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1. Make sure the power is OFF on your Sega Dreamcast Console.
2. Insert your The Spirit of Speed 1937™ disc into the Control Deck as described in the instruction manual.
3. Insert Controller into Controller Port A.
4. If you wish to save a game, insert a VMU (Visual Memory Unit) memory card (sold separately).
5. Press the power switch to ON.

**Important:** Never touch the Analog Thumb Pad or Triggers L/R while turning the Sega Dreamcast power ON. Doing so may disrupt the controller initialization procedure and result in malfunction.

When using the Race Controller, never touch the steering wheel or left and right levers when turning the Sega Dreamcast power ON. Doing so may disrupt the initialization procedure and result in malfunction if readjustment is not properly carried out via the Options menu. If the handle or levers are inadvertently moved while turning the power ON, immediately turn the power OFF and ON again making sure not to touch the Race Controller. If using the Race Controller, press A-B-START BUTTON to reset the START BUTTON.

Note: Spirit of Speed 1937 supports the standard Sega Dreamcast controller, the Sega Arcade Stick, and the Sega Race Controller. Operation with incompatible controllers is not guaranteed.

**SEGA DREAMCAST HARDWARE UNIT**

**DISC DOOR**

- This turns the unit ON or OFF.

**POWER BUTTON**

- This turns the unit ON or OFF.

**CONTROL PORTS**

- Use these parts to connect the Sega Dreamcast Controller or other compatible equipment. From left to right:
  - PORT A, PORT B, PORT C, AND PORT D. Use each port to connect controllers for players 1 to 4, respectively.

**CONTROL PORT A**

- Can also be referred to as PORT A.

**OPEN BUTTON**

- Press to open the Disc Door.

**CONNECTOR**

- Never disconnect the VMU while performing a battle or exchanging data when connected to another VMU. Also note that leaving two VMUs connected for a long period of time will considerably shorten the life of the batteries.

**VISUAL MEMORY UNIT (VMU)**

**DISPLAY SCREEN**

- Never disconnect the VMU while performing a battle or exchanging data when connected to another VMU.

**SLEEP BUTTON**

- A button for powering the VMU OFF.

**MODE BUTTON**

- B button for powering the VMU ON.

**DIRECTION BUTTON (B-BUTTON)**

- Used to enter gameever.
Introduction

Spirit of Speed: 1937 is a racing simulation set in the years that saw the rise of those famous, and now legendary, racing circuits, cars and drivers. This is your chance to drive the most exciting cars ever built and experience the thrill of total speed - a thrill that swept the world in the 1930s and made spectators flock in their thousands to new, purpose built tracks such as Donington.

This era launched a racing car frenzy that has built up over time to today’s fabulously rich and colourful sport. Today it’s all about money, television coverage and driver safety. Then, it was more intense: the danger, the thrill, the glamour and the atmosphere.

Drivers drove with their hearts not their financial brain.

Spirit of Speed 1937 transports you to those unbelievable years. These were cars that made no concession to comfort, cars that were beautiful in shape and design, cars that startled the crowds, cars that created a vision of the future.
Getting Started

Menu Navigation

Race Options Screen

The race options screen is your main menu. On the left side are seven options. The window to the right displays the currently selected option. Press UP or DOWN on the Directional Buttons to highlight an option, then press the A BUTTON to activate it. Press LEFT or RIGHT on the DIRECTIONAL BUTTON to toggle among the selections for an option or to adjust settings. On some screens, you can make additional selections by pressing UP or DOWN on the Directional Buttons. Press the B BUTTON to cancel any change.

Race Type
There are four types of race to choose from: Quick Race, Scenario, Championship and Single Race. See Race Type on page 12 for details.

Car Type
This is where you select your car type. See page 10 for details.

Circuit
Select Circuit to choose among nine different race courses.

Sound
To adjust your sound settings, highlight a sound option, then press LEFT or RIGHT on the Directional Buttons to adjust the volume. Left is lowest and right is loudest.

Control
View or alter the control scheme. To change a control, press UP or DOWN on the Directional Buttons to highlight a function, then press the A BUTTON. The button control listed next to the function will be cleared. You can then press the button you wish to perform the highlighted function. When you are satisfied with your control settings, highlight OK and press the A BUTTON.

Player
Input your player name (the default name is Player). To input a name, highlight DEL and press the A BUTTON until you have deleted the current name, then move the cursor to a character and press the A BUTTON to enter the character. Continue until you have entered all characters, then highlight END and press the A BUTTON.

VMU OPTIONS
On the memory menu, you can select your VMU card, then choose to load a previously saved game or save a current game.

Note: To save or load a game, you must have a memory card (sold separately) with at least 3 free blocks inserted in your Sega Dreamcast controller. If no memory card is present, this function is disabled and you will not be able to save games.

Note: If using the Sega Arcade Stick, move the stick to navigate up, down, left and right. Press the A BUTTON to activate the function. If using the Sega Race Controller, use the + and - buttons for major navigation and turn the wheel left or right for minor navigation. Press the A BUTTON to activate the function.

Following an introductory sequence (press the START BUTTON to bypass), you will come to the title screen. Press the START BUTTON to advance to the Race Options menu.

Never touch the Analog Thumb Pad or Triggers L/R while turning the Sega Dreamcast power ON. Doing so may disrupt the controller initialization procedure and result in malfunction.
PLAYING SPIRIT of SPEED

Default Controls

Shown are default controls using a standard controller. You can change controls under Control on the Race Options menu.

A connected Vibration pack can be turned On or Off (Vibration On/Off) in the Control options menu. Set to 'ON' before entering a race if you wish to have vibration effect while playing. This setting is only activated when a Vibration Pack is inserted into Expansion Socket 2 of the Sega Dreamcast controller.

ARCADE STICK

Car Status Set option ON or OFF in the controller screen

RACE CONTROLLER

Car Status Set option ON or OFF in the controller screen
The Game Display

Press UP or DOWN on the DIRECTIONAL BUTTONS to toggle between manual or Automatic shifting. When you’ve selected your car type, press the A Button to return to the race options menu.

SELECTING YOUR CIRCUIT

Select from any of nine different tracks (details on the tracks appear on page 15). Press RIGHT or LEFT on the DIRECTIONAL BUTTONS to toggle through the circuits. When the desired circuit is on screen, press the A BUTTON.

RACE TYPES

There are four types of races to choose from. For each race type, you select a difficulty setting (EASY, MEDIUM, HARD) by pressing UP or DOWN on the DIRECTIONAL BUTTONS. Your difficulty setting dictates the level of competition you will race against.

Single and Championship modes offer you the chance to practice your skills, and to run a qualifying race to improve your starting position. Of course, you can take your chances and simply choose Race to jump right into action. In Single Race or Championship modes, press the A BUTTON to Practice or Qualify when either option is highlighted. Press the START BUTTON to begin a regular race.

Practice

Take advantage of unlimited practice sessions to master the different tracks and cars. You can race any available car on any available track until you’re confident you can do well enough to qualify in Single Race or Championship mode.

Qualify

This decides your position on the starting racing grid. The object is to get as good a lap time as you can. When you return from qualifying you will see your improved grid position. If you don’t qualify you will automatically be placed at the back of the grid.

QUICK RACE

Select Quick Race to randomly choose a track and car (you can change them if you wish). If you select a car and track and then choose Quick Race, your selections may be altered.

Pressing the START BUTTON will bring you to the pre-race summary screen, where you are given details of the options you have chosen. Press the START BUTTON again to begin your chosen race.

RACING OPTIONS

SELECTING YOUR CAR TYPE

There are loads of great old racers to choose from. You’ll find they each have different strengths and weaknesses. For further details on each car, see The Cars of the Era on page 19.

In Championship mode, each car presents different Championship tasks, varying with the scenario. For example, if you select the Mercedes 154 at an Easy setting, your goal is to place third or higher at the end of the season, while choosing the same car with difficulty set to Medium requires you to come in second place or better. Some scenarios have nothing to do with position, take time to look them all over.

After selecting Car Type on the race options menu, press the A BUTTON. Press LEFT or RIGHT on the DIRECTIONAL BUTTONS to toggle through the cars. Meters and figures detailing the car’s performance characteristics appear below each car.
In this option the tracks and cars are pre-determined. Each difficulty setting presents a different selection of challenging scenarios. On the RACE TYPE screen, select Scenario then press the "START BUTTON" to advance to the SELECT BUTTON to change each difficulty level (up or down) to suit your needs. Press the ABUTTON to select a track and return to the RACE OPTIONS menu. Press the START BUTTON to advance to the CHAMPIONSHIP screen. The next track: Press the START BUTTON to advance to the CHAMPIONSHIP screen. Practice on the selected course.

Qualify. Get the fastest time to improve your grid position. Otherwise you start at the back.

Get your grid position. Otherwise you start at the back. Press the START BUTTON to start the race.

CHAMPIONSHIP

Your additional 12 scenario and return to the RACE OPTIONS menu. Press the START BUTTON to advance to the CHAMPIONSHIP screen. Press the START BUTTON to advance to the CHAMPIONSHIP screen.

Practice on the next course. Press the START BUTTON to start the race.

Qualify. Get the fastest time to improve your grid position. Otherwise you start at the back.

Get your grid position. Otherwise you start at the back. Press the START BUTTON to start the race.

12 scenario and return to the RACE OPTIONS menu. Press the START BUTTON to advance to the CHAMPIONSHIP screen. Press the START BUTTON to advance to the CHAMPIONSHIP screen.

Practice on the next course. Press the START BUTTON to start the race.

Qualify. Get the fastest time to improve your grid position. Otherwise you start at the back.

Get your grid position. Otherwise you start at the back. Press the START BUTTON to start the race.

CHAMPIONSHIP

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Practice on the next course. Press the START BUTTON to start the race.

Qualify. Get the fastest time to improve your grid position. Otherwise you start at the back.

Get your grid position. Otherwise you start at the back. Press the START BUTTON to start the race.

CHAMPIONSHIP

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Practice on the next course. Press the START BUTTON to start the race.

Qualify. Get the fastest time to improve your grid position. Otherwise you start at the back.

Get your grid position. Otherwise you start at the back. Press the START BUTTON to start the race.

CHAMPIONSHIP

Your additional 12 scenario and return to the RACE OPTIONS menu. Press the START BUTTON to advance to the CHAMPIONSHIP screen. Press the START BUTTON to advance to the CHAMPIONSHIP screen.

Practice on the next course. Press the START BUTTON to start the race.

Qualify. Get the fastest time to improve your grid position. Otherwise you start at the back.

Get your grid position. Otherwise you start at the back. Press the START BUTTON to start the race.
SINGLE RACE

Once you've selected Single Race and entered the Number of Drivers, you must advance to the Start Grid button until you qualify to enter the race. Practice on the selected circuit until you qualify you will always be a participant in the race. Practice on the selected circuit.

Qualify Get the fastest time.

CHAMPIONSHIP

Select your Car Type. This will change cars which will change car types. Changing cars will change the Car Type. Choose the Championship then press the START BUTTON to begin the races. Press the DIRECTIONAL BUTTON to view the summaries. Press the START BUTTON to start the race.

Start Grid Look at your start grid position and practice on the selected circuit.

Track Info View track information.

Car Info View information on your car.

Standings View your current standing in the championship.

Practice Practice on the selected circuit.

Qualify Get the fastest time.

VMU Options Save your Championship, select the championship and return to the previous save.

SCENARIOS

In this option the tracks and can choose the selection of challenging scenarios. Choose the START BUTTON to advance to the scenario screen. Press LEFT or RIGHT to change the difficulty level (press UP or DOWN to change the scenario and return to the scenario screen). Press the B BUTTON to view the summaries. Press the START BUTTON to start the race. Practice on the selected circuit and return to the scenario screen.

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DURING THE RACE

Status Display

If using a Dreamcast Controller, press UP on the directional button during a race to bring up the status display, which shows (in percentages) your current amounts of fuel and oil and the condition of your tires. 100% means everything is great. Your car's performance will suffer as the percentages dwindle. To finish strong, you will need to make a pit stop to top off fuel and oil and change tires as needed.

If you use an Arcade Stick or Race Controller, you must select whether the status display is permanently on or off before starting the race. This can be done in the Controller options.

Changing Racing Views

During a race you can select one of five exciting racing viewpoints. Change viewpoints by pressing the B BUTTON. The viewpoints are:

- Cockpit: the authentic cockpit view, including the working dials.
- Bumper: low, down, and front bumper view for very fast action.
- Chase: behind car, low down, as if player is in a chase car.
- Elevated 1 (behind and up).
- Elevated 2 (behind and higher for a wider view).

Note: Due to the exciting, twisting, and close nature of the Spa track, camera views are restricted to Cockpit and Bumper views only.
PIT STOPS

Pit Stops are available on every track, but the Pit Lanes are not always obviously marked; they often appear near the starting grid. Generally, if it's not the track everyone is racing on, it's a Pit Lane (though there is nothing in the rules to prevent you from racing on them!).

To make a pit stop during the race: Pull into the pit lane, drive onto the Pit Space and stop. The Pit Space is indicated by a painted box on the ground and a floating, downward pointing arrow. Once you press the A BUTTON you'll see a display showing the current status of your fuel, oil and tires and which buttons to press to restore each.

FLAGS

There's more to racing than the checkered flag for the winner. During a race, certain colored flags signal drivers about track conditions and give them instructions. Make sure you follow them.

Solid Yellow: Danger Ahead
Black and White Triangles: Driver conduct warning
Solid Black: You have been disqualified - Race Over
Black and White Check: Win Race

AFTER THE RACE

At the end of each race you'll see a race results screen, showing the order of finish. In a Championship race, you'll be taken to the championship menu, where the current season standings will be shown.

The Circuits

Mellaha, Tripoli, Libya

Race Day: May 9th, 1937
Track Type: High-speed desert road
Length: 8.15 miles (10.245km)
Direction: Clockwise

The Mellaha circuit that was opened in 1925 at Tripoli was one of the fastest and most appealing tracks in the world. Situated, it followed the Mellaha salt lake on the North African coast. The grandstand was covered and could hold 10,000 spectators while the pits were superior to most European tracks and a tall white timing tower dominated the landscape. It was hailed as 'The Ascot' of motor racing circuits, and all competitors were royally treated at the luxurious Hotel Uaddan with its casino and theater.

Avus, Germany

Race Day: May 30th, 1937
Track Type: High-speed oval circuit
Length: 11.98 miles (11.834km)
Direction: Counter-Clockwise

AVUS stands for Automobil Verkehrs und Ubungsstrasse (Automobile Traffic and Practice Street). Plans were drawn up in 1907 as part of the national highway system but were not finished until 1921. The track features two, twin-lane roads each (6.08 miles) 9.78km separated by an 8 meter (26ft) grass strip. The south end has a chicane and the north end has a wide-radius loop built up to a 43-degree bank with a vertical concrete retaining wall at the top.
Montana, USA
Race Day: June 13th, 1937
Track Type: High Speed Oval
Length: 1.25 miles (2.069km)
Direction: Counter-Clockwise
A fictitious circuit that's made up of a simple short oval with a twist giving tight and competitive racing high in scenic Montana mountains.

Roosevelt, USA
Race Day: July 3rd, 1937
Track Type: Modern-style racing track
Length: 3.97 miles (6.31km)
Direction: Counter-Clockwise
This is the first of the modern type 1 circuits featuring gravel traps on corners, run-offs at end of straights, fences on the track perimeter and lights to warn of accidents. The circuit was changed after the 1936 season and generally rationalized to give smoother corners and less looping sections.

Monthlery, France
Race Day: July 11th, 1937
Track Type: Road and high-speed circuit
Length: 7.8 miles (12.268km)
Direction: Clockwise
Built by a newspaper tycoon in 1924, the

Linas-Monthlery Autodrome was situated just outside Paris and featured two distinct sections, a high-speed circuit and a road section covering over 7.7 km. By the 1930s the design of the track had changed considerably emphasizing endurance and driver skill and not just speed.

Pau, France
Race Day: July 25th, 1937
Track Type: Street circuit
Length: 1.72 km (2.758km)
Direction: Clockwise
Built in 1933 to replace the original track which had been used as the venue for the 1930 French Grand Prix, the new circuit was a street race (like Monaco) set in the center of the town's business district. It was a drive through tight streets following the edge of the municipal park and passing in front of the famous Casino. Being a short track it became a great event for spectators with plenty of action at Bullion and Lycée.

Donington, England
Race Day: August 8th, 1937
Track Type: Road Circuit
Length: 3.125 miles (4.909km)
Direction: Clockwise
The first road racing circuit built in England, Donington boasted an international line up in 1937 with the European teams having to make channel crossing for the first time to get to an event. British fans had heard about the fantastic German cars (Mercedes and Auto-Union) and were treated to an awesome display of deafening noise and brute power.
Brooklands, England
Race Day: September 12th, 1937
Track Type: High Speed Circuit
Length: 2.75 miles (4.4236km)
Direction: Counter-Clockwise

Brooklands was essentially an oval shape with a pits straight running diagonally through the center of the track. The track changed several times to make it a better spectator event. The circuit ran parallel to the railway track as the cars headed for the Byfleet Banking, the shallowest of the curved banks - 100ft wide and 20ft high - that allowed cars to take it at speeds of up to 100mph. This was followed by the more dramatic Members Banking.

Monza, Italy
Race Day: September 26th, 1937
Track Type: Road and high-speed circuit
Length: 4.35 miles (7.141km)
Direction: Clockwise

Built in 1922 by the Milan Automobile Club in the old royal park in the town of Monza just north of Milan, the circuit included a banked speed bowl with 13 grandstands facing the main straight. Among drivers, its reputation was for close slipstreaming and in 1934 it was temporarily shortened by the addition of new chicanes to make it harder for the powerful German racecars to dominate and to benefit the Italian racers.

The Cars of the Era

Alfa Romeo P3
Designed by Vittorio Jano, one of the greatest racing car engineers ever, the P3 Monoposto was the first single seat racer. With an eight-cylinder engine built in two, two-cylinder blocks (each fed by its own supercharger), it could easily produce the ideal low-speed torque. New twin drive shafts to the back wheels allowed the driver's position to be lowered into the chassis instead of being perched up above it. The P3 won five major races in 1932 but its greatest moment came when, driven by the legendary Tazio Nuvolari and with a 100bhp handicap, it won the 1935 German Grand Prix at Nurburgring, beating the mighty Mercedes 125s and Auto Union C5 in front of leading government officials.

Alfa Romeo Bimotore
In 1934 GP racing was dominated by German technological might in the shape of Mercedes and Auto Union Grand Prix cars. Alfa Romeo wanted to regain their superiority and asked Scuderia Ferrari to build a super car. Long-time Ferrari designer Luigi Bazzi, designed a special chassis that carried two 8-cylinder engines that were placed in front of and behind the driver. The differential was located in the middle with power supplied to the rear wheels through twin drive shafts in a 4x4 format. The Bimotore were raced in Tripoli for the first time where they finished fourth and fifth, and at Avus a Bimotore finished second. In addition to the two engines the Bimotore had other new features, including a gearbox with three forward speeds, a central steering wheel, independent suspension and two lateral fuel tanks (a feature still used today). The Bimotore failed to rival the German cars because it used far too much fuel and wore out tires too easily resulting in very frequent visits to the pits.
Alfa Romeo 12C

After the success of the Bimotor in matching the German cars in terms of speed, Alfa designer Vittorio Jano designed a car for the 1937 season intended to beat the Auto Unions and Mercedes on the more technically demanding circuits in the calendar. The 12C was the first car to have trailing front suspension and swing axle rear suspension. The subsequent handling advantage resulted in a 12C winning the inaugural race at the Roosevelt circuit, Long Island.

Auto Union Type C

Designed by the legendary Ferdinand Porsche, this racer had a V-16, six-liter engine. It had two cylinder banks set at an angle of 45 degrees with a single overhead camshaft operating the 32 valves and could provide the racing car ideal optimum torque at low engine speeds. Suspension was fully independent and the body streamlined using rigorous wind tunnel testing. Although difficult to handle, the Type C gave tremendous acceleration and could even wheel spin at 150mph! This car, driven by the legendary Rosemeyer was to be dominant in the 1936 season.

Auto Union Type D

The Type D was an update of the Type C, which conformed to the new formula standards of 3 liter supercharged, 4.5 liter unsupercharged. The car employed two side fuel tanks and a smaller central tank, allowing the driver to be seated further back. The balance of the car was improved by replacing the Type C's V16 engine with a V12, decreasing the amount of weight behind the cockpit. This resulted in increased stability through fast corners.

Bugatti 35B and Bugatti 59

Originally designed by Ettore Bugatti in 1924, the Type 35 was modified between 1927 and 1931 into the Type 35B and then dominated racing throughout that period. Four hundred Type 35S were built and were raced over this period. These 'blue cars' rightly got the reputation for being ready to race 'straight out of the box' - such was the quality of their build workmanship.

The one drawback was that Bugatti was slow to incorporate any other racing developments that were not created in his own factory. When other manufacturers introduced hydraulic brakes, he continued to use cables and, when one of his customers complained about the lack of braking power, he is quoted as saying "Let me make my cars go, not to stop!" The Type 59 was a more powerful version of the earlier Bugatti models designed with a fuel tank in the passenger seat space.

Duesenberg

Duesenbergs were powered by a 240hp flat-twin engine and were raced for the first time in 1914 in the Indianapolis 500. In 1920 they had greater success when Duesenbergs came in 3rd, 4th and 6th. In 1921 they were entered in the French Grand Prix and, although dismissed by the European teams, they came in 1st, 4th and 6th, beating the best that Europe had to offer. Jimmy Murphy became the only American driver in a car built in the United States to win the French Grand Prix. He later bought the car, had it re-engined with a Miller and called it the 'Murphy Special.' In 1922 he won the Indianapolis 500, but Duesenbergs, which took 8 of the top 10 positions dominated that race.
ERA Remus
The Remus was built by English Racing Automobiles in 1936 in a small works in Bourne, Lincolnshire. It was ordered by two Thai Princes and was their second ERA (their first was called Romulus). The Remus was fitted with a supercharged 1500cc engine and can accelerate from 0 to 60 in under five seconds.
The ERA Remus was a British made racer that was purchased by individuals and raced competitively. The car featured in the game has the national racing colours of Thailand (yellow chassis and light blue body).

Mercedes-Benz 125 and Mercedes-Benz 154
Rudolf Uhlenhaut, in charge of all racing development at Mercedes, personally tested all the cars to understand all the problems that could arise in racing. He discovered that the original Mercedes W25 chassis was very weak. Springs were extremely stiff and there was very little movement of the axle against the frame. In one test session he lost a rear wheel travelling at top speed along a straight and the car continued as if nothing had happened (like driving a motorcycle and sidecar). This made him rethink the complete design. Uhlenhaut was to make the 125s and 154s the racing cars of Thirties; softer front suspension was introduced, the supercharger was modified to draw (not push) air through the carburetor and engine size was increased without significant gain in car weight. These were supreme racers.

Miller
The Miller 91 (91' was the 1.5 liter engine converted to cubic inches) was designed and built by Leo Goosen, Fred Offenhauser and Harry A. Miller. The Miller 91 was a single-seater racer, which influenced all future construction throughout the world. The 91's straight-8 engine was made up of two cast-iron blocks of four cylinders with hemispherical heads and two valves per cylinder actuated by dual overhead camshafts. The centrifugal supercharger worked best at the American high-speed oval tracks.
At their best the engines produced 167bhp per liter taking the car to over 171 mph. The car set new five and ten-mile world records at Montlhery, France in 1928. Other manufacturers would soon copy the design of the Miller overhead cam, especially Bugatti for the Type 51.

Napier-Railton
A 24-liter Napier aero-engined racer designed by Reid Railton, this car could hit 168mph and still holds the Brooklands Track outer circuit record, driven by John Cobb in 1933 at 148.44mph. Built specifically (and for a small fortune) to break lap and endurance records, this amazing car weighed 1.5 tons and could pull 2 Gs on the Brooklands banking at 130mph. As a racer it was hampered by heavy fuel and tyre use.
HINTS & TIPS

- Spirit of Speed is an attempt to recreate the actual feel of old time racing. The handling on these old racers is primitive, to say the least. Take some time in Practice mode getting used to the way each car handles. It will save you a lot of frustration when going up against actual opponents.

- Watch your oil levels. Late 1930's racing cars run pretty hot, and use plenty of oil. Talk about viscosity breakdown!

- Watch your tire wear! Some cars burn serious rubber, especially when wheel spinning. Without decent amounts of tread, you'll find your car's handling will go a bit wild. Take a trip to the pits if this happens.

- You may find that you are up against what appears to be invincible fast opposition. Don't worry, they'll more than likely have to make more pit stops than you... then it'll be your chance to sneak into the lead!

For the hottest hints and codes on ACCLAIM Titles:
Please call 1-900-407-Tips (8477)
The cost of the call is $.95 per minute. You must be 18 or have parental permission and have a touch-tone phone.