racing Circuit	
	<input type="checkbox"/>	5				Suzuka Circuit	
	<input type="checkbox"/>	6				New York Circuit	
	<input type="checkbox"/>	7				Le Mans Circuit de la Sarthe	
	<input type="checkbox"/>	8				Sunset Peninsula Raceway	
	<input type="checkbox"/>	9				Road America	
	<input type="checkbox"/>	10				Twin Ring Motegi	
	<input type="checkbox"/>	11				Mugello Autodromo Internazionale	
Championship	<input type="checkbox"/>	1	Class R1 World Championship	30	Top Class R1 cars from around the world race for the checkered flag in this world-class Championship event.	Sebring International Raceway	
	<input type="checkbox"/>	2				Circuit de Catalunya	
	<input type="checkbox"/>	3				Sedona Raceway Park	
	<input type="checkbox"/>	4				Silverstone Racing Circuit	
	<input type="checkbox"/>	5				Suzuka Circuit	
	<input type="checkbox"/>	6				New York Circuit	
	<input type="checkbox"/>	7				Le Mans Circuit de la Sarthe	
	<input type="checkbox"/>	8				Sunset Peninsula Raceway	
	<input type="checkbox"/>	9				Road America	
	<input type="checkbox"/>	10				Twin Ring Motegi	
	<input type="checkbox"/>	11				Mugello Autodromo Internazionale	
	<input type="checkbox"/>	12				Road Atlanta	
	<input type="checkbox"/>	13				Mazda Raceway Laguna Seca	



FORZA MOTORSPORT 3

Career Mode Event List

	Track	Track Length (miles)	Laps	1st Place (credits)	All Gold Credit Bonus (non-repeatable)	Season Play Series Credit Bonus (repeatable)	Season Championship Credit Bonus (non-repeatable)
	Full Circuit	4	9	29,000	155,000	155,000	29,000
	Grand Prix Circuit	3	10	29,000			29,000
	Full Circuit	4	8	27,000			27,000
	Grand Prix Circuit	3	10	28,000			28,000
	Full Circuit	4	9	29,000			29,000
	Full Circuit	2	16	24,000			24,000
	Full Circuit	8	4	26,000			26,000
	Full Circuit	3	13	30,000			30,000
	Full Circuit	4	9	30,000			30,000
	Full Circuit	3	10	29,000			29,000
	Full Circuit	3	10	29,000			29,000
	Full Circuit	4	10	32,000	212,000	212,000	32,000
	Grand Prix Circuit	3	11	31,000			31,000
	Full Circuit	4	10	34,000			34,000
	Grand Prix Circuit	3	12	34,000			34,000
	Full Circuit	4	10	32,000			32,000
	Full Circuit	2	19	29,000			29,000
	Full Circuit	8	5	32,000			32,000
	Full Circuit	3	15	35,000			35,000
	Full Circuit	4	10	33,000			33,000
	Full Circuit	3	11	32,000			32,000
	Full Circuit	3	12	35,000			35,000
	Full Circuit	3	15	32,000			32,000
	Full Circuit	2	15	33,000			33,000



APPENDIX F: XBOX 360 ACHIEVEMENTS

Achievement Icon	Achievement	Gamer Points	Requirement	Strategy Notes
	Welcome to Forza	15	Complete the very first race	As it says, complete the very first race in Career mode to earn this achievement.
	Bottomed Out	5	Jump five feet	Start a race on Camino Viejo—a hilly course—and this will be no sweat.
	Interior	5	Win a race using cockpit view	Drive an entire race—start to finish—from cockpit view. Don't switch views!
	Demon	5	Travel in excess of 200 mph	This is easily achieved with an R1 car on Sunset Peninsula Speedway.
	Drifter	5	Get over 1,000 points in a single drift section	Even a moderate level (3 - 5 second) drift earns you this award.
	Drift Lap	5	Get over 100,000 points in a single lap	This is best accomplished with a full drift tune on Fujimi Kaido.
	Car Level 1	5	Achieve a Car Level of 1 in Career mode	Car Level 1 = 4,000 XP
	Car Level 2	5	Achieve a Car Level of 2 in Career mode	Car Level 2 = 8,000 XP
	Car Level 3	5	Achieve a Car Level of 3 in Career mode	Car Level 3 = 16,000 XP
	Car Level 4	5	Achieve a Car Level of 4 in Career mode	Car Level 4 = 32,000 XP
	Car Level 5	5	Achieve a Car Level of 5 in Career mode	Car Level 5 = 64,000 XP
	Weekday Event	10	Complete your first weekday event	Finish a Career mode event that takes place on a weekday.
	Weekend	10	Complete your first weekend race	Finish a Career mode event that takes place on a weekend.
	Lapper	10	Complete a Time Trial	As it says, complete a Time Trial race to earn this achievement.
	Auctioneer	10	Sell a car on the auction house	Build and sell a custom car on the auction house.
	Sniper	10	Win an auction by outbidding someone	Just as it sounds, look for an auction with bids on it and place a higher bid.
	Shutterbug	10	Take a picture of your car	This is done in replay mode. Any photo will do.
	Grease Monkey	10	Create a car tuning file for your car	As stated in our tuning section, save your file when you're done.
	Painter	10	Create a paint job or vinyl group	Create a vinyl or custom paint job, as simple or complicated as you want.
	Curator	10	Upload a photo or movie to Forzamotorsport.net	After taking a photo or movie, post it online at the Forza Motorsport 3 official web site.
	Entrepreneur	10	Sell a tune, paint job, or vinyl group from your storefront	Create and sell a tune, paint job, or vinyl group online.
	Buyer	10	Buy something off the storefront	Like the above, but instead buy a tune, paint job, or vinyl group online.
	Director	10	Make your first Forza Motorsport movie	This is done in replay mode. Any movie counts.
	Level 1	10	Reach Driver Level 1 in Career mode	Driver Level 1 = 6,000 XP
	Level 2	10	Reach Driver Level 2 in Career mode	Driver Level 2 = 10,000 XP



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Achievement Icon	Achievement	Gamer Points	Requirement	Strategy Notes
	Level 3	10	Reach Driver Level 3 in Career mode	Driver Level 3 = 20,000 XP
	Level 4	10	Reach Driver Level 4 in Career mode	Driver Level 4 = 40,000 XP
	Level 5	10	Reach Driver Level 5 in Career mode	Driver Level 5 = 59,000 XP
	Level 6	10	Reach Driver Level 6 in Career mode	Driver Level 6 = 77,000 XP
	Level 7	10	Reach Driver Level 7 in Career mode	Driver Level 7 = 96,000 XP
	Level 8	10	Reach Driver Level 8 in Career mode	Driver Level 8 = 115,000 XP
	Level 9	10	Reach Driver Level 9 in Career mode	Driver Level 9 = 135,000 XP
	Level 10	10	Reach Driver Level 10 in Career mode	Driver Level 10 = 154,000 XP
	Level 15	15	Reach Driver Level 15 in Career mode	Driver Level 15 = 277,000 XP
	Level 20	20	Reach Driver Level 20 in Career mode	Driver Level 20 = 420,000 XP
	Level 25	25	Reach Driver Level 25 in Career mode	Driver Level 25 = 590,000 XP
	Level 30	30	Reach Driver Level 30 in Career mode	Driver Level 30 = 760,000 XP
	Level 35	35	Reach Driver Level 35 in Career mode	Driver Level 35 = 930,000 XP
	Level 40	40	Reach Driver Level 40 in Career mode	Driver Level 40 = 1,297,000 XP
	Level 45	45	Reach Driver Level 45 in Career mode	Driver Level 45 = 1,663,000 XP
	Level 50	50	Reach Driver Level 50 in Career mode	Driver Level 50 = 2,030,000 XP
	World Traveler	25	Race on every environment in the world	Race at least once in all seven countries: Italy, Spain, France, USA, Japan, Germany, and the United Kingdom.
	Year 1	50	Complete the first year of your career	As it says, complete one calendar year in Career mode.
	Year 2	50	Complete the second year of your career	As it says, complete two calendar years in Career mode.
	Year 3	50	Complete the third year of your career	As it says, complete three calendar years in Career mode.
	Year 4	50	Complete the fourth year of your career	As it says, complete four calendar years in Career mode.
	Year 5	50	Complete the fifth year of your career	As it says, complete five calendar years in Career mode.
	Year 6	50	Complete the sixth year of your career	As it says, complete six calendar years in Career mode.
	Connoisseur	50	Own one car from every manufacturer	Buy at least one car from each of the 44 manufacturers in the game.
	Solid Gold	80	Achieve a gold trophy in every career race type	When it says "type," that means category of event; so earn one gold in Testing, Manufacturer, Amateur, Semi-Pro, Professional, etc.



FORZA MOTORSPORT 3

APPENDIX G: UNICORNS, LIMITED EDITION, AND VIP CARS

This section contains cars not found in the standard retail game. These bonus cars are broken into two categories:

LIMITED EDITION AND VIP CARS

These specially tuned and painted cars are only available if you purchase the *Forza Motorsport 3* Limited Edition package.

Limited & VIP Cars

Flag Icon	Manufacturer	✓	Model	Year	Price (cr)	Class	Class Value	Drivetrain	Power (hp)	Torque (lb-ft)	
	Acura		Forza Motorsport NSX	2005	300,000	R3	711	MR	561	387	
	Aston Martin		Forza Motorsport DB9 Coupe	2005	350,000	S	661	FR	623	522	
			DBS	2008	260,000	A	523	FR	510	420	
	Audi		Forza Motorsport R8 5.2 FSI quattro	2010	300,000	S	687	MA	523	390	
	Dodge		Xbox 360 Charger Stock Car	2008	140,000	R3	713	FR	825	650	
	Ferrari		430 Scuderia	2007	270,000	S	636	MR	503	346	
	Nissan		Forza Motorsport Fairlady Z	2003	200,000	S	645	FR	550	467	
	Porsche		911 GT3 RS (997)	2007	150,000	A	562	RR	415	300	

UNICORNS

These cars are only found in the Auction House (online).

Unicorn Cars

Flag Icon	Manufacturer	✓	Model	Year
	Mazda		RX-7 Spirit R Type-A	2002
	Subaru		Impreza S204	2006



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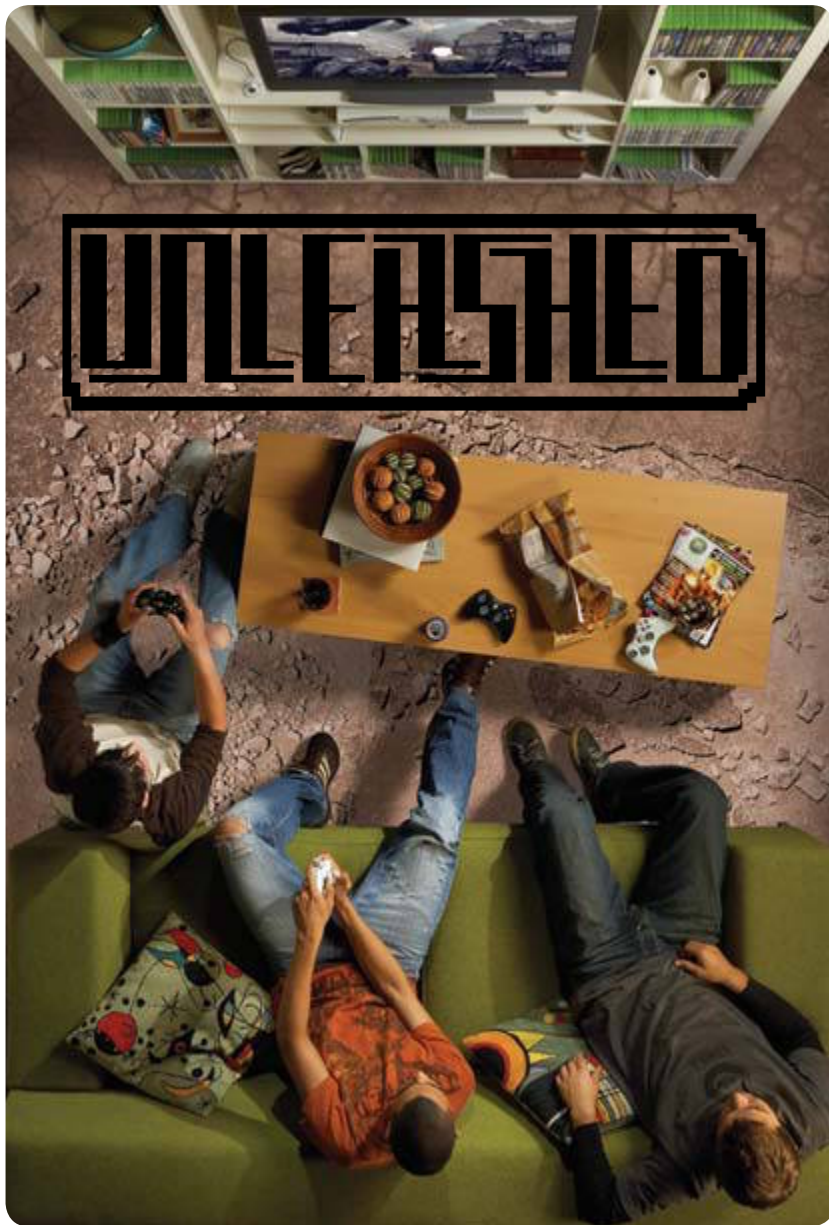
APPENDIX F: XBOX 360 ACHIEVEMENTS

APPENDIX G: UNICORNS, LIMITED EDITION, AND VIP CARS

FORZA MOTORSPORT 3

Limited & VIP Cars

	Weight (lbs)	Front Weight (%)	Disp. (L)	S	H	A	L	B	Engine Type	Gears	Car Type	Body Style	Engine Aspiration	1/4-Mile (sec)
	2,575	43	3.6	8.2	6.4	8.1	7.7	6.4	6 cylinder	6	Pre-Tuned	Coupe	Twin Turbocharged	11.61
	3,111	50	5.9	7.2	6.2	7.4	7.0	6.2	12 cylinder	6	Production	Coupe	Normally Aspirated	12.21
	3,737	53	5.9	7.5	5.7	6.3	6.4	5.7	12 cylinder	6	Pre-Tuned	Coupe	Normally Aspirated	13.69
	2,902	44	5.2	7.2	6.4	8.3	8.9	6.5	10 cylinder	6	Pre-Tuned	Coupe	Normally Aspirated	11.08
	3,400	52	5.9	7.5	6.9	7.7	6.7	6.8	8 cylinder	4	Pre-Tuned	American Stock Car	Normally Aspirated	12.03
	2,975	43	4.3	8.0	5.9	7.5	7.5	6.0	8 cylinder	6	Production	Coupe	Normally Aspirated	11.94
	2,700	53	3.8	6.8	6.1	7.6	6.7	6.2	6 cylinder	6	Pre-Tuned	Coupe	Normally Aspirated	12.51
	3,031	39	3.6	7.2	6.1	6.4	6.9	6.2	6 cylinder	6	Production	Coupe	Normally Aspirated	12.84



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