

GRAND PRIX **MANAGER** 2



An Official Product of the FIA Formula One World Championship
Licensed by FOCA to Fuji Television

MICRO PROSE

Game Copyright © 1996 Edward Grabowski Communications Ltd
Packaging, Documentation and Logo © 1996 MicroProse

This manual, accompanying documentation and CD are copyrighted. The owner of this product is entitled to use this product for his or her own use. Except for the quoting of brief passages for the purposes of reviews, no one may transfer, copy, back-up, give or sell any part of the manual or the information on the CD, or transmit in any form or by any means, electronic, mechanical, photocopying, recording or otherwise without the prior permission of the publisher. Any person or persons reproducing any part of this program, in any media, for any reason, shall be guilty of copyright violation and shall be subject to civil liability at the discretion of the copyright holder. Not for rent or hire.

Made in the UK.

INTRODUCTION	5	CAREER OPTIONS	28
A BRIEF WORD FOR		Quickstart	28
GRAND PRIX MANAGER VETERANS	5	Long Term Contract	28
FINDING OUT WHERE EVERYTHING IS	5	Short Term Contract	28
		Link Play	29
GETTING STARTED	6	MAIN MENU SCREEN	29
INSTALLATION AND LOADING	6	PERSONNEL	29
THE POINT-AND-CLICK INTERFACE	7	Chief Designer	29
Mouse Control	7	Chief Engineer	30
Keyboard Control	7	Chief Mechanic	32
THE MANUAL	7	Commercial Manager	32
QUICK START TUTORIAL	8	Drivers	32
MANAGEMENT TUTORIAL	10	Injured Drivers	33
Organising Grand Prix Manager 2	10	R&D	33
Planning your Triumph	10	New Car Chassis	33
Planning for the Future	14	Acquire Technology	33
Winning This Season	16	DESIGN	34
Car Set-Up	17	INTERNAL DESIGN	34
Analysing the Results	24	Fuel Tank	34
The Next Venue	24	Electrical System	34
Losing The Game	24	Cooling System	34
		Gear Box	34
		Suspension	34
		Brakes System	34
		Transmission	34
TECHNICAL NOTES -		EMS	35
REFERENCE SECTION	25	Steering System	35
THE WINDOWS INTERFACE	25	Car 'Cycle'	35
File	25	Mechanics Time Bar	36
Options	25	Advice	36
Help	26	New Parts	36
CUSTOMISING	27	Look	36
Customise	27	EXTERNAL DESIGN	36
Drivers	27	Front Wing	36
Swap Drivers	27	Rear Wing	36
Engines	27	Air Box	37
Winning Points	27	Vanes	37
Teams	27	Stepped Bottom	37
Race Calendar	27	Side Pods	37
Load/Save/Defaults	27		

Nose Cone	37	CONTRACTS	46
Mechanics Time	37	Engine Contract	46
Chief Mechanics Report	37	Tyre Contract	46
New Parts	37	Spare Parts Contract	46
Wind Tunnel	37	Fuel Contract	46
Look	37	Security Contract	47
DRIVER AIDS	39	YOUR DESK	47
CAR SET-UP	39	Personnel	47
Wings	39	Rules	48
Gear Ratios	40	Race Diary	48
Tyre Pressure	40	E-Mail	48
Brake Balance	40	SPONSORS	49
Ballast	40	Sponsors Time	49
Centre of Gravity (CoG)	40	Sponsor Contracts	50
Suspension	40	Sponsor Deals	50
Test	40	TEST	51
Wind Tunnel	41	Start Test	53
Copy Plans	41	Test Report	53
Car 'Cycle'	41	RACE	53
Mechanics Time	41	The Build Up	53
Load/Save Set-up	41	Transport Options	54
DRIVER SET-UP	41	The Pits	54
Buy Parts	41	Practice, Qualify, Warm-up	55
FACILITIES	42	The Race	57
CAD Network	42	Race Indicators	58
CAM Network	42	RESULTS	64
Carbon Fibre Construction Unit	42	NEWS	66
Wind Tunnel	42	LOSING THE GAME	64
Manufacturing Unit	42		
Testing Rig	42		
MANUFACTURING	44	APPENDIX A - THE 1996 FIA RULES	67
FINANCE	44	APPENDIX B -	
VISIT THE BANK	44	THE MICROPROSE WINNING FORMULA	69
PROFIT AND LOSS	45		
INSURANCE	45	CREDITS	87
Third Party	45		
Injury	45		
Loss	45		



At every race event, the team has to have easy access to spare car bodies, wings, computers and refuelling equipment. Small tools are held in special wheeled units that can be taken and lodged in the team garage at the circuit.

INTRODUCTION

Grand Prix Manager 2 lets you become the driving force behind the FIA Formula One World Championship: the Team Manager. It simulates the work of the 200 to 300 people employed by teams such as Williams, Benetton and Ferrari; people who have to get those F1 cars to the circuits in top condition with the best drivers, backed by the richest sponsors and most efficient facilities.

Team Managers are a rare breed and subsequently very special people. This is your chance to join their ranks. Knowledge, skill and a cool head under pressure will be your required attributes but (and it's a BIG but) you'll also need to manage MONEY. A top team can spend a million dollars a week and you'll be held responsible for every cent.

A BRIEF WORD FOR GRAND PRIX MANAGER VETERANS

Grand Prix Manager 2 is not just an updated version of *Grand Prix Manager*. It is a complete re-design taking into account your comments through letters, faxes and the Internet. It incorporates all the 1996 Season rules and teams and has the official seal of approval of the FIA Formula One World Championship for using drivers and FOCA team members. The menu system will now give you easy access to all the important areas of the game incorporating a more streamlined approach than the original version. We think you'll recognise the quality of this game as soon as you begin to play it and, we believe, if you liked *Grand Prix Manager* you'll love *Grand Prix Manager 2*!

FINDING OUT WHERE EVERYTHING IS

The **Technical Supplement** is where you'll find Installation, Start-up, Link and Network instructions and any *late* changes to the game. Since it was written later, the info is more up to date than anything in the manual.

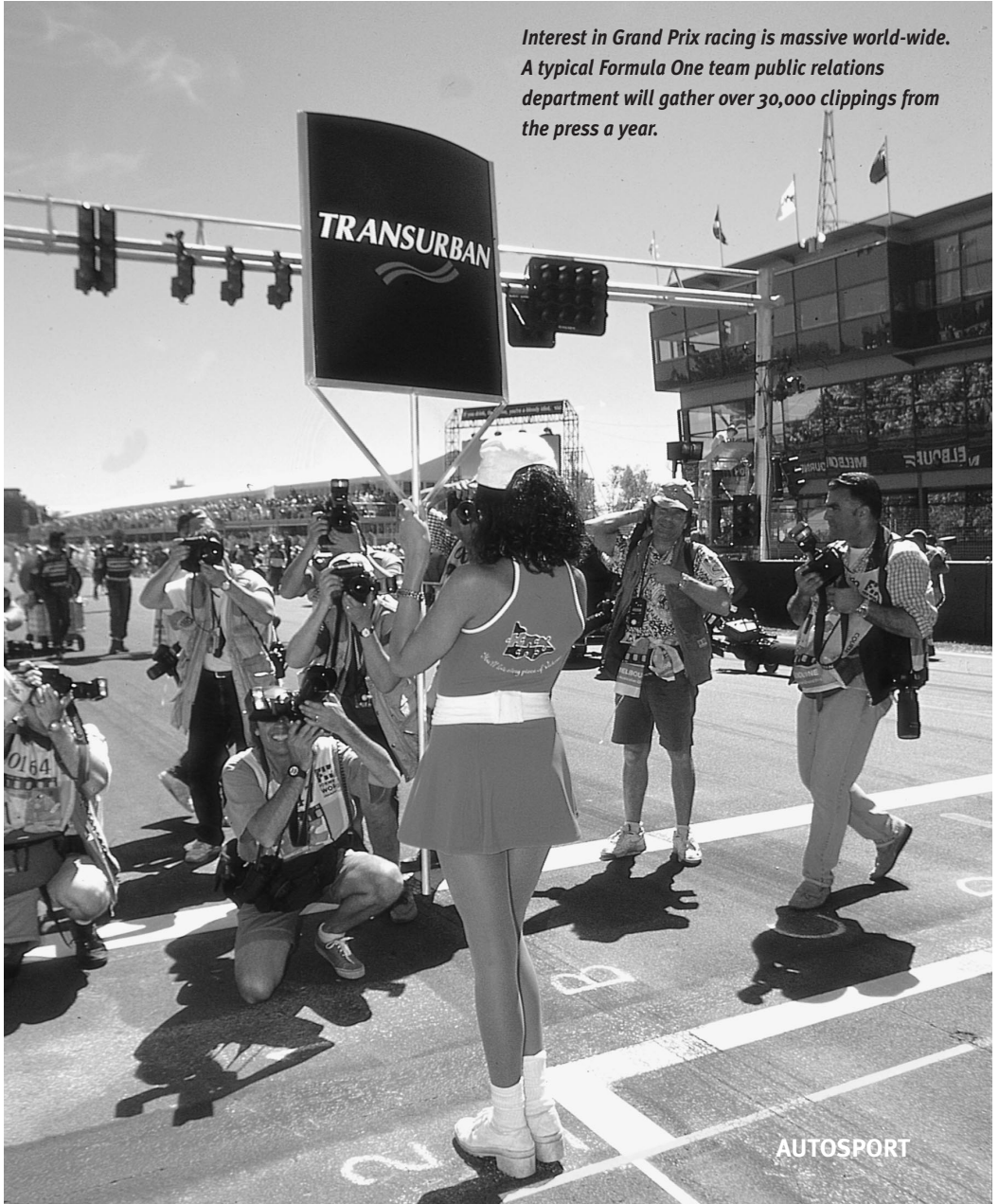
The **ReadMe** file that comes on the CD-ROM has the *very latest* changes (due to printing and binding time, the manual has to be completed way before the playtesters recommend their final tweaks). This info supersedes even the Technical Supplement.

For Hints and Tips on selected MicroProse games please consult the **MicroProse Classified Line** on **0891 555 111**

This call is more expensive than a normal call and will terminate after six minutes at a maximum cost of £2.49. Please seek the permission of whoever pays the bill before you call.

INSTALLATION AND LOADING

Install and Load *Grand Prix Manager 2* by referring to your **Technical Supplement**. The game uses standard Windows' loading/install procedures.



Interest in Grand Prix racing is massive world-wide. A typical Formula One team public relations department will gather over 30,000 clippings from the press a year.

THE POINT-AND-CLICK INTERFACE

You can play *Grand Prix Manager 2* using a Mouse and can speed up play by using Keyboard shortcuts.

Mouse Control

You will often be asked to 'click' on a particular on-screen button (or icon). To do this, move your mouse pointer over a button and press your Left Mouse Button - (LMB).

Keyboard Control

Text Buttons - where buttons contain just text, you'll see one of the letters underlined. Press this letter on your keyboard to operate the button.

Icon Buttons - For other buttons (which contain icons) a highlight will surround the currently selected button. Press TAB to move around the buttons. Press the Space Bar to activate it.

THE MANUAL

This Manual is split into two main sections.

If you're eager to get on with the game, there's the **Quick Start** section which will guide you through the start of the season and point you towards winning your first Championship. Use this as a tutorial if you're inexperienced at Grand Prix management.

The second section is the in-depth **Reference** section where all of the menus, options and terms are explained.

In addition, we are providing an Appendix at the very back of the manual called **The MicroProse Winning Formula**. This gives you *detailed* information on how to win at *Grand Prix Manager 2*. DO NOT READ THIS if you want to 'go it alone' but feel free to consult any section that you might be 'stuck on'.

QUICK START TUTORIAL

- After loading *Grand Prix Manager 2* and watching the introduction, choose the **Quick Start** Option from the first screen you see.
- You will then see the **Select Difficulty** screen. We recommend you select **Rookie** level for your first game.

This Tutorial is designed to guide you quickly through some of the main in-game options and provide essential information that you'll need, to understand what's going on in the game.

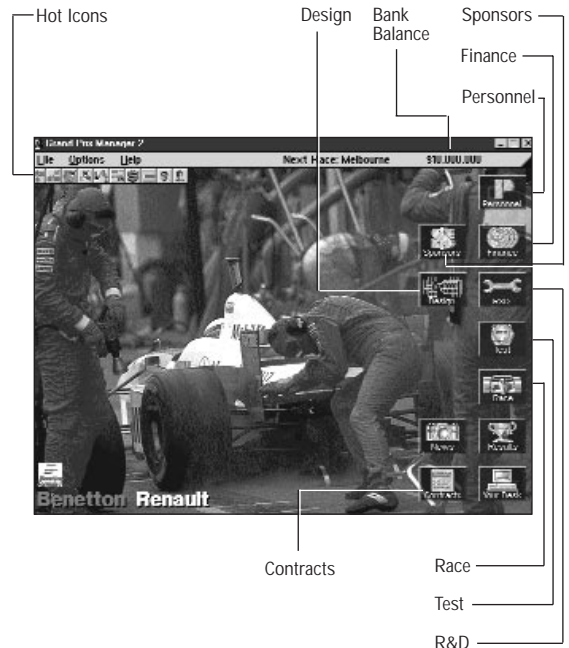
If you want more detailed explanations of options *not* covered in this section try the **Reference Section**.

Grand Prix Manager 2 is very much a 'point-and-click' game so a lot of the screens are self-explanatory - we won't feature endless, boring manual-type repetition such as "click on OK if you want to exit this screen" - we'll assume that if you see an 'ok' button, you'll click on it when you've finished with that screen.



Quick Start automatically sets up a race team and awards you an amount of money to begin playing (\$10 million for Benetton). You can change the *Team*, the *Name* of the team, the *Manager* and the team *Logo*. We recommend you accept the pre-set details, in which case you'll be managing the **Benetton** team with drivers **Jean Alesi** and **Gerhard Berger**.

Once you've set the Difficulty Level, you'll be taken to the **Main Menu** screen



This is the screen that contains all the major elements of the game and is the starting/finishing point for most of the operations in *Grand Prix Manager 2*.

Now, follow the Tutorial below. You won't be led by the nose through each button press but will be prompted on the best route to achieve fame and fortune. For detailed information refer to the **Reference Section** later in this manual.

If you are really stuck, we have provided a MicroProse Winning Formula in an Appendix at the back of the manual - this will give you very detailed information on how to succeed. You don't have to read it all but dip into the sections you are having difficulty with. Warning! If you want to 'go it alone' - don't consult this section.



AUTOSPORT

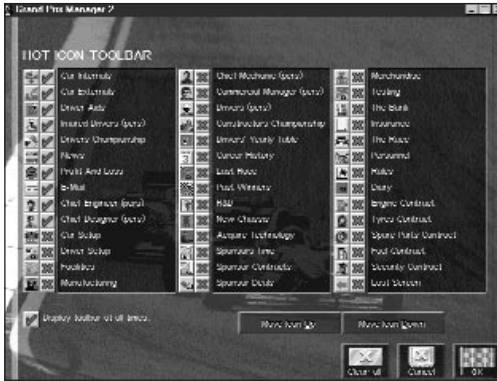
It can take five months to design a complete Formula One car, but then it can be in testing within two weeks of the components being made.

MANAGEMENT TUTORIAL

1. Organising Grand Prix Manager 2

You can set up *Grand Prix Manager 2* to suit your own style of play.

Set Up Hot Icons



Under the **Options** Menu (top-left in the title bar of Main Menu screen) the **Hot Icons Toolbar** sets up the screen icons that you'll be using the most. These will sit at the top of most screens (if this option is selected) and be available for instant access to key screens. Each manager will have their own preference but, for now, select (change to ticks):

Car Internals, Car Externals, R&D, Testing, Manufacturing, Car Set-Up, Profit & Loss, E-Mail and Sponsors' Time.

You can assign up to a maximum of 10 Hot Icons.

2. Planning your Triumph

Look at your **Personnel** (click on the button marked Personnel and select the following):

Drivers
Designers
Engineers
Mechanics

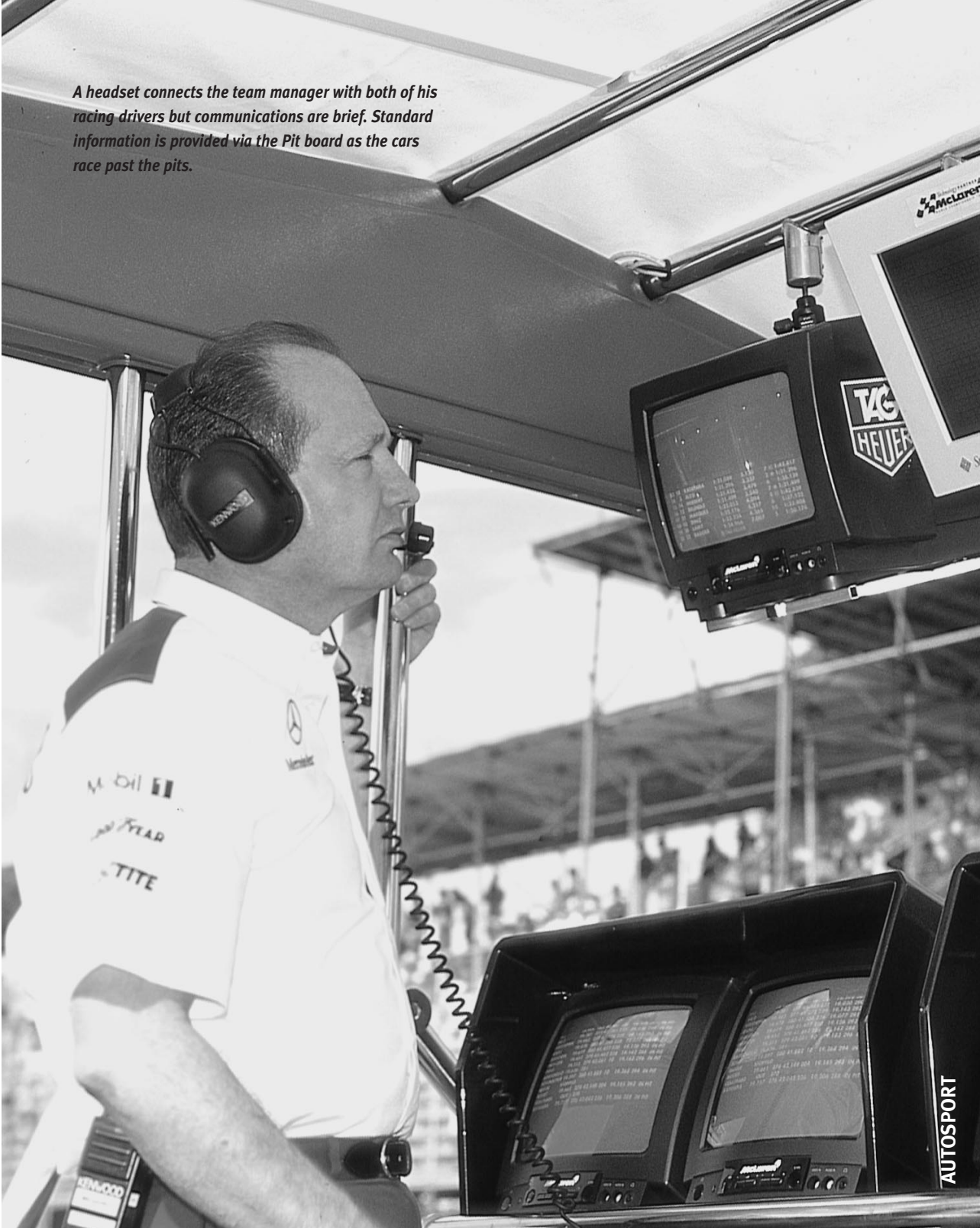


Get to know who's working for you and who is around from other teams who *might* be available in the following seasons. Your team personnel will be in place for this year but you'll have to plan ahead.

You can **Offer Deals** to existing Personnel for next season's contract, but remember you'll probably have to offer more to keep them in your employ.

Note: When changing figures of any type in Grand Prix Manager 2 click on the number in the box, you will see a cursor, insert/delete a figure and press [Return] to confirm the number.

A headset connects the team manager with both of his racing drivers but communications are brief. Standard information is provided via the Pit board as the cars race past the pits.



In addition, look at the quality of the Assistants available - why not try to increase the overall standard of Assistants? Increase **Excellent/Very Good** and decrease **Average/Trainee**. Obviously, this will add to your team salary costs.

Look at your Sponsors

Sponsors are the lifeblood of Grand Prix. Very few F1 teams would exist without sponsorship. This is an essential part of Grand Prix racing and therefore an essential part of *Grand Prix Manager 2*. After all, you've now got \$10 million in the bank but each race could cost you more than \$1 million to prepare and run so, at that rate, you'll be bankrupt three quarters of the way into the season without extra money. How can you raise money?

Sponsor Interest Level

Liaison 'points' must be high with Sponsors in order for them to offer the most money to your team. These are increased by:

- Allocating staff to concentrate on a particular company
- Using promotional items
- Doing well in the Grand Prix events (scoring points)

- Select the **Sponsors** button and select the Sponsors Time option. Take the **Advice** given and concentrate on working with any selected sponsor.
- Increase **Time Allocated** by the Commercial Department for that sponsor.
- The quality of your Commercial Manager and Assistants is important to wooing the right people.



- Try to **Offer Deal** and (if interest is shown) select an area on the Uniform/Helmet/Car for the sponsor's logo. Be careful though, some sponsors will get worried if you try to carry too many Ads/Logos.

In the final analysis, if you have success on the race track, you'll attract the major sponsors. So all the hard work you put in on the car development and testing will pay off (literally).

Look at Your Contracts (click the Contracts button and select an option)

You won't be able to race until you've set up your Contracts, so this is one of the first things to do when starting a new game.

Engine Contract

Top teams will have engines provided for them for free, but the lesser teams will have to negotiate with (and pay) engine suppliers. Top team managers must still negotiate for next season's engine.

In addition to this figure, an amount will be added for EACH RACE based on LAST YEAR'S performance. This is given to the team just for turning up. (*Grand Prix Manager 2* will base this money on the 1995 results.):

\$25,000 for 5th
 \$50,000 for 4th
 \$75,000 for 3rd
 \$100,000 for 2nd
 \$125,000 for 1st

Bank Loans

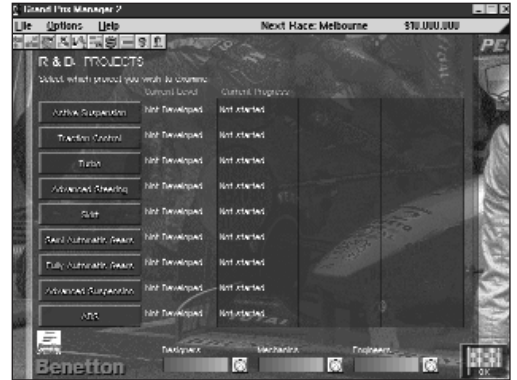
Visiting the bank is another worthwhile exercise that you'll be wise to get familiar with. But be careful, the bank will not loan ridiculous amounts of money and will demand a good rate of interest to service the loan each month. Remember that a bank will only list the capital sum that you have repaid NOT including the interest. So, on a sum of \$250,000 you may repay \$9,374 in the first month which will be shown on your Profit & Loss account but the bank will only show \$7,812 repaid from the capital sum.

Overheads

These costs will appear in your Profit & Loss Account and are a general cost to cover ancillary staff necessary to run a F1 Team operation. This cost will increase as the team size increases.

Planning for the Future

R&D (click on the R&D button)



It's always worth getting your Designers, Engineers and Mechanics researching and developing New Projects. Some of these will be banned in the current year but, if you can second guess the FIA rule makers, you'll have a head start over rivals (but remember to tighten up security). In 1996, the only development that's allowed is Semi-Automatic Gears so this is possibly a good project to start your team working on.

The *Chassis* design for next year's car will also be worked on - check this screen during the season to see the progress.

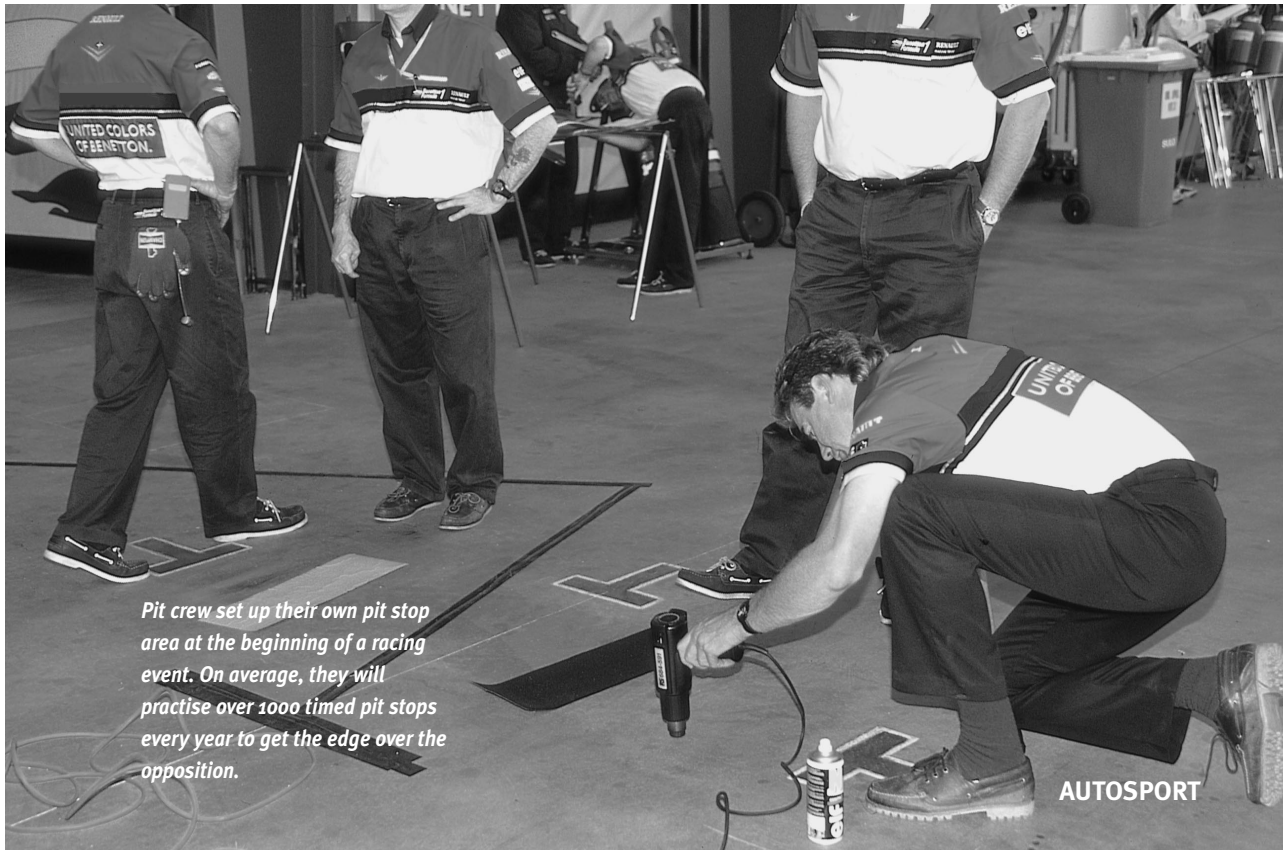
Acquire Technology will let you delve into other teams' R&D projects; as long as their security is not tight and you can afford the investigation fee. Use this section with care or you might waste a lot of money later on in the season.

Finally, in planning for the future of your team, you'd be wise to look at the possibility of *Building Facilities*. Under the **Design** button, *Building Facilities* allows you to plan long-term construction of facilities that can substantially help your team:

CAD/CAM
Carbon Fibre Construction Unit
Wind Tunnel
Manufacturing Unit
Testing Rig

All these facilities are necessary to get the car designed, built and tested. If you don't have them you'll have to pay to hire them.

So, plan carefully for what you think you'll need.



Pit crew set up their own pit stop area at the beginning of a racing event. On average, they will practise over 1000 timed pit stops every year to get the edge over the opposition.

AUTOSPORT

Winning This Season

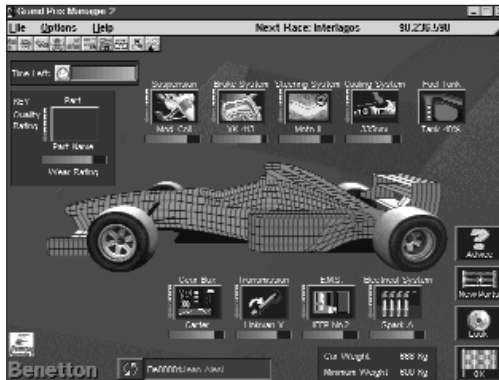
At the start of the game you'll have three cars already fitted out to an average standard. You could possibly go and race with these chassis but you almost certainly won't win the race. The key to *Grand Prix Manager 2* is winning races, attracting money that enables you to improve your cars/drivers/team so that you can win more races. So, you **MUST** get your car properly set-up and tested - this is **VERY IMPORTANT** for success.

Getting the Cars Right

Basically, if you don't build/set-up your cars for each race to their full potential then you won't win races. The overall design can be improved over time as you develop your own manufacturing of parts but initially you'll be looking at 'off-the-shelf' parts to fit on your cars.

From the Main Menu:

Click on the **Design** button and select Car Internals from the list of options.



This will show you a screen with various items that sit within the car, but are not readily visible, such as brakes and the gear box. The most important features to be aware of are the **Quality Rating** and the **Wear Level**.

Quality is the vertical thermometer-like icon to the left-side of the part and Wear is the blue band below the part. Quality can be improved by developing better parts, this takes time, so you won't improve quality dramatically in the short term.

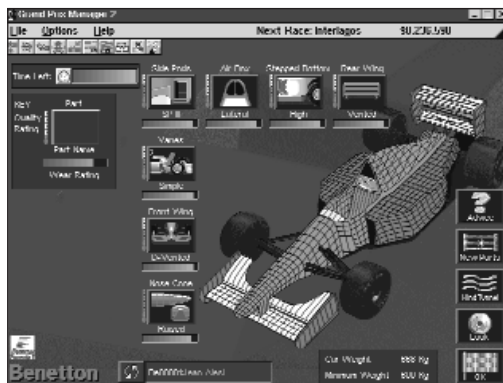
Wear Rating will become important as you begin to race. If you ignore these levels, you'll almost certainly experience some sort of parts failure during a race or even during qualifying.

Another important feature on this screen is the **Chief Mechanic's Report** button. The Chief Mechanic will tell you where work needs to be done and point the way towards which parts should be manufactured in-house. Remember that all newly developed parts *must* be fully tested. The **New Parts** button will give you a quick refit option. You can also **Look** at the set-ups on all the other teams (as long as you're playing in Rookie difficulty level).

When you've checked everything for the first car, rotate to the second car set-up and do the same for that car. Never forget that you've got to run two cars in a Grand Prix and that you've also got a spare car. Make a general note about what you should be manufacturing to improve the car performance (jump to **Manufacturing** in the **Design** button menu).

Finally, a note on Fuel Tanks. These do not have wear or quality ratings but they do have a % rating. This means that the fuel tank, once full, will take a car for the indicated percentage of the race distance - thus a 40% tank will let a car cover 40% of the minimum distance of each Championship Race. If you want to change your racing strategy you can fit bigger tanks.

Car Externals is a similar screen as Car Internals but these modifications are more visible (hence the change in the car graphic when you add a new item to the body).

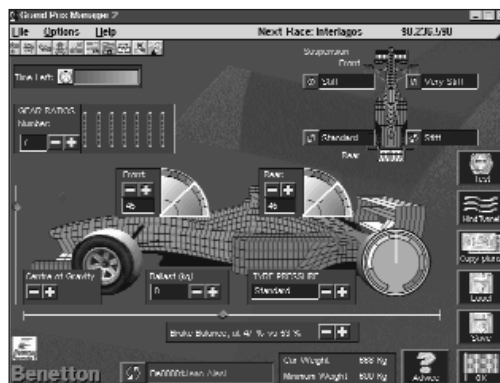


Quality/Wear/ New Parts/Advice buttons are the same as Internals. One of the main differences is that you can take your cars to the Wind Tunnel facility to check the aerodynamic drag and speeds attainable in straights and corners. If you haven't got your own Wind Tunnel (which you won't at this early stage) you will have to hire one at great expense.

Wind Tunnel

The Wind Tunnel checks aerodynamic flow over the car body and allows you to adjust the wings in order to get a reading for straights and corners. Remember that all circuits are different: some are twisty while some have long straights. So, you'll be looking at potential speeds over the next racing circuit in the F1 calendar.

Car Set-Up



Still under the **Design** button Car Set-Up gives you a chance to adjust/fine tune the cars for the race itself. Take Advice from your Driver in the first instance and then go to a Test session. You also have the facility to Copy Plans from one car to another - so if you want to fully set up one car and then repeat the operation exactly for the other cars, you can do that here. Always remember that all drivers are different so you won't get the same results from cars set up in the same way.

Car Set-Up gives you access to a number of other sections of the game such as Testing (see below) and Wind Tunnel (see above).

Facilities/Manufacturing Items

As stated above **Facilities** are very expensive to hire so it makes sense to build them. But don't overburden your finances until you have a good income and have picked up a top sponsor.



Manufacturing, however, is very important. Take note of your Mechanic's Report and begin work on whatever has been highlighted as necessary. Remember that your Engineers will have to split their time between manufacturing items and R&D.

The Pre-Race Testing Procedure



Testing is accessible from various screens but the main button is the **Test** button on the Main Menu screen. First a few Testing 'rules' need to be re-affirmed:

A lot of testing will be needed.

You are advised to run the testing laps (don't just click out of this phase).

Try to test the cars *twice* before each race.

When you have improved components make sure they are *fully* tested.

Take note of what your drivers tell you.

Select the **Test** button.

At first selection, you'll be faced with a message telling you how much it's going to cost. This amount may look exorbitant but you won't get anywhere without Testing your cars. Allow your cars time on the track so boost the number of laps to six or seven. Check Internal/External Design and remind yourself what Driver Aids you have assigned. Car Set-Up (see above) is fully accessible from here.

Remember to test *all* your cars.

The Race (Select the Race button)

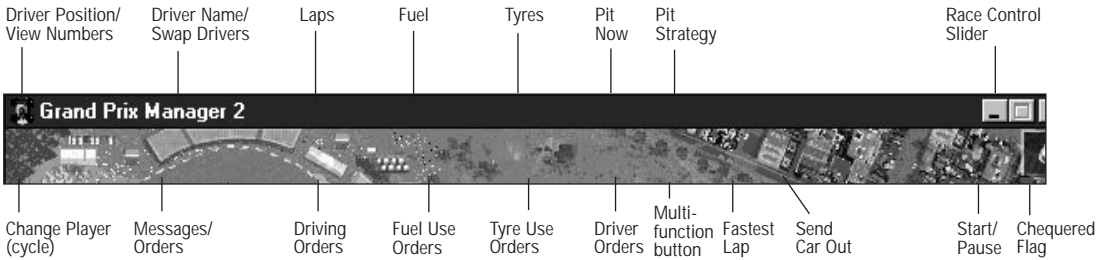
Finally, you get the chance to go to your first race event. You can participate in as many aspects of the event as you want, but the most important ones are the **Qualifying** section and the **Race** itself.

The first screen you see is the Customisation feature.

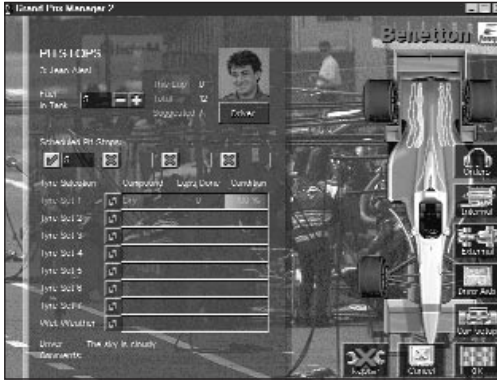
Select (make sure the ticks are on) **Qualifying** and **Race**.

When you leave this screen you'll see the Transport Options for Personnel, Equipment and Hospitality Arrangements. You can adjust these to save money in the future, if your sponsors have not been as generous as you might have hoped. Be careful if you choose to take less Personnel though, this might have a detrimental effect on pit times and repair work.

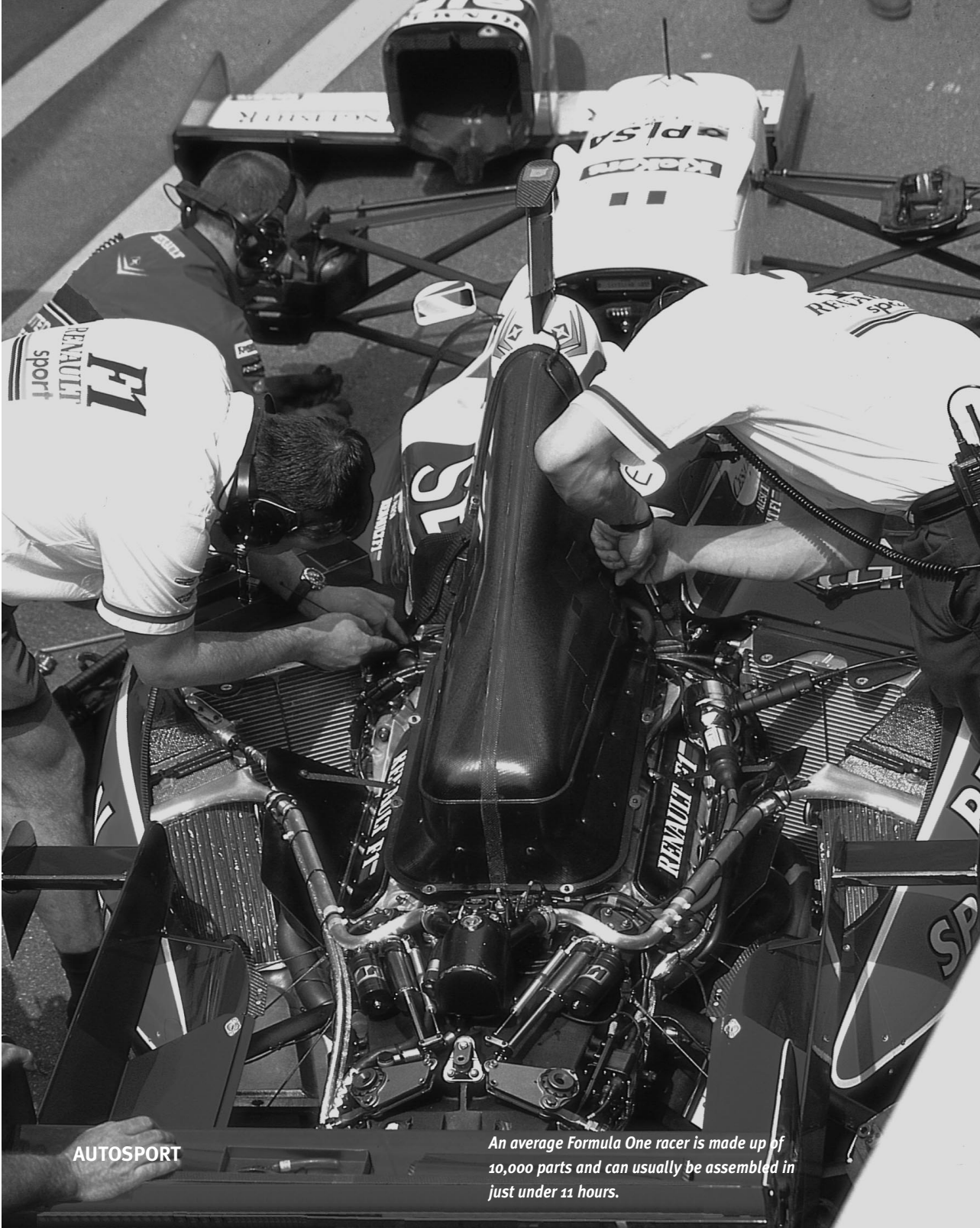
Qualifying



Qualifying is set for a timed period (see FIA Rules Section). Keep an eye on the Weather icon and allow the cars to complete about 5 laps before bringing them back to the Pits (Pits Icon) for adjustments. The Pits give you a chance to change Internal/External Design elements and enter the Car Set-Up screen (see previous sections)



- Make sure you have enough FUEL in the tank to take the car to the next Pit Stop.
- Make sure you have the best tyres on the car (remember, you've got a limited number - see the FIA Rules Section later) and, if possible, brand new 100%.
- If it's wet weather, make sure you've fitted Wets.
- Make sure you give your drivers the correct ORDERS (initially, choose something like 'Pace Yourself')
- Make sure you repeat all procedures for BOTH cars
- If things are not going well, go to the CAR SET-UP screen and get more **Advice**
- Note that FIA rules exclude drivers who fail to get a time within 107% of the pole position.



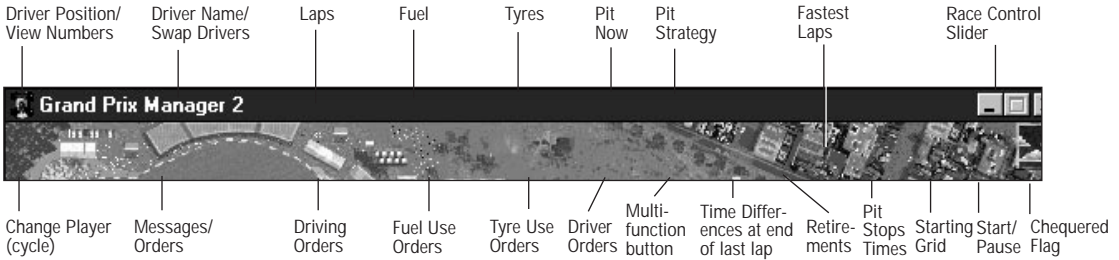
AUTOSPORT

An average Formula One racer is made up of 10,000 parts and can usually be assembled in just under 11 hours.

Race

The Pits (in race)

In-race pits serves the same function as the Qualifying Pits BUT when a car comes in during the race it will be timed and you will be given a time for your stop in seconds. This time spent will affect the car's placings. In race, keep an eye on the weather and remember to fit Wets if it begins to rain - keeping slicks on will almost certainly make your car spin off or slow it down.



Racing Procedures

- Become familiar with all the Race screen buttons. The most important ones are:
 - Driver Position
 - Laps Covered
 - Fuel Remaining
 - Condition of Tyres
 - Orders
 - Pit Strategy
- Remember that you've got TWO cars out there to manage, so keep switching from one to the other to get the full picture of how your team is doing.
- All sorts of things can go wrong in a Formula One race, so keep tabs on what the drivers tell you. Issue orders that make sense - if there's a chance of a point (the difference between 6th and 7th position) why not tell your driver to 'Do or Die'?
- If you don't want to watch the cars winding around the top-down circuit view, why not switch to the Alternative View and watch the continuously updated lap times with the 3-D animations monitor.



All other functions are still available from this screen including the Pits.

- Check the Reference section for specific control button information

When the race is over, you'll get the Results screens for Constructor's and Driver's Championship. You'll be in the points if you've finished in the top six placings.

Analysing the Results

Well, where does finishing the first race leave you? For a start much less well off.

- Check your *Profit & Loss* by clicking on the **Finance** button in the Main Menu screen and see where you spent the money.
- Check the Sponsors (the Sponsors button in the Main Menu screen) to see if anyone has been impressed with your performance in the first race.
- Check your E-Mail (in the Your Desk button) to see what's happened to your Contracts and Staff. You may (if you were one of the previous season's top six) be receiving money from the FIA anyway, just for turning up (check the Rules).

The Next Venue

So, 15 events to go for this season! Obviously, you'll have to prepare for the next race:

- Look up your Diary (from the Your Desk button) to see where the next event will be held.
- Remember to check all car parts and replace those that are worn and likely to fail.
- Remember to **Test** the cars/drivers again.
- Keep checking the Sponsors for interest (especially, if you did well in your first race).
- Get advice if you need to concentrate the Commercial Department's time on a particular sponsor.
- Estimate who you're going to need in the next race to help you assess the Transport Options.
- Keep an eye on this season's in-house parts Manufacturing (click on the Design button).
- Check the progress of the Chassis design for next year (click on the R&D button).
- Check the FIA Rules for new developments (click on Your Desk)
- Check the progress of R&D or assign new projects (click on the R & D button).

Losing The Game

The game will end the moment your bank balance becomes negative (you've run out of money).

TECHNICAL NOTES - REFERENCE SECTION

THE WINDOWS™ INTERFACE

Grand Prix Manager 2 runs in Windows™ and has a number of 'windows-style' options. These are:



File

Open a File (Load a Saved game with a .GPS Extension)

Save a File (Save a game using the name of your last saved file to a .GPS Extension)

Save As (Save a game under a new name with a .GPS Extension)

Restart (Restarts the Game without quitting)

Exit (Quits the Game and takes you back to Windows™)

Options

Sound (this has three Options: Music, High and Commentary).

The Music toggle switches the music on or off.

The High toggle switches the sound quality between high and low: if you have a lower specification machine and are experiencing sound problems, select the 'Low' option.

The Commentary option turns the in-game commentary on/off.

Customise (to set up your choice of cars, drivers, teams, logos, currency, points - see the **Customisation** section for details).

Hot Icons Toolbar These are mini-buttons that give you shortcut access to what you consider important sections of the game. The way you set these up reflects how efficiently your gameplay will be organised. Setting up the toolbar that suits your style may take a few races. Hot Icons will appear across the top of the Main Menu screen at all times. Set the ones you require in the order you want them to appear on-screen by clicking on the crosses or ticks. Re-order them the way you want them to appear or choose to see them at all times.

Main Menu Screen Set-up You'll be seeing the Main Menu screen many times as you play the game, so this is the place to set up the background picture and the button layout you prefer. Choose from the layouts shown, or alternately click and drag the buttons to where you want. When you leave this screen, the settings will be fixed (but you can always return at any time).

News After Race Choose what items you want to see after a race: News, Mail, Drivers' Championship or Constructors' Championship details.

Help

Help is available at three levels in *Grand Prix Manager 2*:

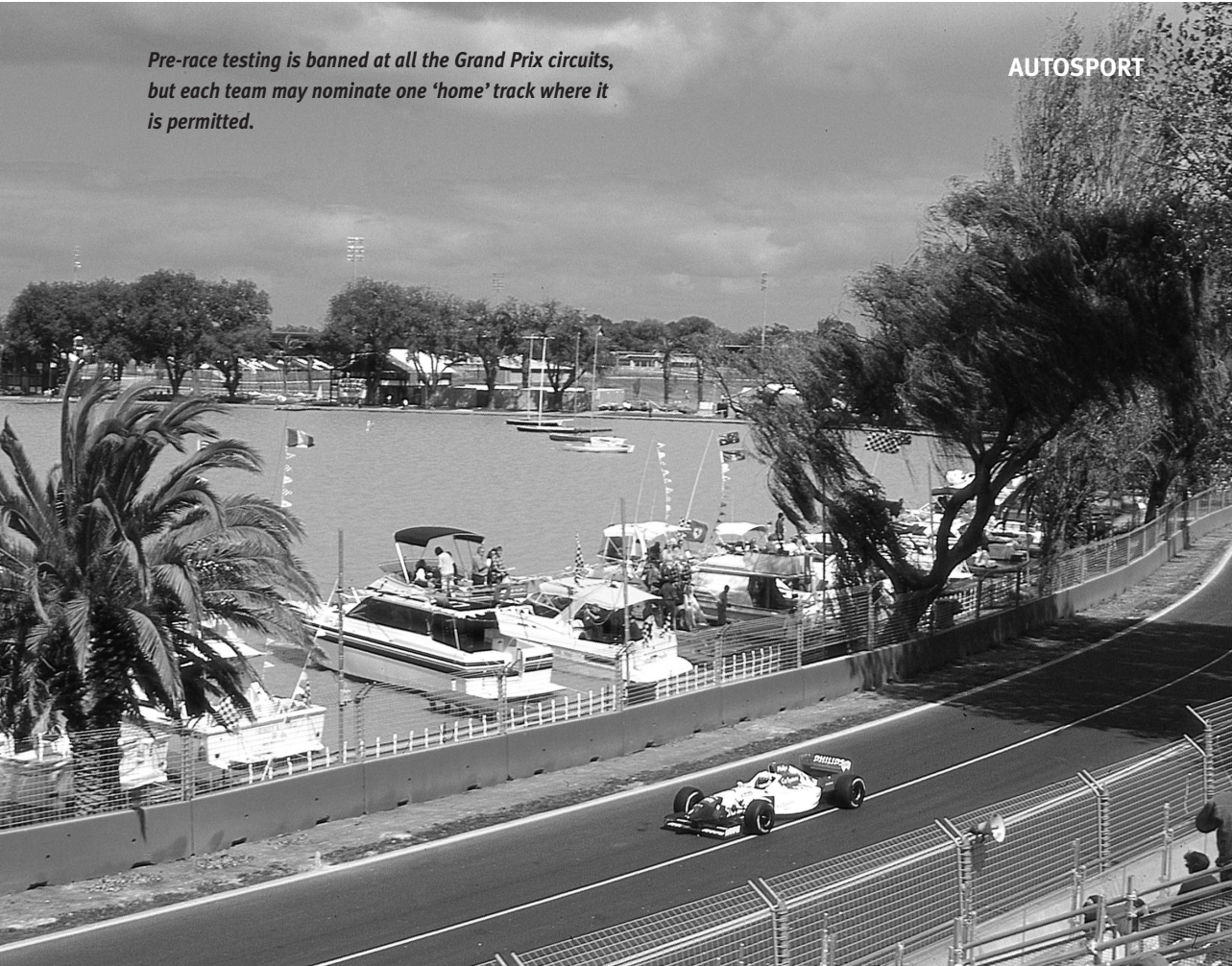
Windows' Help This is for players new to Formula One team management and gives an introduction to the key screens.

Hints & Tips On/Off - highlight and select if you want to receive pop-up box advice from your team whenever you enter a key screen.

Advice Buttons Remember that if you are playing at Rookie difficulty level, you will have the Advice buttons option.

Pre-race testing is banned at all the Grand Prix circuits, but each team may nominate one 'home' track where it is permitted.

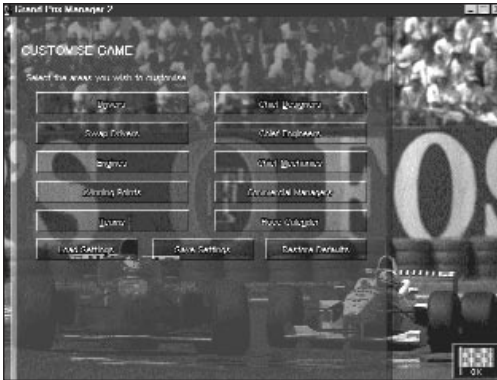
AUTOSPORT



CUSTOMISING

You can set-up *Grand Prix Manager 2* to play the way you want. From the Options pull-down menu select Customise

Customise



Drivers

Choose a driver to customise, then click on the characteristics you want to change (either the plus + or minus - 'stars'). Here, you can also change Name, Nationality (select another flag), Age, Car Number, if the Driver is available for hire, Salary and History details.

Swap Drivers

Select the driver you want to move, then select the driver you want to swap him/her with.

Engines

Select which details you want to change: Name, Manufacturer or Quality (star rating).

Winning Points

You can change the points awarded system here including points awarded for the fastest lap and pole position.

Teams

Change Team Name, Manager's Name, Home Site (select the home circuit), Engine (click on engine logo), Team Logo (click on Team Logo), Customise Car Colours, Human/Computer or No Player. Remember, you MUST have a minimum of 10 teams in the season and between 1 to 4 human players.

Note: if you choose the Multi-player option you will see a 'cycle-through human players option' button on the Main Game screen.

Chief Designers
Chief Engineers
Chief Mechanics
Commercial Managers

All of these options work in the same way and allow you to change a Name, Swap to another Team (you'll be given a list) and change the quality (plus + or minus - star rating).

Race Calendar

You can change the season's racing calendar. Select the circuit you want to re-assign and then the map of the circuit you want to replace it with.

Load/Save/Defaults

Loads or Saves a Custom Configuration as a .CFG file. Defaults will re-instate the game pre-set configurations (The 1996 Season).

CAREER OPTIONS

When the game first begins, you'll be asked to select the career you want to pursue select between **Quickstart**, **Long Term Contract**, **Short Term Contract** and **Link Play**. You can also **Load** in a previously saved game as a .GPS file.

Quickstart

This is the fast way into *Grand Prix Manager 2*. Set up **Team Name**, **Team Manager Name**, **Select Team** and **Change Team Logo**.

Long Term Contract



Selecting **Long Term Contract** will put you in control of all aspects of the game, across 10 seasons of exciting Grand Prix action. If you are playing the game at Rookie level it's recommended that you stick to the top three teams of the 1996 Season (you'll get money for turning up to a race if you're in the top 5 teams from the 1995 Season.)

When you've selected a team - you'll be given the **Customise Options** (see above)

Multi-player mode

Multi-player mode is active when you select 2 or more 'human' players on the **Long Term Contract** screen. Click on the 'Player' column (you can toggle between Computer, No Player and Human). The maximum of human players is 4. Play as normal and switch from one team to the other when setting up options.

The **Main Menu** screen will have a 'cycle' button to shift through the active 'human player' teams.

The **Pit Stop** screen will likewise allow all 'human player' teams to set up (remember there are two drivers per team) and then you will enter the race screen.

In **Race**, you will be able to cycle through the teams using the 'cycle' button under the driver position indicator.

In all cases look out for the Team Name and Logo that refers to your team.

At the end of the race/season, you can compare results.

Short Term Contract

Choose one of five scenarios from the description given and play the game over three Championship seasons.

Link Play

We have implemented Link play in *Grand Prix Manager 2* to give you an idea of the real fun to be had when pitting your strategies against your friends. Just imagine what they will feel like if you pip them to pole position by implementing the best set-up for Monza.

For full details/updates of Link Play please consult your Technical Supplement

Difficulty Level

When you have selected a type of play from the options above, you will then be asked to select a Difficulty level.

Select from:

Rookie (recommended to new players of *Grand Prix Manager 2* and allows you to **Look** at other teams' set ups, designs etc.

Amateur

Semi-Pro

Pro

Ace

You will then be taken to the Main Menu Screen.

MAIN MENU SCREEN - PERSONNEL



You'll find that in order to make advances in design you need a good team. Similarly you need to balance your driving team - it's all very well having two very expensive old hands but what about bringing a newcomer up through the ranks?

Be aware that contracts will run out and need to be re-negotiated.

Chief Designer



The Chief Designer needs incentives like anyone else and will also need a strong team behind him. You can choose the number of Excellent, Very Good, Good, Average or Poor Assistants - each one receiving an appropriate amount per Grand Prix season.

If you're unhappy with your designer then you can attempt to hire a new one for the next season by clicking on the Offer Deal button. Click on a name from the recruitment agency list and you'll see the negotiations screen.

Negotiating Contracts

Make Your Offer by amending amounts shown on the screen (click on the figures and delete/replace). A contract will last a minimum of one season. The recruited Chief will replace the current Chief at the start of the next season. You may recruit the same Chief again, effectively extending his contract. Chiefs must not be offered a salary less than that of 'Excellent Assistants'.

Chief Engineer

The Chief Engineer is the man who'll put your designer's work into practice by building the new parts. As with the Chief Designer you can attempt to lure a new Chief Engineer to the team by offering him the right deal. To do this, click on the Offer Deal button and then on the name of the person that interests you from the list. See above for negotiation.



It can cost over \$150,000 to provide kit for all the race team every year. Fireproof pit crew gear costs \$2,250 per person.

Chief Mechanic

Of course, to back up the Chief Engineer, you need a Chief Mechanic to lead the team that's actually going to fit the innovative parts. As with the other two chiefs, you can change the mechanic by heading for the negotiations screen and hire and fire assistants of all standards to back him up.

Commercial Manager

In order to sell your team and to market its brand image, you need a Commercial Manager. He will make sure that there's plenty happening with potential and current sponsors. Better Commercial Managers can help to recoup much of the cost of running a Formula One team; they're quite literally worth their weight in gold. Their bonus payment is linked to the amount of money they have earned through sponsors. You can try and lure any Commercial Manager to your team.

Drivers



Your team needs three drivers: two to drive your team's cars and the third to step in if one of the others should get injured. Each driver is judged according to skills and temperament. Each driver's details are shown as a series of stars relating to these facets. These cover:

Character
Quickness
Reliability
Wet weather skill
Stamina
Intelligence
Ambition
Luck
Leadership
Experience
Overtaking skill
Morale

Each of these elements will have a direct effect on how the driver races and therefore how he does during a racing season. These figures will, of course, change over the course of the season as the driver gets more experienced, or as the morale rises or falls.

You can of course, negotiate with the drivers just as you can with the Designer, Engineer and Mechanic. By offering the right package you should be able to tempt two good drivers and a strong back-up to your team.

Negotiating Contracts

The **Negotiate** button allows you to:

Extend Contract

This allows you to make an offer to the existing driver.

New Driver

Click on a new driver from the list. This allows you to click on Experienced or Rookie drivers and negotiate with them.

Swap Position

Lets you choose a new role for your drivers. Promote a number two driver to top spot or bring a test driver into the racing team.

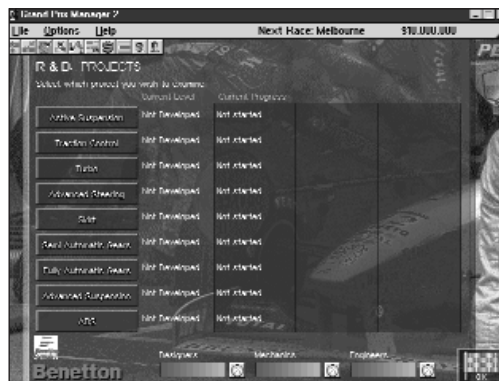
Look Team/Next Team

You may consult the details of all the other teams' drivers for the sake of comparison or for future negotiation.

Injured Drivers

By clicking on the **Injured Drivers** button you can see which drivers are out of action.

MAIN MENU SCREEN - RESEARCH & DEVELOPMENT



Research and Development is your team's chance to get ahead of the others by developing new technology that, while still not legal, might be made legal in following seasons. Any tips or clues that you pick up in a season will be useful here.

Select the project you want to be researched and allocate Designers, Engineers and Mechanics time to it.

New Car Chassis

You'll need to devote time to the car chassis for the next racing season **THIS SEASON**. As the design develops it will be painted up on this screen as a visual indicator of progress. Select how much Design Time you want to devote to the chassis.

Acquire Technology

This option allows you to attempt to 'acquire' technology from other teams. Select the team you want to investigate. You'll be warned how much that investigation will cost you. Remember that if their security is too tight, you'll get nothing for your money.

MAIN MENU SCREEN - DESIGN

Creating, building and then customising your car is an extremely important part of the race procedure. After all, even if you have the best driver and Commercial Manager and the car isn't up to scratch, then you'll qualify way down the grid, you'll have trouble winning races, you'll have trouble attracting the right drivers, designers and sponsors and then you'll go bust.

Internal Design



The following buttons allow you to choose different off-the-shelf parts to fit to your cars.

Fuel Tank

With the fuel stop strategies employed by teams, it's important to have the correct type of tank capacity for your F1 car. The options are to have a larger tank (100%) that weighs more but takes you further with less stops, or smaller tanks (40%, 50% etc.) that make the car lighter (and faster) but will require extra refuelling stops. Click on the marked button, then click on the part you require to install the fuel tank.

Electrical System

Getting the right system is a question of balancing the need for low weight with high reliability and reasonable cost; the heavier the system, the cheaper and less reliable it will be.

Cooling System

High performance engines generate vast amounts of heat and you need a very efficient system to keep it cool. This section enables you to decide on how you want to move cool air into the car.

Gear Box

Over recent years there have been many developments in gear box design. This has led to a move away from the traditional manual stick design to a steering wheel mounted semi-automatic design. These days gear boxes have electronic monitoring/ control system just like the rest of the car.

Suspension

It's important to pick the right type of suspension to aid braking and handling. Of course, the most expensive model isn't necessarily the most effective.

Brakes System

You need a brake that won't fade under high temperatures, that is light and that can cope with plenty of use.

Transmission

The transmission is the system that transfers the power created by the engine down to the wheels.

EMS

The Engine Management System monitors what's going on in the high performance engine block and transmits its findings back to the pit crew.

Steering System

Choosing the right system is a question of balancing responsiveness with weight. In Formula One cars the steering system's geometry determines the amount of input required from the driver to achieve a certain amount of turn from the tyres.

Car 'Cycle'

In the bottom left of the screen is the Car 'Cycle' button which enables you to modify the external design of your team's other cars.

*Note the **Quality /Wear Rating** panels on the side/below each part.*

Over recent years there have been many developments in gear shift design. This has led to a move away from the traditional manual stick to a steering wheel mounted semi-automatic design.



Mechanics' Time Bar

These are indicators of the amount of time available for your Mechanics. If this time level runs out you will not be allowed to do any more work on the car. To have more time accessible to you, either do less R & D or hire more (or better) staff.

Advice

A report from the Chief Mechanic. Take note of what he says because he knows what he's talking about. He'll give you vital guidance on internal design adjustments to be made to improve:

Engine Power

Engine Acceleration

Chassis Aerodynamics

Chassis Internals

Car Condition

Car Weight

New Parts

You have the option to change the Internal Design of the car globally by selecting this button. This will save time if all you want to do is:

Refit worn parts

Fit with lightest parts

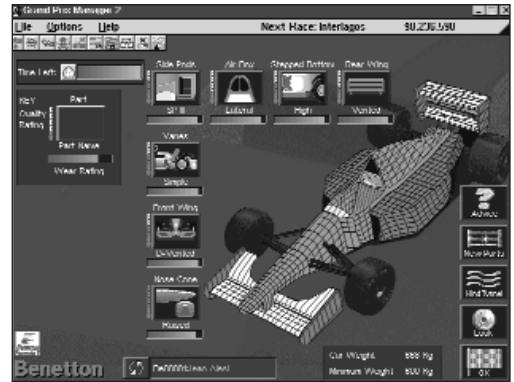
Fit with best parts

Fit with cheapest parts

Look

By clicking on this you can see what the other teams are up to in terms of their car internal designs. This option will not be accessible when playing the game at difficulty levels higher than Rookie.

External Design



Getting a car's external design right is as important as getting its internal components right. The tyres, ducts and wing all have a dramatic effect on performance and handling, so it's worth spending a bit of time testing the various designs to see which combination functions best. The following buttons allow you to choose different 'off-the-shelf' parts to fit to your F1 car:

Front Wing

The front wing is used to increase cornering speed by providing an appropriate level of downforce. Both the design and angle of this wing will determine how much downforce is applied and therefore how efficiently the car can corner.

Rear Wing

Essentially an inverted aeroplane wing, rear wings create downforce on the car so that it can hold the road more efficiently. Too much downforce will result in excess levels of drag and lower top speeds.

Air Box

If enough cold air doesn't get to the radiator and engine then the car will overheat and fail. The size and position of the cooling duct determines the level of airflow. It's worth bearing in mind that if you change other external designs then you might have to change the cooling duct as well.

Vanes

These aerofoils are used to increase the airflow to the cooling duct. By experimenting with the single, double, vented and in-house versions, you can cool the engine much more efficiently.

Stepped Bottom

A component that contributes to the 'ground effect'; holding the car tight to the track surface at speed.

Side Pods

Essentially functioning as cooling devices but with the additional benefit of providing a strong point on the chassis for driver safety.

Nose Cone

Select a nose cone design from those shown. You may have to adjust the nose cone to abide by FIA Regulations.

*Note the **Quality/Wear Rating** panels to one side and below each part.*

Mechanics' Time

This is an indicator of the amount of time available for your Mechanics. If this time level runs out you will not be allowed to do any more work on the car. To have more time accessible to you either do less R & D or hire more (or better) staff.

Chief Mechanic's Report

Advice is available from the Chief Mechanic. Take note of what he says because he knows what he's talking about. He'll give you vital guidance on:

Engine Power
Engine Acceleration
Chassis Aerodynamics
Chassis Internals
Car Condition
Car Weight

New Parts

You have the option to change the External Design of the car globally by selecting this button. This will save time if all you want to do is:

Refit worn parts
Fit with lightest parts
Fit with best parts
Fit with cheapest parts

Wind Tunnel

Once you've slotted the appropriate components onto your car's shell, you can see how it does in the *wind tunnel*. If you have not got your own, you'll have to hire it at a cost (\$50,000). This is an extremely important part of the External Design process. The Wind Tunnel consists of **Start/Stop** buttons and **Front/Rear Wing** adjusters. Examine the information shown on the computer to determine the optimum settings to achieve the best speeds along straights and corners.

Look

By clicking on this you can see what the other teams are up to in terms of their car designs. This option will not be accessible when playing the game at higher than Rookie difficulty level.

Replacement spare parts must be shipped over to replace those broken, destroyed or worn out in racing and testing. A Formula One team will travel an average of 100,000 miles in one year and transport can cost up to \$3 million per season.

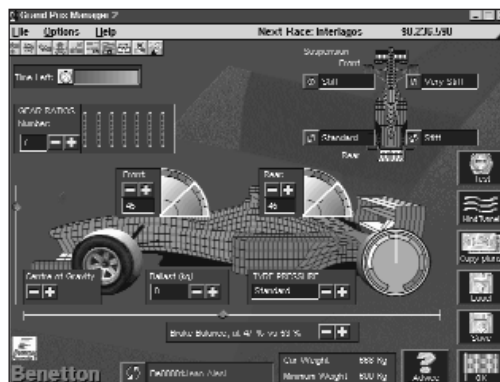


Driver Aids



The car manufacturers and racing teams are also involved in developing a range of useful *Driver Aids*. These are add-ons which dramatically increase the driver's chances of doing well in a race. Unfortunately, you'll find that many of these are outlawed during a particular Grand Prix season by the FIA but, in 10 seasons, who knows what will be allowed? If your car is fitted with a *Driver Aid* then a tick mark will appear by its description. A greyed-out button will appear if the part is not available and a Black Flag if the aid is banned. Click on the **Look** button (if in Rookie mode) to see what the other teams are up to.

Car Set-up



This screen allows you to adjust individual settings on your team cars:

Wings

Wings are the means by which a F1 car creates 'downforce': the thing that primarily holds the car on the track during cornering or high speeds. It's important to get the settings correct. You can adjust the angle set-up in two ways: by clicking on the white line and dragging up or down, or for more precise adjustment, with the + (plus) and - (minus) buttons.

Front Wing

The Front Wing is used to control the aerodynamic balance of the car, it does not contribute to aerodynamic drag but too much front wing can interfere with the airflow over the rear wing resulting in reduced rear downforce.

Rear Wing

The Rear Wing creates downforce on the car so that it can hold the track more efficiently.

Circuits such as Monaco need high downforce (increase the Rear Wing setting) because of the many corners and few straights, whereas circuits like Hockenheim need low downforce (reduce the Rear Wing setting). Other circuits such as Suzuka require medium downforce (a compromise between high and low) because of the mix of long corners and fast straights.

Gear Ratios

You must set the gear ratios of your gearbox to suit each circuit. Different cogs can be fitted to the gearbox which can have a major effect on the car's acceleration, cornering and top speed.

Short Gearing

Twisty circuits with few long straights demand 'short' gearing for quick acceleration. The nearer the cogs are to each other, the less work the lower gear has to do to get to the higher gear (short gearing).

Long Gearing

Circuits with long straights need 'long' gearing to give the car good top speed. The further away the cogs are from each other, the more work each one has to do to get to the higher gears but the faster the speed at the top gear.

You can adjust the number of gears from 4 to 7 by clicking on the individual cogs and dragging them into position.

Tyre Pressure

Less pressure will increase tyre grip but increase tyre wear.

Brake Balance

Brake Balance is set up to avoid understeer or oversteer when braking at bends. If cars oversteer you have to move the Brake Balance towards the front.

Ballast

Ballast is weight added to the car to make up the legal minimum weight. When you have customised your car, you might find that it's too light to be legal (see the FIA Rules). That's when you should add ballast and then re-adjust the centre of gravity.

Centre of Gravity (CoG)

Weight is usually distributed 55% on the rear wheels and 45% on the front but this will change if different tyres or brakes are used. If the car is not cornering well it could be a CoG problem.

Suspension: Front right/left; Rear right/left

You can adjust 5 grades of stiffness for the springs on all four wheels. This will be important on different circuits. Generally, stiffening all round will achieve lower ride height and so greater downforce but with the disadvantage of less cornering/traction grip and additional tyre wear. Softening springs all round will improve cornering/traction grip, reduce tyre wear but might make handling less responsive.

In addition you can select:

Test

Takes you to the full Testing screen. In order to improve your car set-ups you should use Testing and work carefully with your driver. See the Test section in this manual page 51 .

Wind Tunnel

Takes you to the Wind Tunnel

Copy Plans

Lets you copy the car set-up to the other two team cars. Each chassis has a reference number, this is printed to the left of the driver's name in the box near the bottom of the screen.

Car 'cycle'

Click on this to bring up the other two cars to look at their set-ups

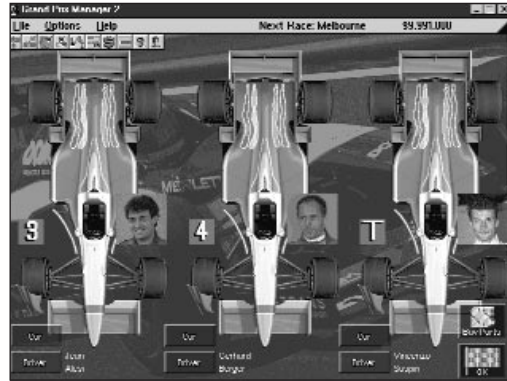
Mechanics' Time

This is an indicator of the amount of time available for your Mechanics. If this time level runs out you will not be allowed to do any more work on the car. To have more time accessible to you either do less R & D or hire more (or better) staff.

Load/ Save Set-up

Car Set-Ups are Saved/Loaded as .CSU Extensions

Driver Set-Up



This screen allows you to adjust the chassis/drivers between Car 1, Car 2 and Test/Reserve Car.

Buy Parts

Here you can purchase a new car chassis (if required).

Facilities



This screen allows you to build new facilities in your team base. The options available are:

CAD Network (Computer Aided Design)

This helps with Design Time use.

CAM network (Computer Aided Manufacture)

This helps with Engineering Time use.

Carbon Fibre Construction Unit

This helps with building External in-house parts cheaply.

Wind Tunnel

This saves on the cost of renting a Wind Tunnel and also helps improve the capabilities of new chassis designs.

Manufacturing Unit

This helps with building Internal in-house parts.

Testing Rig

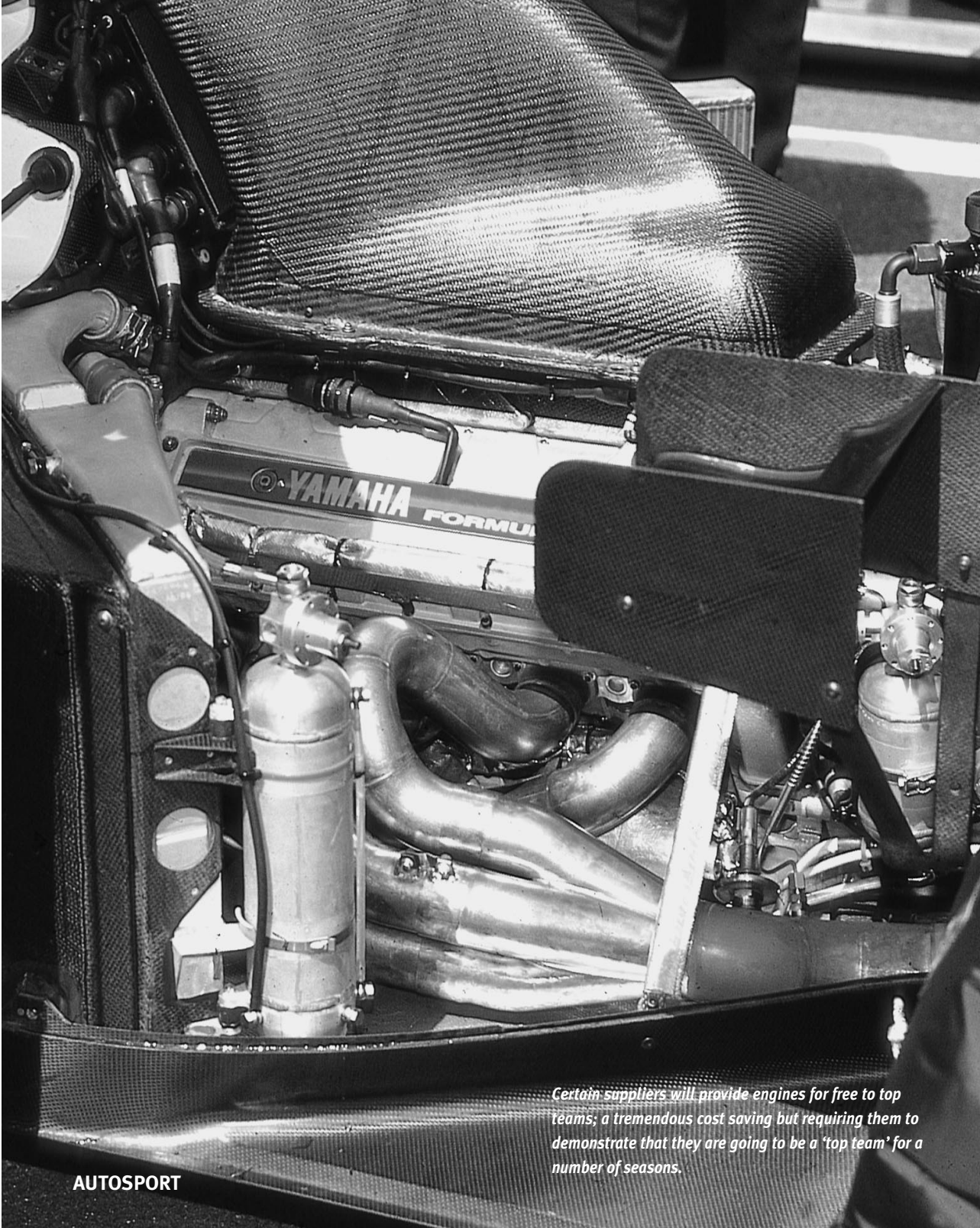
This helps with the testing of major new components such as the chassis and the engine, reducing the amount of time you need to spend on the test circuit.

Each facility will aid your **R&D** and **Testing** capability but against each unit you must compare:

- Cost to Build*
- Cost to Sell (if no longer wanted)*
- Monthly Maintenance Costs*

Click on the cross mark to construct a facility and you will be told the cost and when it would be ready.

Remember that the facility will take time to build, so planning ahead for next Season is important.



Certain suppliers will provide engines for free to top teams; a tremendous cost saving but requiring them to demonstrate that they are going to be a 'top team' for a number of seasons.

Manufacturing



This screen allows you to design in-house parts for your car for this season. It shows the percentage of time spent by the engineers on in-house parts and R & D. You may alter the values by clicking on the + (plus) and - (minus) buttons.

When the work is complete you will receive e-mail of the fact and the part will appear on the parts shelf. When you want to fit that part it will cost you the price stated. To highlight the fact that it is a newly available part we call it an 'in-house part' until the end of the season. Generally, their quality is better than the parts available off the shelf. If you do not have a *Manufacturing Unit* (Internal parts) and/or a *Carbon Fibre Construction Unit* (External parts) facilities for manufacturing will have to be hired at tremendous cost. Two reports (the *Internal* and *External Design Manufacturing Reports*) are available to you informing you what's being worked on by your engineers.

MAIN MENU SCREEN - FINANCE

The bottom line is always the same - cash. Creating a race-winning car isn't just about bolting the right components together and then putting a driver behind the wheel.

Visit the Bank

If you're running out of money and need to get hold of some finance quickly then, initially, the bank will be happy to oblige; but be prepared to pay interest. You'll be able to Borrow or Repay selected sums of money.

If you have a loan, you will see details of:

- Sum Borrowed*
- Interest Rate*
- Interest Sum*
- Total Debt*
- Repayment per Race*
- Money Paid*
- Money Outstanding*
- Number of Payments Remaining*

Profit and Loss

FINANCE - PROFIT AND LOSS REPORT - TOTALS FROM LAST RACE			
Income			
Commercial Debt		Personal	Car
Sponsor (Revenue)	0	Commercial	Contribution
Sponsor (Expense)	0	Living	Expense
Sponsor (Reward)	0	Transporting	Tax
Merchandise	0	Mechanics	U
Subtotal	\$0	Private	U
		Subtotal	\$0
Expenditure			
Financial Debt		Financial Debt	
Insurance	0	Living	U
Medical	0	Transporting	U
Subtotal	\$0	Subtotal	\$0
Banking			
Bank Balance	0	Commercial	Total Income
Subtotal	\$0	Living	Total Expenditure
		Merchandise	Net Profit
		Subtotal	Bank Balance
			\$10,000,000

If you want to know how well you're doing then head for this screen where you get the financial picture about your income and expenditure. Pay particular attention to Income (money coming in), Expenditure (money going out) and Bank Balance (the amount of cash you've got in the bank).

Insurance

Racing a Formula One car is a risky business. Your insurance premium is going to be high. However, it's well worth the outlay, because should the worst happen you'll at least have a large lump sum dropped into your bank account.

Third Party

At the start of the season all drivers will not be insured above Third Party rate. You will always pay Third Party rates but you may choose additional insurance options - Injury and Loss.

Injury

This refunds the driver's salary for races missed and will reimburse any health costs.

Loss

The salary for the whole year will be refunded in the event of a driver having to retire from the team.

Premiums are paid per race and insurance (except Third party) can be cancelled at any time by changing the tick marks against the cover details. Note that the cost of the premium is based on the experience and salary of the driver.

MAIN MENU SCREEN - CONTRACTS

Engine Contract

Getting the right engine for your cars isn't easy. So don't just assume that you'll be able to get the engine you want just by approaching the manufacturer. You should first work out a shortlist of engines you'd be happy with and then go about making the companies adopt your racing team. If you're one of the top teams, certain suppliers will provide engines for free; a tremendous cost saving but requiring you to demonstrate that you are going to be top team for a number of seasons.

You will see the following engine data:

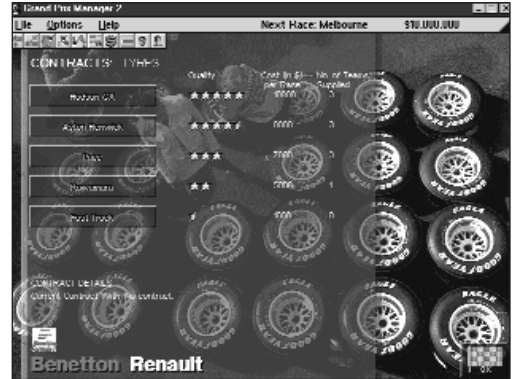
Engine name
Manufacturer
Horsepower
Weight
Age
Other Teams
Quality

Contract Details you will see:

Seasons Contracted
Cost Per Engine

You have the choice to **Offer Deal** or **Look** at the other teams' engines.

Tyre Contract



Tyre producers participate in the sport because it's a valuable R&D testbed. The tyre contract you choose will have to be paid for, however, so pick wisely

Spare Parts Contract

Your team are going to need spares to keep your cars on the track. To this end you'll have to award a company with a spares contract. The more you pay for this contract, the better the parts you'll receive. Select the company you want, then enter details of the contract you require by clicking on **Offer Deal**.

Fuel Contract

Although FIA rules stipulate fuel must be standard pump fuel, you'll still need a fuel supplier.

Security Contract

If you've got inadequate security and you're developing new technology, you might find other teams will try to help themselves to your hard work. So it makes sense to protect your team's work. You can hire a security team to protect your team base grounds; including the technology and designs that might be useful to rival teams.

MAIN MENU SCREEN - YOUR DESK

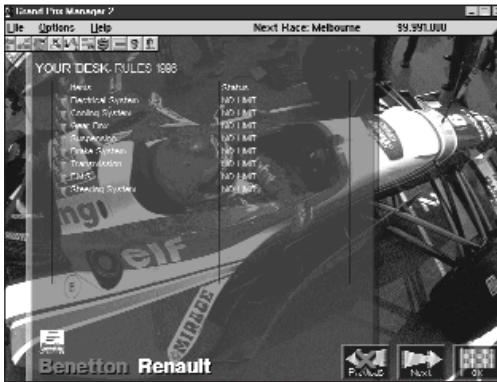
Personnel

This will give you a summary of who is working for you this season and next season, plus details of points gained and position in the FIA World Championships.



Tyres are currently brought to each Grand Prix event by Goodyear (Formula One's sole supplier in the 1996 Season). Leading teams will have contracts that give them a free supply of tyres but smaller organisations may have to pay \$550 for each tyre.

Rules



As the 10 season campaign progresses and the research teams come up with new designs, so the Grand Prix racing body, the FIA make new rules. These rules cover everything from the overall weight of the car, to the engine that powers it, the tyres and the specialised driver aids. In order to produce a 'race legal' car you'll need to keep in touch with the latest FIA rulings. You'll find all the details you require in the **Rule Book** that's on your desk. Don't assume that these rulings will occur only at the end of the season. Occasionally, they'll make a ruling before the start of a race, so before getting your car ready, have a look to see if there have been any new developments. You may find that the driver aid that you've just created is illegal. Be warned, if you run an illegal car you will get found out and have to suffer a penalty.

Race Diary

Today's Grand Prix season involves races in most of the world's major countries. The Grand Prix season is a real test of forward planning. Only by being aware of all the races that are coming up and the different demands that they'll place on both the team and the cars can you succeed. You'll find details of all the races in the **Diary** on your desk.

E-Mail



Click on the **E-Mail** button and you'll see a series of messages - to read a message just click on it. You'll get messages from all sorts of people from the individual team member to the richest sponsor and you should therefore consult it on a regular basis.

MAIN MENU SCREEN - SPONSORS

Thousands of people attend Grand Prix races; millions of people watch the races on television; millions more read all about them in newspapers and magazines - Grand Prix is always big news. You can capitalise on all that publicity by selling sponsorship deals on your drivers, your team and your cars. The sponsors will be happy if they get the right sort of publicity.

Sponsors' Time



This will show you details of:

Company Name

Wealth (dollars signs)

Country

Time Allocated (by you dealing with sponsors)

Interest (shown by sponsors)

You will also see buttons for:

Commercial Manager Advice

Your Commercial Manager will tell you who he thinks is worth trying to cultivate for the best deals.

Contracts

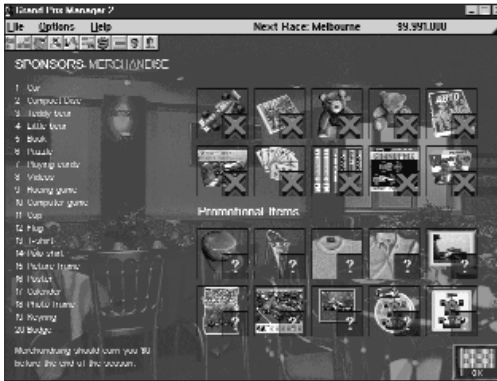
This calls up another screen which shows existing contracts with details of Company, Location (Most expensive to cheapest.), Value (per race) and Races Remaining.

Offer Deal

If you offer a deal to a sponsor, you must choose the area to sell ad space on the Car, Helmet or Racing Suit option. The value of the deal will depend on the logo's position on the Car, Helmet or Racing Suit.

If an offer has been made you will be told about the length of the deal and its value per race.

Merchandise



By selling the rights to use your racing team logo to a series of merchandise manufacturers you can add to your revenue or prestige over the course of a season. Each item will either be a revenue earner or a loss leader that helps to promote your team image. Interest from Merchandisers will change over time depending on your team performance.

Lower-half of screen

These promotional items will make a loss but will raise the team's profile with the sponsors. The items shown at the top are most effective with sponsors while the items at the bottom have the least effect.

Upper-half of screen

These are solid merchandising items. Click on the X marks to show the offer as earnings per race.

Sponsor Contracts

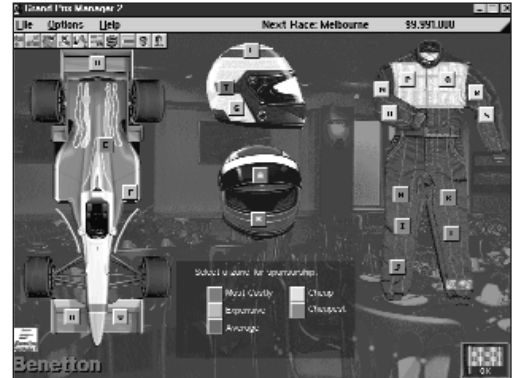
A summary of contracts set up by Company

Location

Value (per race)

Races Remaining

Sponsor Deals



A summary of deals made by selling space on the Car, Helmet or Racing Suit.

Note that there are 5 colour coded areas of cost from **Most Costly** to **Cheapest**.

MAIN MENU SCREEN - TEST

This is one of the most valuable elements of the car development schedule. By actually taking your car to a track and seeing how it does, you can work out whether or not the changes you've made will have any impact on the car's performance. By adjusting, then testing and then adjusting again, you can get the car set up perfectly for the race.

All testing is done out on the track. All teams choose one Grand Prix circuit to test the car on.

The chosen circuit is known as your home site, remember the cost of transporting your test rig to distant circuits will be high. Wise managers usually choose a home site that is close to home base. Testing is restricted to your chosen home site until the scheduled races elsewhere have been completed.



AUTOSPORT

The bulk of an F1 team's income comes from sponsorship. Sponsors must be convinced that the team and the sport itself are a good investment for their millions.

Testing

For example, if you play as Benetton and choose Silverstone, England as your home site you cannot test at Interlagos, Brazil until that race has been completed.

When you enter testing you will be presented with your drivers' current thoughts about their car set-up, then you can adjust the car to suit your drivers.



Adjustments

You can adjust/change the following items in any test session:

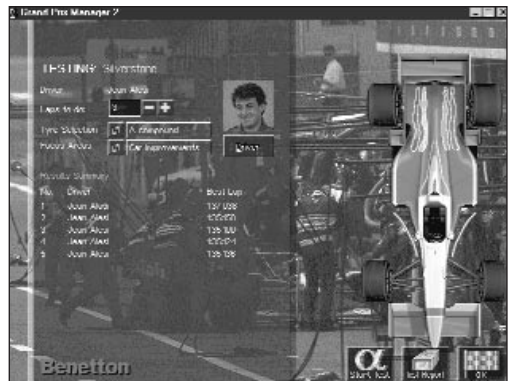
Internal Parts (same as Design Screen)

External Parts (same as Design Screen)

Driver Aids (same as Design Screen)

Car Setup (same as Design Screen)

When you have made any changes you feel are relevant to the car, you will exit this screen and be presented with the pit lane options screen.



In the **Pits** you'll see:

Driver - switches across the three drivers (with portraits).

Number of Laps - enter the number of laps you want the car to complete for this test session.

Focus Area - select an area for the team to concentrate on specifically, various weaknesses can be improved upon during testing.

Car Performance

Driver Skill

Pit Stops

Track Familiarisation

Endurance

Car Improvements

Tyres - select the tyres to use for this test session.

Start Test

The test will take place and generate reports.

Test Report

This report will show the Driver, a SetUp identification name, a Best Lap time and a Comment from your driver. Pay attention to the time and particularly the advice given. Send the car out for as many test laps you think are necessary. Testing is very important for new parts/chassis and will improve their performance in a Race.

After testing has taken place your Chief Mechanic will also assess the car performance, just drop back to the initial testing options screen, use the next button to toggle through the driver and Chief Mechanics report. Pay attention to the advice and start work immediately to improve performance.

MAIN MENU SCREEN - RACE

Once you've got the car running the way you want, the drivers, sponsors, security, insurance, transportation and back-up team in place, it's time to get down to the track. Select the **Race** button.

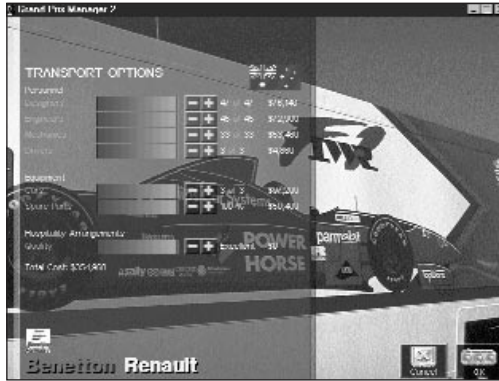
The Build Up

There are five stages to a Grand Prix race weekend (from 1996 FIA rules). You can get involved in all of these stages or simply go straight to the race. The stages are:

- Free Practice
- Qualifying
- Pre-Race Warm-up
- Formation Lap
- Race

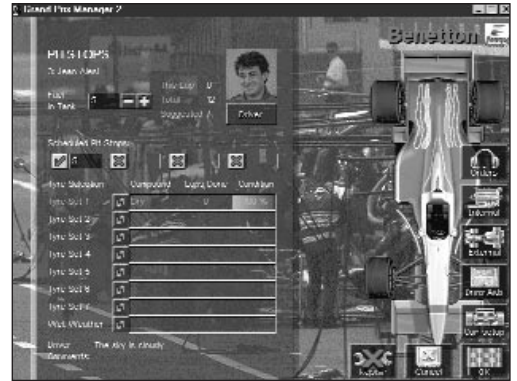
However many stages you choose to involve yourself in, they all take part from the Main Race screen. From this top-down screen you can control how your driver races, monitor both the driver and the car's performance and decide when pit stops will take place.

Transport Options



Before you make your way to the race track you've got to decide exactly who and what you want track-side: personnel and the hardware. To modify, use the + (plus) and - (minus) buttons.

The Pits



Pit Stop

This screen will appear before your car is allowed out on to the track for Practice, Qualifying or Racing. It will also appear when your Pit Strategy demands that a driver comes into the pits. Initially, from this screen, you can change tyres, load fuel, add/swap external/internal items, driver aids and (not during a race stop) attempt to repair car damage.

You can check that you have correct tyres, Dry or Wets (for wet weather). In *Grand Prix Manager 2* you have 7 sets of dry tyres and as many wet weather tyres as you require. We allow you to change your tyre sets during any pit stop. Remember, if you do not change your tyres you will return to the race with worn tyres.

Check the automatic Pit Stops lap figure and make sure the correct number of stops are shown for your type of Strategy. If the race is for 71 laps a reasonable 2-stop strategy would be to come in on laps 27 and 51. To change any details on any of the numbers shown (pit strategy, fuel load), simply

click on what you want changed and a cursor will appear allowing you to delete the existing number and type in a new one. Press [Return] to confirm.

Check that fuel is sufficient until the first Pit Stop. Adding a couple of laps extra fuel can be useful as it may give your driver the ability to ‘push harder’ for just a few crucial laps that could be the difference between first and second place.

Repeat the procedure for Driver 2 (and Test Driver if this is not a race session) by clicking on the **Driver** button.

Timed Stops

When you click out of the Pits screen in Race Mode, you will be informed how much time the Pit Stop took your team to perform and then you’ll be returned to the race screen.

Pit Boards

Pit Boards are displayed after every lap for your selected car. Click to return to the race. They can be turned off from the **Radio** option in the **Race Control Panel**. Pit boards contain the following information:

C = Car number

P = current Position

T = last lap Time

B = number of the car Behind you (or X if none)

F = number of the car in Front (or X if none)

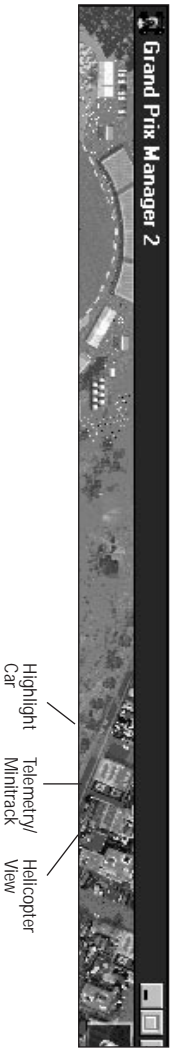
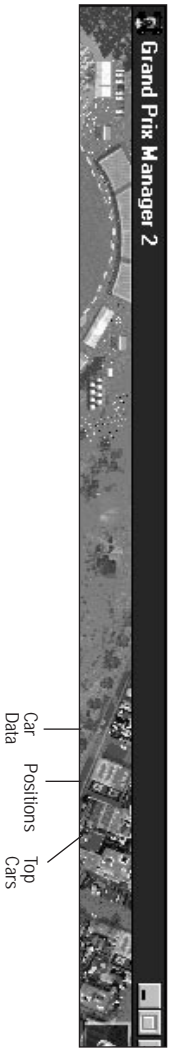
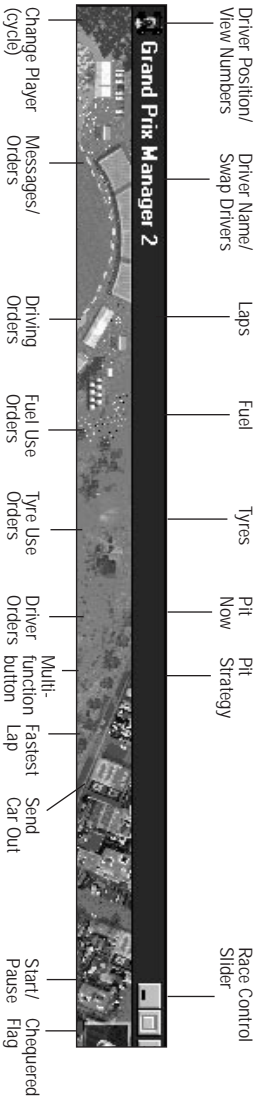
Practice, Qualify, Warm-up

If you’ve chosen to take part in these sections of the race you’ll now be able to involve yourself in the various phases. **Practice** is your chance to try out the settings you have for the race track.

Qualifying is extremely important in that it sets grid position and on some circuits it’s vital that you start close to the front. **Warm-up** will bring your engines to racing temperature and improve race performance. Each of these takes place from the standard race screen which displays the race track from an overhead view. To start a phase, click on the **Three Lights** button; to end a phase, click on the **Chequered Flag**. The race screen is explained in more detail in the next section. Some items in the Race Control Panel will not be accessible to practice, qualification and warm-up sessions.

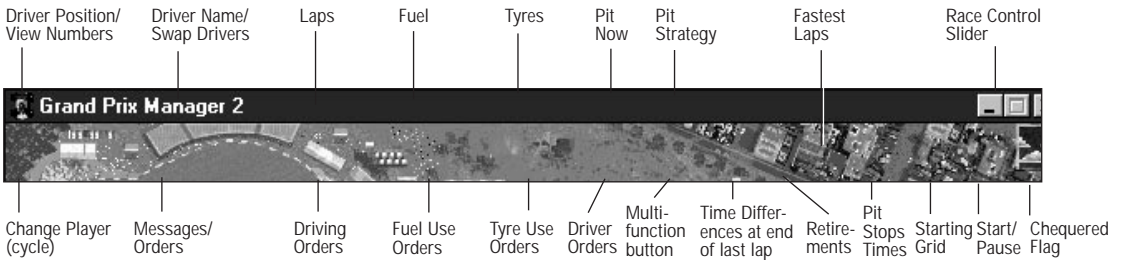
Reference Section

Qualifying



The Race

To start the race click on the Three Lights button. The cars will peel off in the order they qualified in and the Grand Prix will get under way. You should monitor how everything's going and give your drivers orders. You can access all functions from the buttons arranged on the Control Panel at the bottom of the screen.



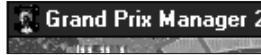
Race Indicators

[top bank-from left to right]



Driver Position/View Numbers

The selected driver current race position. Click on the panel and place the mouse cursor over any of the cars to view race numbers and driver information.

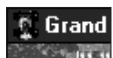


Driver Name/Swap Drivers

The name of one of your team drivers. Click on the panel to swap between your two racing drivers. Remember that the data shown refers only to the selected driver. To find out information for your other driver or give orders to him, his name must be displayed on the Control Panel.

Correct tyre pressure has to be controlled to achieve an optimum working temperature of 100 °C. There are 28 tyres per driver (grooved rain tyres are unlimited). Drivers and their engineers must decide how to use them. During Qualifying, tyres are new and are effective in the second/third lap but then useless for the race itself.

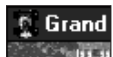


**Laps**

Shows laps completed out of the race total for the selected driver.

**Fuel**

Shows fuel remaining in the tank for the selected driver. Each fuel unit is equivalent to 1 lap *when driving normally*.

**Tyres**

Tyre wear shown as a reducing percentage [100% = new] for the selected driver.

**Pit Now! (Spanner)**

Call your driver into the Pits, regardless of Pit Strategies. He will drive in as he comes round for his next lap. This is useful if he's running out of fuel or needs new tyres or if it starts to rain and he needs 'wets' fitted.

**Pit Strategy**

A visual indicator of the orders you've given your driver for Pit stops. You can pit from 1 to 4 times in any race. You can change Pit Strategies when the car is in the Pits.

Race Control Slider

Move the slider (by pointing and clicking) left/right to change the speed at which the race takes place. Rookie managers are recommended to keep the accelerated time feature to a minimum until they are more familiar with the game.

[lower bank-from left to right]

**Change Player (cycle)**

This lets you switch between a maximum of four human players playing the 'same-machine' multi-player game.

**Messages/Orders**

Flashes a number of driver messages/race events. Watch this carefully; your driver may be running out of fuel and requesting orders to return to the pits.

**Driving Orders Slider (Track)**

Issue in-race driving instructions to your driver. Point-and-click on the slider and move left to tell your driver to back off, move right to tell your driver to drive harder. Pushing to the limit for prolonged periods of time is likely to cause mechanical problems.

**Fuel Use Orders Slider (Funnel)**

Issue in-race fuel use instructions to your driver. Point-and-click on the slider and move left/right. Point-and-click on the slider and move left to tell your driver to ease off and conserve fuel, move right to tell your driver not to worry about fuel. Pushing to the limit will increase fuel consumption dramatically.

**Tyre Use Orders Slider (Tyre)**

Issue in-race tyre use instructions to your driver. Point-and-click on the slider and move left to tell your driver to save on tyre wear, move right to tell your driver not to worry about the tyres. Pushing to the limit for prolonged periods of time is likely to cause tyre failure.



Driver Orders

Give specific orders (such as 'Block driver behind you') to the currently selected driver. Select your order from the list shown.



Multi-Function Button (3 Modes during Qualifying)

The qualifying race screen features a different set of buttons. These are arranged in three Banks accessed by the Arrow button

Bank One



Fastest Laps

Shows the fastest lap times for the current phase.



Send Car Out

Click to send the selected car out for its qualifying laps

Bank Two



Car Data

Complete information about your specified car. Including tyres, times, pit stops, internal and external parts efficiency.



Positions

Shows the position of your drivers and who is close to them.



Top Cars

Displays the first six cars, currently selected driver's best lap time and last lap time.

Bank Three

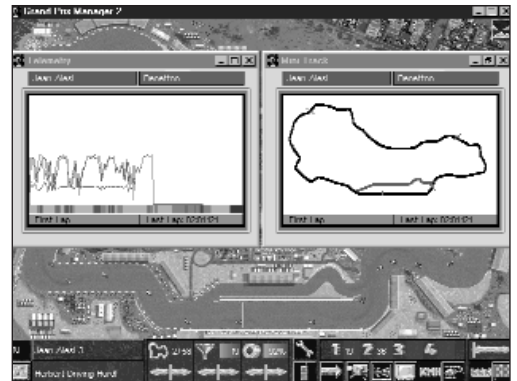


Highlight Car

Your cars will be shown with a box around them. All other cars are shown in yellow.



Telemetry/Mini Track



The **Telemetry** indicator shows the distance and the current speed with the previous lap's speed graph shown underneath. You should always compare two runs together to see where on the track you are losing time. If you are losing time on cornering sections, try increasing downforce. The blue line shows current lap data; the black line shows your fastest lap and the red line shows the difference between the two laps. So, where the red line peaks, the car has improved on the fastest lap. You can also see the selected driver's last lap time and his fastest lap time from here.

The **Mini Track** shows the position of your car on the track along with markers showing the location of the split time trigger points.

**Helicopter View**

Follow your selected car in zoomed-in close-up helicopter view. This window can be expanded.

**Multi-Function Button (3 Modes during the Race)**

This button switches between 3 sets of in-race buttons clustered into:

- i. Race Functions
- ii. Driver Information
- iii. Miscellaneous Functions

Bank One: Race Functions (left to right)**Time Differences at End of Last Lap**

Shows a listing of all the cars in the race with the time difference between them as at the end of the last lap.

**Retirements**

Shows a listing of the current cars positions. This also highlights those that are out of the race with lap numbers of when they retired and cause of retirement.

**Fastest Laps**

Shows the fastest lap times for the current phase.

**Pit Stops**

Pit Stop times for all competitors shown as a comparison table.

**Starting Grid**

The starting grid race order.

Bank Two: Driver Information (left to right)**Car Data**

Complete information about your specified car. Including race position, tyres, times, pit stops, internal and external parts efficiency.

**All Driver Laps**

Lap times for all drivers as they happen throughout the race. The driver's fastest lap to date is highlighted. Select Next/Previous or Look to view other team drivers' times. (P) indicates a pit stop made.

**Position By Each Lap**

Shows a bar chart of your selected car's position at the end of each lap for the whole race.

**Positions**

Shows the position of your drivers and who is close to them.

**Top Cars**

Displays the first six cars, currently selected driver's best lap time and last lap time. The Time Display works as follows: the top time shown against the race leader is the total time he has been driving in the race. The times of the other cars are the time difference between those cars and the race leader, measured when they cross the start line, or one of the two intermediate points around the track.



AUTOSPORT

Tyre pressure can vary by as much as 9 p.s.i. between 'hot' and 'cold' tyres. But, in race trim, tyre pressure has to be within 1 p.s.i., or this will affect set-up. It's for this reason that electric tyre blankets are used to heat the tyres for two hours at 85°C.

Bank Three: Miscellaneous Functions (left to right)

Alternative Race View



An alternative view of the race without the top-down track. This screen has a full summary of all the buttons available in the Race screen but features a constantly updated list of car positions/lap times. It enables you to control your cars in exactly the same way as you would in the Race screen and has a monitor showing TV Coverage permanently on. This screen behaves in the same way as the Race screen but keeps a list of Positions-Drivers-Teams-Race Time-Laps completed in view at all times. Pit Stops work in exactly the same way - you will jump from here to the Pits and then back again.

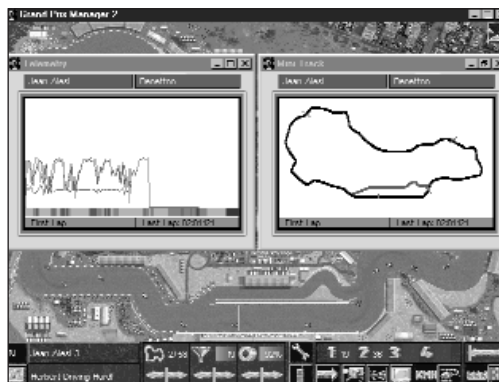
Highlight Your Car

Your cars will be shown with a box around them. All other cars are shown in yellow.

Monitor TV Coverage

Select which events you want to see as 3-D sequences during a race. The race will 'freeze' until the 3-D action has finished.

Telemetry/Mini Track



The **Telemetry** indicator shows the distance and the current speed with the previous lap's speed graph shown underneath. You should always compare two runs together to see where on the track you are losing time. If you are losing time on cornering sections, try increasing downforce. The blue line shows current lap data; the black line shows your fastest lap and the red line shows the difference between the two laps. So, where the red line peaks, the car has improved on the fastest lap. You can also see the selected driver's last lap time and his fastest lap time from here. The **Mini Track** shows the position of your car on the track along with markers showing the location of the split time trigger points.

Helicopter View

Follow your selected car in zoomed-in close-up helicopter view. This window can be expanded.

Lights (Start/Pause)

Start the practice/qualifying/race and once clicked again will Pause the game.

**Chequered Flag**

Accelerate time and auto-calculate the results from the current phase

Weather

The weather icon is shown at the top right. During the race, if the weather changes, the icon will change. There are five states of weather, these are:

Sunny

Overcast

Drizzle

Rain

Downpour

Scrutineers

After the race the cars will be inspected in the Parc Fermé by the race officials. If you are running an illegal set-up, you will be informed and will be punished with a hefty fine or ban. You may appeal against any penalty and this can result in dropping, increasing or maintaining the penalty.

RESULTS**Drivers' Championship**

Featuring the drivers' points placings for the current season.

Constructors' Championship

Featuring the constructors' points placings for the current season.

Drivers' Yearly Table

A breakdown of results per race for the current season. View by **Points** or **Position**.

Career History

View the previous year's results for your team drivers as a Points summary or in Graph form.

Last Race

View the race results for the last Grand Prix with your team drivers highlighted.

Past Winners

View previous winners of Drivers and Constructors Championship with a summary of points won.



AUTOSPORT

Grand Prix racing is always big news and managers can capitalise on the high profile publicity by selling sponsorship deals on racing uniforms; with the most prominent position commanding the highest rates.

NEWS

There's always something happening in the Grand Prix world and as the head of a team you should keep abreast of developments. You'll find all sorts of interesting news in this newspaper that's accessed from the Main Screen. Ignore the details at your peril.

LOSING THE GAME

The game will end the moment your bank balance becomes negative (you run out of money).

APPENDIX A THE 1996 FIA RULES

Grand Prix Manager 2 is based on the 1996 FIA Formula One World Championship season rules, so you'll have to be familiar with aspects of FIA rulings before you fully appreciate what's happening in the game. The rules are, in general, laid down to ensure that no one team is favoured in any aspect of racing and qualifying. However, rules do change (and will change) over the time covered by the game. Look out for new rulings issued by the FIA (when you are at Your Desk).

Championship Points

Points for Drivers' and Constructors' Championships are awarded at each race according to the following scale:

- 1st : 10 points.
- 2nd : 6 points.
- 3rd : 4 points.
- 4th : 3 points.
- 5th : 2 points.
- 6th : 1 point.

Racing Procedure

i. Free Practice

1. Free Practice is covered by four sessions which occur on Friday and Saturday (in the case of Monaco: Thursday and Saturday).
2. Friday has two one-hour sessions between 11 am and 12 noon and between 1 pm and 2 pm. Saturday sessions are for 45 minutes from 9 am to 9.45 am and 10.15 am to 11 am.

(Grand Prix Manager 2 deals with Free Practice in one session)

3. Each day of Free Practice is limited to 30 laps per driver maximum and it's up to the teams how they allocate the laps. But, no laps can be 'carried forward' to the next day. Teams are therefore restricted to a total of 60 laps for Free Practice.
4. You cannot use a spare car in Free Practice sessions.

ii. Qualifying

1. Qualifying now takes place in a single one-hour period on the Saturday of the racing weekend between 1 pm and 2 pm.
2. Individual drivers can have a maximum of 12 laps for qualifying and a lap will count as long as it has *begun* inside the hour session.
3. The driver's fastest lap will be registered as his/her qualifying time.
4. In order to qualify for a race all drivers must set a lap time that is within 107% of the time set by the fastest driver in the session. For example, if pole position time is 1 minute 25.00 seconds, cars must finish within 1m 30.95s to be eligible. Drivers who do not achieve this time do not qualify for the race, BUT the FIA can admit any driver/team.
5. Grid position reflects the qualifying time achieved.

iii. Warm-up

1. Warm-up is held on the Sunday (race day) four and a half hours before the race start time and lasts 30 minutes.

iv. Race Distance

1. A race must be a minimum of 190 miles (305km) but limited by a two hour maximum. If, due to bad weather, this time is exceeded the leader will be flagged as the winner.

v. Pit Lane Speed Limit

1. All pit lanes have maximum speed limits that vary from track to track. Usually, these are in the range of 50 to 75 mph (80-120 kph).

vi. 10 Second Penalty

1. Infringement of rules that are not serious enough for the Black Flag (e.g. jump start, pit-lane speeding) will suffer a penalty. A driver returns to his pit area for a 10 second stop/go penalty.

Pit Boards

Pit Boards are displayed at the end of each circuit for both cars and these feature the following information:

C = Car Number

P = Current Position

T = Last Lap Time

B = Number of the Car Behind (or X if no one)

F = Number of the Car in Front (or X if no one)

APPENDIX B

WARNING! DO NOT READ IF YOU WANT TO 'GO IT ALONE'

THE MICROPROSE WINNING FORMULA

Grand Prix Manager 2 is a simple game to play but has hidden, underneath its exterior, a complex series of equations modelling what happens in Formula One today. To help you along, here's some helpful insights into how *Grand Prix Manager 2* works and therefore how, by using standard F1 strategies, you can win.

Money

To be successful in Formula One you need money and lots of it. To run a *top* team you'll need to raise over \$40 million. This section shows you how to achieve this.

Successful Team Selection

As *Grand Prix Manager 2* is based very much on today's (1996) teams' standings, selecting one of the current powers (Benetton, Williams, Ferrari or McLaren) gives you a tremendous advantage.

Here's the starting money for some of the teams:

	<i>Rookie Level</i> \$	<i>Ace Level</i> \$
Benetton	10 million	6 million
Jordan	7 million	4.2 million
Forti	2 million	1.2 million


So, choosing Forti will give you a far more *difficult* game. There are other benefits as well in being a top team (as you're about to learn).

Sponsors

This is where you'll get the most of your money. Get into the habit of visiting the **Sponsors Time** screen before the beginning of every race. The wealth indicator shows you which companies have the most money to put into Formula One.

Attracting sponsors takes time and effort and so we recommend boosting your staff levels in the Commercial Department straight away and restricting your time allocation to just a few companies at first. Catch some interest and then reduce time allocation to say 5% (if you don't support them their interest level will drain away faster and you'll have to spend even more time to attract them again).

The top companies not only need a lot more time allocation, but also want success on the track; so, if you're playing as a smaller team don't bother trying to attract the top companies - they'll *never* come. Note that, the success that the companies are looking for is based more on last year than this, so be patient.

GOOD  YEAR

Racing

Prospective investors and sponsors need to be 'sold' on the value of the team, its technical ability and the brand awareness they will get throughout the televised Grand Prix events.

AUTOSPORT

Don't take the first deal they offer you; the more time you allocate to them, the better the deal can become. So if you can afford to wait you'll find the premium amounts tend to be for the four race deals. Wait until you've 'hooked' a big client before you let go the premium (most costly) spots on the car.

Also, when setting the hospitality level on the pre-race screen, make sure you are not too stingy; especially if you've got large companies sponsoring you, as this can reduce their interest level. Note that Grand Prix held in your sponsor's country are very important because failure to provide adequate hospitality will result in a major loss of interest.

Merchandise

This is 'small beer' compared to income from Sponsors but can be a nice little earner for the more successful teams. So, don't place more than 15% of your staff on this area. The promotional items can end up costing you money but they do help the Commercial Department do their job. If you're running a big team you probably won't have to resort to using them, but for the smaller teams it will help you attract that sponsor more quickly.

When looking at the items that generate income once again the successful teams (based mostly on last year's performance) get a bonus for being in far greater demand; in which case just 'take the money and run'.

FIA Money

At the end of each race you may get some money from the FIA. How much teams get in real life is a closely guarded secret but it's based on who you are and how you did in this race (it's more complex than just a prize for where you finished). So you'll find in *Grand Prix Manager 2* a top team like Williams could have a lousy time - both drivers may fail to qualify - and still take home more money than a smaller team.

FIA also help with the transportation bills for the top teams.

Drivers For Hire

In *Grand Prix Manager 2* there are drivers, some of whom are not at all bad, who will *pay you* money for letting them drive. This is actually quite lucrative, so if you're playing as a smaller team, try to hunt them down and sign them up as soon as possible.

The Bank

If playing as a top team you should not need it, otherwise our advice is to grab the money straight away because you'll find the Bank will only lend it to teams who don't need it! It's no good getting into financial trouble and then expecting the Bank to bail you out! (This is based on real-life after all!)

How to Make Ends Meet

Here's some suggestions for teams running into money trouble:

- Make sure you do your Testing and Car Set-up beforehand so you can take the bare minimum of staff to a race thus saving on transportation costs.
- If one of your lead driver's cars is badly damaged swap it for the spare rather than buying a new one straight away.
- Be selective about what parts you replace between races; just look at those below 75%.
- If in terrible money trouble don't do Practice on Race days.
- If you've built any facilities you can sell them.
- Drop the test driver.

Contracts**Spare Parts**

Go for the best deal you can afford. Don't be afraid to haggle. The suggested price is just that, so try for the best deal possible. But a word of warning: generally the longer the contract the better the price - however, at the end of each year the quality of the spare parts may change - so you could end up paying a higher price for an inferior product! If you have a rich team, only do deals for the year and negotiate before the beginning of the first race.

Tyres

The advice is the same as for Spare Parts however tyres are more expensive and affect your car performance more - so don't make a mistake.

Fuel

Same advice as Spare Parts, however you have to balance the quality against what engine the fuel is recommended for. If your recommended fuel is not one of the top three, we suggest you go for quality. Otherwise, stick to your recommended fuel supplier.

Hampering The Opposition**Security & Acquire**

If you wish to use Acquire, you need to hire the best security team possible. But be warned! Obtaining information this way is dangerous and you could end up getting caught. Do swap deals (it's safer) rather than the 'other' method. Hiring a top class security outfit also gives you protection against other teams trying to 'learn' from what you are doing.

Race Cycle

This section will take you through the race cycle.

Car Internals and Externals

Fit brand new parts after each race or heavy Testing session. Note that fitting your best part may not be the right thing to do because, for some part levels, the weight of the part increases along with the parts rating. Therefore, use Testing to evaluate the effect that the weight of a new component has on your car. Run the car first in its current Set-up for 10 laps then just change that one part and run again.

Then use **Advice** to see what else you should do.

Advice Comment: We need to improve our *engine power*

Action: Use Manufacturing to develop those items else the car might break down during the race

Advice Comment: We need to improve our *engine acceleration*

Action: Use Manufacturing to develop those items to improve race performance

Advice Comment: We need to improve *chassis aerodynamics*

Action: Use Manufacturing to develop those items listed to improve race performance

Advice Comment: The chassis needs testing

Action: Test the car until the Chief Mechanic is happy (this may take over 300 laps) else your car will suffer a huge performance hit

Advice Comment: The parts in worst condition

Action: If rich replace all of them else just those below 75%

The order that the parts are listed in is important as they are listed in order of effect.

Don't forget you have two cars and only fix one of them!

Note that, this report is available from both **Car Internals** and **Externals**.

Driver Aids

All Driver Aids give you a good performance boost, so if you fit one give it a test first. **Warning!** Fitting banned parts is not a good idea, as you'll more than likely end up getting caught. Will you be able to handle the shame that comes along with a possible ban and fine?

Car Set-up

If you use **Advice** you'll end up with a very good Car Set-up - so for a real challenge *don't use it* and use **Testing** to work out whether your improvements have worked. Here's some general points:

- Fast circuits want low wing settings (around 15%).
- Slow circuits want high wing settings (around 75%).
- You can improve on the **Advice**, for instance by adjusting the tyre pressure.
- Suspension is based on the circuit and the driver, so don't expect one driver's Set-up to be the best for another.
- Only use ballast if the car is illegally underweight or you want to alter the Centre of Gravity.
- When Testing, only adjust *one* item at a time, send the car out and look at the time. If it's faster, save it as your best setting. Then, experiment again until you've got the best time.
- If you are running out of time hire more mechanics.

- Save your best settings to your hard drive. Give them sensible names based on the driver and the circuit you achieved the results on.
- Brake Balance is affected by the distribution of the weight of the car, so you will have to alter it slightly if you change the parts on the car.
- Altering tyre pressure is a trade off between better cornering or going faster. Warning! Using 'unreal' pressure will guarantee the car becoming un-driveable.
- Centre of Gravity should also be looked at if you change the car parts.

Each team puts their wheel rims into the Goodyear compound and tyres are fitted to them correctly by the experts. F1 tyres must rotate in the correct direction; so for example, left side tyres cannot be switched to the right.



The Different Circuits

To give help with setting-up you could broadly categorise the circuits you'll find in *Grand Prix Manager 2* as follows:

Fast:

Imola
Catalunya
Silverstone
Hockenheim
Spa
Monza
Suzuka

Average:

Interlagos
Buenos Aires
Montreal
Magny-Cours
Estoril
Nurburgring
Melbourne
Jerez
Kyalami

Slow:

Monaco
Aida
Hungaroring
Adelaide

So, as a general rule, on fast circuits you want to trade off high speed cornering, which requires lots of downforce (high wings etc.), with straight line speed. On slow circuits, where cornering pays a much bigger part, you want the reverse. On average circuits you'll end up with a setting somewhere in between.

Much of this is built into **Advice** so you can use it to help you get a reasonable set-up.

Testing

It is very important to Test under the following circumstances:

- You fit a newly developed part to your car
- A new chassis is being used

Otherwise, your car will suffer performance problems and, in some circumstances, have trouble finishing a race.

If you want to get your car going the fastest you *must* Test. Unfortunately, this costs money but this is one of the main reasons the top cars are so much better than the others; they *really do* have extensive testing programs in place.

We recommend that you test only one component at a time - in that way you can accurately measure the change in performance. Just a few laps round the track is usually all that's needed (in *Grand Prix Manager 2* anyway!).

The other benefits of Testing (such as driver practice) should not be forgotten. All drivers benefit from a little testing.

Transportation

Once you've got a Sponsor we recommend setting the hospitality level to high; otherwise save some money and turn it down.

Don't take everyone - but Mechanics and Drivers (of course) are the most important. The more you take, the more time you can have changing car parts and adjusting the car set-up.

Taking spare parts is important, otherwise if your car has an accident before the race you might not be able to take part.

Practice

Concentrate on getting Car Set-up right. You should have completed Testing before, so concentrate on tweaking tyre pressure etc.. Use **Advice** from both the Driver and the Chief Mechanic to help you get a reasonable Set-up and then go from there.

Qualifying

You must have your Car Set-up right by now. You only have 12 laps to get your best time and your tyres normally need a lap or two to be at their best - so go out in 3 to 4 lap bursts. Ideally, your drivers want a clear track so see what's happening and let them loose. Try for a time at both the start of the session and again towards the end.

Don't make the mistake of putting in too much fuel or using up all your tyres - try and keep at least three sets back.

Use the Fastest Times Report to keep an eye on progress.

The weather is important. If the track is dry and the weather symbol is cloudy get out on the track straight away, record that best time and hope that it rains - this could be your chance for pole position.

Pre-Race Set-up

So the final pit stops screen is in front of you - what do you do?

- Check that the car has its best Set-up for this circuit.
- Replace any Parts that are looking a bit too worn after Practice and Qualifying and decide on how many pit stops you are going to do.
- Ensure the maximum amount of fuel your car carries is enough to get you to each pit stop and the end of the race.
- Put on a fresh set of tyres - if it's raining make them Wets.
- Switch to your second driver.
- Repeat the checks.

How Many Stops?

Generally in Formula One, you either get two or three stops in a race. To be successful in a three stop strategy you have to weigh up the following positive factors:

- Lighter fuel load = faster car
- Three sets of fresh (100%) tyres = faster car
- Better start = lighter fuel

Against:

- An extra pit stop - at least 25 seconds will be lost there.
- What happens if you can't get past a slower car? - speed advantage goes.
- Things can go wrong at a pit stop - doing three instead of two means 50% more chance of trouble.

On paper, a 'three-stopper' on a clear track more often than not results in a faster race time. However, if the track is not clear and overtaking is difficult the benefits erode rapidly.

So, you have to play it circuit by circuit and also depending on where you are on the grid. On circuits with poor overtaking, such as Monaco, a three stop strategy is not a good idea. Ideally, on a 'three-stopper', you need to hit the first bend in the lead and not pit until you begin to meet the back markers.

"An engineer without telemetry is as blind as a doctor without a stethoscope," Bernard Dudot Chief Engineer and 'father' of the Renault V10. In effect, telemetry is a remote x-ray of the engine based on constant analysis of vital parameters.



Race Tactics


You're on the grid and the race has started, what next? You need to be alert at all times for opportunities that arise. A race that takes place in good weather tends to level car performance, so the tactic of when to come in and change tyres is key. When you are in the pits re-evaluate your pit stop strategy and try to keep the pit stops down to a minimum.

Use the reports to monitor your cars' performance. If their lap times are starting to drop and you can't see a reason for it on the track it might be worth altering your pit stop strategy and bringing them in earlier. Do not treat the pit stops as though they are cast in stone.

You have a number of commands you can pass on to your drivers; the three slider ones (race speed, fuel and tyre wear) can affect tyre and fuel usage, so why not put in a little extra fuel and allow the driver to go a little harder at certain key points during the race? Perhaps, when they are finding it difficult to overtake.

The Driver Orders are a little more *dangerous* to use and should be selected *for short bursts*, otherwise you might find your car spinning out!

Using the Reports

 The buttons are split into three Banks accessed by using the arrow button facing them to the right.

The most useful reports are-

Bank One:



Times As At End Of Last Lap: Use it to see the time distance between your cars and the opposition.



Retirements: Always check to see who's out.

Bank Two:



Car Data: Monitor part wear, especially engine towards the end of the race.



Lap Times: Use this to spot general trends is the car slowing etc. - perhaps you should pit early.

Bank Three:



Highlight Cars: See where you are at a glance on the circuit.



TV Coverage: De-select pit stops and switch off sequences that you're not interested in. Always have **Retirements** on.

The Weather

If it's a sunny race you can forget about the weather. However if it's cloudy or wet you really have to have your thinking cap on and monitor the track condition - click on the weather symbol for a report. The words tell you whether it's dry or not and the picture shows the outlook.

Try to not make any extra stops to change from Wets to Dry tyres (or vice-versa). This is not always possible but it's what you should aim for.

Building For The Future

Car Internals and Externals Design

Grand Prix Manager 2 calculates, for each car, its best straight line speed, how good it is at cornering and its acceleration. To give you some tips as to what to develop, here are the parts in order of significance.

For Acceleration

- EMS (the engine is the biggest factor)

For Cornering

- Brakes
- Suspension
- Steering

For Aerodynamics

- Rear Wing
- Front Wing
- Side Pods
- Vanes
- Air Box
- Nose Cone

Stepped Bottoms hamper your progress so if you can get away with not having one all the better.

Note: it's extremely important to have an up-to-date chassis.

In addition, you need to protect your engine in a number of ways by having the correct components available. For instance, you must have a strong enough gear box for your engine's horsepower. So, if ever your Mechanics recommend a new gear box get one fast, else you'll find your drivers going out during the latter stages of the race.

You also need to provide enough cooling for your engine - again the higher the horsepower the more cooling you need. Key components for cooling in order of importance are:

- Air Box
- Side Pods
- Cooling System
- Fences

So, selecting what to build is a balance between ensuring the engine lasts a race and improving the performance of your car. The bottom line is: use the advice of your staff and, if you go out, note down the reason and act on it (e.g. if it's a cooling problem improve your cooling components).

Facilities

If money is tight don't invest in Facilities. If you have some spare cash we recommend the cheaper items such as CAD and CAM networks. These Facilities will help your Designers and Engineers do more work which may prove vital in the quest to develop better car parts.

Driver Aids Design

If the Driver Aids are legal, we recommend developing and fitting the following parts:

Turbo - a great boost to straight line speed and acceleration

Skirt - a great boost to grip

Fully Automatic Gear Box - improves acceleration

Semi Automatic Gear Box - improves acceleration

Active Suspension - great for cornering

ABS - strong help when cornering

Traction Control - helps you at the start

Advanced Steering - slightly improves cornering

Advanced Suspension - improves cornering

Getting Ready For Next Year

Chassis Design

This is vital, so get your new chassis built before the end of the season; a huge performance loss will occur otherwise. If necessary, hire more staff or switch their attention from R&D work to new chassis design.

Engine Performance

Engine performance can change at the end of the year - so be careful when setting up a long contract. When negotiating a deal, you should try for Renault because they're the best. To be successful you'll have to do well and perhaps hire a French driver to attract their interest. Further points to note are:

- Larger manufacturers are reluctant to handle more than four teams at a time; smaller teams can handle even less.
- Major Engine manufacturers want to deal with teams that finished in the top five the previous year.
- Works Engine manufacturers prefer to deal with teams based in their own country or have drivers from there.
- You must have a reasonable amount of money in the bank.
- If you tend to break contracts a lot they will refuse to deal with you.

Travelling to European circuits, teams use three huge transporters and a motor home. Each transporter carries 14 tonnes of equipment and is in effect an annexe to the home factory.



Personnel - Drivers

Remember the following when negotiating with drivers who already work for you:

- They will not commit to three seasons or more.
- They will always want more money.
- The minimum amount they'll want depends on any improvement the team made in the Constructors' Championship.
- They do not take kindly to any reduction in their salary package - so don't reduce their bonuses.

To attract a new driver, keep in mind:

- The comparative standing between their current team and yours is very important.
- They will not commit to three seasons or more.
- The driver's character rating plays a part, some drivers are more difficult to deal with than others and will require higher salaries and contracts lasting at least a season.
- Their morale plays a big part, if they are unhappy with their current team (generally because they have not been doing well) you may be able to get them for less than their current salary.
- Number two drivers are more eager to move than number ones.

- Drivers like to drive for their national teams (minor point).
- If they drive for a top three team they will expect bonuses that are in line with the best ones around.
- No one likes to deal with teams that are always firing their drivers.

Of the driver ratings the most important are:

Quickness - Used when deciding how fast the driver is capable of driving.

Experience - This will help prevent the driver messing up at the start and how they handle tricky racing decisions - when they're being blocked.

Overtaking - Overtaking in Formula One is hard enough so if you've got a good car you'll want someone who can slice through the field.

Luck - Used to see what happens after a car goes out.

Stamina - Comes into play at the end of a race and could cause the driver to make a big mistake.

Wet Weather - If it rains these drivers will get a performance boost.

Morale - You've got to keep the drivers happy by providing cars that can win.

The others also have a part to play:

Character - Used mostly in contract negotiations, strong characters can prove hard to deal with.

Reliability - Can you depend on them to do as they're told and not lose concentration.

Intelligence - Used with Experience when deciding how the driver should handle tricky situations.

Ambition - Used in negotiations and when deciding whether to modify morale - Ambitious people like to win, else they want to leave.

Leadership - Helps train the lower two drivers (number two and test).

Unless you are really low on funding, it's worth having a test driver. Not only does this give you a ready made replacement, should your top drivers get injured, but it also gives you the opportunity to groom a star of the future. Chassis Design also gets a bonus as the test driver is available all year round to perform testing.

Personnel - Backroom

When negotiating with you, Personnel have their own agenda. Here are some points to think about:

- The maximum length of contract they'll accept is five years.
- They generally want more money.
- If you are a lowly team you'll find it very hard to attract the top people.

- Morale plays an important part as to whether they will join you and for what salary they'll accept.
- No one likes to deal with teams that are always firing people.

Ensure that your Commercial Manager's percentage bonus is not too big or it will use up a large amount of your sponsorship income.

Time in Grand Prix Manager 2

Between each race *Grand Prix Manager 2* calculates how much time you have to do design, engineering and mechanical work based on the quality and quantity of the people employed in each of the three departments. We would recommend going for quality rather than quantity.

When you go to the Race *Grand Prix Manager 2* takes the Mechanics' Time and reduces it to reflect the fact the Grand Prix only lasts three days. It may also be further reduced if you decline to take your full compliment of staff.

You have to balance how much time your personnel spend on their main jobs, with the time spent on R&D, researching and developing those advanced driver aids.

Designers - For next year's chassis.

Engineers - -For building new parts (car externals and internals).

Mechanics - For setting up the car.

At the end of the season, we give you a bonus in time (based on your Personnel levels) representing the extra time between the season's end and the first race of the new season, this enables you to develop those driver aids sooner.

Note: extra time for the designers can be gained by having a test driver, wind tunnel and CAD system available. Extra time for the engineers can be gained by having a CAM system.

THE CHALLENGE IS ON

We hope these notes help you meet the ultimate *Grand Prix Manager 2* challenge.

Edward Grabowski & MicroProse Ltd.

For 'fly-away' races on other continents teams need to freight everything at a cost of \$22 a kilogram. The Formula One Constructors Association contributes to these costs with a 10 tonne allowance but an average team may have a further 15 tonnes to pay for.



CREDITS**For Edward Grabowski
Communications Ltd.****Original Design**

Edward Grabowski

Programming

Steven Goodwin

Additional Development

Ben Bloss

Paul De'Ath

Margaret Grabowski

Darren White

Graphics

Geri Allen

Erik Casey

Claire Shandley

Gary Ward

Commentary Voice Over

Stirling Moss OBE

For MicroProse**Producers**

James Hawkins

Stephen Hand

Product Marketing Manager

Sarah Danielsen

Audio Producer

John Broomhall

Original Music

Allister Brimble

John Broomhall

Sound Effects

Matt Vowles For Sprockets and Bytes

Additional Recording Studios

Sound Developments Studios

Le Studio Ltd.

Audio Engineers

Simon Fitzpatrick

Martin Severn

Andrew Parton

QA Manager

Andrew Lockett

Lead QA

Phil McDonnell

Quality Assurance

Martin Crompton

Jamie Toghil

Stuart Poole

Patrice Stauder

Anton Lorton

Manual Writer

Alkis Alkiviades

In-game & Manual Photographs*Autosport Magazine***Box Photos**

John Townsend Formula One Pictures

Manual Layout

Sarah Cantwell

Account Manager

Clare Arnold

Translations

Polylang

Publisher

Mike Rudderham

Special Thanks to Tim Wright and Simon Strang of *Autosport Magazine*, Max Nightingale and David Owens of Williams Grand Prix Engineering, Sheila Boughton and Scott Tsumura, Marina Crean of Sound Developments Studios and the many people involved in every aspect of the project.



An Official Product of the FIA Formula One World Championship

Licensed by FOCA to Fuji Television

Game Copyright © 1996 Edward Grabowski Communications Ltd

Packaging, Documentation and Logo © 1996 MicroProse