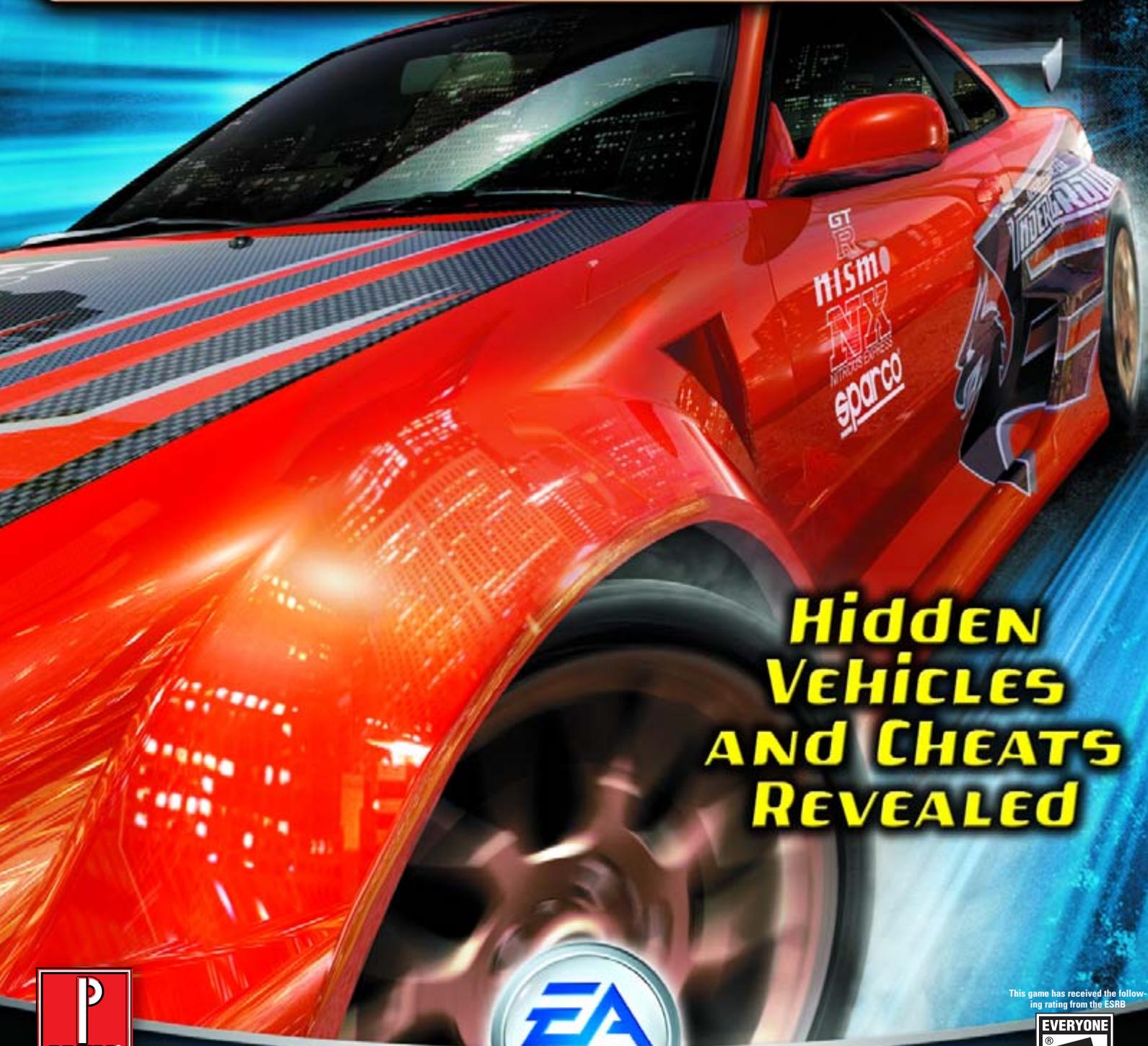


NEED FOR SPEED **UNDERGROUND**



**Hidden
Vehicles
AND CHEATS
REVEALED**



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This game has received the following rating from the ESRB



NEED FOR SPEED **UNDERGROUND**

PRIMA'S OFFICIAL STRATEGY GUIDE

DAN IRISH

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NEED FOR SPEED UNDERGROUND

PRIMA'S OFFICIAL STRATEGY GUIDE

INTRODUCTION

Be glad that you now have *Need for Speed Underground: Prima's Official Strategy Guide*, because it takes more than a fast car to get to the top. You need a certain amount of style and razor-sharp driving skills to compete as an urban racer. We can help. Get tips and strategies for every track, ideas for assembling the meanest vehicle, and hints for getting big profits fast!

Need for Speed Underground allows gamers to build and stylize a completely unique "urban exotic" car by earning Bank to pay for custom body kits and by gaining style points to unlock a myriad of different visual upgrades. The game features 20 customizable cars from Mitsubishi, Subaru, Toyota, and more. There are hundreds of aftermarket parts, including hoods, wheels, bumpers, decals, and tricked-out ground effects. Get a real sense of mind-blowing speeds with intense details that blur by you more the faster you race.

Now that you have another exciting title in the award winning franchise developed by the *Need for Speed Underground* Team at EA Canada, get ready for lightning-fast racing that blows your socks off.

DEDICATION

To my father, Peter, who always appreciated my need for speed as a kid.

Special Thanks

I'd like to thank the following people for their contribution to the *Need for Speed Underground: Prima's Official Strategy Guide*. Brad Anthony for his cunning insight and contributions on how to be the best of the best. To Scott Probin, Greg Uhler, and the rest of the team at EA, thanks for developing such a great game and for dishing out the secrets to me. To Christy, Jennifer, Matt, Asha, and the rest of the team at Prima for your tireless hours in putting together another great guide. Thanks again!



GETTING STARTED

This section covers the basics you need to be ready to hit the streets. Preparing you for your domination of the local racing scene is what this book is all about. However, it will not prepare you for the adoration of countless honeys and racing enthusiasts everywhere.

We start with the menu screens and how to set all of the options. Then we cover a brief gameplay overview—how to get into the game without delay by just covering the very basics. Finally, we review the different game types so you know what to look for when starting a new life in the underground.

MAIN MENU

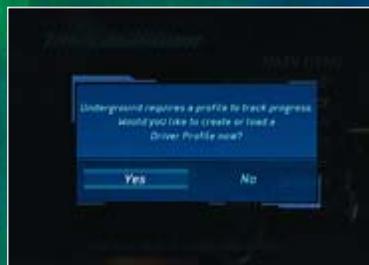


This menu provides access to all of the game options, including race type, customizing cars, user profiles, online play, and trailers for upcoming EA titles.

Go Underground

It's time to begin your career as a racer. Win your events to earn sick cash and mad props. This is the true heart of the game and your trial by fire. In the *Need for Speed Underground* racing circuit, you test your mettle against some of the best racers that still have a license. Not only are you racing to put them to shame, but if you're really good on the streets, your racing success unlocks challenging new tracks, hundreds of hot new tuner parts to pimp out your import, and choice new rides to put to the test on these hot summer nights.

Underground mode is a series of events chosen from most race types available in the game. In the beginning, you cut your teeth on events that inspire the nerve and style needed to win against increasingly more difficult characters and street bosses, as well as on more challenging circuits around the city. You truly have to earn your place as number one!



Quick Race

Hone your racing skills in challenging events in Circuit, Sprint, Drag, Drift, Lap Knockout, Free Run, and Tournament modes. Each Quick Race type shares additional common mode options including traffic level, catch-up, and opponent skill (a.k.a. AI difficulty). There are many ways to win in the streets; choose your conquest of the midnight counterculture.

Race Modes

Circuit: Rule the streets, Need for Speed: Underground style. Each of the city's 16 circuit tracks has its own flavor and rhythm. Race the original eight tracks forward and then attempt to master them in the opposite direction.

Sprint: Point A. Drive Fast. Point B. Sprint races are a special challenge because you never see the same part of a track once it blurs past. You get only one chance to be the first to the finish. It's all about the lines on these 16 street courses.

Drag: City streets. Straight line. All out. You need razor-sharp reflexes to hit the perfect shift in this manual performance challenge on 12 different tracks. Nailing the perfect shift is hard enough, but try dodging traffic at 150 mph!

Drift: Big drifts. Mad props. On these eight phat tracks you drift and power slide all over the shop to score big style points that go toward unlocking game secrets.

Lap Knockout: Last-place car on each lap bites the dust. Choose from one of 16 circuit maps in this tweaked version of old-school chase racing.

Free Run: Hot laps. Unlimited. All night long. This is the best way to get to know all the 16 circuit maps. Learn the turns, master the lines.

Tournament: Turn it up! Beat the rest to be the best. In tournament mode you choose your competition, from 3–8 races on any of the 16 circuit and 16 sprint tracks. It's all up to you!

Split Screen

Invite your friends over and beat them down. No mercy. This race type is limited to two players, however you can choose from any of the race types listed above with the exception of Free Run. Each split screen race type shares the same common mode options including traffic level, catch-up, and opponent skill.

Customize Ride



The shop contains hundreds of stock and after-market parts to pimp out your import to improve your reputation. You and your gearhead friends easily can spend more time in the shop than on the streets. Customizing your ride can be a very involved process; a later section is dedicated entirely to after-market tweaking.

Options

The following main game options are available.

AUDIO



Adjust the following volume parameters to your preference:

- **Volume**—Adjust slider for master game volume.
- **Speech Volume**—Adjust slider for voice-over volume.
- **Music Volume**—Adjust slider for in-game music tracks volume.
- **Sound Effects Volume**—Adjust slider for in-game sound effects volume.
- **Car Volume**—Adjust slider for in-game car ambient sound effects volume.
- **Tire Volume**—Adjust slider for in-game tire effects volume.

TIP!

Turn the music volume to half so car noise is dominant. Many racers favor this for a more immersive experience. On the other hand, some people just like to kick out the bass and drive!

CAMERA



Your view can profoundly affect your racing. Adjust the following camera options to your preference:

- **Favorite Drive Cam**—Choose from realistic interior full view Bumper Cam, exterior Far Cam, or exterior Close Cam.
- **Jump Cam**—Adjust the slider for how soon the cam cuts to the hang time cinema perspective. All the way to the right triggers the jump cam sooner while in the air.

CAR

Adjust several fundamental car parameters here:

- **Damage**—Toggle on/off whether the car take damage from impact with obstacles or traffic.
- **Transmission**—Toggle between automatic/manual transmissions.
- **Stability Control**—Toggles on/off. Set it to on to help straighten your car out after turns, etc. This can make driving much easier.



CONTROLLER



Use this submenu to determine Player 1 and Player 2 controller options:

- **Vibration**—Toggle on/off for Player 1 and Player 2.
- **Configuration**—Four button-configuration schemes are available. Choose one based on how you like to play.

DISPLAY

Here you can toggle on/off the display elements such as maps, gauges, times, etc. Some racers prefer to have nothing on the screen while on the streets, others favor seeing all real-time race information.



- **Track Map Modes**—Toggle track maps between 2D, 3D, and off.
- **Speedometer Units**—Toggle between mph and km/h.
- **HUD Setup**—Player 1 and Player 2 customizable Heads Up Display. Components to toggle on/off are: gauges, position, and lap information.
- **Horizontal Screen Position**—Adjust screen display to the left or right if it's off-balance.
- **Vertical Screen Position**—Adjust screen display up or down if it's off-balance.
- **Color Calibration**—Conduct this test to ensure your monitor is displaying at the developers' suggested gamut.

CAUTION!



Conduct the color calibration test immediately to ensure that your display is accurately reflecting optimal effects. A monitor that is too bright washes out your screen to the detriment of your racing experience. Or, if it's too dark, you might not see that obstacle.

EA TRAX

Here is the collection of all the tracks assembled for *Need for Speed Underground*. This collection includes songs from popular artists such as Fortress Europe, The Crystal Method, Overseer, Rob Zombie, Lost Prophets, Rancid and many more. Play them as often as you like.

SAVE/LOAD



- **Save**—Save current game at any point.
- **Load**—Load any previously saved games.
- **Autosave**—Toggle this on/off.

CREDITS

This game is brought to you by the fantastic team at EA Canada. For information on other hot upcoming games, check out their website: www.ea.com.

TRAILERS

Take a peek at the hot new titles at EA:

- **SSX 3**—The snowboarding title from EA is back with an insane pile of new tricks.



- **NFL Street**—A hot new twist on football like you've never seen before. It's more about flair than fundamentals.



- **NASCAR Thunder 2004**—Feel the thunder in EA's new racer. Plot your way through the circuit, you and a horde of other racers.



User Profile



Here your racer profile is created and your legend preserved.

- **Create**—Give yourself a catchy name.
- **Save**—Save any recent edits to your profile.
- **Load**—Load any previously saved profiles.
- **Delete**—Delete old and decrepit or tacky racers from the roster.

Play Online

The true multiplayer racing experience awaits you. Hook up to the net and get involved in the best online racing ever.



GAME PLAY OVERVIEW



The most involved aspect of the game is centered on pursuing your *Need for Speed Underground* racing career. The biggest part of any winning strategy is honing your skills for a particular vehicle. This means that any good driver can compete in almost any race with any given car, but the ones who win really know their car—how to push it and how well it performs under pressure.

Controls

Need for Speed Underground can be played with both the Analog DUALSHOCK®2 or the GT™ Force Steering Wheel controllers.

ANALOG DUALSHOCK®2 CONTROLLER

Analog mode is the default setting for your controller. The analog buttons are pressure sensitive. The harder you press the button, the faster you accelerate or brake. Actual button configuration can be changed in the Options submenu.

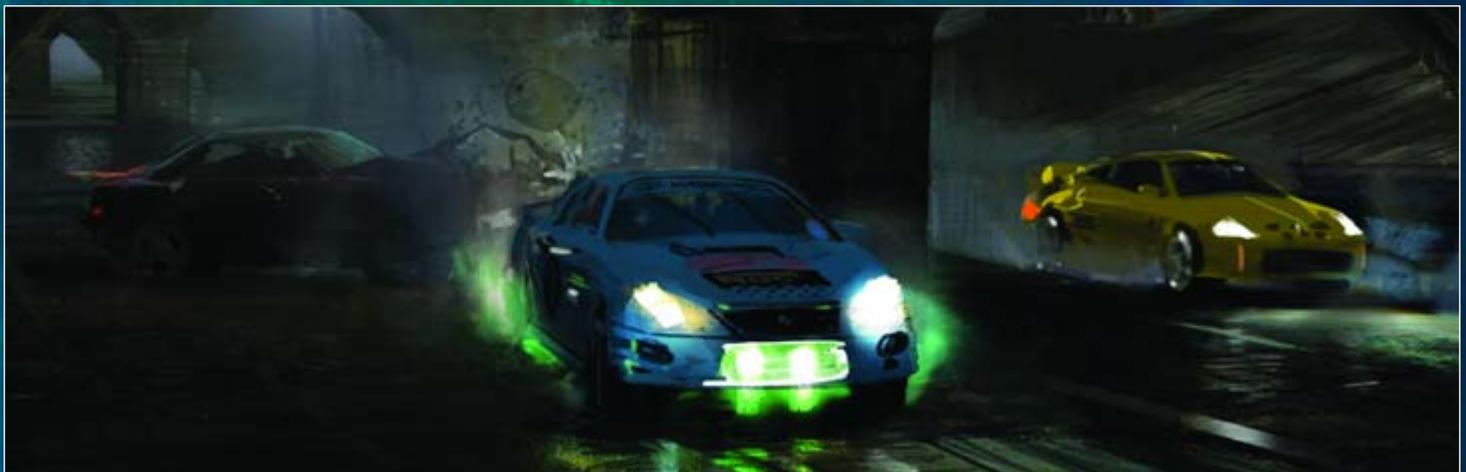
GT™ FORCE STEERING WHEEL

Use the USB port on your Playstation®2 to connect to the GT™ Force Steering Wheel. Use the bracket to mount the wheel to a coffee table and drive it like the hottest import around. Just make sure that the table is weighted down as it's quite easy to get overexcited and start breaking furniture. Change your button configuration in the Options submenu.

Racing 101



Practice, practice, practice; these are the best three words of advice. Get to know your tracks very well. Run through them in Free Run over and over to learn all the obstacles, and most importantly, to get closely acquainted with all the best lines.



AUTOMATIC OR MANUAL

Set your preference for transmission type in the Options submenu.

Automatic transmissions in the game work the same way as in real life. Once a set RPM is hit, the tranny shifts gears up or down accordingly.

Manual transmissions also work the same as in real life. The controls are easy to master with some practice.

TIP!

Try racing with an automatic transmission for a while until you're comfortable with the controls, car handling, and street circuit. With fewer distractions, it's easier to concentrate on winning. You can play through the entire game with having to switch from an automatic car, so don't feel pressured to change up to a manual.

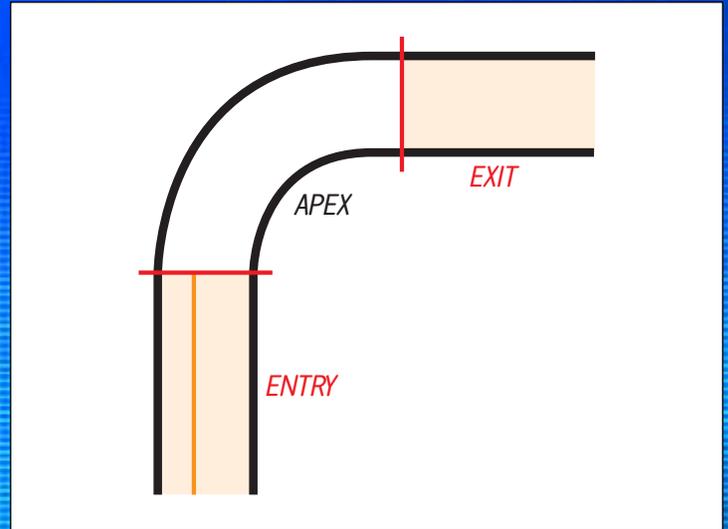
BRAKING



Skillful use of the brakes makes you a better racer. Every racer needs working knowledge and experience with several braking techniques.

Every corner is divided into three segments; the turn entry, the apex, and the turn exit. Learn to recognize these segments in every corner to master the essential art of technical braking.

BASIC BRAKING



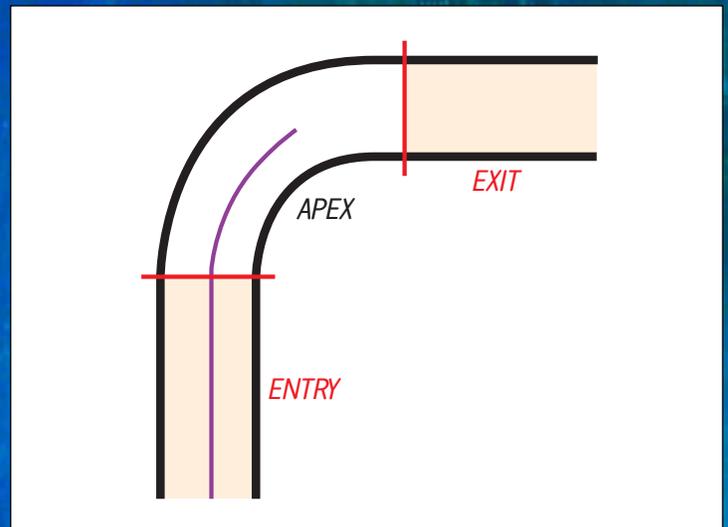
When approaching a corner at high speeds, brake before the turn entry point. At the apex of the turn, release the brakes and quickly accelerate out of the turn.

STRAIGHT LINE BRAKING

This principle is the Holy Grail of braking. If you can, always brake the hardest when traveling in a straight line prior to a turn entry. Any turn in the wheels can force your car into a drift given sufficient speeds. Learn the threshold of your car's brakes to anticipate just how hard to brake without forcing a loss of traction.

When approaching a corner, apply the brakes in the straight section immediately in front of the corner entry point. Once past the turn apex, release the brakes and accelerate to rip out of the turn's exit.

TRAIL BRAKING



A more difficult technique to master, trail braking involves delaying your braking until you are just before the turn entry and continue braking through the turn to the apex.

where you can begin to accelerate out of the remainder of the corner. The trick here is to not force your car to drift while braking through the turn. Learn your import well enough to know its braking threshold, so you know how hard to brake without causing it to slide.

ENGINE BRAKING



On standard transmissions, gearing down once slows the engine and results in reduced speeds. Excessive downshifting over-revs your engine and adds costly seconds to your time. This technique is sometimes favored by racers who want that extra torque coming out of a turn.

TIP!

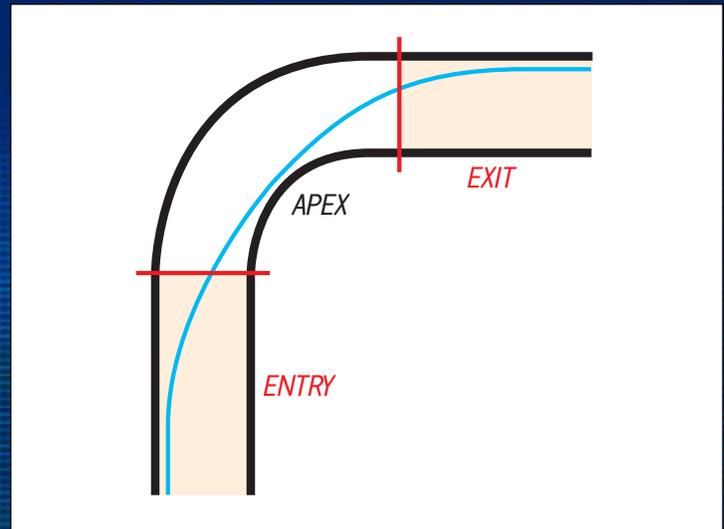
“Slow in–Fast out”; make this your braking mantra and chant it over and over. The sooner you slow down prior to taking a turn, the faster your acceleration can be coming out of it. This technique avoids costly seconds of added lap time by preventing uncontrolled slides and/or disastrous collisions.

Its natural opposite, “Fast in–Slow out” is a bad racing “technique” commonly used by greenies and naïve leadfoots, because that is the natural tendency of inexperienced drivers.

STREET LINES

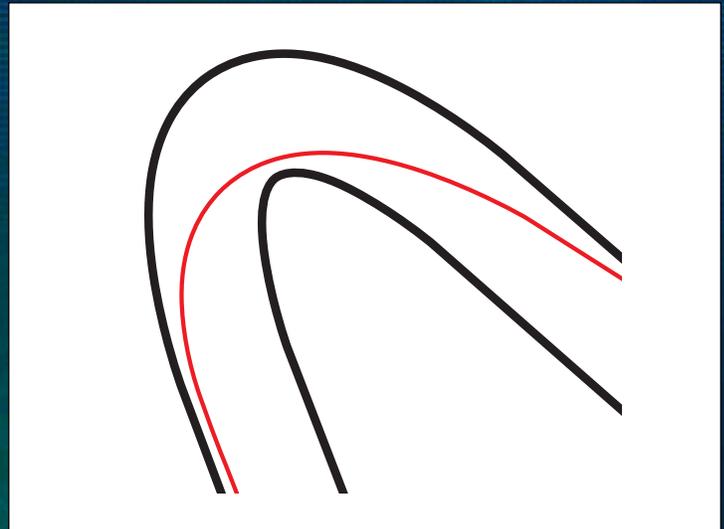
Imaginary lines on the streets follow a path of least resistance that allow for either the safest route or fastest through-time. In racing theory there are several types of lines, but generally one standard line per turn alignment. The lines can be slightly altered depending on your situation and how you want to exit the turn. These lines are theoretical, and cornering success depends on you accurately reading the conditions of each turn in the course.

90-DEGREE TURNS



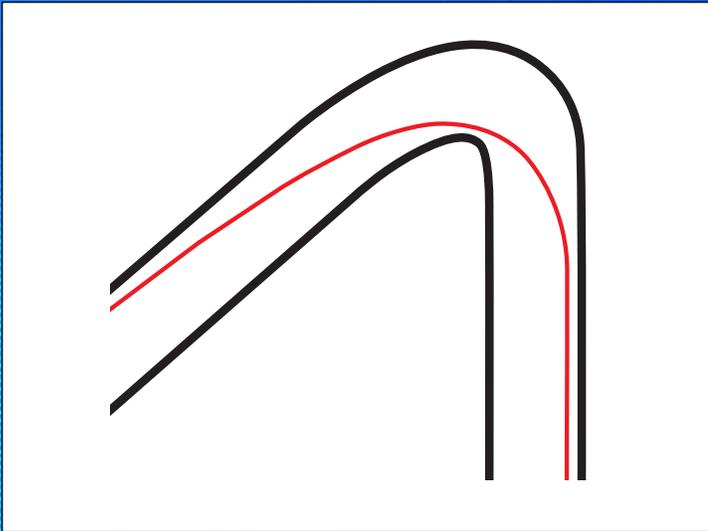
This line has a good balance between entry and exit speeds, and passes evenly through the apex. Experiment in time trials to find the best line through these most common of corner types.

INCREASING TURNS



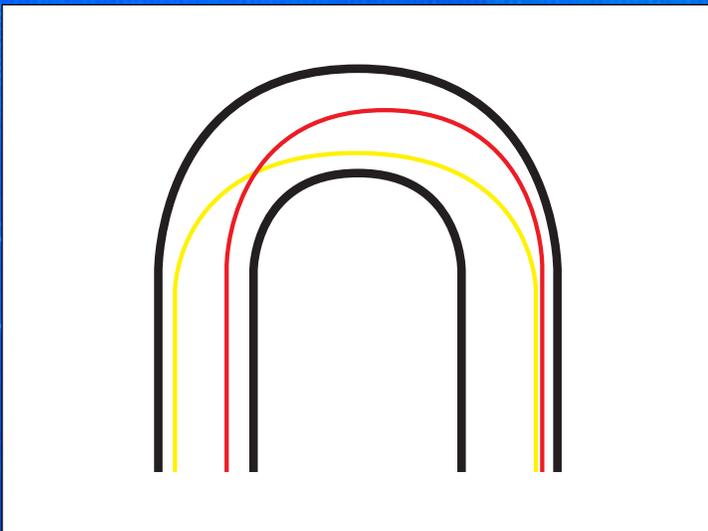
These turns become wider in radius as the corner progresses. Start cornering early and keep tight to the apex as you exit the corner.

DECREASING TURNS



Decreasing turns start with a wider radius and become tighter as the corner continues. These corners are the most challenging ones to maintain proper alignment and speed throughout. They are also the worst cause of spins and collisions with the turn exit at the outer guard rail. The best option is to cut in close to the inside and early apex, then move to the outside of the turn exit as you come out of the corner.

180-DEGREE TURNS

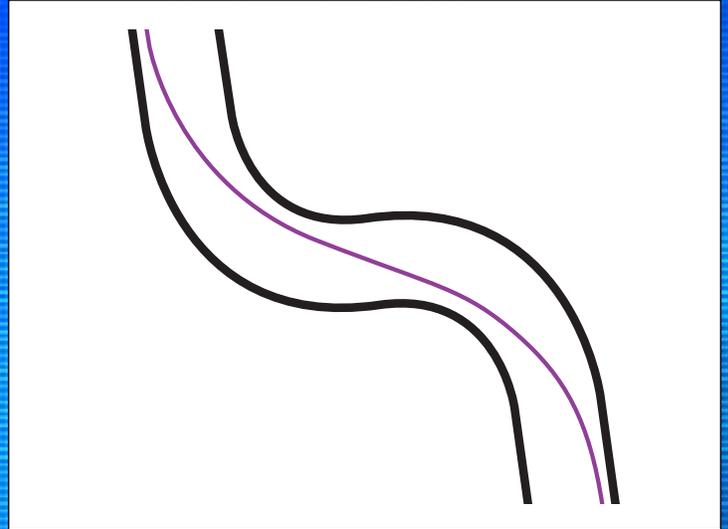


These hairpin turns generally have two accepted lines, both based on circumstances. For safety (low risk cornering), the easiest line to execute is the one that hugs the apex all the way around the inside of the corner, keeping wide on both the turn entry and exit.

The more challenging line is also the fastest line, but it requires much more practice. Start at the center of the turn entry, move to a late apex curve along the outside edge of

the turn when you pass the middle of the apex, and follow the outside to the turn exit; you shoot out of the corner along the outside edge while maximizing your exit speed.

S-CURVES



This snake of a corner series has been racers' worst nightmare since the early days of racing. Well, it's time to put the snake back in the bag. Solve these corners, known as "chicanes," with basic geometry; a straight line through each apex is the smoothest path available. Follow the straightest path from outside first turn entry through the apex and right through to the outside of the second turn exit. Resist the temptation to swerve back and forth and test this out. You'll never look at snakes the same way again. Just don't tell your friends, so you can get a kick out of seeing them sweat when these corners appear.

DRIFTING



Initiate drifting by turning your front tires sufficiently during a high speed corner, by hitting the brakes in a turn entry, or by using the handbrake for a more dramatic four-wheel power slide.

SICK STYLE

In the underground racing circuit, you win mad props and big bank in two ways; obviously winning is one way, but to some racers it's all about the style. Style points are awarded to the racers who can impress the honeys and the underground authorities with their sick tricks. Style points are awarded either by timer or by one-off events; points are lost only by one-off traffic collisions. Here's a breakdown of how to show off and what definitely won't get you a date with the flag girl:

- **Best Lap**—Beat the clock for the best time to get this bonus.
- **Clean Section**—Make it around a lap or street section without hitting anything solid (pylons and construction signs don't count). Clean runs are one-off awards of predetermined value (e.g., 500 style points per clean lap, etc).
- **Clean Race**—Make it through the entire race without a crash for this one-off bonus.
- **Drafting**—Points rack up quickly for each second spent in the slipstream of the car in front of you. The closer you are to reading his back decals, the more points you get. Drafting points are awarded by timer; drafting strategies are covered in a later section.
- **Hang Time**—Who said tuners couldn't fly? Even a small rise in the street can produce glorious and dramatic effects at skirt-raising speeds. Hang time is awarded by a timer at a generous rate. The more time in the air, the more points you get—easy, right? Memorize your track and max your speed in the stretch before the rise.
- **Lead Lap**—You gain a bonus for each lap you've led.
- **Near Miss**—Nerves of steel and ice water in your veins pay off. A near miss occurs when you play chicken with oncoming cars. The degree to which you miss a car, measured by distance, determines your one-off style point award with a multiplier based on how close you were to the oncoming car. Swerve and avoid a head-on collision at the last possible second for maximum near miss points.
- **Power Slide**—An important factor in most street circuits, drifting can make or break you as a racer. Awarded by timer, the longer you spend in a slide, the quicker your point tally reaches exponential increases.
- **Shortcut**—This bonus is awarded once per shortcut taken per race.
- **Spray Show**—Gain extra points per second while using your nitrous.
- **Victory**—Gain a one-time bonus for winning the race.
- **Hit Traffic**—The only way to lose points is a one-off traffic collision deduction. The degree of the point loss is based on the severity of the crash.

Style points are tallied at the end of an event and are used to unlock additional game features. Refer to the list of unlockable items.



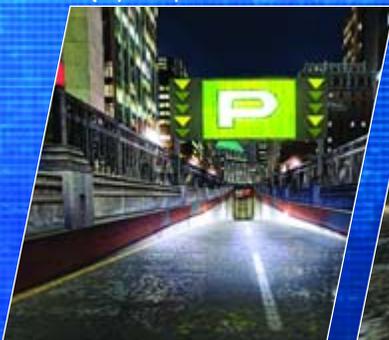
CONCLUSION

Now that we've reviewed the very basics, it's time to hit the streets! Turn to the next section to review the specifics related to circuit racing and how to become the best of the best in that challenge.

CIRCUIT RACING

Circuit Racing is the most common type of race—the leader of the pack at the end of the race wins. Dominate the circuits and move up in rank, status and of course, sweeten your ride.

Olympic Square



Atlantica



Inner City



Stadium



National Rail



Market Street



Terminal



Port Royal



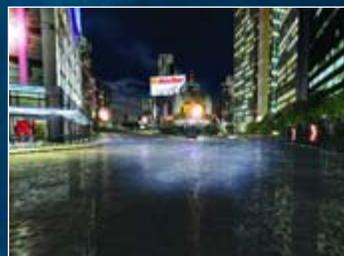
OLYMPIC SQUARE

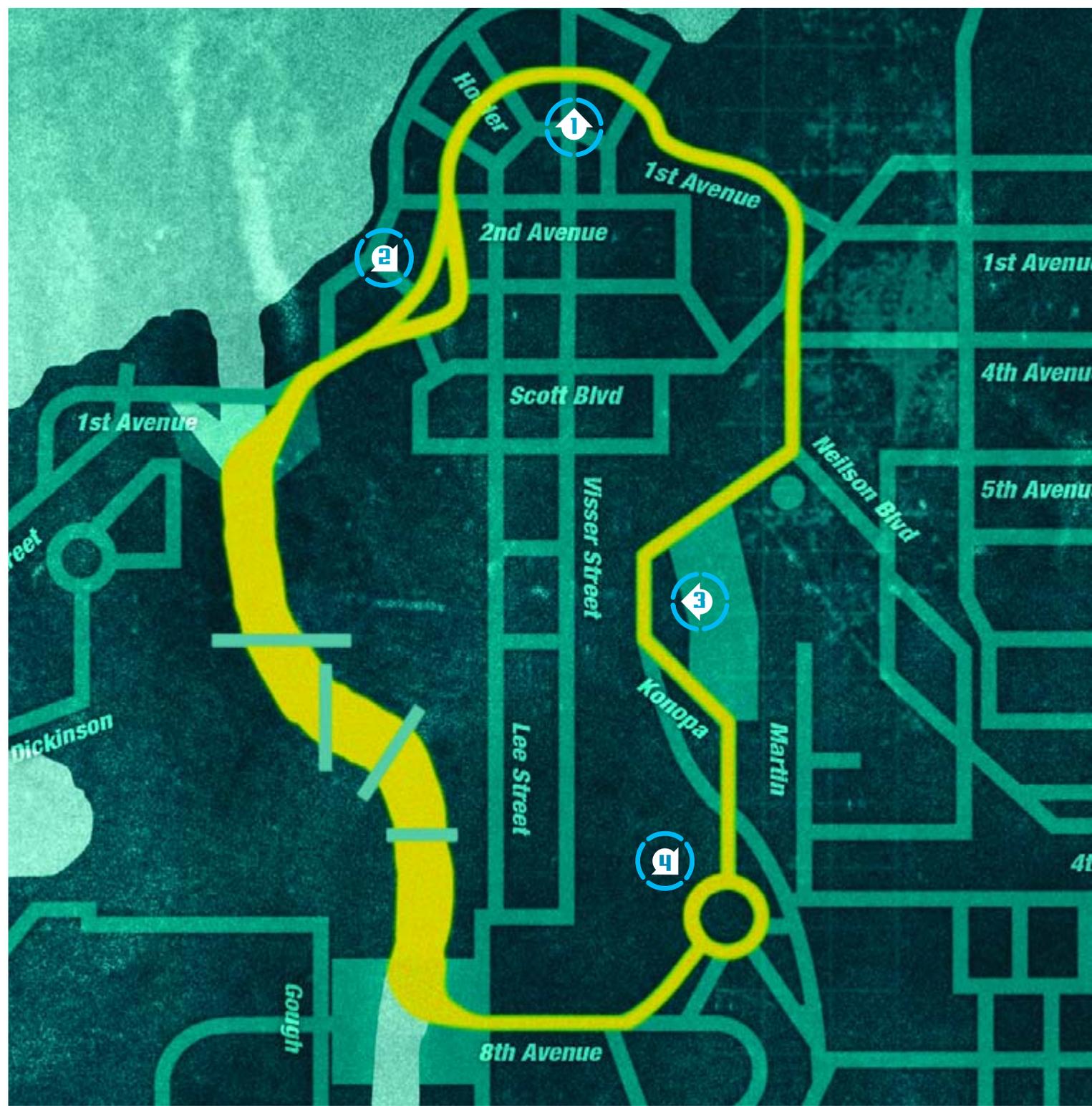
Olympic Square is the first circuit course in the underground. When racing this track forward, you go counter-clockwise. The following points warrant special attention:

1. Watch for oncoming traffic on the inside of this corner. You can take this very quickly without hitting the far wall.
2. This shortcut evens out the transition between the preceding corner and the following straight. Use this shortcut often.
3. The shortcut down in the underground parking is the safest route to avoid traffic along this straight.
4. Take this corner wide and line yourself up to come out of the turn exit on the right side of the approaching treed median. The fastest line sometimes takes you between the traffic sign and the first tree.
5. Two lines exist here: The highlighted line indicates the optimal line for speed by fast cars. Take the left road until it comes around to the straight section and then keep right. For slower cars, stay right for your optimal line until the following straight section and after the corner switch sides to the left shortcut (6).
6. and 7. Here are entrances to shortcuts. Watch for the tall neon free-standing sign, and turn in just before it. Watch for the sign in your peripheral vision when practicing. The intersection at its mid-point can burp out cars at the last minute from a blind spot behind the railing, so watch out.
8. S-curve through the street construction area. Watch out for the many boxes and signs littering the sides of the fences.
9. Take this S-curve in a straight line, very quickly.

Reverse

The same features and shortcuts apply to this circuit course in reverse. Good lap times are a function of driver preference and confidence in one direction or the other.





ATLANTICA

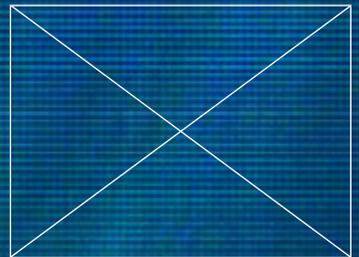
Atlantica is a fast course that incorporates the city spillway, a slick expanse of wet greenish cement. You drive the forward version counterclockwise. The whole course is a challenge to maintain top speeds, and some features especially test your reflexes:

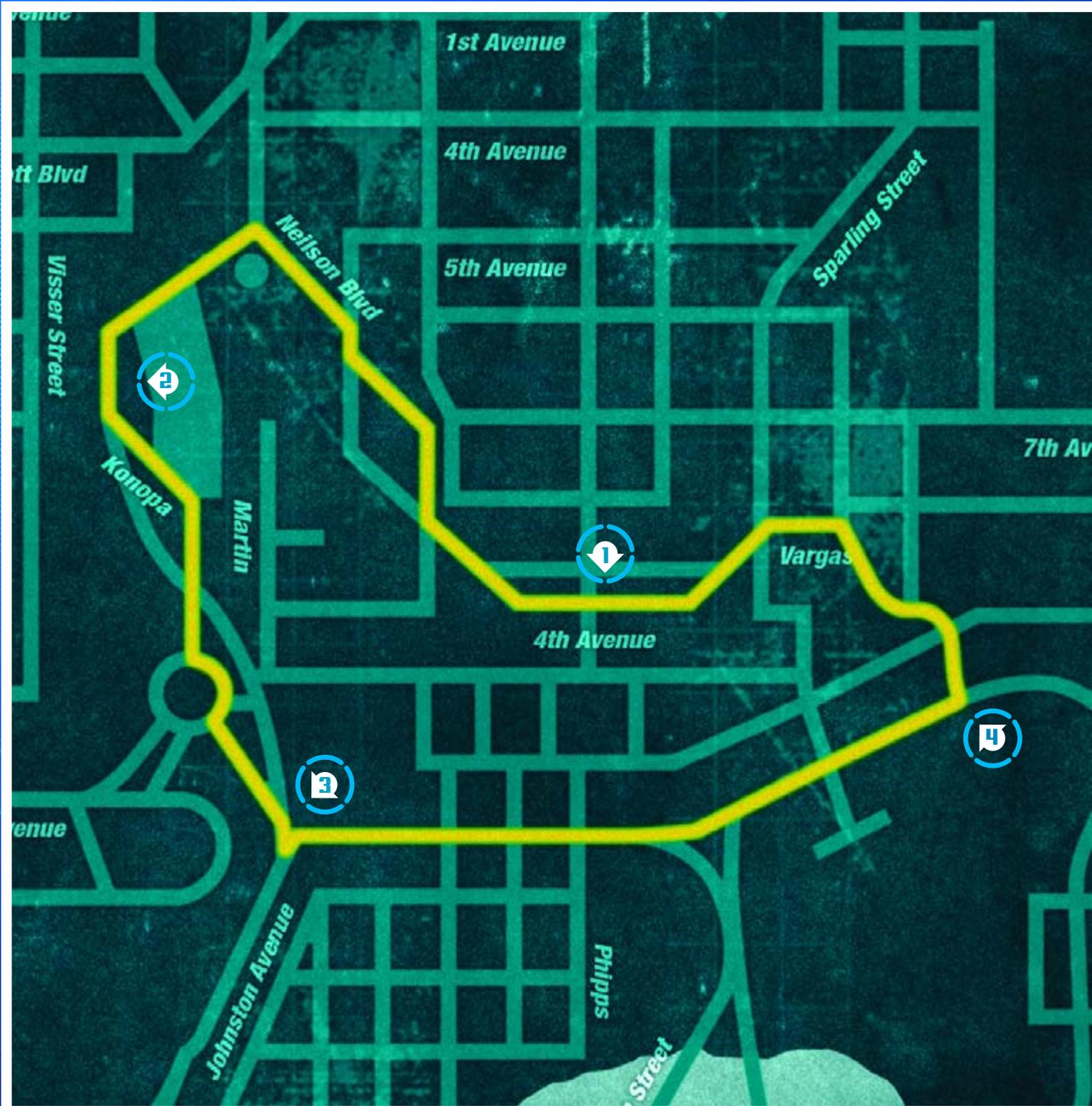
1. The concrete medians and trees lining the street give you a quick lesson in lightning speed navigation. Stay right of the medians all the way through the course; maximize your speed by keeping as many straight lines through this section as possible.
2. Here the road splits into two sections; always take the shorter of the two. On the forward track, you're going with the direction of traffic.
3. This construction area shortcut is lined up perfectly for some high speed hang time. The middle ramp is more challenging to negotiate due to the tabletop landing near the inward angle of the guardrail. The lower right alley provides the best hang time and speed optimization for exiting this section. The dirt surface does not cause a significant loss of speed, so go for it!
4. This dirt S-curve can be tricky to negotiate at high speeds, but once you have the pattern down it's a nice speedy drift on the approach to set up the straight line into the construction site shortcut. Let 'er rip!

Reverse

On the Atlantica Reverse course, most features are comparable with following exceptions:

1. Go against traffic when you hit the medians. At high speed it's a crap shoot, but it sets you up for the optimal lines on the following corners at the end of the respective median sections.
3. In this direction, a slight zigzag in the road just before the construction site shortcut makes the setup a bit tricky. If you're in a really fast car, max out and follow the road unless you're going for the hang time style points and obvious bragging rights.





INNER CITY

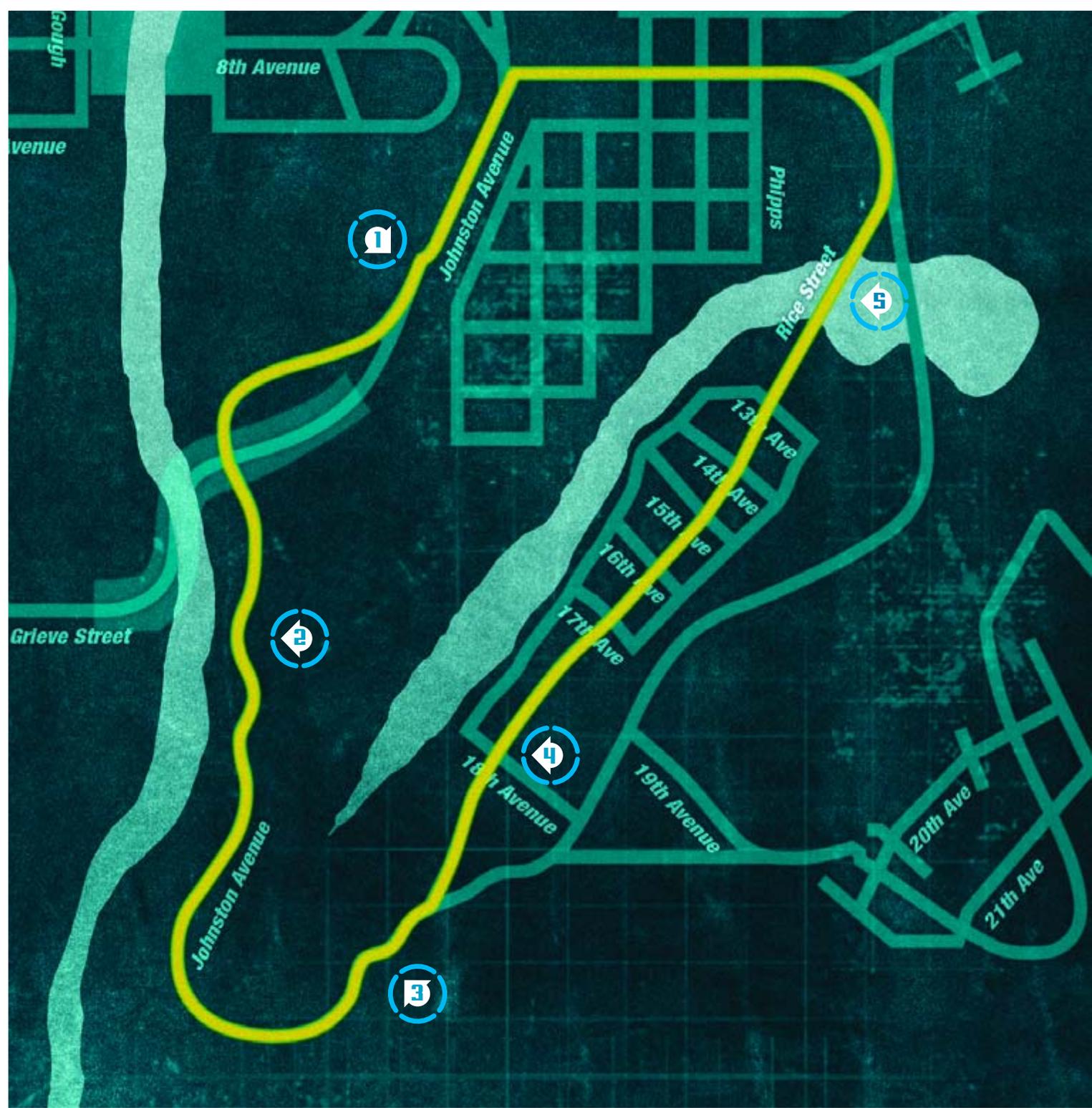
Inner city consists of sections from both the Atlantica and Olympic Square courses. Consequently, the strategies for getting through this course are very similar to those already outlined.

1. This shortcut section appears on several courses. Use it with the fast line through the next branch of city streets as described for Olympic Square.
2. The construction zone shortcut is a toss up in this direction. If you carry all your speed through the preceding corner and nail the left cement alleyway, you should shoot out of the corner with only slightly less than maximum speed. This angle sets you up nicely for the following section.
3. Here's one of our favorite high-speed corners. Use typical straight line braking and cut straight across the apex to the far outside corner, and you keep your speed up for the coming series of intersection airs. Watch for cars! If you time it right you can jet right over the traffic on the flats of each intersection.
4. This is one of the most technical corners in the game. Watch the approach carefully; it may take several tries to nail it. Straight line, hard braking is essential prior to the turn along the outside edge. Then, late apex through the turn and you come flying out tight along the right guardrail.

Reverse

Drive the Inner City Reverse track in the same manner as forward with one exception. Ignore the construction zone shortcut unless you have good brakes to help check your speed as you blast out of the alley and have to carve hard to your right. To maintain your speed here, follow the road around instead and it sets you up nicely for the coming corner.





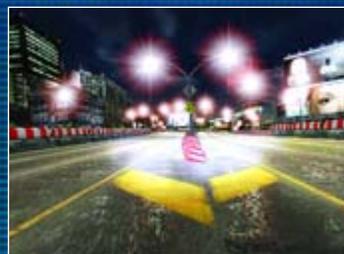
STADIUM

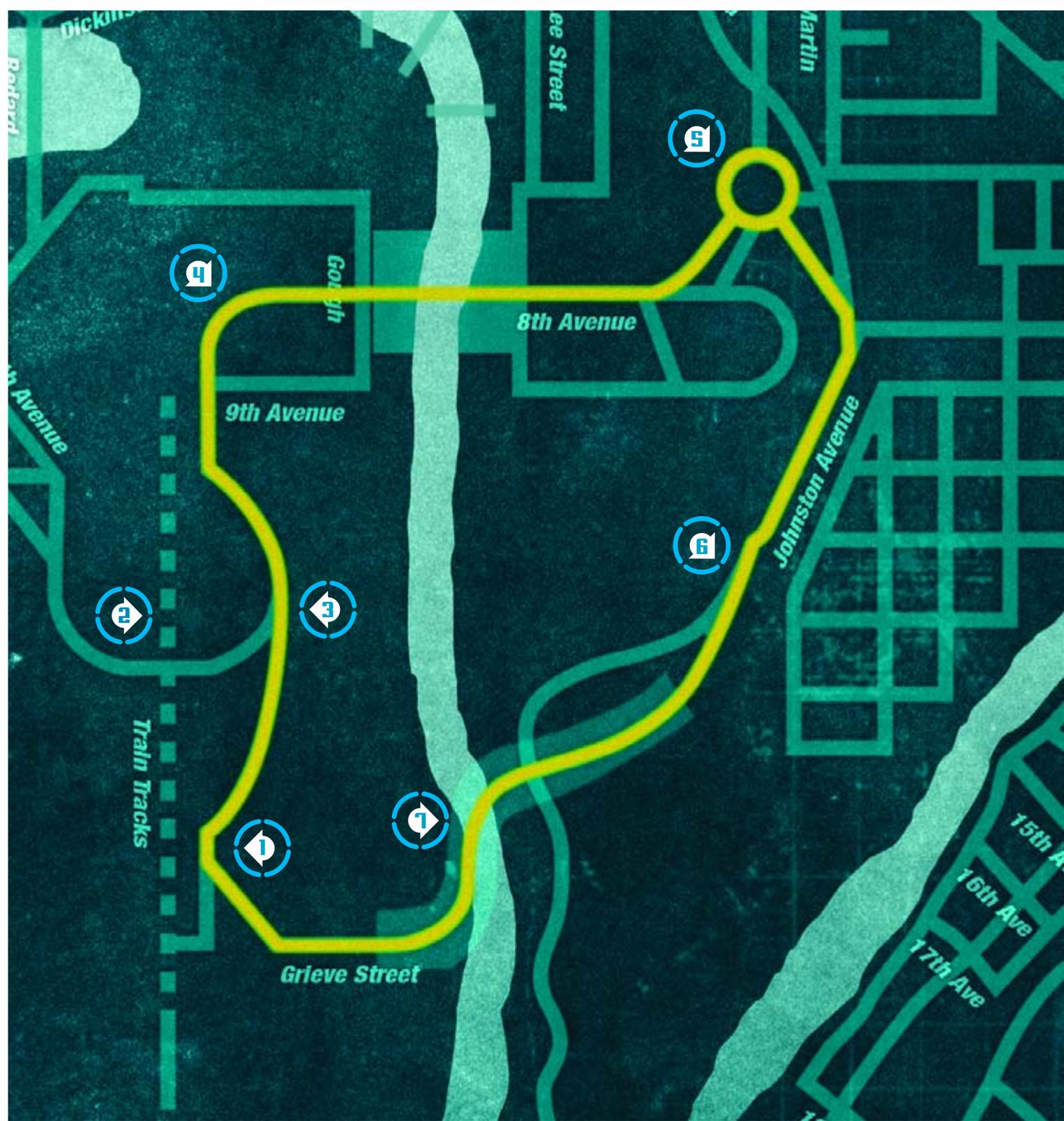
The main attraction on this course is the large stadium and the long stretches of highway zipping past it. Stadium is a very fast track composed of straights and slight curves. A few technical sections keep your adrenaline pumping. These areas of the course warrant explanation:

1. Take the right ramp and go with the traffic. The line is more technical, however, quick reflexes pay off in tenths of seconds by the end of the next section.
2. At the first set of concrete pillars, stay left all the way through to blast by them in one piece.
3. At the second set of concrete pillars, stay left of pillars 1 and 2, go straight through between 2 and 3, and back through again between pillars 4 and 5. You set up the optimal straight line into the warehouse district.
4. The warehouse district line is fast and furious and very rough. Keep it straight through here or end up as rat food.
5. You have to be doing at least 70 mph to get across this bridge jump. However your friends might appreciate it much more if you're doing 180 mph!

Reverse

When racing Stadium in reverse, apply the same principles, with the notable exception of the division of the road at 2. There, go with the traffic. You avoid the second set of concrete pillars and take the obviously faster line in that direction. If you're an expert driver, saddle up to the added challenge of going against traffic. In a fast car it takes a comparable amount of time.





NATIONAL RAIL

The National Rail course runs through the industrial part of town and is a little more technical than the preceding other tracks. Given the tunnel, the highway sections, and the high-speed corners, you have focus to keep your speed up and pick the best lines. The main areas of interest are:

1. Blast through the metal gates into the subway. This shortcut is for experts only!
2. There are two routes through this subway shortcut, however stay below and speed along the tracks rather than attempting the upper causeway, which is littered with heavy oil drums. They slow you down significantly if you hit them. On the tracks, the worst thing you may hit is a few light boxes. Brake before jetting out of the shortcut or you'll hit the far wall across the road and bail hard.
3. Some tight driving gets you through this fast series of S-curves.
4. Take this high speed corner wide to maximize your exit speed.
5. Be cautious around this corner, as it can stop you dead in your tracks. However, this section allows you to drift very easily. Learn the curves and brake accordingly to allow for moderate speed through, and pull away quickly as soon as you hit the pavement.
6. When the highway splits, go against the traffic for the fastest line.
7. The quickest route through the river tunnel involves smooth transition from lane to lane between the concrete pillars. Try a straight line between outside corners. A recommended path is to keep left against traffic, cut through to the far lane between pillars 3 and 4, then cut back into the oncoming lane between pillars 5 and 6. This sets you up for a clean exit along the left wall.

Reverse

Make several alterations to your route when racing this course in reverse:

2. At the subway shortcut, follow the same path but maximize your speed when exiting the uphill passage for some dramatic hang time style points. It's also quite impressive when you shoot out of the tunnel and pass your buddy in the air, or better yet, land on his car and beat him around the next series of corners. Good luck!
6. At the break in the highway, go with the traffic. Just set yourself up for this corner at the tunnel's exit. Otherwise it's such a sharp curve that if you don't do it right, you lose a lot of speed.
7. Enter the river tunnel on the left side, going against traffic. Switch to the right side between pillars at the first corner, back to the left side at the next corner, then back to the right highway section just before the steel median.



MARKET STREET

This course is a long circuit through the Asian market, park, commercial, and residential areas. It's a fast course with many high-speed corners and a whole host of shortcuts.

1. Take this corner wide to maintain your speed.
2. Stay in the right lane to avoid a train car along this stretch of road.
3. Always use this brief shortcut to straighten your line and set you up for the route through the park.
4. The Great Wall shortcut is for experts only! This path is very tricky to navigate and demands high skills. Use at your own risk!
5. The park S-curve is all about timing, and it can be done at high speeds.
6. Use straight line braking here to avoid bailing against the outer wall.
7. This tough shortcut near the fountain is lined with cement planters. The entry angle is usually too steep to enter with any speed. Only the slowest cars can take advantage of this tricky shortcut. It may be best to avoid it altogether.
8. This "shortcut" (it's actually longer going this way) is a lifesaver for fast cars, as it increases the corner's radius significantly, which allows for higher speeds through this section. This may be the most valuable shortcut on the course. At full speed, this turn allows you to jet right through to the stretch uphill leading into the tight market streets preceding the bridge. Use this shortcut all the time unless you're driving a slower car, and in that case, do the following:

9. Take the noodle house shortcut. Never use this shortcut in a car that has a decent top speed! If your car is only moderately fast, don't use the previous shortcut, instead cut off the apex of the main corner by following the red lanterns through the noodle house front entrance. This allows for a straighter and quicker line.

10. At the bridge jump, you need to be going at least 70 mph to make it over the river.

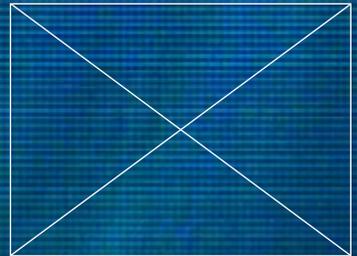
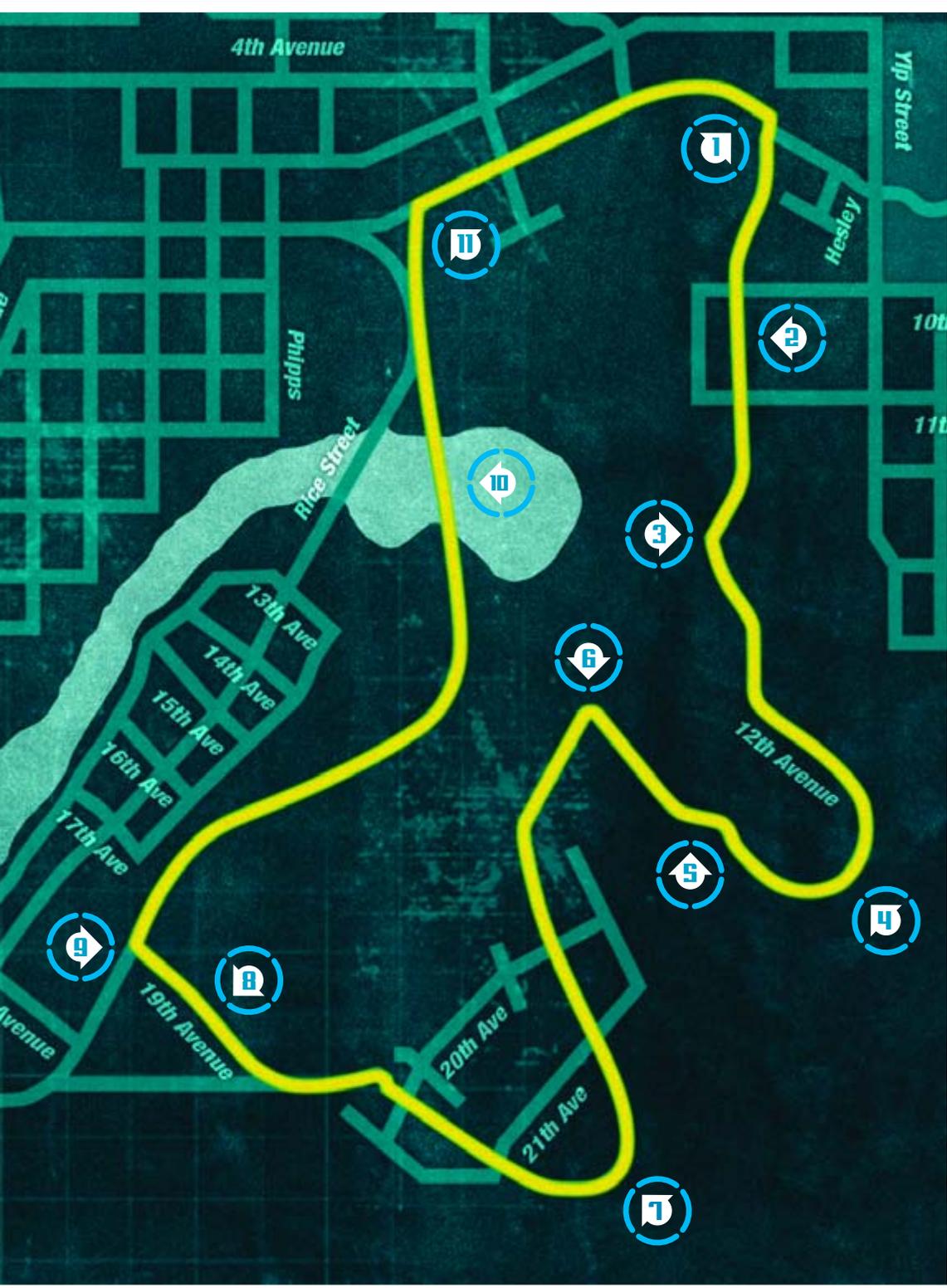
11. The gas station shortcut is for experts only! With faster cars, trying to hit this shortcut is a crap shoot. You maintain higher speeds just using the road. If you're still working your way up and your car is only moderately speedy, use the route through the pumps to clip the apex of the turn.

Reverse

The overall feel of the course changes little in reverse, with few exceptions being more ease of access to some of the shortcuts. The Great Wall shortcut becomes slightly less devastating, yet remains a challenge to exit without hitting the exit gate post or the right wall. Check your speed at the top when coming out of the gate. Until you can nail this just right, stick to the road.



CIRCUIT RACING



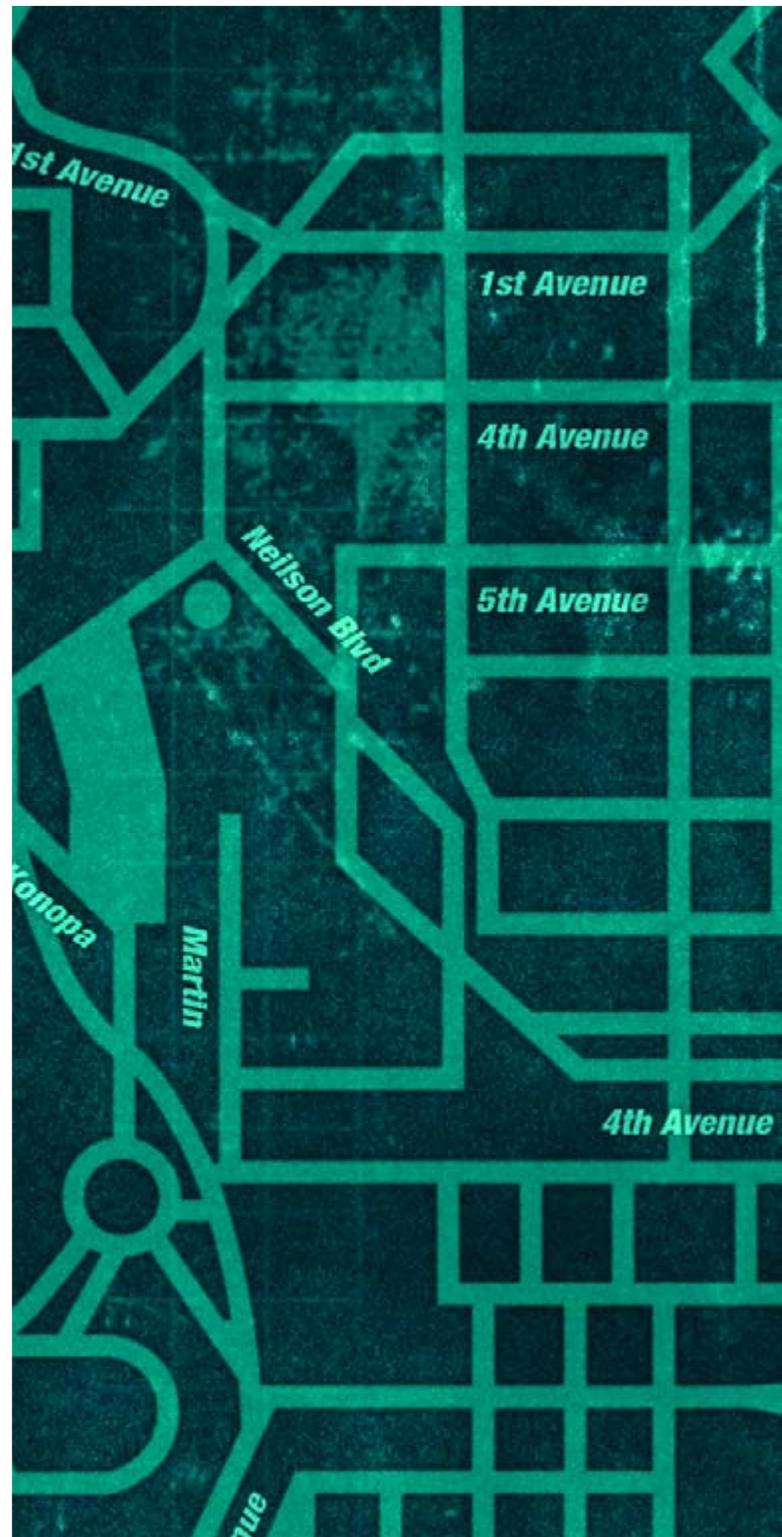
TERMINAL

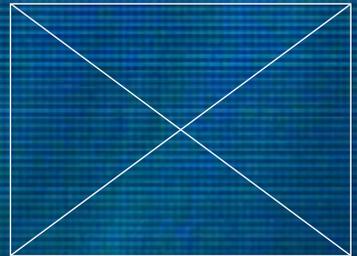
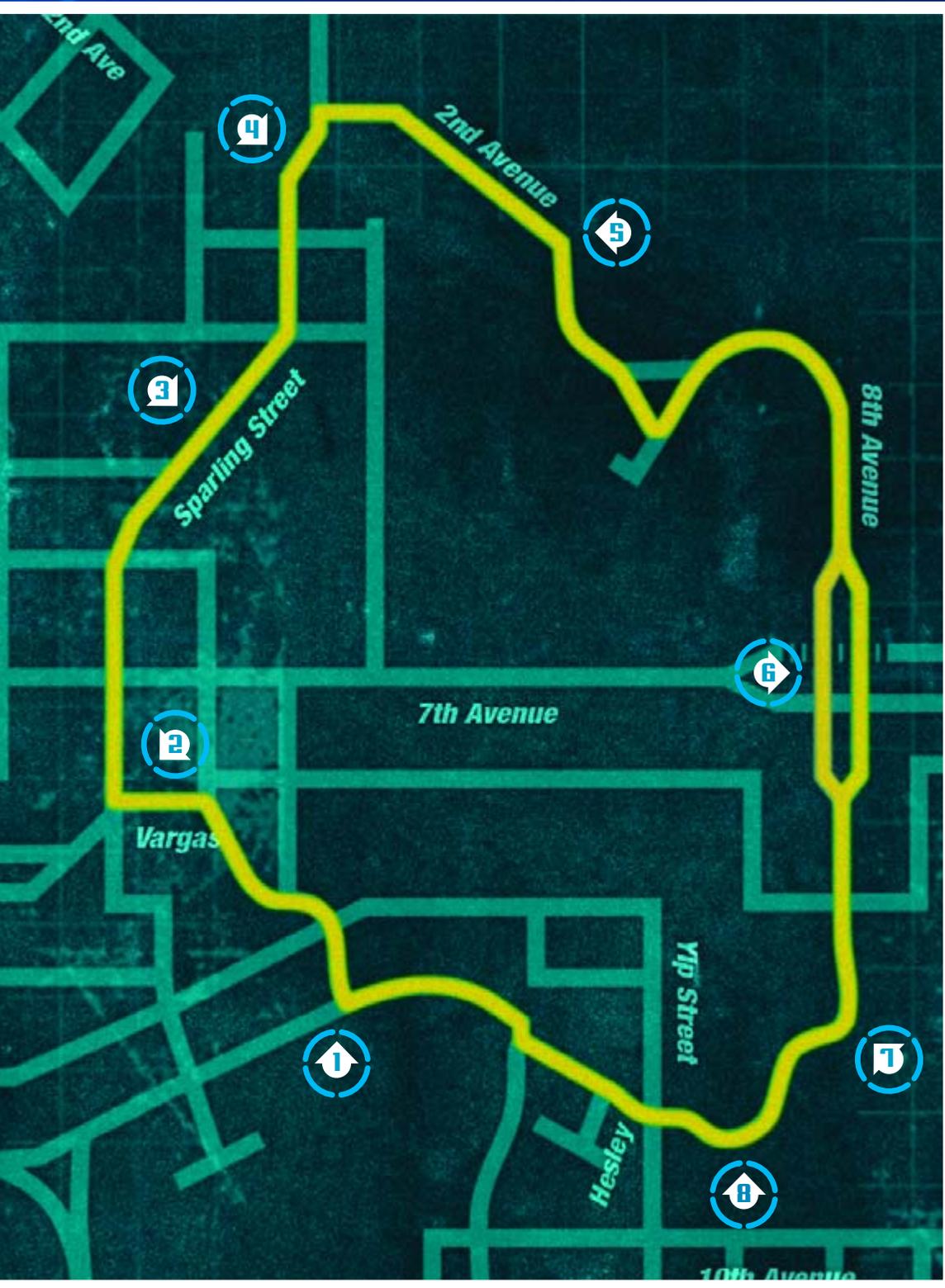
A significant portion of the Terminal course is composed of a technical section running through the airport.

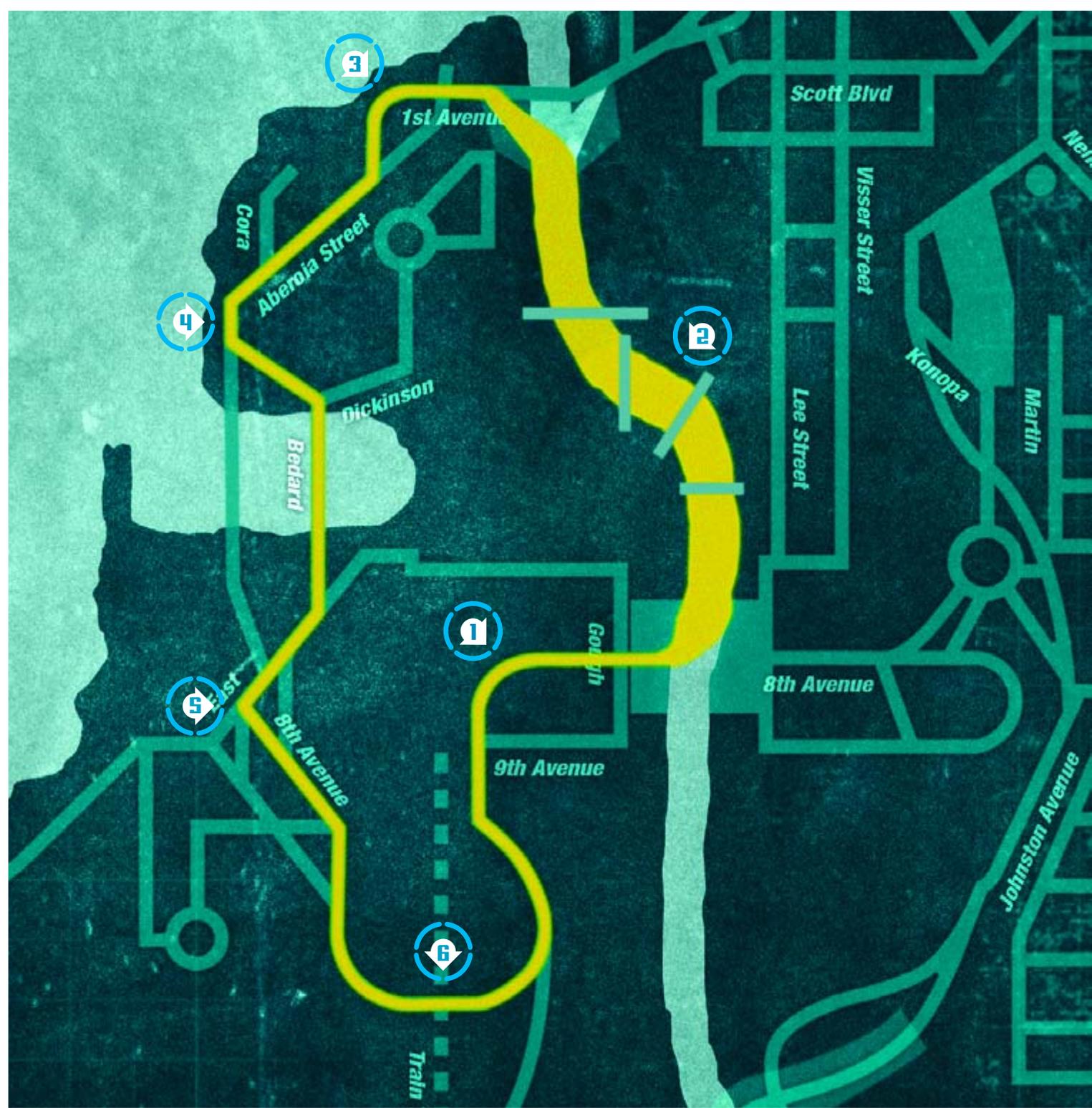
1. Use your brakes cautiously, as this corner is very sharp.
2. Tail brake through this corner. You don't need to lose too much speed if you cut it wide enough.
3. This section through the street construction area is littered with obstacles. Stay clear of them.
4. A proper setup is required for this S-curve and fast corner combo. Make a beeline through the S-curve with a bit of straight line braking to eke through the big corner.
5. At the tunnel approach to the airport, always enter the tunnel on the right side. When you hit the first corner, beeline straight through the pillars and exit the tunnel on the left side. This sets you up to keep left of the control tower just outside the tunnel exit. It's a much faster line than going all the way around the right side.
6. The best way to keep out of trouble at the airport construction area is to stay on the pavement. Follow the right road for the fastest line.
7. This side route doesn't make much difference either way you look at it. If you have a super-fast car, try this line to determine if the extra corner radius helps maximize speed through the turn.
8. The skate park shortcut is difficult for sure, but use this shortcut if you want to win. The jump is tricky because if you don't hit it straight, you'll fly off into space with no hope of recovery. Get the trajectory down and you land perfectly between the gates and take off like a rocket once you hit the asphalt.

Reverse

The optimum lines through the Terminal course in reverse do not change significantly, nor do the shortcuts. When blasting through the airport tunnel, use the same strategy: stick to the right side until the first big corner and jet across to the left side for the exit.







PORT ROYAL

Port Royal incorporates the city spillway and the warehouse district. It's a quick course with some technical areas and shortcuts.

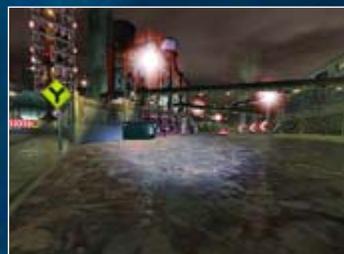
1. Take this corner wide and maintain full speed all the way around.
2. Go through either the left or center of the bridge support pillars to set up wide for the immediate corner.
3. Take this S-curve at high speed with the right line and timing.
4. For the fastest line, follow the highlighted line through this section. It leads to the warehouse district where many side roads distract you. Focus!
5. There are lots of buildings and cross streets in the warehouse district—and one fast way through them. There is also a shortcut through several of the buildings, however you're better off sticking to the recommended line.
6. Take this long, wide sweeping corner full out.

Reverse

Optimal lines do not change significantly on the Port Royal track in reverse. So just use the tricks that we've discussed above.

CONCLUSION

Now that you've had a chance to cut your teeth on some of the basic, but technical courses, turn to the next section for some sprint racing strategies.





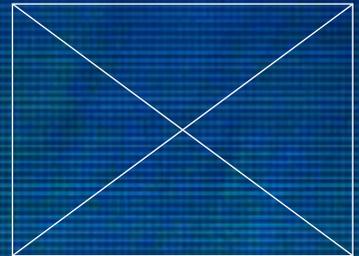
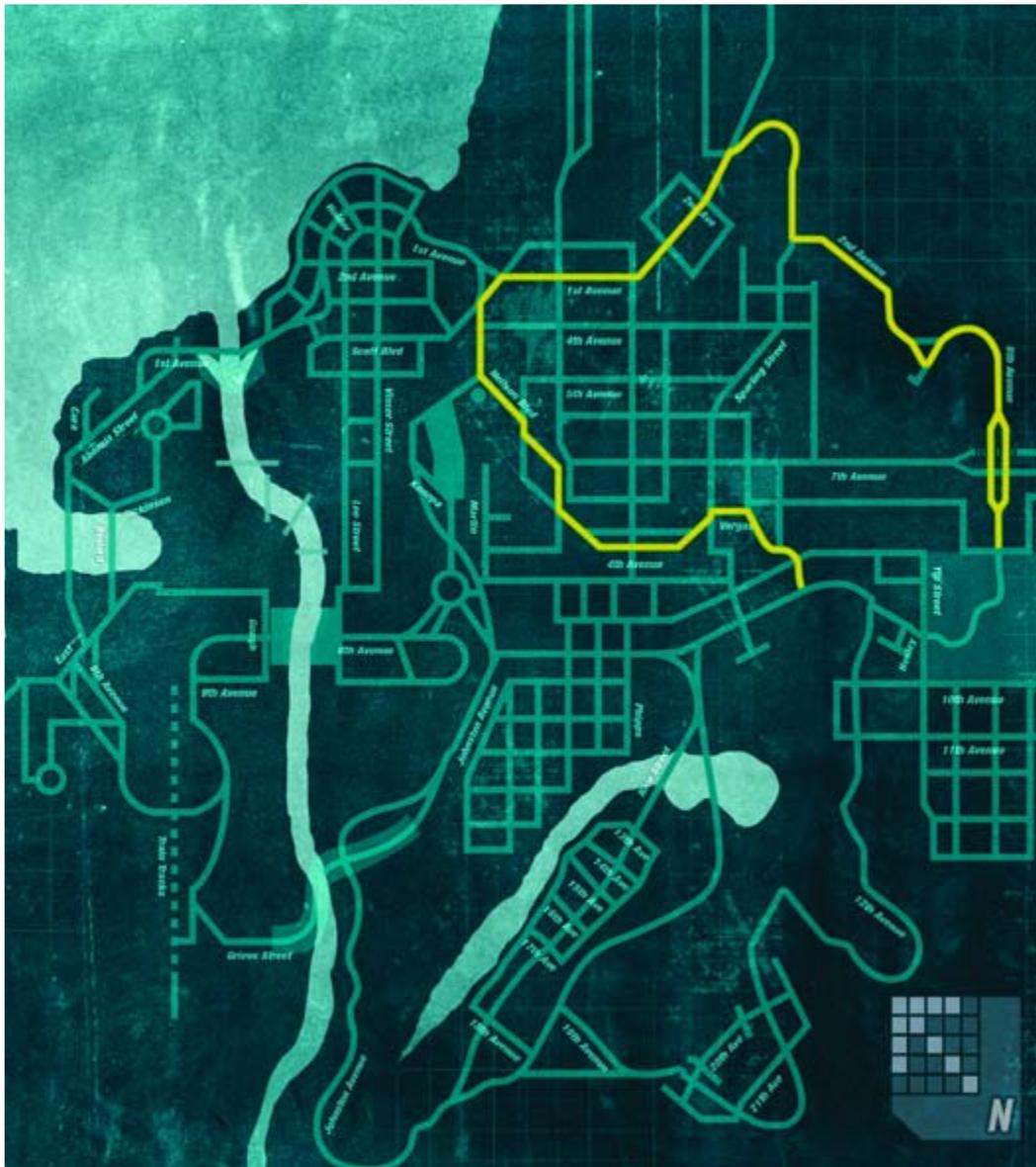
SPRINT RACING



Sprint racing is a one-off all-out tear through some challenging courses stretching around the expanse of the entire city. You have one chance to make the best of it, so drive like hell! The best recommendation is to race on all the circuit tracks until you're very familiar with each section. That way, any given section won't throw you for a loop when it shows up at full speed during a sprint.

SPRINT TRACKS

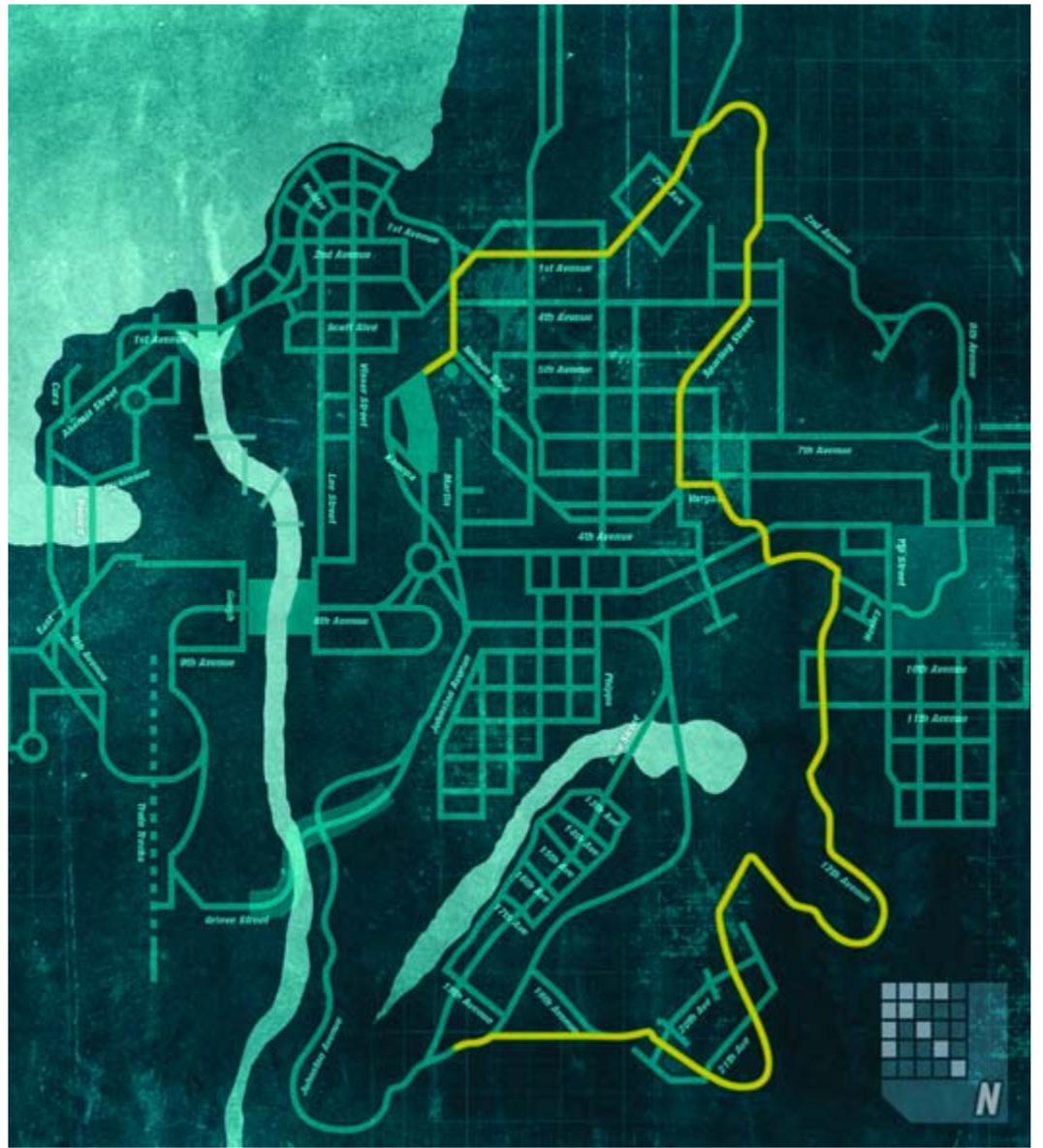
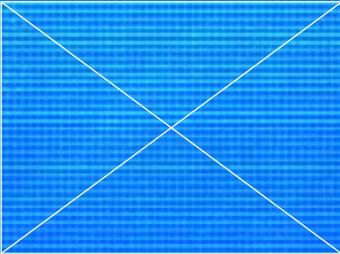
Sprint tracks are various combinations of sections from all of the circuit tracks. As such, all of the track descriptions and shortcuts provided in the Circuit Racing section apply here.



LIBERTY GARDENS SPRINT: 2.7 Miles

The easiest and shortest of all the sprint tracks isn't just the beginning, but it also provides your first inkling of how much of an assault to your adrenal glands to expect from this style of racing. Liberty Gardens is composed of roughly equal parts from the following tracks:

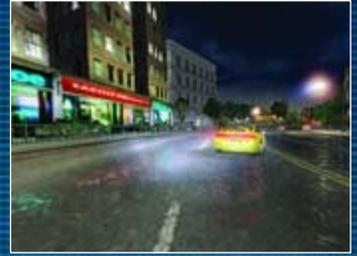
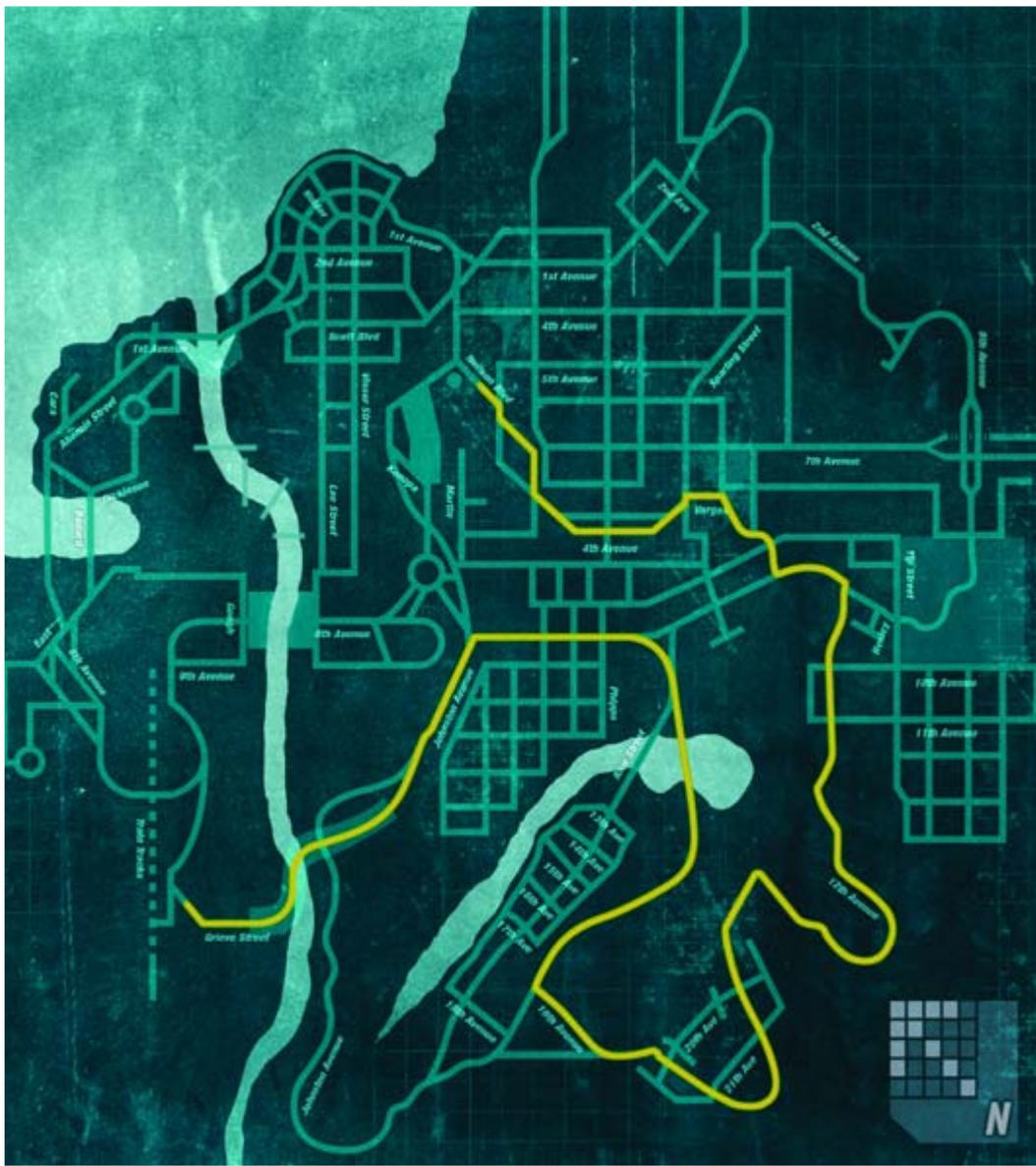
- Olympic Square
- Terminal



BROADWAY SPRINT: 4.0 Miles

The Broadway Sprint track is nearly twice the length of Liberty Gardens. The track is composed of almost equal parts of:

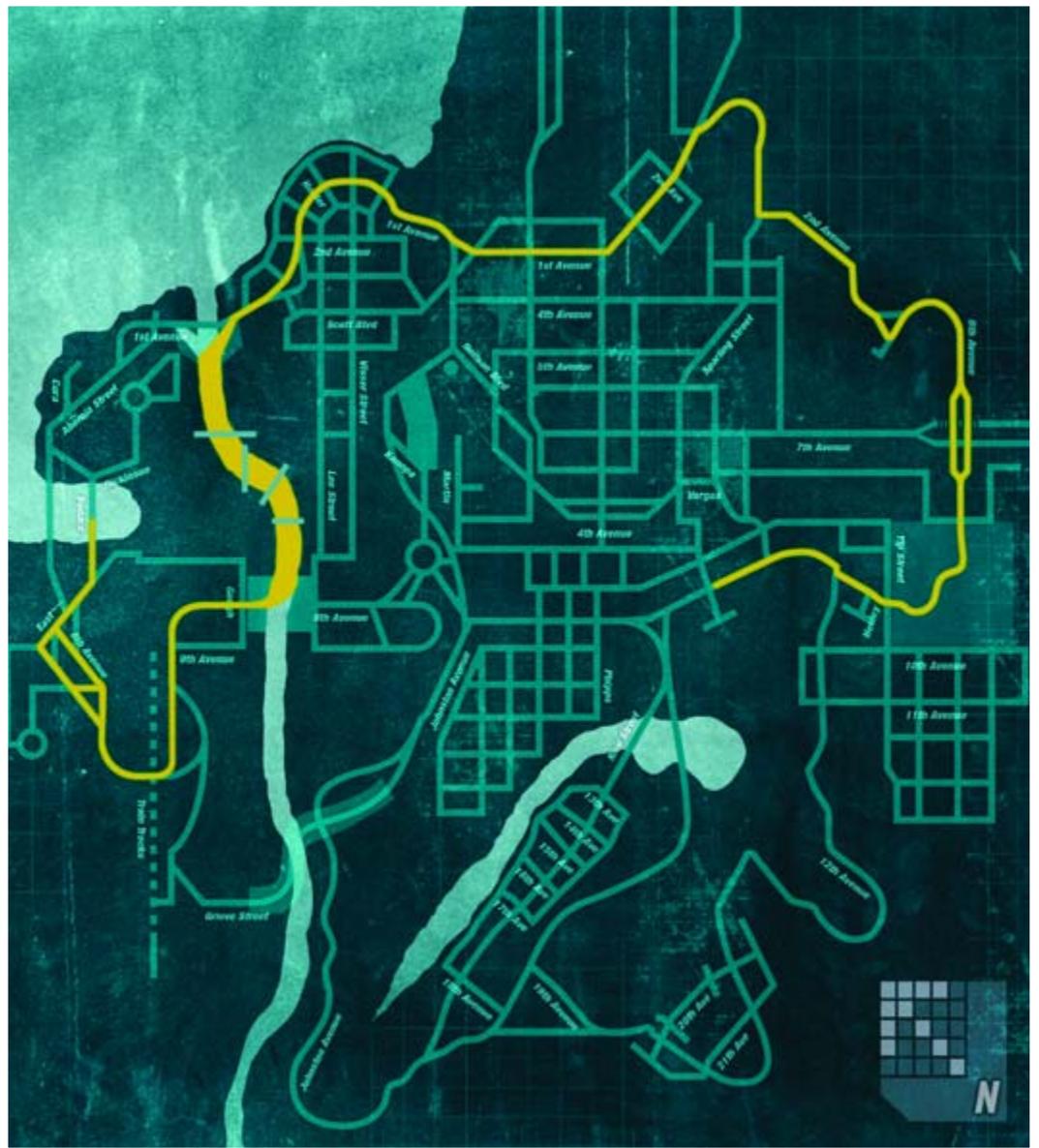
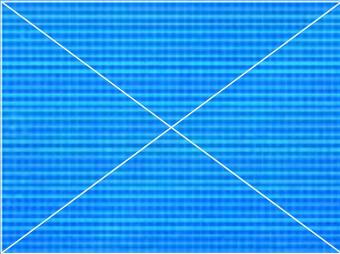
- Market Square
- Olympic Square



LOCK UP SPRINT: 4.7 Miles

The Lock Up Sprint is only slightly longer than the previous track. However you'll quickly understand the increased challenge of variability on this first of the true combination sprints. Four tracks have contributed sections to this sprint:

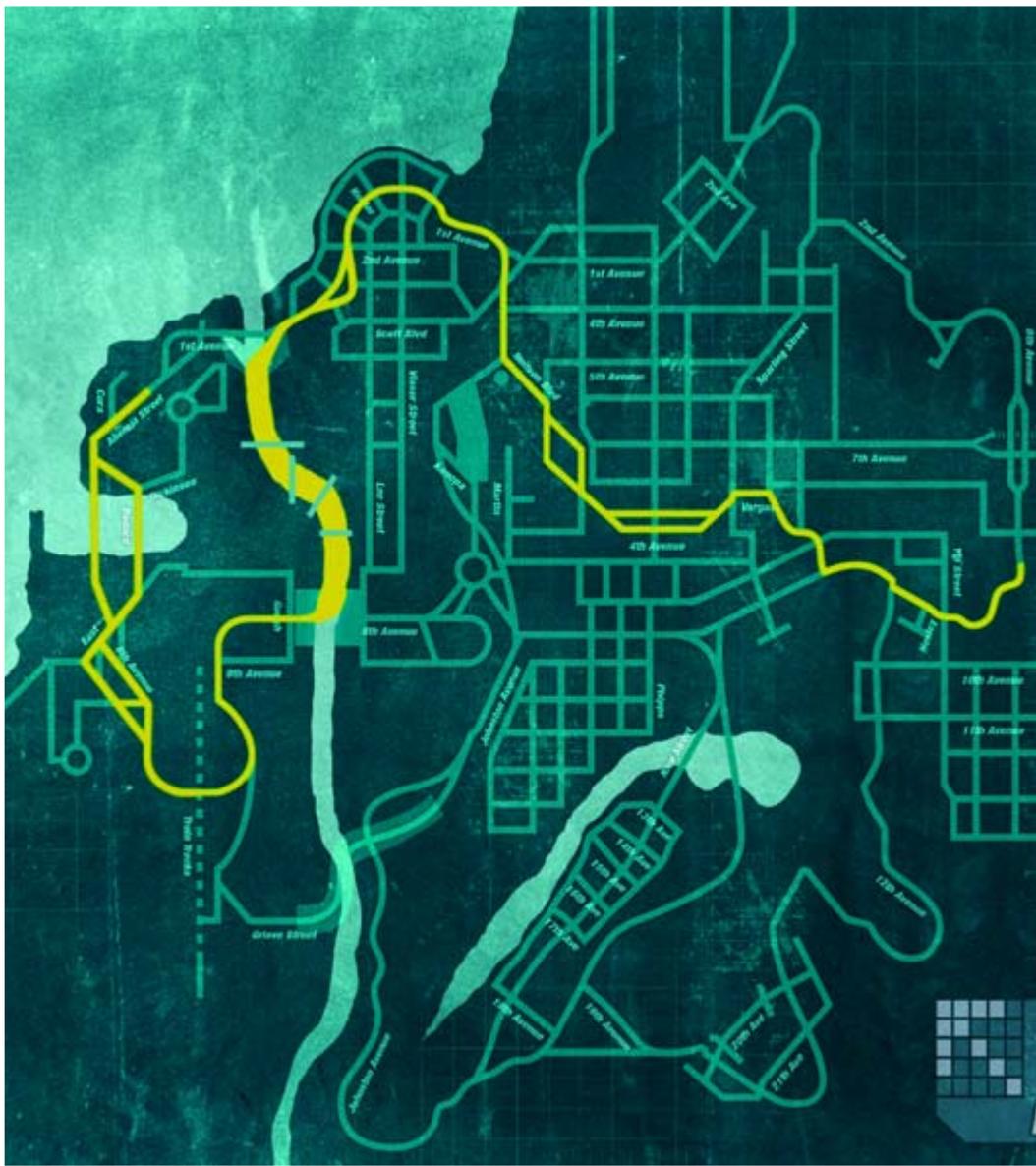
- Olympic Square
- Market Street (nearly all of this circuit)
- Stadium
- National Rail



BEDARD BRIDGE SPRINT: 4.4 Miles

Another combination track, Bedard Bridge takes technical sections from four circuit tracks. Two circuits are included almost in their entirety, if you are familiar with both of them, you should have the race in the bag. This track is composed of:

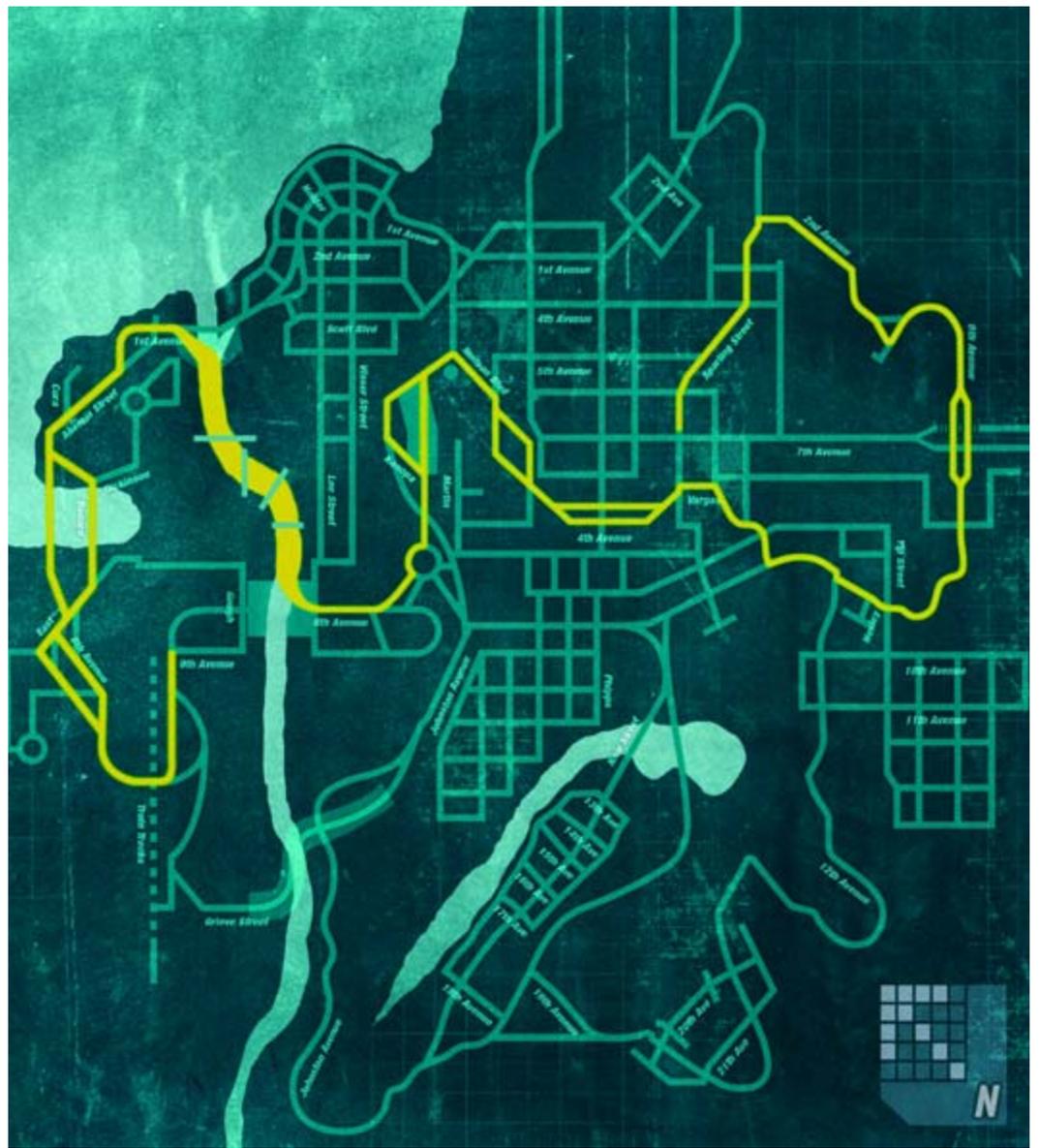
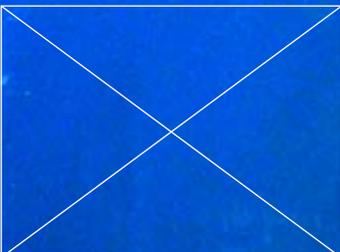
- Terminal (nearly all of this circuit)
- Olympic Square
- Atlantica
- Port Royal (nearly all of this circuit)



1ST AVE. TRUCK STOP SPRINT: 3.8 Miles

The Truck Stop sprint is only moderately long. It's made up of alternate technical selections of the same component circuits as the previous track. The first three sections of the sprint are only bits of their larger circuit parent track, but the last section taken from Port Royal is there almost in its entirety. Here, you'll be racing:

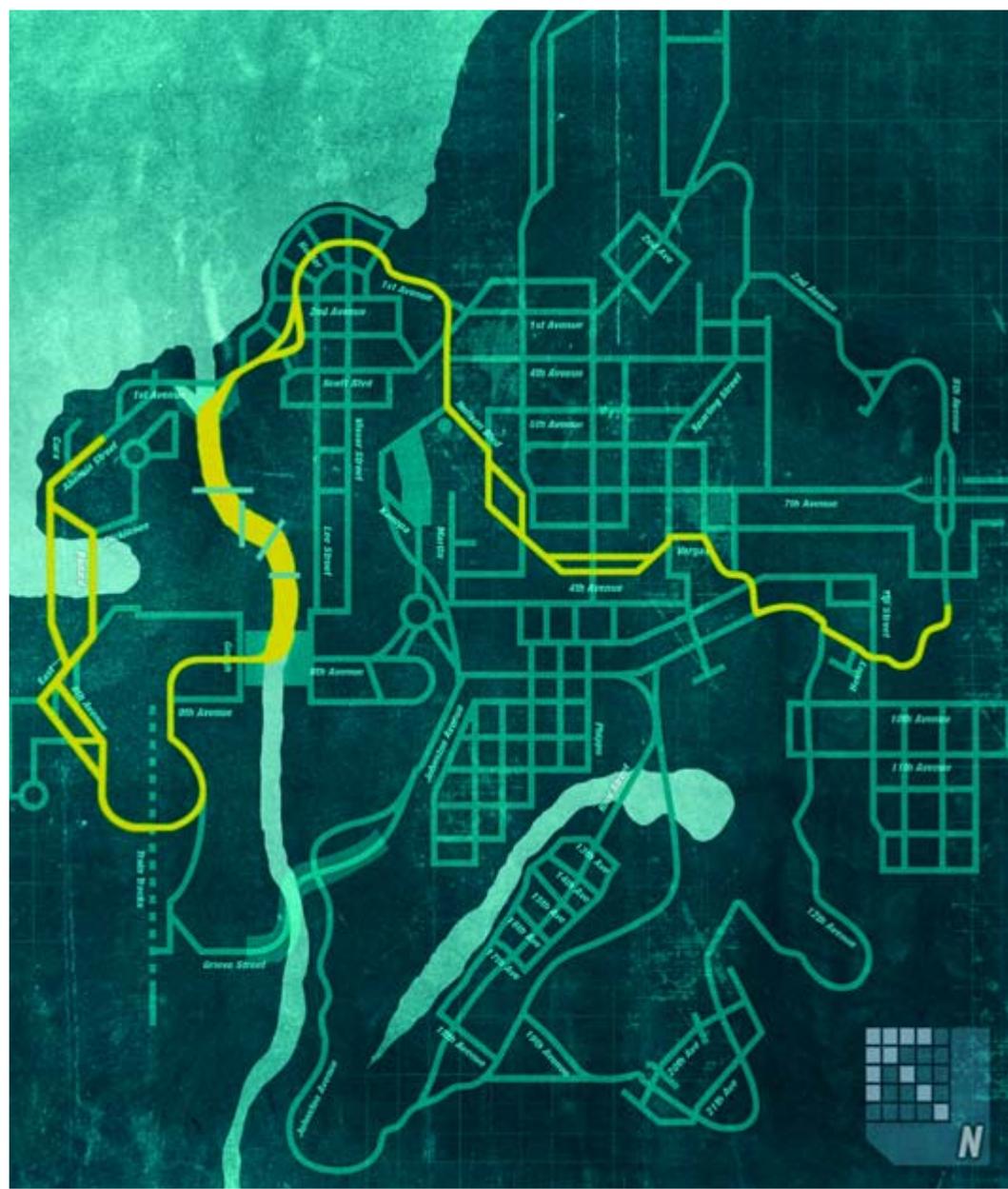
- Terminal ■ Olympic Square ■ Atlantica
- Port Royal [practically all of this circuit]



7th and SPARKLING SPRINT: 4.1 Miles

Here is yet another combination of the popular city-sprawling circuit tracks. The 7th and Sparkling track throws a new twist into the mix using a different layout as the previous tracks with the same component parts. A fairly lengthy track with a good technical mix, it keeps your blood pumping trying to hold it together through some great high-speed turns taken from:

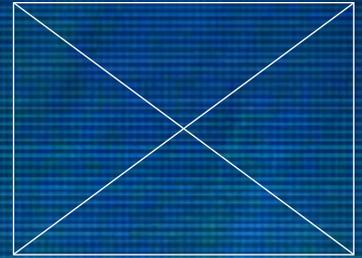
- Port Royal (nearly all of this circuit)
- Atlantica
- Olympic Square
- Terminal (nearly all of this circuit)

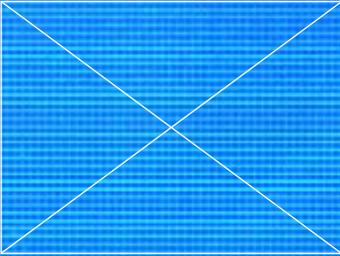


9th and FREY SPRINT: 4.7 Miles

With fewer circuit components, this track focuses more on the high-speed sections of two of the fastest circuits. These tracks were included for good reason, and you should be able to max out your car's top speed quite easily here. This sprint is taken from:

- Stadium (nearly all of this circuit)
- Atlantica (nearly all of this circuit)
- Port Royal

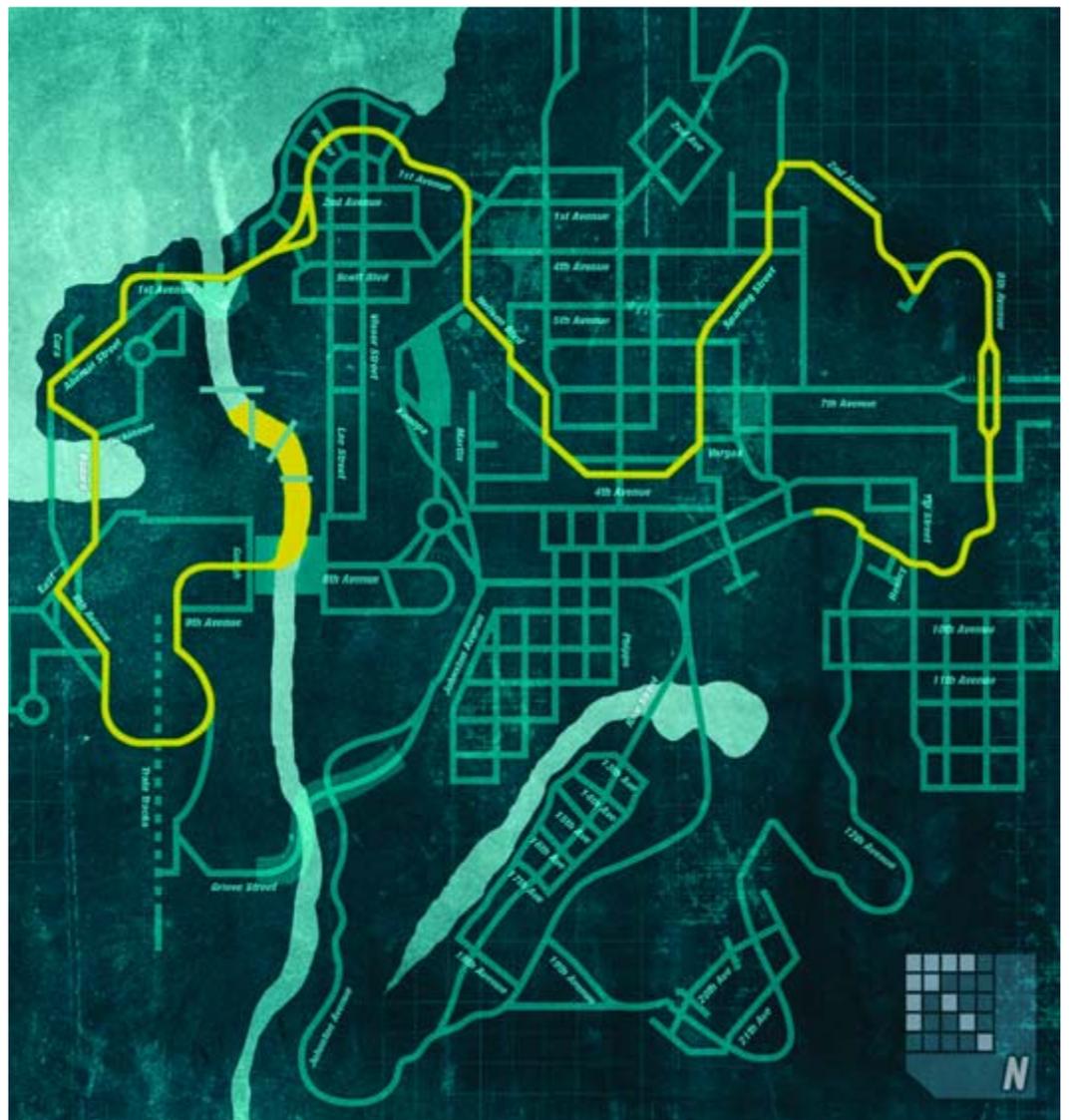




SPILLWAY SPRINT: 5.0 Miles

The most challenging of the sprint races is also the longest. The most technical sections from the most popular circuit tracks have been included into one long endurance sprint. Your timing has to be dead on to keep your speed through the transition points between:

- Terminal (nearly all of this circuit) ■ Olympic Square ■ Atlantica
- Port Royal (nearly all of this circuit)



CONCLUSION

Now that we've discussed the various sprint tracks, let's move onto some of the more challenging drag racing tracks. Straight lines can be really fun when you're going 180 mph! Turn to the next section to find out how.



DRAG RACING

Drag racing is the ultimate rush and we've got 12 straight line fast tracks to glory. You must have nerves of steel and lightning reflexes to be the best in this scene.



DRAG RACING TIPS



Aside from having ninja-like reflexes, there are some other things you should know about; perfect shifting, drafting, and dodging cross traffic.

Perfect Shifting



The best launch is what you're really after as this will set the pace for the rest of the heat. Every vehicle has an ideal launch rpm rate based on the drive type:

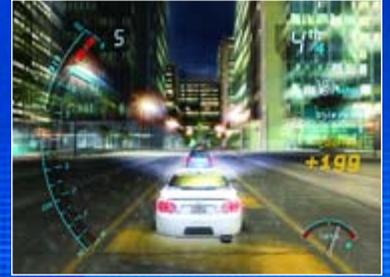
- **FWD Vehicles**—The perfect shift is between 4,000 to 5,000 rpm.
- **RWD Vehicles**—The perfect shift is 5,000 to 7,000 rpm, about 1,000 to 2,000 more rpms than FWD cars.
- **AWD Vehicles**—The perfect shift is just before redline.

TIP!

While the flag girl is doing her thing, practice modulating your rpms in anticipation of her hands dropping. When her hands do drop, make sure your tachometer is in the green and rip it up!

Drafting

Drafting is an essential skill. Undoubtedly, one of the most valuable a racer can develop because it can mean the difference between seconds when it counts. Drafting is when you follow close enough behind a car that your car is "inside" its slipstream. There's a sweet spot where you benefit from the leading car's displacement of the air ahead of it. Essentially, the leading car breaks the wind resistance for you, allowing you to save gas and horsepower for the final stretch when it counts. Use that reserve horsepower to power you to the lead when in the final stretch. Use this positive effect to pull your car forward when you veer to the side and accelerate past the leading car.



Dodging Cross Traffic

On most drag tracks there are several cross streets to provide many problematic obstacles such as intersections cross traffic. The best strategy for dodging intersection cross traffic is to go behind the vehicle. Don't try to sneak in front of it, which is what your instinct will tell you to do. Steer slightly to the rear of the moving vehicle. If you try to dodge in front of a moving vehicle, there is a good chance it will clip you and send your car into a shameful yet dramatically enjoyable (to your friends) mind-blowing acrobatic wipeout. Good luck!

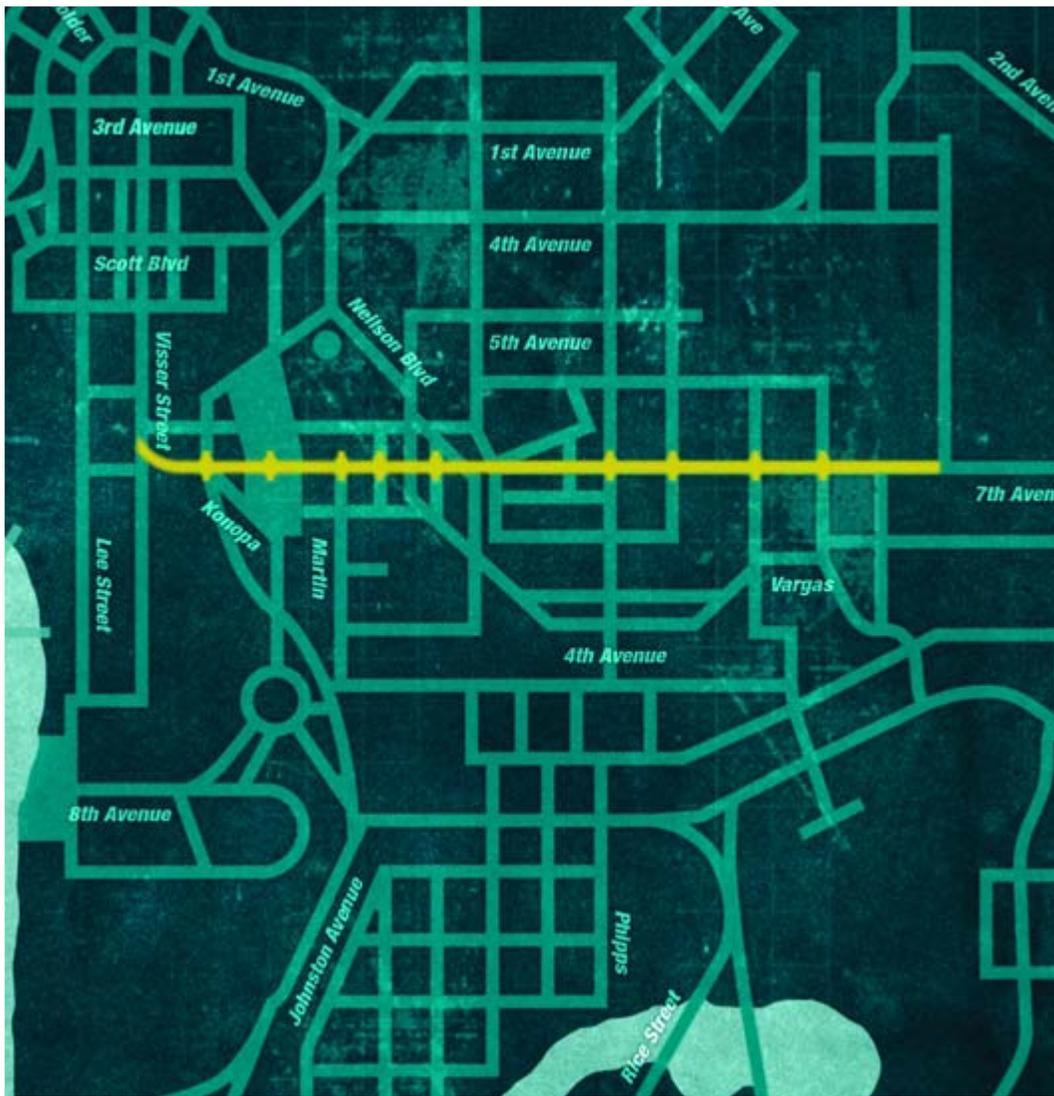
Track Difficulty

DRAGS IN ORDER OF DIFFICULTY FROM EASY TO HARD

- 14th and Vine Reverse*
- 14th and Vine*
- 14th and Vine Construction Reverse*
- 14th and Vine Construction*
- Highway 1*
- Main St.*
- Main St. Reverse*
- Main St. Construction*
- Main St. Construction Reverse*
- Commercial*
- Commercial Reverse*
- Highway 1 Reverse*

DRAG TRACKS

Here's a brief rundown of what you can expect from each of the drag tracks. Remember that the real challenge here is not the track itself, but how you get your car through it at teary-eyed speeds. It's all about the shift.

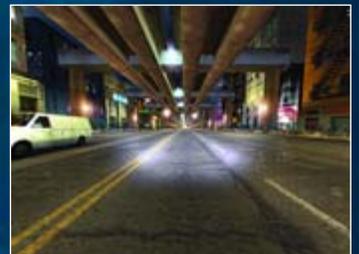


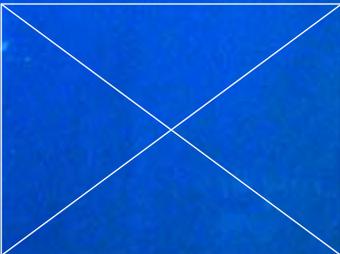
14th and VINE

This track is one of the most basic. You've got nine cross streets to provide some challenge in the form of intersection traffic, and traffic on the main road. There are no real difficult lines to deal with here. Open it up and go!

REVERSE

In reverse, this track is much the same. There's lots of traffic to dodge, but otherwise it is fairly tame.



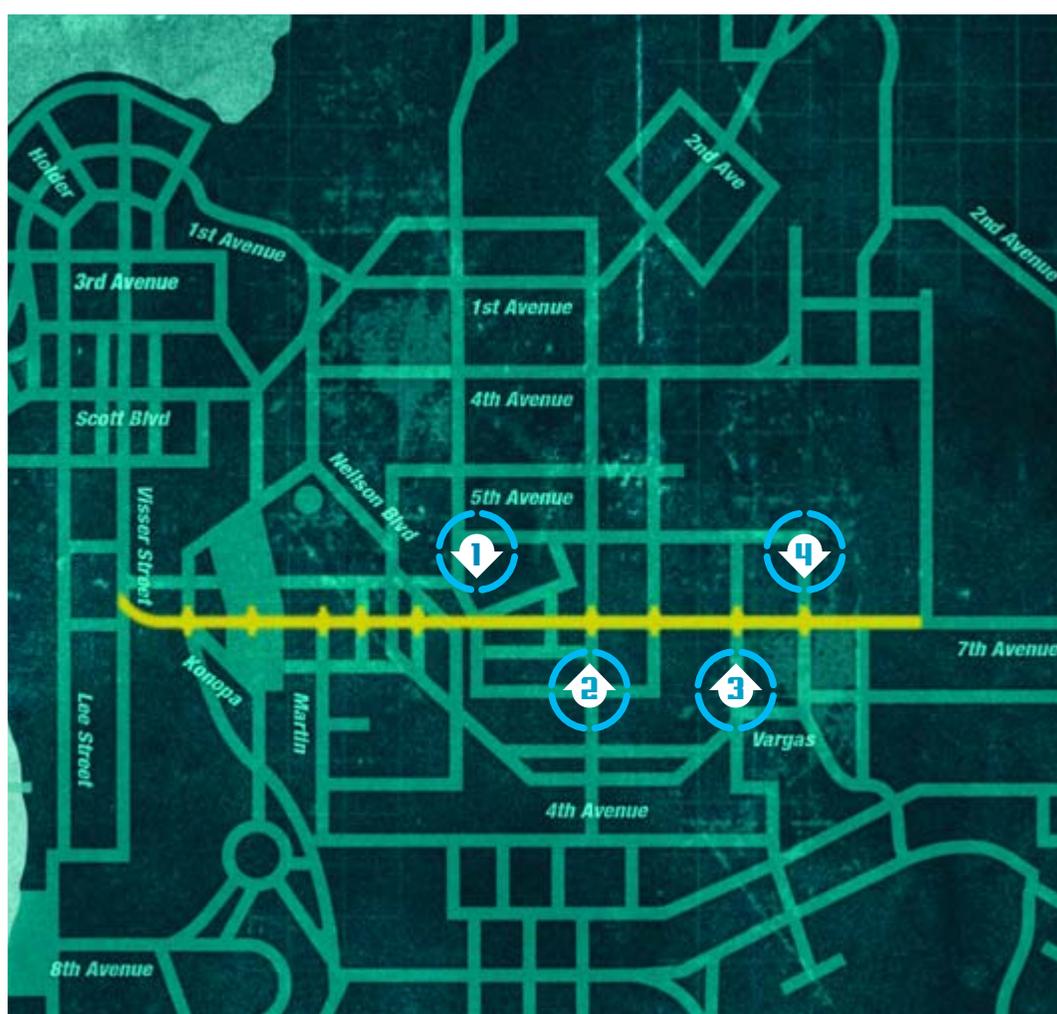


HIGHWAY

Along the highway drag section you'll find no cross streets however that doesn't mean traffic won't be a problem. The track is long with some high speed fairly shallow sweeping turns. The main challenge on Highway 1 is obviously the traffic. You'll be dodging multiple lanes of traffic going in the same direction. Hone your skills!

REVERSE

Highway 1 reverse is brutal, plain and simple. You'll really have to prove your worth against the hordes of traffic moving in all lanes coming straight at you, and they come up fast! Watch in the distance for headlights. There are no best lines; you'll be switching lanes often to make it through this track in one piece.



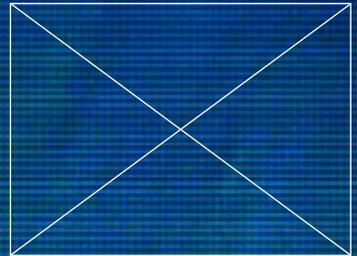
14th and VINE CONSTRUCTION

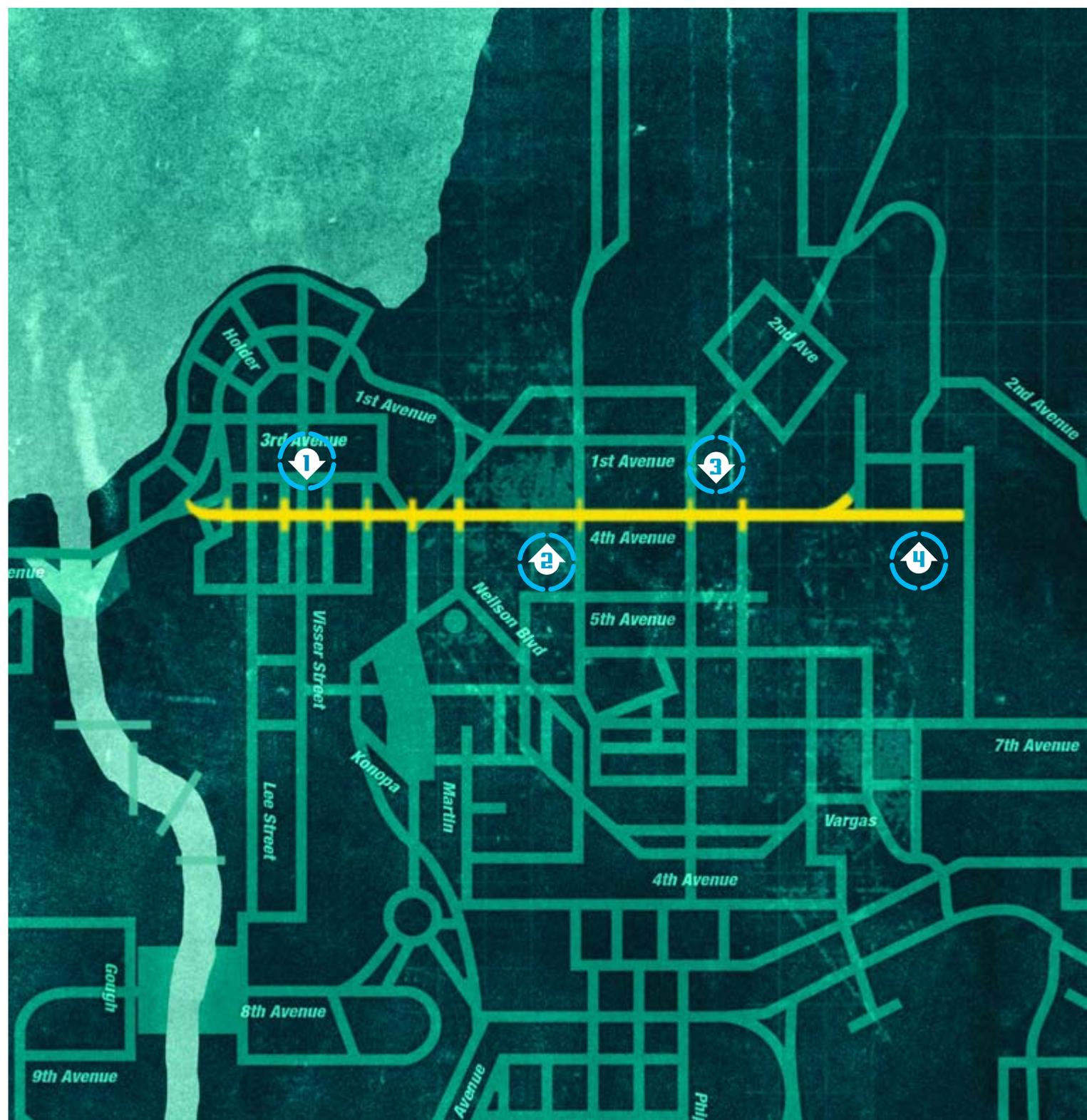
This is a basic drag course on which to cut your teeth. It's fairly level with limited obstacles to get in your way. Concentrate on your launch and you should be in at least second gear by the time you hit the first intersection. There are nine intersections so watch out for cross traffic, but the real challenge on this course is the stretch underneath the sky train track. Your talent for dodging traffic will truly be tested here. There are several track features to be wary of:

- 1 The outside right lane is closed.
- 2 The outside left lane is closed.
- 3 Numerous construction signs and pylons litter the street here; keep to the outside lanes.
- 4 Train crossing: you can squeak by ahead of it if you're quick, or use the ramp to get some hang time over the low-deck railway cars for a dramatic finish.

REVERSE

Immediately upon starting, you'll want to get into either the far left or right lanes to avoid the construction pylons since they'll significantly slow you down. In the following track sections you may have to switch lanes several times to avoid both cross traffic at intersections and the vehicles moving along the track itself in both directions.





MAIN STREET

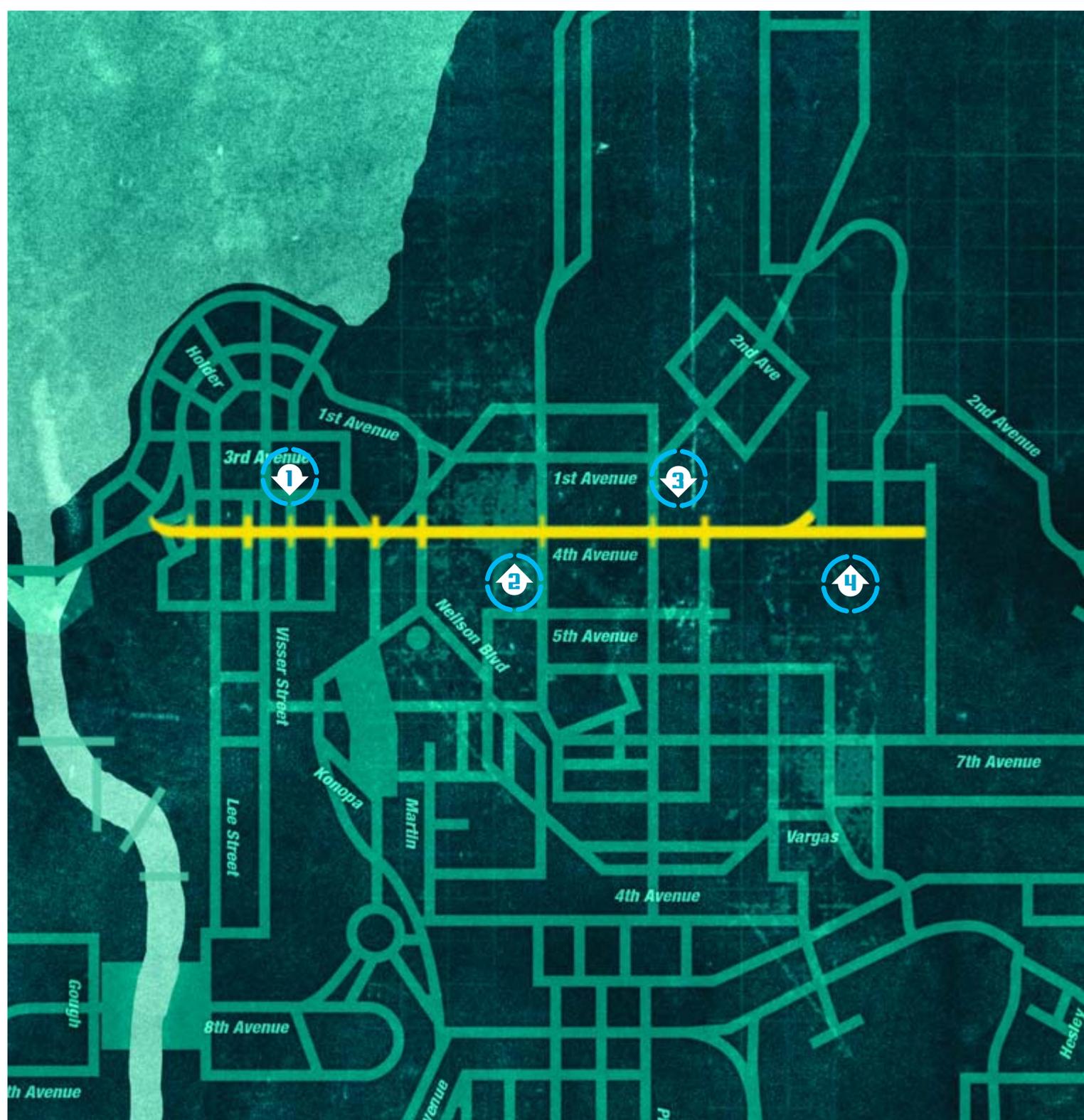
Main Street is a good mix-up of traffic and line changes. There are eight intersections to provide ample cross traffic dodging and watch for the following features:

- 1.** A series of downhill intersections to get some hang time off. Try to be in at least second gear by the time you hit the first air.
- 2. Underpass:** Better to pick a line into either the left or right bypass lane and hit less traffic along the way.
- 3. Road Division:** The lower road is oncoming traffic so stay moving with the cars on the right side.
- 4. Bridge:** you should be going all out now at max speed. Get some nice hang time off the bridge.

REVERSE

Try to be in third gear by the time you hit the air off the bridge; if so, you'll be in great shape for the rest of the race. Take the right (lower) lane with the traffic and then the right bypass lane at the underpass to avoid traffic. At top speeds, and with no hesitation, you'll catch big hang time off the two uphill intersections, and if all goes well you'll clear the majority of the cross traffic in the process; definitely a sight to see. Can we get a replay?





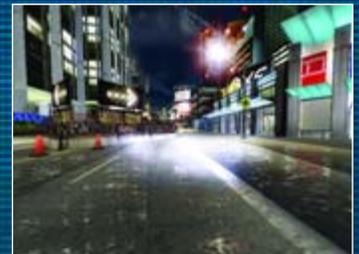
MAIN STREET CONSTRUCTION

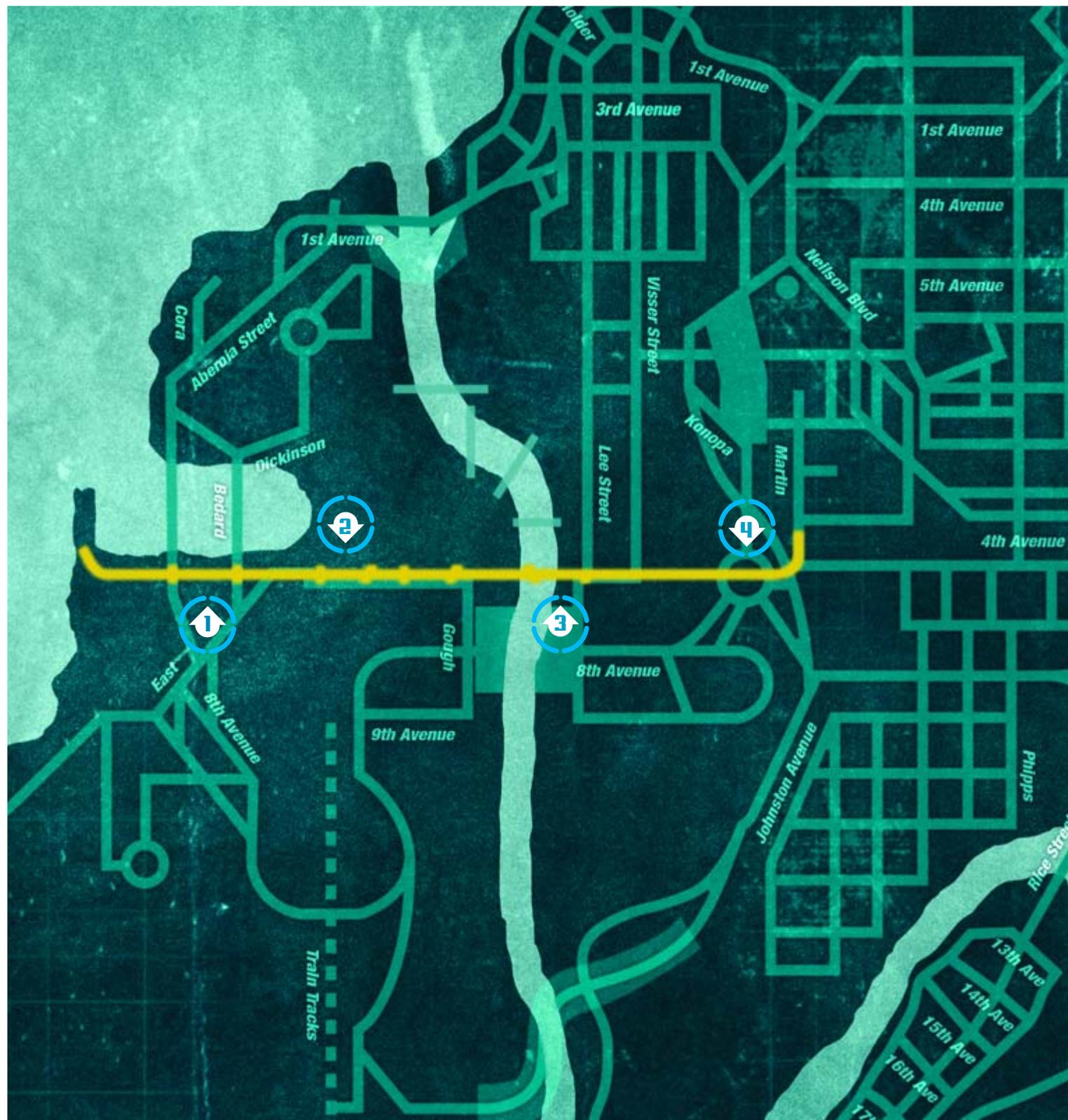
There are several quick line changes on this track due to construction activities. Watch for the following features and try to keep your line clean:

1. A series of downhill intersections to get some hang time off. Try to be in at least second gear by the time you hit the first air.
2. The underpass is being refurbished. You'll have to go up either the left or right bypass lanes. The straighter line is to the right.
3. The oncoming lane (lower lane) is blocked off; watch for traffic going in the same direction as you.
4. **Bridge:** You should be going all out now at max speed. Get some nice hang time off the bridge.

REVERSE

At the bridge you'll get some good hang time even in this direction but you'll want to be as close to third gear as possible by that time. By the time you hit the last section of the track you should have more than enough speed catch air off the two uphill intersections and over any lingering cross traffic.





COMMERCIAL

This track is in the heart of the industrial area and warehouse district. No glamorous locales here, just pure unadulterated racing. Max your speed as soon as possible on your approach to the industrial concrete alley at the bottom of the hill. The downhill aspect will help you accelerate. Watch for these track features:

1. Two big downhill intersections—catch some sweet hang time.
2. At the end of the alley you'll shoot out across an intersection. Max your speed for this point and you'll clear any cross traffic.
3. **Warehouse district:** There are several buildings, blind intersections, and cross streets here; use the ramps to clear busy areas if required.

TIP!

Coming out of the alley can be disastrous as there is no good way to dodge vehicles while flying through the air, so the faster and higher you go the better.

4. At the end of the track use the right cargo ramp near the last warehouse just for the sheer drama of showing off for points. It looks great!

REVERSE

Moving through the warehouse district at slower speeds is a great way to start off this track. Watch for cross traffic carefully at the first couple blind intersections. Using the cargo ramps for hang time in this direction is not recommended. Have your speed almost maxed by the last intersection and the air into the industrial concrete alley. While in the alley, use your nitrous if you have it. Max out your speed in this safe enclosed passage for the uphill climb, and hang time over any remaining cross traffic at the two cross street intersections.

CONCLUSION

Now that you've had the chance to play around and prove your mettle in the drag racing underground arenas, turn to the next section to learn about drift racing. There's a lot of tricks and style involved in learning this racing technique, so you'd better get started.



DRIFT RACING

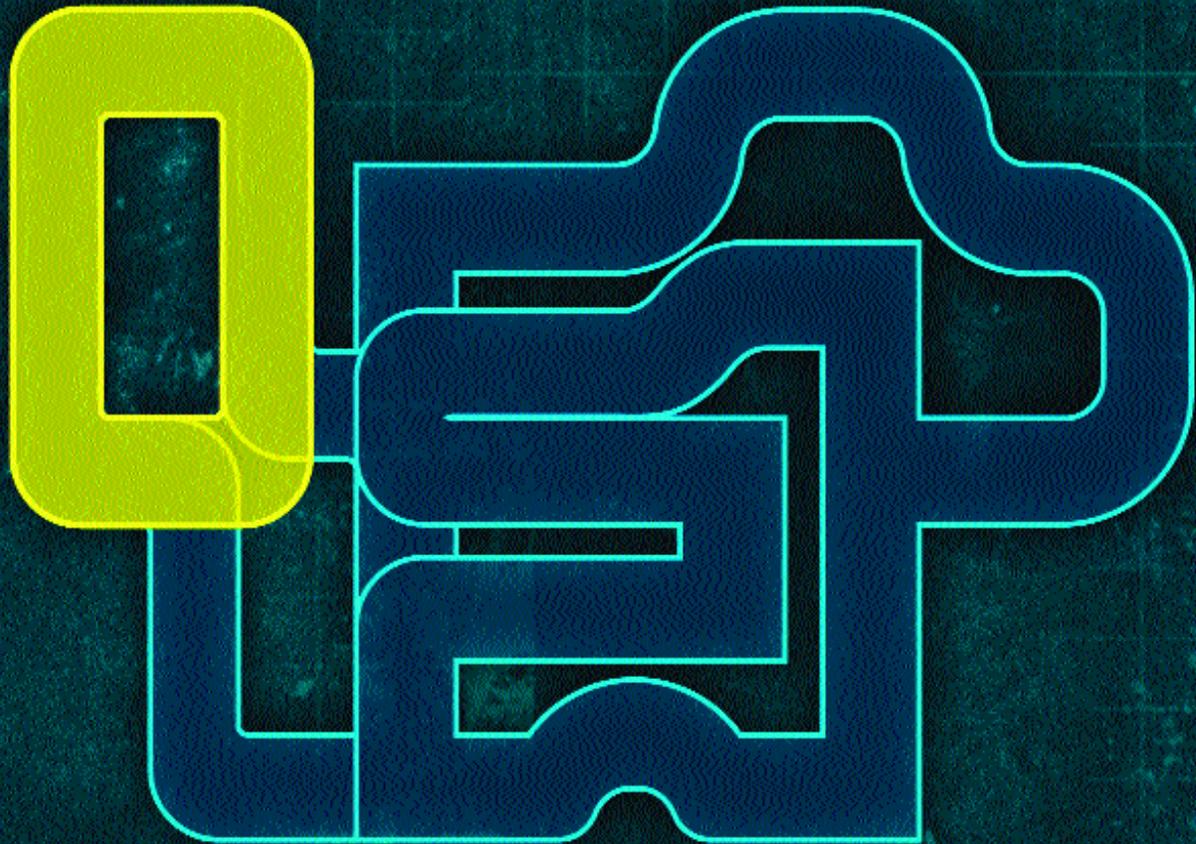
In drift racing there isn't one solid winning strategy or principle aside from big drift equals big points. The hottest racers on these courses have the best timing, they know how their cars perform, and they've memorized each corner of each track to its smallest detail. There are no ideal lines, as they are affected by the variables of car, drive train type, speed, timing, and foresight. How you score is really up to you.

DRIFT RACING TIPS



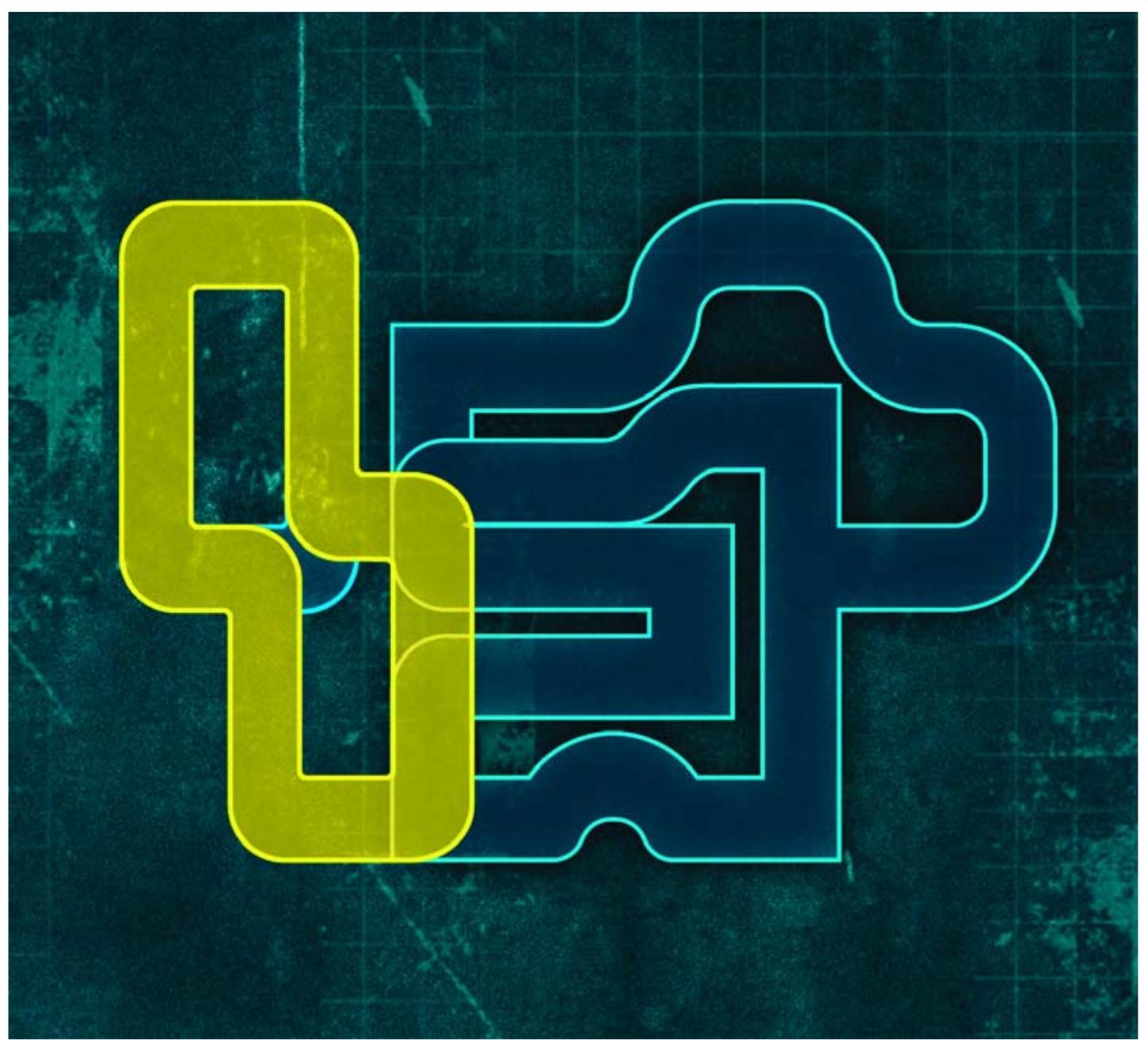
Drift racing is exciting, no doubt about it. The tracks may seem tame enough in and of themselves, but when you're constantly spinning your tires and sliding with style, it's a pure adrenaline game. The smile may be very hard to wipe from your face. The following will help you score-style points that is:

- Memorize each corner of every track. The only way to perfect your timing is with a healthy dose of foresight.
- There's no time limit, so focus on your slides and keep a handle on your next three moves ahead.
- With long, fast drifts you earn many more points than short, slow ones. Go big or go home!
- With faster cars, start your drifts earlier or you'll end up consistently hitting the far guardrail.
- Slide into the corner rather than starting your slide during the corner.
- AWD cars drift the best. Use your e-brake only slightly to start the slide, then hit the gas hard and all four wheels will get you through the corner nicely.
- RWD cars are a little touchy to drift with, as using too much gas during a corner easily can force you into an uncontrolled spin (referred to as over-steer). There is a fine balance with these cars, so learn to identify and hold the drift at the threshold between too much slide and too slow a speed.
- FWD cars take a bit of effort to get the back end to slide out and force the car into a drift. Tap the e-brake quickly to kick out the rear end and keep on the gas all the way through the corner.
- The bonus multiplier is a temporary benefit. Crashing into a wall or slowing down reduces your bonuses. It pays to be cautious sometimes to maintain a high multiplier.
- Use the bonus zone as much as possible. If you can start a slide in the inside zone of a corner and slide right through to the outside zone of the following corner, you maximize your time and earn extra style points.
- **Feint Turns**—Use a short, shallow turn in the opposite direction just before moving into a corner. This technique seems like a deke or feint, but it helps put the car into a spin while allowing you to maintain your speed. Rally drivers commonly use feint turns in their races when speed is key.



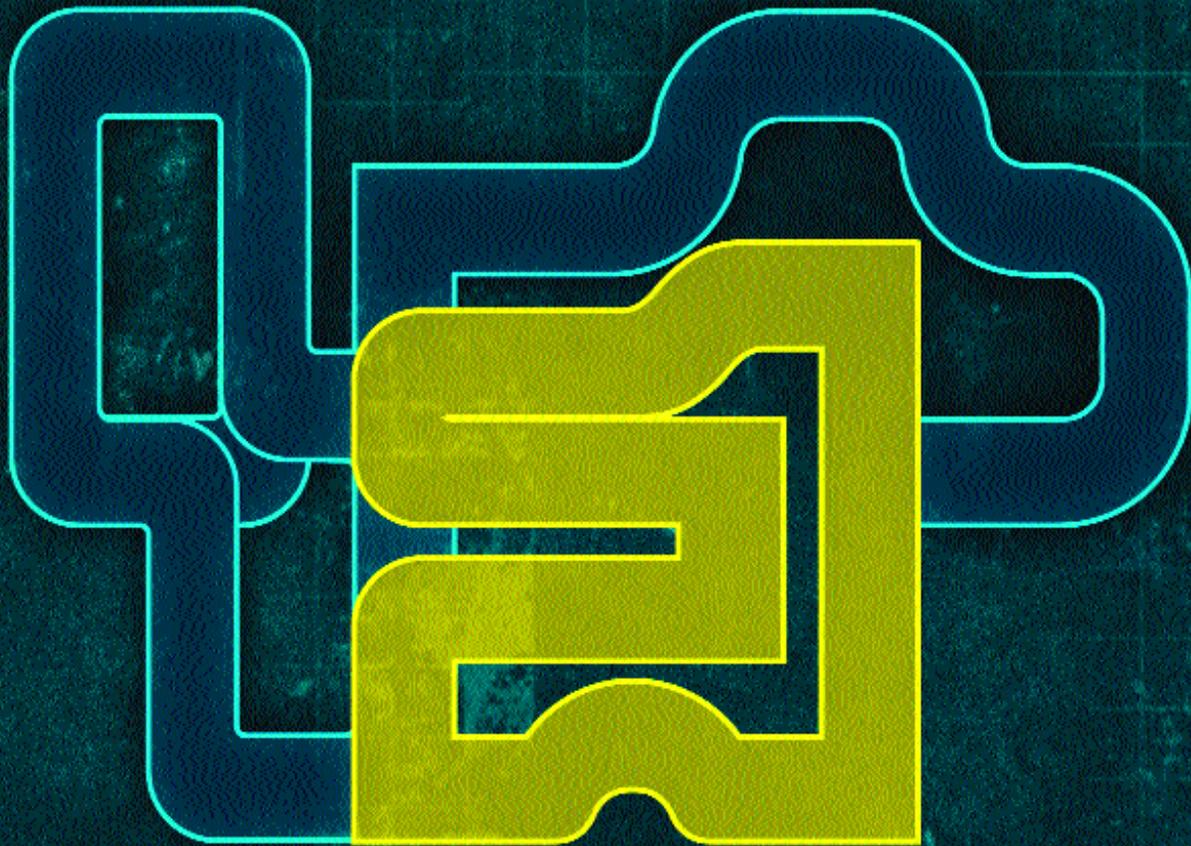
DRIFT COURSE 1

This drift course is your most basic oval, designed to give you the feel for the different surface on which you'll be earning some sick style points. With regular length straights and standard radius corners, this track allows you to practice your slides with relative consistency.



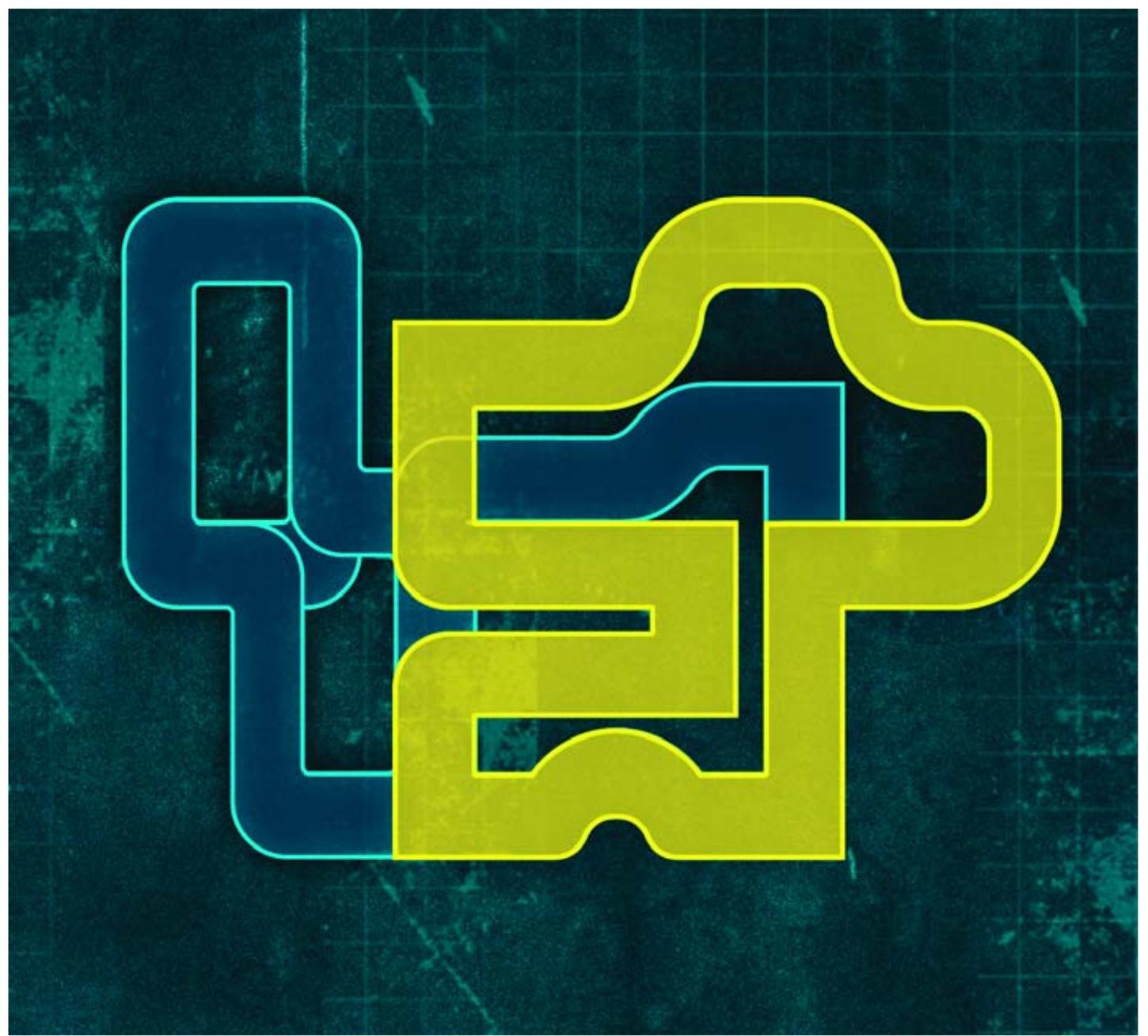
DRIFT COURSE 2

Here's your introduction to S-curves. Learning the right timing to effectively link slides from side to side is critical. There is a link time limit, so switch to the other side as soon as possible or you lose the linking effect and the associated bonuses.



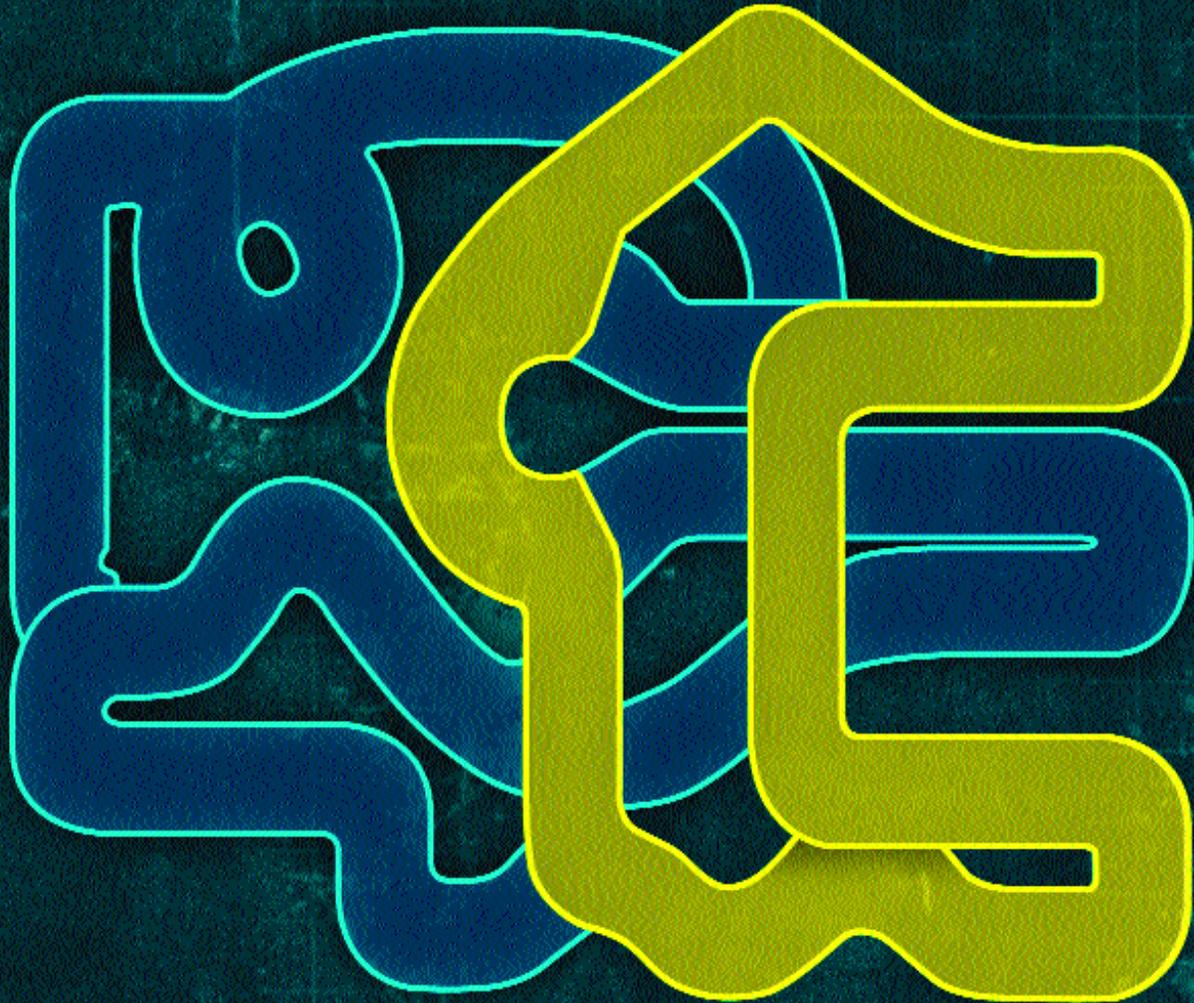
DRIFT COURSE 3

Hairpin corners make for some interesting racing dynamics. Sliding on these turns can be an effective and useful skill. This track introduces you to these turns, which to some drivers are nothing but pure nightmare. This course provides hairpins with following S-curves to hone your linking skills.



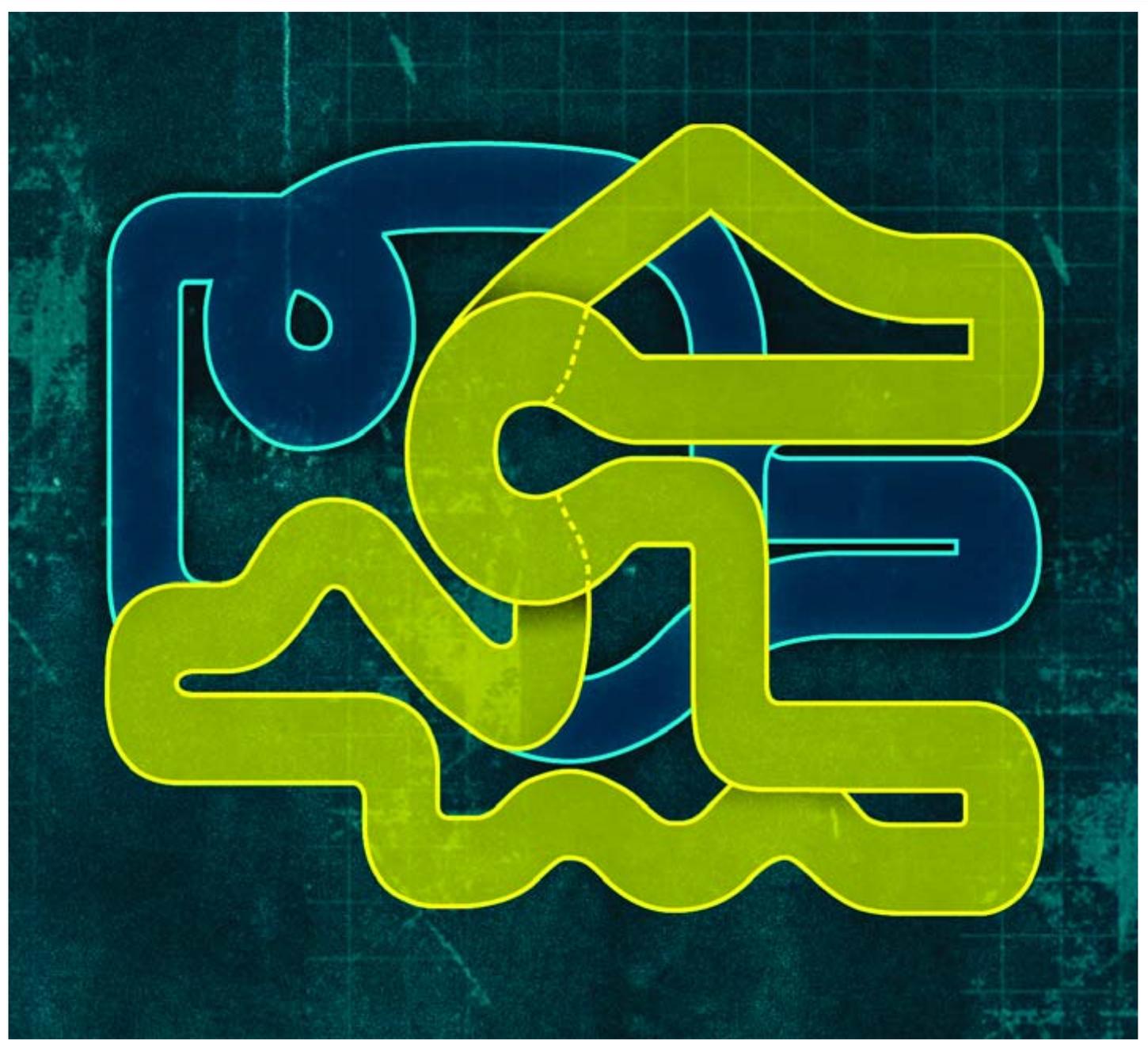
DRIFT COURSE 4

Track four is the first of the mixed combo tracks. With a slight change in elevation, this track throws you your first real test of your combo slide linking skills.



DRIFT COURSE 5

For this course, the changes in elevation make the uphill hairpin a new challenge. Perfect your timing to slide fast all the way around the corner for some sick style points.

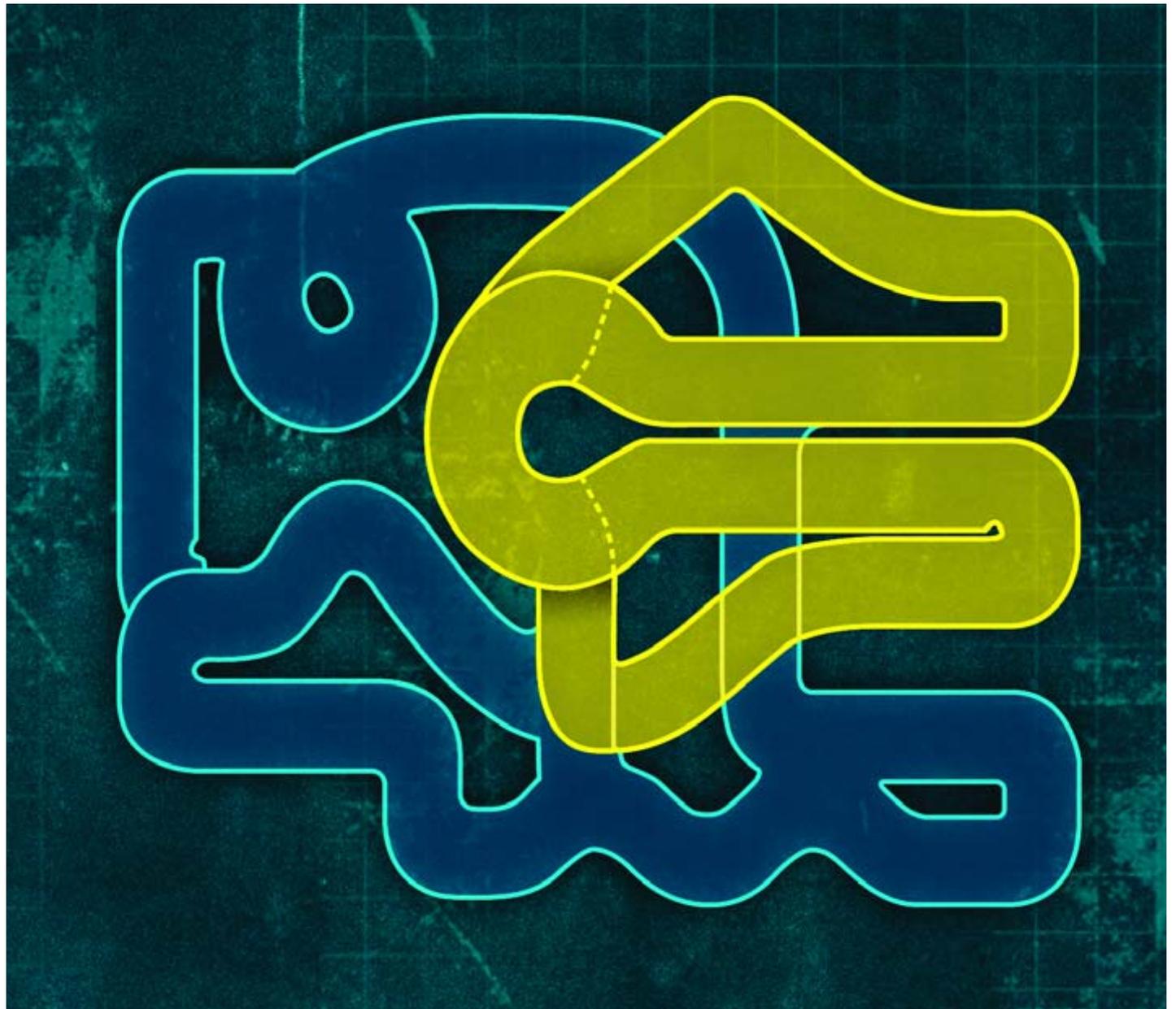


DRIFT COURSE 6

Drift track six has a series of S-curves leading into an uphill circular corner that provide quite a challenge to your linking and timing. You know you've hit the sweet spot when you can link multiple drifts through the entire series of S-curves. If you can pull this off then hit the uphill circle, your style point counter easily could exceed 20,000 for this section alone.

DRIFT COURSE 8

A couple of high-speed turns and several hairpins make it difficult to link combos effectively through this track. The corners are spaced out, so you need perfect timing and off-the-hook speeds to pull it off. The track's centerpiece is a tight circular corner that can frustrate even the hottest drift racers.



CONCLUSION

Now that you've had the chance to practice the art of drifting, turn to the next chapter to learn about the Underground mode, the heart of the game!

UNDERGROUND

YOUR UNDERGROUND RACING CAREER

Prove your skills in the *Underground* racing scene. You compete in more than 100 different races on the slow climb to the top. Progression into the local rankings may be slow at first, however with enough effort and practice you'll soon bust into the scene with the best of the *Underground* racers. You go head to head with the best, who want to keep rookies like you out of the spotlight. They're out there practicing and racing, so challenge them!

RACE TYPES



Underground racing consists of all the game's major race types, with a few more twists thrown into the mix. You'll run the usual Circuits, Sprints, Drags, Drifts, and Lap Knockouts, however you're also introduced to Ranked Races, Tournaments, and special races such as Time Trials.

Ranked Races

Earn your place in the top-10 rankings by beating the currently top-ranked characters, each increasing in difficulty on your way to the top. Eddie is the king of the streets, and you need lots of practice to beat him at his own game.

There is a rankings list for each of the race types, but these critical Ranked Races don't show up in the roster for some time in Underground mode. You have to prove yourself worthy before you're even considered in the running. Win as many races as you can on the Hard setting while the going is easy, as you need the Bank for essential upgrades.

Choosing Race Difficulty

As you move from event to event during your career, you choose the difficulty for each race. The Easy, Medium, and Hard options are commonly associated with Bank awards that increase in value given certain events. Tournament events are always worth multiples of the usual Bank award amounts. The difficulty level affects the degree of AI difficulty. Here's a general breakdown for the differences in the AI levels:

Easy

- Cars don't dodge traffic very well.
- Cars hardly ever take the track shortcuts.
- They rarely brake before turns.
- Overall, they make more mistakes.

Hard

- Cars dodge traffic very well.
- Always take the track shortcuts.
- Block you when you try to pass.
- Technical braking before turns.
- Overall, they make fewer mistakes.

Tournaments

Tournaments typically consist of three races of any type, with a very lucrative Bank award for first place. Keep track of your points throughout the tourney so you can squeak by on points alone if you haven't swept the races altogether. These races are well worth the effort to attempt in Hard mode, because the payoff is so high. It's not unusual to win several thousand for doing well in Tournaments, and the payoff increases consistently as you move through your Underground career. At later stages of the game you could earn up to 20,000 Bank for winning one Tournament. Sounds easy, right?

Special Races: Time Trials

Every so often, Samantha or TJ pops up with an opportunity to win some unique upgrade parts for your car. These races are Time Trials, usually Sprint races done to a countdown timer. Every second left on the timer counts as a style point bonus. Go for broke to rack up the extra points plus get a rare part for your ride!

IMPORTANT CHARACTERS

Keep your eyes peeled for these recurring characters in the *Underground* scene:

Samantha



Samantha is your not-so-average girl next door with a penchant for high speed g's and killer style. You meet Sam throughout your *Underground* career, and she helps you out with opportunities for some sweet unique upgrades. But she's not just giving them away!

TJ



This cat is the local aficionado tuner mechanic with an all-access pass to rare parts and unique upgrades. Impress him with your skills and stay on his good side for some tight parts for your ride.

Eddie



This is it, the king of the *Underground* scene and leader of a large posse of racers. If you make it far enough in the rankings, you may earn the right to challenge him. Just keep at it and eventually you'll square off against this very aggressive racer. You can bet he's tracking your progress.

Traction

You race across several different surface types, including asphalt, sidewalk, grass, dirt, and wet concrete. At times these surfaces feel slightly different, maybe hinting at some detrimental effects to your speed or performance. However you experience no significant speed loss due to any of these surfaces.

One noticeable characteristic of several surface types is that they allow for slightly easier drifting such as on dirt or wet sections of track. Adjust your speed accordingly and you won't have a problem in these areas.

Stability Control

This option adds more forgiveness to your car's handling. With stability control on, you can't slide your tail end out as easily, so it helps prevent undesirable slides. It also serves to straighten your car out with less effort after hard corners.

That being said, experienced racers turn off this feature to get a more responsive "feel" from the car while ripping around the streets. With the ability to throw the car's tail end out quite easily, you can accomplish more accurate drifting, which subsequently leads to better track times.

NOTE!

Catch Up mode is on by default, and can be a blessing or a curse depending on where you're placing in any given race. The cars behind the leader are given a temporary increased acceleration and top speed to match them to the leader.

UNDERGROUND DRIVING-GUTS AND GLORY

Driving in the *Underground* scene is more than tweaking your ride to pull out extra horses. A tuner needs a driver—and that driver is you.

Watch the Walls



Sliding along walls is sometimes unavoidable, however the friction causes your car to lose speed. Use this to your advantage against other racers. If a racer is flanking you on the inside next to a wall and trying to pass, let him pull up beside you, then pin him into the wall. He succumbs to the friction speed loss and drops off your radar while you pull away, giving you a great chance to split while he gears down. This takes some good timing to work, so watch your mirrors and maps to keep track of the cars behind you.

CAUTION!

Watch out for more than walls! Numerous obstacles litter parts of the street, including boxes, street and construction signs, and oil or water barrels. All objects have a certain weight and impact your car differently. Lighter objects may provide just a quick bump, while others may stop you dead in your tracks. Barrels and some traffic signs knock your car around and slow you down if you hit them.

Know the Track

Traffic spawns only in certain sections of each course. Learn the tracks well and eventually you'll know where to you can safely let 'er rip and when you should be a little more conservative.

Hang Out



The alignment of your car just prior to hang time can have profound effects on your safe arrival back on earth. If you hit air on any sort of angle, that angle continues to increase in the air, consequently you may even land backwards! Hit your hang time kickers straight on for the best results.

Give it Some Gas

Use the nitrous in very short bursts to help you accelerate into higher gears. Or hold off on using it until you've maxed your speed conventionally then blast it off on the straights to get an insane velocity boost!

Find the Path of Least Resistance



Along stretches of highway, such as the long section running past the stadium on the track of the same name, there are outer lanes with a diagonal lined pattern. These are not driving lanes, so you'll never see traffic in them. In a pinch, and with some good timing, you can use them to squeeze right by traffic on the outside!



Acura
2003 RSX Type S

Price:19,000
Drive Type:FWD
Base Level Performance
Ranking:7



Acura
2001 Integra Type R

Price:21,000
Drive Type:FWD
Base Level Performance
Ranking:6

PICK YOUR RIDE

PICK YOUR RIDE



Dodge
1999 Neon 2-Door

Price:8,000
Drive Type:FWD
Base Level Performance
Ranking:14



Ford
2003 Focus ZX3

Price:9,000
Drive Type:FWD
Base Level Performance
Ranking:18



Honda
2000 Civic Coupe Si

Price:11,500
Drive Type:FWD
Base Level Performance
Ranking:17



Honda
2003 S2000

Price:28,000
Drive Type:RWD
Base Level Performance
Ranking:3



Hyundai
2003 Tiburon GT

Price:8,500
Drive Type:FWD
Base Level Performance
Ranking:12



Mazda
1999 Miata MXS

Price:9,500
Drive Type:RWD
Base Level Performance
Ranking:15



Mazda
1995 RX-7

Price:30,000
 Drive Type:RWD
 Base Level Performance
 Ranking:2



Mitsubishi
2003 Lancer

Price:10,500
 Drive Type:FWD
 Base Level Performance
 Ranking:19



Mitsubishi
1999 Eclipse GSX

Price:20,500
 Drive Type:AWD
 Base Level Performance
 Ranking:8



Nissan
2003 Sentra SE-R Spec V

Price:20,000
 Drive Type:FWD
 Base Level Performance
 Ranking:11



Nissan
1992 240 SX

Price:18,000
 Drive Type:RWD
 Base Level Performance
 Ranking:10



Nissan
2003 350Z

Price:35,000
 Drive Type:RWD
 Base Level Performance
 Ranking:4



Nissan
1999 Skyline R34 GTR

Price:80,000
Drive Type:AWD
Base Level Performance
Ranking:1



Peugeot
2003 Peugeot 206

Price:9,000
Drive Type:FWD
Base Level Performance
Ranking:16



Subaru
2003 Impreza 2.5 RS Sedan

Price:10,000
Drive Type:AWD
Base Level Performance
Ranking:13



Toyota
1998 Supra

Price:22,500
Drive Type:RWD
Base Level Performance
Ranking:9



Toyota
2003 Celica GT-S

Price:19,500
Drive Type:FWD
Base Level Performance
Ranking:5



Volkswagen
2003 Golf GTi 2.0L (Euro Model)

Price:12,000
Drive Type:FWD
Base Level Performance
Ranking:20

Car Performance Rankings: Base (Stock) Level

	1	Nissan	1999 Skyline R34 GTR		11	Nissan	2003 Sentra SER Spec V
	2	Mazda	1995 RX-7		12	Hyundai	2003 Tiburon GT
	3	Honda	2003 S2000		13	Subaru	2003 Impreza 2.5 RS Sedan
	4	Nissan	2003 350Z		14	Dodge	1999 Dodge Neon 2-door
	5	Toyota	2003 Celica GT-S		15	Mazda	1999 Miata MX5
	6	Acura	2001 Integra Type R		16	Peugeot	2003 Peugeot 206
	7	Acura	2003 RSX Type S		17	Honda	2000 Civic Coupe Si
	8	Mitsubishi	1999 Eclipse GSX		18	Ford	2003 Focus ZX3
	9	Toyota	1998 Supra		19	Mitsubishi	2003 Lancer
	10	Nissan	1992 240 SX		20	Volkswagen	2003 Golf GTI 2.0L



Base Level Performance Ranking is only the beginning of the story, perhaps even only the prologue. All of these tuners undergo significant changes when you put a little turbo here, remove a couple seats there, or install a new drive chain, so don't get caught up in the numbers right away. Each car has its strengths and weaknesses and once it's all tweaked out to the maximum degree, it almost doesn't matter what car you're driving because they're all that fast! The essential point is that the rankings change depending on which level of upgrades your tuner has installed at the time.

CAUTION!

Pay close attention to the value of the car you're looking at during trades. If you're getting a rebate, the car you're considering getting is a downgrade from your current ride; if it costs you something extra, it's an upgrade! This gives you some hints on a car's quality and/or rating later on in the game.

TWEAKING WITH AFTERMARKET PARTS

There are hundreds of aftermarket parts from all your favorite companies to help you spend hours tweaking your tuner right down the smallest decal. The manufacturers whose parts are included in *Need For Speed Underground* are:

Parts List

- | | |
|------------------------|-----------------------|
| ■ 5Zigen | ■ Keystone Good Hoods |
| ■ Act | ■ Koni |
| ■ AEM | ■ Konig |
| ■ Alpine | ■ Kumho Tire |
| ■ Apex Springs | ■ KVR Performance |
| ■ Apexi | ■ KYB |
| ■ Arospeed | ■ MOMO |
| ■ Audiobahn | ■ Neuspeed |
| ■ BBS | ■ Nitrous Express |
| ■ BF Goodrich | ■ NOS |
| ■ Bilstein | ■ Oz Wheels |
| ■ Borla | ■ PIAA |
| ■ Brembo | ■ Plasmaglow |
| ■ DC Sports | ■ Racing Hart Wheels |
| ■ Eibach Springs | ■ Scorpion Exhausts |
| ■ Inc | ■ Skunkz |
| ■ Enkei | ■ Sparco |
| ■ Eurolite and Ractive | ■ Stillen |
| ■ Greddy | ■ Street Glow |
| ■ H&R | ■ Toyo Tires |
| ■ HKS | ■ Turbonetics |
| ■ HP (Hurricane Power) | ■ TYC |
| ■ Injen | ■ Venom |
| ■ Jackson Racing | ■ Wilwood |
| Performance Products | ■ Wolfrace Wheels |
| ■ K & N Engineering | ■ Yokohama |
| ■ Kenwood | |

UPGRADES

Upgrades for your tuner come in three shapes and sizes: performance, visual, and unique. Here are the goods:

Performance Upgrades

ENGINE/EXHAUST PACKAGES: INCREASES TOP SPEED AND ACCELERATION

Engine/Exhaust Packages

STREET PERFORMANCE KIT

- Cold Air Intake System
- Cat-back Exhaust System
- Replace Headers

PRO PERFORMANCE KIT

- Mild Cam Shaft and Cam Gears
- High Performance Throttle Body
- High Flow Intake Manifold
- Larger Diameter Downpipe

EXTREME PERFORMANCE KIT

- Replace Pistons and Rods
- Racing Cam Shaft and Cam gears
- Blueprint the Block
- Low Restriction, High Flow Headers Installed

ECU and Fuel System

STREET PERFORMANCE KIT

- Performance Chip

PRO PERFORMANCE KIT

- Adjustable Fuel Pressure Regulator
- Replace Fuel Rail
- Replace Fuel Filter
- High Flow Fuel Pump

EXTREME PERFORMANCE KIT

- Stand Alone Engine Management Unit
- Replace Fuel Injectors

Each of these manufacturers offers an upgrade that should be considered carefully. Remember that upgrades to different cars aren't always equal because they'll affect different cars in different ways.

NOTE!

The ECU monitors and optimizes the air/fuel mixture in your engine. A more efficient mix and injection rate will increase your engine's horsepower and maximum rpm (redline).

TURBO PACKAGES: INCREASES TOP SPEED AND ACCELERATION

Turbo packages

STREET PERFORMANCE KIT

- Stage 1 Turbo Kit

PRO PERFORMANCE KIT

- Stage 2 Turbo Kit with Intercooler (for cars that do not already have an Intercooler)

EXTREME PERFORMANCE KIT

- Stage 3 Turbo kit

NITROUS OXIDE: TEMPORARY SPEED INCREASE

Nitrous Oxide

STREET PERFORMANCE KIT

- Dry Shot of Nitrous Oxide

PRO PERFORMANCE KIT

- Wet Shot of Nitrous Oxide

EXTREME PERFORMANCE KIT

- Direct Port of Nitrous Oxide

DRIVETRAIN PACKAGES: INCREASES TOP SPEED

Drivetrain Packages

STREET PERFORMANCE KIT

- Short Throw Shift Kit
- Lightened Flywheel
- Shifter Stabilizer Kit
- Replace Clutch

PRO PERFORMANCE KIT

- Limited Slip Differential
- High Performance Clutch

EXTREME PERFORMANCE KIT

- 6 Speed Transmission
- Lightweight and Strengthen Drive Shaft

NOTE!

A vehicle's top speed is limited by its drivetrain (i.e. the gears can only spin so fast). The rpm redline indicates when the engine is reaching maximum engine revolutions. Upgrading the drivetrain decreases the rpms required to reach the new, higher top speed.

BRAKE KITS: INCREASE HANDLING

Brake Kits

STREET PERFORMANCE KIT

- Street Compound Brake Pads
- Steel Braided Brake Lines

PRO PERFORMANCE KIT

- Cross Drilled Rotors
- Race Compound Brake Pads

EXTREME PERFORMANCE KIT

- 4 Piston Racing Calipers

SUSPENSION PACKAGES: INCREASES HANDLING

Suspension Packages

STREET PERFORMANCE KIT

- Sport Performance Springs and Shocks
- Strut Tower BarFront

PRO PERFORMANCE KIT

- Front and Rear Sway Bar
- Front and Rear Tie Bar
- Upgrade Bushings

EXTREME PERFORMANCE KIT

- Coil Over Shock System with adjustable pillow mounts

WEIGHT REDUCTION KITS: INCREASES ACCELERATION AND HANDLING

Weight Reduction Kits

STREET PERFORMANCE KIT

- Remove Rear Seats
- Remove Interior Panels
- Remove Spare Tire

PRO PERFORMANCE KIT

- Replace Rear and Side Windows with Lexan
- Replace Front Seats with Lightweight Racing Seats

EXTREME PERFORMANCE KIT

- Replace Doors and Trunk Lid with Lightweight Materials
- Cut and Foam Fill Excess Frame and Interior Components

TIRES: INCREASES HANDLING

Tires

STREET PERFORMANCE KIT

- Street Performance Tire Package

PRO PERFORMANCE KIT

- Pro Performance Tire Package

EXTREME PERFORMANCE KIT

- Extreme Tire Performance Package

Visual Upgrades

A stunning collection of visual upgrades has been assembled to allow each racer to customize his or her cars with a freedom never before accomplished. You most assuredly will build several cars that you cannot bear to part with. The most difficult choice is not picking the parts or the colors, but picking which of your pimped out imports to show off with today. Here is an outline of items, parts, and attributes that you'll be tweaking on your tuner import with unbridled enthusiasm:

BODY

This is the ground floor for tweaking your car. Here you'll decide on overall body refinements and define your style with a huge selection of moldings and body parts.

- Front bumper
- Hood
- Rear bumper
- Roof scoop
- Side skirts
- Special wide body kit
- Spoiler

NOTE!

Roof scoops and carbon fiber body parts (e.g., hoods, spoilers) are for show only. They do not affect engine performance or reduce car weight.

RIMS

Choose from various types and sizes of wheels from several manufacturers:

- BBS
- Enkei
- Konig
- MOMO
- Oz Wheels
- Racing Hart Wheels
- NFSU

ACCESSORIES

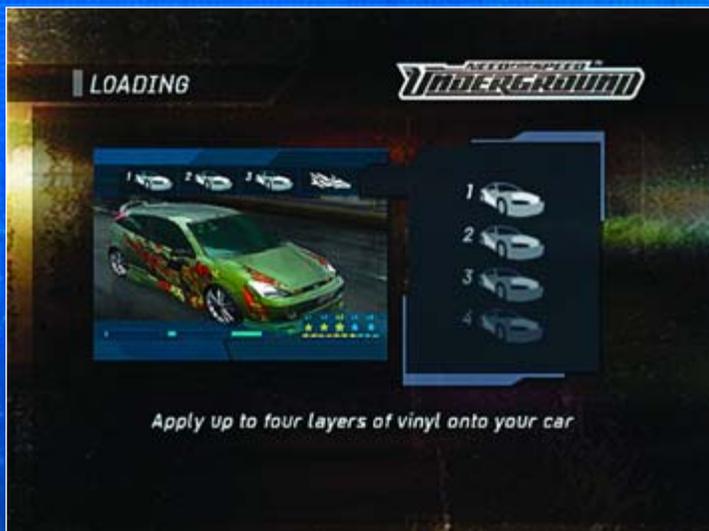
There are many options within each of these categories. Attention to detail will get you the best looking car on the streets.

- Headlights
- Muffler tips
- Neon
- Taillights
- Window tinting

PAINT

Right down the smallest detail, you can put a slash of color on pretty much anything:

- Base
- Brake calipers
- Rims
- Spoilers



PAINT GAMUT

There is such a huge selection of paint here that you'll never get bored of changing the look of your tuner. Experiment with different color schemes often to find your true hue. Each category has three unlockable tiers or color levels, each with a wider selection than before.

- Gloss
- Metallic
- Pearlescent

DECALS

If you want to advertise support for your favorite manufacturers or display the names of your eager sponsors, this is how to do it. With seven different custom locations and hundreds of decals, it will be no mystery what team you're representing.

- Hood
- Left door
- Left quarter panel
- Rear window
- Right door
- Right quarter panel
- Windshield

VINYL

The true artists will be blissful with the inspiring options available through the custom vinyl kits and their multiple layering capabilities. You'll have the power to superimpose, drape, or hide vinyl layers through creative use of any of the following:

- Top layer
- Second layer
- Third layer
- Bottom layer

Improving Your Reputation Through Visual Upgrades

Improving Your Reputation through Visual Upgrades
Earning reputation stars is accomplished by tweaking your car with some serious visual perks. The reputation system is point based, with each upgrade worth a certain number of points toward the next star. Installing the following nine visual upgrades in this order [highest value to lowest value] helps boost your car's reputation the fastest and increases the subsequent bonuses you get when your style points are tallied at the end of each race:

- 1 Front bumper/rear bumper
- 2 Hood/spoiler/side skirts/rims
- 3 Paint
- 4 Neon
- 5 Window tinting

Note: Decals and vinyl do *not* apply toward reputation points.

Unique Upgrades

At various points in your Underground racing career, you come across characters willing to help you out, *if* you can prove that you deserve their generosity. Race hard, and come back for your rewards of these unique upgrades:

Underground Mode Unique Upgrade

RACE	CHARACTER	UNIQUE UPGRADE
7	TJ	Engine/Exhaust, Drivetrain, or Tires
15	Samantha	Hood
26	TJ	ECU, Turbo or Brakes
47	Samantha	Rims
68	Samantha	Vinyl
77	Samantha	Spoiler
97	TJ	Nitrous, Weight Reduction Kit, or Suspension
111	Samantha	Wide Body Kit



CONCLUSION

Now that we've covered all of the available upgrades, let's turn to the next chapter to take a look at the top multiplayer strategies. This is where the real tests come into the game, whether you're good enough to beat your friends.





MULTIPLAYER AND ONLINE RACING



WINNING STRATEGIES AND ROADSIDE MANNERS

The following will help you evolve as the new king of the streets. You need to develop your own racing savvy of course, but you also need to be aware of your surroundings and certain circumstances that you can twist to your advantage. This information is always valuable against computer opponents, but especially so against human racers.

Surface Traction

Surface types on these tracks include: asphalt, sidewalk, grass, dirt, and wet concrete. At times these surfaces will feel slightly different, maybe hinting at some detrimental effects to your speed or performance. However, you experience no significant speed loss due to any of these surfaces.

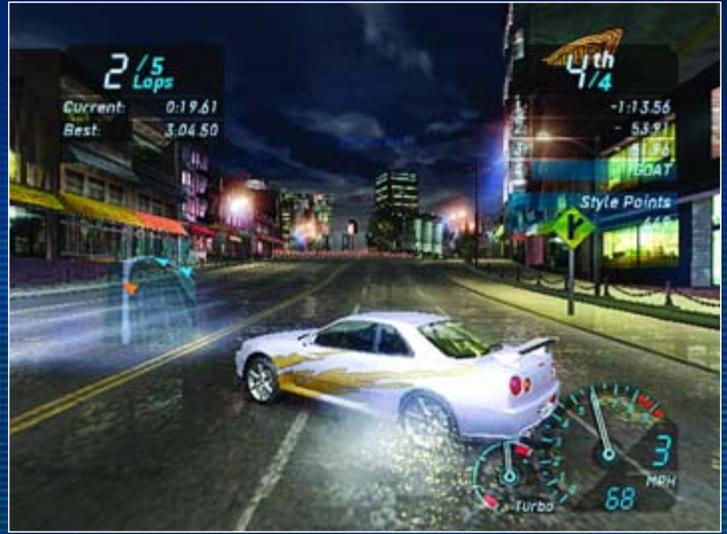
One noticeable characteristic of several surface types is that they allow for slightly easier drifting such as on dirt or wet sections of track. Adjust your speed accordingly and you won't have a problem.



TIP!

In most areas of any given track (especially dirt), a hard tap on either the front quarter panel, or more effectively the rear, can send a leading car into a spin. Use this technique generously against aggressive racers.

Stability Control vs. Speed



With stability control on, you can't slide your tail end out as easily, so turning this option on can help prevent undesirable slides. It also helps straighten your car out with less effort after cornering. It's a good thing to learn on, but it can hinder your racing skill development.

Experienced racers turn this option off to get a more responsive "feel" from the car while ripping around the streets. The ability to throw the car's tail end out easily allows more dynamic drifting, which subsequently leads to better track times. This helps you become a more efficient driver and start shaving tenths of a second off your best lap times.

Using Outer Lanes

Along stretches of highway, such as the long section running past the stadium on the track of the same name, there are outer lanes with a diagonal yellow lined pattern. These are not driving lanes, so you'll never see traffic in them, and timid human racers rarely use them because they look so narrow (although navigating them is not too difficult in smaller cars). Use them to your benefit in a pinch; with some good timing you can squeeze right by traffic on the outside!

This strategy also applies to sidewalks; however this trick demands much better timing. Sidewalks often are lined with street signs, so get in and out fairly quickly. They can make an ideal shortcut.



Traffic Patterns



Traffic spawns only on certain sections of each course. Learn the tracks well and eventually you'll know where you can safely let 'er rip and when you should be a little more cautious and conservative. Be particularly observant when learning the patterns for areas adjacent blind corners and building entries and exits.

Hang Time



The alignment of your car just prior to hang time has profound effects on your safe arrival back on earth. If you take to the air on any sort of angle, that angle continues to increase while in the air, and consequently you may even land backwards! If you can, take your jumps straight on.

TIP!



If you and a buddy are racing neck and neck down the strip and the biggest air on the course is ahead, bring out a nasty trick just for this special occasion. Wait until the last second before launch, and then hit your rival on either the front or rear quarter panel. This physical shock turns the car slightly just before take off, and sends it off in the wrong direction once in the air. This technique is devastating and almost impossible to recover from if performed effectively.

To Nitrous or Not to Nitrous

The two best ways to use your nitrous depend entirely on which results you're going for:



1. Use the nitrous in very short bursts to help you accelerate into higher gears. Essentially, this technique dramatically increases your acceleration.
2. Hold off on using it until you've nearly maxed your speed conventionally, then blast it off on the straights to get an insane velocity boost! Use this technique to overcome your engine's high gear plateau and reach your maximum speed.

Obstacles

Numerous obstacles litter parts of the street, including boxes, street and construction signs, and oil or water barrels. All objects have a certain weight and impact your car differently. Lighter objects may present just a quick bump, while others may stop you dead in your tracks. Barrels have a heavier anchor weight, like some of the smaller traffic signs, and will knock your car around and slow you down if you hit them.

Taking Advantage of Catch Up Mode

Catch Up mode is on by default and can be a blessing or a curse depending on where you're placing in any given race. The cars behind the leader are given a temporary increased acceleration and top speed to match them to the leader. If you bail and fall far enough behind to slip into Catch Up mode, your speed and acceleration go to new ballistic levels. If you can keep it together without crashing, you'll likely blow right by the leaders when you do catch them.

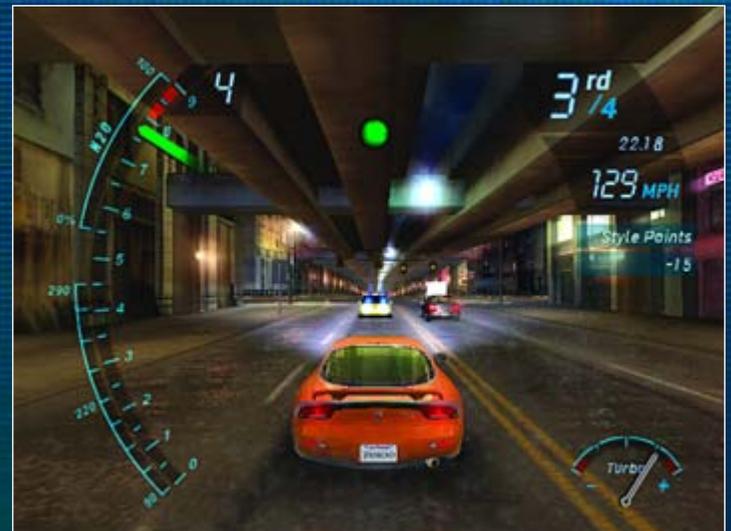


Friendly Friction

In light of the previous mention of obstacles, you *can* use friction to your benefit. If a racer is flanking you on the inside next to a wall and trying to pass, let him pull up beside you and then quickly pin him hard to the wall. He succumbs to the friction speed loss and drops off your radar while you pull away, giving you a great chance to split while he gears down. This takes good timing to accomplish effectively, so watch your mirrors and maps to keep track of the cars behind you.

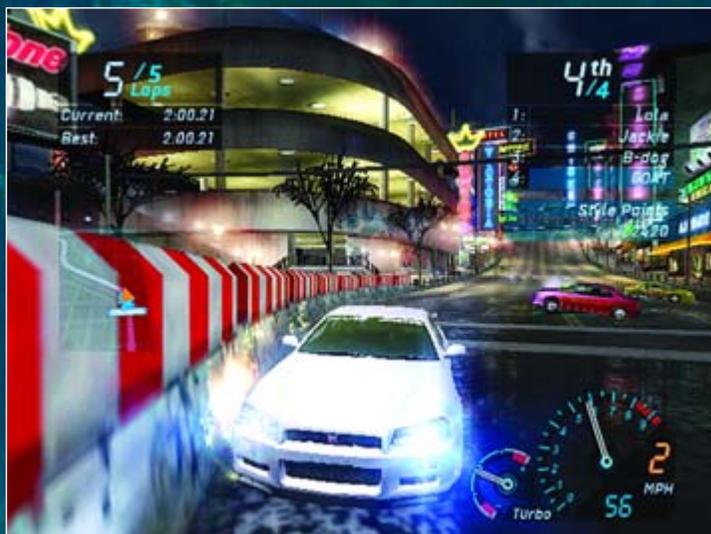


The Last Nanosecond



NOTE!

Sliding along walls is sometimes unavoidable; however the friction reduces your car's speed, so avoid walls and guardrails if at all possible.



If a racer is hard on your tail drafting you, speed toward a car ahead in the road, especially if that car is coming toward you. You need a strong stomach and amazing timing, but wait until the last possible moment to dodge. Your rival may not be so lucky and end up either totaled or in not much of a position to pass you and steal your hard-earned lead.



CONCLUSION

Now that we've covered the how to beat your friends safely to the finish, turn to the next chapter for a look at the some of the behind-the-scenes details.



NEED FOR SPEED™
UNDERGROUND

BEHIND THE SCENES

Q & A with Greg Uhler and Scott Nielsen of the EA *Need for Speed Underground* Development Team.

Prima Games: Describe the process of developing and realistically tuning the cars for the game.

EA/Uhler: We began tuning the *Need for Speed* cars by gathering data from each of the manufacturers. Data included such things as vehicle dimensions, weight, wheelbase, gear ratios, torque curve, drivetrain, and suspension characteristics. Entering this data into our physics engine gave us a good starting point from which to tune the car. We worked with Marc DeVellis, a professional race car driver, to perfect each car. Marc would drive the car in the game and adjust tire friction, brakes, aerodynamics, and suspension settings, eventually achieving a car which very much simulated its real-world counterpart.

But *Need for Speed* is part simulation and part arcade, so we still had to make a few adjustments. We had to make the car more drivable for the average player, without losing the subtleties of our great physics engine. Specifically, the *Need for Speed* cars needed to handle extremely well, less like traditional *Need for Speed* cars and more like go-karts. So we'd drive them in game situations—on tracks we'd built with traffic cars and AI racers—and tune them even further. By the end of the tuning process, we'd have car that was very drivable, yet retained many of the original characteristics of the real-life car.

EA/Nielsen: In a nutshell, having Marc on board was an incredible benefit for game development. Having a pro racer that is so in tune with the physics and feedback of real cars makes the game engine that much more rewarding. He brought his valuable experience as a test driver to the table and that background was easily channeled into learning how our tools work. All of the real-time tuning that Marc has done on the track with real engineers enabled him to take our concepts of how a gaming car should feel and mingle that with how a car should truly drive. I should mention that Marc is also an avid gamer and he's very, very good at racing games. Not only did we get a pro driver, we got a pro driver who knew what worked in these types of games and what the fans would get the most out of.

Prima Games: Why the obvious switch from the previously successful genre of *Need for Speed* racing titles predominantly involving luxury cars?

EA/Nielsen: After production of *Hot Pursuit 2*, the team spent much time deliberating over the direction of our new products. As hot as the title was, we didn't want to immediately build a sequel; rather, we decided to present the

concept with new dimension. The dominant principle behind these games "real cars, real fast" will always be true, but the new spin is what resulted when we really started exploring new ideas.

While looking at the current car scene it was obvious that tuner cars were that new dimension. Their popularity is growing due to common economics. Most kids can't afford luxury cars, but they can afford to buy and build an "urban exotic." We may all want a Porsche, but why spend that much when you can buy a Neon and trick it out to drive like a Porsche? When you have modified a fairly inexpensive import enough, eventually it will drive like a highly tuned performance car.

The "urban exotic" is the new essence of driving, and also the essence of *Need for Speed Underground*. Everyone is created equal here, with the ability to build and race the fastest cars around. You can tweak both the visual and performance aspects of your car, and both play significant roles the underground scene. This title is a new breed in the *Need for Speed* line but remains true to the ideal.

Prima Games: Do you feel that the luxury car racing titles have been overdone, possibly outliving their overall user satisfaction?

EA/Nielsen: Racing games featuring luxury cars will always be popular and have a strong market. How can they not, as most of us will never be able to race around town in a Ferrari or Lamborghini? However, it's our challenge as game designers to always be moving in new directions and setting new standards in terms of overall gameplay experience and satisfaction. I expect that some amazing titles will hit the market next year just based on some of the past and current titles.

Prima Games: Is street racing more marketable these days considering its increased exposure in the last couple years?

EA/Nielsen: I'm not sure the term "more marketable" is a good description to use here, but I believe kids can relate to/identify more easily with the types of cars featured in *Need for Speed Underground*, especially when speaking in terms of accessibility and affordability.

Prima Games: Are there any plans to introduce the *Underground* version of *Hot Pursuit*?

EA/Nielsen: It's something that we briefly discussed during initial design meetings for *Underground*. We quickly came to

the conclusion that the police are, and will remain, the main focus for the *Hot Pursuit* franchise. The game modes and play revolve around it. We continue to spend a lot of time figuring out how to make the cops fun and tuning how they affect the game play experience.

Need for Speed Underground's game play focuses on building and racing the fastest urban exotic car. That in itself is enough to fill an entire game! We didn't want gamers thinking that we were putting out *Hot Pursuit 2.5*. We want them to put all of their time and effort into building the best looking, fastest car on the streets. Believe me, the action is so fast and intense in *Need for Speed Underground* that you won't even miss the cops!

Prima Games: How much of the game content (e.g., maps, street names, character faces, etc.) actually belongs to Vancouver or EA staff?

EA/Nielsen: You'll probably notice elements of San Francisco, Los Angeles, New York, Vancouver, Paris, and London in the game. *Need for Speed Underground* actually takes place in the late evening/early morning of a conjured city in North America. We've tried to include the best "driving" parts of various cities around the world into our city to create the best driving experience achievable. If you have sharp eyes and look very carefully, you may see some street names or tracks that are similar to names you may find in the credits...

Prima Games: Where did you find the girls to pose for the magazine covers? Can we have their numbers?

EA/Nielsen: Our PR and Marketing partners have done an extraordinary job of helping to create a huge buzz around

this game—both internally and externally. We approached certain magazines and were even approached by some magazines that were excited to be involved in the development of the game. I can assure you that this was one of the least-sought-after areas of the game that people wanted to work on (wink, wink, nudge, nudge). I *could* give you their numbers, but then I'd have to kill you...

Prima Games: How were the cars chosen? They are very specific to years and models. What were the criteria?

EA/Nielsen: Ironically we started with our own development team, some of whom are very into the import tuner scene. Through a ton of internal research and many meetings with experts in the field we came up with this remarkable list. The effort was definitely there to accurately represent the tuner culture, and I think it shows when looking at our selection.

Prima Games: Are there many obscure hidden features in the game?

EA/Nielsen: There's not really anything special in terms of obscure hidden features. I would encourage people to explore the tracks in an effort to find some shortcuts that might be the difference between winning and losing some of the later events in Underground mode.

Prima Games: What are the development team's favorite cars? Does any of the team actually drive these cars in real life?

EA/Nielsen: I think everyone has their own favorite car in the game. If you polled the team, I suspect that the 1999 Nissan Skyline R34 GTR would be rated number one as it's



such a mind-boggling machine. There are a number of people on the team who drive these cars in real life, such as tricked out Honda Civics, MAZDAPSEED ProtegÉ, and Acura Integra Type R's just to name a few.

Prima Games: Who is the most aggressive driver/fastest racer in the game? Was he modeled after anyone in particular?

EA/Nielsen: Definitely Eddie. He's a smart-ass, rich kid who gives you nothing but attitude throughout the game. He's the guy you love to hate: perfect car, perfect girl, perfect smile. Everyone seems to know an Eddie.

Prima Games: Who is the most aggressive driver/fastest racer on the EA Team?

EA/Nielsen: Definitely one of our producers, Greg. He drives an M3 with some after-market modifications and thinks he's the bomb. I've had the pleasure (not sure if that's the right word to describe it) of driving with him and let's just say that I'm glad he thought he was in control, because I sure didn't!

Prima Games: Are you looking ahead already to a new incarnation of *Underground*? What can we expect next from this undoubtedly popular title?

EA/Nielsen: Well if you buy lots of copies and prove this title to be a success, we'll talk. Actually we've already

begun compiling a huge list of items we'd love to see in any future manifestations of *Need for Speed Underground*. It's an amazing game but ultimately the probability of a next incarnation will be up to the gamers themselves.

Prima Games: How many people made up the team for this title?

EA/Nielsen: We started with about 50 people and quickly grew from there. When you factor in all the people who contributed to make this game come to life the number is pretty large. It was amazing to see the sustained dedication and passion of each individual who worked on the game and how well they integrated into the team.

Prima Games: What was the original inspiration for this product? Who came up with the initial concept for the *Underground* product?

EA/Nielsen: As mentioned earlier, at the conclusion of *Hot Pursuit 2*, we took a step back and really tried to identify what was popular on the car scene. It became very apparent that the direction that we needed to go was in the direction of "tuner" cars. I think the main inspiration for this product really came from popular culture. It's a lifestyle that's easily accessible to today's youth in terms of affordability. What's cooler than pulling up beside some "young professional" in his Porsche in your tricked out Supra with 700 horses under your hood and kicking his ass over a quarter mile?

"I think the main inspiration for this product really came from popular culture. It's a lifestyle that's easily accessible to today's youth in terms of affordability."



THE REAL NEED FOR SPEED

Here, we look at some of the real-life dangerous street racing in our world, and where to find a good resource on getting into legal racing. Secondly, we discuss some of the racing techniques used by experienced drivers to gain advantages over their competitors in legal racing arenas.

RISKS VS. REWARDS

First of all, the risks of illegal street racing are deadly. Almost all of the crashes, mistakes, head-on, or cross-traffic collisions experience in *Need for Speed Underground* would be fatal in the real world. Stick with playing the game and stay off the streets! However, if you're itching to participate in real-life, here are a couple of resources you can use to participate in legal, safe, and organized racing competitions.

Street Racing Online

Found at www.sromagazine.com, this site provided a ton of resources for those interested in almost every aspect of street racing. From real-life "Drift" competitions, to mods, body kits, event schedules, product reviews, crew profiles, and of course, how to join in the competition. Drift racing events are usually sponsored, sometimes by tire manufacturers and have established rules. Others, like a drifting exhibition held at the Irwindale Speedway near Los Angeles, California, you can watch teams like Falken, Drift Xtreme and Rotor drivers get sideways, tearing up the drift course. In this jam session-styled format, and with their choreographed drift show, you never know what to expect.



Start With Preparation Off the Track

The first step is a bit of prep work that takes place off the track. Start with a tech inspection of your car. Here, we'll cover those details.

TECH INSPECTION

You're ready to go to the track for real. Run a checklist before you do, to make sure that you have the basics of what you'll need to survive if something goes wrong, and to abide by the sanctioning organization's rules.

NOTE!

Most organizations have rules to keep people safe, but we won't go into that here. Use common sense as the best guide to taking part in a risky competition.

Tech Inspection Checklist

- Is the car spitting any fluids? Check the coolant level, oil level and quality? Make sure you're full of fuel (so that it doesn't slosh around when you're on the track), preferably of high-octane premium gas. And of course, check the brake fluid. You can't stop without it.
- Is the seat held in place with bolts and secure as when the car was manufactured? Or is it loose? You won't want to step on the gas (or the brake) and then have your seat slide back unexpectedly.



- Does the radiator have a working overflow system? You'll push the engine to its limits during any competition, so make sure it can take the heat, is full, and pressure tested.
- Is the battery mounted in the car? That old bungee cord tie down system is not going to cut it past a tech inspection at any amateur competition.
- What are your tires and wheels like? Are enough lug nuts to go around? You don't want your wheels falling off. Do you have extras? What's the wear on your tires like? Do you have sufficient tread and is your tread free of nails, screws or other embedded objects?

FINAL PREPARATION

Now that you passed the tech inspection, what's next? Here's a few final steps to ensure your car is ready for the track.

First, remove all of the loose junk in your car. All the stuff floating around when you're pulling G's around a tight corner would be distracting. That means everything, CDs, old water bottles, books, maps and everything else. Get everything out of the trunk as well. Most racers have a big box or plastic trunk that they carry with them for placing all of their stuff on the ground when they get to the track. Remember that anything in the car that's floating around becomes a projectile if you wreck or roll your car. If you want to pick up a bit of extra time, remove the spare tire, jack and fire extinguisher from your trunk too. Make sure you bring an extinguisher to the track for race day since you never know what is going to happen, even if it isn't your car.

FUEL

About the fuel, remember that gasoline weighs about 6 pounds per gallon. So a full tank of fifteen gallons is going to weigh about 90 pounds. Personally, I recommend going with the full tank since depending on how hard and long you're racing for the day, it is easy to go through that much.

CHECK THAT TIRE PRESSURE

If you're running with a slammed car, you probably have some big wheels and low profile tires, which sure look sweet. While this is generally good for track racing, it may provide some disadvantages during drag strip races. The reason: the short sidewalls are very stiff and provide little opportunity to absorb the initial forces of acceleration and spinning of the wheel. Because of this, on hard, fast, full power starts they'll tend to hop, break loose, or spin as the force of power on the drive train starts the wheels turning. You'll want to consider using a separate set of (less expensive) tires for drag racing. You may also try lowering the pressure in your tires, but never lower it below the minimum specified by the manufacturer!

Techniques for Winning

HEEL-TOE DOWNSHIFTING

Heel-toe downshifting is a commonly-used term in racing. It is a technique for matching the speed of the engine to that of the transmission when downshifting.

For example, say that you're in third gear at 3,800 rpm and going 55 MPH. Now you want to downshift to second gear, which is generally the power gear (meaning that the engine delivers the most torque in this gear). Second gear at 55 MPH is probably about 4,500 or 5,000 rpm (depending on your vehicle). In order to make the shift as smooth as possible, you need to 'tap' the throttle to 5,000+ rpm right before you engage the clutch in second.

When performed properly, this minimizes the weight transfer from the rear to the front of the vehicle. Since the shift is less abrupt, it minimizes driveline strain, maximizes rear wheel grip. The tires don't suddenly change speed, which also minimizes wear on the clutch. It also has the benefit of ensuring that the clutch and flywheel are spinning at closer to the same speed. All of these benefits for such a small, yet technical aspect of racing.



Of course, use your common sense. Don't try popping the clutch into second at 80 MPH, even if the engine "will" rev to 10,000 rpms. And, make sure that you're actually getting into the gear that you're aiming for. Be careful: a heel-toe downshift attempt from fifth to fourth can easily end up in second gear by mistake. That'll cost you a new engine.

MASTERING THE TECHNIQUE

Heel-toe downshifting is very technical, but once you've practiced it for a while and have the hang of it, you'll never go back to "standard" downshifts. Good shoes make a big difference when using this technique as well. The difficulty of a heel-toe downshift come from the fact that your right foot is generally involved with the brake pedal at the time of the downshift (when you're going 70 MPH in 5th and start braking, it isn't until you slowed to 50 MPH that you're ready to downshift). Since your left foot is operating the clutch and your right foot is operating the brake - what do you do! You're only choice is to have your right foot do double duty, by sliding it carefully on the brake and making sure you still have part available to 'tap' the throttle. This can be envisioned as having your toe on the brake pedal and your heel on the gas, thus the term "heel-toe." However, unless you're extraordinarily flexible, it is more likely that you would use the ball of your foot on the right side of the brake pedal and then use the right arch of your foot on the gas, as you roll your foot downwards and to the right, onto the throttle.

TIP!

Be sure that you can execute the entire sequence quickly and succinctly, but don't force the gear into place, as you may damage your transmission.

Here's how to properly apply heel-toe downshifting technique:

1. Apply the brake with the ball of your right foot.
2. Press the clutch pedal with your left foot.
3. Place your right hand on the gear lever.
4. Rotate your right foot counter-clockwise by pushing your heel away from you, then 'tap' the throttle with the right edge of your right foot by rolling your foot down and to the right, while still applying constant pressure to the brake pedal.
5. At the same time as the throttle tap, move the gearshift into the lower gear.
6. Quickly Release the clutch pedal.

CAUTION!

Don't wait too long to re-engage the clutch following the tap on the throttle. You'll miss the opportune rpm for a smooth shift and the car will lurch forward as the engine tries to speed up to catch up to the speed that the transmission is now spinning.

When first learning this technique, you'll want to start out with this basic tip. Pick a target rpm in your mind and watch the rpm gauge. Apply more throttle than you may need, speeding the rpm, trying to 'hit' that target as the RPM gauge needle passes down from high to low. Let the clutch out at the point just before your target rpm.

CONCLUSION

Now that you've read through just the brief details of what it takes to be a real racer, consider your action carefully if you intend to pursue the adventure. While it can be fun, it is also dangerous. You can minimize your risk by being prepared, and practicing up safely at home, in front of your TV with *Need for Speed Underground*.



APPENDICES

STYLE POINTS

STYLE POINT UNLOCKS MASTER LIST

STYLE POINTS	ITEM	DESCRIPTION	STYLE POINTS	ITEM	DESCRIPTION
5,000	Vinyl Style	Tear 1	450,500	Single Vinyl	Apexsprings
21,500	Single Vinyl	Radioshack Xmod	483,500	Single Vinyl	Venom
38,000	Single Vinyl	Aem	500,000	Vinyl Style	Flags 1
46,000	Preset Car	Dday	516,500	Single Vinyl	Wolftracewheels
54,500	Single Vinyl	Alpine	533,000	Preset Car	Petey Pablo
71,000	Vinyl Style	Tear Hoods 1	549,500	Vinyl Style	Tribal 1
87,500	Single Vinyl	5zigen	566,000	Single Vinyl	Yokohama
104,000	Vinyl Style	Stripes 1	582,500	Vinyl Style	Tribal Hood 3
120,500	Single Vinyl	Audiobahn	599,000	Single Vinyl	Jacksonracing
137,000	Vinyl Style	Stripes Hood 1	615,500	Single Vinyl	Kenwood
153,500	Single Vinyl	Advancedclutch	648,500	Vinyl Style	Wild 1
170,000	Preset Car	Nismo	665,000	Vinyl Style	Custom 10
186,500	Vinyl Style	Custom 6	681,500	Vinyl Style	Tear 2
203,000	Vinyl Style	Splash 1	698,000	Preset Car	Mystikal
219,500	Single Vinyl	Hpracing	714,500	Single Vinyl	Kvrperformance
236,000	Vinyl Style	Modern 1	731,000	Single Vinyl	Kyb
252,500	Single Vinyl	Brembo	764,000	Single Vinyl	Absdynamics
269,000	Single Vinyl	Enkei	780,500	Vinyl Style	Stripes 2
285,500	Single Vinyl	Greddy	797,000	Single Vinyl	Autozone
318,500	Single Vinyl	Heiro	813,500	Single Vinyl	Clutchmasters
335,000	Vinyl Style	Flames 1	846,500	Single Vinyl	Henshinauto
368,000	Single Vinyl	Arospeed	863,000	Single Vinyl	Neuspeed
384,500	Vinyl Style	Flames Hood 3	879,500	Single Vinyl	Oz
401,000	Vinyl Style	Custom 5	896,000	Vinyl Style	Splash 2
417,500	Single Vinyl	Bbs	912,500	Single Vinyl	Nitrousexpress
434,000	Vinyl Style	Lightning 1	929,000	Single Vinyl	Konig

945,500	Vinyl Style	Custom 14	1,539,500	Vinyl Style	Modern 3
962,000	Vinyl Style	Modern 2	1,556,000	Single Vinyl	Willwood
995,000	Single Vinyl	Kumotires	1,589,000	Single Vinyl	Extremedimensions
1,011,500	Single Vinyl	Koni	1,605,500	Vinyl Style	Flames 3
1,028,000	Vinyl Style	All Cars Body 1	1,622,000	Single Vinyl	Eurolite
1,044,500	Vinyl Style	Modern Hood 2	1,638,500	Single Vinyl	Streetglow
1,061,000	Single Vinyl	Momo	1,655,000	Single Vinyl	Stillen
1,077,500	Vinyl Style	Flames 2	1,671,500	Vinyl Style	Lightning 3
1,094,000	Single Vinyl	Injen	1,688,000	Vinyl Style	Custom 20
1,110,500	Preset Car	Rob Zombie	1,704,500	Vinyl Style	Flags 3
1,127,000	Vinyl Style	Lightning 2	1,721,000	Preset Car	Lost Prophets
1,143,500	Single Vinyl	Jspamerica	1,737,500	Single Vinyl	Hr
1,160,000	Single Vinyl	Dcsports	1,754,000	Single Vinyl	Hks
1,176,500	Single Vinyl	Eibachsprings	1,760,000	Vinyl Style	All Cars Body 4
1,193,000	Vinyl Style	Flags 2	1,770,500	Vinyl Style	Tribal 3
1,226,000	Vinyl Style	Custom 9	1,803,500	Single Vinyl	Skunk 2
1,242,500	Single Vinyl	Scorpion	1,820,000	Vinyl Style	Wild 3
1,259,000	Single Vinyl	Sparco	1,836,500	Vinyl Style	Custom 21
1,275,500	Vinyl Style	Tribal 2	1,853,000	Single Vinyl	Turbonetics
1,308,500	Vinyl Style	Wild 2	1,869,500	Single Vinyl	Racinghart
1,325,000	Vinyl Style	All Cars Body 2	1,886,000	Vinyl Style	Custom 22
1,341,500	Vinyl Style	Tear 3	1,890,000	Vinyl Style	All Cars Body 5
1,358,000	Single Vinyl	Stuff	1,902,500	Single Vinyl	Toyotires
1,391,000	Vinyl Style	Custom 7	1,919,000	Single Vinyl	Plasmaglow
1,407,500	Single Vinyl	Bilstein	1,935,500	Vinyl Style	Custom 2
1,424,000	Single Vinyl	Borla	1,968,500	Single Vinyl	Piaa
1,445,500	Vinyl Style	Stripes 3	1,985,000	Single Vinyl	Nos
1,457,000	Vinyl Style	All Cars Body 3	2,000,000	Preset Car	Samantha
1,473,500	Single Vinyl	Apexi	2,250,000	Preset Car	Junkman
1,506,500	Vinyl Style	Splash 3	2,500,000	Preset Car	Melissa
1,523,000	Vinyl Style	Custom 17	3,000,000	Preset Car	Eddie

RACE EVENTS

Here are the key events that unlock special items throughout the game.

RACE EVENT UNLOCKING

RACE/EVENT		UNLOCKED ITEM
001	-	
002	-	
003	-	
004	2003 Mitsubishi Lancer ES	
005	-	
006	Performance Level 1 Group "A"	
007	Unique Performance Upgrade	
008	2003 Ford Focus ZX3	
009	Performance Level 1 Group "B"	
010	-	
011	-	
012	Decals-Level 2	
013	-	
014	Performance Level 1 Group "C"	
015	Unique Hood (Choice of 3)	
016	-	
017	2003 Hyundai Tiburon GT	
018	Neon-Level 2	
019	Magazine Cover #1	
020	-	
021	-	
022	2003 Subaru Impreza 2.5 RS Sedan	
023	Paint-Level 2	
024	2003 Nissan Sentra SE-R Spec V	
025	Magazine Cover #2	
	026	Unique Performance Upgrade
	027	Magazine Cover #3
	028	Muffler Tips-Level 2
	029	Window Tinting-Level 2
	030	Performance Level 2 Group "A"
	031	Roof Scoops-Level 2
	032	-
	033	1992 Nissan 240 SX
	034	Rims-Level 2
	035	-
	036	-
	037	Magazine Cover #4
	038	Performance Level 2 Group "B"
	039	Side Skirts-Level 2
	040	Magazine Cover #5
	041	2003 Toyota Celica GT-S
	042	-
	043	Hoods-Level 2
	044	Front Bumpers-Level 2
	045	Spoilers-Level 2
	046	2003 Acura RSX
	047	Unique Rims (Choice of 5 Styles)
	048	Performance Level 2 Group "C"
	049	Rear Bumpers-Level 2
	050	-

051	Decals–Level 3	083	–
052	–	084	Side Skirts–Level 3
053	2001 Acura Integra Type R	085	–
054	Muffler Tips–Level 3	086	Magazine Cover #9
055	Magazine Cover #6	087	–
056	Window Tinting–Level 3	088	–
057	–	089	–
058	1999 Mitsubishi Eclipse GSX	090	Hoods–Level 3
059	Magazine Cover #7	091	Front Bumpers–Level 3
060	Headlights–Level 3	092	Performance Level 3 Group “C”
061	Tail Lights–Level 3	093	–
062	Neon–Level 3	094	Spoilers–Level 3
063	–	095	–
064	1998 Toyota Supra	096	–
065	Paint–Level 3	097	Unique Performance Upgrade
066	Performance Level 3 Group “A”	098	–
067	Magazine Cover #8	099	–
068	Unique Vinyl	100	–
069	2003 Honda S2000	101	Rear Bumpers–Level 3
070	Roof Scoops–Level 3	102	Magazine Cover #10
071	–	103	–
072	–	104	–
073	1995 Mazda RX7	105	–
074	–	106	–
075	2003 Nissan 350Z	107	–
076	–	108	–
077	Unique Spoiler (Choice of 3)	109	–
078	–	110	–
079	1999 Nissan Skyline R34 GTR	111	Unique Wide Body Kit from Samantha
080	Performance Level 3 Group “B”	112	Magazine Cover #11
081	Rims–Level 3	113	–
082	–		

MAGAZINE COVERS

RACE EVENT MAGAZINES

IN-GAME	RACE WON	EVENT NUMBER	MAGAZINE
#1	Ranked #10 in Circuit	19 (vs. Jose)	Modified Mag 1
#2	Ranked #9 in Sprint	27 (vs. Chad)	Sport Compact Car 1
#3	Ranked #10 in Drift	25 (vs. Klutch)	Chromen Flamen
#4	Ranked #7 in Drag	55 (vs. Dirt)	Turbo & High-Tech Performance 1
#5	Ranked #8 in Drift	40 (vs. Todd)	Import Tuner 2
#6	Ranked #8 in Circuit	37 (vs. Kurt)	Import Racer 1
#7	Ranked #6 in Circuit	59 (vs. Jose)	Super Street 1
#8	Ranked #6 in Sprint	67 (vs. Chad)	Sport Compact Car 2
#9	Ranked #4 in Drift	86 (vs. Klutch)	Import Tuner 3
#10	Win all Tournaments	102	Hot4s 1
#11	Win overall title	112	Stuff 1

ASSIGNMENT MAGAZINES

IN-GAME	TASK COMPLETED	HOW?	MAGAZINE
#12	Nice Performance	Install all Level 1 Performance Upgrades	Autopress 1
#13	High Performance	Install all Level 2 Performance Upgrades	Super Street 2
#14	Maximum Performance	Install all Level 3 Performance Upgrades	Maxi Tuning 1
#15	One-Star Car	Install two or three Visual Upgrades	Option 1
#16	Two-Star Car	Install all Level 1 Visual Upgrades	Elaborare 1
#17	Three-Star Car	Install all Level 2 Visual Upgrades	Maxi Tuning 2
#18	Four-Star Car	Install all Level 3 Visual Upgrades	Hot4s 2
#19	Five-Star Car	Install all four Visual Uniques and nine other Level 3 Visual Upgrades	DUB 1
#20	New Drag Record	Beat the preset Best Time in any Drag Event on Hard skill level	Turbo & High-Tech Performance 2

ASSIGNMENT MAGAZINES

IN-GAME	TASK COMPLETED	HOW?	MAGAZINE
#21	New Circuit Record	Beat the preset Best Total Time in any Circuit Event on Hard skill level	Import Racer 2
#22	New Drift Record	Beat the preset Best Score in any Drift Event on Hard skill level	Import Tuner 4
#23	New Sprint Record	Beat the preset Best Total Time in any Sprint Event on Hard skill level	Sport Compact Car 3
#24	Online Noob	Reach 500 Online Reputation Points	Import Tuner 1
#25	Online Player	Reach 1,000 Online Reputation Points	Hot4s 3
#26	Online Ruler	Reach 2,500 Online Reputation Points	Elaborare 2
#27	Online Monster	Reach 5,000 Online Reputation Points	Import Tuner 5



CHEATS

Console cheats are entered from the main screen.

CHEAT CODES TO UNLOCK ALL TRACKS

XBOX CHEATS

ACTION	BUTTON SEQUENCE
Unlock all Circuit Tracks	⬇️, (R), (R), (R), (R), (BLK), (BLK), (BLK), (X)
Unlock all Sprint Tracks	⬆️, (BLK), (BLK), (BLK), (R), ⬇️, ⬇️, ⬇️
Unlock all Drag Tracks	⬅️, (X), ⬆️, (R), (X), (L), (WHT), (BLK)
Unlock all Drift Tracks	⬅️, ⬆️, ⬇️, ⬇️, ⬇️, ⬇️, (BLK), (R), (WHT)

PS2 CHEATS

ACTION	BUTTON SEQUENCE
Unlock all Circuit Tracks	⬇️, (R1), (R1), (R1), (R2), (R2), (R2), (■)
Unlock all Sprint Tracks	⬆️, (R2), (R2), (R2), (R1), ⬇️, ⬇️, ⬇️
Unlock all Drag Tracks	⇒, (■), ⇐, (R1), (■), (L1), (L2), (R2)
Unlock all Drift Tracks	⇐, ⇐, ⇐, ⇐, ⇒, (R2), (R1), (L2)

GAMECUBE CHEATS

ACTION	BUTTON SEQUENCE
Unlock all Circuit Tracks	⬇️, (R), (R), (R), (X), (X), (X), (Z)
Unlock all Sprint Tracks	⬆️, (X), (X), (X), (R), ⬇️, ⬇️, ⬇️
Unlock all Drag Tracks	➡️, (Z), ⇐, (R), (Z), (L), (Y), (X)
Unlock all Drift Tracks	⇐, ⇐, ⇐, ⇐, ⇒, (X), (R), (Y)

PC CHEAT CODES

ACTION	CODE
Unlock all Circuit Tracks	gimmesomecircuits
Unlock all Sprint Tracks	gimmesomeprints
Unlock all Drag Tracks	gimmesomedrag
Unlock all Drift Tracks	driftdriftbaby

GLOSSARY

Airs or Air: Also known as jumps or kickers, launching off a nearly horizontal roadway into the air.

Drifting: The act of pushing your car's tires past the traction threshold, thus causing your car to slide or drift.

Drivetrain: The part of the engine encasing the gears, it determines your RPMs, top speed, and acceleration ability.

Gearhead: A person who is a diehard racing fan, knows everything about all sorts aftermarket parts, tech talk, and how to install parts on cars.

Greenies: Also known as newbies; New, naive drivers.

Hang time: Time spent in the air for style points.

Leadfoots: Non-technical drivers with a penchant for unskilled outright fast driving.

Lines: The right path to follow through a corner for usually the safest or fastest through time.

Nitrous: Refers to nitrous oxide, N2O for short, enhances your car's engine ability to develop power.

Pimp: To tweak or modify; as in "pimp out your car."

Play: The degree of amplitude or available options in any given scenario; can also refer to the amount of travel or movement in suspension or steering assemblies.

Props: Respect.

Sick: As in really, really good.

Tuner: Refers either to the import car itself or an import racing enthusiast; used interchangeably.

Tricked out: An import car that is highly modified.

Wack: Very bad.

Nitrous Oxide Systems-How Do They Work?



All combustion engines need oxygen. But how do you get more oxygen into a running engine? Well, there is a way. Nitrous oxide (N₂O) is heated by the aftermarket system and released into the engine. When nitrous oxide is heated to about 570 degrees F (~300 C), it splits into oxygen and nitrogen. Therefore, the injection of nitrous oxide into an engine produces great results because now more oxygen is available during combustion. Consequently, because there is more oxygen, the engine can also burn more fuel, allowing the same engine to produce more power. Nitrous oxide is one of the most efficient ways to provide a significant horsepower boost to any gasoline combustion engine.

Another by-product of the endothermic reaction involved when injecting nitrous oxide into an engine is that it improves performance even more by providing a significant cooling effect on the intake air. As the intake air temperature is reduced, the air's density increases, and this provides even more oxygen inside the combustion chamber.

A problem with nitrous oxide is that it is fairly bulky, and any combustion engine can consume a lot. Like any gas, it occupies a large volume even when compressed into a liquid. Therefore, most cars can take only a few bottles of it and must use it sparingly, when acceleration really counts.