

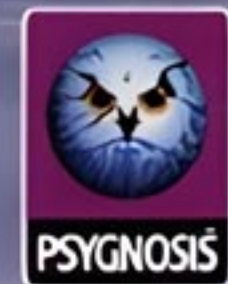


NTSC U/C

PlayStation®



FORMULA ONE 99



WARNING: READ BEFORE USING YOUR PLAYSTATION® game console.

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

WARNING TO OWNERS OF PROJECTION TELEVISIONS:

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

HANDLING YOUR PLAYSTATION® DISC:

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

TECHNICAL SUPPORT

Phone: (310) 399-7022 Fax: (310) 399-1166

Technical support representatives are available at the numbers listed above M-F, 9am-5pm, PST.
You may also send your questions or technical problems via e-mail to: psygtech@psygnosis.com or by writing:

Psygnosis Technical Support
2000 Alameda de las Pulgas, Suite #126
San Mateo, CA 94403

For questions regarding PlayStation game console and its peripherals, please call: 1 (800) 345-SONY (1-800-345-7669) Representatives are available M-F, 8AM-6PM, PST

PSYGNOSIS ONLINE: <http://www.psygnosis.com>

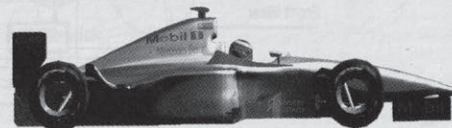
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FORMULA ONE 99

TABLE OF CONTENTS

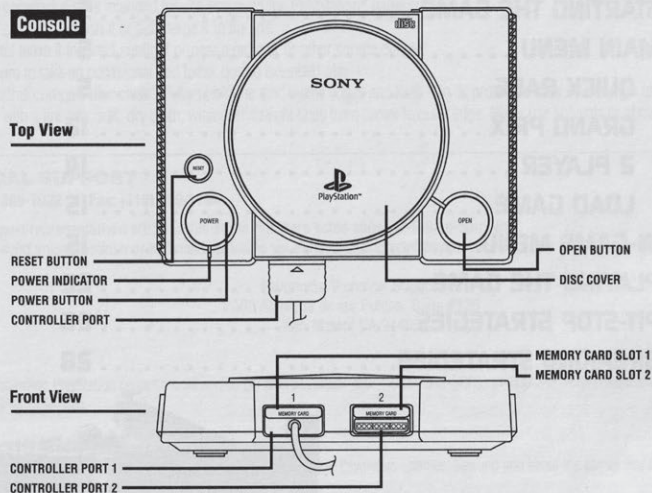
SETTING UP.....	2
GAME CONTROLS	3
FOREWORD.....	4
USING MENU SCREENS.....	5
STARTING THE GAME	5
MAIN MENU	5
QUICK RACE	5
GRAND PRIX	12
2 PLAYER	14
LOAD GAME	15
IN-GAME MENU.....	15
PLAYING THE GAME	22
PIT-STOP STRATEGIES	26
BREAKING STRATEGIES.....	28



SETTING UP

Set up your PlayStation® game console according to the instructions in its Instruction Manual. Insert the **Formula One 99** disc and close the disc cover. Turn the PlayStation® game console ON at the POWER button. **It is advised that you do not insert or remove peripherals or MEMORY CARDS once the power is turned on.** Make sure there are enough free blocks on your MEMORY CARD before starting.

PLEASE NOTE: all screenshots for this manual have been taken from the English version of this game. Some screenshots might have been taken from pre-completion screens that differ slightly from those in the finished game.

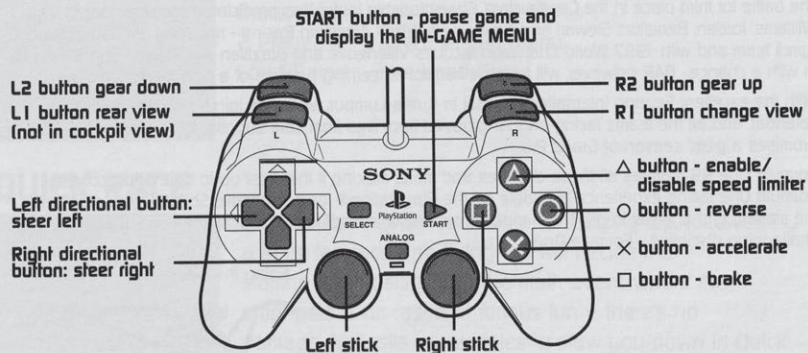


USING THE DUAL SHOCK™ analog controller

The **Formula One 99** race experience can be greatly enhanced by using a DUAL SHOCK™ analog controller which not only delivers the accuracy of analog control, but also lets you feel the impact of crashes and collisions when used with the vibration function turned ON.

In addition to the regular game controls, the following controls apply to the DUAL SHOCK™ analog controller.

FORMULA ONE 99 IN-GAME CONTROLS



FOREWORD - BY MURRAY WALKER

Hello and welcome to Formula One 99.

A new season beckons and the build up starts in the same way for all the teams. New systems and chassis designs are being tested to the limit and drivers are off on the PR trail, talking up their chances of success in the forthcoming season. Of course, a lot of this is simply that. Just talk. Why? Well, although Jordan stirred up the established order last season, it was really a two horse race from the start between the Big Two, McLaren and Ferrari. And to be honest I can't see things changing much in 1999. With the best drivers, designers, and engines that their vast resources buy, the other teams look pretty certain to be battling for third place. But how will the Big Two fare in the battle for supremacy?

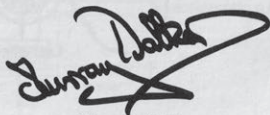
Tires won't make the difference, with all teams now racing on Bridgestones, so overall car design and driver pairings will tip the balance. With World Champion Mika Hakkinen and David Coulthard, McLaren could claim the upper hand thanks to their technical director, Adrian Newey, generally acknowledged to be the world's best Formula One designer. But then again, Ferrari could counter by having the best driver in the world in the form of Michael Schumacher; with someone of his assured ability, any team would be confident of its chances. Whatever the result, the stage looks well and truly set for a thrilling competition.

The battle for third place in the Constructors' Championship looks less predictable than that for top slot. Williams, Jordan, Benetton, Stewart and newcomers British American Racing - replacing the sadly defunct Tyrrell team and with 1997 World Champion Jacques Villeneuve and Brazilian star Ricardo Zonta - are all in with a chance. BAR, however, will face the traditional teething problem of a new team: consistency.

With the excellent Sepang International Circuit in Kuala Lumpur, Malaysia joining the Formula One calendar, and all the teams racing on four-grooved front tires from sole supplier Bridgestone, 1999 promises a great season of Grand Prix.

Formula One 99 features all these changes and more, making it the most up to date and accurate Formula One racing experience available on the PlayStation® game console. So take your place on the starting grid and get to grips with modern motorsport's most technologically advanced and challenging discipline - Formula One.

Enjoy the game!



Murray Walker

USING MENU SCREENS

Use the directional buttons to highlight an option, then press the **X** button to confirm. To return to the previous menu screen without accepting any options changes, press the **△** button.

STARTING THE GAME

Press the **X** button to bypass the introductory sequence and access the Select Language Menu. Use the directional buttons to highlight your language, then press the **X** button to confirm.

MAIN MENU





- Quick Race: see Quick Race Menu.
- Grand Prix: see Grand Prix Menu.
- 2 Player: see 2 Player Menu.
- Load Game: see Load Game.

QUICK RACE





A Quick Race event consists of one flying lap, followed by a three lap race. The flying lap will decide the starting grid positions for the main event, where the emphasis is on fast and furious fun – there's no damage, fuel, pits or penalties to slow you down in Quick Race. So get revving!

CIRCUITS MENU

Use the left and right directional buttons to scroll through the track selection. Press the  button to highlight OK and press the  button again to confirm your choice of circuit.




TEAM AND DRIVER MENU

Use the up and down directional buttons to scroll through the list of teams and drivers and view their statistics. Press the  button to highlight OK and press the  button again to confirm your choice of team and driver.

NOTE: substitute drivers (if available) can be selected by using the left and right directional buttons.

RACE SETUP MENU

NOTE: this option is only available in GRAND PRIX Mode.

Use the left and right directional buttons to highlight one of the following race options: crash/spins, damage, race length, fuel usage, weather, skill level, tire wear, flags/rules, failures, grid assist or pit assist. Press the  button to confirm your choice, then use the left and right directional buttons to alter the settings for each option. Press the  button to confirm. Now press the down directional button to highlight OK and press the  button to exit the Race Setup Menu.

The Crash/Spins and the Damage settings let you decide on the level of realism in the game when things start to go wrong on the track. The default settings are both Off, which means you are less likely to have a big crash and that your car won't be disabled if you do. As you become an expert driver in **Formula One 99** you will probably want to play with greater realism and can change these settings.

You can choose the number of laps in a race with the Race Length parameter. Five laps is the minimum in Grand Prix Mode and you can increase this in steps up to full race length.

Initially, Fuel Usage is off so you don't have to worry about re-fuelling and race strategies. Turn Fuel Usage back on for more realism.

A big influence on the result of a race can often be the weather conditions. Use the Weather setting to choose your preferred conditions for the race. **Formula One 99** has a Realistic setting, which means that the weather may change throughout the Race Weekend. The Realistic setting reproduces the climate experienced at each circuit, so of course, rain is more likely at some tracks than at others. Just like real-life weather it is also unpredictable, it might be different each time you visit a particular track. Check the weather forecast on the Race Weekend screen to see what to expect, but don't forget that forecasts are not always reliable.

The Skill Level setting lets you decide how smart your rival drivers are and also affects the dynamics of your own car. As you become an expert, you may want to increase the skill level to make the racing more demanding and exciting.

Tire Wear defaults to off and you don't have to worry about your tires degrading as the race takes its course. Switch it on to introduce a bit more action in your races as you have to pit-in for new rubber.

Formula One 99 allows you to race under the same rules that Grand Prix drivers are subject to. Therefore, you'll get a Time Penalty if you jump the start or exceed the speed limit in the pit lane. You may also get a penalty for taking a short-cut, but this depends on whether it helped you gain time or a place, or if you are a persistent offender. You will get disqualified if you don't serve your penalties within three laps. With the Flags/Rules setting you can choose to turn off the rules and only see warning flags, although the default setting is for both Flags and Rules to be off.

The Failures setting lets you decide how reliable the AI cars will be, and whether any of them will break down and drop out of the race.

Grid Assist means you can sit on the start line with your thumb on the throttle and you won't jump-start. Your car won't move until the red lights go out.

You can also get some help with your pit stops by turning Pit Assist on. This will automatically switch on the speed limiter as you approach the pit lane and switch it back off as you re-join the track. Pit Assist will also prevent you from stalling the engine as you move off after a pit stop.

NOTE: in TEST DRIVE Mode, only the Weather setting is accessible in the Race Setup Menu.

CAR SETUP MENU

NOTE: This option is only available in GRAND PRIX Mode. In Quick Race Mode you don't need to worry about setting up your car; an appropriate setup for each track will be automatically chosen. Automatic gears are permanently selected in this mode.

For every setup change there will be a positive and negative payoff, but if you need to customize your car, here's where you can. There are no right or wrong decisions, and even a misguided decision will not be wasted, provided you learn from it. In setting up a Formula One car, experimentation coupled with experience is the key to success.

Use the directional buttons to select one of the three preset car setups, P1 to P3, or one of the user-configurable player setups, S1 to S3. The preset setups are not editable, but the user-configurable setups are, and changes you make to them will be saved when you leave this screen.

The three preset setups are P1 – High Speed setup, P2 – Medium Speed setup and P3 – Low Speed setup. The appropriate preset for the currently selected circuit is highlighted in green.

There are two types of parameter in the Car Setup screen, with the six above the red line corresponding to the set up of a real-life Formula One car. The three below the line are there to help make the game easier to play.

NOTE: The three parameters below the red line are global within the game and are not stored as part of the presets. If you change one of them, then that setting will remain unaltered when you call up any of the six presets.

Initially the three player setups, S1 to S3, mirror the three presets, but you can edit the player setups and your changes will be retained throughout the game. You can save your favorite settings to MEMORY CARD by choosing Save Settings on the Options Menu.

If you select a player setup, S1 to S3, and then press the **X** button, you can edit the settings. Use the directional buttons to highlight one of the following car options: front wing, rear wing, suspension, brake balance, gear ratios, tire select, steer assist, brake assist or gear select. Selecting a preset setup will only allow you to alter steer assist, brake assist and gear select.

Press the **X** button to confirm your choice, then use the left and right directional buttons to alter the settings for each option. Press the **X** button to confirm. Press the down directional button to highlight OK and press the **X** button to return to the Quick Race Menu.

The front wing and rear wing parameters control the amount of downforce applied to the car. Downforce is needed to help the tires grip on tight corners; the more downforce you have, the higher your cornering speed. The downside of this is that the wings create drag, reducing the maximum speed the car can reach on the straights. Aim to find a setting that will give you enough grip on the corners without sacrificing too much straight line speed.

Alter the suspension setting to give you the best control in the corners. A soft setting will work best on a tight, bumpy circuit like Monaco, and a hard setting will be ideal for a circuit with lots of high-speed straights, such as Hockenheim.

The front brakes have to do more work than the rear ones, as the weight of the car is thrown on to the front wheels under heavy braking. The brake bias setting lets you alter the proportion of braking force applied to the front wheels. Under heavy braking, if you find the rear wheels tend to lose grip and break away before the front ones, then there's too much braking force at the rear and you need to increase the bias to the front brakes.

Racing drivers talk about "long gearing" and "short gearing" when they refer to the final drive ratio of the back axle. This gear ratio is chosen to get the best out of the car on each particular circuit. "Long gearing" gives you the highest top speed at the expense of some acceleration. You would choose a "shorter" ratio for a low speed, twisty circuit to help you accelerate quickly out of the slow corners.

There are just two tire compounds this season – hard and soft – and both are available as either wet weather tires or the more common dry tires. Soft tires give better grip, but are not as durable as the hard ones.

The steer assist and brake assist settings are there to make it easier to control the car. The default settings are off. The gear change setting defaults to the Auto setting, but you can choose Semi-auto or Manual. Semi-auto allows you to manually change up through the gears as you accelerate, but automatically changes back down for you as the brakes are applied.

OPTIONS MENU

Save Settings

Use the left and right directional buttons to highlight YES or NO and press the **X** button to confirm. Select YES to save your game settings to MEMORY CARD. Alternatively, select NO to return to the Options Menu.

Sound Setup

Output

Use the left and right directional buttons to choose either MONO, STEREO or DOLBY SURROUND sound output. Press the **X** button to confirm.

Mode

Use the left and right directional buttons to choose either FX ONLY, FX AND MUSIC, FX AND COMMENTARY or FX AND PIT RADIO.

Volume

Use the up and down directional buttons to choose either MASTER, EFFECTS, SPEECH or MUSIC, then use the left directional button to decrease or the right directional button to increase the volume. Press the **X** button to confirm.

High Scores

Press the **X** button to scroll through the various race high score tables. Your rank, name, driver name, skill level and lap record (Quick Race) or total points (Championship) will be displayed. Press the **△** button to return to the previous screen.

Controllers Menu

Use the up and down directional buttons to select an action button icon. The action button icon will then flash. Now press the **X** button to display two yellow cursors.

At this point, you must press the left and right directional buttons to scroll through the alternative button choices. Then press the **X** button to confirm. Repeat this method for each action until you are happy with the settings, then press the down directional button to highlight OK and press the **X** button to return to the Options Menu. Alternatively, press the **START** button to restore the default controls.

Screen

Use the directional buttons to position the screen to your satisfaction. Then press the **X** button twice to confirm the new screen position and return to the Options Menu.

RACE

Press the **X** button to go to race qualifying.

GRAND PRIX MENU

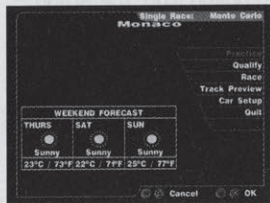
SINGLE RACE

The Single Race Menu replicates the Quick Race Menu (outlined earlier in this manual), but when you select RACE you will access the Race Weekend Menu (see Race Weekend Menu for more details).

CHAMPIONSHIP

The Championship Menu replicates the Quick Race Menu (outlined earlier in this manual), but when you select RACE you will access the Race Weekend Menu.

Race Weekend Menu



Use the up and down directional buttons to highlight Practice, Qualify or Race (please see manual section PLAYING THE GAME), Track Preview or Car Setup (please see manual section TEST DRIVE) or Quit. Press the **X** button to confirm your choice. Choose Quit to return to the Championship Menu.

TEST DRIVE

The Test Drive Menu replicates the Quick Race Menu (outlined earlier in this manual), except with an additional option: TEST. Choose TEST to access the Test Drive sub-menu:

GO TEST

Time to test that car and drive it into the dirt before you even think about qualifying!

Press the **START** button to pause the test drive session. Now choose either CONTINUE to resume test-driving; END TESTING to return to the sub-menu; OPTIONS to display a small sub-set of in-game options (see In-Game Menu elsewhere in this manual) or QUIT to return to the Test Drive Menu.

TRACK PREVIEW

Here's where you can preview the upcoming circuit and get a real feel for its twists and turns. Coupled with Martin Brundle's in-depth track analysis, a lap or two of the preview is all you should need to whet your appetite. Try to memorize each track and then you will be able to concentrate on getting the best out of the car without having to look at the map.

Press the **START** button to pause the Track Preview fly-by. Now choose either CONTINUE to return to the fly-by; END TRACK PREVIEW to return to the Race Weekend Menu; or QUIT to exit.

CAR SETUP

At this point you can tinker with your car's setup before you test drive it. See the Car Setup Menu, outlined elsewhere in this manual, for more details.

QUIT

Use the up and down directional buttons to highlight YES or NO and press the **X** button to confirm. Choose YES to return to the Test Drive Menu.

OPTIONS

Please refer to the Options Menu outlined earlier in this manual.

2 PLAYER MENU

The 2 Player Menu replicates the Quick Race Menu (outlined earlier in this manual).

However, the Team and Driver Menu will now prompt Player 2 to select their driver and team (see Team and Driver Menu earlier in this manual for more details). Player 2 will follow Player 1 when selecting their team and driver.

Similarly Player 2 will follow Player 1 when setting up their vehicle (see Car Setup Menu for more details).

Player 2 can alter their Controller settings via the Controllers Menu in the Options Menu, but only Player 1 can highlight OK and press the **X** button to exit the Controllers Menu. Similarly only Player 1 can launch the race in the usual way.

During a 2 player race, the screen will default to a VERTICAL split. If you want to split the screen horizontally, use the following procedure: press the **START** button to pause the game, then use the directional buttons to highlight OPTIONS. Press the **X** button twice to select DISPLAY. Then use the directional buttons to highlight Split Screen and finally press the **X** button to select HORIZONTAL.

The 2 player race structure is as follows: you will both race a flying lap to determine who starts in pole position. Then it is time to burn some real rubber as you go head to head in a three lap race to the finish.

NOTE: Player 1 navigates the menu screens and makes all menu selections.

LOAD GAME MENU

To access a previously saved **Formula One 99** game, press the **X** button. The following on-screen message will be displayed:

Load game from MEMORY CARD: Are you sure?
YES / NO

Use the left and right directional buttons to highlight YES and press the **X** button to confirm. Then follow on-screen instructions to continue the saved event.

IN-GAME MENU

CONTINUE

Press the **X** button to continue racing.

RETIRE FROM RACE

Press the **X** button to display the text ARE YOU SURE?. Then press the right directional button and the word YES will appear. Finally press the **X** button to access the Race Results Menu. Press the **X** button again to return to the Main Menu.

OPTIONS

A small sub-menu of options will be displayed from which you can alter settings during a race.

DISPLAY

Toggle the SPEED display setting to kilometres per hour (kph) or miles per hour (mph). Toggle the on-screen GRAPHICS to Transparent or Solid lettering or turn them OFF.

SOUND

The noise of the Engines can be toggled up to 100% or turned OFF. The same applies to the in-game commentary, or music if that has been selected in the Sound Setup Menu.

MAP

The on-screen map will display the track positions. Your car will be highlighted in green.

VIBRATION

Press the **X** button to toggle the Vibration function of the Dual Shock™ analog controller ON or OFF.

RACELINE

The fastest path around each track is known as the RaceLine. The drivers try to keep to this path because it produces the best lap times and makes it difficult for them to be overtaken. As a Grand Prix event progresses, the RaceLine becomes visible due to the build up of rubber shed by the racing tires. In **Formula One 99** you can choose to turn the visibility of the RaceLine OFF or set it to Normal or High Visibility.

QUIT

Press the **X** button and select YES to quit and return to the Main Menu.

PITSTOP MENU

Pitstop strategy can make all the difference in Formula One. Your pit crew will send you audio messages throughout the race to advise you on the need for fuel stops, tire changes and replacement wings. Ignore your pit crew's advice at your peril.

Remember: speed limits are enforced in the pit lane, drive too fast and you could get a Stop/Go penalty. When you enter the pit lane, your car will be detected automatically and taken to the team garage.

PITSTOPS IN QUALIFY MODE

The Pitstop Menu displays the time remaining in the session and the following options:

Go Track

Select Go Track to make a qualifying run. The timer will not start counting until you complete your pit-out lap and start your flying lap. After your flying lap, slow down slightly and drive back to the pit entry, trying not to impede other drivers who may be on a flying lap.

Pit Setup

Here's where you can modify your car setup to improve your lap times on the current track. You are only offered a limited number of parameters to alter because there is not enough time in a qualifying session to make major adjustments to your car. Take advantage of the practice and warm-up sessions to set your car up, and then you should only need to make minor adjustments during qualifying. Of course, if the weather changes during the session you may have to change your tire type.

If Fuel Usage was turned ON in the Race Setup Menu, select the Fuel setting to choose how much fuel you want your crew to put in the tank. This parameter shows how many laps you can complete with the chosen fuel load.

Press the PS button to access the presets and player setups screen. Here you can select a preset, P1 to P3, or a player setup, S1 to S3. Press the **X** button to return to the Pit Setup Menu.

There are two counters on this screen: the counter on the right shows time elapsed since the pitstop started. The counter on the left counts down until the fire change and re-fuelling is complete. If you select a preset player setup or decide to change an individual setting then, of course, this will increase your pit crew's workload and time will be added to the countdown on the left. If the crew can complete the additional task in the time that is already shown, then no extra time will be added.

Once the countdown reaches zero, the red OK button will change to the green GO button. Use the directional buttons to highlight GO and press the **X** button to confirm your Pit Setup choices. You will be returned to the PitStop Menu.

Qualifying Standings

Choose Qualifying Standings to see who is setting the best lap times and your provisional grid position.

Advance Time

The qualifying session lasts for an hour, but you don't have to sit through the whole sixty minutes if you don't want to. Highlight Advance Time and press the **X** button to move the clock forward in 5 minute increments. Try doing this a couple of times and then view the Qualifying Standings. You'll find that the other drivers will have already set some lap times, which you can then try to beat.

End Qualifying

Press the **X** button and select YES to return to the Race Weekend Menu.

Quit

Press the **X** button and select YES to quit.

PITSTOPS IN RACE MODE

As you drive down the pit entry lane, remember to activate your speed limiter by pressing the **▲** button. Control of your car will be taken out of your hands as you enter the pit lane and the Pit Stop Menu will be displayed. This is the same as the Pit Setup Menu in Qualifying Mode, except for the green "Drive Thru" button in the middle. Press the **X** button while this is highlighted and your pitstop will be aborted. Control will be returned to you when you reach the end of the pit lane.

Assuming that you want to make a pit stop, your car will simply stop at your pit – there is no need to press the **X** button and bypass the pitstop. The Drive Thru button will change to the red OK button and the countdown will commence. The Pit Stop now functions exactly the same as the Pit Setup in Qualifying Mode, except that pressing GO will return control to you and you can drive out of the pits.

Be careful though! If you press OK in the last second of the countdown before it changes to GO there is a chance that your engine will stall. Time will be added to the countdown while your crew uses the electric starter to get your engine going again.

Remember to turn off your speed limiter in the pit exit road by pressing the **▲** button.

PITSTOPS IN TEST DRIVE MODE

In Test Drive Mode, entering the pits is the same as in Race Mode, with a Drive Thru button to cancel your pitstop. As pitstop times are not critical while testing (you're not racing against anybody), you are given the full choice of car setup options. You can access the presets and player setups by highlighting the PS button and pressing the **X** button. There is no countdown and the Drive Thru button changes directly to the GO button as your car comes to a halt.

PITSTOPS IN PRACTICE MODE

Pitstops in Practice Mode are very similar to those in Test Drive Mode (outlined earlier in this manual), giving you the full range of settings to alter. However, the countdown is enabled allowing you to practice racing pitstops.

CAR SETUP IN-GAME

Although looking slightly less detailed, the Car Setup screen accessed from the Race Weekend Menu works in exactly the same way as the Car Setup screen associated with the Single Race and Championship Menus (outlined earlier in this manual).

RACE RESULTS MENU

QUICK RACE RESULTS SCREEN

At the end of the race, the top six placings will be displayed. If you finished outside of the top six, your position will be displayed at the bottom of the list. Use the directional buttons to highlight and press the **X** button to confirm one of the following options:

MAIN MENU – return to the Main Menu.

REPLAY – watch the race again in real-time.

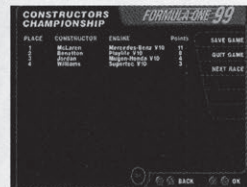
Some race replays may not be shown in their entirety.

RETRY – start racing again on the same track.

GRAND PRIX RESULTS SCREEN

This screen replicates the Quick Race Results Screen, but will show the points awarded to each driver. Finish in first position and you will be awarded 10 points; runners up get 6 points; come in third to guarantee 4 points; finish in fourth to collect 3 points; come in fifth and you will get 2 points and sixth place gets 1 point. Points are not awarded for a seventh place finish or below.

In Single Race Mode the menu options on the right of the screen function in the same way as on the Quick Race Results Screen.



PLACE	CONSTRUCTOR	ENGINE	POINTS	SAVE GAME
1	Williams	Mercedes-Benz V10	17	QUIT GAME
2	Benetton	Peugeot V10	11	QUIT GAME
3	Red Bull	Mercedes-Benz V10	10	QUIT GAME
4	Williams	Supertec V10	10	QUIT GAME
5				QUIT GAME
6				QUIT GAME
7				QUIT GAME
8				QUIT GAME
9				QUIT GAME
10				QUIT GAME
11				QUIT GAME
12				QUIT GAME
13				QUIT GAME
14				QUIT GAME
15				QUIT GAME
16				QUIT GAME
17				QUIT GAME
18				QUIT GAME
19				QUIT GAME
20				QUIT GAME

In Championship Mode you can choose to view the Replay (as above), Retry (as above) or Continue. Highlight Continue and press the **X** button to access the Results Table to check where you finished. Press the **X** button to access the Drivers Championship Table and view the current Championship leaders. Press the **X** button again to access the Constructors Championship Table.

Save Game

Press the **X** button to save the current Championship to MEMORY CARD.

Quit Game

Press the **X** button to return to the Main Menu and effectively cancel the current Championship.

Next Race

Press the **X** button to move directly on to the next Grand Prix on the calendar.

ENTER NAME

If you have done well enough to get a place on the hi-scores chart, here's where you can enter your name. Use the directional buttons to highlight a letter from the alphabet, then press the **X** button to confirm. Use the space character to leave a space in your name or use the arrow icon to delete a letter. Finally highlight OK and press the **X** button to confirm your name on the Hall of Fame forever – or until you break that record.

NOTE: there are two types of records that will be saved to MEMORY CARD at this stage – Single Race fastest lap times or Championship total points depending on which event you are racing.

PLAYING THE GAME

Formula One 99 brings you the authenticity of a Grand Prix race weekend experience. It is advisable to begin with a practice session, then progress on to the qualifying session before you enter the main event. Dive straight in, however, and you will start in last position on the grid. Therefore, you should use the practice and qualifying sessions extensively, before you even consider going further.

PRACTICE

The Friday practice day (Thursday at Monaco) is your first stop on the race weekend. There are two sessions; one at 11:00 and another at 13:00. You can test and experiment with different car setups, until you feel your car will give you its optimal performance on the current circuit. Once on the track, you should figure out how to take each corner and thoroughly learn the circuit. You should also memorize at which point to move up or down through the gears.

There are two more Practice sessions in a race weekend: one on Saturday morning and the final one on Sunday morning.

NOTE: if you set GEAR SELECT to MANUAL or SEMI-AUTOMATIC in the Car Setup Menu, a rev counter will be displayed below the gear number when you drive the car. As you accelerate, the rev counter's LEDs will light up from left to right. When the red LED lights up, the engine is at peak revs and you should change up a gear. A rev counter is also displayed on the top of the cockpit in the in-car view.

QUALIFY

In Formula One, the qualifying session is vital for race preparation. Drivers put in their best time for a single lap, which is compared to all the other driver times in the qualifying session to calculate each car's grid position. The higher a driver's grid position at the start, the better his chance of finishing in the points at the checkered flag.

There is a practice session in the morning and qualifying takes place in the early afternoon. The outcome of a qualifying session can, and often does, dictate a team's tactical approach to the main event. A good tactic for a car that qualifies down the grid, is to begin the race with a light fuel load. Combined with a pit stop strategy that allows the car to refuel when caught in traffic, a skilful driver could use his car weight advantage to move up through the field.

In **Formula One 99**, you get twelve laps to get your best lap time in the qualifying session and a full hour in which to do so. The counter clock (on the right-hand side of the screen) will count down the hour. It is a good idea to perform an out-lap – to get your confidence up, a flying lap – to really go for it, and an in-lap – to wind down. Finally, you should choose carefully when to go out on the track – go too soon and the track could be slippery, go too late and you could get caught in traffic and hamper your attempt at a fast lap. The decision is yours.

RACE

The big race. Go straight into a race and you will start at the back of the grid, so get practicing first and then set a good qualifying time.

FLAGS

A Formula One race is controlled by a system of flags shown to the drivers by the track marshals stationed at every corner on the track. In **Formula One 99** the flags are displayed at the top of the screen, next to the speed display. The flags, and the rules which control them, can be turned on or off in the Race Setup Menu.

BLACK FLAG

A black flag is shown to the driver when he has received a Time Penalty, or has been disqualified from the race. On-screen text accompanying the black flag makes it clear which of these two penalties the driver has received.

Time Penalty

A Time Penalty is imposed if a driver makes a jump-start before the red lights go out, takes a short-cut, exceeds the pit-lane speed limit, or ignores three consecutive blue flag warnings.

The driver must serve the penalty within the next three laps by entering the pits and stopping for ten seconds at his garage. This is known as a Stop/Go penalty. If a Time Penalty is imposed during the last five laps of a race then 25 seconds is added to the driver's race time, instead of a Stop/Go.

Disqualification

A driver can be disqualified for failing to serve a Stop/Go Penalty or for dangerous driving. If this happens in **Formula One 99**, the screen will fade and you will be returned to the menu screen.

BLUE FLAG

The blue flag is used to warn a driver that he is about to be overtaken by a faster car, and that he must allow the other car to overtake. Failing to obey three consecutive blue flags will result in a Time Penalty.

YELLOW FLAG

The yellow flag warns of danger on the track ahead, such as a crashed car or debris. Drivers must slow down and be prepared to stop. Overtaking is forbidden when the yellow flags are displayed.

CHECKERED FLAG

This flag tells the driver that the race is finished.

WEATHER

The weather is one of the biggest factors affecting the outcome of a Grand Prix. Wet conditions mean that tires with a tread pattern that disperses the water need to be used. If the car goes too fast on a very wet track, the tread may not be able to clear the water quickly enough and the tire may lose contact with the track surface. This process is called aquaplaning. If the car starts to aquaplane, the driver loses control and may spin off the track.

Another reason for drivers to slow down in the wet is because of the spray thrown up by cars in front, which dramatically reduces visibility. Cars are fitted with a red tail-light to make them more visible to other drivers in these conditions.

If the conditions change during a race then the result can become very unpredictable. Choosing the best time to change from dry to wet tires or vice-versa, is crucial and gives an opportunity to outwit your rivals.

Rain tires will overheat if they are used when the track has dried out with their grip and wear rates being badly affected. Of course, dry tires offer very little grip in wet conditions. The pre-race screen displays the weekend's weather forecast. This could have all manner of repercussions for your car setup decisions. Pay particular attention to how the temperature could affect the track and ultimately your tires. Furthermore, the mere threat of rain, should have you reconsidering your whole game plan.

PIT-STOP STRATEGIES

Formula One cars are allowed to re-fuel and to change tires during a race. Although pit crews work hastily to change all four wheels and re-fuel, often in less than ten seconds, the driver loses a lot more time than this on each pit-stop. This is due to the speed limit in the pit lane and the length of the pit entry and exit roads. On some circuits, upwards of forty-five seconds can be lost by making a pit-stop.

So why do they bother making pit-stops? Why don't they put enough fuel in the tank before the start to last the whole race? Why don't they choose tires that don't wear out at half distance?

FUEL

Fuel is heavy and weight is the enemy of speed. Grand Prix teams measure fuel in kilograms because they are more interested in the weight of the fuel than the quantity. Each ten kilograms of fuel carried by the car adds around a quarter of a second to the lap time. A Formula One car uses ten kilograms of fuel every twenty kilometres in a typical race. If a car carried enough fuel to last the whole race then the lap times in the early stages would be very slow because of the extra weight.

Teams have to make a trade off between time lost by carrying extra fuel and time lost by stopping to re-fuel. It turns out that it's best to make at least one re-fuelling stop in a Grand Prix.

At some circuits making two stops, or even three, is the best strategy. This allows the cars to carry very light fuel loads and set very fast lap times. The speed of the cars offsets the time lost in the pits. A light fuel load also means less wear and tear on the tires and brakes, and therefore increases reliability.

TIRES

Formula One cars use tires with much softer rubber than road cars. This gives them phenomenal grip at the expense of wearing out quickly. If the cars are already stopping to re-fuel it makes sense to use tires that are optimized to last just long enough to complete each leg of the race. This way the tires can be made as grippy as possible. In an effort to increase safety by reducing cornering speeds, the F.I.A. have introduced several new rules relating to tires in recent seasons. In 1998 grooved tires were introduced; front tires had three grooves and rear tires had four. In the 1999 season both front and rear tires have four grooves.

There are two types of tire: Dry tires, which have no tread pattern, and Wet tires, which do. There are also two compounds to choose from. These are classified as Hard or Soft. The Soft compound usually provides more grip, but they tend to wear out quicker. This means that more tire changes are necessary during a race. Bridgestone are the only supplier of Formula One tires for the 1999 season.

MAKING THE MOST OF A PIT-STOP

The whole pit crew has to work extremely hard to re-fuel, change all four wheels and get the car back on its way in less than ten seconds. One slip-up can mean the race is lost. It's not just down to the pit crew, however, there's a lot the driver can do to get the best out of the pit-stop. Precious seconds can be saved by driving the pit-in and pit-out roads as fast as possible. Of course, it's important to engage the speed limiter in the pit lane itself.

Another important factor in making a pit-stop work in the driver's favor is choosing the right lap to stop. Obviously, it has to be before the car runs out of fuel! But a driver may choose to make the pit-stop a few laps ahead of schedule if he finds he is being held up in traffic. He will hope that he'll have a clear track when he comes back out of the pits.

It also pays the driver to be aware of when his rivals have gone into the pits and perhaps take the opportunity to put in a few fast laps while he has a clear road. He might be able to gain a few places when he gets back on the track after his own pit-stop. The best advice seems to be to pit early if you are being slowed by traffic, but stay out as long as you can and really go for it if you have a clear road.

BRAKING STRATEGIES

Perhaps the most astonishing thing about a Formula One car is the power of its brakes. Braking forces of almost 4g are possible, stopping the car from 200mph in 100 meters. Carbon composite discs are used instead of the traditional steel to save around 2 kg at each wheel. The operating temperature of the discs is around 900 Celsius, which is why they glow incandescently.

Braking hard for a tight corner at the end of a long straight can be one of the few overtaking opportunities in modern Formula One racing. As you approach the end of the straight, try to get your car alongside the car you are trying to overtake. Whoever brakes last will then be able to command the racing line into the corner. This maneuver takes a lot of skill and courage. Get it right and you can pull off a spectacular passing move. Get it wrong and you will probably spin off the track. Even if you manage to keep the car on the track, approaching the corner too fast will force you to run wide on the exit. This will give your competitors the chance to go inside your line, get on the power before you and accelerate away on the exit.

As the brakes are so powerful and the cars so fast, it is very easy to lock the brakes causing uneven wear on the tires, known as a "flat spot". This will lead to poor handling and a tire change will be required.

When a car decelerates under heavy braking, its mass is thrown forward on to the front wheels. This increases the risk of the rear wheels locking up and skidding. To counteract this, the braking force is biased towards the front wheels.

HINTS AND TIPS

In **Formula One 99**, if you turn Grid Assist off, you can choose to make a start using a clutch. To do this hold down both the **L2** and **R2** buttons and you will be able to rev the engine without moving. As the red lights begin to go on at the race start, hold the clutch, increase your revs and then drop the clutch when the lights go out by releasing the **L2** and **R2** buttons.

You don't score any points if you don't finish a race, so a driver's strategy needs to be a combination of aggressive and defensive tactics. Sometimes you have to be bold and go for the win, at other times a sick car means you should settle for a points finish. Pushing your car too hard may mean it breaks down altogether and you won't score any championship points.

If you try to stay out of trouble and take your opportunities as they arise, capitalizing on others' mistakes, you should do well. Of course, there's a lot of luck involved in winning a championship, but a true champion will recognize the right moment to pile on the pressure and force their rivals into making mistakes.

With overtaking so difficult in Formula One, a good qualifying position is important. The secret to qualifying well is good preparation. Ensuring you know every inch of the track and how to drive a perfect fast lap is only the start of your preparation. The car also needs to be set up to match the needs of each track. Your car will default to a set-up which will be 95% correct for each individual circuit. However, it is worth experimenting in the Friday practice session to see if you can improve on the set-up to suit your own driving style.

Remember to save to MEMORY CARD both a dry and a wet weather setup, in case the weather changes during the race. You can then simply access the appropriate setup from the PitStop Menu.

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