PlayStation

NTSC U/C

PlayStation

EVERYONE

CONTENT RATED BY ESRB

JARRETT & LABONTE™ STOCK CAR RACING

Codemasters®

GENIUS AT PLAY™

WARNING: READ BEFORE USING YOUR PLAYSTATION® GAME CONSOLE.

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, including games played on the PlayStation game console, 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:

Do not connect your PlayStation game console to a projection TV without first consulting the user manual for your projection TV, unless it is of the LCD type. Otherwise, it may permanently damage your TV screen.

HANDLING YOUR PLAYSTATION® DISC:

- This compact disc is intended for use only with the PlayStation® game console.
- Do not bend it, crush it or submerge it in liquids
- Do not leave it in direct sunlight or near a radiator or other source of heat.
- Be sure to take an occasional rest break during extended play.
- Keep this compact disc clean. Always hold the disc by the edges and keep it in its protective case when not in use. Clean the disc with a lint-free, soft, dry cloth, wiping in straight lines from center to outer edge. Never use solvents or abrasive cleaners.

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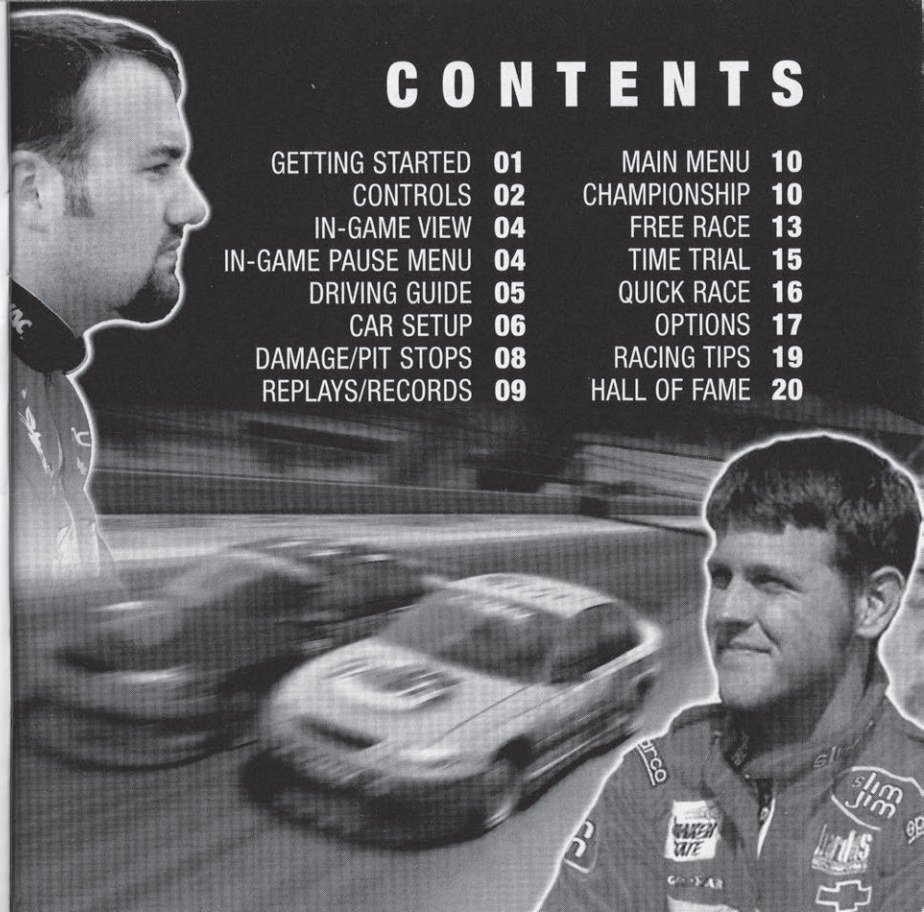


MEET THE MEN

Jason Jarrett

Jason Jarrett is the third Jarrett to race out of Hickory, NC, gunning for the elite of motorsports championships. Coming from a line that includes champions Dale Jarrett, his father, and Ned Jarrett, his grandfather, Jason claimed his first title by winning the World Karting Association Sprint Division Championship in 1993. In his first competitive year, Jason claimed a win and a pole to gain 'Rookie of the Year' honors in the Late Model Division. In 2000 Jason posted his 50th Grand National start and eclipsed $500,000.00 in his first full Grand National division season.

Justin Labonte

Justin Labonte was racing even before he had a driving license. At 15, Justin won 4 out of 9 races at the Charlotte Motor Speedway Summer Shootout Series. His Rookie season at the United Speed Alliance Racing (USAR) ProCup Series, brought him 13 top ten finishes in just 20 events, leaving him just third in the Driver's Point Standings. The 1999 season found Justin splitting his time between the ProCup Series and the Grand National Division. He competed in nine events for the family-owned team, claiming over $90,000 in prize money.

Ned Jarrett

Ned Jarrett is one of the USA's pioneers of stock car racing. Father of Dale Jarrett, the 1999 series champion and holder of the Winston Cup and Grandfather of Jason Jarrett, Ned retired from driving in 1966.

Throughout his career, Ned has claimed 50 wins, is the only four time winner of the Myers Brothers Award and is elected to no less than eight halls of fame, honoring motorsports' leading lights. After his retirement, Ned managed the Hickory, NC, Speedway which led to his appointment as an analyst with Universal Racing Network. Ned is now a household name covering stock car racing on CBS, hosting Inside NASCAR on TNN, and is the owner and producer of the syndicated World of Racing radio show.

Have YOU got what it takes to beat the world?

GETTING STARTED

Set up your console as described in your console instruction manual. With the power OFF, open the disc cover and insert the Jarrett & Labonte Stock Car Racing™ disc.

If you are using a Multi Tap for multiplayer games, please ensure that Controllers are inserted sequentially eg. Controller port 1-A, 1-B, 1-C, etc. If you are using a MEMORY CARD please insert it into MEMORY CARD slot 1-A of the Multi Tap. It is advised that you do not insert or remove peripherals or MEMORY CARDS once the power is turned on.

If you wish to load or save information during play, insert a MEMORY CARD, with at least 1 free block*, in MEMORY CARD slot 1. See the Load/Save Data section later in this manual for more information. Close the disc cover before turning the power on.

AUTO LOAD

Every time you start up Jarrett & Labonte Stock Car Racing™, any set-up data, bonuses, high scores etc previously saved to MEMORY CARD in MEMORY CARD slot 1 will be automatically loaded for you.

* Car setups, options and settings require 1 free MEMORY CARD block, Ghost saves require 2 free MEMORY CARD blocks, Replay saves require 4 free MEMORY CARD blocks.

CONTROLS

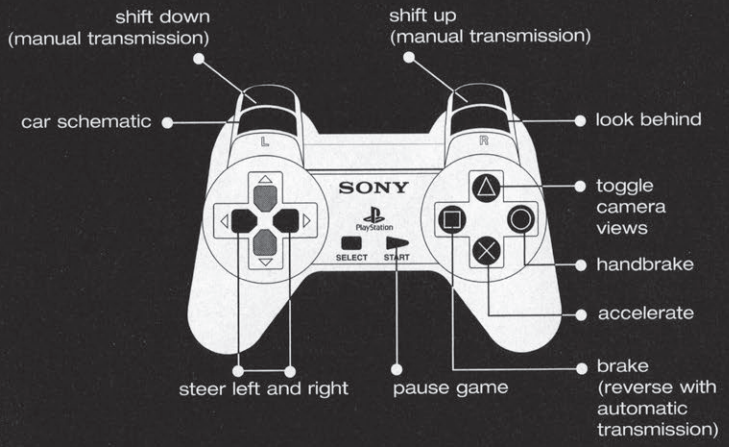
IN-MENU CONTROLS

Up/down directional buttons – highlight option
✕ – select option △ – return to previous screen

IN-GAME CONTROLS

Please Note: You can change the controls to the configuration of your choice in the Controller Setup sub-menu of the Options section.

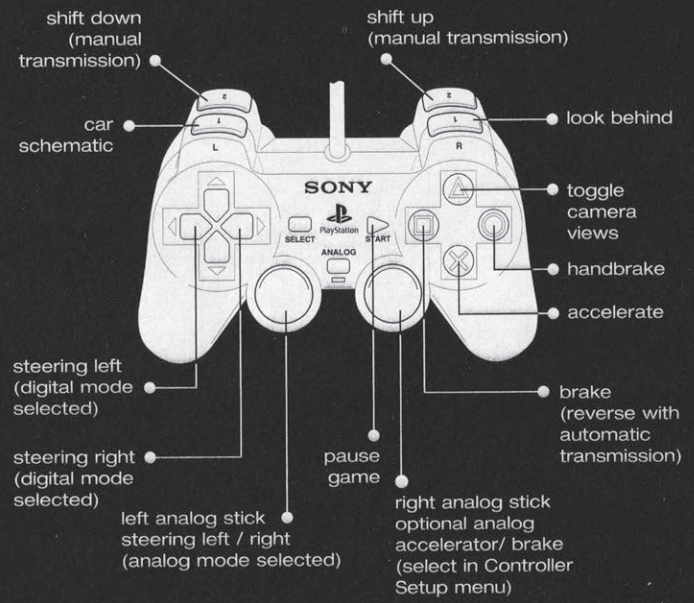
Digital Controller:



CONTROLS

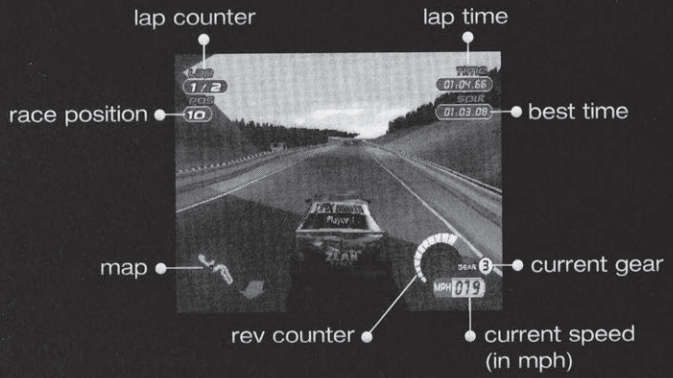
DUALSHOCK™ analog controller

Please Note: To use the left stick, the DUALSHOCK™ analog controller should be switched to analog mode (LED:Red) using the analog mode switch. Controller defaults to analog mode if connected prior to startup.



IN-GAME VIEW

While you're tearing up the tracks of the world, you'll see the following information on screen:



IN-GAME PAUSE MENU

Pressing the START button in-game will pause the action. You can then continue, quit the race, session or championship (depending on the game mode) or change options including the effects and engine volume, the car schematic (see the Options section later in this manual), the track map and music volume.

JUSTIN & JASON'S DRIVING GUIDE

Here are a few tips to get you started in your quest for World Championship glory. A more detailed guide is provided later in this manual.

- For a fast start, keep your revs just below the red level as the lights go green.
- Accelerating, braking and even just coming off the power affects the amount of front wheel grip. To gain more grip, enabling you to turn quicker, slow down. This shifts weight onto your front wheels, effectively forcing them onto the track.
- If you brake too heavily, your wheels will lock up and you will lose all grip. To prevent this, press the brakes intermittently rather than in long bursts.
- If you're going to miss a corner, try quickly putting on the handbrake to whip the back of the car out and power through the slide.
- Handbrake turns are especially useful on tight street circuits and really sharp corners.
- Rear wheel drive cars can use their sheer power to spin themselves round in a doughnut if you end up pointing the wrong way.
- Get to know the track. Braking points are important, but so is knowing where the bumps are. If you drive over the top of a hill too quickly, the car's wheels will lose contact with the ground. To avoid this happening, hit the brakes and start turning just before reaching the top of the incline.

CAR SETUP

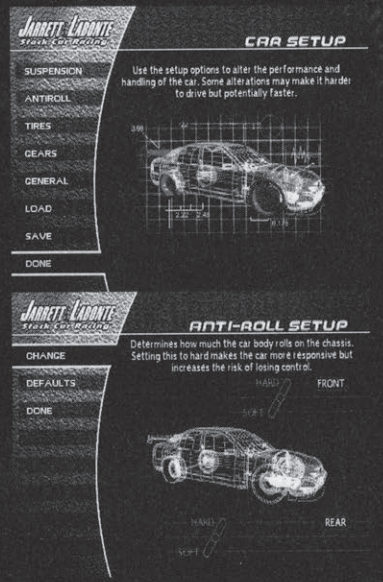
In all Jarrett & Labonte Stock Car Racing™ modes except Test Drive, you have the option of changing the car set-up.

For optimum performance, the set-up should change from circuit to circuit. Entering Car Setup lets you alter a number of features including brakes, gears, suspension and downforce.

Highlight the feature you want to change and press the X button. You will find some useful on-screen information to help you decide whether you should be altering the item you have selected.

Once you are happy with your changes, you should select Save to save your new set-up to MEMORY CARD.

You can also load previous alterations from the Car Setup screen. Select Done when you are happy with the changes.



CAR SETUP

HERE'S A ROUGH GUIDE OF THE DIFFERENT SET-UPS:

Suspension:
The harder your suspension, the more responsive the handling. But hard suspension makes the car more difficult to control if it hits a bump or a rumble strip.

Anti-roll:
This produces a similar effect to changing the suspension. Adjusting the anti-roll bar at each end of the car is a good way of correcting a car's cornering characteristics if you don't like them. If your car understeers too much, soften the front or stiffen the rear. If it oversteers too much, soften the back or stiffen the front.

Tires:
You have a choice of 3 tire types – slicks, intermediates and wets. Use slicks wherever possible, changing to intermediates for a damp track and wets when it's raining.

Gears:
Changing your gear ratios affects performance - the higher the ratio, the faster the top speed. But there is a pay-off as high gear ratios mean slower acceleration. You can also change transmission (manual/auto) here.

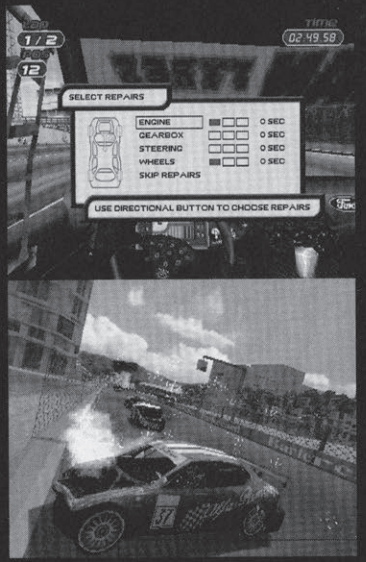
General:
Downforce affects the car's grip. The more downforce, the more grip. Again, there is a pay-off – the more grip, the less speed. Lessening the downforce can lead to the car sliding, which is bad news for your tires. Brake bias allows you to decide how much force should be applied on the front and rear brakes. The default configuration is dead center and a standard setting on many racing cars is slightly towards the front. If you put too much bias on the rear, your car will spin far too readily.

DAMAGE/PIT STOPS

Charging around crashing into everything may be entertaining but it does have repercussions – if you have the damage option on, your car will soon lose the ability to handle, accelerate or brake properly. When even driving in a straight line proves taxing, it's time you pit.

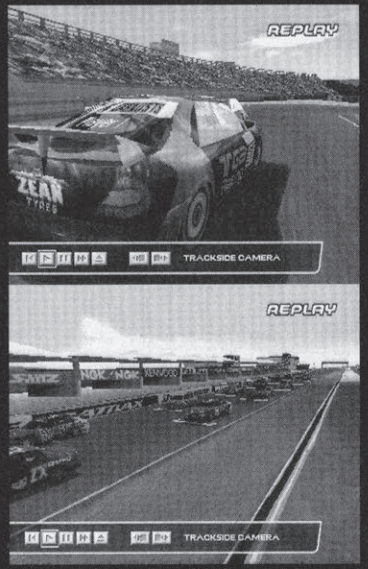
At a fixed point in pit row, control of your car will pass to the computer. While you chug towards your crew, you will get information on what needs changing and a request to confirm the alterations.

If you decide to ignore the advice, you will cruise through pit row and back out onto the circuit where control of the car will be restored to you. If you are wise enough to okay the advice, you will be told how long the changes will take. Sit back and enjoy the view from your jacked-up car while others go to work for you. Again, control of your car will be given back to you once you have cleared pit row.



REPLAYS/RECORDS

At the end of any race in Jarrett & Labonte Stock Car Racing™, you can watch a replay of the action and, if it's that good, save it as well. Replays can cover up to 10 minutes of action - enough to view most of a Championship race. To bring up the Replay menu press ✕. If you quit a game mode after posting a best time, you will be asked if you want to Save Game Data to update the in-game records. If you have set a Championship or Time Trial record, then they will be saved in the Records section of the Options menu (see page 19).



MAIN MENU

CHAMPIONSHIP
FREE RACE
TIME TRIAL
QUICK RACE
OPTIONS

In Jarrett & Labonte Stock Car Racing™, the ultimate achievement is to win the World Stock Car Racing Championship. But, of course, that's easier said than done – you'll have to start low and aim high.

CHAMPIONSHIP

When you enter the Championship mode, you can start from a new game or load a previously saved game.
Assuming you're starting afresh, you need to choose which driver you want to race as, Jason Jarrett or Justin Labonte. Once you have decided, you then need to enter the name you want your scores to be recorded under. You will then be offered test drives in set cars on set tracks.

The Team Offers Screen

You will see the following sub-headings:

Offers – depending on which driver you select on entering Championship mode, you will be offered a different set of offers.

Career – here you can track your championship career. All the championships at all levels are shown, as are your best scores in each championship. You can also see the number of seasons you have raced and the points required to move on to the next level.

Garage – in the garage, you'll find sixteen bonus cars. When you enter

CHAMPIONSHIP

Championship mode, four bonus cars become available. These cars can be driven in every race mode except Championship. The number of points needed to unlock the other cars is written next to each bonus vehicle.

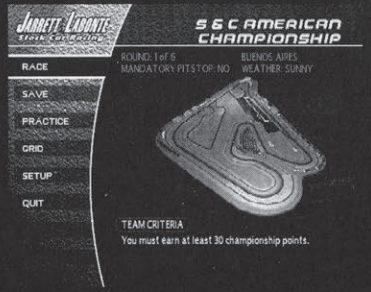
Save - save the current championship data (championship progress, current team) and non-championship game data (volume settings, items unlocked, active bonuses, language, dials set up, player names, car colors, transmission types, high scores, Free Race preferences & opposition setup).

Quit – if you can't face the challenge

Study the offers carefully – they will tell you where (and in what car) you will be driving and, most importantly, what the test drive requirements are.
Press the X button when you're ready to take the test.

The Test

Each test drive will involve one lap from a rolling start. After you've passed the test you will be shown the Team Criteria – what the team expects you to achieve if you accept a drive with them. You can then either accept the offer or take another test with another team. Once you have found your dream team, confirm your selection and you will see the following screen:



This screen will allow you to:

Race	Go to work
Practice	Familiarize yourself with the current track
Grid	Check your grid position
Setup	(*See page 8)
Save	Save the current championship (*See above for details)
Quit	When it all gets to be too much

CHAMPIONSHIP

The Bottom Line

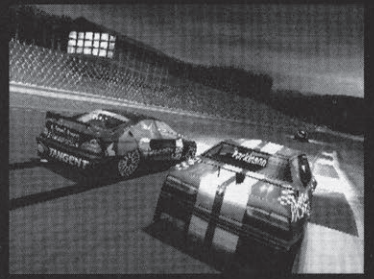
To climb the Jarrett & Labonte Stock Car Racing™ ladder, you will have to keep the team boss happy. The best way to do this is to win every race going. At the end of your first season, be it good or bad, you will receive new offers to race in other national championships around the world. You can also race in the same championship again by going back and accepting any offer you initially turned down.

Moving On Up

To graduate to international events, you must score 140 points in the national competitions. To move to the world championship, you must score 126 points in international races.

A Reminder

Don't forget to save your current championship game as you go along. You can save your championship at the beginning of the 3rd race, beginning of the 5th race, and the beginning of 7th race (if applicable) and on the Team Offers screen. Exiting from the championship at any other point will lose data completed after the last save. You can have up to four different championship saves on one block of a MEMORY CARD.



FREE RACE

The Free Race mode puts you in control of proceedings as you have more say over race options than in Quick Race. Free Race is an ideal precursor to the rigors of the Championship itself.

The first screen has the following:

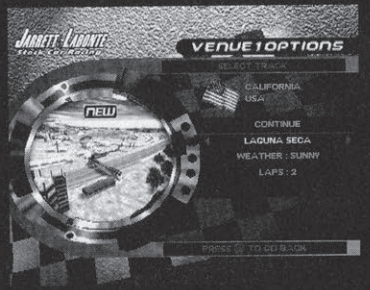
Continue - go to the next screen

Players - select the amount of Controllers, from 1-4 (You'll need a Multi Tap for more than 2)

Venues - choose how many tracks you wish to race on, from 1-8

Opposition - choose the difficulty level of opponents, from Easy through Custom.

Select Opposition - If you selected Custom opposition, you can pick the cars you want to race against here. The difficulty level, by default, will be Normal. Press Continue and you will see this screen:



Continue - go to the next screen

Tracks - use the left and right directional buttons to see the tracks available. The amount of tracks you can choose (using the X button) depends on the number of venues selected in the previous screen

Weather - view and select the different weather and day / night settings for each venue

Laps - choose the number of laps in each race, from 1-30

Pit Stops On / Off - if the races are quite long, it is best to have pit stops

FREE RACE

on. If a race is two laps or shorter, there are no pit stops. If you select 'Pit Stops On' then it is mandatory that you make a pitstop at least once in the race. If you do not stop then you will be disqualified.

You can change the amount of laps, the weather conditions and pit stops for each venue. Confirm your choices for each track by pressing Continue.

Continue - go to the next screen

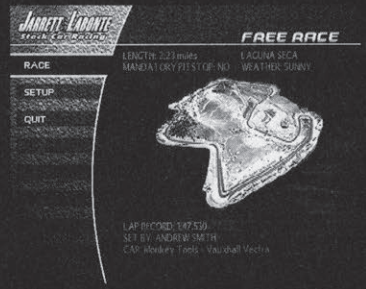
Select Car - choose your car from those available

Car Options - change your car color (only if it's a bonus car), view the car specifications and select your transmission type.

Name - enter the name you wish to race under.

Grid Pos - decide (or randomize) where you start on the grid.

The last screen you see before racing allows you to change the car set-up, such as suspension and anti-roll, etc. as detailed on page 9. Once you're finished, let the Free Racing commence...



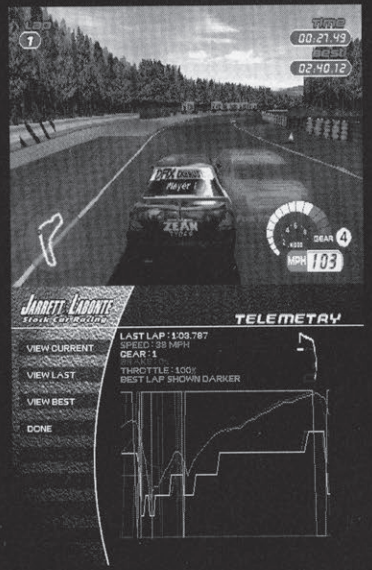
TIME TRIAL

In Time Trial mode it's you against the clock – and a ghost car. Choose a track, pick a car, change the set-up and then put your foot down.

From the first lap, you will be up against a default ghost car. Once you've beaten it, your own ghost car will appear. This represents your best performance so far – beat the car to set a new fastest lap.

In Time Trial mode, you can go into the Telemetry screen to view the performance of your brakes, gears and throttle to see where you could go faster. Zoom in and out of the graph using the up and down directional buttons. Pressing the left and right directional buttons shows you the performance levels of your car around the circuit – the exact position of the car on the circuit is highlighted on a map in the top right corner of the screen.

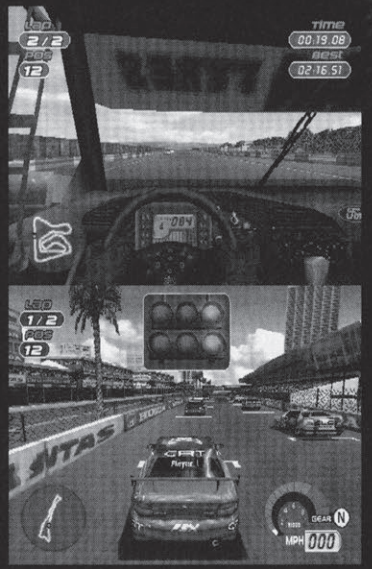
Save Function – to save your lap time for time trial you need to save the game data on returning to the main menu. You can also save the ghost car lap. The lap times can be viewed in the Records option.



QUICK RACE

If you want to jump straight into the action, select Quick Race. But impatience doesn't get you everything – in Quick Race mode you have only a limited choice of cars and weather conditions. If you are not happy with the current selection, press the Randomize button to change car and track options. Once you are happy with your choices, select Continue.

You can then change the car set-up and check your grid position before jumping into the action.



OPTIONS

Records
View Jarrett & Labonte Stock Car Racing™ (Overall time) and Time Trial (Lap) records.

Controller Set-up
Change the control configurations of up to 4 players. You can change sensitivity levels, calibration and vibration options, depending on your Controller type.

SETUP
From here you can change:

Game Setup
Turn mechanical damage on/off.

Sound Setup
Change the sound options. These are: effects, engine, music and speech volume; stereo or mono and pit crew speech and commentary on/off.
NB: If music is on, then pit speech is not available.

Graphics Setup – change the following on-screen options:

Position screen:
Alter the screen position.

Dials:
Change the following on-screen displays:

Revcounter (either digital or analog)	on/off
Split times	on/off
Race position	on/off
Lap counter	on/off
Lap times	on/off
Map (*of the track*)	on/off
Schematic:	automatic/manual/off
Widescreen:	choose on or off

Split screen:
Choose between horizontal and vertical split.

Overtaking arrows:
Choose on or off. This tells you when a driver is close to overtaking you. The more solid the indicator, the closer they are.

Rival indicator:
Choose on or off

OPTIONS

Load/Save Data
Load and save non-championship game data (volume settings, items unlocked, active bonuses, dials set up, player names, car colors, transmission types, high scores, Free Race preferences & opposition set up). Also load Replays.

Competition Access Codes
This is where you can enter codes to unlock special levels for Codemasters' competitions. For more information visit the Jarrett & Labonte Stock Car Racing™ website at:

www.codemastersusa.com

Bonuses
Any cheat codes you come across can be accessed from here.

View Credits
Only available after competing in a championship.

RACING TIPS

Obviously, you should use the racing line for the best time. But don't be frightened to use the whole track to harass or frustrate opponents. The rumble strips are part of the track - just don't go beyond them if you know what's good for you.

The right gear for the occasion

As a beginner, it's best to use automatic transmission - the default setting. But once you're settled into your driving, switching to manual will give you a slight performance boost and help you to slow down in times of need.

Know your car

Watch out for the type of vehicle you're in (4WD, rear wheel drive, etc) as this will make a big difference in the way the car handles. Some players prefer driving particular types – find out your favorite and go win some races. As a rule, RWD vehicles can be more unforgiving than other types of cars, so if you get into a slide it's best to ease off the throttle.

Road rage

Stock Car drivers are not averse to the odd nudge or bump of an opponent to help them on their way, it's what makes the racing so exciting. Just remember that even computer drivers have feelings - if you help someone off the track then revenge could be swift. Also, try to remember who the main men are on the track as the best drivers normally know the dirtiest tricks.

Patience is a virtue

It's frustrating being stuck behind a slowpoke, but it's better than being stuck in a gravel trap. Choose your overtaking maneuvres with care because discretion is almost always the better part of valor. As a general rule, outbraking an opponent on the approach to a corner is the best way to get past.

Running with the pack

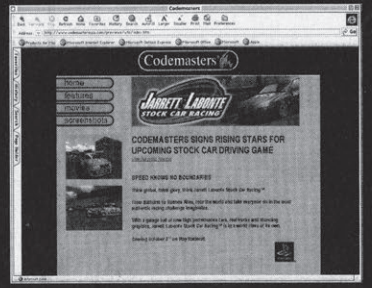
In traffic, try to hold your line. If you swerve even slightly it will only take the slickest of touches from another car to send you spinning into oblivion. Have a quick look behind you at key moments because it's best to know who's around and what they're up to. If you do oversteer, turn into the direction of the skid to correct it.

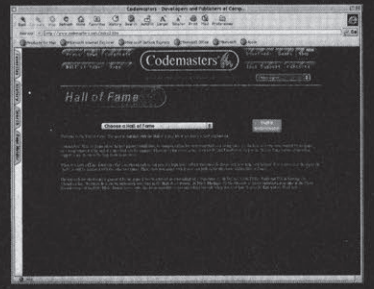
HALL OF FAME CODES

If you achieve a particularly fast lap or overall championship time, you will be shown a special code when you quit the current mode (e.g. Time Trial or Championship). Remember to write this code onto a piece of paper! You can submit this code online at the Codemasters' Jarrett & Labonte Stock Car Racing™ Hall of Fame. You will need to log onto the Codemasters' website at:

www.codemastersusa.com

Once there, click on the hall of fame icon and follow the instructions to make a submission of your time and code. Your name and time will then be available for everyone to see – a truly world beating experience!





MEET THE MEN

This product is officially endorsed by rising stock car racing stars and Jarrett and Labonte Stock Car Racing™ spokespersons; Jason Jarrett, Justin Labonte, Lyndon Amick and Hank Parker Jr. Their expertise and contribution have made this game the incredible pulse-pounding experience that it is.

Lyndon Amick began racing go-karts at the age of 15, borrowing his brother's motorcycle helmet for crash protection. The next season, Lyndon claimed championships in two state go-kart classes. By 1996, Lyndon became the youngest driver ever to win a stock car race at Daytona, FL and Bristol, TN. He also became the second-youngest driver ever to win a Stock Car Touring Division Championship, claiming the Dash Series title.

In 1997 at 19, Lyndon debuted in the Grand National Series, in addition he competes in a second stock car series, a truck racing series and a road-racing series.

Hank Parker, Jr, began racing go-karts at his home in North Carolina. Quickly progressing to stock cars, his first season saw Hank win seven feature races in just 18 starts. Graduating to the Late Model Stock division in 1994, Hank won one race, three pole positions and finished fifth in the final standings. He also won two Late Model Stock events in 1995, and earned 10 top-5 finishes. Parker Jr. competed full-time in the All-Pro Series in 1997, winning two events and the circuit's 'Most Popular Driver' award. That same year Hank debuted in the Grand National Series. In March 2000, he set a track record in Las Vegas, NV, claiming his first Grand National Series pole position.

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