

**MESS WITH THE BEST,
DIE LIKE THE REST!**

That's the
motto of the Dragon Lords -
the meanest, roughest street gang around.
Avenge your brother's death at the hands
of the Dragon Lords with these beat 'em up
features for the Game Gear™:

- Six main levels of urban warfare with action-packed sub levels.
- Kick butt weaponry including knives, swords, bats, guns and clubs.
- Radical fighting maneuvers like Jumping Side Kicks and rapid-fire Double Punches.
- An army of thugs and lowlifes to challenge you for hours on end!



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SEGA™

**1 OR 2
PLAYERS**

LICENSED BY SEGA ENTERPRISES LTD. FOR
PLAY ON THE SEGA™ GAME GEAR™ SYSTEM.

GAME GEAR™
COLOR PORTABLE VIDEO GAME SYSTEM

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SUPER OFF ROAD™



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COLOR PORTABLE VIDEO GAME SYSTEM





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Starting Up

1. Set up your Sega Game Gear System as described in its instruction manual.
2. Make sure the power switch is OFF. Then insert the *Super Off Road* cartridge into the Game Gear unit.
3. Turn the power switch ON. In a few moments the *Super Off Road* Title screen will appear.
4. If the Title screen doesn't appear, turn the power switch OFF. Make sure your system is set up correctly and the cartridge is properly inserted. Then turn the power switch ON again.

Important: Always make sure the power switch is turned OFF before inserting or removing the Sega cartridge.

Gear-to-Gear Cable Input Insert Sega Cartridge



Take Control

For the best gameplay, learn the different button functions before your start.



D Button

- Press left or right to turn your truck in the desired direction.
- Press in the desired direction to highlight the available choices at the Speed Shop.

Button 1

- Press to accelerate your truck during a race. Your truck will accelerate in the direction the truck is facing until you turn.
- Press to make a selection at the Speed Shop.
- Press to enter your initials on the startup screen.
- Press for 1-player gameplay if you are linked up to another Game Gear.

Button 2

- Press during a race to activate a NITRO boost. If you do not have any NITROs left, nothing will happen.
- Press for 2-player link-up gameplay if you are linked up to another Game Gear with Gear to Gear.

GETTING STARTED

The Title screen follows the Sega logo. First you must decide whether or not you want to hear background music while your play. If you don't change anything, you'll hear music during the game. To shut it off, press Button 2 and notice that the word "Off" appears next to Music. Next, press the Start Button to bring up the Mode Select screen.

MODE SELECTION

Super Off Road is for one or two players. Place the marker next to your choice using the D-Button and press the Start Button or Button 2 to enter your selection. **NOTE:** You can't select "VS Play" unless you have two Game Gear units connected by a Gear-to-Gear Cable.™

INTRODUCTION

The terrain is a ragged jumble of rocks, dirt piles, ditches and sandy ravines – but that doesn't matter. Light, quick and agile, race trucks accelerate forward at astonishing speed, skittering lightly across the obstacles. The biggest obstacles they drive around, cornering hard – sometimes on two wheels – to barely avoid the largest dirt banks and gullies. Hit these and a truck would fly out of control; miss them and it continues on, dodging in and out, the driver reading the ever-changing terrain as it unfurls before the truck.

That's what it's like to drive an off road race truck. The course winds around twisting back against itself, and with no time to think, instinct takes over. Drivers must simply read and react, and try to keep up the pace. But staying out of trouble is nearly impossible over the course of the day's racing.

Trouble comes when a driver comes too rapidly upon a big ditch or large rock with no time to slow down. Maybe the dust clouded his vision, maybe the light was too bright or too dark, or maybe the ditch was invisible until it was too late to stop. Whatever the cause, there is a moment of recognition, sudden panic and then, a wild tumble follows. Truck and occupants fly end over end, fluids spray in the air as the truck tumbles through the sky. Incredibly enough, injuries are rare. More often, the stunned driver, protected by a stout roll cage and safety harness, shakes his head, reaches for the "start" button and tries to fire his engine back up. If it starts, he finds a gear and roars off – this time, looking way ahead and driving more carefully until his nerve returns. But driving is only one factor in winning. Equipment is another.

DEMOLITION DERBY ON DIRT

Off road racing, like many forms of racing, puts incredible stress on vehicle components due to heat and speed. But this type of racing differs because there is also the physical wear and tear that accumulates from flying rock, from hitting large objects and from making contact with other trucks.

Tires wear out in less than an hour of racing because every rock takes a little piece out of the tread. Shocks pump so fast they heat up, boil their internal fluids and lose their damping power, leaving the driver to cope with a fading suspension as he races over rough terrain.

Engines, revved to the limit at one point, laboring hard in slow going at another, are constantly at risk of overheating. Dirt and mud can clog radiators, preventing cooling, and there is always the risk of physical damage to the radiator hoses. Clutches and transmissions can burn up as they try to keep up with an engine that revs to 11,000 rpm. The fenders and body pieces of a race truck frequently are torn loose from impact with obstacles of other trucks. Other high precision parts such as brake discs and drive shafts are also subject to this continual bombardment of debris. Winners are often those who, by skill or luck, weren't disabled by a piece of flying rock or another driver. Rarely are trucks knocked out by rolling or crashing. More often, they are simply shaken to pieces.

The modern racetruck is really a custom supertruck built to handle all the challenges of off road racing.

The suspension technology is unique. Large radial tires are attached to cantilever torsion bar systems that will absorb

nearly everything a driver might hit. With perhaps 25 inches of free travel, the suspension moves easily up and down, leaving the chassis level steady at all but the highest speeds. Shocks are huge, gas-charged units with remote reservoirs that cool overheated fluids as needed. They are mounted in protected locations to prevent contact with flying rock and debris. A race truck will have 12 to 16 custom made shocks, and each may cost a thousand dollars or more to develop and install. Every year radical new designs are attempted. If they prove strong enough, a new design might provide a considerable advantage, so truck builders spare no expense. Suspension technology has been advancing so rapidly in the last five years, that a truck even one or two seasons old is obsolete.

Engines are frequently similar to those found in road race cars. Technological showpieces, they commonly feature aluminum blocks, double overhead cams, four valves per cylinder and exotic fuel delivery systems. Cooling is accomplished by mounting the radiator in the bed with a large electric fan blowing air through it. This keeps dirt from clogging the radiator fins and provides consistent air flow. Other coolers – for the oil, the transmission fluid and for the shock fluids – are also mounted in the bed or high on the roll bars to minimize damage.

Running gear—axles, transmissions, driveshafts and the like – are built to be strong, light and durable. All of these pieces will be fastened together with superstrong hardware designed for use on aircraft. Exotic alloys and carbon fiber construction is the norm, and the cost is high.

As in other forms of racing, money is an essential ingredient in the formula for success. Each truck will be built at a cost of

several hundred thousand dollars and will have to be rebuilt after each race. Most successful teams bring two to four trucks to each race, entering one or two and holding the replacements in reserve. And the reserve trucks are often needed.

THE TECHNOLOGY OF WINNING

The trucks may be engineered to take the punishment the terrain dishes out, but nothing can take too much for too long.

There are times when standing in the pits is more entertaining than watching the race itself. The trucks roll out perfectly detailed, gleaming technological jewels that are the product of a million dollar developmental effort by a team of 30 designers, machinists, metallurgists, and mechanics. A few laps later they come hobbling back in, splattered with mud, dented by rocks, fenders torn and flapping from contact with barriers or other trucks. The pit crew takes over in an effort to refurbish the truck between heats so the team can continue to race. These are the same white glove technicians who built the truck in the first place, only now they are slamming a dented wheel with a sledge hammer in a frantic effort to bend the wheel back into a round shape, tearing off ripped body parts and unbelting shocks or transmissions that are too hot to touch.

Driving skills are another factor. Finding the fastest line through a corner littered with rocks and dirt piles is more of an art than a science. Successful drivers find ways to avoid some obstacles, leap others, and stay on course without overstressing the engine or suspension. Avoiding other trucks is an important skill. Because the trucks are racing fast on a slippery dirt surface, contact between them is frequent and sometimes vio-

lent. Passing a knot of slower trucks is risky, especially on a tight course. One truck, forced into a wall or dirt pile, can bounce into another, knocking it into a third truck and tangling up the entire group. Although no one will be injured and damage to the trucks will usually be slight, there is rarely enough time for a bumped truck to get back into the lead.

THE SENSATION OF SPEED

Sitting inside a fast truck is unforgettable, especially to a person who understands how carefully an off road vehicle must be driven. In an ordinary truck it is easy to roll a truck or get stuck driving across even very smooth terrain. Just one look inside and you'll know these are no ordinary trucks.

The seat is equipped with a five-point harness that holds driver and passenger so tightly they become part of the truck. The instrumentation panel is directly in front of the driver and co-driver and it demands attention. Somewhere near the driver is a red button marked "start." Push it and the engine turns over a few times, then roars to life. Once underway, the howl of the engine prevents normal conversation. Even shouting is pointless, so driver and passenger communicate by pointing and gesturing. Even this is difficult enough, since the truck is bounding across the ground, subjecting the occupants to a constant bombardment of bumps, thuds and shakes.

The speeds are incredible and astonishing. Some trucks are geared to run at speeds of up to 140 mph across wide open areas, but it's the transition between fast and slow that is impressive. Each race is a series of blazing sprints into the corners, followed by last second, power braking, turning and powering out of the

corner, wheels throwing long rooster tails of dirt behind them. This is followed by another blazing sprint into the next corner, sudden braking, and so on.

While it is amazing enough how fast these trucks can accelerate, even more mind boggling is their ability to stop short from high speeds. A passenger inside a fast truck approaching a tight curve will say his prayers three times before the driver even begins to brake. Upon braking, G-forces inside the cabin shift all body weight forward tightly against the harness, and miraculously, the truck slows enough to negotiate the corner, leaving the naive passenger to wonder what happened, knowing only that he survived. This kind of cornering goes on turn after turn, lap after lap, until the race is over or someone makes a mistake.

That's off road racing. It's fast, it's physical and it's high tech. It takes complete concentration, plus a gifted sense of timing and driving control. One thing is for sure: There's nothing else like it.

See you at the races!

John Stewart
Editor, *Four Wheeler Magazine*

HOW TO PLAY SUPER OFF-ROAD

Stadium Racing – The Off Road Experience

Your aim is simple: to come out as the best off road driver in a series of stadium-based races against up to four opponents. There are 3 computer players, but 1 player can link up his Game Gear to another and play head to head with 2 computer players. You will compete over a series of eight tracks. Each track is raced both clockwise and counter-clockwise, for a total of 16 race configurations.



When you first start the game, each player will need to input details that will be used later for the high score and race results screens. First, you need to identify yourself with a three-letter name. Move the cursor over the letters of the alphabet and press Button 1 to add the selection to your name field.

Once all the players have completed the arcade setup sequences, the real racing can begin.

Money, Laps, and Lives



At the start of a new season, competitors begin on equal terms. No one has any money in the bank, and everyone has three 'lives' in the form of Credits, which are worth \$200,000 dollars. Money can be collected during races, so be on the lookout for bags of dollars which appear on the track every so often. The first person to drive over a Bonus Bag collects the loot it contains. Similarly, containers of Nitro Fuel materialize on the track from time to time and should be snapped up at every opportunity. Nitros usually cost you \$10,000 dollars each and can only be purchased from the Speed Shop before a race starts. The Bonus Nitros you collect during a race can be used immediately if you want . . .

And Prize money is also an offer, of course.

The moment one driver completes four laps, the current race ends and he is declared the winner. The other three drivers are then automatically ranked according to their positions when the race finished.



Placing first in a race earns you \$100,000, 2nd place is worth \$90,000, while third place adds \$80,000 to your account. Even if your driving skills aren't that impressive, you still collect \$70,000 for coming fourth. Watch out for the computer-controlled cars – each player who is beaten by one, loses a Credit, and you only have two to begin with!

Points are also awarded at the rate of one point for every \$1,000 dollars you win while racing, and are used on the High Score table at the end of the game to determine an overall ranking for the season's competition

Everyone starts the game with three credits. Being beaten by one of the computer-controlled cars costs you one of your credits.

After each race, the Awards Screen appears indicating your position alongside readouts that show the cash won and the cash collected by picking up Bonus Bags on the track.

If you lose a credit with a credit remaining, a counter starts ticking down and you can opt to continue to play by pressing Button 1 before it reaches zero. If you allow the 'Continue

Play?' counter to reach zero, then you are retired from the current game and have to leave the other drivers to chase victory.

Spending Money In The Speed Shop



The Speed Shop menu appears in between races and allows you to spend the cash you have accumulated on the track and by winning races. The display at the top shows how many lives you have (shown as 'credits'), and how much cash you have amassed.

Five useful items are on offer in the Speed Shop, all of which improve the performance of your vehicle. By glancing at the



bar readouts in each panel, you can see how many of each of the five accessories has already been fitted to your vehicle.

To go shopping, move the cursor over the panel that shows the accessory you want to buy and press Button 1 to make the purchase (if you try to buy an item you can't afford, a credit is automatically traded in for \$200,000).

When you've bought all you want, select the Next Race panel to move onto the track.

Nitro Fuel Units

You can accumulate up to 99 of these providing you have collected lots of cash or get really good at picking up the freebies during races. The lap counter panel that is displayed during a race shows how many Nitros each driver has in reserve.

During a race, pressing Button 2 uses a Nitro Unit. If you are in possession of a Nitro Unit when you punch the Nitro in, you will gain a short burst of amazing speed as the high-grade fuel is burned off.

Use Nitros at the start of a race to get ahead of the pack, and whenever you've got a bit of catching up to do!

Tires

You can buy up to five grades of tire. The higher grade you have, the better your vehicle's grip on the racetrack, the less likely you are to skid, and the more responsive vehicle's turn rate is improved.

Shocks

Up to five types of shock absorbers can be fitted to your vehicle. The more shock absorbtion you have, the less bouncy the ride. The improved contact of your wheels with the ground gives improved acceleration and cornering.

Acceleration

By careful race-tuning, your vehicle can be made to accelerate up to its top speed more quickly. You're limited to five Acceleration units. Each one you buy increases vehicle performance a little more.

Top Speed

This accessory boosts the top speed that your vehicle can reach without the aid of Nitro boosters. When you have fitted five Top Speed accessories and five Acceleration units, your truck can't travel faster without Nitros . . .

Pro Tips

Keep an eye on the stock of Nitros you have in your vehicle. The race readout that appears on screen shows how many laps each competitor has completed and how many Nitros they have in stock.

Use your Nitros wisely to get ahead of the pack at the start of race or to make up for lost time. Don't be stingy when it comes to buying Nitros. By using Nitro boosts to best effect, it's possible to triple your overall speed during a race.

Keep an eye out for the collectibles – Bonus Bags stuffed with cash and Bonus Nitro Containers. The quantity of cash in the bags and the number of Nitros in the containers increases as a race progresses. If you're falling behind the field, it sometimes pays dividends to go for pickups rather than for the best position at the end of a race.

Drive intelligently! The more skillful you are at avoiding the on-track obstacles like ramps, mounds and watersplashes, the quicker you will be able to complete the lap.

Spend money! The number of dollars you earn or collect determines the number of points you are awarded on the High Score Screen, but there's no point in saving cash. Spend out when you get the chance to visit the Speed Shop. . .

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HANDLING THIS CARTRIDGE

- This Cartridge is intended exclusively for the Sega Game Gear™ System.
- Do not bend, crush or submerge in liquids.
- Do not leave in direct sunlight or near a radiator or other source of heat.
- Be sure to take an occasional recess during extended play.

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