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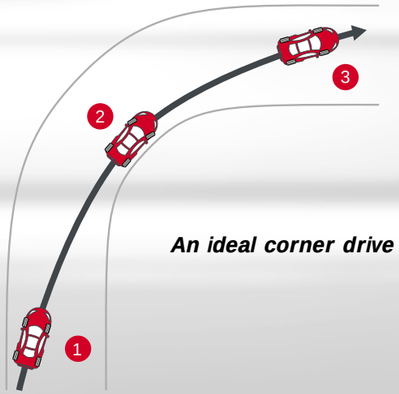
driving through corners

Steering into a corner

If you want to steer into a corner, you'll often find that you simply have to turn the steering wheel. After all, since you want to drive through the corner at maximum speed, you'll need more grip on your front wheels. Don't forget that, despite the high speed, they have to transmit the steering movement to the road. (See also the section on "The tyres' grip" above).
Thus your initial task is to brake in order to shift the vehicle's weight to the front. The trick here is to not turn the steering wheel too early or too late. If you steer too early, you'll find that the main weight has not yet shifted to the front wheels, with the result that the wheels do not yet have maximum grip. If you steer too late - in the worst case scenario, if you don't brake at all - the weight is once again evenly distributed between the two axes, and it is no longer possible to take the corner at maximum speed.



An ideal corner drive

1 *Before the corner you must decrease the speed and then steer into the corner.*

2 *Pull the car to the inside until you reach the clipping point.*

3 *After the clipping point, you can again step on the gas and steer gently in the direction of the outer track.*

The point from which you turn the steering wheel while braking is decisive. This point varies from vehicle to vehicle.
However, when braking you should remember this: if you brake too sharply and the tyres thus reach their maximum grip value, they will no longer have any grip during a steering movement. There's only one solution to this puzzle: practice.

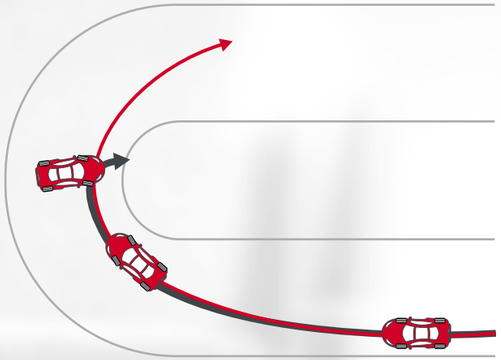
It might be best to take the vehicle of your choice and go into "Test drive" mode. Seek out a course with plenty of corners and do a few laps. When you approach a corner, brake especially heavily, and keep an eye on the speed shown by your speedometer when you turn the steering wheel. Then release the brake in order to gain more grip for your steering movement. If you are using the Analog Controller (Dualshock®2), and therefore the Analog buttons, you simply need to lift your braking finger a little, rather than completely releasing the braking button, to do this.

Oversteering – an error when steering-in

When steering into a corner, the above mentioned driving error may occur despite this technique: if you end up skidding, your speed is either too high, or you have shifted too much weight to the front axis, with the result that your rear wheels lose their grip and your rear goes into a spin. In the first case, you must simply brake a little earlier. If there is too much weight on the front axis, you must instead release the brake a little earlier, so that the weight is shifted more to the rear again.

If your car goes into a spin, one refers to the vehicle being oversteered. This is because the rear wheels no longer have sufficient grip to implement the forward steering movement together with the additional steering-in movement. This means that you "simply" have to ensure more grip, i.e. more weight must rest on the rear wheels. You can achieve this by stepping on the gas and accelerating the vehicle.

The degree to which you can or may accelerate depends on your current situation and the drive type of your car. If your car has rear drive, for example, the rear section of the car is automatically heavier than the front. This means that you only need slight or gentle acceleration in order to ensure that the rear wheels have grip again.
Cars with front drive get into a spin more easily, and are more difficult to stabilise, since the main weight rests on the front wheels and the rear is thus more likely to fall into a spin. In order to counter this, you should brake especially early and/or gently before corners, so that the rear axis gains some more weight.

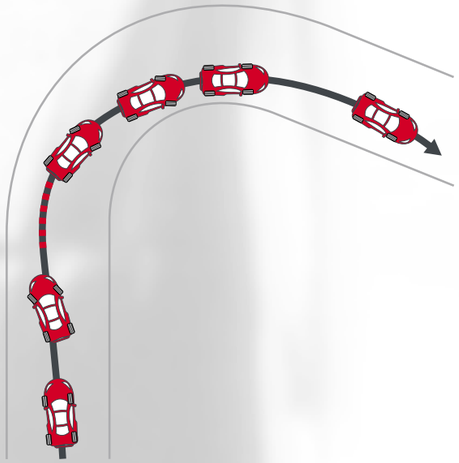


Oversteering

Steering into a corner too heavily results in the rear of your car going into a spin - the vehicle oversteers.

More grip through a feint motion

A feint motion when steering-in offers an effective option for gaining more grip on the inside track wheels when taking corners. This means that you first steer to the outside, as though you wanted to drive in the opposite direction. The car will then swing slightly to the outside.
You then turn the steering wheel in the direction of the corner, with the result that the car now swings onto the inside track. This swinging movement also shifts the weight to the inside track tyres - and it does so much more heavily than a normal steering movement.
This means that the tyres on the inside have a greater grip, and you can take the corner more tightly and at a greater speed.



The feint motion

The slight movement to the outside, and immediate steering-in again, provides more grip on the inside track tyres. As a result, you can drive through the corner more quickly.

Shift the main weight of your vehicle to the front axis by braking...

... in order to provide the front wheels with more grip for a steering movement in corners.

S-2 Seattle circuit 2 Time Attack

Car: Ford GT40 Race Car | MR | **Gold:** 1:30.000 | **Silver:** 1:31.000 | **Bronze:** 1:35.000

This test is something of a challenge: with its long straights (1) and sharp corners (2), the "Seattle Circuit" is one of the most difficult courses in "Gran Turismo 3". Cast your mind back to tests A-7, IB-3 and IB-4, in which you already became acquainted with this course - although admittedly from another driving perspective
Take the time to drive a few practice laps in order to thoroughly familiarise yourself with the course and get to know the driving features of your Ford GT40. Since the car is prone to understeering, you must brake sharply (!) before corners, and take care not to accelerate again too early. So look out for an early brake point before taking sharp corners - you'll reap the rewards.


1


2

S-3 Trial Mountain Time Attack

Car: Mazda MX-5 | FR | **Gold:** 1:52.200 | **Silver:** 1:53.000 | **Bronze:** 1:56.000

Sections of this course will also be familiar to you from previous tests. When taking tests B-8 and IA-2 you got to know the difficult section between the rock formation (1) and the long tunnel, and you also dealt with the chicane at the end of the course (2). After the tunnel already mentioned, the last hurdle on this course is really the extended hairpin corner at the end of the long straight. Since the Mazda MX-5 is not known for its acceleration capabilities, you should only take your foot off the gas when necessary. Especially on the incline following the extended hairpin corner (3) you'll find that your car is struggling, so take care to drive through the corner at top speed and make use of each millimetre to accelerate early on. Otherwise you'll be crawling up the hill at a snail's pace.


1


2


3

S-4 Midfield Time Attack

Car: Nissan PENNZOIL NISMO GT-R | FR | **Gold:** 1:11.000 | **Silver:** 1:12.000 | **Bronze:** 1:14.000

You're already familiar with the "Midfield" course from tests A-3, A-6 and A-8. Cast your mind back to the first extended right corner (1), the sharp right corner before the tunnel followed by the long left corner (2), and of course the chicane followed by the hairpin corner (3).
The only feature which may seem "new" is the gentle left/right corner behind the last tunnel. Using as few steering movements as possible, drive almost straight through and make use of the curbs on either side.
Since your car is stable on the road, you shouldn't have any problems. You'll simply have to get used to the high speed of the NISMO GT-R, which means that you must brake a little earlier before corners.


1

2


3

S-5 SS Route 5 (wet) Time Attack

Car: Toyota Sprinter Trueno GT APEX | FR | **Gold:** 1:58.900 | **Silver:** 2:00.000 | **Bronze:** 2:05.000

You haven't come across the "SS Route 5" course in previous tests, but you have driven on wet tracks before - think back to tests IB-1 and IB-2. Luckily, your car doesn't have too much horsepower, so your tyres will retain a degree of grip even in corners. In principle there's only one way of braking on this course and driving safely through the corners: take your foot off the gas.
Your brakes only come into their own when it comes to the hairpin corner in the north-west (1) and the subsequent right/left chicane. Approach the chicane from the left, and steer into it at reduced speed (2). Then head for the corner at the front right, and pass close by it (3). Afterwards, make use of the full track width, in order to steer into the next right corner from the outside.


1


2


3

S-6 Laguna Seca Time Attack

Car: Toyota Sprinter Trueno GT APEX | FR | **Gold:** 1:16.800 | **Silver:** 1:18.000 | **Bronze:** 1:22.000

There's no doubt you've already developed a love-hate relationship with "Laguna Seca", a particularly challenging course. You're familiar with the "corkscrew corner" section from the IA-5 test, and you should remember the hairpin corner from the A-2 test.
Thus, except for the three remaining 90 degree corners and the sharp left corner before the finish straight, you've already confronted the most difficult sections. You can drive through the 90 degree corners by taking your foot off the gas and/or braking gently.
However, the sharp left corner lies just behind a hill, hidden from view (1). Therefore, make use of your brakes early on and don't delay steering-in (2), to avoid landing in the gravel.
Since the Viper has plenty of horsepower, you should also avoid any abrupt steering movements - otherwise you'll find yourself spinning.


1


2

S-7 SS Route 11 Time Attack

Car: TVR Griffith 500 | FR | **Gold:** 2:09.300 | **Silver:** 2:12.000 | **Bronze:** 2:19.000

This "SS Route 11" course offers you a little taste of what's waiting for you in the final test: you'll have to master this difficult city course in a rear drive vehicle.
Drive a few practice laps first to thoroughly familiarise yourself with the course, and focus on driving through the corners safely. Although the rear drive means you can accelerate well, you'll generally find that your front wheels have insufficient grip to allow for sharp steering movements. Therefore, you should take care to brake heavily before tight corners, so that you can steer easily into the corner by accelerating in bursts, and accelerate out of the corner early on.
The hairpin corners (1) and the chicanes (2) in the middle of the course, especially, will require all your driving skills. However, patience and lots of practice should pay off…

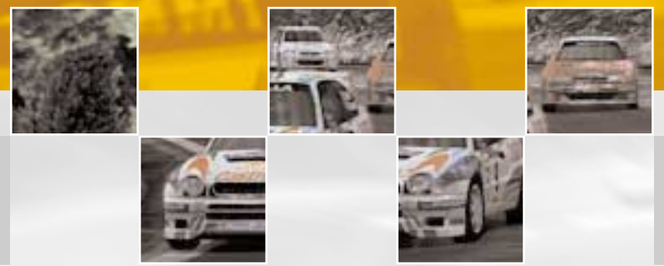

1


2

TRACKS

tracks

The 20 courses in "Gran Turismo 3 – A-spec" don't only differ in terms of surface and difficulty level. 16 of them can also be driven in the opposite direction, so you actually have a range of 36 courses. While you determine the courses in "Gran Turismo Mode" by choosing the cups and events, most of the courses in the "Arcade Mode" have to be released.



detailed track information

DETAILED TRACK INFORMATION

Course name 1

The name of the course in the game. The courses are listed in alphabetical order.

Course illustration 2

The driving direction is always noted.

Course length 3

The length of the course is given in metres.

Surface 4

The surface composition is stated as dry or wet asphalt or dirt.

Time of day 5

The time of day describes the light conditions during the race. Although most races take place during the daytime, you may often be faced with the glare of the evening sun. These and other differences are always noted.

Difficulty level 6

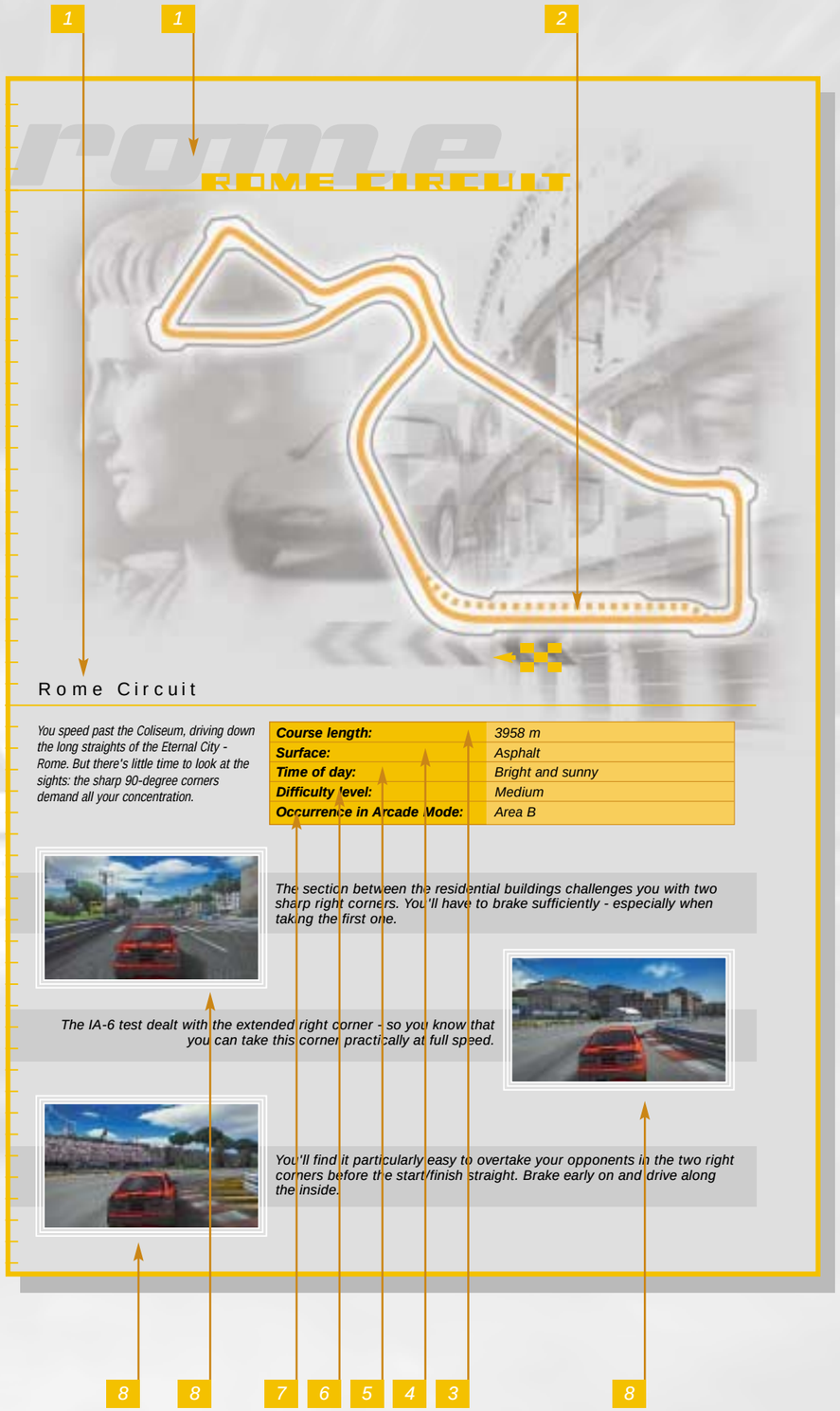
Depending on its composition, a course is allocated one of four difficulty levels. In addition to "easy", "medium" and "difficult", some courses are also designated as "very difficult". Of course, the difficulty of a course also always depends on the car you're driving, so our classification is simply intended as a guide.

Occurrence in Arcade Mode 7

This states in which Area of the Single Race mode you will find this course. Where appropriate, we've noted whether this course is available in "Time Attack" mode, or simply for a Free Run.

Screenshots 8

The screenshots document the most demanding parts of the course. Since many difficult sections are also test courses for the 48 license tests, we've often referred to the test in question (see also the License Tests chapter from page 34). For instance, if you have trouble driving through a particular corner, simply take a look at the test referred to.



Rome Circuit

You speed past the Coliseum, driving down the long straights of the Eternal City - Rome. But there's little time to look at the sights: the sharp 90-degree corners demand all your concentration.

Course length:	*3958 m*
Surface:	*Asphalt*
Time of day:	*Bright and sunny*
Difficulty level:	*Medium*
Occurrence in Arcade Mode:	*Area B*

The section between the residential buildings challenges you with two sharp right corners. You'll have to brake sufficiently - especially when taking the first one.

The IA-6 test dealt with the extended right corner - so you know that you can take this corner practically at full speed.

You'll find it particularly easy to overtake your opponents in the two right corners before the start/finish straight. Brake early on and drive along the inside.

CARS

A total of 179 cars lurk in the garages of "Gran Turismo 3 – A-spec". To ensure that you have an overview – and that you can quickly find the car best suited to your driving style – we have listed all cars, sorted by manufacturer. The technical data includes all the details you need on aspects such as engine performance and acceleration.

Lancia [1]

Delta HF Integrale Rally Car [2]

* Bonus when Area B is cleared in Level Hard

Cr. [5]

Drive Type 4WD [3] | Price Cr. 500000 / 125000 [4] | ITA [21]

Max Power: [6]	295 BHP / 7000 rpm	Length: [11]	3900 mm	Engine Type: [16]	L4 DOHC
Max Torque: [7]	43.5 kgf.m / 4500 rpm	Total Width: [12]	1770 mm	Aspiration Type: [17]	Turbo
Displacement: [8]	1995 cc	Wheel Base: [13]	2480 mm	Power / Weight Ratio: [18]	3.796
Weight: [9]	1120 kg	Tread (front): [14]	1536 mm	Torque / Weight Ratio: [19]	0.261
Height: [10]	1380 mm	Tread (rear): [15]	1506 mm	Arcade Mode: [20]	*

1 **Name of manufacturer**

2 **Name of car**

3 **Drive Type:** In this regard, see also the "Racing School" chapter, page 20.

4 **Price in Cr.:** The 1st figure indicates the buying price at which you can acquire the car in Gran Turismo Mode. The 2nd figure represents the reselling price, which corresponds to 25% of the original buying price.

5 **Icons:** The "Cr." icon indicates cars that can be purchased in the Gran Turismo Mode for the Cr. figure stated under Price (1st figure).
The Cup icon draws your attention to the fact that this car can be awarded when you win a race. Please refer to the "Secrets" chapter for additional information.

6 **Max Power:** Maximum performance (stated in horsepower - BHP). As a rule of thumb, the higher the figure, the faster the car.
NOTE: This value and the Max Torque apply to cars either purchased in Gran Turismo Mode (default case) or purely won (i.e. cannot be bought). For cars that can be either purchased or won in Gran Turismo Mode, the values for the prize car will differ slightly from the values stated in this chapter. This variation also applies to the vehicles offered in Arcade Mode.

7 **Max Torque:** This describes the maximum force released by the car. The car drives most economically at the Revs figures stated.

8 **Displacement:** The volume displaced by the engine piston when moving.

9 **Weight:** The car's weight, expressed in kilograms.

10 **Height:** The car's height in millimetres.

11 **Length:** The car's length in millimetres.

12 **Total Width:** The car's width in millimetres.

13 **Wheel Base:** Distance measured between the front and rear axes. The greater the Wheel Base, the more stable the car on the road; the smaller the Wheel Base, the easier it is to negotiate tight bends.

14 **Tread (Front):** The distance between the front left and right tyres in millimetres.

15 **Tread (Rear):** The distance between the rear left and right tyres in millimetres.

16 **Engine Type:** Number of cylinders and type of engine. See also DOHC, SOHC and OHV in the Glossary.

17 **Aspiration Type:** Indicates whether the engine works on a turbo-loading principle or not. You will find further details in the Glossary under Turbo-charger.

18 **Power / Weight Ratio:** The ratio between engine performance and weight. The lower the figure, the better the performance.

19 **Torque / Weight Ratio:** The ratio between Torque and weight. The lower the figure, the better the acceleration.

20 **Arcade Mode:** Here you can see if the car is available in Arcade Mode. If the car is not available in Arcade Mode, you can import it using the "Load Garage" function.

21 **Manufacturer`s nationality:** Flag representing the nationality of the company's headquarters.

Settings	Required tuning part	Front and Rear separately adjustable?		Setting	Advantage	Disadvantage	Setting	Advantage	Disadvantage
Down Force	No specific part is required; it simply depends on the vehicle.	Yes		Deep	The maximum speed is increased.	The car becomes less stable.	High	The car is more stable on the road.	The maximum speed is reduced.
AYC Controller	AYC Controller	No		Weak	The car does not go into an uncontrolled spin.	Worse steering behaviour.	Heavy	Steering behaviour is improved.	The car goes into a spin easily in corners.
Active Stability Manager	Many cars have an ASM to start off with. You can switch this function ON or OFF in the Options Menu. You cannot buy an ASM.	No		Weak	Improved steering behaviour.	The car easily goes into an uncontrolled spin.	Heavy	The car does not go into an uncontrolled spin.	The maximum speed is reduced.
TCS Controller	Many cars have a TCS to start off with. You can switch this function ON or OFF in the Options Menu. You cannot buy a TCS.	No		Weak	Improves acceleration.	The tyres are prone to going into a wheelspin, thus losing their grip.	Heavy	The tyres have more grip.	Acceleration decreases.
VCD Controller	Variable Centre Differential	No		Weak	The engine's torque is more optimally utilised.	Worse steering behaviour.	Heavy	Steering behaviour is improved.	The car goes into a spin easily in corners.

Saving settings

Settings made to your vehicle(s) are naturally also saved when you save your game normally.
However, like race Replays, you can also save settings separately on the memory card. Several settings can be saved in respect of the same car; the only limit is the available space on your memory card.
Please remember, however, that the saved setting can only be loaded again for the car in question.

Examples of possible settings

The driving behaviour of two identical cars with the same tuning parts may differ greatly thanks to different settings. In its original state - i.e. after the car is bought or the tuning part installed - a vehicle's settings are very balanced and stable. You'll have no problem going onto a track and achieving respectable lap times.

However, this driving behaviour does not reflect the potential lurking under your car's bonnet. In order to get the most out of you car, the vehicle's settings should be tailored to the track and to your driving style.

Settings to reduce understeering

Category	Setting	Required tuning part
Suspension	Ride Height Adjustment: Front higher than the Rear.	Suspension/Fully Customised Service or Suspension/Semi-Racing
Suspension	Damper: Front harder than the Rear.	Suspension/Fully Customised Service, Suspension/Semi-Racing or Suspension/Sport Kit
Suspension	Camper Angle: Front larger than the Rear.	Suspension/Fully Customised Service, Suspension/Semi-Racing or Suspension/Sport Kit
Brakes	Brake Balance: Front stronger than the Rear.	Brake Balance Controller
Drivetrain	LSD Acceleration: Reduce Front and Rear equally.	LSD/Full Customisation
Drivetrain	LSD Decrease: Reduce Front and Rear equally.	LSD/Full Customisation
Rom	Down Force: Front stronger than the Rear.	Vehicle-dependent
Rom	AYC Controller: Increase the figure.	AYC Controller
Rom	Active Stability Manager: increase the level.	Many cars have an ASM to start off with. You can switch this function ON or OFF in the Options Menu. You cannot buy an ASM.
Rom	VCD Controller: More weight on the rear tyres.	Variable Centre Differential

Settings to reduce oversteering

Category	Setting	Required tuning part
Suspension	Ride Height Adjustment: Front lower than the Rear	Suspension/Fully Customised Service or Suspension/Semi-Racing
Suspension	Damper: Front softer than the Rear.	Suspension/Fully Customised Service, Suspension/Semi-Racing or Suspension/Sport Kit
Suspension	Camper Angle: Front smaller than the Rear.	Suspension/Fully Customised Service, Suspension/Semi-Racing or Suspension/Sport Kit
Brakes	Brake Balance: Front weaker than the Rear.	Brake Balance Controller
Drivetrain	LSD Acceleration: Increase Front and Rear equally.	LSD/Full Customisation
Drivetrain	LSD Decrease: Increase Front and Rear equally.	LSD/Full Customisation
Rom	Down Force: Front weaker than the Rear.	Vehicle-dependent
Rom	AYC Controller: Reduce the figure.	AYC Controller
Rom	Active Stability Manager: Increase the level.	Many cars have an ASM to start off with. You can switch this function ON or OFF in the Options Menu. You cannot buy an ASM.
Rom	VCD Controller: Less weight on the rear tyres.	Variable Centre Differential

Settings to reduce body roll (rocking from side to side)

Category	Setting	Required tuning part
Suspension	Spring Rate: Increase Front and Rear equally.	Suspension/Fully Customised Service
Suspension	Ride Height Adjustment: Reduce Front and Rear equally.	Suspension/Fully Customised Service or Suspension/Semi-Racing
Suspension	Damper: Increase Front and Rear equally.	Suspension/Fully Customised Service, Suspension/Semi-Racing or Suspension/Sport Kit
Suspension	Stabilizer: Increase Front and Rear equally.	Suspension/Fully Customised Service or Suspension/Semi-Racing
Rom	Down Force: Front stronger than the Rear.	Vehicle-dependent

SECRETS

secrets

Secrets lurk in every game. Some are obvious, while some are more difficult to find. To ensure that you derive maximum enjoyment from "Gran Turismo 3 – A-spec", we've provided a clear list of all the game's secrets - large and small. We've also provided a few specially sorted car tables to help you decide what to buy.





Professional difficulty level in Arcade Mode

Once you master all the "Hard" courses in Arcade Mode, a secret challenge awaits you. Go to the screen where you select the difficulty level and press the L1 and R1 buttons simultaneously.

You'll find that the lower "Hard" difficulty level now changes to "Professional". You can now select this difficulty level like any other, using the Directional Buttons and the ⊗ button - just keep holding down the L1 and R1 buttons. Although this difficulty level does not let you release any secret cars or courses, it enables you to experience the toughest challenge yet dreamt up by the developers of "Gran Turismo 3 – A-spec".

In order to select the Professional difficulty level in Arcade Mode...

... just press the L1 and R1 buttons simultaneously.

More horsepower (BHP) by simply changing oil

It seems incredible, but it's true: after carrying out an oil change in "GT Auto" (only Gran Turismo Mode), your current vehicle's horsepower (BHP) figure will increase by 5%. Seems too good to be true? Just go to "Garage" in "My Home", select a car, and display the BHP figure using the L2 or R2 button. Make a note of the figure and go to "GT Auto". Select the "Change Oil" option costing 250 Cr. and then return to your "Garage". You'll see that your vehicle's BHP figure has increased. The average increase is 5%, but it may be slightly more or slightly less, depending on the car in question.
You should change oil around every 300 km, because the benefit of the BHP increase dissipates after that distance...

In order to increase your car's BHP figure by around 5%...

... go to "GT Auto" and select the option "Change Oil".

... Then go to your "Garage" and see the difference!

More BHP by "Driving in" your engine

"Driving in" is another way of increasing your vehicle's horsepower (BHP) figure. The BHP figure starts to increase after driving 300 kilometres, but starts to fall again after 800 kilometres. The table lists the individual changes.

Incidentally: A car obtained after winning a race or event has already been "driven in", and has around 1% more BHP than a new vehicle from a Car Dealer.

Kilometres driven	Effect	Example
0 - 300	The BHP figure increases slowly	A car has 200 BHP to begin with, and the figure slowly increases.
300 - 800	Depending on the vehicle in question, the BHP figure is now around 3% higher	After driving 300 kilometres, the car has 206 BHP.
800 - 900	The BHP figure decreases	After driving 800 kilometres, the figure of 206 BHP decreases again.
900 +	From now on, the BHP figure remains constant and is around 1% above the original figure	From now on, the car "only" has around 202 BHP.

Getting a good deal on new cars

The "Trade" function in "My Home" (in Gran Turismo Mode) allows you to take a look at the "Garage" data on another memory card - for example, that of a friend. You can acquire each car in this other "Garage" in the form of a 1:1 copy at the normal retail price. But that's not all: any tuning parts, which may have been installed, are also included in the price. You can make use of this in various ways:

Acquiring a slightly tuned car at a retail price of less than 18000 Cr.

When starting out in Gran Turismo Mode, buy a vehicle of your choice, but don't spend the initial 18000 Cr. Use the rest of the money to tune your car and/or carry out an Oil Change in "GT Auto". Then save your game and insert the memory card in Slot 2.
Now restart the PlayStation 2 and go back to Gran Turismo Mode. Using the "Trade" function, load the game you just saved and buy a copy of the aforementioned car at the normal retail price. The vehicle still has all its tuning parts, and its BHP figure has been increased by the oil change. Using any remaining money, you can upgrade the car a little more. The next time you save, you simply overwrite the previous save game.

Acquiring a highly tuned car from a friend at a retail price of less than 18000 Cr.

You can do this when starting off in Gran Turismo Mode, if your friend already has a tuned vehicle, which cost less than 18000 Cr. new. Using the "Trade" function, you can now acquire a copy of this car … and the tuning parts are thrown in for free.

Acquiring a highly tuned car from a friend, regardless of retail price

In this situation, you have already completed some races with a car of a specific drive type. Meanwhile, your friend has bought a car with a different drive type and tuned it. In order to participate in a race, which requires your friend's drive type, just use the "Trade" function. You can thus acquire a tuned vehicle with the required drive type at a good price.

When you start off in Gran Turismo Mode, perhaps you should buy the Mazda MX-5 for 16,900 Cr.

You may want to spend 250 Cr. on an oil change, and/or you may invest your remaining money in a tuning part.

Save your game and restart the PlayStation 2, in order to use the "Trade" function...

... to acquire a copy of the tuned car at the regular retail price, and then upgrade it further.