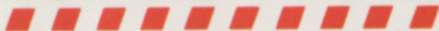


EA SPORTS™
P R E S E N T S



Mario

ANDRETTI
RACING™



SPRINT



STOCK



INDY

SEGA

ABOUT THE ARTISTS:



*Top row (left to right): Don Daglow, John Keester, David Bunnett
Front row: Jim Larsen, Mark A. Fong, Mark Buchignani*

Founded in 1988, Stormfront Studios Inc. is a 40-person team of technical talents and creative artists who develop leading edge video games and computer software. The company is located in San Rafael, Ca, just a few miles north of the Golden Gate Bridge. Stormfront's previous hits include Tony La Russa Baseball, the Eagle Eye Mysteries series, Advanced Dungeons and Dragons™ computer games, and the online games Neverwinter Nights on America Online and Rebel Space on Prodigy.

WARNING: READ BEFORE USING YOUR SEGA VIDEO GAME SYSTEM.

A very small percentage of individuals may experience epileptic seizures when exposed to certain light patterns or flashing lights. Exposure to certain patterns or backgrounds on a television screen or while playing video games may induce an epileptic seizure in these individuals. Certain conditions may induce previously undetected epileptic symptoms even in persons who have no history of prior seizures or epilepsy. If you, or anyone in your family, has an epileptic condition, consult your physician prior to playing. If you experience any of the following symptoms while playing a video game — dizziness, altered vision, eye or muscle twitches, loss of awareness, disorientation, any involuntary movement, or convulsions — IMMEDIATELY discontinue use and consult your physician before resuming play.

WARNING To Owners of Projection Televisions

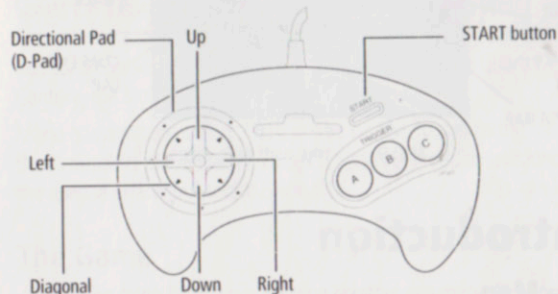
Still pictures or images may cause permanent picture-tube damage or mark the phosphor of the CRT (television screen). Avoid repeated or extended use of video games on large-screen projection televisions.



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The Cockpit — Game Controls

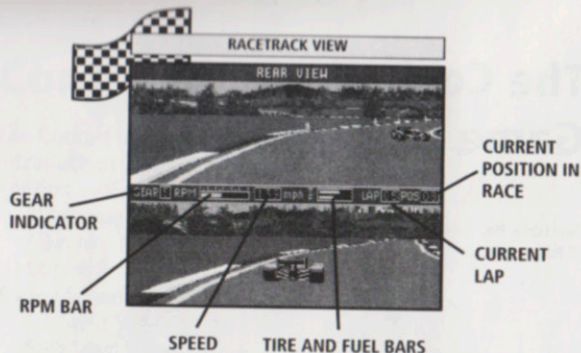


Driving controls (default)

Steering	D-Pad left/right
Shift up/down (Manual shifting)	D-Pad up/down
Brakes	A
Accelerator	B
Change view (1 Player only)	C
Pause	START

Menu controls

Highlight option	D-Pad up/down
Change highlighted option	D-Pad left/right
Activate option	C or START
Return to previous screen	A



Introduction

The Man

It's hard to know where to start when talking about Mario Andretti. He's excelled at almost every kind of car racing on the planet — sprints, stocks, Indy Car, Formula One — you name it, he's won it. He began racing at age 13 in Italy, hiding the fact from his parents. He and his twin brother Aldo split racing time in a single seat Fiat. When Mario broke his kneecap in a race, he told his parents he'd fallen on the church steps.

His plans for a Grand Prix career were cut short at age 19 when the family emigrated to Nazareth, Pennsylvania. For Mario, this, like every other obstacle in his way, was just another challenge to overcome. He took a correspondence course in English so he could keep up with his schoolmates. He found stock cars, midgets, and sprints he could drive on local dirt tracks. His career took off, and he never looked back.

There were struggles along the way, of course — making ends

meet with a growing family, accidents, living out of a racing caravan — but Mario always kept charging forward.

You know the highpoints of Mario's career — wins in races as diverse as the Indianapolis 500, Daytona 500, and Sebring 12-Hour Sports Car Classic. Three Indy Car championships and a World Grand Prix championship. He's won on dirt and asphalt, oval tracks and road courses. In 1992, he was named Driver of the Quarter-Century, the highest accolade a driver can receive.

Mario has announced that 1994 will be his last year in racing. As the *Arrivederci Mario* tour unfolds, EA Sports is proud to announce the release of *Mario Andretti Racing™*.

The Game

The thing I admire in a racing driver is versatility. The ability to take any kind of car on any kind of track in any kind of race and do well with it against anyone. You may not always win, but if you get more out of the car or the track or the race than you should, well, the race drivers know. They know the real pros.

— Mario Andretti

Mario Andretti Racing is a digital distillation of Mario's spirit — like the man, it's an all-around champion.

In *Mario Andretti Racing*, you can race in Sprint, Stock, or Indy circuit seasons, or drive your way through an entire career. Accumulate points toward a circuit championship, and earn money to upgrade your car. One player or head to head, series or a single race — it's your call.

The heart of Andretti Racing is realism. You don't just look at a dif-

ferent set of pretty pictures when you switch from Sprint to Stock to Indy driving. The physics are real — when you're on dirt, you slide harder than you do on asphalt. As your tires wear, the car handles more loosely. Should you pit this lap or try to gut it out for one lap longer on those bald tires? To succeed, you must drive with intelligence and skill. And if you prove worthy, you can be a Career Champion like Mario Andretti.

Key Features:

- ⌘ Real racing physics and strategy
- ⌘ Sprint, Stock, and Indy cars and tracks
- ⌘ 2 Player simultaneous racing
- ⌘ 27 computer drivers, each with distinct Artificial Intelligence profiles
- ⌘ Single race, Circuit, and Career modes
- ⌘ Andretti Tips — interactive racing advice
- ⌘ Multiple views: Nose Cam or Chase Cam, plus overhead, rear, full screen, or competitor car views
- ⌘ 15 different tracks featuring hills, varied scenery, barriers, signs, and pit crews
- ⌘ Digitized video clips
- ⌘ Digitized racing sound effects and speech

Ignition — Getting Started

Starting the Game

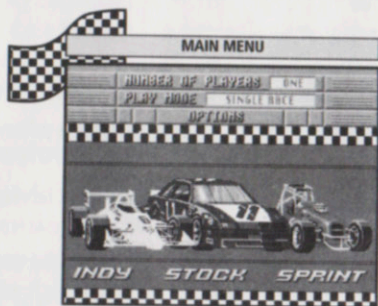
1. Turn OFF the power switch on your Sega™ Genesis™.
Never insert or remove a game cartridge when the power is on.
2. Make sure a Controller is plugged into the port labeled Control 1 on the Genesis Console.
3. Insert the *Mario Andretti Racing* cartridge into the slot on the Genesis. To lock the cartridge in place, press firmly.
4. Turn ON the power switch. The EA SPORTS® logo screen appears (if you don't see it, begin again at step 1), followed by the High Score and Stormfront Studios logo screens.
5. Press **C** to advance through the screens one by one, or press **START** to go right to the Title screen.



6. Press **START** again. The Main menu screen appears.

Main Menu

Use the Main menu to select your kind of racing.



- D-Pad **up/down** to highlight options.
- D-Pad **left/right** to change the highlighted option.
- Press **START** to continue.

The default options are listed in **bold**.

NUMBER OF PLAYERS

Select **ONE** or **TWO** players. In 1 Player mode, you race against nine computer drivers; in 2 Player mode you race against a friend as well as the computer. When racing, Player 1 is always in the bottom half of the screen, and Player 2 occupies the top half.

PLAY MODE

Select **SINGLE RACE**, **NEW CIRCUIT**, **NEW CAREER**, **RESUME CIRCUIT**, or **RESUME CAREER**.

- Ⓜ **SINGLE RACE:** Practice, Qualify, or Race with any car on any available track. This is the best way to learn racing skills, or just enjoy a single race. See *Racing School* on p. 12 for more information.
- Ⓜ **NEW CIRCUIT:** Start a new Sprint, Stock, or Indy Circuit. See *Circuit Racing* on p. 30 for more information.
- Ⓜ **NEW CAREER:** The real thing. Start with the Sprint Circuit, and when you win that, progress to the Stock and Indy Circuits. See *Career Racing* on p. 43 for more information.
- Ⓜ **RESUME CIRCUIT:** Enter a password to restore a previous Circuit. See *Starting a Circuit* on p. 30 for more information.
- Ⓜ **RESUME CAREER:** Enter a password to restore a previous Career. See *Career Racing* on p. 44 for more information.

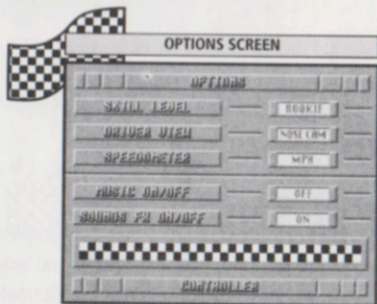
OPTIONS

Press **C** to go to the Options screen to select skill level, driver view, speedometer, music, SFX, and controller options.

Options Screen

The Options screen lets you select your skill level, driver view, speedometer, music, SFX, and controller options.

1. To go to the Options screen, use the D-Pad to highlight **OPTIONS** from the Main menu.
2. Press **C**. The Options screen appears.



- To highlight an option, D-Pad **up/down**.
- To change a highlighted option, D-Pad **left/right**.
- Press **A** or **START** to exit the menu.
- ② In 2 Player mode, Player 1 controls the selection of options for both players.

The default settings are listed in **bold** type:

SKILL LEVEL

Select **ROOKIE** or **PRO** difficulty level. Opponents are easier to beat at **ROOKIE** level and tougher at **PRO** level. To compensate for the increased difficulty in **PRO** level, you start with a cash advance to upgrade your car in **CIRCUIT** and **CAREER** modes.

DRIVER VIEW

NOSE CAM or **CHASE CAM** view. The **NOSE CAM** view is from the driver's perspective — you see the hood and front wheels of the car. The **CHASE CAM** view is from slightly behind the car, so you can see the entire car, plus anyone

sneaking up behind you.

SPEEDOMETER

MPH or **KMH** readout for your speed.

MUSIC ON/OFF

Music **ON** or **OFF**. Music plays during interface screens when **ON**, but not during actual racing.

SOUND FX ON/OFF

Sound effects **ON** or **OFF**. Unless you have to be quiet, turn the sound **ON** and crank up the volume for visceral thrills.

CONTROLLER

Highlight this option and press **C** to go to the Controller Setup screen.

Controller Setup Screen

This screen lets you alter the controller D-Pad and button assignments.

- To change the controller assignments, D-Pad **left/right** through the available setups.
- ② In 2 Player mode, Player 1 chooses first. When Player 1 presses **START**, Player 2 gets to choose.
- Try all eight setups (A-H) to see which one suits you best, but in this manual we'll use the default (A) controller assignment.
- Press **A** or **START** to exit the menu.

Racing School

Fans would be surprised how many times we scare ourselves on a race track. A driver will come in and say, 'I was real sloppy,' or 'I lost it in every turn.' The fans noticed nothing, but the driver may have had a few seconds when only experienced and conditioned reflexes saved him from a slide.

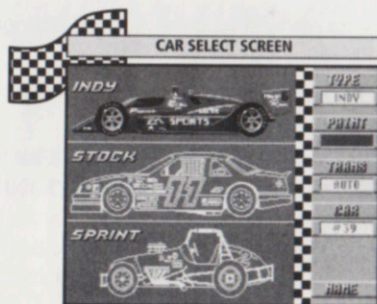
—Mario Andretti

Single Race mode is a good place to begin learning the ins and outs of racing. You can try out any car on any available track before you start your run for the big bucks in Circuit or Career modes.

Car Select Screen

The Car Select screen is used to set up car options (car type, color, shifting method, and car equipment) and select a player name.

- Highlight SINGLE RACE from the Main menu and press **C** or **START**. The Car Select screen appears.



- D-Pad **up/down** to highlight options.
- D-Pad **left/right** to change the highlighted option.
- To return to the previous screen, press **A**.
- To accept the setup and advance to the Race Setup screen, press **START**.

TYPE

SPRINT, STOCK, or INDY car type. The selected car type is highlighted on the left side of the screen.

PAINT

D-Pad **left/right** through the available colors to select the color of your car.

TRANS

AUTO transmission (computer controlled shifting is the default mode; you only control brake, gas, and steering) or MANUAL (you must shift using D-Pad **up/down**).

CAR

Select one of the available car equipment packages. Cars are identified by number in the menu, and are equipped as shown in the following table. You can use the different cars to handicap a race between players with different skill levels, or make a race against computer drivers more or less challenging.

See *Custom Performance Center* on p. 33 for more information on the exact performance ratings for each equipment level (Standard is the worst, 5 is the best).

Car	Engine	Tires	Brakes	Pit
#12	Std	Std	Std	Std
#19	1	1	Std	Std
#28	1	2	1	2
#3	2	1	2	2
#32	3	2	1	4
#39	3	5	3	3
#54	4	3	2	3
#67	5	3	4	2
#7	5	5	5	5

NAME

Highlight this option and press **C** to open a Player Name window.

- D-Pad **left/right** to select a character with the cursor arrow.
- D-Pad **up/down** to cycle forward/backward through the numbers and alphabet. The default name is PLAYER 1 (or PLAYER 2 if you are Player 2).
- Press **START** to save your name and return to the Car Select screen. (Press **A** to exit without saving your name.)
- ② In 2 Player mode, the Car Select menu is divided into two screens:
 1. In the first screen, players choose the car TYPE, and if desired, player NAMES.
 2. Player 1 presses **START** to continue, and then a second screen appears where both players can select PAINT, TRANS, and CAR options.
 3. When both players press **START**, the Race Setup screen

appears. (If either or both players press **A**, they return to the previous screen.)

Race Setup Screen

The Race Setup screen is used to select track options and then practice, qualify, or race. In Single Race mode, all the below options are available. In Circuit or Career mode, SELECT TRACKS and LAPS are set automatically and can't be changed.

- D-Pad **up/down** to highlight options.
- D-Pad **left/right** to change the highlighted option (if applicable).
- To activate the highlighted option, press **C** or **START**.

SELECT TRACK

Select one of the five available tracks for the current car type. An overhead view of the track appears on the right side of the screen with descriptive text.

LAPS

Select the number of laps for the RACE option below. Each track has its own default number of laps, but you can create your own custom race lengths in SINGLE RACE mode.

ANDRETTI TIPS

Practice (with no other cars) on the selected track with interactive tips and advice from Mario.

QUALIFY

Drive three solo laps on the selected track. The fastest of the three laps is your qualifying time, which determines your starting grid position relative to the other drivers.

RACE

Drive a race on the selected track for the selected number of laps.

OPTIONS

Go to the Options screen. (See *Options Screen* on p. 9.)

MAIN MENU

Go to the Main menu. (See *Main menu* on p. 8.)

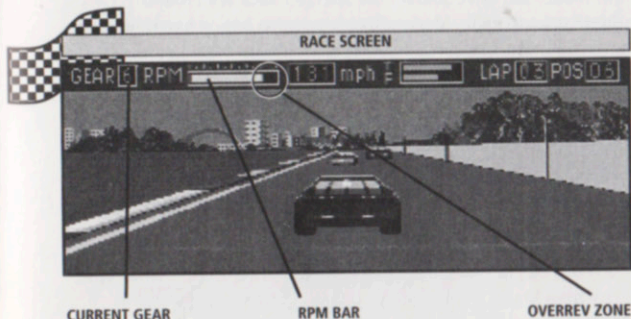
Driving Controls

The default driving controls are as follows (they can be changed from the Options screen):

- To steer, press D-Pad **left/right**.
- To shift up/down in Manual shift mode, press D-Pad **up/down**.
- To brake, tap or press **A**.
- To accelerate, press and hold **B**. Keep holding the button down to maintain speed. To drive at less than full speed, repeatedly tap or 'pulse' **B**.
- To change the upper window view while racing in 1 Player mode, press **C**.

Shifting

If you choose MANUAL transmission from the Car Select screen (or from the Circuit Setup screen in Circuit or Career modes), you'll shift the car manually on the track. Manual shifting isn't easy — to really test your skills, try manual shifting on the Pro difficulty level.



Normally, you shift up and down one gear by pressing **up** or **down** on the D-Pad, although the shifting controls can be changed from the Options screen. The RPM bar gives you feedback on your gear selection:

- ⊕ When the bar is green, your RPM is too low. Keep the accelerator pressed down, and if the bar doesn't rise, downshift until it starts to rise.
- ⊕ When the bar is yellow, you are in acceptable RPM range. However, don't assume that you are getting the maximum possible speed just because the bar is yellow — if the bar is oscillating rapidly, it's time to shift up.
- ⊕ When the bar is orange, you're overrevving — shift up or back off on the accelerator.

Andretti Tips

That's why you practice. To recognize every inch of the road.

—Mario Andretti

In this mode, you drive solo on the selected track with Mario Andretti as your guide. Mario offers interactive advice based on your performance. This is the best way to learn a track. You can drive for as long as you want — your tire and fuel bars always stay full in this mode.

To practice with Andretti Tips:

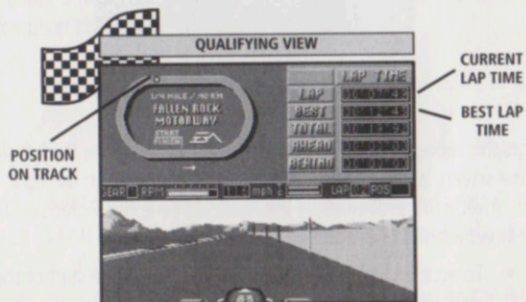
1. Highlight **ANDRETTI TIPS** from the Race Setup screen and press **C** or **START**. The Racetrack screen appears.
 2. Drive as normal on the track. As you drive, performance tips from Mario appear on the screen. The tips are specific to each track, so absorb tips from all the tracks for a competitive edge.
 3. To exit to the Race Setup screen, press **START**.
- ② Only Player 1 can drive in Andretti Tips. If both players want to practice, they must take turns.

Qualifying

Qualifying is the 'time trial' in which you drive against the clock to determine your starting position — the faster your lap time relative to the other drivers, the closer to the start of the grid you begin the race. You qualify for three laps, and then your best lap time is taken.

To Qualify:

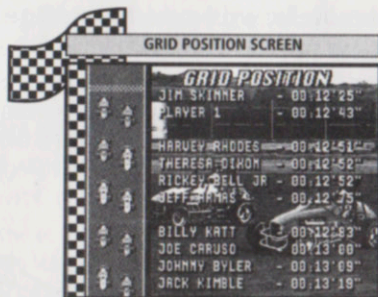
1. Highlight **QUALIFY** from the Race Setup screen and press **C** or **START**. The Racetrack screen appears.
 2. You approach the Start/Finish line with a rolling start, and take control of the car immediately.
 3. Hit the gas and drive as fast as you can. With one lap to go, you get the white flag, and then the checkered flag as you finish the last lap.
- To exit from Qualifying before the checkered flag, press **START**. If you exit before the end of one lap, you don't get a qualifying time. Otherwise, your best lap time is taken as your qualifying time when you exit.



Mario Andretti Racing gives you performance feedback while you're qualifying. The dot on the track is your current position — this gives you an indication of what's coming up. The LAP and BEST lap time readouts show your current and best lap times.

- ② In 2 Player mode, both players simultaneously qualify, although you won't see the other car in your racetrack window. You don't get lap time information — the top half of the screen is occupied by Player 2.

After you make your qualifying run, the Grid Position screen appears.



A graphic representation of the starting grid appears on the left side of the screen, and a text printout of the grid appears on the right, with driver names followed by their best lap time (with precision to one hundredth of a second).

- To accept your grid position and go right to the start of the race, press **C** or **START**.
- To return to the Race Setup screen, press **A**.

Qualifying is the one area of racing where consistency isn't rewarded — you just need one fast lap to get to the top of the starting grid. So go ahead and take chances. If you spin on one lap, it won't affect your time on the next lap.

Your qualifying time can be especially crucial in a short race where you don't get much chance to work your way through the pack. If you blow it while qualifying, press **A** at the Grid Position screen and then try again from the Race Setup screen.

Racing

Racing is a little different than gunning around the track in Andretti Tips or Qualifying mode. For one thing, there are all those pesky other drivers to worry about. A corner that seems easy when you're the only car on the track can be quite a different matter when you're trying to maneuver around a car that's blocking you.

There are ten cars in every race. In 1 Player mode you race against 9 computer drivers; in 2 Player mode two human players race against 8 computer drivers.

Note: You should Qualify before you start a race. If you don't, you are placed last in the starting grid.

To Race:

1. Highlight RACE from the Race Setup screen and press **C** or **START**. The Grid Position screen appears (see *Qualifying* on p. 18 for information about the starting grid).
2. Press **C** or **START** to continue (or **A** to exit back to the Race Setup screen). The Racetrack screen appears.

You take control of your car when the starter waves the green flag. Your racing position is determined by your standing in the Grid Position screen — if you have the fourth fastest qualifying lap, you start the race in fourth place.

- The cars approach the Start/Finish line with a rolling start (not a standing start — you're already moving when you cross the Start/Finish line). When you see the starter wave the green flag, hit the gas and drive as fast as you can. With one lap to go, you get the white flag, and then the checkered flag as you finish the last lap.
- To cycle through the different upper window views in 1 Player mode, press **C**.
- To pause the race and go to the Pause menu, press **START**.

In the Stock and Indy circuits, your crew chief contacts you over your car radio throughout the race. He advises you of your position if you're in the top 3, chastises you if you're banging into too many cars, and lets you know if you're low on fuel.

After the Race:

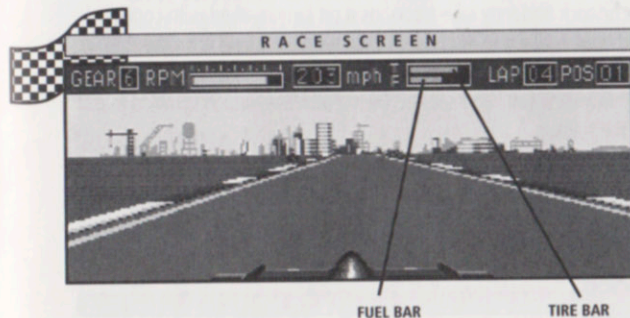
After the checkered flag, you're notified of how you've done in the race:

- If you finish in the top three, a congratulatory screen appears. Press **C** or **START** to continue.
- The Race Results screen appears. The standings for the race (1-10) are listed, with player name(s) called out with flashing letters.
- To return to the Race Setup screen, highlight RACE AGAIN and press **START**.
- To return to the Main menu, highlight MAIN MENU and press **START**.

The Pits

You start every race with a full tank of gas and fresh tires. Depending on the track surface, the length of the race, and how you drive, you may be able to complete a race without having to make any pit stops — but don't count on it.

Note: There are no pits in sprint racing, because the races are short and the cars aren't designed to be serviced during a race.



Tires:

As your tires wear, you lose traction. If the bar is green, you're basically OK. If it's yellow, you'll test your driving skills on the corners — if you carry too much speed, you'll go right off the track. If it's red, pit now! If you completely exhaust your tire bars you'll slow to a crawl and have trouble controlling the car.

Tip: Driving on the berms at the edge of the track, spinning out, and sliding wear out your tires much faster than normal. If you avoid these things, your tires last longer.

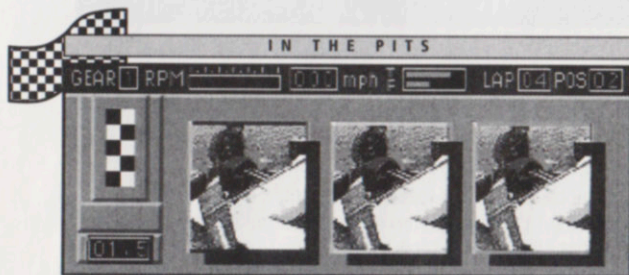
Fuel:

Pay attention to how fast your fuel bar goes down — if you're in an 8-lap race, and you've used more than half your fuel at 4 laps, you know you're going to have to pit. If you run out of fuel, you'll slowly and painfully limp around the track while other cars zoom past you. Don't let this happen to you — make a pit stop when your fuel bar gets down to yellow or red.

To pit:

Each Stock and Indy race track has a pit lane marked with cones and tires. Make a mental note of where the pit lane is on the Race Setup screen. In 1 Player mode you can press **C** to change your top window view until you see the Overhead View, which shows a map of the track.

Steer into the pit lane when you're ready to pit, and the crew automatically puts on new tires and pumps the tank full of fuel. As the crew works on your car, the Tire and Fuel bars rise.



- Ⓜ You don't need to reduce speed to pit — just enter the pit lane and hold down the accelerator until the digitized pit crew animations appear, and everything else is automatic.

- Ⓜ To 'Splash and Go' — get a splash of fuel without changing tires — press **C** as you enter the pit area. This takes less time than a full pit stop.
- Ⓜ To shorten a pit stop in progress, press **B**. As soon as your tires are replaced, you'll be pushed out of the pits, whether your fuel tank is full or not. (Pressing **B** also shortens a Splash and Go pit in progress.)
- Ⓜ When the digitized crew is finished working and pushes the car to get you started, press the accelerator. Watch for oncoming traffic as you pull back onto the track.

Racing Options

Pause Menu

The Pause menu appears when you press **START** at any time after the start of a race (Race mode only). This menu freezes the action and lets you change your racing view, display an instant replay, or quit the race. The Pause menu is available only in Race mode.

- To select one of the four options, D-Pad **up/down**.
- To activate the selected option, press **START**.

The Pause menu options are as follows:

RESUME RACE

Go back to the race.

INSTANT REPLAY

Go to Instant Replay screen. (See *Instant Replay* below.)

CHANGE VIEW

Toggle between Nose Cam and Chase Cam views. Any change is temporary; after the race the view reverts back to the setting in the Options menu.

QUIT RACE

Exit the race. Press **C** to quit and return to the Main menu, or **A** to return to the Pause menu.

Instant Replay

If you select Instant Replay from the Pause menu, you go into Instant Replay mode, where you can view the last few seconds of action. The replay starts at the beginning of the stored action.

- To rewind, press and hold **A**.
- To play at normal speed, press and hold **B**. To view the action frame by frame, tap **B**.
- To fast forward, press and hold **C**.
- To return to the Pause menu, press **START**.

Changing Views

You can view the action on the track in a number of ways in 1 Player mode. Your main racing view (either a Nose Cam or Chase Cam view, depending on your Options menu setting) appears at the bottom of the screen, and the top half of the screen is changeable. The best time to change your view is before you cross the starting line at the beginning of a race — you have a couple of seconds of grace time to make changes.

- Press **C** to cycle through the available views while you're racing:

Chase Cam View

A view from behind your car.

Competitor View

A Nose Cam view from the current race leader's car. If you are in first place, the view of the second place car is used.

Rear View

A view looking backward from your car. This perspective is great for checking out the cars behind you.

Overhead View

An overhead view of the track (cars appear as appropriately colored dots), with digital readouts of the current lap, best lap time, total time for the race so far, time between you and the car ahead, and the time between you and the car behind. The Overhead View is the best strategic help — not only can you see the current lap time information, you can see your position on the track relative to the other cars.

Full Screen

A full screen view of the track — you get a nice view of the sky as well as your car and the track.

- ② In 2 Player mode, each player can choose between the Nose Cam or Chase Cam view in the Options screen or the Pause menu. Player 1 appears in the bottom half of the screen, and Player 2 appears in the top half. Pressing **C** while racing has no effect.

Racing Tips

The following general tips apply to all types of racing. For tips and strategies specific to a particular circuit, see the *Circuit Racing* section beginning on p. 30.

General

- ⊕ There's a saying in racing: "In order to be fast on the track,

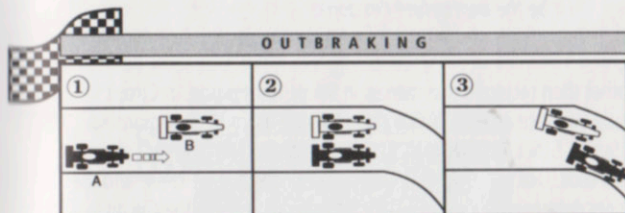
you must be slow in the cockpit.” This holds true in *Mario Andretti Racing* as well. Don’t jerk the car around needlessly — every correction you make costs you time.

- ⌚ You can ‘pulse’ the accelerator button to mimic the effect of an actual gas pedal. This technique allows you to control your speed in turns without completely lifting off on the accelerator or using the brake. To pulse the accelerator, rapidly tap and release the **B** button. The longer you hold down the button before releasing, the more speed you’ll maintain.

Cornering

- ⌚ Running off the track slows you down a lot more than braking does. So if you need to brake to make it around a corner successfully, brake.
- ⌚ Don’t compound an error by overcompensating. The most common reaction to getting too wide on a corner is to yank the steering wheel in the opposite direction. Unfortunately, this can lead you right off the track on the other side. Only turn far enough to get your car back on the track.
- ⌚ Let go of the D-Pad as you come out of a turn to let the car straighten itself out.
- ⌚ Your brakes may lock up in a turn if you press and hold down the brake button (**A** button by default). Tap rather than hold **A** to brake. Also, let up on the accelerator when you brake — brake and gas don’t mix.
- ⌚ By outbraking, or braking later than your competitor, you can gain an advantage going into a turn. To outbrake, take the inside line going into a corner and brake later than the car in front of you. You then catch up to him on the inside

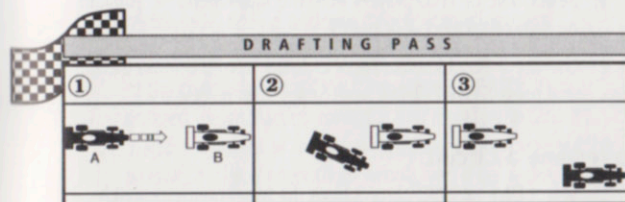
and force him to let you by — he can’t turn without running into you.



- 1: Car A takes the inside line at full speed as car B brakes for turn
- 2: Car A pulls alongside car B and starts to brake
- 3: Car B is forced to let Car A pass to avoid collision

Drafting

- ⌚ You can get a speed boost by drafting the car in front of you — there is a decrease in wind resistance from the low pressure air in the leading car’s wake. To draft, position your car directly behind the car in front of you. The closer you are to the leading car, the faster you’ll go. If you pick up enough speed, you can pull out and slingshot by your opponent.



- 1: Car A drives a line behind the leading car B to gain speed
- 2: A slingshots past car B
- 3: Don’t pull in front of the car you’ve just passed — you’ll let him draft you.

Circuit Racing

I'll be the best before I'm done.

—Mario Andretti, early in his career

Rather than racing in one race as in Single Race mode, in Circuit mode you race a series of five races toward a circuit championship in Sprint, Stock, or Indy cars. Money and points are awarded after each race. Use your money to beef up your car and pit crew, and the points determine the overall Circuit standings. To win the Circuit, you must amass more points than any other driver.

Note: In ROOKIE mode you start a circuit with no money, but in PRO mode you get a cash advance to give you a chance against the tough competition. You get a \$30,000 bankroll for Sprints, \$40,000 for Stocks, and \$75,000 for the Indy circuit.

Starting a Circuit

To start a new Circuit:

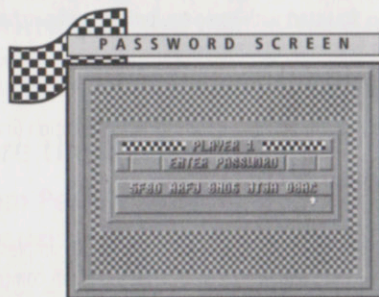
1. Select ONE or TWO players from the Main menu — you can go solo or take on your buddy.
2. Use the D-Pad to select NEW CIRCUIT from the Main menu, and press **START**. The Circuit Setup screen appears.

To resume a Circuit:

1. Select ONE or TWO players from the Main menu to match the number of players used when your password was assigned at the Race Results screen.

2. Use the D-Pad to highlight RESUME CIRCUIT from the Main menu, and press **START**. The Password screen appears.

Password Screen



The Password screen uses 20 characters for a 1 Player password, or 24 characters for a 2 Player password.

1. D-Pad **left/right** to select a character. An arrow appears below the selected character.
2. D-Pad **up/down** to change a character. Press and hold to rapidly advance up or down through the characters.
3. When the characters match the password you wrote down at the conclusion of a Circuit race, press **START**. If you entered the characters correctly, you'll go to the Circuit Standings screen in the same position as when you got the password. If you enter them wrong, you'll get a chance to try again.
4. If you decide not to enter a password after all, press **A** to return to the previous screen.

Circuit Setup Screen

The Circuit Setup screen operates in the same manner as the Car Select screen (see *Car Select Screen* on p. 12 for detailed information on the options shown below), except that you cannot choose a pre-equipped car. You start with basic equipment, and purchase better equipment with your race winnings.

- D-Pad **up/down** to highlight options.
- D-Pad **left/right** to change the highlighted option (if applicable).

CIRCUIT

SPRINT, STOCK, or INDY. SPRINT racing is the simplest (but still very tricky), followed by STOCK and INDY in complexity. The CIRCUIT parameter is set automatically in Career mode.

PAINT

The color of your car.

TRANS

AUTO or MANUAL transmission.

NAME

Highlight this option and press **C** to enter your name.

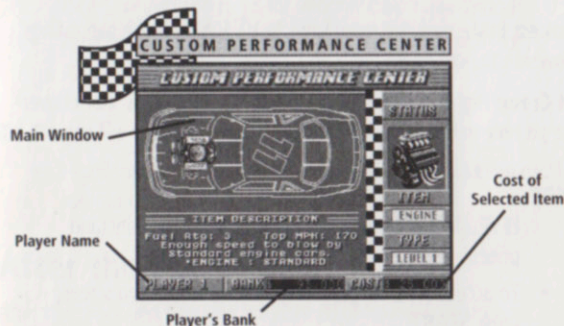
- To accept the setup and advance to the Custom Performance Center screen, press **START**.
- To return to the previous screen, press **A**.
- ② In 2 Player mode, the Circuit Setup screen is divided into two screens:

1. In the first screen, players choose the CIRCUIT type, and if desired, player NAMES.
2. Player 1 presses **START** to continue, and then a second screen appears where both players can select PAINT and TRANS options.
3. After both players press **START**, the Custom Performance Center screen appears. (If either or both players press **A**, they return to the previous screen.)

Before the Race

Custom Performance Center

This is the place to cash in the big bucks you've accumulated in racing to beef up your car engine, brakes, tires, and pit crew. The Custom Performance Center screen appears before every Circuit (or Career) race.



- To highlight an option, D-Pad **up/down**.
- To change an option, D-Pad **left/right**.

STATUS

Display your current equipment status in the main window.

ITEM:

ENGINE, TIRES, BRAKES, or PIT CREW (PIT CREW is available in Stock and Indy Circuits only).

Engine: Engines are rated in fuel efficiency and speed. The 'Fuel Rtg' ranges from 1–10, with a higher rating yielding more miles per gallon and fewer fuel-related pit stops. Top speed is rated in mph, and is the speed the car can achieve without drafting another car.

Tires: Tires are rated in durability and traction from 1–10. Tires are only good for one race — if you don't buy a new set, you revert to Standard tires next race.

Brakes: Brake pads are rated from 1–10. Higher brake pad ratings allow you to hold down the brakes longer without locking up.

Pit Crew: Higher level pit crews are faster, and have a shorter average pit time in seconds. Your actual pit times in a race will vary.

TYPE:

LEVEL 1–5, with a correspondingly higher quality (and price).

- To accept the changes and go to the Race Setup screen, press **START**.
- To return to the Circuit Setup screen, press **A**.

Note: If you return to the Circuit Setup screen from the Custom Performance Center at any point during a Circuit or Career, your car will be restored to the standard equipment and your bank will be reset to the default level. Your Circuit or Career standings will be maintained.

Race Setup Screen

The Race Setup screen appears after the Custom Performance Center. The current track in the Circuit is displayed, along with the number of laps for the race. You can choose to Qualify, Race, practice with Andretti Tips, or go to the Options or Main menu screens. See *Race Setup Screen* on p. 15 for information.

To Qualify:

- Highlight QUALIFY and press **C** or **START**. If you choose not to qualify for a race, you are placed last in the starting grid. (See *Qualifying* on p. 18 for information on qualifying.)
- After you've qualified, press **C** or **START** to go right to the start of the race, or **A** to exit to the Race Setup screen.

To Race:

- Highlight RACE and press **C** or **START**. (See *Racing* on p. 21 for information on race procedures.)

After the Race

After the checkered flag, you are notified of how you've done:

- If you finish in the top three, a congratulatory screen lists the points and money you've won. Press **C** or **START** to continue after each screen.

- Next, the Race Results screen lists the placing and times of the ten drivers.

A password for restoring the current Circuit standings appears at the bottom of the Race Results screen. There are 20 characters in a 1 Player password, and 24 characters in a 2 Player password. If you want to be able to continue at a later time, write down the password and the number of players and put it somewhere where you won't lose it.

- Finally, the Circuit Standings screen lists the standing and points totals for the ten drivers.
- To continue to the next race, highlight NEXT COURSE and press **START**.
- To return to the Main menu, highlight MAIN MENU and press **START**.

End of the Circuit

If you've won the Circuit, the Circuit Champion screen appears, followed by the Race Results screen. Congratulations! Press **C** or **START** to continue after each screen, and the Circuit Standings screen appears.

- To start the new Circuit, highlight NEW CIRCUIT and press **START**.
- To return to the Main menu, highlight MAIN MENU and press **START**.

If you didn't win the Circuit, The Race Results screen appears after the last race. Press **C** or **START**, and then the Circuit Standings screen appears.



I'll get over it. In a hundred years or so.

—Mario Andretti, after losing a race

- To try the Circuit again, highlight RETRY CIRCUIT and press **START**. Your current Bank money and equipment are maintained, and you start again at the beginning of the Circuit.
- To exit Circuit mode and return to the Main menu, highlight MAIN MENU and press **START**.

Sprint Circuit

Sprint racing is the simplest and humblest of the three Circuits — no pits, oval dirt tracks. But that doesn't mean that sprints are a cakewalk. The racing is fast and dirty, and it's tricky getting the hang of sliding around the corners.

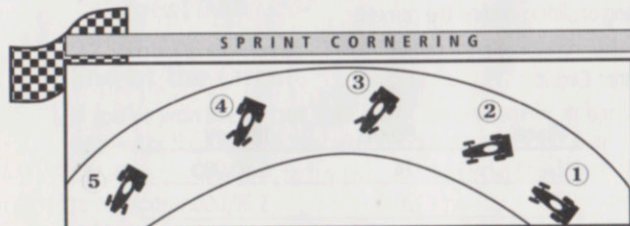
Points and money are awarded in the following manner for the Sprint Circuit:

Place	Points	Money
1	24	\$ 50,000
2	20	\$ 30,000
3	16	\$ 25,000
4	14	\$ 20,000
5	12	\$ 15,000
6	10	\$ 10,000
7	8	\$ 8,000
8	6	\$ 6,000
9	4	\$ 4,000
10	2	\$ 2,000



Sprint Tips

- ⊗ There are no gears in sprint cars, so don't worry about shifting — your gas and brake pedals are your only speed controls.
- ⊗ Sprint cars drive 'loosely', since you're driving on dirt rather than asphalt. Expect to slide a lot around the corners. As you hit the turn, turn in and brake. As you tap **A** to brake, the rear end of the car slides around. When the rear slides out, counter-steer (steer toward the outside of the turn) to keep the car from spinning. Maintain a power slide until you hit the apex (i.e., the center) of the turn, and then hit full throttle to give you as much speed coming out of the turn as possible.



1-2: Turn in and tap A to brake
3-4: As the rear end slides around, counter-steer to keep from spinning
5: Let the car straighten out as you approach the straightaway

- ⊗ There's a fine line between carrying as much speed as possible through a turn and spinning out. To succeed, drive as close to that line as possible — sprint races are won and lost in the turns.

Stock Circuit

Stock cars are heavy steel beasts with powerful engines. Stock races are run on long asphalt tracks, sometimes oval, sometimes irregular. You can get up a full head of steam on straightaways, but stocks aren't too nimble on tight corners — they have too much mass to handle like an Indy car.

Points and money are awarded in the following manner for the Stock Circuit:

Place	Points	Money
1	600	\$ 150,000
2	500	\$ 125,000
3	400	\$ 100,000
4	350	\$ 85,000
5	300	\$ 75,000
6	250	\$ 65,000
7	200	\$ 55,000
8	150	\$ 45,000
9	100	\$ 35,000
10	50	\$ 25,000

Stock Tips

- ⊗ You'll have to pit at least once in most stock races, so keep track of your Tire and Fuel bars.
- ⊗ Stock racing is volatile in nature, and cars sometimes bump, spin, and cause multi-car crashes. One spinout can take you right out of contention, so drive carefully in traffic.

- ⌚ Drafting is very important in stock racing. As you approach the car in front of you, your speed increases. Get as close as possible, and then use the extra speed to slingshot by.
- ⌚ Be very careful when you're approaching a turn while drafting — the extra speed can send you right into the wall.
- ⌚ You can make it around gradual turns without braking in some cases. However, if you try to change your line in mid-turn, you may slide and/or spin.
- ⌚ Stock cars have a tendency to jump around from side to side on the track, so don't get too close to the wall.
- ⌚ The best way to control your position on the track during turns is by pulsing the brake and accelerator buttons. The faster you go, the higher your position in the turn. When you get too close to the wall, pulse the accelerator rather than holding it down constantly. When you need to scrub off even more speed, let up on the accelerator and pulse the brake.

Indy Circuit

Indy cars are the thoroughbreds of auto racing — sleek lines, quick handling, and streamlined power. Indy drivers are the best in the game — you'll have to be sharp to win this Circuit.

Points and money are awarded in the following manner for the Indy Circuit:

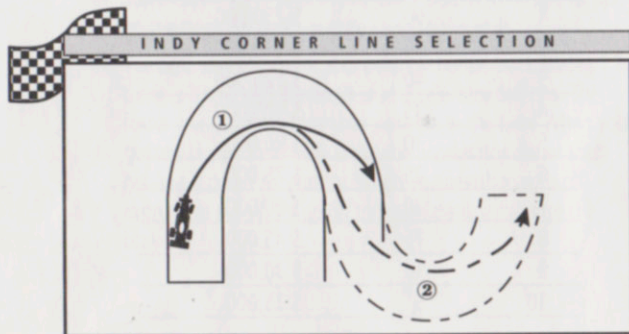
Place	Points	Money
1	60	\$ 250,000
2	45	\$ 175,000
3	40	\$ 125,000
4	35	\$ 105,000
5	30	\$ 90,000
6	25	\$ 75,000
7	20	\$ 60,000
8	15	\$ 45,000
9	10	\$ 30,000
10	5	\$ 15,000

Indy Tips

- ⌚ If you start to slide, let up on the accelerator and try to counter-steer (i.e., turn in the direction that you're skidding so you can regain control). There's no guarantee you still won't spin, but you'll improve your chances of staying in command of the car.
- ⌚ You can carry the most speed through a turn by starting on the outside of the track, cutting in to the inside edge at the apex (i.e., center of the turn), and then letting your speed

carry you back toward the outside of the track. By driving this kind of line, you 'straighten out' the turn, reducing the sideways stress on the tires and enabling you to drive faster without spinning out.

- ④ When you're driving through an S-turn or chicane, you have to consider the next turn as well as the current turn. If you know the track layout, you can prepare for the coming turn as you navigate the current turn.



1: Standard turn — start outside, cut in, and then drift back to outside

2: S-turn — Use the first corner to properly set up for the second turn

Career Racing

If you can drive one car, and if you have the guts, you can drive another.

—Mario Andretti

So you've won a circuit or two and think you're ready for the whole enchilada, huh? Then strap on your helmet and fire suit, and get started.

Career racing works just like Circuit racing, except that you start with the Sprint Circuit, and if you win that, you advance to the Stock Circuit. When you win the stocks, you go on to the ultimate challenge — the Indy Circuit.

If you don't win a Circuit, you can compete again, keeping the money and equipment improvements you've made.

- ② In 2 Player mode, one player must win the Circuit and the other must finish in the top 3 to advance.

To start a new career:

1. Select ONE or TWO players from the Main menu — you can go solo or take on your buddy.
2. Use the D-Pad to select a Play Mode of NEW CAREER from the Main menu, and press **START**. The Circuit Setup screen appears.
3. Select a Paint color, Transmission mode, and Name. The Sprint Circuit is chosen automatically.

Although you begin a new Career with no money in ROOKIE mode, in PRO mode you get a \$50,000 cash startup bonus to help you get started against the tough competition.

To resume a career:

1. Select ONE or TWO players from the Main menu to match the number of players used when your password was assigned.
2. Use the D-Pad to select a Play Mode of RESUME CAREER from the Main menu, and press **START**. The Password screen appears.

For information on using the Password screen, see *Password Screen* on p. 31.

Before the race:

The procedure is the same as in Circuit mode — Custom Performance Center, then Race Setup, then Qualifying and Racing. See *Before the Race* on p. 33 for more information.

After the race:

As in other Circuit races, if you finish in the top three, a congratulatory screen appears, followed by the Race Results screen. Press **C** or **START** to continue after each screen.

A password for restoring the current Career appears at the bottom of the Race Results screen. Although the password is the same length as a Circuit password (20 characters for a 1 Player password, 24 characters for a 2 Player password), the Career password can only be used to restore a Career.

The Circuit Standings screen appears after the Race Results screen.

- To continue to the next race, highlight NEXT COURSE and press **START**.
- To exit the Career and return to the Main menu, highlight MAIN MENU and press **START**.

End of the Circuit:

If you've won the Circuit, the Circuit Champion screen appears, followed by the Race Results screen (with your password). Good job! Press **C** or **START** to continue after each screen, and the Circuit Standings screen appears.

- To continue to the next Circuit, highlight NEXT CIRCUIT and press **START**.
- To exit the Career and return to the Main menu, highlight MAIN MENU and press **START**.

When you start the next Circuit, your Bank money carries over, but you lose any equipment modifications you've made — you start out with a Standard car in the next class.

If you didn't win the Circuit, The Race Results screen (with your password) appears after the last race. Press **C** or **START**, and then the Circuit Standings screen appears.

- To try the Circuit again, highlight REPEAT CIRCUIT and press **START**. Your current Bank money and equipment are maintained, and you start again at the beginning of the current Circuit.
- To exit the Career and return to the Main menu, highlight MAIN MENU and press **START**.

End of the career:

If by a magnificent exertion of skill and willpower you manage to win the Indy Circuit, congratulations! You've won it all! Arrange a press conference to trumpet your success.

- Press **C** or **START** to advance to the Grand Champion award sequence.

- Press **START** to advance through the Grand Champion trophy and Race Results screens. The Circuit Standings screen appears.
- Highlight **NEW CAREER** and press **START** to start a new career.
- Highlight **MAIN MENU** and press **START** to return to the Main menu.

The Tracks

Sprint Tracks

Fallen Rock Motorway — 1/4 mile, 10 laps

Set against the painted mountains of the desert, this remote track is the first stop on the circuit. Your qualifying position is very important — the track is so short that you don't have time to make up a lot of ground once the race starts.

Dubuque City Speedway — 3/8 mile, 10 laps

When evening falls in Dubuque City, crowds gather at the speedway for racing action. The turns are the same radius as Fallen Rock, but the straightaways are longer, so you can build up more speed.

Manton Hills Speedway — 1/2 mile, 9 laps

This speedway is the major attraction of the mountain hamlet of Manton. The track is more square than oval. Approach each turn almost as two corners — brake, accelerate, brake, and accelerate.

Industrial Raceway — 3/4 mile, 9 laps

Aptly named, Industrial Raceway is situated in the midst of factories and oil refineries. After the five o'clock whistle, the workers turn out to watch the races. The turns are very long — you need make constant adjustments to keep control of the car while sliding.

Grady Gulch Raceway — 1 mile, 8 laps

Nestled among sand dunes and scrub brush, Grady Gulch is the final track on the circuit. The turns are long and gradual — at one mile, this is the longest track on the sprint circuit.

Stock Tracks

Limesville Motor Speedway — 1.36 miles, 9 laps

Framed by the architecture of Limesville, this track is a classic stock car oval — big, fast, and a pleasure to drive. The first race of the circuit has been held here since time immemorial.

Smoky Valley Raceway — 2.3 miles, 6 laps

Everyone loves the down-home hospitality and blue mountains of Smoky Valley. If only the track was as friendly — it has more twists and turns than a delta river. Remember that on road courses turns can sneak up on you when you're cresting a hill.

Oceanport Racing Park — 2.5 miles, 9 laps

Tucked up against the seashore, this palm-fringed track affords a view of sailboats on the water. The start/finish line is at the apex of the 'V', making the track just a little unusual.

Silver Springs Speedway — 2.52 miles, 6 laps

This twisting course tests every racer's mettle. The fourth stop on the circuit, this speedway (dubbed "the intestine" by one racing wag) has decided more than a few stock championships.

Redfern Farms Raceway — 5/8 mile, 9 laps

Crisp fall air and autumn foliage make Redfern Farms one of the most beautiful stops on the stock circuit. This classic track was built when stock ovals were shorter — it's only 5/8 mile per lap.

Indy Tracks

Bayshore International Raceway — 1.67 miles, 8 laps

The city by the bay is justifiably proud of its raceway. With a view of the Bayshore skyline and fast racing action, this track gets the Indy season off to a great start every year.

Ashton Motorsports Park — 2.21 miles, 5 laps

The green hills of Ashton give this track a roller coaster feel. There's plenty of opportunity to work on cornering skills here, especially in the corkscrew turn at the top of the track.

Playland International Raceway — 2.4 miles, 5 laps

As befitting its location next to Playland theme park, this track is fun, if demanding. It has a little of everything — hills, chicanes, S-curves. If you can win here, you can win anywhere.

USA Raceway — 4.1 miles, 6 laps

The wooded hills that overlook USA Raceway give local residents a bird's eye view of the race. The ninety degree turns and chicanes here have tested the patience of many a driver, so be alert.

Twin Peaks International Raceway — 2.65 miles, 6 laps

Surrounded by pines and blue water, Twin Peaks is beautiful to look at, but the two hairpin turns demand the driver's attention. The more time you gain on these two corners, the better you'll do in the race.

Drivers and Teams

Each circuit has nine drivers controlled by computer AI profiles. In general, the best drivers are matched with the best equipment. For a description of the equipment in each car number, see *Car Select Screen* on p. 12.

Sprint Drivers

It seems like Jim "Mule" Skinner has driven the sprints for a lifetime — and it shows out on the track. While no one is craftier than old Jim, up and coming pros Theresa Dixon and Rickey Bell Jr. (son of Indy legend Rickey Bell Sr.) are expected to challenge him for top honors on the sprint circuit.

Driver	Car
Jim "Mule" Skinner	#7
Theresa "Reactor" Dixon	#67
Rickey Bell Jr.	#54
Billy Katt	#39
Harvey Rhodes	#32
Jeff "Spins" Armas	#3
Jack Kimble	#28
Johnny "Big Boy" Byler	#19
Joe "Rockin" Caruso	#12

Stock Drivers

Good ol' boy "Black" Bart Finley rules the stock car circuit. Stockwell and McKenna are making a splash in the racing press, but Bart says, "Nobody's gonna pass me until I say it's time to pass me."

Driver	Car
"Black" Bart Finley	#7
Sean "Silky" Stockwell	#67
J.R. "Madman" McKenna	#54
Nancy Connors	#39
Stu Hicks	#32
Sherman "Tank" Long	#3
Skip Wilson	#28
Will "Bronco" Williams	#19
P.J. Hardaway	#12

Indy Teams and Drivers

The prestigious Indy drivers are divided into sponsor teams. Most teams have two drivers, an 'A' driver with their best car, and a 'B' driver with a second, less-expensive car.

At the top of the heap is Rickey Bell Sr. of the Super Core Inc. Team, although Ino Okimoto is starting to push him hard for the top ranking.

Team	Driver	Car
Trans-Sport Ltd.	Ino Okimoto	#67
	Orlando Biggs	#32
Super Core Inc.	Rickey Bell Sr.	#7
	Holly Robinson	#28
Slip Tech	Sam Frazetti	#3
	Kyle Zapata	#12
Connor-Wolff	Henri Mueller	#39
Taylor Racing	Paulo Guzman	#54
	Tony "Tiger" O'Keefe	#19

Glossary of Racing Terms

Apex: The point in a turn where you're closest to the inside of the track; the center of a turn.

Backmarker: Slower car that the race leaders have to negotiate past when lapping.

Berm: Raised edge of the track. Hitting the berm slows your car down.

Blocking: Driving a line intended to block the car behind from getting past you.

Broadsliding: Going through a turn sideways to come out lined up for the straightaway. Used in sprint car driving.

Chicane: A twist or kink in the track, typically a left-right-left or right-left-right switchback.

Circuit: A series of races featuring the same class of cars.

Contact patch: The area of the tires that has contact with the track at any moment.

Draft: The process of following another car closely to reduce your car's wind resistance by taking advantage of the low pressure air in the leading car's wake.

Flag, checkered: The flag that signals the end of the race.

Flag, green: Signals the first lap of the race or qualifying run.

Flag, white: Signals the start of the last lap of the race.

Grid, starting: The side by side row of cars at the start of a race. The cars are positioned by their qualifying times, with the fastest cars at the front.

Groove: The line around the track favored by most drivers as the

fastest route.

- Indy:** Racing cars built to the Indy car specification. Indy cars are fast and agile, and have exposed wheels and tires.
- Lap:** One complete trip around the track. Also a verb meaning to pass another car and move one complete lap ahead of them.
- Line:** The path you follow around the track, especially in turns.
- Lockup, brake:** The loss of control that occurs when you apply more braking force than the tire contact patches can support, resulting in sliding and/or spinning.
- Loose:** More apt to slide on the track. Sprint cars drive loosely.
- Outbraking:** The process of braking later than your competitor going into a turn, forcing him to let you past.
- Overrev:** Pushing an engine beyond its upper RPM limit. Overrev usually means you're in the wrong gear.
- Pits:** The area where racing crews work on cars during the race. Also referred to as "pit lane."
- Points:** Awarded by finishing position in a Circuit race. The driver with the most points at the end of the circuit is the Circuit Champion.
- Pole Position:** The inside position in the first row of the starting grid, awarded to the driver with the fastest qualifying time.
- S-turn:** An S-shaped left-right-left or right-left-right turn. Usually used to describe a turn that is not as sharp as a chicane.
- Spin:** The unfortunate effect of applying more sideways force than the tires can support, resulting in an unpredictable circular spin by the car.
- Sprint:** Literally, short races as opposed to endurance races. In Mario Andretti Racing, sprint racing is exclusively performed

by open wheeled cars on dirt tracks.

Stand on it: Full acceleration.

Stock: Racing performed by cars that look more or less like "stock" street cars. Stock cars are heavily modified with tube frames, racing engines, and aerodynamic spoilers.

Further Reading

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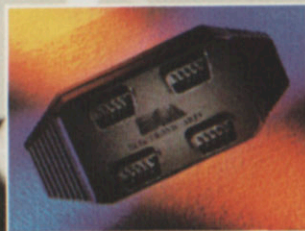
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