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FIA FORMULA 1 WORLD CHAMPIONSHIP

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INTRODUCTION

Grand Prix World is an extremely detailed management simulation of running a Formula One racing team throughout the 1998 season and nine years beyond. The game captures the 'business' of Formula One, focusing on every area that can be manipulated in high detail. You begin as Team Principal in charge of your choice of team from the starting point of the real 1998 season. If it's in the real Grand Prix world – it's in Grand Prix World. Delve into all the details: the negotiations with drivers, staff contracts, the FIA politics, the big money deals, the sponsors, and the race strategy. And, after all that, you can go to the race weekend and look at the races with the superb (and unique) views that put you right in the action!

Take on the challenge of being the one in charge, forced to react to the constantly changing news and the mass of information that is sent to you race by race. Your ultimate aim: to develop the best career record and take top spot in the Grand Prix World 'Hall of Fame'.

SECTION ONE: TECHNICAL

Specifications

Minimum System spec:

- Operating system: Windows ® 95b/98/98se/Me
- Processor: Intel 166 MHz MMX Pentium or 100% compatible
- Memory: 32MB RAM
- Video: High Colour (800x600) 16 bit colour - 4MB Video RAM - DirectX 6.1 compatible - Direct 3D graphics accelerator
- CD-ROM drive: 8XCD or better
- Hard disc space: 275 MB free
- Sound: DirectX 6.1 compatible
- DirectX: Direct X 6.1 (Supplied with game)
- Mouse

Recommended System spec:

- Processor: Pentium II 233 MHZ or 100% compatible
- Memory: 64 MB RAM
- Video: High Colour (800x600) 16 bit colour - 8MB Video RAM -DirectX 6.1 compatible - Direct 3D graphics accelerator
- Hard disc space: 650 MB free
- Sound: DirectX 6.1 compatible
- DirectX: Direct X 6.1 (Supplied with game)
- Mouse

Supports:

- Direct 3D

THE GAME IS NOT COMPATIBLE WITH WINDOWS 2000.

Installation

• Insert the Grand Prix World CD into your CD-ROM drive.

If Autorun is enabled, Grand Prix World will take you to the Installation Screen.

• Simply click on the Install button and follow all on-screen directions.

If Autoplay has not been enabled then you'll have to double-click on the 'My Computer' icon on the desktop, then on the CD-ROM icon and then click on Setup.exe.

• Once Grand Prix World is installed it will appear in the Program group on the Start Menu.

Loading

• Select Start/Programs/MicroProse/Grand Prix World/Grand Prix World.

The game will now load.

After the opening screens you will see the Main Menu screen.

The ReadMe File

Note that this manual will guide you through most of the Grand Prix World game but may not contain the most up to date enhancements. For all last minute information you are advised to consult the ReadMe file found on the CD (selected by clicking on View ReadMe in the Program group).

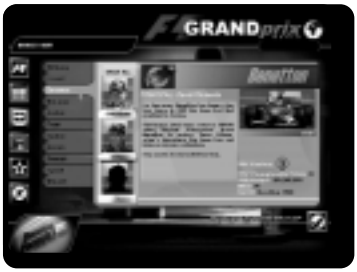
SECTION TWO: GETTING STARTED

This guide will take you through the initial stages of Grand Prix World and get you started on your new career. Remember, this is only a very brief outline tutorial where you will be doing the bare minimum. For more details consult the 'Reference' section. Note that when you play the game for real, and as the seasons ramp up from year to year, you'll find there's even more items to juggle, even more information to digest, even more events to act upon.

OK, now let's go to work!

- Load the game as shown previously.
- At the Main Menu screen select the 'New Game' button (the second down on the left side of the screen).
- Type your name in the panel.
- Click on the check mark (lower right), to confirm your name choice.

You will now see the Select Team screen.



For this guide we will be setting up the Benetton Team.

- Click on the Benetton tab (third one down) and you will see details of your challenge for this season.

Challenges are graded depending on which team you decide to play. For example, if you check Minardi's challenge, it will be 'to score a point' in the season, while your task as Benetton supremo is to keep the team in the top four of the Constructor's Championship.

This screen also shows other basic details: your drivers, your team's 1997 position and points, your 1998 estimated budget, and your team's number of previous Grand Prix wins.

- Click on the check mark (bottom right) to become the Benetton Team Principal and you will be taken to the initial game screen, Team: Profile.

Before we continue, let's have a look at the Grand Prix World game interface.

The Game Interface

The Grand Prix World game interface is structured in such a way as to be easily accessible, and to make any game screen only a couple of mouse button clicks away from any other game screen.

The main areas of the game are accessible from the Game Section buttons, which are always ranged down the left side of any screen.

Each of these Game Section buttons, when selected, will open other screens that contain a number of related sub-section buttons (which will always be ranged along the bottom of any screen).

When you select a sub-section button you will see screens that may contain other accessible elements (such as tabs and in-screen game control buttons).

Finally, your current Cash Balance is always shown in a Cash Window at the top right of your screen. You should always keep an eye on this, to see how much money your team has to spend. If the number is shown in red, this means you are in debt. If you stay in debt for too long, you will go bankrupt and lose the game.

Don't worry! This is a very easy interface to master and all buttons have "tool tips" to tell you exactly what they do PLUS (to make it even easier) a display of the button function will always appear in the Information Window in the top left of any screen. Also whenever you move your mouse over any clickable "Hot Zone" on any screen, your mouse will change colour from white, to the colour of your team.

Finally, although a wealth of detailed information is made available to you, all the most important (non cash) data is presented in a simple visual manner using "tracks" of 5 or 10 coloured blocks (usually blending from red to green). In any area on any screen, a low number of blocks (or no blocks) is usually bad, and a high number good. The game also has a strong messaging and warning system to help you along, so you can experiment with all the different buttons without ruining your game plan.

Game Turns

Once you are in the game (as we are now) you will see a check mark in the lower right of most screens – this is the 'End of Game Turn' button. If you click on this (don't do it yet), this will end the preparation for the first Grand Prix and take you to the first race weekend. Grand Prix World takes place over 16 races per season; each of these races needs a lot of careful preparation (although you can race straight away on default settings if you want). When you have finished all your preparation, you can click on the check mark. The first turn of that season will end and you will be taken to the first race event (in this case the Australian Grand Prix at Melbourne).

First Things First

Now let's return to the Team: Profile screen.

- Look at the Team: Profile screen. This gives you an overview of your position and current bank balance (which is different from the estimated budget shown on the Team Selection screen), the Benetton drivers and your key staff (your Chiefs). The top right graphic shows where your team is based, and the lower right graphic shows where the next Grand Prix will take place. Along the bottom of the screen are the Team sub-section buttons.

- Click on the second sub-section button (from the left), Team: News, and you will see a couple of items of pre-season news. This section must be consulted on a regular basis, particularly after any Grand Prix; it will offer all general industry news and rumours.

- Click on the next sub-section button, Team: Mail. This will have only one or two messages for now, but this is another very important screen. It will show you e-mail and other messages from your different departments or individual personnel. Again, you must consult this on a regular basis and should react to any information given here.

- Now, click on the fifth sub-section button, Team: Staff. This is one of the most important screens in the game – it shows all staff in your team and allows you to hire (and fire) employees at all levels.

The screen will open at the Drivers tab showing all your current driver details. Apart from the Drivers screen, the other staff screens (Commercial, Design, Engineering and Mechanics) are very similar.

- Click on the Design tab.

The top section shows a yearly cost for the department, a morale indicator (as red to green coloured blocks – a standard graphic device in Grand Prix World), and an effort indicator as a percentage.

The second panel shows details about your Chief Designer, N.Wirth. Note that this is his final season with you and you'll need to re-negotiate another deal with him for next season, or find another Chief Designer. Let's try to do that now!

- Click on the Recruit Chief button.

- Look at the Chief Designers panel (top right) until you see N.Wirth. He is available for the 1999 season, so we'll try to negotiate with him for next year.

• Click on the name and it will be highlighted and appear in the (lower) Job Offer panel.

N.Wirth's current conditions are shown here, but obviously he's going to want a better package to stay next year, so why not offer him more salary?

• Click on the 'Increase Salary' + button once in the salary row.

• Click on the 'Make Offer' button (to the right of the Job Offer panel).

You will be warned that you can only make one offer before the next race (this is common to most offers throughout the game). Agree to this.

N.Wirth might agree to certain aspects of his offer but he might be unhappy about other aspects - these are shown in the Job Offer panel as green checks for Agreed, and red crosses for Rejected. You can't make another offer to him until after the next race but beware that other teams might be thinking of approaching him. Similarly you can approach other available Chief Designers.

• Click on the large cross mark button in the bottom right, to return to the previous screen.

We'll now try to recruit more Design Staff.

The lower panel shows the Design Staff details.

• Click on the Recruit Staff button and you will see the Hire and Fire Design Staff screen, showing how many Design Staff are available for hire, their cost, and an indication of their 'Quality'.

• Hire a couple of the best quality staff ('Excellent', 'Very Good' or 'Good') available by clicking on the 'Hire Person' + button. You will not be able to hire staff if 0 is shown in the 'For Hire' column. If you want to fire any staff, click on the - button. As you hire and fire staff take a look in the Annual Total Salary panel on the right of your screen. This will show you the salary cost of your department before and after any staff changes you have made.

• Click on the large tick button in the bottom right, to accept the staff changes.

• Return to Team: Profile (first button on the left along the bottom of the screen).

Engineering

Now we'll have a brief look at the Engineering section. Engineering in Grand Prix World is where the real (greasy) guts of the game sit. It's here that your cars, parts, engines, tyres, fuel etc. are maintained, repaired, tested, designed and constructed for next season.

• Click on the Engineering section button (second button down on the left of the screen). Notice that the sub-section buttons (along the bottom of the screen) have all changed to reveal the Engineering sub-section buttons.

- Click on the second sub-section button, Engineering: Testing.
- Then click on the Mechanics tab.

The lower panel on this screen lets you set up a Test Programme for various Research & Development categories (Set-up, Development, Research, Engine, Tyre and Fuel).

- Click on the + buttons on the Test Programme panel, to add a percentage of Mechanics to the first four test categories (make the Engine value 30% and the others 10%).
- Use the 'Increase Testing Miles' + button in the Testing Miles panel at the top of the screen, to increase Test Day miles to 100.
- Now click on the Drivers tab and you will see the Driver Testing screen. Here you must allocate Driver time to the Mechanics' Test Programme you have already set up. You will see that the + buttons are active beside each of the categories you have assigned Mechanics to, but that no Driver Time buttons are active for any categories you assigned no Mechanics to. You can only assign drivers to test categories that the Mechanics are interested in. For Benetton you will also see that at the start of 1998, the team has no Test Driver, so you can not assign any time for the missing driver on the right of your screen.
- Set the Driver Time for the first three test categories to 10%, and the Engine testing time to 40%.

- Now click the 'Perform Testing' check mark button on the bottom right. If you do not use this button, the Test Day will not take place and your Mechanics and Driver time will be wasted.
- Return to the Summary tab and you will see: the percentage of Mechanics working on testing, the cost of testing, and any Progress on your Test Programme (shown as red to green blocks).

Now we'll begin design work on next season's chassis. This is important because you'll lose the game if do not have two cars ready for next season.

- Select the third sub-section button, Engineering: Design, and then click on the 1999 Chassis tab.

- Begin the chassis design by clicking on the 'Start New Chassis Design' button in the 1999 Chassis panel. This makes the Start Design Work panel accessible and allows you to assign designers to the Design stage using the highlighted 'Increase Staff' + button.

- Click on the + button to have 20% of your designers to start work on the Design stage of the 1999 chassis.

Note that the design process will go through four separate stages (as in real life) before your new chassis design can be sent to the Engineers for Construction.

Commercial

Now let's jump to where the money is – Commercial.

- Click on the third section button down on the left of the screen and this will open the Commercial: Sponsors screen.

- Select the 1998 Sponsors tab and look at this carefully.

You'll see that the Team Sponsor is by far the most lucrative sponsor and that the Engine Sponsor is actually costing you money because Benetton only have a 'Customer' deal with Mecachrome (you are simply buying their engines).

Sponsors are extremely important in the game, you must always try to do the best deals with the best sponsors.

Now, let's try to do something about the Engine Sponsor for next season and try to get a better deal.

- Select the Commercial: Deals sub-section button (second from the left at the bottom of the screen).

- Click on the Engine tab and use the up/down arrow scroll buttons, to locate 'Peugeot' in the Engine Sponsors panel at the top of the screen.

- Click on Peugeot and a highlight will appear, and the panel below will show 'Negotiations with: Peugeot'.

Here you will see how many Commercial staff are available to you, and you can use the 'Increase Staff' + button, to assign a percentage of your staff to work on this deal (for next year). Assign 20% of your staff to work on the deal. Nothing will happen just now but your Commercial staff will begin working on negotiations with the engine manufacturers and progress will be made over the season.

It's not just enough to assign staff to entice sponsors, you've also got to provide corporate hospitality – get sponsors to the Grand Prix races, in among the glamour, and let them mingle with celebrities.

- Click on the Commercial: Hospitality sub-section button (third button from the left).

Make sure the Staff tab is open. You'll see from this screen that you've got Commercial staff available that could be used to improve the quality of hospitality for the Melbourne Grand Prix. Note that you've already assigned some Commercial staff to work on the Engine Sponsor. Remember that you must keep all your staff occupied – if they remain idle, they will be costing you money.

- Make the 'Quality' value 20% and this will make the Australian Grand Prix panel become active. Note the rating for Melbourne (4 blocks out of 5) indicates that it's generally considered a 'glamorous' Grand Prix.

The quality of hospitality will improve as you assign staff but you can also assign staff to specific VIP sponsors. You can also improve the standard of catering and attending celebrities (reflected in the different images on screen) by clicking on the small 'Choose Catering' and 'Hire Celebrities' buttons on the right of the Australian GP panel. This means that you are paying more towards the improving quality.

- Now click on the VIP tab.

- Click on PlayLife (your current Team Sponsor) in the Invitations panel. This will make PlayLife VIP1 (they are, after all, your biggest funder).

- Click on Peugeot in the Invitations panel. This will make them VIP 2.

- Click on Bridgestone in the Invitations panel. This will make them VIP 3 (they're your tyre supplier).

- Now return to the Staff tab and assign Commercial staff (about 10% each) for VIPs 1,2 and 3.

If you want to improve the quality of the catering and celebrities attending, click on the individual buttons on the right of the display.

Although we haven't yet been to a Grand Prix, we have made a few changes so it's high time we saved the game.

Saving the Game

- Select the lowest button on the left of the screen: Options. This will open on the Options: Saved Games sub-section. You can save on any of the empty tabs by clicking on them and then on the 'Save Game' button. Note that the game also has an '"Auto Save'" option, which means that you can simply quit the game and it will be saved at that point. Auto Save can be turned on in the Options: Game Options sub-section.

Now let's get to the Racing section.

Racing

- Select the Racing section button (the fourth down on the left). This section deals with most aspects of racing planning, team/driver orders, car set-up, assembly, and pit lane work. In this brief guide, we'll look at the racing assembly.

- Select the Racing: Assembly sub-section button (third along from the left at the bottom of the screen). This is where you fit your choice of engine, tyres, fuel and driving aids to your two race cars for use at the next race. At this point you will only be able to choose between tyre types (Dry Soft or Dry Hard).

- Repeat the operation for Driver Two.

- Now hit the 'Confirm Assembly' button (it will grey out and be inaccessible until you adjust Assembly again.

The FIA

The only other section you have not consulted is the FIA button (fifth down on the left of the screen). The FIA is the sport's governing body, responsible for setting up the regulations and scrutinising the cars, drivers and races. They also provide an annual sum of money to your team based on a complex formula.

- Click on the FIA button and look at the Constructor and Driver Championship points, results, races and rankings. No one has scored any points yet because the first Grand Prix has not been run.

So, now let's go to the first race.

The Race Weekend

- From the FIA screen (or any other screen), click on the large 'Go To Race' check mark at the bottom right of the screen. This takes you to the race weekend.

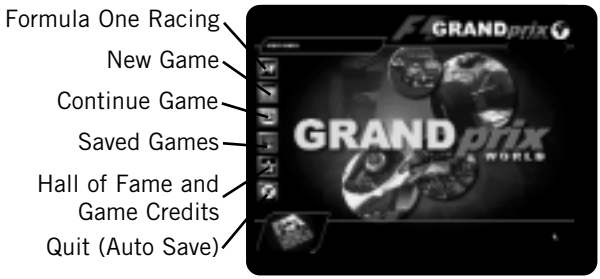
For full details about the in-race game turn to The Race section later in this manual.

SECTION THREE: REFERENCE

This is a real world simulation and there are many aspects of real Formula One that will seem complex to you at first. Before you begin this section, you're advised to read all the 'Formula One Racing' notes that are accessible from the Main Menu when you begin Grand Prix World. This on-screen guide has valuable information on Formula One that will be of use throughout this game. The following reference section is here to introduce you to most of the Grand Prix World screens. Note that the game will be rigorously tested until just before release so there may be information printed here that will vary from what you see on-screen. For the very latest information please consult the ReadMe file on the CD.

The Main Menu screen will introduce you to Grand Prix World and present you with a number of game options.

The Main Menu



Formula One Racing

This contains important text information on all aspects of Formula One racing and the way it is reflected in Grand Prix World. Try to make time to read this carefully because it contains a lot of very useful details that may make the difference between winning and losing.

New Game

Select, to begin a New Game.

Continue Game

This will jump to the last Auto Saved game and let you continue from where you quit Grand Prix World (as long as this option is set up).

Saved Games

This will jump to the Saved Games screen allowing you to load or delete any previously Saved Game.

Hall of Fame/Game Credits
View the Grand Prix World Hall of Fame, all credits, licence and copyright information. In the Hall of Fame column headings, "GP" means the number of races won, and "CC" means the number of Constructor Championships won.

The aim of the game is to last as long as you can, and to score as many Player Points as you can. Player Points are earned according to how well you play the game. You will also get a high number of Bonus Player Points if, at the end of each season, you meet or surpass the objectives you have been given for that season. If you score enough points, you will get into the Hall of Fame. Your ultimate goal is to last the full ten years AND take the number one slot in the Hall of Fame.

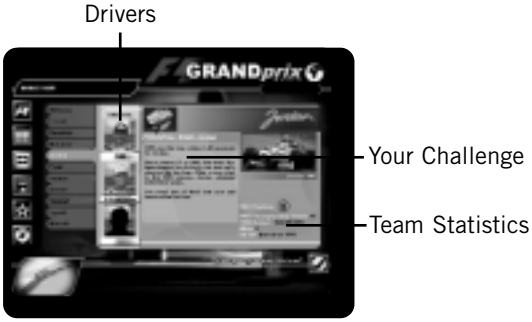
Quit
Leave Grand Prix World - if you have made changes and Auto Save is on (it is turned on/off in Options), the game will Auto Save and Quit. Auto Save ALWAYS overwrites the last Auto Save file, so be careful when using this option or you may accidentally lose your game. If you are worried about this, turn Auto Save off and Save games in one of the Saved Game slots – these can not be overwritten by accident.

Setting Up a Game

- Select New Game.

- Type your name (or the name you want to play under) in the panel, and click on the 'Confirm Player Name' check mark.

This will open the Select Team screen allowing you to choose a 1998 team you want to be in charge of.



- Left click on one of the Team tabs.

This will show each team's details and give you the season's objectives as Team Principal for this team. Read this carefully and then look at some of the other teams.

There are no difficulty levels as such in Grand Prix World, but the team you choose will have a big effect on the kind of game you will play. If you pick one of the top, wealthy teams you will find that it is pretty easy to do everything you want, but that you will be spending vast amounts of cash just to gain a tiny advantage over your immediate rivals. If you pick one of the lower, poorer teams, you will find it hard to do anything you want but that you can make big improvements for relatively small amounts of cash. You should pick a lower team only when you have the experience and skill necessary to meet the tough challenge of making the team successful. If you do well with a lower team, you will score many more Bonus Player Points than if you do well with a top team - who are expected to win most of the time.

You will be asked you if you want to manage this team.

• Click on the 'Confirm Team Choice' check mark and you will enter the Team screen.

The Team screen is one of six main sections of the game along with Engineering, Commercial, Racing, FIA and Options. These key sections all have buttons to access them, down the left side of the screen and are accessible at all times outside of the race weekend (when you are away from your office). Clicking on one of these buttons will open other sub-section buttons that are always ranged across the bottom of the screen.

Team

The Team section is the place where you keep tabs on all aspects of the organisation; such as news from the FIA (the motor sport's governing body), internal messages and emails, team finances, staff, and team rankings. This is where you should be constantly turning back to in order to get a view of outside events, internal events and the capability and quality of all your employees. Note that the Team: Staff sub-section is one of the most important areas in the game.

Team: Profile

This screen summarises all the key aspects of your organisation. It also locates your team HQ (top right) and, like most screens, shows the next Grand Prix location (lower right). It, like many Grand Prix World screens, is made up of several panels containing detailed information and individual buttons.

The Team Data Panel

Shows all current team details: Your name, your current bank Balance, current season Constructor Championship position, current season Constructor Points, number of Race Wins for the current season, your Score, and which Year of your career it is. Remember, your career ends after ten years of play.

Balance

One of the challenges of the game is to manage your cash flow. Payments from sponsor deals are not paid to you in one lump sum, they are spread across the whole season, so you do not have a simple 'pot of cash' from which you can spend at will. Each turn you must make sure that you never spend more money than you currently have, no matter how much cash is coming to you later in the season. Keeping an eye on your Balance (also shown in the top right of the screen) will help you achieve this. You should also watch out for costs (such as Test Day fees) that are charged immediately, and others (such as Staff salaries) that are charged at the end of the turn.

Score

Shows how many Player Points you have, and is NOT the same as your team's Constructor or Driver Championship points. It's how you perform here that counts towards your elevation to the Hall of Fame.

The Drivers' Data Panel

Shows all drivers' current season details and not details for the drivers' whole career.

Note that 'Role' shows either 1 (Driver One), 2 (Driver Two), 1= (First Equal – no Team Orders), or T (Test Driver). If your two Race Drivers are shown as 1=, it means that your team has no "Team Orders" which means that both drivers are treated equally by the team.

If your two Race Drivers are shown as 1 and 2, it means that your team DOES have Team Orders, and that Driver 1 gets better support from the team than Driver 2.

Note that your first two drivers (whether both 1=, or 1 and 2) are your two Race Drivers.
Your third driver is always your Test Driver (T). Unless you swap driver roles or unless something happens to one of your Race Drivers, your Test Driver will not take part in races.

The Chiefs' Data Panel

The game has four major staffing departments all with Chiefs in charge: Design, Engineering, Mechanics, and Commercial.

State Icons

The Drivers' and Chiefs' Data panels may have small icons to reflect special 'states' for each person. If a Chief or Driver is 'unhappy' a red diagonal cross is shown by that person's name. If a Driver is 'angry', a red lightning mark is shown. If a Driver is injured and unable to race – a red cross is shown. If a Driver is banned from the next race by the FIA, a gold diagonal cross is shown. If a Driver of Chief role is vacant, a red exclamation mark is shown - and you should hire someone fast!

Team: News

The Team: News sub-section screen shows items of general news including a pre-season warm welcome to you from your team. Consult this screen as often as you can in order to understand what's going on among the other teams, and the FIA. Of particular interest is the way some sponsors are behaving. Note the small left/right buttons at the lower right of the display, these will cycle through other messages.

Also note that news is generated after each race, and that each batch of news is in its own separate tab, grouped by race. So, to find the very latest news just look at the most recent (lowest) tab. As the season progresses, you can go through the tabs to look back race-by-race at the whole season's news.

Team: Mail

Team: Mail (like Team: News) will have messages appearing after each Grand Prix. This is your interface with your own organisation – it will let you know if someone is unhappy or happy, if things are going well or badly in any area, and it may prompt you to take action in certain areas. Select the Mailbox buttons to cycle through different mailboxes (Engineering, FIA, Team etc) or (if applicable) the Message buttons to view each message in that particular mailbox.

You will see that on each message is an icon. These icons are the same as the section buttons in the game, to help you find exactly where each message has come from. So if you think you need to take action somewhere in the game but are not sure where, just look for the icon.

You can delete individual mail messages by clicking on the 'Delete Message' button at the foot of each message. Be careful not to delete any messages you might want to keep as there is no way of getting deleted mail back.

Team: Finance

The Team: Finance sub-section screen shows all income and expenditure details as Summary/ Income/Expenditure tabs. This is where you will see where your money is coming from and where it is being spent. In this game money is everything, if you can't meet your expenses, you're out of business and have lost the game. Again this is a vital screen that must be looked at, at least once after every race.

Summary Tab

The Current Balance is the amount your team has in the bank. The '1998 Estimated Revenue' is what your team would expect to make over the entire 1998 Grand Prix year. Remember that money from sponsors does not come into your bank account all at the same time, at the beginning of the season. When deals are done to raise income for the team, an estimated annual figure is established. This annual figure is then divided into 16 payments (made before each Grand Prix) which may be adjusted up or down depending on how happy your Sponsors are with you and your team.

Also on this screen are Income and Expenditure totals for 'Last Grand Prix' and 'Year To Date'. The graph in the lower panel maps the Current Balance by race, across the current season.

Income Tab

This shows all income to the team including monies from commercial deals, banking, the FIA and any other sources. Note that the Team Sponsor is providing a major source of your income, and that the FIA monies depend on your ranking with them (see the FIA section below). Also be aware that in Formula One there are 'paying' drivers who will pay you money if you let them join your team.

Expenditure Tab

This shows you where all your hard-earned cash is going (analysed into 'Last GP' and 'Year to Date'). Note that initially, staff salaries and driver costs will be some of your biggest outgoings. Also that, if you have a cost for engines, tyres and fuel this denotes that you have a 'Customer' deal with the supplier (you are buying the items from the sponsor) – more on this later.

Team: Staff

The Team: Staff sub-section button opens all staff related topics. Second to finance, the next key element to having a top Formula One team is your staff. You can't do it all on your own and it's the quality of your staff that will make or break you. The Team: Staff screen shows details of all your staff split into their relevant departments, and allows you to hire, fire, negotiate and 'head hunt' people and to re-negotiate with current key staff.

The Team: Staff display screen has tabs for:

- Drivers
- Commercial
- Design
- Engineering
- Mechanics

Drivers Tab

This has photos of your existing drivers and all their details. The identifier on their picture is either 1 (Driver One), 2 (Driver Two), T (Test Driver) or 1= (Equal – no team orders). If you do not have a driver working in any of the roles, the vacant slot will be shown as a silhouette with a red exclamation mark. If at any time you are unable to enter two drivers into a race, you will lose the game.

Below the driver photographs are details of the driver's contract, ability and career, with most values shown as red to green blocks (5 blocks = best, 1 block = worst). Note that the up/down arrows can be clicked to reveal more information. Be aware that for some teams, some drivers will be paying to be their driver. In this case the figure for salary will appear in red (as a negative figure).

Driver Morale

Many things can have an effect on driver morale. High morale will boost, and low morale will decrease, some of the driver's ability ratings at the next race. So a driver with 'low morale' will not do as well as he normally would.

Recruit Driver buttons

Beneath each driver is a 'Recruit Driver' button. This accesses the Driver Deal screen.

The top left panel of the Driver Deal screen shows your selected driver details. The column to the side is empty until you select a driver from the Formula One drivers' zone on the right of the screen. When you do this, the selected driver's data will appear on the left, enabling a direct comparison between your current driver, and the one you are thinking of hiring. At the foot of this window is a 'Next Driver Position' button. This lets you change between driver slots, so that you can easily offer drivers other roles/slots without having to go in and out of the main Driver screen.

The top right panel shows all Formula One drivers including their current team/name/role (1 – First, 2 – Second, T – Test, 1= First Equal), and the year when they are next free to join you. Most top drivers will already have a contract for the 1998 season, but no driver will have a contract for 1999. Non-F1 drivers are drivers from other areas of motor racing; these will be rookies in the world of Formula One.

You can sort the Drivers by clicking on the different column headings (Name, Role etc.). Clicking on a column heading a second time will reverse the sorting order.

A button at the bottom of the Formula One Drivers panel allows you to filter the list so that all unavailable drivers are not shown (making the list smaller). This will help you focus on only those drivers who can sign a deal with you for either this year or next year. Unavailable drivers, when not filtered out, are shown as greyed out. Unavailable drivers are either ones that are already under contract for next year, drivers who are due to retire next year, or ones that are 'unfriendly' to your team.

If drivers become unfriendly to your team, the free column on the right of the panel shows 'UNF', a red diagonal cross is shown by the driver's name, and the driver is 'greyed out'. You may not make any offers to an unfriendly driver. Drivers due to retire are shown as 'RET'.

On the left of the Drivers panel are various icons reflecting these and other states:

Green exclamation mark	- Driver is ready to sign a deal with you.
Red diagonal cross	- Driver is unfriendly or is retiring.
Green tick	- Driver has already signed with your team.
Red tick	- Driver has signed with another team.
Orange question mark	- You have made an offer to the driver but he is not ready to sign a deal.

The Job Offer panel in the lower half of the screen allows you to make many offers to potential drivers.

- Click on the driver you want to approach in the Drivers Panel and his details will appear in the 'Your Offer' column of the Job Offer panel.

Your offer to the driver starts with the figures for his Current contract, and has + (plus) or - (minus) buttons for increasing or decreasing each of the terms. When you have used these buttons to adjust the terms of your offer, hit the 'Make Offer' button to the right of the panel. If the driver agrees to any of your terms, an orange question mark becomes a green tick. If the driver disagrees, the question mark will change to a red cross. Once a term is agreed, it is locked. If you have to go back to negotiate with a driver in a later turn, you need only change terms against conditions with a red cross. If you want to pursue the driver, you must return here after the next Grand Prix.

If all green ticks appear, your offer will be accepted.

Drivers may change their minds about the kind of deal they are looking for, so don't be surprised if an offer that is rejected in one turn, is accepted the next. Indeed, drivers may even decide to settle for less than your original offer.

Drivers may decide not to join your team for reasons that have nothing to do with your financial offer. For example, the driver may think that your team is not better than the one he is already with, or may think that your team does not have enough cash or manpower. If this happens, a red cross will appear in the special 'Team Conditions' strip at the foot of the Job Offer panel.

You can negotiate with any number of drivers, and can have any number of drivers ready to sign without actually signing them up. Some drivers are ready to join your team immediately, but you may have a driver already under contract. You are then given the option of signing the new driver immediately or at the start of the next season.

Although a deal may be agreed, it does not go ahead until you click on a 'Sign Deal' button that will appear on the right of the Job Offer panel only when all terms are agreed. However, you should be aware that a driver who agrees a deal with you, but who is not signed up, may sign a deal with a rival team.

Contracts must be for at least one whole season. So if you negotiate with a driver who is ready to join you now, you will see that the Season figure will also show a + sign. So if the figure is 1+, this means the driver will race the whole of next season for you PLUS any races remaining in the current season.

When you are negotiating a deal, the 'First' and 'Last' boxes in the Job Offer panel show the first and last season that the driver will race for your team. So a deal signed in 1998 for two seasons (starting in 1999) will show that the Driver will join you at the start of the 1999 season (First) and will leave at the end of the 2000 season (Last).

Once you have made an offer to one or more drivers, you can quickly find and cycle through all the ongoing offers you have made, by clicking on the 'Next Offer' button at the top of the Job Offer panel.

Note that, you might be approached by a driver who wants to join your team (this information will appear in your mail), which means that the driver is more likely to accept a lower deal for the current turn only.

If you make an offer to a driver and then cancel at the last minute you might make that particular driver Unfriendly to your team. Obviously, if you choose to fire a driver and replace him, that driver will also become Unfriendly.

When you sign a new driver, you will see that driver's name appear in the 'Next Driver' row of the Drivers tab. If you re-hire your existing driver, a replacement name will not be shown, but the last year of your driver's contract will change to a later date.

You will have to take care over the driver Roles you offer to your future drivers, or you may offer roles that are "Conflicting". You should offer roles that either both have or do not have Team Orders. If you sign deals that are a mixture (for example, a Driver 1= and a Driver 2; or a Driver 1 and a Driver 1=), the role of your second driver (the middle driver on the Drivers tab) will automatically change to comply with the role agreed with your first driver (the left hand driver on the Drivers tab). This change may result in one or more drivers becoming Angry for the whole of the next season.

• Select the 'Back To Staff' button in the bottom right, to return to the Drivers Tab screen.

Commercial/Design/Engineering/Mechanics Tabs

The Commercial/Design/Engineering/Mechanics tab screens look slightly different from the Drivers screen but work in a similar way (and with larger numbers of staff). Information on the department Chief (and his or her replacement) is shown on the top of the screen, while information on all the other staff in the department is shown in the lower half of the screen.

All the Chiefs appear the same, except for the fact that the Commercial Manager earns a Sponsorship Royalty % instead of Race or Championship Bonuses.

The way you deal with your staff is of prime importance to success in the game. Recruiting better staff costs more but it increases that department's efficiency making the time taken to develop, say, a new chassis or technology much shorter. Firing staff will obviously result in a decrease in morale, while preserving the staff status quo may allow 'standard' ability workers to develop into 'star' workers.

The Engineering Tab

This screen shows department details in the top panel, details for the department Chief in the middle panel, and details of all the Chief's staff in the lower panel.

The top panel shows the salary cost of the Engineering department, the morale of the department (shown in the usual block manner), and the department's current level of Effort. All things being well, your department should show 100% Effort. However, if department Morale declines, Effort will fall below 100% which means you will get less work from your staff than you would normally expect. If Morale is high or if you have any Star workers (see below), Effort will rise above 100% and your staff will achieve more than they are normally capable of. Department Morale is affected by many different events that can take place during the game.

The middle panel shows details for your department Chief. The Chief's Ability level will have a major effect on how well your team performs. For example, a team with a Chief Designer with an Ability of 3 will never design a car as good as a team with a Chief Designer with an Ability of 4 or 5. All Chiefs can be offered deals in similar ways to the drivers (see above).

- Select the 'Recruit Technical Director' button in the bottom right of the Chief panel, and make an offer to another Technical Director (the same way you did for a driver).

All interface details are much the same as on the Driver Deals screen, with the addition of 'Driver Loyalty' information. All Chiefs, other than the Commercial Manager, may have or may develop a loyalty with a particular driver. If that driver is racing for you next season, when the Chief is due to join you, the Chief is more likely to accept a deal from you.

When you have got a response to your attempted deal, return to the Team: Staff/ Engineering Staff Display screen and look at the lower panel. This panel contains details on all the Engineers who work for your Chief.

All staff in the four racing functions (Commercial/Design/Engineering/Mechanics) can be hired and fired. They all have a quality rating that affects the way they do their jobs from 'Excellent' to 'Trainee'. The standard column shows how many of regular staff you have who are 'Excellent', 'Very Good' etc., The other columns show how many 'Star' workers you have at each quality level, how many of your staff have resigned, and the salary levels for all your staff.

The total number of Staff in each department is equal to the number of Standard staff PLUS the total number of Star staff.

'Star' workers are members of staff who show extra commitment to the team and who work harder and faster. Stars come to the fore when Morale is good over a period of time and when there are no significant staffing changes such as redundancies in the department. You cannot simply hire 'Star' workers.

• To hire or fire staff, click on the ‘Recruit Staff’ button.

Here you can see how many Standard staff you have, how many Stars you have, the total number of staff by Quality level, salary costs, Redundancy costs and staff For Hire. Each quality level costs a different salary amount per member of staff. Stars and Standard staff cost the same. If you fire any staff, you will have to pay a Redundancy fee. If there are no staff shown For Hire, you may not recruit anyone of that Quality this turn. For Hire trends vary over time, so it may be quite a while before you are able to build up the team of people you would like.

• To hire staff click on any active ‘Hire Person’ + button. The button will be inactive if there are 0 people For Hire.

• To fire staff click on the ‘Fire Person’ – button (note that you will be liable for redundancy costs and maybe even legal action).

Any changes you make to staff levels will not take effect until after the Race at the end of this turn. To help you keep track of planned changes until then, "before and after" staffing levels are shown in the staff panel of your main department tab, with the new staff levels shown in beige to the right of current staff levels.

The lower panels show factory work space (how much room you have for expansion), a ‘Head Hunter’ option and an Annual Total Salary panel to show the increase or decrease in costs of taking on new staff or firing staff.

If you want to hire a Head Hunter (someone to chase staff and entice them from other teams), simply click on the ‘Hire Head Hunter’ button. This will cost you a basic non-refundable fee and, if the Head Hunter succeeds in finding more people For Hire, his/her fee will increase dramatically. Any people the HeadHunter finds are shown in the usual For Hire column of the Recruit Staff table. Note that you will have to employ a separate Head Hunter for each department - using the Head Hunter for Engineering will not find more staff in Commercial, Design or Mechanics.

The check /cross marks at the bottom of the Recruit Staff screen allow you to accept or cancel any changes you have made.

• Click on the check mark to return to the Team: Staff /Engineering screen.

Team: Rating

The last button on the Team section shows Team: Rating. It details your career, your ranking (shown as points) against other managers for this season, and the Hall of Fame. Getting to the top of the top ten best ever careers in the Hall of Fame is your ultimate goal in Grand Prix World.

Engineering

The Engineering section in Grand Prix World is where the real (greasy) guts of the game sit. It's here that your cars are maintained, repaired, tested, designed for next season, and constructed. It's also the place where engine, tyre and fuel specifications are tested and upgraded and (if your deal with Technical Sponsors allows it) where you can work on R&D towards better specifications on those items. Finally, this is where your Factory details are shown, allowing the building of new or higher rated Facilities (such as Test Rig, CAD, Wind Tunnel etc.).

Click on the Engineering button (second down on the left of the screen) and you will see the initial screen, Engineering: Cars. Notice that the sub-sections along the bottom of the screen have all changed to Engineering sub-section buttons.

Engineering: Cars

This is the first Engineering sub-section button. It shows the condition of your cars and controls the amount of repairs and maintenance these cars might need including a level of spare parts. There are three tabs on this screen: Summary, Maintenance and Repairs.

The Summary tab

Mechanics – this shows the percentage of mechanics available and the percentage currently used on maintenance, repairs and testing. Remember that you cannot perform any repairs or maintenance if there are no mechanics available to do the work.

Cars Built – the number of cars already built for the 1998 and 1999 seasons. The top line shows how many cars you have built for this year (you will always start with three and can build more 'current year' cars in Engineering: Construction). The bottom line shows how many cars you have built for next year. You must build at least two cars before this year ends or you will lose the game. Cars for next year are built in Engineering: Construction, but they must first be designed in Engineering: Design. For each year, you may have a maximum of four cars at any one time. If you build a fifth, you will be prompted either to cancel the new car or to scrap the most damaged or worn of your existing cars.

Race Cars – shows the cars assigned to your drivers. You can change which driver has which car (maybe because a Racing Driver's car is worn or damaged) by clicking on the 'Change Car' buttons on the right of the panel. Note that your Two Race Drivers (the top two listed drivers) can only swap with either the Test Driver's car or the fourth R&D car. Your Test Driver can only swap with the fourth R&D car. If you do not have an R&D car, the Test Driver can not swap his car with anyone (so clicking on the Test Driver's 'Change Car' button will do nothing); however, your two Race Drivers may take the Test Driver's car.

1998 Car Status – you can only have a maximum of four cars per season. This panel identifies the car chassis (for example Fe1998-A is a Ferrari, the first model this season). Upgrades to the chassis this year will be designated, Fe1998-B, and the new chassis for next year will be Fe1999-A. The panel also shows: details of each car's role (1, 2, 3 or R&D), a Wear percentage (in which case the car will need Maintenance – see below), a Damage percentage (in which case the car will need Repair – see below) and whether or not each car has been upgraded (has all the latest chassis and technology).

If a car has more than 10% of Damage, you will not be able to use that car in the next race, and all its information will be printed in red as a warning. You also can not use a car with 100% Wear.

The Upgraded column will show a red cross the moment you finish designing either a new item of improved Technology or a new external part for this year's chassis (see Engineering: Design). Only when you have constructed the new components and upgraded your cars (in Engineering: Construction) will the red cross revert to a green tick. If you construct a new chassis for this year, that chassis will have all new components whether or not you have already upgraded your existing cars.

A car allocated to R&D is kept at your Factory for various computerised tests, and (if not Damaged) will help your Testing and Design projects to proceed more quickly.

The Maintenance tab

This allows you to perform basic maintenance for wear and tear on your cars. Cars gain Wear for each mile of Testing, and for each Qualifying and Racing lap they complete. If a car needs maintenance it will appear here with the Wear shown as a percentage. The more worn a car is, the more likely it is to breakdown during a race. You must assign Mechanics to work on each individual car using the 'Increase Staff' + button. If Spares are needed, you must have sufficient spares in the Spares Available panel. Spares can be built in Engineering: Construction. To perform Maintenance (for each car), just add staff, and then click on the small check button in the Repair column. The more staff you add, the more Wear will come down. However, you do not have to reduce Wear to 0 to carry out Maintenance.

The Repairs tab

This works in the same way as the Maintenance tab but allows you to perform repairs on your cars if they have been damaged (shown as a Damage percentage). Cars are damaged usually as a result of race weekend mishaps. If a car has more than 10% Damage, you will not be able to use it in the next race. Carry out repairs on each car using the spares available (all repairs need spares) and by clicking on the small check button in the Repairs column. You will also see here when a car is in race ready condition (green tick) or unusable (red cross).

Wear and Damage are totally separate. Wear is normal internal and external wear, while Damage is the total destruction of car components. Using a car with high Wear will eventually damage your car, but removing Wear has no effect on Damage and vice versa.

Engineering: Testing

The second Engineering sub-section button is Engineering: Testing. This deals with all aspects of car testing, the testing plan (how many miles tested), available Facilities and the test programme. Here you can assign Mechanics to work on various aspects of the test programme and all your current drivers to spend driver test time working on the test programme.

Information is shown on three tabs:

The Summary tab

This screen shows details of mechanics available and where they are already assigned (maintenance, repairs, testing). It also shows the current Test Plan with how many test miles you have chosen to perform before the next race (and at what cost), and whether or not you have gone to a test day and have Completed all possible testing before the next race. The Facilities panel shows if you are using a Test Rig and/or an R&D test car - the blocks beside the Test Rig show the quality of your rig (the higher the better). Having these Facilities will speed-up testing. The largest panel is the Test Programme Progress panel, which shows (as increasing red-green blocks) the progress made on testing in the following areas:

Set-Up

Set-Up testing is done to improve the set-up of your cars ready for the next race. As the testing progress boxes fill up here, the same number of boxes appear as Set-Up Points which can be found in the Racing: Car Set-Up screen (see below) - where they can be used to set up the car. As Set-Up Points are spent, (i.e., as you set up your cars), the progress boxes here will empty. You can only fill the boxes again by doing more Set-Up testing.

Development

Development testing is done to help you find weaknesses in (and ways to improve) the car chassis you are using in this year's season. When the Development testing progress track fills up to 10, the 'Assist Development' button to the right of the progress track will become active. Click on this and data will be passed over to the Design team, and Development Testing Progress will reset to 0. The first time you do this with a new chassis, you will find out the Handling rating of your chassis. However, for each successive time you do this, chassis problems will be found along with a way of fixing them. Each time a chassis problem is found, your designers will suggest a new chassis component that will eradicate the problem (see Engineering: Design).

Research
When research progress reaches 10, the 'Assist Design' button becomes active. Click on this button to get additional progress boxes for ALL current active projects on all tabs in Engineering: Design.

Engine
As Engine progress fills up, testing blocks on the Engine tab of Engineering: Contracts also fill up (see below).

Tyre
The same as 'Engine'.

Fuel
The same as 'Engine'.

Note there is no point doing any Engine, Tyre or Fuel testing if your deal in any of these areas does not allow you to carry out R&D (this is shown in the bottom left of each of the Engine, Tyre and Fuel tabs in Engineering: Contracts).

The Mechanics tab

In Formula One each mile a car does on the track is another mile in which the team can learn about the car and how to improve it. Poor teams cannot afford to test extra miles and try to use the race weekend itself (the race, qualifying and the free practice sessions) to do their testing. So testing is done during test days AND the actual race weekends.

You will have a number of testing miles at the circuit on the race weekend for free (shown by 'Next GP Free Practice'), but anything extra (at Test Days) will have to be paid for. Use the + and - buttons to set Testing Miles (up to a maximum of 350 plus whatever free miles are available).

Before you can do the testing, you must first assign mechanics (in the Test Programme panel) and drivers (see, Drivers tab below) to the various testing categories. If drivers are not assigned to the same categories as the mechanics, no one drives the cars to do the testing, so the mechanics' time will be wasted. A green tick in the Drivers Assigned column will show whether or not you have drivers assigned to all the categories you want your mechanics to test.

The Drivers tab

This allows you to assign driver-testing time for each driver individually on all aspects that you have assigned the mechanics to work on.

- Assign your drivers to the different test programme categories by clicking on the + and - buttons, to Increase and Decrease Testing time.

Finally, you must click on the 'Perform Testing' button (the small circle with the check mark on it at the bottom of the tab), this will then carry out the testing and update Progress on the Summary tab. If you do not use the Perform Testing button, the testing will not take place and ALL driver and mechanic allocation will be wasted.

Note that if any of your drivers is Injured or Angry, or if a driver's car is Damaged, that driver will not be able (or not willing, if the driver is Angry) to test for you. A driver who is banned from the next race will still be able to do testing.

Engineering: Design

The next sub-section of Engineering is Engineering: Design. This screen area deals with designing next season's chassis, improving the design of this season's chassis (an ongoing project in Formula One), improving Technology design (components such as brakes, suspension etc.) and designing Driving Aids, such as traction control, power brakes etc., to a higher level (some Aids will be illegal until approved by the FIA).

As always in the Grand Prix World game structure, there are a number of tabs. The initial tab summarises all the lower tabs:

The Summary tab

The Designers panel shows the number of designers available to you and the percentage working on the 1998 and 1999 Chassis, car Technology and Driving Aids. Again, as with mechanics, if you don't have the design staff assigned you don't get the design.

The Technology panel details car components already designed (brakes, clutch, throttle etc.) and gives a rating for each component's current Performance and Reliability levels. The Technology tab (see below) allows you to begin design projects to improve the design of these items' performance and reliability. For more information on the blue frames surrounding some of the Performance and Reliability boxes, see the Technology tab, below.

The 1998 Chassis panel shows the chassis identifier, a Handling value as a percentage and whether a design project has been started to work on improving handling problems for this year's car. A car's Handling figure is its single most important attribute.

The 1999 Chassis panel shows the name of the new chassis design for next year, the stage the design project has reached (the first stage is 'Design') and an Efficiency rating for the project.

The names of the 1998 and 1999 Chassis panels and tabs update as each season passes, so it may be more useful to think of them as "This Year" and "Next Year" chassis rather than 1998 and 1999 per se.

The Driving Aids panel shows any driving aids designed by you and their quality level. If a Driving Aid has been seen and approved by the FIA (or if you do not have any Aids to approve) a gold tick will appear against each Aid in the Approved column. If you have designed an aid that has not been seen by the FIA (and is therefore illegal), a gold cross will be shown. For more information on Driving Aids, see the Driving Aids tab below.

Note, it is important to understand that in all areas of Design, just because you have designed something it does not mean that you have it. If you design a new chassis or a new item of Technology, you do not have that chassis or item. To turn a design into reality you must construct it in "Engineering Construction". So to build, say, new Brakes, you must design the new Brakes, and then carry out the relevant Engineering project in Construction. Only when you have completed both phases will the new Brakes be fitted to your cars.

The 1999 Chassis tab

Remember that you must concern yourself with next year's car chassis design this year, or else you'll start next season without a new car - depending on FIA regulations this may mean the end of the game, but even if the FIA permit you to use an old car, doing so will result in a Handling penalty.

The Designers panel shows the number of designers available to you and the percentage working on the 1998 Chassis, Technology and Driving Aids.

The 1999 Chassis panel allows you to start work on the chassis design for next year (by clicking on the top left 'Start New Chassis Design' button) and to assign design staff to the Design stage of the work by clicking on the 'Increase Staff' + button. Progress will update at the end of the game turn, and is shown in block graphic form. When you want to finish work on Design, click the button in the 'Finish' column, and then add staff to the next stage (CFD Simulation). When each stage is finished the project will move to the next and, at the end of the process, the Construct Component button will become active. Click on this to send the finished chassis design to Engineering: Construction.

Note that chassis are designed in the correct 'real world' order as follows:

Design – The computer model 'blueprint' drawing.
CFD Simulation – 'Computational Fluid Dynamics', computer software that acts like a virtual wind tunnel, to test the design in software.
Model Design – The building of a physical, highly detailed scale model of the car.
Wind Tunnel – Real wind tunnel testing of the scale model.

You can end any of the four Design stages whenever you want (by clicking on the button in the 'Finish' column), provided you have made at least one point of Progress in your current stage. However, the longer you work on each stage the better - the best possible design for your team is one that reaches a full 10 points of Progress in all four Design stages.

When Wind Tunnel testing is complete, the design is ready and can be sent to Construction by clicking the 'Construct Chassis' button (greyed out until that point). No further work or staff allocation is possible here once a design is finished. Note that if you do not own a Wind Tunnel, you will have to hire the use of one throughout the Wind Tunnel design stage. You can hire a Wind Tunnel in the Engineering: Factory section of the game.

The Chassis panel shows the Efficiency of your new design, and a graphic indicating the stage your design is at. The more Efficient a design is, the better the final constructed car will be; however, the Ability of your Chief Designer will be the most important factor here.

The FIA panel - at some point, the FIA will issue new technical regulations governing the designs and technology to be used next year. Until this happens, the logo here shows a question mark. If you start to design a new car before regulations are issued, that car may be illegal. If so, when regulations are issued, the question mark will become a cross. You cannot race cars next year with that design. If the car is legal, a tick is shown. A tick also shows if the design has not started; designs started after regulations are declared by the FIA, are automatically legal.

This panel also has a 'Scrap Illegal Design' button, to be used if FIA regulations come out and your car is not legal (or if you simply lose confidence in a design started before regulations are issued). If you use the button, all current design work will be trashed. You should not try to start a new season with illegal cars.

The 1998 Chassis tab

This is similar to the 1999 Chassis Design screen but allows you to improve the current season's design, taking into account testing during a Grand Prix.

The Designers panel shows the number of designers available to you and the percentage working on the 1998 Chassis, Technology and Driving Aids.

The Current Chassis panel shows your current Development testing progress level (which is the same as on the Engineering: Testing - Summary tab), a Handling percentage, any problems identified with current chassis (such as 'Understeer – Fast Corners') and a design solution for the problem (such as 'New Rear Wing').

When you first construct a new car, its Handling % and any handling problems are unknown so you must do Development testing (see above). When Development testing progress is complete for the first time, the Handling % is revealed. When it is completed a second time, a handling problem may be revealed along with the name of a component that will cure the problem. This component (an external car part) becomes the next design project on this tab. Each Handling problem causes an overall Handling loss and a specific handling penalty.

The problems you may find, and their specific penalties, are as follows:

Oversteer - Fast Corners	- Less grip on circuits with high Speed ratings.
Oversteer - Slow Corners	- Less grip on circuits with low Speed ratings.
Understeer - Fast Corners	- Increased tyre wear on circuits with high Speed ratings.
Understeer - Slow Corners	- Increased tyre wear on circuits with low Speed ratings.
High Drag	- Increased fuel consumption and engine heat.
Poor Balance	- Increased brake wear, increased chance of driver losing control of car, harder to stop other cars overtaking you.
Low Downforce	- Less grip.
High Pitch Sensitivity	- Less grip in races where Windspeed is high, increased suspension wear, harder to overtake other cars.

Further Development testing will be wasted until the component is designed and forwarded to Construction – (see the Engineering: Construction section for what happens next). So the 'Start Work' button does not become active until you have done enough Development testing to find the problem. Some cars will have more problems than you can fix during a season.

The 1998 Chassis panel allows you to start design work on improving the item through all the defined design stages. This works in exactly the same way as designing your 1999 Chassis (described above).

When all cars are upgraded with the new part, their Handling % increases AND they no longer suffer the specific penalties shown in the list above. As with designing a new Chassis, you do not have to finish every design stage to progress to the next. However, the longer a new chassis part spends in Design, the better it will work. When you do finish designing a Chassis upgrade, you will see a new Handling % figure appear in beige to the right of your current Handling figure. This new figure is the Handling your cars will have when you have upgraded all your cars with the new Design in Construction. Until the upgrade is done, your cars will continue to have the lower Handling figure shown in white on the left.

The Technology tab

This allows you to improve the design of internal car Technology (brakes, clutch, gearbox etc.).

The Designers panel shows the number of designers available to you and the percentage working on the 1998 Chassis, 1999 Chassis, and Driving Aids.

The Technology panel shows the current Performance and Reliability levels for all your key internal components (brakes, clutch, electronics, gearbox, hydraulics, suspension, and throttle).
If you want to improve any of these items (say, if something only has a rating of two blocks) click on the check mark to start a project to improve either the Performance or the Reliability of your chosen component. You can work on improving only one rating of one component at any one time. Once you start work on a project, all other project start buttons become inactive, and the button you have used changes to a cancel button. If you wish to abandon the project you have started, simply click on the cancel button.

Progress must be complete (a full 10 boxes) before the design is finished and the 'Construct' button becomes active.

Once you have started a project, the +/- buttons will be highlighted allowing you to assign designers to the project.

Again, as with everything in design, a completed design only means that a design has been finished. It must then be constructed, and fitted to the car. The blue frames show your current design level, but the colour- filled boxes (red to green) show your current manufactured level.
So, if you complete a new design for Brakes with higher Reliability (say, from 3 to 4), the blue frame will move to the 4 box, but only boxes 1 to 3 will be colour-filled. When you have upgraded your cars with the new Brakes (in Engineering: Construction), box 4 will also become colour-filled.

You will keep all your modified technology until the end of the year. FIA regulations state that some Technology items may be used again next season, so you can keep and continue to improve the present ones. But, if the FIA states that new Technology comes into play, you may lose any improvements you have made.

The Driving Aids tab

The Driving Aids tab allows you to set a number of designers to work on Driving Aids such as traction control, and shows a current technical level for each Aid, and any progress made on current improvement projects.

Driving Aids improve car performance in a number of different ways. Traction Control, for example, improves speed and makes stalling a car unlikely).

You design new Driving Aids in exactly the same way as new Technology improvements (see above), but with the following differences:

Any Driving Aids you build are retained from season to season.

As with Technology, a blue frame shows your current Designed level, but colour-filled boxes shows your Constructed level.

Driving Aids should be approved by the FIA. When an Aid has been designed, you can click on the check button in the FIA column to apply for approval. If the FIA approve the design, a gold frame will appear around the relevant level box (replacing the blue frame). Once you have constructed an approved aid, you can fix that aid to your cars (see Racing: Assembly) without any fear of penalty. If the FIA rejects the design, you will lose it and must design a new one all over again (the FIA might approve subsequent submissions of the same Aid). If you do not show the FIA your design, you can construct the design and fit it to your cars - your cars will benefit, but you may be caught and penalised by race stewards.

Driving Aids are designed one level at a time. If you have, say, level 1 approved but level 2 not approved, the gold frame remains around level 1 (showing it is safe to use). If the FIA reject your level 2 design, you will lose level 2 but will retain your already approved level 1.

Engineering: Construction

The next phase after design is to build the items designed, so the next Engineering sub-section button is Engineering: Construction (fourth from the left at the bottom of the screen).

This screen allows you to assign Engineers to construct all the projects that have been completed by Design (above). It shows Engineers available and a number of projects that can be constructed. If the 'Increase Staff' + button is active for a specific Construction project, you can click on it, to add Engineers to work on it. As you add staff to a project, the figure in the 'Completion' column will rise from 0%. When the Completion project reaches 100%, the project is finished and the check button in the 'Build' column will become active. Click on the Build button and the project will be finished at a cost shown in the 'Cost' column.

Initially, you can only build Spares, or build another 'This Year' car. You can work on only one Construction project at a time, but can complete any number of Construction projects in a single turn.

Unlike the projects in Engineering: Design, which are progressed over turns, Construction projects must be finished in the turn they are started. If you allocate staff to a Construction project but Completion does not reach 100%, all project data will turn red and +/- buttons will appear beside 'Cost'. You can use these buttons to push completion to 100, so that you can finish the project at extra cost. This additional cost represents the payment of staff overtime and the use of external contractors. You can only "Cash Complete" a project if you have Engineers assigned to it, and if there are no further Engineers Available. So you will be able to "Cash Complete" a maximum of only one project per turn regardless of how much cash you have.

The six Engineering: Construction projects are:

Build "This Year" Car - builds another car to be used this year, featuring all the latest Technology and chassis components.

Build "Next Year" Car - builds another car to be used next year (you must first have finished designing the chassis for next year)

Upgrade "This Year" Chassis - upgrades all your cars built for this year with new chassis components designed as a result of Development testing.

Upgrade Technology - upgrades all your cars built for this year with the most recently designed Technology improvements.

Upgrade Driving Aids - makes the most recently designed Driving Aid or Driving Aid level available for you to fit to you cars. Unlike Technology and Chassis Upgrades, Driving Aids are not automatically fitted to your cars on completion of Construction. This is because you may not want to fit cars with Driving Aids that have not yet been FIA approved.

Build Spares - build the Spares needed to carry out car Maintenance and Repairs.

Note that there is no component inventory in this game. The Design: Summary screen shows the level of the various technologies available to you and whether or not your cars have been upgraded to those levels. Once new car advances have been designed and constructed, they are assumed to be part of your cars - any subsequent materials after this R&D phase fall under Maintenance and Repairs.

Engineering: Contracts

The next sub-section under Engineering is Engineering: Contracts (fifth button from the left). This deals with manufacturers' contracts with your particular team and is one of the most important and useful parts of the game. This section has important links with the Engineering: Testing and Commercial: Sponsors sections.

Manufacturers (Engine, Tyre or Fuel Sponsors) will strike different types of deal to supply you with Engines, Tyres and Fuel and, within those deals are different types of conditions for upgrades, R&D and exclusivity (priority). A good supply of these items is equally as important as the design and development of the racing cars themselves.

This screen has three tabs to show contracts for Engines, Tyres and Fuel.

The Engines tab

The Engine Contract panel (top left) shows you a lot of crucial information about your engine contract.

The Deal line shows what type of deal you have with that Engine Sponsor (for example, the Prost team has a ‘works’ deal with Peugeot). There are three possible types of deal with an Engine Sponsor. The best deal is a "Works" deal - sponsor gives you all engines at no cost, along with an additional sponsorship payment and other possible R&D benefits. Next best is a "Partner" deal in which the sponsor supplies engines at no cost, and maybe some R&D benefits (but very little or no Sponsorship cash). The least advantageous deal is the "Customer" deal in which YOU have to pay the Engine Sponsor for the engines, and in which there are no R&D benefits.

The Upgrade line shows what type of engine upgrade you can expect as per the terms of the contract, from ‘None, Regular or Fast’ (obviously the best deal is for Fast upgrades). Upgrade speed determines the speed at which the engine manufacturer will supply you with engine upgrades during the season, and the speed at which your Engine Testing progress is converted into R&D progress (see the R&D panel which follows).

The R&D line tells you what kind of agreement you have with the engine manufacturer for R&D from ‘None, Assist or Control’. Again, this has a bearing on how quickly you are supplied engine upgrades by the manufacturer. Also, if you have an Assist R&D bonus, you can carry out your own engine "Remapping" (see R&D below). If you Control R&D, you can carry out your own engine Remapping AND "Improvement" (see R&D below).

The Priority line shows you if you have priority in engine supply from that particular Sponsor ('Yes or No'). This also has an effect on how quickly engine upgrades are supplied to you. You may have a bonus that grants you "Access To Upgrades" (check in Commercial: Sponsors). If you do, you may have access to engines developed for other teams who have the same engine supplier as you, but those teams may also have access to engines developed by you. If you do have Access, the Priority here will be shown as "No". However, "Yes" means you have Upgrade Priority. This means that you will gain access to engines developed for other teams who have the same supplier as you, BUT the other teams will not be supplied with any engines developed for you.

The Engines panel on this screen gives the engine specification and allows you to cycle through any other spec engines available by clicking on the 'Select Specification' button (details for each engine are shown on the Engine Data panel below). The number in the 'Models' column shows how many specifications of engine you currently have to choose from. The engine spec identifies information about that engine model, for example:

PEU-V1098XX-01A
PEU – a Peugeot engine
V10 – 10 cylinder V
98 – 1998 model
XX – this is a base line engine from the manufacturer (if you improve the engine and say you are Jordan the XX will be replaced by 'JO' for JOrdan)
01A – base line engine supplied at the start of the season (an 01B code means a Remapped engine, an 02A code means an Improved engine etc.)

The R&D panel shows the work you are doing towards the R&D of this engine. What you can do depends on the deal you have with the engine manufacturer (see above). Before you can do any R&D, you must first carry out Testing in the Engine category. Any progress shown against Engine Testing (in Engineering: Testing) is also shown on the Testing track of this panel. When progress reaches 1 or higher, you can carry out Engine R&D. At the top right of this panel there is a button to Start R&D on the currently selected engine specification (remember, you can carry out R&D on a different model by selecting a different specification using the button on the right of the Engines panel). Click on the 'Start R&D' button (if it is available to you) and the R&D project will begin.

The top line shows the engine model you are working on, the 'Testing' line shows current Engine Testing progress. When you click on the 'Start R&D' button, this progress score will be converted into Remapping and/or Improvement points - these points are shown on their respective tracks in the lower half of this panel. Remember, if you can not do Improvements, you will only see Remapping points. If, you do not have enough Testing progress to make a single Remapping point, you will have to quit R&D by using the 'Finish R&D' button in the bottom right corner of the Engine Data panel.

NB

Remapping – Formula One engine power and performance is controlled by software. The term for setting this software up is 'mapping the engine'. If you are 'Remapping' the engine, you are restructuring the software controls to increase certain functions. You are not adding anything to the actual engine.

Improvement – 'Improving' an engine means constructing various additional elements to effectively make the engine different (more powerful etc.)

Once you have clicked on the 'Start R&D' button and seen your Remapping/Improvement points (from 0-5), you must then decide whether to Remap or Improve (you can do only one or the other). Click on the relevant check mark, and look at the Engine Data panel.

The Engine Data panel shows information about the model you are performing R&D on. In the Available track is the number of Remapping or Improvement points you have in your R&D panel.

If you are Remapping that engine, you can redistribute that engine's points but you can not add any points to the overall total. If, for example, your Engine has a Heat value of 2 and a Power value of 7, you could Remap 2 points from Power to Heat - making Heat 4 and Power 5. For each Remapping point you have, you can redistribute one Engine point. To do this you must use one of the - buttons on the Engine Data panel to first take a point off one of your engine ratings. When you have done this, + buttons will appear. Use a + button to add the point you have just deducted on to a different engine rating. This process allows you to develop a new engine with more even attributes. When you have used up all your Remapping points, click on the 'Finish R&D' button. The engine you have just designed will be made available to you after the next race, and will be indicated by a new letter code. So a Remap of a 02B engine will be designated 02C.

If you are Improving an engine, you add points to that engine's overall total, but can not redistribute any points as you can when Remapping. If, for example, your Engine has a Heat value of 2, you could Improve by 3 points, to make Heat 5. For each Improvement point you have, you can add one Engine point. To do this, simply use the + buttons in the Engine Data panel. When you have used up all your Improvement points, click on the 'Finish R&D' button. The engine you have just designed will be made available to you after the next race, and will be indicated by a new number code (and a resetting of the letter code). So an Improvement of a 02C engine will be designated 03A.

High values in each of the various engine ratings mean as follows:

Fuel – Good fuel economy, less fuel needed between pit stops.
Heat – Engine remains cool, less likely to blow.
Power – Good straight-line speed.
Reliability – Strong endurance, less likely to fail.
Response – Smooth acceleration curve, car easier to control and less likely to spin.
Rigidity – Low vibration level (high vibrations will transmit into the car body and may cause the rear wing to break).
Weight – Light engine, less power needed to hit top speed, and less engine heat generated.

When a new engine is supplied to you, the Engines panel will show two Models of engine that you can cycle through by pressing the 'Select Specification' button.

The Tyres tab

The Tyres tab works in the same way as the Engine tab but for your tyre contract.

The maker codes are: Bridgestone (B), Michelin (M) or Goodyear (G).

The four tyre types are: Dry Hard (H), Dry Soft (S), Intermediate (I) and Wet Weather (W) each showing its own specification in the Tyre Data panel.

When Remapping or Improving tyres, you can perform R&D on only one tyre type at a time (say, Dry Hard) and not on all four tyre types at once. Onscreen highlights help you to see which tyre type is currently selected for R&D.

High values in tyre ratings mean as follows:

Grip – Good road holding.
Resilience – Long lasting tyres, less likely to wear down and become damaged.
Stiffness – Tough sidewalls, tyres remain rigid under extreme cornering forces and give good handling.
Temperature – Wide optimum temperature range, more likely to reach and remain at optimum temperature, giving best grip.

The Fuel tab

The Fuel tab works in the same way as the Engine tab but for your fuel contract. It also details the fuel types each showing a detailed specification in the Fuel Data panel.

High values in fuel ratings mean:

Performance – Good, low fuel consumption.
Engine Tolerance – Performs equally well with different makes of engine.

The Fuel Name Codes are as follows:

AGP - Agip
ELF - Elf
ESS - Esso
MBL - Mobil
PTR - Petrobras
REP - Repsol
SHL - Shell
TEX - Texaco
TTL - Total

Engineering: Factory

The final sub-section on the Engineering section is the Engineering: Factory option.

Here you can upgrade your current Factory or build various factory Facilities such as a Wind Tunnel or CAD. The data on your factory is very important as it shows your current staff limit, department limit and facility limit.

Excluding Chiefs and Drivers, your total staff number may never exceed the Staff Limit, and the number of staff in a single department may not exceed the Department Limit (regardless of whether your total staff number is under the Staff Limit). You may not build or start to build more Facilities than the Facility Limit.

If you reach any of these limits, you have no choice but to increase the size of your Factory – a very expensive undertaking!

In the Facilities panel you can see which Facilities you have and at which quality Levels (from 0-5). You can also Improve the level of your current Facilities (you can also see a graphic representation of your current Facilities by clicking on the 'Facilities' button by the factory picture in the top right of the screen).

You increase Factory size or build a new Facility by clicking on the relevant 'Improve' + button on the Facilities panel. When you first click on the + button a blue frame will appear around the next empty Level box, which means you are planning to build a Facility to that level. You can build a lower level, or even cancel a building project, by using the - buttons. Building will not proceed until you use the button in the 'Build' column. Once you have used this button, the blue frame will stay locked in place. When building work on the new Facility level is finished, the empty box with the blue frame will colour-fill. This is to help you remember which Facilities you already have and which ones you are currently building.

All building projects are always completed for the start of the next year, and the cost is spread equally between races remaining between now and start of next year - so the later you leave construction, the more it will cost per Grand Prix. When you use the 'Build' button, it changes to a cancel button. If the building work proves too expensive for you, you can cancel the project and prevent further expenditure by using this button.

If you click on the Improve button for your Factory, the information in the Factory Data panel will change (and will be shown in blue), to show the data for the new Factory should you proceed to build it. This is to help you decide on how best to improve your Factory.

Any Facility you have built (with the exception of your Factory) can be sold, using the button in the 'Sell' column. If you wish to sell a Facility, you have to sell the whole Facility - you can not sell single quality Levels.

Facilities and their uses
CAD, CAM, Supercomputer and the Wind Tunnel all help with speeding up design of Chassis and Chassis Upgrades.
Test Rig helps speed up testing.
Workshop helps speed up the design of Technology and Driving Aids.

The Wind Tunnel is unusual in that you must have one any time your design projects are at the wind tunnel stage. Until you build a Wind Tunnel, you must hire one. You can do this by clicking on the button at the bottom of the Facilities panel.

Commercial

The Commercial section of Grand Prix World is the means by which money for your team is generated, it's also the means by which sponsors are wooed, wined and dined, and licensing deals are done. If you neglect this section, you will soon lose your top funders – you may perhaps survive the first season (your sponsors etc. are set up) but you will find difficulties come the next season. As in all aspects of Grand Prix World planning is everything!

Select the Commercial section (third button down on the left). This will open all the Commercial sub-sections. The first sub section is Commercial: Sponsors.

Commercial: Sponsors
This screen has six tabs allowing access to the 1998 and 1999 Sponsors, Bonuses and Summaries.

Note that, in Formula One there are different types of sponsor and that the Team Sponsor is the most important and contributes the most money – the Sponsor's name is usually tagged onto your team name to give the sponsor maximum publicity if your car wins races. The second type of sponsor is the Technical Sponsor for fuel, tyres and engines, and the last is the Cash Sponsor who will give you money for their logo to appear somewhere on your car and team livery.

The 1998 Summary tab

This shows how much money you should expect to raise from sponsors this year, how much of the car is covered with logos, and how much money has already come in this year. By comparing Estimated Sponsorship figures with Actual Sponsorship figures, you can see if your sponsors are paying you more or less money than expected and, therefore, whether or not the sponsors are happy or unhappy with you and your team.

The graph in the bottom half of the screen shows how much money your sponsors paid you after each race of the current season.

- Click on the View 1998 Livery button to see your car decked out with all your current sponsors' logos then return to this screen.

The 1998 Sponsors tab

- Select the 1998 Sponsors tab and look at the list of sponsors in order of importance. Note that the Team Sponsor is by far the highest contributor to your expenses over the year.

The first column gives the Name of your sponsor, the second column shows what Type of sponsor the sponsor is, the 'Value' column shows how much the sponsor intends to pay you this year, the 'Final Season' column shows when your deal with that sponsor will end (at the end of the season shown here), and the 'Support' column shows how happy each sponsor is with your performance.

What you get

The type of sponsor is a VERY important concept to understand in Formula One. Deals are quite complex and generally will vary as follows:

- The team buys technical supplies from a sponsor.
- The team gets technical supplies free from a sponsor in return for advertising.
- The team gets free supplies, additional cash and R&D support from a sponsor.
- The team gets straight cash from sponsors.

Sponsor types

This complexity of the deals is reflected in the game by splitting sponsors into different 'types' and also by splitting deals into different types. The sponsor types are as follows:

Team Sponsor - these are the companies who pay teams a fortune to enter into total partnership. The team name, colours and livery all reflect the Team Sponsor.

Cash Sponsor - cash sponsors pay cash (a fair amount but much less than Team Sponsors) in return for isolated advertising somewhere on the car, driver or team liveries.

Engine, Tyre and Fuel Sponsors - these are 'technical sponsors'. You must have an engine, tyre and fuel deal in place at the start of each season or you will lose the game.

Technical Sponsor Deals
Technical sponsors will make one of three different kinds of deal:

Customer - Your team pays for supplies.
Partner - Your team gets supplies for free.
Works - You get supplies free, plus some additional cash.

Technical sponsors often have more than one deal with more than one team, but all teams will be aiming to get a Works deals. In real life, Ferrari has an engine Works deal with Ferrari, and Sauber has a Customer deal for Ferrari engines.

Sponsor types are also identified by the circular icons shown at the start of the sponsor lines on this screen.

Sponsor Support
These blocks show how happy the sponsor is with your team: 3 blocks is neutral, 4 or 5 is good (and may lead to increased payments), 1 or 2 is bad and may lead to decreased payments. Sponsor support also has a major effect on how easy it is for you to re-negotiate new deals with existing sponsors.

The 1998 Bonuses tab

This tab shows any special bonuses in technical sponsor deals. It is possible to get bonuses on any deal, but with Team and Cash Sponsors this simply means more cash. With technical sponsors, however, you may get special technical R&D bonuses that allow you to do cool stuff in Engineering (described above).

Each deal has three possible levels of bonus, and the three bonus levels vary according to whether the player has a Customer, Partner or Works deal. The bonus structure for technical sponsors is the same for all three types (read Fuel and Tyre for Engine), and is as follows:

Engine 'Customer' Deal
All three bonuses are cumulative reductions in the Engine price.

Engine 'Partner' Deal
1 - Receive a cash payment.
2 - Assist in engine R&D - (can Remap).
3 - Access to engine upgrades - (may receive engines developed for other teams).

Engine 'Works' Deal
1 - Fast engine upgrades.
2 - Control engine R&D - (can Remap and Improve).
3 - Engine upgrade priority - (may receive engines developed for other teams, but has sole use of engines developed for own team).

All bonus levels have an effect on how quickly engine upgrades are supplied to your team.

The 1999 tabs

These tabs work exactly the same as the 1998 tabs but relate to deals done for next year.
As deals are completed, these will fill in. At the start of next season, the "Next Year" tabs become "This Year" tabs and a new set of "Next Year" tabs will appear.

A major game play element of Grand Prix World is the need to run the team this year, but to prepare deals to ensure the future of the team next year. So deals done in 1998 are for 1999 and so on.

Commercial: Deals

The Commercial: Deals sub-section shows all the deals made with various types of sponsor for the current and the next year, as well as staff assigned to specific sponsors.

Staff Use tab

The Staff tab screen shows how many Commercial staff are Available, how many are used in Licensing and Hospitality, and how many are assigned to different types of Sponsor deal. This screen also summarises how many Sponsor deals you have signed for next season (1999 Sponsor Profile panel).

If you can't get a Team Sponsor, you can convert your 'team slot' into a 'cash slot' (by clicking on the 'Change to Cash Slot' button near the top right of the 1999 Sponsor Profile panel). If you do convert the slot, you will not be able to do a deal with a Team Sponsor for next year, but you can now take on an extra Cash Sponsor. Deals with 'converted' Cash/Team sponsors are indicated by a special sponsor type icon, they last a maximum of one year, and they will pay double the usual Cash Sponsor money.

Team Sponsors tab

At the top of this screen is a list of all Team Sponsors, who they are contracted to this season and when they are next Free to sign with you or another team. Coloured red-green blocks show the potential Cash value of a deal with the Sponsor. Remember a Team Sponsor deal is worth far more than a Cash Sponsor deal, so a Team Sponsor of Cash level of 5 will pay you much more money than a level 5 Cash Sponsor.

On the right of the Team Sponsors panel are two buttons. The 'Team Sponsor List' button will take you to a screen in which you can see all Team Sponsors listed at once - if you click on a Team Sponsor on the list and return to this screen, that same Sponsor will still be selected. The other button 'Hides Unavailable Sponsors'. This button acts as a filter; any Sponsors who are not free to work with you next year are removed from the list - making it easier to concentrate on the ones who can still deal with you. You can reveal the Unavailable Sponsors simply by clicking on the filter button again.

You can also sort the sponsors on the tab by clicking on the different list column headings, 'Sponsors', 'Cash' etc.

To begin negotiations with a Team Sponsor, click on that Sponsor in the list. You will see that sponsor appear in the lower panel, 'Negotiations'. Assign Commercial staff to the deal by clicking on the + button to the right. Once you have allocated staff to a sponsor deal, a small question mark will appear to the side of the sponsor's name in the sponsor list at the top of the screen. You can, if you wish, negotiate with more than one Team Sponsor at a time. If you are negotiating with more than one Team Sponsor, you can use the 'Next Deal Negotiation' button at the top of the 'Negotiations With:' panel to quickly cycle through all ongoing negotiations, and see how things are progressing.

The expanded negotiations panel

The first step in any deal is to determine whether or not a deal is possible, and what the terms of a potential deal may be. So when you come back to this screen, after the next race, the panel will be expanded and will either show that a deal is not possible, or that a deal is possible under the terms shown on screen. Deal terms are as follows:

Deal Completion - These are progress boxes that fill in turn by turn as staff, working on the deal, do their job.

Sign Deal - When the final 'Deal Completion' box is filled, the Sign Deal button becomes active and you may sign the deal. Deal Completion does not progress to Bonuses until this button is clicked.

Bonuses - Once you sign, you can leave staff working on the deal, to fill in the three Bonus boxes on the Deal Completion track. Each of these boxes provides a different bonus level. With Team and Cash sponsors, this simply means increasingly more money; with Technical Sponsors, the bonuses are unique (as described earlier).

Guaranteed - Finally, if you can hang on that long, the last box that will fill is the 'Guaranteed' box. If this is completed, it means any cash payable to you will either match or rise above the cash offer. Actual cash will never drop below the offer even if Support from the sponsor plummets.

Cash Offer - The amount of money the sponsor is offering. This figure is used as the basis for Annual Estimated Sponsorship. Any actual payment variation will be a % increase or decrease against this figure. The Cash Offer may increase with Bonuses. In Customer technical deals, this figure will be a red negative number - i.e. you pay the sponsor.

Seasons - Next to Cash Offer is the proposed length of contract.

Bonus 1, 2, 3 - As bonuses are earned, bonus details appear here.

Remember you cannot 'haggle' with the terms on offer. Either accept them or find a different sponsor.

Closing Deals Quickly

Along the bottom of the Negotiations panel is a small section called 'Advantages' featuring three buttons. These Advantage buttons are inactive until one of three conditions occurs. Each of the buttons works the same and can be clicked to close deals more quickly. The three advantages are:

TV Advantage - The longer your team's cars are seen in the TV Feed window during Racing and Qualifying sessions, the more likely your team is to impress potential sponsors. You can use this 'airtime' advantage on any sponsor deal.

Race Advantage - If you do well in races, you get a 'Race Performance Advantage'. This can be used on any sponsor deal.

Hospitality Advantage - If your race day Hospitality (see below) is successful with new sponsors, you will get a 'Hospitality Advantage' that you can use on the sponsor you invited. Everyone remembers a great day at a Grand Prix race.

Engine Sponsors tab

This is identical to the Team tab, and with an identical deal process, but with some minor differences.

The Engine Sponsors panel shows which kind of deal (Works, Partner or Customer) the Sponsor has this year and with which teams. Also, buttons from the panel lead to:

Engine List - shows a full list of Engine Sponsors, which shows:

- All sponsors.
- Their Cash levels.
- Their R&D levels.
- The deal types they have currently (and with which team).
- The Term of their current deals (the number before the slash is the current year of the deal, and the number after the slash is the length of the deal - so 1/3 would mean that the sponsor is in year 1 of a 3 year deal).
- The deal types they want to do next year.

This list can be filtered for unavailable sponsors.

Engine Data – by hitting the 'Engine Data' button you can see the engine performance data for each of the sponsors. The stats shown are those of the manufacturer's most recent baseline engine. At the start of the year this will be the 01A engine, but if manufacturers provide improved versions, the improved data will be used.

Deal Completion - The deal completion row is marked at three points by blue squares and small buttons with C, P and W. These buttons equate to the three deal types: Customer, Partner and Works. Click on these buttons and the Cash Offer will change. The Deal Completion blocks need to reach these boxes before the deal can be signed.

For example, if the C is at box 1, P at box 3 and W at box 6 - when my deal completion reaches box 2, I can only complete a C deal. When my completion reaches 3, I can do a C or P deal. When you hit the Sign Deal button (which activates once the C box is completed), the game will offer you a deal based on the highest deal type that completion has reached. This is why a deal has to be signed before bonuses kick in. In most cases, you should sign the best possible deal.

Tyre Sponsors tab
This is similar to the Engine Sponsor tab.

Fuel Sponsors tab
This is similar to the Engine Sponsor tab.

Cash Sponsors tab
Cash sponsors will pay to have their logo on your cars. Select a sponsor from the list and negotiate in the usual way (see above). Because there is a large number of Cash Sponsors, this tab has an additional button and header strip, 'View By Cash Level'. This lets you filter the list so that either all Cash Sponsors are visible, or all Cash Sponsors of only a single level are visible (for example, all Cash 1 sponsors). This filter acts independently of the 'Hide Unavailable Sponsors' filter.

Commercial: Hospitality
Hospitality is a key element in Formula One – it's the way rich corporations are enticed and persuaded to give your team lots of money. The more time you put into hospitality, and the more cash you spend on it, the better it will be. Hospitality quality also depends on the circuit where it takes place. Hospitality at the sport's most glamorous circuit, Monaco, is FAR more effective than VIP treatment at say, Catalunya. Note that weather too can have a major effect on the quality of hospitality (a wet, grey and dismal Monaco will have less effect than a sunny Monaco). Use Hospitality on New sponsors to help close a deal with them more quickly. Use Hospitality on Current sponsors to keep them happy.

Select Commercial: Hospitality (the third button from the left). There are two tabs on this screen.

The Staff tab

The Hospitality and Staff panels show the amount of Commercial Staff available (remember you've already used some staff on Sponsors and will want to use others on Licensing). Here you can add to the Quality of the Hospitality and the number of Staff assigned to VIPs for the next race by clicking on the + buttons. You can not do anything on this screen until you have allocated at least 1% of your Commercial staff time to Quality.

In the Next GP panel, the circuit will have a Glamour Rating, and buttons allow you to increase Catering and Celebrities ratings. As always, an increase will cost you more money. These increases are defined graphically as photo images below the panels. You can also study the circuits by Glamour rating at the press of the 'View Circuit Glamour' button. If you look at the Circuit Glamour list, two buttons let you sort the circuits in either Glamour order, or Grand Prix season order.

The logos of any sponsors (VIPs) invited to the next Grand Prix are shown to the left of the tabs.

The VIP tab

Allows you to invite up to three sponsors to the next race as VIPs. To invite a sponsor to the race, simply click on that sponsor name in the Invitations panel. This panel contains all sponsors who are supporting you this year (Current sponsors), and all sponsors you have started to negotiate with for a deal for next year (New sponsors) – all new and current sponsors are automatically added to this list. If you are negotiating a new deal with a team that is already sponsoring you, that sponsor will appear twice (as both a Current and a New sponsor).

When you click on a sponsor, that sponsor is highlighted. To cancel an invitation (which you must do if you have invited your maximum three sponsors but would prefer to invite a different sponsor), simply click on an already invited sponsor.

Filter buttons at the top of the panel let you show only New sponsors, only Current sponsors, or all sponsors. A third button lets you view the Circuit Glamour list.

If you do not invite VIPs to your races, any staff allocated to Hospitality Quality will be wasted.

Commercial: Licensing

Licensing, although not the greatest way to make lots of money, can generate a tidy sum for the team. The Commercial: Licensing sub-section allows you to assign commercial staff to negotiating licensing rights deals for fan club, clothing, publishing, video games, chronometers and cars.

You should allocate staff to categories where demand is high. If interest is in cars, staff will be wasted on the fan club option. Once a deal is completed, all terms and revenues are fixed. Deals are done for the current year only.

The Licensing Panel has six rows for licensing categories (under the heading of 'Rights', meaning rights for sale) and there are buttons for you to assign staff to (or remove staff from) each category. Completion shows how close you are to a deal - with progress being made over a number of races. When the Completion boxes are full, a deal can be signed. The 'Demand' column shows the current market demand for each category. The 'This Year Cash' column shows the value of a signed deal. Deals last until the end of this season. Next season, the process begins all over again. The 'GP Cash' column divides the 'This Year Cash' sum by the remaining number of Grand Prix and the % column shows the relative value of each deal in terms of total deals done.

The licensing process simply involves assigning staff, waiting for the completion boxes to fill, then hitting the Sign Deal tick button to close the deal. There is also a View Merchandise button on this screen which reflects completed deals in graphical form.

Commercial: Banking

Running a huge concern like a Formula One team means you have to use all types of financial institutions. The final sub-section in the Commercial section is Banking. This covers all finance details.

The Summary tab

The *Summary tab* shows your current bank balance, money owed and invested, and your company ownership. The screen also shows your Annual Estimated Revenue for next year (based on completed sponsorship deals), next to a figure for how much you have already spent this year. These two figures give you a rough measure of how well your sponsor deals are going, and whether your finances for next year will be better or worse than your finances for this year.

Bankruptcy

If you end a turn with your bank balance in the red (i.e., in debt), the bank will bail you out but will charge you anything from $10,000 to $50,000 for the service. You'll be warned that if the next turn also ends in debt, you will be bankrupt and the game will end.

The Loans tab

The Current Loan panel shows details of any loan you may have taken out - you may have only one loan at a time. If you want to take out a loan, use the +/- buttons on the 'Your Terms' row of the Current Offer panel - you can not increase the amount above the 'Minimum' figure, nor decrease the amount below the 'Minimum' figure - these figures are set by the bank. When you have set the amount you wish to loan, choose how long you want to spread repayments over - 1, 2 or 3 years (each year is equal to 16 races). Finally, hit the appropriate 'Request Loan' button at the bottom of the screen.

The Investments tab

Is identical to loans, but works in reverse. With loans you immediately get a large sum of cash, then repay it with interest over time. With investments, you save a large sum of cash which is then repaid with interest at the end of a 1, 2 or 3 year time period. When taking out an Investment, you can not have your cash back until the full time period has passed - so make sure you can afford the cash shortfall. You may be bankrupted on your current balance even if you have money locked in an investment.

The Shares tab

Summarises who owns the team (you initially have all of the shares in your name) and has a Stock Market options panel that allows you to sell shares in the team to Shareholders. If you want to sell shares, look at the current Share Price (this varies over time), then use the 'Increase Shares' and 'Decrease Shares' +/- buttons to set the number of shares you wish to sell. When you are ready, click on the 'Sell Shares' button and you will receive cash equal to the Share Price multiplied by the number of shares you have sold. BEWARE that once sold, shares CANNOT be recovered and you could lose control of the team and be thrown out of the game.

Racing

The Racing section concerns itself with preparing for everything that happens at the race event concerning your pit crew, team orders, driver orders, car set-ups and the all-important car assembly.

Racing: Orders

The first sub-section is Racing: Orders. This is your briefing to the two racing drivers (as a team and as individuals). This screen has three tabs with the following uses:

Team Orders

Sets Team Orders for the next Grand Prix – buttons allow you to switch driver roles (change number one driver, to number two etc.) and set a "Passing Margin" that will make driver 2 automatically give way to driver 1 under pre-determined circumstances (Passing Margin can not be set if there are no Team Orders and both drivers are shown as 1=).

Team Orders can be used only to swap the two racing driver positions. The 'Change Driver Role' buttons under the driver portraits can be used to cycle your two race drivers through various role combinations that can mean a promotion or demotion to individual drivers. Test drivers can be swapped into a racing seat only if one of the two racing drivers is injured, and this is handled automatically by the game.

There is a chance that drivers will become Angry if they do not like their new roles. The only way to calm an Angry driver down is to restore the old roles. An Angry driver will not do any Testing - you will not be able to give any orders to him and all his Driver Order levels (see below) will become locked at one Aggression level higher than they were previously. An Angry driver is marked by red lighting marks on the Team: Profile screen. The same mark will appear in Testing, and over the Passing Margin tool on this screen.

The Passing Margin tool is a special race order. It says if the team has Team Orders (i.e., drivers are not both 1=) and if driver 2 is ahead of driver 1 by no more than the time set in the first control strip, driver 2 should ALWAYS slow down and let driver 1 pass (provided there are no other cars between them) and that the nearest car to driver 1 is at least the stated number of seconds behind driver 1 in the second control strip. You can adjust the time margins (or even switch the tool off) using the 'Increase Margin' and 'Decrease Margin' +/- buttons on the two strips in the panel with the three small car models. Setting times close to 0 is very risky, while 10 is very conservative.

In reality, letting someone overtake is a risky action if another car is close behind; it can easily go wrong, with the other car overtaking one or both cars involved in the passing manoeuvre.

Any orders you set here are implemented for the next race. If you want to, you can hit the Confirm Orders button - this activates a reminder that will be displayed just prior to the race, but is not important.

Driver 1 and Driver 2 tabs

These screens allow you to set Driver Orders for your two race drivers, for the next Grand Prix. You can set the driving style for each driver for a number of racing tactics from Acceleration to Overtaking. Click on the + button to make the driver more Aggressive, and the – button to make the driver more Careful in the following categories:

Acceleration - how hard a driver hits the throttle (good for race starts, but may lead to a spin if the engine has low Response).

Braking - how late the driver brakes into corners (improves lap times and overtaking chances, but wears brakes out and may lead to mistakes).

Top Speed - driver goes 'full throttle' on straights (good for lap time, but not for engine Heat or Condition).

Kerb Use - how much the driver rides over the kerbs (good for lap time and overtaking, but not good for suspension especially on bumpy circuits with low Surface ratings).

Off Racing Line - how far the driver is prepared to go off the racing line (good for overtaking, but not if circuit is dusty causing player to lose grip).

Line Defence - how fiercely a driver blocks overtaking attempts (might result in a collision).

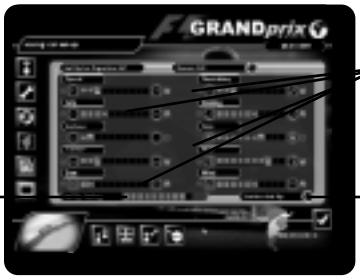
Overtaking Position - how hard a driver overtakes to gain a place.

Overtaking Backmarkers - how hard a driver overtakes cars he is lapping (does he risk a collision for the sake of overtaking backfield traffic?)

These screens also have a 'Driver Information' button and a 'Circuit Information' button. The Driver Information button shows all your driver's strengths and weaknesses. The Circuit Information button provides relevant racing details for the next racetrack (such as surface, grip and dust). An additional button from this screen shows a Circuit Map with options to show 'All Curves', 'Gear Change Points' and 'Top Speeds'. All this information is useful in helping to set your drivers' Aggression levels in Driver Orders.

Racing: Car Set-Up

The second Racing sub-section, Car Set-Up, allows you to improve Set-Ups for your cars to match the profile of the next race. Adjust Set-Ups using the + and – buttons. This screen is a duplicate of the Circuit Data screen for the next race (see FIA: Races below) but with the addition of the +/- Set-Up buttons and a Set-Up Testing points indicator at the bottom of the panel.



If you have done Set-Up Testing (see Engineering: Testing above), the Set-Up Testing track at the foot of the panel fills up. Each block on the testing track is a Set-Up point you can spend on improving the Set-Up of your cars, using the + and – buttons by each of the circuit attributes. Note that you will get only ONE set of Set-Up points to spend between both drivers, and that you can switch between drivers using the 'Next Driver' cycle button at the top of the screen.

The purpose of car Set-Up is to prepare the car in a way that maximises the car's performance accounting for (a) circuit characteristics, (b) car characteristics, and (c) driver characteristics. When you first come to the Set-Up screen you see the normal attribute levels for the circuit you are going to race on next. The blue frames show the circuit's unmodified ratings. In all cases, a low number is bad and a high number is good. You can not reduce any circuit characteristic below its natural rating (as shown by the blue frame), but by using the + buttons you can increase the circuit's rating for your cars at a rate of one circuit point per Set-up Testing point. If you spend a point on the wrong attribute, use the - button to remove it so that you can spend it on a different rating.

For Example, Silverstone has a Grip level of 5. If I spend two points on this, my car will perform at Silverstone as if the Grip is 7, while all the other cars (unless they have changed their Grip level) will perform at Silverstone to the normal lower Grip rating of 5.

It is in your interest to spend as many Set-Up Testing points as possible, and to gain as many new points as you can through further Set-Up Testing - your rivals will be doing just this.

Any ratings you set here are implemented for the next race. If you want to, you can hit the Confirm Set-Up button - this activates a reminder that will be displayed just prior to the race, but is not important.

The circuit attributes are as follows:

Speed - how fast the circuit is, how high the car's average speed will be.

Grip - the circuit's inherent grip level. Some circuits are easier to find good grip on than others are.

Surface - how bumpy or level the road is, and how likely it is to affect suspension.

Tarmac - how rough the tarmac is, and how likely it is to wear tyres more quickly.

Dust - how dusty the circuit is, and how likely cars are to lose grip if they go off line.

Overtaking - how easy is it to overtake on the circuit.

Braking - how much punishment does the circuit put on the brakes - typically caused by fast sections leading to sharp bends.

Rain - how likely it is to rain, and how likely the player is to have a good wet weather set-up.

Heat - how hot the circuit gets, the hotter it gets the less grip tyres have.

Wind - how windy the circuit is likely to be, the windier it is the more the cars lose aerodynamic downforce (grip).

Racing: Assembly

The third Racing sub-section Assembly. Here you can decide on which major technical elements you will fit to your cars for the next race for both your drivers.

Race Cars Panel

If you have more than one engine (Models would be 2 or higher), use the +/- buttons to choose an engine that will be used for Qualifying and/or Race. You may go into the race weekend using one engine, but then may change to another engine between Qualifying and the Race.

If you have more than 1 fuel grade, choose your fuel here. This fuel will be used for the whole race weekend.

Use the cycle button on the left of the panel to choose whether you want to race with Soft or Hard Dry tyres. If you have more than one of each tyre type, use the +/- buttons to select the one you want to use. Your choice of dry tyres is for the entire race weekend.

Driving Aids Panel

Use the cycle buttons to fit any Aids you have constructed. If the currently selected Aid Level has been approved by the FIA, there is a check mark in the FIA column. If the current Level has not been seen by the FIA, there is a cross. Use this panel to decide exactly which levels of which Driving Aids is fitted to each car.

Engine, Tyre, Fuel Data Panel

Whenever you click on an Engine, Fuel or Tyre specification in the Race Cars panel, data for the relevant specification appears in this panel.

Any ratings you set here are implemented for the next race. If you want to, you can hit the Confirm Assembly button - this activates a reminder that will be displayed just prior to the race, but is not important.

Racing: Pit Lane

The fourth sub-section of Racing concerns itself with activity in the Pit Lane and what your pit crew focus on during the race.

The Next GP tab

Shows transportation costs to the next race (you can do nothing about these costs) and allows you to set pit crew priorities for pit stops, team car scrutiny, team race scrutiny and car security. The ability of the Chief Mechanic can be a major factor here.

Pit Crew Priorities Panel

Mechanics will carry out their jobs as normal, but their time can be apportioned differently.

Pit Stops – this determines the chance of pit stop problems, with buttons to add/subtract priority.

Car Scrutiny – this determines chance of detecting Driving Aids on a rival car - you might want to look for Aids so that you can copy them or complain about them. Buttons add or decrease priority. You must also use the small +/- buttons on the right, to select a team to study and a Driving Aid to look out for.

Race Scrutiny – this determines the chance of pinning blame for a race incident on a specific team/driver, or of spotting illegal procedures. Buttons add or decrease priority and you must pick a team to monitor.

Car Security – this determines the chance of another team, or the FIA, detecting any Driving Aids fitted to your race cars. Buttons add or decrease security.

The Last GP tab

If, at the last race, your crew found Driving Aids on another car, or saw a racing incident that can be blamed on a rival team, details will be shown here.

The Incidents panel

If an incident was spotted, the boxes are filled and the FIA 'Complain' button becomes active.

Whenever there is a collision between two drivers, there is a chance that blame could be attributable to one of the drivers involved.

If you complain about that driver, the FIA may reject your complaint - which may harm your good standing with the FIA - or the FIA may accept the complaint (but still not be impressed by you making a fuss!). The accused team loses FIA goodwill, the guilty driver is banned from the next Grand Prix, and the team is fined.

You must complain in the turn after the incident, or the chance is lost. At the end of a turn, if you do not complain, the Incident panel shows no incidents (unless you have detected a more recent one).

Driving Aids Panel

If you find a Driving Aid on a rival car, you can either copy it or (if it has not been approved by the FIA) complain about it.

If you complain, the FIA may agree or disagree with your complaint. Both teams involved in a dispute over Driving Aids may lose prestige with the FIA due to their behaviour. Crying "foul" is not good for the sport.

Also at the end of each race session, the FIA checks cars for illegal Driving Aids. Any team successfully complained about will have to undergo much tougher checks. This toughness increases for each successful complaint.

If you choose to copy an Aid, you may get access to that Driving Aid as a finished design.

A copied Aid is not FIA seen or approved, even if it has been approved for the team it was copied from.

The FIA

The FIA section (fifth button down on the left) concerns itself with all aspects of the FIA – the motor sport's governing body - and shows full details about: all the races in the season, rankings, regulations and a Grand Prix World history to a maximum of ten seasons.

FIA: Championship

Select the first sub-section button at the bottom of the FIA screen. This will access the FIA: Championship screen which has two tabs showing the current season's Constructor and Driver Championship standings.

FIA: Results

Select the second sub-section button at the bottom of the FIA screen. This will access the FIA: Results screen where all results of all races to date are shown in as much detail as you want. All races already run in the season are shown as tabs. Click on the buttons in the tab to view individual race details.

The Lap Chart

On the Lap Chart, squares with a gold frame are used to show on which lap a driver took a pit stop during the Race. Squares with a black background with a white diagonal cross show in which lap a driver retired from the Race.

FIA: Races

Select the third sub-section button at the bottom of the FIA screen. This will access the FIA: Races screen showing details of all the season's races as tabs. Select a tab to show circuit and lap record details plus buttons to view the more detailed circuit map (with buttons for number, gear and speed data for each Turn) and circuit information.

FIA: Ranking

Select the fourth sub-section button to access the FIA: Ranking screen. This shows how the FIA regards each team but is not tied to player points or championship performance as such. FIA ranking has an effect on a number of different areas of the game, including FOA funding.

This screen has two tabs: Current which shows ranking at this point in the season and estimated FIA funding for the following year, and Season which shows a graph of variation in Ranking over the current racing season.

Estimated funding is just that, an estimate. Actual funding is determined after the last race of the season.

FIA: Regulations

The FIA: Regulations screens stipulate what is deemed 'legal' for cars for the following season, and also list approved Driving Aid levels. During each season, the FIA will make decisions as to technical design regulations for the next season. The decisions are not made all at once, and will happen over time. When a decision is made, it is shown here.

The Cars tab

The Car Design panel shows regulations for next year's Chassis, Engines, Fuel, and Tyres. Until regulations are declared, orange question marks are shown next to these items. As these are decided, they are replaced by entries that depend on each individual category, as follows:

Chassis
No Change - chassis performance will remain the same as this year
Low Range - low performance chassis will benefit next year
High Range - high performance chassis will benefit next year
High and Low Range - low and high performance chassis will benefit next year
Middle Range - mid-range performance chassis will benefit this year

Engines
No Change - engine performance will remain the same as this year
Downgrade - engine performance will be reduced next year

Fuel
No Change - fuel performance will remain the same as this year
Downgrade - fuel performance will be reduced next year

Tyres
No Change - tyre performance will remain the same as this year
Downgrade - tyre performance will be reduced next year
Upgrade - tyre performance will be improved next year

At the foot of the panel is a strip: 'This Year' Legal. When Chassis regulations are decided, a decision is also made as to whether it is legal or not to use this year's cars next year. This is in case you are late designing and constructing new cars (though running old cars will not be competitive). If this year's car is not legal for next year, you MUST have new cars ready in time.

When a new chassis is generated for next year, you start from scratch through Engineering: Design, and then build up Handling through the design process. All chassis improvements from last year are lost.

The Technology Panel
This lists all internal parts. When the FIA decides on Technology for next year, the question marks will be replaced by ticks and crosses. A tick means the teams carry over their current item at current Performance and Reliability levels. A cross means the current item is scrapped, and a new one is created at the start of the next season. This does not mean that a new item will always be worse than a previous one.

The Driving Aids tab
As the FIA approves Driving Aids, they are logged here. This scrolling log runs for the entire game, and keeps a record of all approved Aids. This helps you target teams for copying. Rejected or unseen aids are not listed anywhere.

FIA: History
The FIA: History screen shows the world championship Constructor and Driver, and other key results, over the game's ten-year period.

Options

The last section on the left side of the screen is the game Options button. It's here where you go to Change Game Options, Save Games, Load Games, Restart Games and Quit. Click on this to open the Options screen and access the following sub-section buttons:

Options: Saved Games
Select the first sub-section button to access the Options: Saved Games screen. This shows your Auto Save details (if set) and details of any other Saved Games as tabs. Buttons on the main display also allow you to Load Game, Save Game and Delete Game.

Options: Game Options
Select the second sub-section button to access the Options: Game Options screen. This screen has five tabs:

Game tab
Click on a button to turn on/off:

Hover Tab - tab screens will be selected just by holding the mouse pointer over each tab (you do not need to click on the tab). For experienced users only. Beginners find this awkward to use, as it is easy to accidentally open the wrong tab.

Auto Save Quit - the current game will automatically be saved in the Auto Save slot immediately you quit the game.

Confirmation Messages - there are many areas in the game where a pop up message will confirm an action you have performed. If you turn these messages off, you will reduce the number of such messages that appear. Again, this is for experienced players only. People new to the game will see a lot of useful information in these messages. Some confirmation messages contain choices for the player, or are too important to turn off - these messages remain active even when this option is turned off.

Tool Tips (for all buttons) - whenever you hold your mouse pointer over a hot zone, a Tool Tip appears for a few seconds. If you turn this option off, the Tool Tips will not appear at all.

Remember Location - the game will remember which screen you were last on in each game section. This screen will appear when you return to that section (for example, after a race). If you turn this off, the game will default to the top screen or tab of each section.

Audio tab

Music - turns on/off the music you hear in the management (non-race section) of the game.

Race Sound Effects - turns on/off all the sounds in the race section of the game (except speech).

Race Speech - turns on/off all speech in the race section of the game.

Button clicks - turns on/off sound effects heard when clicking on any buttons in the game.

2D Graphics tab

Smooth Fonts - turns on/off font smoothing. Smooth fonts are easier and nicer to read than blocky fonts, but do use processing power. Turn this off if you are having PC speed problems in the management section of the game.

Auto Button Fill - turn off only if your PC is having serious performance problems. This affects only the Select Team screen at the start of the game. When you are choosing a team, turning this on means the buttons to the left will immediately colour-fill with the colour of the selected team when the mouse pointer is near. If this option is turned off, the buttons will colour-fill with a default red colour instead of the selected team colour. Once you have chosen a team and have started a game, buttons will now fill with the colour of that team.

Play Animations - turn off if you do not want to see any of the Race Introduction animations or any of the player reward animations.

3D Graphics tab

Car Model Quality - use the cycle button to swap between Low, Standard and High Quality models. If you choose a High quality model, the 3D cars in the Race section will look their best, but this will need a more powerful PC. If the race is moving too slowly on your PC, try selecting lower quality models.

Visual Effects - turns on/off various particle, smoke and rain effects in the race section of the game. Try turning these off if the race is moving too slowly on your PC.

1998 Sponsor Logos - if this is turned on, the cars in the race section always have their 1998 liveries with 1998 sponsors. If this is turned off, the cars will be dynamically updated with the actual sponsors you have signed deals with in the game. If you update with actual sponsors, you may experience long delays at the start of each game or at the end of each season. You may experience other performance issues, depending on the power of your PC.

Race Speed - use the + and - buttons to increase or decrease the race speed. You can set the speed between 50% (minimum) and 150% (maximum). This setting controls the speed at which the 3D cars move round the circuit. If the cars are moving too slowly, increase the race speed - too fast, reduce it. You may have to experiment with this before you find a speed that suits your PC.

Options: Restart Game

Select if you want to restart the game.

Options: Quit

Select if you want to Quit the game. If Auto Save is on, the game will Auto Save quit.

SECTION FOUR: THE RACE SECTION

When you have completed all of your preparations it's time to go to your first race. This is effectively the end of the 'first turn' in the game. There are 16 turns per season that equate to the 16 races per season. You can, if you so wish, do nothing to your team and end your turn and enter the first race, but this will not help you in the long term (or get you into the Hall of Fame). Now let's get racing!

Click to end turn and go to next race

- Click on the check mark in the lower right of the screen (it appears on most Grand Prix World screens), next to a graphic indicating the flag of the next host nation and the name of the next Grand Prix.

You have now ended this turn and are being taken to the race weekend.

The first screen you see is the Grand Prix Weekend made up of two panels.

The first panel summarises what race preparations you have already performed on driver orders, team orders, car set-up, assembly and the legality of the driving aids you'll be using.

If there is a red cross (for example for Driver Orders) you have not confirmed any driver orders in the Racing section (see above). Any Driver Orders set in the Racing Section WILL be used in the race whether confirmed or not. This Confirmer is simply to remind you that you might need to go back and double check your orders. If there is a green check mark in the panel, it shows that you have confirmed new Driver Orders this turn, and these will be carried out for all subsequent Grand Prix until you change them.

In the second panel, Viewing Options, individual buttons allow you to view or skip parts of the race weekend for: Competitors, the Qualifying session, or the Race itself. So if you don't wish to be bothered with the actual race, you can simply get the results and continue into the next management round.

- Keep all Viewing options checked (we want to see everything) and click the big check mark in the bottom right to start the race weekend. Note that you can click the big cross mark in the bottom right, to go back into the management section. However, once you continue the race weekend from here, there is no way of going back into the management game until the race is finished.

- The next screen shows you the competitor list for the Qualifying session of the Grand Prix. You see the Number, Name and Team of each driver. Your two drivers are highlighted.

- Click the check mark to continue the race weekend.

You will then see a weather forecast screen for the Qualifying session, with details of temperature, conditions and windspeed – vital elements in the planning of a Grand Prix weekend.

- Click the check mark to continue the race weekend.

The next screen is almost identical to the Racing: Assembly screen, and allows you to fit out the Qualifying cars for both drivers with a choice of engine, fuel, tyres and driving aids.

Engine
Teams may use more than one engine specification during a race weekend. Some engines may have good Power but terrible Reliability; these could be fitted for the Qualifying session. Some engines may be more reliable but not as powerful and could be fitted for the Race session.
If you have different engine models, select with the +/- 'Choose' buttons.

Fuel
You may also be able to select a fuel grade for the session but note that once chosen for the race weekend, fuel cannot be changed.

Tyre
Select between sets of Dry Soft/Dry Hard tyres to use throughout the race weekend.

Driving Aids
Select to fit Driving Aids by cycling through different levels. Note that some levels of Driving Aid are FIA approved (check mark) and some are not (cross mark).

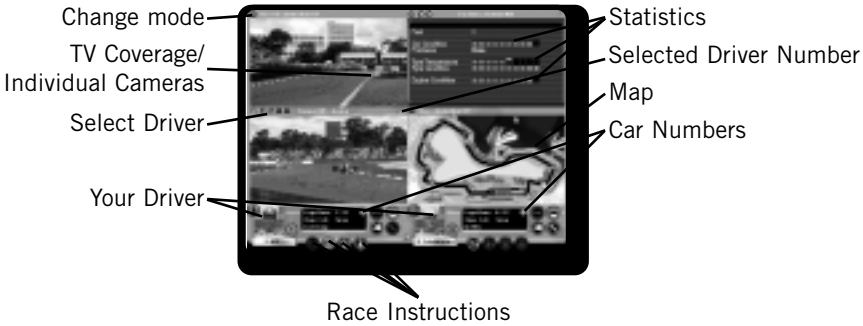
- Click the check mark to continue the race weekend and you will be taken to the Pit Stop Strategy screen.

This allows you to set your race strategy for each driver for the Qualifying session, how much fuel to carry (remember the lighter the load, the faster the speed) and which tyre set to use out of the seven dry sets available. If Track Dryness is 1 or 2, default selection will be Wet Weather or Intermediate tyres - you do not need to accept this choice, but would be well advised to do so. When choosing dry tyres, you should look at the Condition of each set, and whether or not a set is "Scrubbed" (no tyres will be Scrubbed at the start of a race weekend).

The lower Condition a tyre set is in, the more worn the set is which means the set provides reduced grip at a greater risk of tyre failure. Scrubbed tyres are tyres that have already been used during the race weekend. Light use "wears the tyres in" and gets them to a good temperature. Once tyres are Scrubbed you should take them off your car before they become too worn. When you refit the tyres to your car, under certain circumstances, the Scrubbed tyres will give you slight grip and temperature bonuses.

Click the check mark to continue the race weekend.

The Qualifying Session



The Split Screen Views

This split screen is basically the same for Qualifying and Race sessions and offers a wealth of valuable race information and dramatic racing views. You can cycle each screen through five different modes by clicking on the button on the top left corner of each screen. This way, you can configure the four view windows any way you like.

Camera Views

TV Feed

You can choose to view the race 'TV-style' with full action coverage of all the thrills, spills and dramatic incidents. TV Feed uses an intelligent director to follow and cut to all the action.

Follow Driver

You can opt to follow any individual driver throughout the circuit's camera positions by clicking on the left/right arrows until the name of your chosen driver appears on the text bar. To jump to your own Driver One or Two, click on the 1 or 2 buttons.

Individual Camera Positions

You can choose to view the race from individual pre-set camera positions. Click on the left/right arrows to select your favourite position.

The Map

The Map view shows the complete circuit with all the cars shown as round symbols with appropriate car numbers and colours. The map is a schematic representation of the complete picture and when seen with the TV views, shows you exactly what's going on in the race.

Qualifying Data Screens

Each of your cars is allowed 12 laps for its Qualifying session but this includes leaving the pits (the 'Out' lap) and returning to the pits (the 'In' lap). 'Hot laps' are timed from crossing the start/finish line.

By clicking on the left/right arrows this screen will cycle through a number of different real time Data Screens.

Qualifying Times

Lists all drivers and their Hot Lap times plus their current positions on the grid.

Qualifying Margin

Shows the time difference between each driver's best Qualifying lap times, with all margins being the time measured between each driver's lap and the fastest driver's lap in pole position. You can use this information to see how much time your drivers need to knock off their next Hot Laps to improve their grid position.

Drivers Not Qualified

This shows the drivers who have failed to get within 107% of the pole position (fastest driver) lap time and who, therefore, under FIA rules will not qualify for the race itself.

Lap Times - Driver One

This shows the following information for Driver 1:

- How many qualifying laps the driver has used out of his 12 lap limit.
- How many In laps and Out laps the driver has done.
- The driver's Hot lap times - the shortest of these will be used to determine where on the grid the driver will start the race.

Lap Times - Driver Two

Shows the same information as above, but for your second race driver.

Car Data – Driver One
Shows all general car race data:

Fuel	- how many laps of Fuel are in the car
Car Condition	- how much Wear the car has (empty boxes mean probable retirement)
Problems	- the nature of any emerging technical problems that may force the car to retire
Tyre Temperature	- the tyre's optimum temperature (best grip) is shown by a blue frame. Colour-filled boxes below this blue square means the tyres are too cold. Boxes filled above the blue square means the tyres are too hot
Tyre Condition	- how worn the current tyres are (empty boxes will mean tyre failure)
Engine Condition	- how worn the engine is (empty boxes mean engine failure)

Car Data – Driver Two
Shows same information as above.

Circuit Conditions
Shows the current track conditions:

Temperature	- air temperature (may affect engine Heat and Track Temperature)
Conditions	- air dryness (from Sunny and Very Dry, to Heavy Rain and Very Wet), affects car performance, rate of possible changes in Conditions, speed at which a track dries, and maybe tyre choice
Windspeed	- affects car performance, rate of possible changes in Conditions, speed at which a wet track dries
Cars On Circuit	- how many cars are currently on the track - this traffic may interfere with one of your drivers' Hot laps
Best Line Rubber	- how much rubber has been laid down on the track by all the cars during Qualifying. The more blocks are filled, the better the grip on the track – giving an advantage to cars trying for a hot lap towards the end of a session (provided that other circuit conditions have not changed adversely)
Track Dryness	- how dry the circuit is (has major effect on grip and tyre choice)
Track Temperature	- how hot the circuit tarmac is (affects tyre grip and tyre wear) - the best grip comes from hot tyres on cold tarmac

Speech Transcription
Details all conversation that has taken place between the driver, the Pit Crew and the Team Manager. If you turn Race Speech off in the options screen, you can still read it here. If there is a lot of speech in a short period of time, you will have to keep a sharp eye on this screen because it shows a maximum of 11 lines at any one time, and when new lines appear, old ones "fall off" the screen - and there is no way of reading messages once they move off screen.

Note on qualifying:

If a car has done its 12 laps, it will automatically return to the pits. If a car retires before the driver can post a lap time, he may gain permission from the Race Stewards to take part in the race. If a driver in a retired car has already posted a poor lap time, he is stuck with it. A driver who fails to make the 107% time level will have to hope that Race Stewards grant him permission to race.

Control Buttons

At the bottom of the screen are sets of control buttons (one for each driver). These are used to issue Driver Commands.

The four Command buttons ranged along the bottom of the panel for qualifying are:

Leave Pit – leave the pits now.
Pit Now – come into the pits now (you have total control of when the cars come in or leave the pits). WARNING: If you do not tell your driver to "Pit Now", he will stay on the circuit until he runs out of fuel and retires.
Flying Lap – drive as fast as you possibly can (gives your driver a speed bonus but at the risk of him making a serious mistake).
Ease Off – go very slow, (use this if the driver has car or fuel problems or if you are on an In Lap and want to make life "interesting" for rivals on a Hot Lap.)

Buttons are made Active and Inactive on an intelligent basis. When a driver is in the pits, the only order you can give him is to "Leave Pit". Once a car is on the Road, the "Leave Pit" button is disabled. "Flying Lap" and "Ease Off" are mutually exclusive - activating one of the buttons deactivates the other (assuming the other is already active).

The second set of four buttons to the right of each panel perform the following functions:

Accelerated Time – Go to the Accelerated Time screen (see below).
System Options – Save, exit, restart game, and alter system parameters if the Qualifying screens are running too slow.
Driver Orders – Takes you to the Driver Orders screen.
Pits – Takes you to the Pit Stop Strategy screen (see below).

Driver Data Panels

Above the Driver Command buttons is a panel containing the following data:

Laps Done – How many laps the driver has completed of his 12-lap limit.
Time Left – How many minutes remain of the 60 minute Qualifying Session.
Driver Status – Special messages regarding the driver's current status (might say driver is In Pits, or might explain a status icon shown on the driver portrait).
Driver Number – In the top right is a small coloured circle containing the driver's number. This is to help you find your driver in the Map view.

To the left of the main panel is a photograph of your driver, along with a numbered circle showing your driver's current grid position. If your driver has not yet qualified, a large X will be shown here. In the top left of the driver's picture, various status icons may appear. These icons are usually warnings of a problem, and are explained in the Driver Status line of the main Driver Data panel.

Pit Stop Strategy screen

Qualifying panel

This panel allows you to adjust how much fuel is currently in your car. For purposes of this screen, Fuel is measured in laps. You can also change which Tyre Set to fit to your car. Use the +/- buttons to do this - as you use the buttons, the highlight will move up and down the tyre sets in the Tyre Sets panel below.

Tyre Sets

This panel shows the tyre sets available to you, along with the Condition of each tyre set, and whether or not a set is Scrubbed. You have seven sets of Dry tyres for the whole racing weekend (you've already chosen Dry Soft or Dry Hard) and these will wear out the more you use them. Wear will be shown as decreasing coloured blocks in the 'Condition' panel. If the track is very wet, you should select Wet Weather tyres. If conditions are damp, you should choose Intermediate tyres. Wet and Intermediate tyres never become Scrubbed. Also you can have an unlimited number of Wet and Intermediate tyres so you don't need to choose from different Wet/Intermediate tyre sets. Whenever your drivers fit Wet/Intermediate tyres during a pit stop, those tyres are always new and at peak condition.

Check Problem

If your car has a technical problem that may cause it to retire, that problem is shown here. If you want your Mechanics to try to fix the problem when the car next comes into the pits, click on the button in the bottom left of this panel. When the car next pits, it has a longer pit stop than normal (this is not an issue during Qualifying, but can be a major setback during a Race), and the problem may be repaired.

The repair attempt takes place automatically when the car is in the pits. Once the repair has taken place, you will see one of the following messages:

Can Not Fix	- mechanics could not repair the problem
Poor Fix	- mechanics have delayed the problem from immediately becoming serious
OK Fix	- mechanics have delayed the problem from becoming serious for a while
Perfect Fix	- mechanics have totally fixed the problem

- Click on the Pits button again to return to the main view.

Driver Orders screen

This screen allows you to reassign Driver Orders from 'Careful' to 'Aggressive' for a number of driving tactics (braking, top speed, overtaking etc.) using the + and – symbols.

Accelerated Time screen

Jump to the Accelerated Time screen and watch all qualifying/race details appear on a Leaderboard. You can click on the same button again to return to the split screen views - but don't do that until you have had time to look at the rest of this screen.

The Positions panel shows the current Qualifying driver positions. It also shows the non-qualifying cut-off point (107% of leading lap time).

The Circuit Conditions panel displays the current Temperature, Conditions, Windspeed, plus the number of cars out on the circuit. In addition there are graphic block summaries of Best Line Rubber, Track Dryness and Track Temperature – all factors that will affect your car achieving a fast lap time.

The Target Time panel shows the time that your drivers must achieve to qualify for the race. Each time a new fastest time is set for provisional pole position, the 107% time also changes.

Fast Forward button
Click on this to "fast forward" Qualifying and view the rest of the session on this screen (you will not be able to jump back into the Qualifying session split screen view.

End Qualifying button
Click on this button to end the Qualifying session immediately.

The System Screen
This screen pauses the session and opens up a number of System Options. These options are identical to those already explained in the Options section of the management game above. When you are ready to return to the split screen view, click on the large 'Back' button below the "Game Paused" message in the bottom right.

FIA Scrutiny

The FIA checks every car in the session looking for any unseen Driving Aids. If the FIA find Aids, the car is disqualified from the race, and the Aid is banned (it will disappear from your cars and from your design section). Only caught cars are banned but you lose the illegal Aid completely. Any legal Aid levels will be retained.

The Race Day

When Qualifying is over you will be taken to the Qualifying Results screen. This lists all drivers in Grid order, their fastest Hot lap times, the make of tyres used, their teams, and how many laps they used.

- Click the check mark to continue the race weekend.

You will now enter the Race phase.

The next screen shows you the Weather Forecast (Temperature, Conditions and Windspeed) for the Grand Prix.

- Click the check mark to continue the race weekend.

Race: Car Assembly

The next screen allows you to assemble the race cars for both drivers with Driving Aids and a different Engine model (if you have any).

Engine

Fitted engine details are shown here.

Fuel

The selected fuel cannot be changed in the race session.

Tyre

Shows the tyres you are using throughout the race weekend. Note that if damp or wet conditions are prevalent for the race, Intermediate or Wet Weather tyres will be selected - you can change this, but are advised not to unless you know what you are doing.

Driving Aids

Select to fit Driving Aids by cycling through different levels. Note that some levels of Driving Aid are FIA approved (check mark) and some not (cross mark).

- Click the check mark to continue the race weekend and you will be taken to the Pit Strategy screen.

Race: Pit Strategy

Set the fuel and tyre strategy you require for each driver - whether you want a one, two, three or four stop race and how much fuel to carry between pit stops. Use the +/- buttons to choose fuel load and tyre set for each stop. You can remove a stop using the - button, and you can add a stop by using the + button on the next empty line, in the 'End of Lap' column. In all cases, your cars will come in for an automatic pit stop at the end of the lap numbers shown in this column.

Make sure that you do not have both your drivers scheduled to make a pit stop at the end of the same lap, or you will have big problems!

Changing pit stop strategy mid-race is complex but often necessary. When changing strategy, you need to make sure that your drivers will go out with the correct tyres and the correct fuel load. Depending on your cars' fuel consumption, you might want to add an extra lap worth of fuel onto each stop. If your chosen fuel level is not enough to last until the next pit stop (or the end of the race) the fuel number will turn red.

Choosing a pit stop strategy is not easy. You can accept the default strategy set for you, but the most effective strategies are prepared by Team Principals with a full grasp of all relevant car, circuit and driver attributes. You will probably have to experiment for quite some time before you can routinely devise killer strategies.

• Click the check mark to go to the Grand Prix race.

Race Data Screen

The race split screen views are exactly the same as in the Qualifying session (see above) except for the Data screen. By pressing the left/right arrow buttons, you can access the following information:

Race Order
This shows the position of all drivers and their times as at the end of the last lap. Text at the top of the screen shows which lap the race leader is on, and how many laps the race lasts for.

Retirements List
Shows all driver Retirements and the reason for the retirements.

Driver 1 Position
Shows time gap of nearest cars (both in front and behind of your Driver) as at the end of the last lap. Times update only as cars cross the start-finish line.

Your Driver 2 Position
As per Driver 1 Position, but for your second driver.

Lap Times for Driver One
Shows the lap time for every lap completed by your Driver One. The driver's fastest lap will be highlighted.

Lap Times for Driver Two
As per Lap Times for Driver One, but for your second driver.

Car Data for Driver One
Same as Qualifying Car Data with the addition of 'Laps - Next Stop' which shows you how many laps the car has to go before the next scheduled pit stop.

Car Data for Driver Two
The same as above but for Driver Two.

Circuit Conditions
Same as qualifying.

Fastest Lap
Shows all drivers ranked in order of their fastest lap of the race.

Pit Stop Details
Shows how many Pit Stops each driver has made, along with each driver's longest and shortest stop times.

Speech Transcription
Same as Qualifying.

Control Panel

At the bottom of the screen are individual summary panels for each of your drivers (with photos), showing the driver's current position, how many laps the driver has completed of the total number of race laps, when the driver is next due for a pit stop (at the End of the stated lap number), and any special driver status messages and icons. This works mostly the same as Qualifying.

Below this panel are the Command buttons. It's here where you can radio your drivers to change their pre-planned strategy, come into the pits etc. The Pits, System, Driver Command, Driver Orders and Accelerated Time buttons perform the same functions as qualifying (see previous), but with the following exceptions:

Driver Command Buttons

The Command buttons (six of them) are slightly different from the buttons in the Qualifying session.

The buttons (from left to right) are:

Pit Now – come into the pits now. Most of your drivers will pit automatically in accordance with the Strategy you set at the start of the race. However, if you want to change your strategy, or if your car develops a problem you want to fix, or if anything happens (such as rain) that makes you want to bring your car in now, use this button. If you use 'Pit Now' your car will be topped up with Fuel and Tyres shown in the "Unplanned" stop section of your Pit Stop Strategy screen. If you make an Unplanned stop, your other scheduled pit stops will still go ahead, so you may want to quickly check your strategy for the rest of the entire race before telling a car to Pit Now.

Flying Lap – same as Qualifying. You should not use this order when the race stewards are showing you a still Yellow Flag.

Ease Off – same as Qualifying. You should also Ease Off if your car is approaching a waved yellow flag and you do not want your driver to get a 10 second penalty for overtaking while yellow flags are out.

Do or Die Block – do all you can to stop cars overtaking you, even if this means increased risk of a collision. You should not use this order if you are being lapped and are being shown a still Blue Flag by the race stewards.

Do or Die Overtake – do all you can to overtake the car in front of you, even if this means causing a collision. You should not use this order when still yellow flags are on the circuit.

Let Car Pass – allow any car trying to get past you to overtake - you should use this order whenever you are being lapped and are being shown a waved Blue Flag by the race stewards.

Pit Stop Strategy screen

Same as Qualifying, except all your pit stops for the race are planned in the Race panel at the top of the screen. The bottom row of this panel lets you choose tyres and how much fuel to add (if you wish) during the next "Unplanned" stop. Unplanned stops happen only if you use the "Pit Now" driver command.

Your pit stop strategy should form a neat sequence of ordered tyre changes and refuelling stops. However, race events can force sudden changes in strategy. For example, rain might force you to bring you drivers in for wet tyres. But what if their next scheduled stop is five laps away, and the drivers are scheduled to keep dry tyres? Do you leave the drivers out until their scheduled stop and risk them spinning off in the wet, or do you call them in for an Unplanned stop and refuel them now and give them wet tyres? If you call them in now, you will have to cancel your next scheduled stop otherwise your cars will waste time coming in again five laps from now – and so on! Real Formula One teams wrestle with these difficult problems all the time.

Effective pit stop strategies are not successful over a couple of laps, they are gradually successful only coming to fruition after many laps. The effects of different cars running different tyres, different fuel loads and different set-ups is tiny in terms of a single lap, but huge after twenty or more laps. You should bear this in mind when setting Driver Orders and Driver Commands.

Accelerated Time screen

This screen allows you to view the race in accelerated mode but also lets you choose moments to jump back into the race. These special moments are for Retirements, Pit Stops and Overtaking, either for all competitors or for your choice of up to three teams.

Fast Forward button
Click on this to fast forward the race and view progress on the Leaderboard only (you will not be able to jump back into the Race Session).

End Race button
Click on this button to end the race session immediately.

- Click the Accelerated Time button to return to the split-screen view (unless you have already used the Fast Forward or End Race buttons).

End of Race

When the race is over, you will be shown the Race Classification screen, the Driver Championship screen and the Constructor Classification/Championship screen. You will then be taken back to the initial Grand Prix World screen Team: Profile, unless you have the 'Remember Location' option switched on, in which case you will go back to the last screen you were on prior to going to the race.

The Next Turn

When you have finished a race, you will enter into the next game turn. It's time to read your messages, read the news, look at the FIA rankings, check the staffing levels, check the testing levels, see how sponsor deals are progressing etc. and continue with your preparations for this (and the next) season.

SECTION FIVE: WINNING WAYS

Succeeding in Formula One is a tough business; to 'win' you need to get the best out of many different elements. You need to have:

- A team of good staff
- Strong financial backing
- A state of the art car design
- Race-winning drivers
- Cutting edge construction facility
- Excellent tyre and engine deals

Getting all this will help but even then you might have problems – you'll have to think about next year.

The most successful teams in Formula One racing are those that can consistently put together a good package year on year. A task made difficult by changes in Formula One regulations, by drivers changing teams, by engine suppliers pulling out of the sport (and new ones coming in), by any one of a thousand unexpected events beyond your control.

Successful managers also learn how to set realistic goals for their team.

If your team is at the bottom end of the scale, you will have to work hard just to see your cars complete an entire race, let alone score points. You will find it hard just to survive, with the biggest sponsors looking to cut deals with the top teams.

If your team is already at the top, you will be under serious pressure to stay there. If you fail, people will lose confidence in your team, and your entire operation may slowly fall apart.

If your team is in the middle ranks, you should wait for the opportunity to head for the top. If one of the top teams starts to falter, you should be ready to move in and take its place. At all times you should work hard to make sure your team does not slide backwards.

Teams who achieve their goals, modest or otherwise, generate confidence and will start to find things going their way. Teams who fail to deliver will find everything a struggle.

No one action will bring you dramatic success. You have to implement a programme of positive change in almost every area of your operation. The cumulative effect of a widespread development programme should be a general and gradual improvement in your overall performance.

In Formula One, the three Cs rule: Confidence, Continuity and Cash.

Master these and a long and prosperous career in Formula One will be yours.

Good Luck.

GAME PLAY QUESTIONS

If you have any questions or comments regarding the game play of Grand Prix World, you can email the development team at:

gpw@egrab.globalnet.co.uk

The development team will try to read all emails, but can not guarantee a reply. The team will not reply to any mails concerning Technical Problems or any other non-game play issues.
All other mails and queries should be sent to Hasbro Customer Services UK.

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FORMULA 1 WORLD CHAMPIONSHIP

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