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## THEMATIC INDEX FOLDOUT

### Index Tab

The index tab on the right-hand margin of each double-page spread is a navigational tool designed to help you find your way around the guide. The upper index lists chapters, while the lower index displays the different sections of the chapter you're currently reading.

### Using the Foldout

To find specific information with ease, be sure to keep the back cover foldout flipped open. It offers a user-friendly subject index that will help you find immediate answers to your questions.

### BHP Values

The BHP values used in this guide are those found on the vast majority of game screens. These figures may vary slightly in certain menus.



# CUT TO THE CHASE

No matter how impatient you are to demonstrate your ability in competitive races, we advise that you first devote some time to acquiring licences. Both challenging and educational, they are relatively easy to complete, but much harder to master. A basic bronze pass can often be achieved in less than five minutes after a few attempts. Securing silver and gold trophies, on the other hand, generally requires greater perseverance and a not inconsiderable degree of patience.

Before approaching each licence, first consider what you intend to achieve.

- If you are a relatively inexperienced driver, or you simply want to obtain one or more licences very quickly, satisfy yourself with the bronze medal for all tests. Acquiring each driving licence should not take you more than an hour or two, and

will enable you to win a car while picking up a few fundamental techniques.

- If you are a seasoned player looking to make serious progress, you should set your sights on the silver medal for every test. With a little persistence, you can win better vehicles and hone your abilities.
- If you are a Gran Turismo expert you should be aiming to acquire all licences by systematically earning gold medals across the board. Your efforts will be rewarded with high performance cars.

Whatever your ambitions may be, the guidelines and advice that follow will be enormously useful. Every test is studied in detail, along with specific skills it may require.

## INTRODUCTION

### ACQUIRING THE LICENCES

As well as acting as “keys” to much of Gran Turismo 4’s content, driving licences are designed to teach and refine a variety of skills, from basic techniques to subtle nuances of control. Not only can you win new cars and unlock new races, you should notice a tangible improvement in your ability behind the wheel, too.

This chapter is designed to help you acquire licences by individually analysing each test. To aid accessibility, these

### GENERAL TIPS

Gran Turismo 4 offers plenty of guidance to help players win licences, plus a few useful options that are easily missed. Whenever you are struggling to pass a particular test, remember the following tips and tricks.

- You are provided with a more or less complete description of each test. Reading these will often help you to visualise the challenge ahead.
- Each test menu features the option to view a demonstration video. This shows you how to successfully pass the test by delivering the performance required to clinch the gold trophy. If you’re having problems, it’s worth the effort to watch this a few times: you should immediately be able to see mistakes you are making, or aspects of your performance that could be improved. Select the internal view (press **ⓧ**), listen carefully to the changes of gear, and study the racing line of the vehicle with a view to replicating it on your next attempt. You should also note when the vehicle brakes by watching the rear lights in the external view, or by calling up the instrument panel in the internal view (press **Ⓢ** twice and **ⓧ** once).
- Whenever you reach the finish line during a test (with the exception of laps featuring a pace car), the “ghost” of your

vehicle is automatically recorded. This will appear on all subsequent attempts unless you beat your previous time, or disable it by pressing up on the directional buttons. Make the most of this invaluable tool. This ethereal opponent may introduce a competitive edge to your performance, and can also help you pinpoint when and where you are losing time. There’s also the simple fact that if you’re beating your ghost, it’s a clear sign of improvement.

- Pressing **Ⓛ3** while viewing a demonstration video or replay will increase its speed, enabling you to quickly reach the moment that interests you most. This function will save you a lot of time on particularly long videos – like a complete lap at Nürburgring, for example. Press the button again to return to normal playing speed.
- If you find yourself frustrated by a seemingly insurmountable challenge, try leaving that test for a while. You will often find that you can complete it with comparative ease hours or days later. Remember that you can enter each test (bar the final licence exam) in any order you see fit.
- All tests for the National B and National A licences (except those where you must complete a full lap of a circuit) enable

you to call up an optimal racing line to follow – just press **Ⓡ3**. As well as displaying the perfect line to take through turns, this also provides guidance for braking and acceleration. You should accelerate when the line is blue, lift off when it is white, and brake when it is red. A gradual change in colour indicates that you should adjust the pressure on your buttons, stick or pedals accordingly. For example, a line that changes from dark red to light red, then to white, light blue and finally dark blue denotes that you should brake harshly, then lightly, before lifting off and then accelerate progressively up to top speed. This driving aid (which you have to reactivate on each attempt) will help you to acquire the first two licences in no time!

- For most of the tests, we advise that you play using manual transmission (see page 24 to learn more on this subject). This can help improve your times significantly: you can get the most out of each gear, which means better acceleration, and use the

engine brake more effectively. Mastering this is one of the keys to winning those elusive gold trophies. If you really want to stick with automatic transmission, there’s an undocumented trick that can prove useful: if you hold **Ⓡ2**, the car will remain in its current gear until you release it.

- Whatever your style of driving and car setup, ensure that you take full advantage of the analogue capabilities of your controller (see page 23 for further details). Get used to making slight and moderate steering adjustments: it’s positively ruinous to turn the wheels to their fullest extent at every hint of a twist in the track. Similarly, the slightest whisper of pressure on the accelerator while negotiating a hairpin bend can make all the difference. More than anything else, appreciating the subtleties of analogue control is the key to acquiring every licence with honours – and, indeed, enjoying Gran Turismo 4 to its fullest.



## NATIONAL B LICENCE

### TEST B-1

This test takes place on a straight section of track. Your objective is to drive and then stop the vehicle in the chequered area as quickly as possible. This calls upon two skills: acceleration and braking.

To pass this test, it’s important to not lose time by accelerating too heavily, leading to a loss of traction (and, therefore, speed). If you select automatic transmission, the engine will help to neutralise this effect – don’t be afraid to put your foot down from the start. If you play with a manual transmission, try to accelerate progressively (around 5,000 rpm) so that the vehicle holds the road perfectly. Remember that you must partially tilt the stick (or press the pedal or button) with reduced force to moderate your acceleration.

As soon as you reach the 100m mark, brake heavily to bring the car to a halt just inside the chequered area. Note that all four wheels must be inside the designated stopping zone.



### Acceleration for Beginners

**[1]** For acceleration to be effective, your tyres must hold the track. Wheelspin is a hindrance that should be avoided.

**[2]** Automatic transmission and Traction Control Management (TCM) systems reduce the likelihood of wheelspin. For vehicles with manual transmission, moderating the pressure on the accelerator at low speeds can be an important technique.

**[3]** Acceleration increases as the engine runs faster (in rpm). However, acceleration stops when the engine reaches full throttle. Good acceleration generally occurs towards the top of the rev range, but before the limiter.

**[4]** In Gran Turismo 4, the accelerator button, stick or pedal is analogue: it responds to the degree of pressure (or incline) used. Don’t forget this!

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# CUT TO THE CHASE

*A daunting prospect at first, the preparation of vehicles is by no means as difficult as it may initially seem. Once you understand how the system works, it's actually easy to apply elementary changes and tweaks that can improve the performance of your vehicle to a noticeable degree. To help you get started, you will find the answers to a few fundamental questions below. If you take the time to read these, you will be well equipped to know when and how to make simple and effective improvements to your cars.*

## What is the point of preparing vehicles?

The answer to this question can be expressed in two simple words: improved performance. Preparation covers all things relating to the tuning and settings of cars, helping to enhance

power, traction and handling. In a nutshell, a properly prepared vehicle will be far more competitive than an unprepared vehicle in the same category.

## What are the most important modifications for a beginner?

When you start the game, your resources are limited. Without the luxury of a healthy credit balance to spend on desirable upgrades, you will need to use your funds prudently to improve your car's performance. Below is a list of inexpensive yet effective modifications that you can make in your first few hours of gameplay.

**1:** Perform an oil change in the GT Auto maintenance shop. This will gain you additional power at little expense. If you've bought a second-hand car, this is a vital step.

**2:** Buy a racing chip (found in the Engine menu of your dealership's tuning shop). This will give you a few extra BHP without breaking the bank.

**3:** Reduce the weight of your car (in the Other menu of the dealership's tuning shop). This will enable you to take bends faster and reduce braking distances considerably.

## How do you achieve balanced tuning?

If you make modifications at random, you run the risk of creating cars with unpredictable or even unmanageable behaviour. For example, an excessive increase in power can result in a loss of handling. To avoid unpleasant surprises, always keep in mind that the engine and chassis benefit from being improved in parallel. An over-powerful engine can be a handicap without a properly

modified chassis: the extra BHP you gain will be of little benefit if soft suspension and hard tyres lead to you hurtling from the track on every corner. Likewise, optimal chassis, suspension and tyres will yield only limited results when fitted on a car lacking in raw power. Consider the consequences of each modification before you make it: a balanced approach is strongly advised.

## How far do you have to go in preparing your car?

The amount of preparation you can make is limited only by your imagination. Obviously, a small production car stands little chance against a lean, mean racing machine, no matter how much you tune, tweak or upgrade it. On the other hand, if you start out with a relatively competitive model, the right preparation can transform it into a veritable monster on the track, capable of matching almost any opponent. The most important thing is that you take the time to adjust settings for every situation (circuit, weather

conditions, and so forth). You will soon realise that tuning is more an affair of the heart than the head, and your attachment to a vehicle will often lead you to favour it over models that are clearly superior on paper. If that is the case, set yourself objectives: select the vehicle that conforms to your expectations and racing style, and prepare it as you wish. By sticking with one car until it is clearly outclassed, you can also accumulate a healthy stock of credits.



# INTRODUCTION

For most of us in day-to-day life, a car is principally a means of transportation. We only ask that it start, perform reasonably well and remain cost-effective, and that we travel to our destinations in relative comfort. However, beneath the simplicity of these journeys lies a world of enormous complexity, in which even the tiniest components on our cars have an effect on their performance and handling. Every burst of acceleration, tap on the brakes, or turn of the wheel triggers a chain of vents where components interact, the speed and line of our vehicles guided by the rails of a vast mathematical equation that is constantly recalculated.

When we take the car to go shopping or return home after work, these subtleties are of little consequence. We're generally oblivious to the deep underlying complexity that driving truly involves; all we care about is that we arrive at our destination. In the motor racing world, by contrast, an intimate knowledge of every aspect of a competitive vehicle is essential. For a driver, mechanic or racing manager, the slightest alteration could lead to a potential loss of several tenths of a second per lap... but it could also result in an increased tendency for the car to understeer, for example, leading to a driver struggling to handle the vehicle during complex turns.

Fitting a turbo, reducing the weight of the chassis, adjusting suspension, changing the exhaust... there are a multitude of ways in which you can customise a vehicle. But where do you start? How do you arrive at a point when you can say: this car is perfect? Well, a good start is to forget any ideas you might have about "perfect settings": they don't exist. Preparing a vehicle means adapting it with a specific purpose in mind: a course, a cup or a record attempt, for example. Each challenge occurs under certain conditions (track, weather, type of car, style of driver, et al.) and is, therefore, unique. It may not be the most catchy axiom, but it's well worth remembering this golden rule: different event, different preparation.

When preparing a vehicle, a tweak or adjustment of setting X often has a direct influence on component Y, which in turn influences the behaviour of Z. In other words, settings are interdependent, and modifying one will often create secondary effects which may need to be addressed by adjusting another. This close correlation between settings and the way their effects interact means that only repeated testing on the track will enable you to judge whether all upgrades or adjustments (and the expenditure in terms of both time and credits) will be worthwhile.

In summary, the combination of external conditions (weather, surface, car type and driver) and internal conditions (interdependence between components) makes the idea of a quick-fix collection of "perfect settings" for all circumstances an impossibility. If you choose to race with cars that are similar (or even less powerful) than those of your competitors, attempting to match rival drivers with skill rather than the raw power of a superior vehicle, you really will need to find the optimal configuration for every new track. This search for the best balance of settings may at times try your patience, requiring attention to detail, perseverance, and frequent trips back and forth to the pits.

To assist you as you endeavour to tune your cars for peak performance, this chapter invites you to delve into the minutiae of preparation. You will find a detailed analysis of every component and setting as well as, more importantly, a description of how they work in practice.

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# summary

The following table shows a general summary of all modifications available in the game. To facilitate navigation, these are presented in the order of the location in which they can be found. If you want to optimise your method of preparing your vehicles, follow the colour code used in the table: this provides you with a simple order of priority for performing the most important modifications.

Essential modification	Critical influence on performance
Major modification	Very large influence on performance
Useful modification	Significant influence on performance
Complex modification	Genuine influence but requiring fine settings
Minor modification	Slight influence on performance

In the table, the values provided in the “Average Cost” column are indicative: the precise cost of each modification varies according to the manufacturer. Increases in power (expressed

as a percentage of the initial power) may also vary slightly from one car to another: the figures indicated are an average obtained across various models. Note that not all modifications are possible on all vehicles. There are certain restrictions:

- The various items of turbo equipment are incompatible with certain vehicles. Likewise, not all cars can accept all levels of turbo; the supercharger can only be installed on certain vehicles (mostly American V8s).
- The displacement modification is only possible on certain vehicles.
- The active yaw control (AYC LSD) only works on specific models (such as the Mitsubishi Lancer).
- Only 4WD cars can accept a VCD controller.
- Standard tyres cannot be purchased for all models.

Location	Modification	Average Cost	Improvement	Page
Exhaust menu of tuning shops	Sports exhaust/air filter	1,550	Power +2%	73
Exhaust menu of tuning shops	Semi-racing exhaust/air filter	2,850	Power +4%	73
Exhaust menu of tuning shops	Racing exhaust/air filter	4,600	Power +5%	73
Brakes menu of tuning shops	Racing brakes kit	4,600	Reduces braking distance	73
Brakes menu of tuning shops	Brake controller	10,300	Distributes braking between front and rear	78
Engine menu of tuning shops	Stage 1 NA tuning	4,700	Power +10 to +15%	70
Engine menu of tuning shops	Stage 2 NA tuning	12,000	Power +20 to +35%	70
Engine menu of tuning shops	Stage 3 NA tuning	70,000	Power +30 to +55%	70
Engine menu of tuning shops	Port polish	5,250	Power +3%	74
Engine menu of tuning shops	Engine balancing	11,000	Power +3%	78
Engine menu of tuning shops	Displacement	8,500	Power +4%	78
Engine menu of tuning shops	Racing chip	1,250	Power +4%	69
Engine menu of tuning shops	NOS	5,000	Boost	74
Drivetrain menu of tuning shops	Close gearing	5,600	Short gear range	78
Drivetrain menu of tuning shops	Super-close gearing	5,600	Very short gear range; adds a gear	78
Drivetrain menu of tuning shops	Transmission/Fully customisable	10,200	Adjustable transmission; adds a gear	78
Drivetrain menu of tuning shops	Large single clutch	1,600	Sharper gear shifts	74
Drivetrain menu of tuning shops	Twin clutch	2,600	Faster gear shifts	74
Drivetrain menu of tuning shops	Triple clutch	4,600	Even faster gear shifts	74
Drivetrain menu of tuning shops	Sports flywheel	430	Improved engine response	79
Drivetrain menu of tuning shops	Semi-racing flywheel	550	Faster engine response	79
Drivetrain menu of tuning shops	Racing flywheel	1,000	Even faster engine response	79
Drivetrain menu of tuning shops	1-way LSD	4,250	Improves driving force	81
Drivetrain menu of tuning shops	1.5-way LSD	4,250	Improves driving force and braking stability	81
Drivetrain menu of tuning shops	2-way LSD	4,250	Improves driving force and braking stability even further	81
Drivetrain menu of tuning shops	Variable LSD	6,300	Adjustable LSD	81
Drivetrain menu of tuning shops	AYC LSD	8,000	Corrects excessive yaw	84
Drivetrain menu of tuning shops	Carbon driveshaft	3,000	Sharper engine response	84
Turbo menu of tuning shops	Stage 1 turbine kit	4,600	Power +10 to +30%	70
Turbo menu of tuning shops	Stage 2 turbine kit	13,000	Power +20 to +30%	70
Turbo menu of tuning shops	Stage 3 turbine kit	41,000	Power +30 to +55%	70



Location	Modification	Average Cost	Improvement	Page
Turbo menu of tuning shops	Stage 4 turbine kit	85,000	Power +50 to +90%	70
Turbo menu of tuning shops	Sports intercooler	1,800	Power +4%	71
Turbo menu of tuning shops	Large racing intercooler	3,000	Power +6%	71
Turbo menu of tuning shops	Supercharger	13,000	Power +50%	71
Suspension menu of tuning shops	Sports suspension kit	3,100	Stiffer and partially adjustable suspension	75
Suspension menu of tuning shops	Semi-racing suspension kit	7,200	Stiffer suspension with more scope for adjustment	75
Suspension menu of tuning shops	Fully customisable suspension	16,000	Fully adjustable suspension	75
Tyres menu of tuning shops	N1 tyres	-	Economy	-
Tyres menu of tuning shops	N2 tyres	-	Comfort	-
Tyres menu of tuning shops	N3 tyres	-	Road	-
Tyres menu of tuning shops	S1 tyres	5,100	Sports/Hard	72
Tyres menu of tuning shops	S2 tyres	6,000	Sports/Medium	72
Tyres menu of tuning shops	S3 tyres	6,800	Sports/Soft	72
Tyres menu of tuning shops	R1 tyres	8,400	Racing/Super Hard	72
Tyres menu of tuning shops	R2 tyres	10,500	Racing/Hard	72
Tyres menu of tuning shops	R3 tyres	22,500	Racing/Medium	72
Tyres menu of tuning shops	R4 tyres	35,000	Racing/Soft	72
Tyres menu of tuning shops	R5 tyres	47,500	Racing/Super Soft	72
Tyres menu of tuning shops	Dirt tyres	22,500	Tyres for driving on dirt	72
Tyres menu of tuning shops	Snow tyres	22,500	Tyres for driving on snow and ice	72
Other menu of tuning shops	VCD controller	10,500	Distribution of front/rear torque on 4WD vehicles	80
Other menu of tuning shops	Weight reduction: stage 1	1,100	Slight weight reduction	70
Other menu of tuning shops	Weight reduction: stage 2	5,300	Moderate weight reduction	70
Other menu of tuning shops	Weight reduction: stage 3	21,000	Maximum weight reduction	70
Other menu of tuning shops	Increase rigidity	30,000	Improves the performance of the chassis	84
Other menu of tuning shops	Body rigidity refresher plan	50,000	Overhauls the chassis	84
GT Auto	Wing	1,200	Front and rear Downforce	80
GT Auto	Oil change	50	Power +5% (temporary)	71
Settings menu	Driving aids settings	Free	Corrects oversteer, understeer and wheelspin	81
Settings menu	Weight balance settings	Free	Ballasts or re-balances the car	85

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starts at the beginning of April. All tracks will be unlocked after approximately one year of game time.

**[10] Tips and Tricks:** This text provides step-by-step advice for the circuit: braking points, racing lines, and much more. Clear number references have been included to help you refer to the track diagrams as you read. As there are more than 700 vehicles with varying power and handling characteristics, the suggestions should obviously be interpreted to suit the vehicle you are driving. Clearly, there is no way that a simple step-by-step walkthrough of a track could provide a perfect race strategy for both a 25 BHP 1949er VW Beetle and a tuned 866 BHP BMW McLaren F1 Race Car. These are useful guidelines designed to enhance your understanding of a track, not commandments that must be obeyed.

With track variations, recommendations are offered for the sections that differ from the original course. Should there be a need to adjust your racing line or attack corners in a different way in Reverse mode, this will also be addressed.

**[rr] Difficulty Level:** Individual course sections are rated according to their difficulty here: from 🌟 (very easy) to 🌟🌟🌟🌟🌟 (extremely hard). If the difficulty level differs in Reverse mode, this will be noted separately.

The diagram shows a track layout for Infineon Raceway. The track is divided into segments labeled [1] through [5] in green boxes at the top. Segment [1] is the start/finish straight. Segment [2] is the first turn. Segment [3] is a series of turns. Segment [4] is a long straight section. Segment [5] is the final turn. A graph of a function is shown in a box above segment [4], with a yellow dashed line representing the function. The track is labeled 'Infineon Raceway' and 'Black Car Course'.

[illegible]

Grand Totals & All-Time League Records												
Season	Team	W	L	T	Pts	Opp Pts	Diff	Avg Pts/Gm	Opp Avg Pts/Gm	Avg Length of Game	Avg Length of Game	Avg Length of Game
1910-1911	Stevens Athletic Club (Stevens)	10	0	0	150	0	150	15.0	0.0	15	15	15
1911-1912	Stevens Athletic Club (Stevens)	10	0	0	150	0	150	15.0	0.0	15	15	15
1912-1913	Stevens Athletic Club (Stevens)	10	0	0	150	0	150	15.0	0.0	15	15	15
1913-1914	Stevens Athletic Club (Stevens)	10	0	0	150	0	150	15.0	0.0	15	15	15
1914-1915	Stevens Athletic Club (Stevens)	10	0	0	150	0	150	15.0	0.0	15	15	15
1915-1916	Stevens Athletic Club (Stevens)	10	0	0	150	0	150	15.0	0.0	15	15	15
1916-1917	Stevens Athletic Club (Stevens)	10	0	0	150	0	150	15.0	0.0	15	15	15
1917-1918	Stevens Athletic Club (Stevens)	10	0	0	150	0	150	15.0	0.0	15	15	15
1918-1919	Stevens Athletic Club (Stevens)	10	0	0	150	0	150	15.0	0.0	15	15	15
1919-1920	Stevens Athletic Club (Stevens)	10	0	0	150	0	150	15.0	0.0	15	15	15
1920-1921	Stevens Athletic Club (Stevens)	10	0	0	150	0	150	15.0	0.0	15	15	15
1921-1922	Stevens Athletic Club (Stevens)	10	0	0	150	0	150	15.0	0.0	15	15	15
1922-1923	Stevens Athletic Club (Stevens)	10	0	0	150	0	150	15.0	0.0	15	15	15
1923-1924	Stevens Athletic Club (Stevens)	10	0	0	150	0	150	15.0	0.0	15	15	15
1924-1925	Stevens Athletic Club (Stevens)	10	0	0	150	0	150	15.0	0.0	15	15	15
1925-1926	Stevens Athletic Club (Stevens)	10	0	0	150	0	150	15.0	0.0	15	15	15
1926-1927	Stevens Athletic Club (Stevens)	10	0	0	150	0	150	15.0	0.0	15	15	15
1927-1928	Stevens Athletic Club (Stevens)	10	0	0	150	0	150	15.0	0.0	15	15	15
1928-1929	Stevens Athletic Club (Stevens)	10	0	0	150	0	150	15.0	0.0	15	15	15
1929-1930	Stevens Athletic Club (Stevens)	10	0	0	150	0	150	15.0	0.0	15	15	15
1930-1931	Stevens Athletic Club (Stevens)	10	0	0	150	0	150	15.0	0.0	15	15	15
1931-1932	Stevens Athletic Club (Stevens)	10	0	0	150	0	150	15.0	0.0	15	15	15
1932-1933	Stevens Athletic Club (Stevens)	10	0	0	150	0	150	15.0	0.0	15	15	15
1933-1934	Stevens Athletic Club (Stevens)	10	0	0	150	0	150	15.0	0.0	15	15	15
1934-1935	Stevens Athletic Club (Stevens)	10	0	0	150	0	150	15.0	0.0	15	15	15
1935-1936	Stevens Athletic Club (Stevens)	10	0	0	150	0	150	15.0	0.0	15	15	15
1936-1937	Stevens Athletic Club (Stevens)	10	0	0	150	0	150	15.0	0.0	15	15	15
1937-1938	Stevens Athletic Club (Stevens)	10	0	0	150	0	150	15.0	0.0	15	15	15
1938-1939	Stevens Athletic Club (Stevens)	10	0	0	150	0	150	15.0	0.0	15	15	15
1939-1940	Stevens Athletic Club (Stevens)	10	0	0	150	0	150	15.0	0.0	15	15	15
1940-1941	Stevens Athletic Club (Stevens)	10	0	0	150	0	150	15.0	0.0	15	15	15
1941-1942	Stevens Athletic Club (Stevens)	10	0	0	150	0	150	15.0	0.0	15	15	15
1942-1943	Stevens Athletic Club (Stevens)	10	0									

1. Suspension Kit
2. Gear Ratios

### 3. Aerodynamics

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Don't consider these settings to be recommendations from the editors of this guide, adjustments that must be emulated, in order to achieve the best times on each circuit: they're not. They have been devised and tested by expert GT4 drivers, and are included as illustrative examples for experienced players who enjoy their time in the "virtual garage" as much as actual racing. In every table we list the nine settings that have the biggest influence on how a vehicle behaves on the track. Not every setting has necessarily been adjusted; some are default values. You can use the BHP and weight figures to draw conclusions on how each car has been tuned.

[סר] [רר]

## TIPS AND TRICKS

Search for slight inflection level in section [7] that you left out, and allow your excitement to carry you to the middle of the road for the next round. Since the self-pity you share about with the

**Johnson Highway – Stock Car Course**

Section 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837,

Difficulty Level			
Anchor	Reference Number / Search Code	Reference Number / Search Code	
1	1.1	1.1	1.1
2	2.1	2.1	2.1
3	3.1	3.1	3.1
4	4.1	4.1	4.1
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73	73.1	73.1	73.1
74	74.1	74.1	74.1
75	75.1	75.1	75.1
76	76.1	76.1	76.1
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78	78.1	78.1	78.1
79	79.1	79.1	79.1
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81	81.1	81.1	81.1
82	82.1	82.1	82.1
83	83.1	83.1	83.1
84	84.1	84.1	84.1
85	85.1	85.1	85.1
86	86.1	86.1	86.1
87	87.1	87.1	87.1
88	88.1	88.1	88.1
89	89.1	89.1	89.1
90	90.1	90.1	90.1
91	91.1	91.1	91.1
92	92.1	92.1	92.1
93	93.1	93.1	93.1
94	94.1	94.1	94.1
95	95.1	95.1	95.1
96	96.1	96.1	96.1
97	97.1	97.1	97.1
98	98.1	98.1	98.1
99	99.1	99.1	99.1
100	100.1	100.1	100.1

Exam Questions & Solutions: Lesson Records

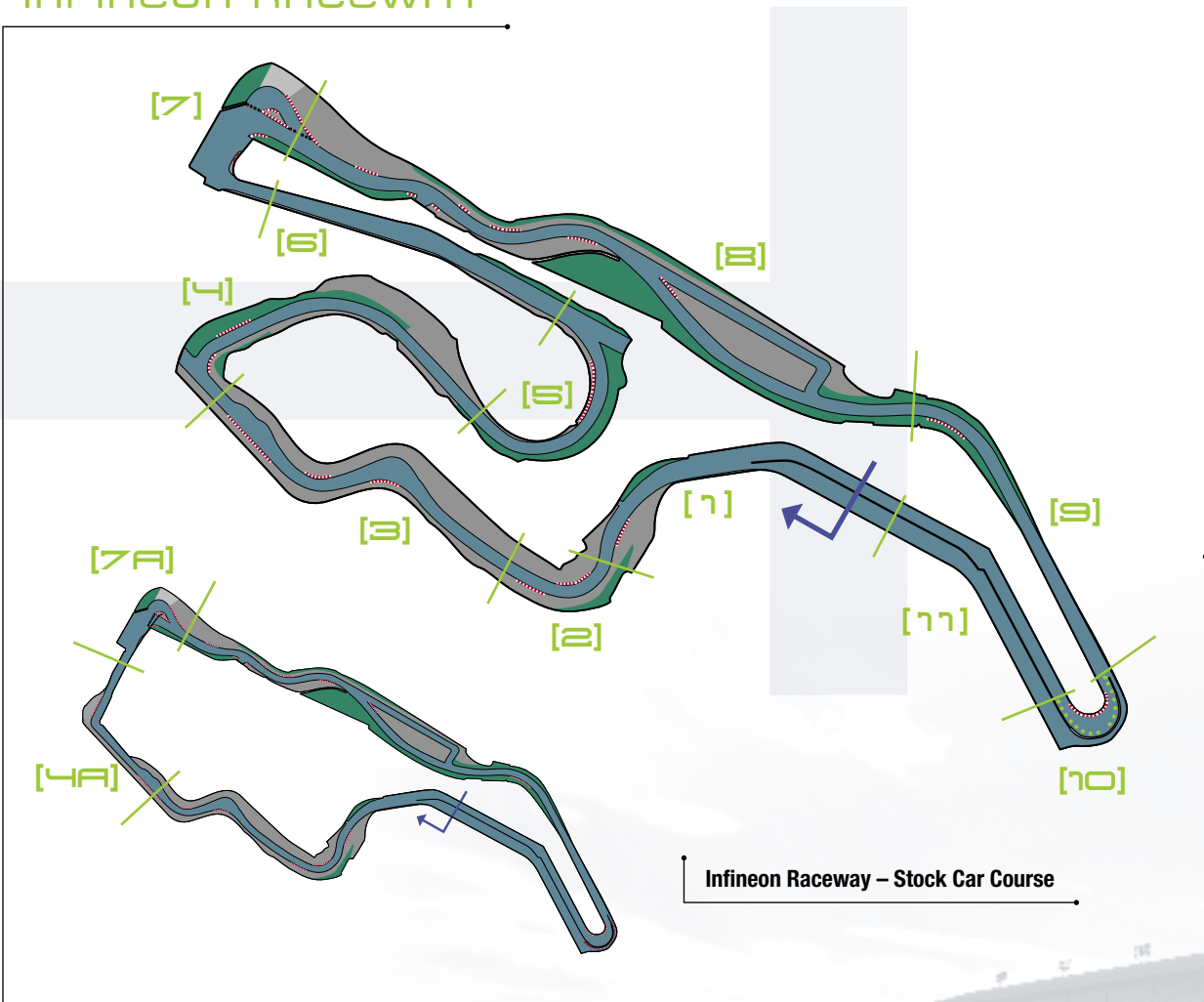
[illegible]

- 1. Suspension Kit
- 2. Gear Ratios
- 3. Aerodynamics





INFINEON RACEWAY



RACES, CUPS, LICENCES



Infineon Raceway – Sports Car Course

Beginner (p. 217): Spider & Roadster

Professional (p. 218): Race of NA Sports, Boxer Spirit, Supercar Festival

Extreme (p. 219): Formula GT World Championship, Real Circuit Tours

Endurance (p. 221): Infineon World Sports Car Race

America (p. 224): All American Championship, Old Muscle Car Competition

Europe (p. 224-225): British GT Series, La Festa Italiano

American Cars (p. 226-227): Chevrolet: Corvette Festival, Saleen: Saleen S7 Club

German Cars (p. 228): BMW: 1 Series Trophy, Opel: Speedster Trophy, Volkswagen: Lupo Cup

Mission (p. 251, 255, 256): 17: 3 Lap Battle, 29: 1 Lap Magic, 33: 1 Lap Magic

Licences (p. 37, 58): B-15, S-13

Infineon Raceway – Stock Car Course

Extreme (p. 219): Gran Turismo All Stars, Polyphony Digital Cup

America (p. 224): Stars and Stripes

Course Information

	Infineon Raceway – Sports Car Course	Infineon Raceway – Stock Car Course
Course Length	2.52 miles	2.00 miles
Elevation Change	163.4 feet	163.4 feet
Track Surface	Tarmac	Tarmac
Condition of Track	New surface	New surface
Reverse Mode	No	No
Main Focus	Acceleration	Acceleration
Difficulty Level	★★★★	★★★
Tuning Category	Complex Tracks	Complex Tracks
Unlock Course	Open from start	After 295 days (January 21)

TIPS AND TRICKS

Approach the slight left-hand bend in section [1] from the left side, and allow your momentum to carry you to the middle of the road for the next bend. Steer to the left when you draw level with the “Autolite” sign, brake heavily when you are level with the kerb on the left side, and then turn in to drive across the inside kerb of bend [2]. Move over to the left on the short straight in section [3] and attack the next bend from there. Start braking shortly before the kerb, and negotiate both bends while maintaining a distance of approximately half a vehicle between your car and the roadside. Your momentum on exit should carry you to the left-hand side of the following short straight. Move over and approach the sharp bend in section [4] from approximately the middle of the road. Brake when you are level with the darker section of tarmac and then turn in and hug the inside of the bend. Stay to the right until section [5] then approach the left-hand bend from the left of the track. Brake shortly after the line of cones standing to the right of the track and try to hug the inside of the curve as closely as possible. Accelerate again early, but without getting carried too far to the outside. On the straight in section [6], keep to the left. Brake for the “U” bend at [7] when you reach the third roadside billboard. Try to get through this bend with the steering wheel in a fixed position and without, ideally, touching the kerb. Drive through the combination of bends in section [8] in a steady rhythm, brushing the kerbs to maintain the best racing line. Avoid frenzied adjustments of the steering wheel and brake as little as possible – you should be able to stabilise your car here by simply lifting off for a moment, which will improve your ability to steer. Approach the right-hand bend in section [9] from the left, brake when you are approximately level with the first “Dodge” sign, then turn in and cut across the kerb to reach the next straight. Approach the bend at [10] from the right side; brake shortly before the pit lane entrance and hug the inside of the tight 180° curve as closely as possible. Accelerate early to gather enough speed for section [11]. Drive through section [11] in a steady arc, moving through the left-hand bend close to the wall on the inside – your speed will carry you to the right-hand side of the track. When

you draw level with the finishing line, get ready for the immediate return to section [1].

Infineon Raceway – Stock Car Course

Sections [1] to [3] and [8] to [11] are identical to those found in the Sports Car Course. After your momentum carries you to the outside, approach the bend at [4A] from the left side, and steer tightly past the kerb onto the straight. Drift towards the outside of the track and approach the sharp bend in section [7A] from here. Brake when you reach the darker tarmac, then turn in and pass the kerb, but not too closely – try to stay approximately a car’s width away from it.

Difficulty Level

Section	Infineon Raceway – Sports Car Course	Infineon Raceway – Stock Car Course
[1]	★★	★★
[2]	★★★★	★★★★
[3]	★★★	★★★
[4]	★★★	-
[4A]	-	★★
[5]	★★★	-
[6]	★	-
[7]	★★★★	-
[7A]	-	★★★
[8]	★★★	★★★
[9]	★★★	★★★
[10]	★★	★★
[11]	★	★

Gran Turismo 4 Online League Records

Course	Time	Car	BHP	Weight (kg)	1		2		3	
					Spring rate (front)	Spring rate (rear)	Ride height (front)	Ride height (rear)	Stabiliser (front)	Stabiliser (rear)
Sports Car Course	01:02.811	Polyphony Digital Formula Gran Turismo 2004	1,084	495	17.4	17.5	45	45	-	-
	01:03.018	Toyota Minolta 88C-V Race Car 1989	1,164	850	14.8	15.8	85	85	6	6
	01:04.009	Pescarolo PlayStation C60 Race Car 2004	1,106	900	12.0	13.5	50	80	6	6
	01:10.661	Nissan R390 GT1 Road Car 1998	561	1,038	10.0	8.8	93	93	3	1
	01:12.451	Nissan Xanavi Nismo GT-R (JGTC) 2003	492	1,080	15.8	13.8	65	65	6	6
	01:13.596	Suzuki GSX-R/4 2001	261	582	9.6	7.2	75	75	7	7
	01:15.766	Toyota Altezza Touring Car 2001	533	1,000	10.9	11.9	65	70	6	6
	01:23.470	Lotus Motor Sport Elise 1999	295	637	7.0	9.4	76	76	3	6
	01:30.970	Nike One 2022	259	760	-	-	-	-	-	-
	00:50.048	Toyota Minolta 88C-V Race Car 1989	1,164	850	14.8	15.8	85	85	6	6
Stock Car Course	00:51.729	Polyphony Digital Formula Gran Turismo 2004	1,084	495	17.4	17.5	45	45	-	-
	00:53.106	Mazda 787B Race Car 1991	905	830	15.8	14.3	85	85	6	6
	00:56.924	Nissan R390 GT1 Road Car 1998	561	1,038	10.0	10.0	65	65	1	1
	00:57.506	Suzuki GSX-R/4 2001	261	582	9.6	7.2	89	89	5	5
	00:58.057	Mercedes-Benz CLK Touring Car 2000	597	1,000	15.4	13.8	65	65	6	6
	01:00.734	Nissan Motul Pitwork Z (JGTC) 2004	484	1,080	15.8	14.3	65	65	6	5
	01:03.749	Lotus Motor Sport Elise 1999	292	637	11.0	13.2	76	76	4	4
	01:05.650	Caterham Seven Fire Blade 2002	268	370	9.0	7.3	65	65	5	5
	00:50.048	Toyota Minolta 88C-V Race Car 1989	1,164	850	14.8	15.8	85	85	6	6
	00:51.729	Polyphony Digital Formula Gran Turismo 2004	1,084	495	17.4	17.5	45	45	-	-

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INFINEON RACEWAY

LAGUNA SECA RACEWAY

NÜRBURGRING

SUZUKA CIRCUIT

TSUKUBA CIRCUIT

TWIN RING MOTEGI

TWIN RING MOTEGI  
SUPER SPEEDWAY





## CUT TO THE CHASE

No matter what you're looking for in Gran Turismo Mode, you'll find it here in this chapter. Want to collect every car? You can find all 730 vehicles available in the game from page 180 onward in tables that tell you where and when you can acquire them.

Are you aiming to achieve a Game Completion rating of 100%? A complete overview of all racing events starts on page 216, and includes information on entry restrictions, courses, opponents and the prizes you can win. If you're a big fan of Gran Turismo 4's photography component, you can find everything you'll need to know from page 262. But don't forget – to create an awe-inspiring snapshot, you'll need a suitably desirable car. Use the

lists that start on page 198 to discover which vehicles are notably rare, chic and expensive.

Whatever your ultimate goal may be, earning credits and buying (or winning) appropriately powerful vehicles is a challenge that all Gran Turismo 4 players face. We've included information on cars that have high resale values, and which tournaments have the best rewards. We've also discovered one extremely useful trick that can help you earn over one million credits per hour – enough to put all but the most exclusive supercars within your financial grasp. Turn to page 235 to learn more about this exceedingly profitable enterprise.

## COLLECTING ALL CARS

You can park an impressive 730 cars inside your garage in Gran Turismo 4, believe it or not. You can find each and every vehicle in the following tables, sorted in alphabetical order.

### THE CAR POOL

**[1] Manufacturer:** The vehicle's manufacturer.

**[2] Name:** Exact name of vehicle model.

**[3] Year:** Year the vehicle was manufactured.

**[4] Country:** The car's country of origin – your first waypoint en route from World Map to showroom.

**[5] Drivetrain:** The first letter signifies the position of the engine (front, middle or rear), the second one the drive axle (front, rear), with the obvious exception of 4WD – these are four-wheel drive vehicles. It can be broadly assumed that cars within a specific category will behave in a similar manner on the track. You can find out more about the different types of drivetrain in the Driving chapter – turn to pages 38, 39, 40 and 51.

**[6] Engine:** Tells you how many cylinders are in the engine, how they are arranged, or how they work. An L4 engine, for example, has four cylinders arranged in a line. In a V8, the eight cylinders are arranged in a V-form. Additionally, there are boxer engines (found in cars manufactured by RUF and Subaru, and also in the old Beetle) and the unusual "rotary" engine primarily used by Mazda.

**[7] Aspiration:** Indicates whether you can improve your engine with naturally-aspirated engine tuning, a turbo, or a Supercharger.

**[8] Power:** The engine's maximum power in BHP prior to tuning or any form of modification. The BHP of used cars is usually around 90% of the original value. BHP can also gradually decline in new cars after prolonged use. Find out more about tuning and oil changes from page 60 onward.

In the game, BHP is often given with a RPM value. This is because the engine can only perform its maximum power at the specified revolutions per minute (although RPM is irrelevant as a comparative value). If you want more information on how the power is distributed, open the Settings menu for your car – go to the Home location on the World Map, then press **START**. Once you reach the Settings screen, press **START** again to bring up a magnified view of the Engine Curve graph (a small version of this can be found in the top-right corner). You can now see how the power and torque levels relate to RPM.

**[9] Weight:** The weight of a given vehicle is expressed in kilograms (kg). Some races have weight restrictions; here you can check if a car meets the specified requirements.

**[10] Power to Weight Ratio:** Using pure power (measured in BHP) to compare one car with another can lead to erroneous conclusions, as this value does not take the weight of vehicles into account. Weight is a more important factor than some might suspect, but think about it logically: HGVs have enormously powerful engines, but how often are you overtaken by lorries while cruising along a motorway? The Power to Weight ratio (kg/BHP) can help you compare different vehicles more accurately. It indicates how much weight in kg the engine has to move for every last unit of BHP. The lower this value is, the better.

**[11] Length:** The length of the vehicle is expressed in millimetres (mm). Certain competitions have length restrictions as part of their entry requirements; here you can immediately see if a car is suitable for a specific race.

**[12] New Cars:** Can you buy the car hot off the assembly line? How many Credits will you need to hand over in exchange for the keys? The specification New or Legendary indicates where it can be found on the relevant manufacturer's screen. There are times when a car will be featured in a showroom, but will be unavailable for purchase. Such vehicles are only available as prizes, or can sometimes be found second-hand in one of the three Used Cars locations on the World Map.

**[13] Used Cars:** Can you buy the car at one of the Used Cars locations? As the price for most used cars varies over the 100-week cycle used to rotate the selection

on offer, how much can you expect to pay for a specific model? How often is car X available? For more information on second-hand car availability, take a look at "Used Cars" on page 198.

**[14] Prize Cars:** If a car is a prize for winning a racing event, driving licence or Game Completion percentage, this will be specified (along with how you can get your hands on it). You can find out more information on the actual competitions (including entry restrictions, number of races and courses used) from page 216 onward. Most Prize Cars cannot be purchased: they are only available as rewards for specific feats.

		[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]									
		[1]	[2]																
Manufacturer	Name	Year	Country	Drivetrain	Engine	Aspiration	Power (BHP)	Weight (kg)	Power to Weight Ratio (kg/BHP)	Length (mm)	Availability In Showrooms	Price (Cr)	Frequency In Used Car Stores	Used Price Range (Cr)	Prize Cars	Max Resale Price (Cr)			
AC Cars	427 S/C	1966	GB	FR	V8	NA	485	1,311	2.703	3,962	Legendary	423,200	-	-	-	-	-	-	-
Acura	CL 3.2 Type-S	2001	JP	FF	V6	NA	264	1,592	6.030	4,875	-	-	Standard	20,916 - 27,352	-	-	-	-	-
Acura	CL 3.2 Type-S	2003	JP	FF	V6	NA	264	1,563	5.920	4,875	New	32,420	-	-	-	-	-	-	-
Acura	Integra Type-R	2001	JP	FF	L4	NA	200	1,197	5.985	4,379	-	-	Standard	16,860 - 19,455	-	-	-	-	-
Acura	NSX	1991	JP	MR	V6	NA	271	1,365	5.037	4,405	-	-	Standard	28,010 - 40,015	-	-	-	-	-
Acura	NSX	2004	JP	MR	V6	NA	294	1,430	4.864	4,425	New	94,440	-	-	-	-	-	-	-
Acura	NSX Coupe	1997	JP	MR	V6	NA	294	1,392	4.735	4,425	-	-	Standard	31,195 - 57,934	-	-	-	-	-
Acura	RSX Type-S	2004	JP	FF	L4	NA	203	1,255	6.182	4,374	New	24,740	-	-	-	-	-	-	-
Alfa Romeo	147 2.0 Twinspark	2002	IT	FF	L4	NA	150	1,280	8.533	4,170	New	30,590	-	-	-	-	-	-	-
Alfa Romeo	147 GTA	2002	IT	FF	V6	NA	250	1,360	5.440	4,213	New	48,040	-	-	-	-	-	-	-
Alfa Romeo	155 2.5 V6 TI	1993	IT	4WD	V6	NA	420	1,010	2.405	4,576	Legendary	Not for sale	-	-	La Festa Italiano (Europe)	265,624	-	-	-
Alfa Romeo	156 2.5 V6 24V	1998	IT	FF	V6	NA	193	1,320	6.839	4,430	-	-	Standard	20,115 - 26,149	-	-	-	-	-
Alfa Romeo	166 2.5 V6 24V Sportronic	1998	IT	FF	V6	NA	193	1,520	7.876	4,720	-	-	Standard	29,355 - 49,903	-	-	-	-	-
Alfa Romeo	Giulia Sprint GTA 1600	1965	IT	FR	L4	NA	115	745	6.478	4,080	Legendary	Not for sale	-	-	Alfa Romeo: GTA Cup (Italian Cars)	24,014	-	-	-
Alfa Romeo	Giulia Sprint Speciale	1963	IT	FR	L4	NA	112	950	8.482	4,120	Legendary	Not for sale	-	-	1000 miles ! (Europe)	13,183	-	-	-
Alfa Romeo	GT 3.2 V6 24V	2004	IT	FF	V6	NA	240	1,347	5.613	4,489	New	39,010	-	-	-	-	-	-	-
Alfa Romeo	GTV 3.0 V6 24V	2001	IT	FF	V6	NA	220	1,415	6.432	4,285	New	49,060	-	-	-	-	-	-	-
Alfa Romeo	Spider 1600 Duetto	1966	IT	FR	L4	NA	110	960	8.727	4,250	Legendary	35,300	-	-	-	-	-	-	-
Alfa Romeo	Spider 3.0i V6 24V	2001	IT	FF	V6	NA	218	1,450	6.651	4,290	New	51,190	-	-	-	-	-	-	-
Alpine	A110 1600S	1973	FR	RR	L4	NA	140	715	5.107	3,850	Legendary	Not for sale	-	-	Alpine: Renault Alpine Cup (French Cars)	12,792	-	-	-
Alpine	A310 1600VE	1973	FR	RR	L4	NA	125	930	7.440	4,180	Legendary	Not for sale	-	-	George V Rally (Easy) (Special)	7,012	-	-	-
Amuse	CarbonR (R34)	2004	JP	FR	L6	TURBO	520	1,123	2.160	4,730	New	250,000	-	-	-	-	-	-	-
Amuse	S2000 GT1	2004	JP	FR	L4	TURBO	400	1,180	2.950	4,226	New	250,000	-	-	-	-	-	-	-
Amuse	S2000 R1	2004	JP	FR	L4	NA	263	1,120	4.259	4,154	New	150,000	-	-	-	-	-	-	-
Amuse	S2000 Street Version	2004	JP	FR	L4	NA	255	1,230	4.824	4,154	New	50,000	-	-	-	-	-	-	-
ASL	Arta Garaiya (JGTC)	2003	JP	MR	L4	TURBO	300	1,125	3.750	4,573	New	500,000	-	-	-	-	-	-	-
ASL	Garaiya	2002	JP	MR	L4	NA	204	800	3.922	3,775	New	65,000	-	-	-	-	-	-	-
Aston Martin	DB7 Vantage Coupe	2000	GB	FR	V12	NA	426	1,775	4.167	4,692	New	194,260	-	-	-	-	-	-	-
Aston Martin	DB9 Coupe	2003	GB	FR	V12	NA	456	1,710	3.750	4,710	New	164,470	-	-	Aston Martin: Aston Martin Festival (British Cars)	34,949	-	-	-
Aston Martin	V8 Vantage	1999	GB	FR	V8	Super-Charger	567	1,970	3.474	4,745	-	-	Rare	224,000 - 291,199	-	-	-	-	-
Aston Martin	Vanquish	2004	GB	FR	V12	NA	466	1,835	3.938	4,665	New	238,750	-	-	-	-	-	-	-

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