

***Hello and welcome to Richard Burns Rally™***

***I've been working with SCi on this project for a couple of years now and here, for you to enjoy, is the finished game. Without a doubt this is the most challenging and authentic rally game around and it won't take long for you to find out why.***

***You can follow in my rallying footsteps; from learning essential driving skills at the Forest Experience Rally School, where I learnt to drive when I was 15, to competing in a full, authentic Rally season in my favourite car.***

***Believe me, this game is incredibly realistic. Make sure you come and visit me at the rally school where I'll take you through everything you need to know to really compete and beat the best in a Rally season.***

***Once you have fine tuned your skills in the advanced school you can take me on in my Richard Burns Challenge, but be warned, I have over 15 years of rally driving under my belt. With a bit of practice however, you'll be driving like a pro through some of the most varied stages across the world.***

***I hope you enjoy the game as much as I have, and I wish you the best of luck in your first championship season.***



Richard Burns  
2001 World Rally Champion

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## GETTING STARTED

Place the Richard Burns Rally™ Disk into your CD drive and close the door. Wait a few seconds for the drive to initialise. If you have autorun enabled on your PC, Richard Burns Rally™ will autorun and give you various options to choose from. If you do not have autorun enabled, explore your CD drive and execute launcher.exe, choose install and the installation program will begin; follow the on-screen instructions to progress through the installation.

Once the game has finished installing you will be presented with the following options; **PLAY, VIDEO SETTINGS, VIEW README** and **EXIT**

Choose **PLAY** to start the game.

**Note:** It is advised that no other games or applications are running when the game is launched.

Choose **VIDEO SETTINGS** to change your display adapter, screen mode and graphics quality settings.

Choose **VIEW README** to open and view the readme.txt.

Choose **EXIT** to close the launcher.

Visit the Richard Burns Rally™ website at [www.richardburnsrally.co.uk](http://www.richardburnsrally.co.uk) for hints and tips.

# INTRODUCTION

## Wait. Think. Breathe. Concentrate.

Grip the gravel, tear up the tarmac and slice through the snow in the most realistic rally simulation ever created – this is Richard Burns Rally™.

Featuring awesomely detailed car models based on cars the professionals drive and astonishingly life-like environments, a revolutionary physics engine and stunningly accurate stages from some of the World's most prestigious rallies, this is the game driving fans have been waiting for.

From your first lesson at the Forest Experience Rally School and embarking on your first rally season to tweaking your car's chassis and suspension setup, every aspect of rallying has been recreated with jaw-dropping accuracy. Once you've got your driving skills honed, take on your friends in Hot-Seat Multiplayer mode or challenge Richard Burns to a head-to-head race. Whatever choices you make, Richard Burns Rally will completely immerse you in the life of a rally professional.

Rev up and ready yourself for the ultimate rally experience!

- Gain your basic and advanced rally diploma at the Forest Experience Rally School
- Secure a drive with a professional rally team, over a series of complete rally seasons
- Go head-to-head with Richard Burns himself in the Richard Burns Challenge mode
- Take on your friends over a stage or rally in Hot-Seat Multiplayer mode
- With progressive opposition driver AI, you'll have your work cut out on each and every stage
- Revolutionary full car setup program enables you to customise every aspect of your car including differentials, tyres, brakes and many more
- Rally simulation firsts include helicopter rescues, spectator interaction, full multi-body physics system and the most advanced tuning in any rally game to date
- Upload your replays onto the web and compare with the best Richard Burns Rally™ drivers in the world

From beginning to end, Richard Burns Rally captures the true essence of the rally experience.

# BASIC GAME CONTROLS

## Menu Navigation

While driving we recommend using a steering wheel peripheral for more subtle and refined control over the car.

## Game Controls

<i><b>ACTION</b></i>	<i><b>CONTROL</b></i>
Shift down	X
Shift up	S
Accelerate	A
Brake	Z
Handbrake	SPACE
Pause game/Open Pause Menu	Escape
Change camera view	C
Steering	Cursor keys

## The Game Screen

Rallying is an adrenaline-driven, intense sport and events arrive thick and fast. The onscreen display provides a constantly updated status of your progress on a stage and a visual indication of your car's health and ability to continue through the rally.

## Screen Displays

The screenshot shows the following HUD elements:

- Top left: Logitech logo and timer 00:11.35
- Top center: Gear indicator showing 7
- Bottom right: Instrument cluster including a tachometer, speedometer (95.2 KPH), and gear indicator (7)
- Bottom right: A vertical column of warning indicators

Legend for the warning indicators:

- Total elapsed time
- Rev Counter
- Radiator overheat warning indicator
- Brake malfunction warning indicator
- Engine temperature
- Current speed in Kilometres Per Hour (KPH)
- Currently selected gear
- Battery malfunction warning indicator
- Oil pressure malfunction warning indicator

## SETTING UP THE GAME

### Driver Profile

When you boot Richard Burns Rally, the Driver Profile menu appears automatically.

To Create a Driver Profile:

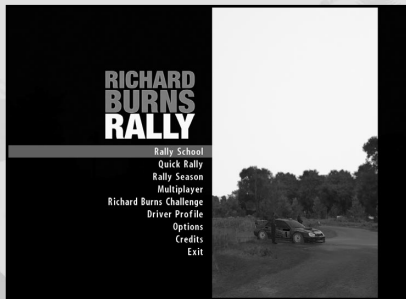
1. From the Driver Profile menu highlight and select **CREATE PROFILE**
2. Enter a name of your choice.
3. When you are happy with your driver profile name, highlight and select **ENTER** to proceed to the Driver Profile menu.

*Tip: See Driver Profile Management on p. 15 for more detail on the Driver Profile menu options.*

Note: Unavailable options are marked as 'locked' at this stage in the game.

### Main Menu

This is the HQ of Richard Burns Rally. You access all game modes from this menu and return here by default when you finish playing a game mode.



The first time you play, you must create a driver profile (see **DRIVER PROFILE**), then:

- Enrol at **RALLY SCHOOL** - Start here to learn the basic and advanced lessons of real rally driving.
- Jump in at the deep end with **QUICK RALLY** (p. 09).
- Take on your mates in **MULTIPLAYER** mode (p. 12).
- Step up and take on the best in the **RICHARD BURNS CHALLENGE** (p. 13).
- Select **OPTIONS** (p. 13) to tweak a variety of audio, visual and controller settings.

*Tip: Every top-class rally driver hones their skills at a world class rally school. Aged 15, Richard Burns began his career at the Forest Experience Rally School. So select **RALLY SCHOOL** and learn the skills that matter in a controlled and focused environment. You'll benefit from years of top-flight rallying experience as Richard teaches you how to handle one of today's cutting edge rally cars.*

## Rally School

Begin your rally career as you mean to go on, following in the footsteps of Richard Burns. Situated in the heart of the ruggedly beautiful Welsh countryside, the Forest Experience Rally School is pure rally heaven. With its test pans and miles of typically British roads and tracks, it's widely regarded as one of the best rally schools in the world – and it's yours for as long as you need it!

- When you enrol at **RALLY SCHOOL**, Richard Burns guides you through the essentials of car handling in the **BASIC DRIVING** section. Once completed to the required standard, you can begin training in more advanced rallying techniques.

Rest assured, by the end of the course, you'll not only be familiar with both basic and advanced rallying techniques, you'll be in great shape to secure a drive with one of the top rally teams.

To Enrol at **RALLY SCHOOL**:

1. Once you have set up your driver profile, highlight and select **RALLY SCHOOL**.
2. Press Return to begin your **BASIC DRIVING** training.  
Be sure to follow the information and advice Richard Burns provides.

Note: The **ADVANCED TECHNIQUE** lessons option is available when your basic Rally School is complete.



3. Once you have completed all lessons in the Basic Driving training, you should then begin lessons in the **ADVANCED TECHNIQUE**.

*Tip: See Rally School Tips in the electronic manual on your game DVD.*

## Quick Rally

Go rallying straight out of the box! Want to jump straight into the fray? Can't wait to attain your rally licence? Then **QUICK RALLY** is the option for you.

To start a Quick Rally:

1. Highlight and select **QUICK RALLY**, now chose a stage, based upon its country of origin.
2. Now, highlight and select a stage, taking care to review the stage details. Once you've chosen a stage, press the return key and define the weather conditions you'll encounter on the stage.
3. Next, use the cursor keys to choose a car. Notice that the car's specifications are displayed on the right of the screen. When you have chosen your vehicle, press the return key.
4. Choose your preferred transmission setup.
5. Now, **DRIVE STAGE**, **TUNE CAR** or change the **CAR DAMAGE** setting.  
The different **CAR DAMAGE** settings are:  
**Safe** - damage to the bodywork of the car, with minimal mechanical faults.  
**Reduced** - damage to the bodywork of the car, with medium mechanical faults.  
**Realistic** - damage to the bodywork of the car, with full mechanical faults.  
**Off** - You will only receive damage to the bodywork of the car.
6. When the stage loads and you are ready, press the return key to begin.
7. When you have completed the stage, you have the opportunity to view a **REPLAY**, **SAVE A REPLAY**, **EXIT TO MAIN MENU** or **RESTART** to have another go.

## Rally Season

Once you've secured a drive with a professional rally team, you can line up against the best and embark upon a full **RALLY SEASON**.

Note: You cannot start a **RALLY SEASON** until you have completed all the basic lessons in the **RALLY SCHOOL**.

To start a Rally Season:

1. Highlight and select **RALLY SEASON** in the Main Menu, then choose your skill level from **ROOKIE**, **PROFESSIONAL** or **CHAMPION**.

*Tip: See Rally School Tips in the electronic manual on your game DVD.*

2. Next, choose your **CAR DAMAGE** setting.
3. Choose a transmission type.
4. Now it's time to ensure your car is tuned to perfection before the rally season starts. Select **TUNE CAR** to do so. If you would prefer to use Richard Burns' preferred setup, go to step 6.
  - Turn to the Tune Car section on p. 17 for assistance with all technical terminology and a basic guide to using the **TUNE CAR** menus.
  - For additional hints and tips, visit [www.richardburnsrally.com](http://www.richardburnsrally.com)
5. Once you've changed your car's setup in the **TUNE CAR** menu, you return to the Trial Menu where you can test your vehicle out in **YARD** or **STAGE** trials.
 

**TEST ON YARD** - test out your settings in the Rally Yard.

**TEST ON STAGE** - open up on the Forest Experience Rally School stage to test your setting adjustments (and your driving skills) to the full.
6. When you are happy with your setup, select **START SEASON**.

## Rally Season Menu



**CONTINUE SEASON** - advance to next event of the season.

**Note:** Rallying is a spectator sport, so be careful not to hit anyone. In champion mode hitting a bystander will result in you being retired from the rally.

**RECCE** - the 'recce' is your opportunity to drive the course and test out the car's components and iron out any niggles with your car's setup.

**TUNE CAR** - Select this option to tune your car. For more information turn to the **TUNE CAR** section on p. 17 for assistance with all technical terminology and a basic guide to using the **TUNE CAR** menus.

**SEASON DATA** - view data for the season so far.

**EXIT TO MAIN MENU** - end your assault on the championship and return to the **MAIN MENU**.

*Tip: See Rally School Tips in the electronic manual on your game DVD.*

**Note:** If you make a false start, you will incur a time penalty. This penalty will increase for each subsequent false start. Be careful - four false starts, and you're out of the rally!

## Rally Season Game Flow

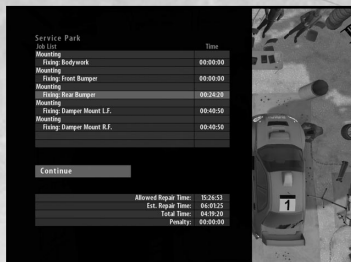
### Service Park

Between stages you visit the service park, where your team of mechanics will try to service and fix any damage your car has sustained so far, in a short space of time. Rally rules specify that each driver is allowed only 20 minutes in the service park. The skill here is to decide which parts must be fixed and how long it's all going to take. On hand with advice is your head mechanic, who will give a predicted timescale to complete the entire job.

### Repair Priorities

In the service park you can assign your own repair priorities against the clock.

1. Use the cursor keys to highlight and select the damaged part you would like to have replaced from the job list.
2. Continue to add parts to the list up to the maximum amount of time you think you can afford.



**Note:** As you make your choices, you will see the time estimates for the currently assigned workload.

3. If you take longer than the allotted service time you must pay a time penalty of 10 seconds for every minute that you overrun. This penalty is added to your overall rally time, so plan your choices carefully.

#### **Notes on Service Park**

- As the mechanics start working on the car, you can follow the crew's work on the progress list as the mechanics remove, replace and re-assemble the relevant car parts. As the crew works, keep a close eye on the time remaining.
- Fix as much of the car as possible but take care not to go over the allotted time.
- If in doubt, you can always leave service decisions to your Team Manager. Highlight and select **MANAGER ADVICE**. Be careful though, the manager may have other priorities and less insight than you do.
- Overnight service time is 40 minutes.

## **Multiplayer**

Jump into the Hot-Seat and compete against up to three of your friends over a timed stage or a complete rally. Only your driving skills matter now. The question is, who'll have the necessary technique to earn bragging rights?

#### **To Start a Multiplayer Game**

1. From the Main Menu select **MULTIPLAYER**
2. Use the cursor keys to choose how many players you'd like in your multiplayer game and press the return key to advance.
3. Choose **HOT SEAT STAGE** or **HOT SEAT RALLY**.
4. Set whether you want a pace car. This benefits subsequent players as they can see what they have to do to beat the best times on the stage.
5. Choose which car damage setting you wish to use.
6. Now choose the location for the rally/stage and press the return key. Finally, select your preferred weather conditions before advancing to car selection.
7. In **CARS**, choose your rally car, taking care to check out the car specifications on the right of the screen. Press the return key to advance.
8. Select tyre setup.
9. Select transmission setup.

*Tip: See Rally School Tips in the electronic manual on your game DVD.*

## Richard Burns Challenge

Take on Richard himself over a number of stages in **RICHARD BURNS CHALLENGE**. Choose your favourite car and prepare for the drive of your life.

To take the **RICHARD BURNS CHALLENGE**:

1. Use the cursor keys to highlight **RICHARD BURNS CHALLENGE** and press the Return key to advance. Press it again and then highlight your chosen car. Choose Richard's car if you want a level playing field.
2. Use the cursor keys to select your **TRANSMISSION** and press the return key.
3. You can now select whether to **DRIVE STAGE**, adjust your **CAR DAMAGE**, or **TUNE CAR**.

## Options (Main)

To adjust various options within Richard Burns Rally, highlight **OPTIONS** in the Main Menu and press the return key to advance.

Note: Settings changed in the main Options menu are global changes.

- Push the cursor keys UP/DOWN to highlight options.
- Push the cursor keys LEFT/RIGHT to increase or decrease values.

Options are grouped in the following sub menus:

**SCREEN** - select to adjust digidash settings and toggle Checkpoint times ON/OFF.

**AUDIO** - adjust various audio settings..

**CONTROLS** - change various control options.

**PACENOTES** - change the pacenote options to suit your personal preference.

**GEARS** - adjust gear settings such as transmission, neutral lock or gear protection.

**DEFAULT SETTINGS** - restore all game settings to default.

### SCREEN

**DIGIDASH** - Toggle ON/OFF.

**DIDGIDASH SIZE** - Toggle between FULL and MINIMAL.

**CHECKPOINT TIMES** - Toggle Checkpoint times ON/OFF.

## **AUDIO**

- ENGINE SOUND VOLUME** - adjust the volume of engine.
- CO-DRIVER SOUND VOLUME** - adjust the volume of your co-driver.
- EFFECTS SOUND VOLUME** - adjust the volume of other sound effects.
- MUSIC VOLUME** - adjust the music volume.
- TYRE SOUND VOLUME** - adjust the tyre sound volume.
- REPLAY MUSIC VOLUME** - adjust the volume of the replay music.
- FORCE IN-CAR SOUND** - toggle the in-car sound ON/OFF.
- OUTPUT** - change the audio output mode.

Richard Burns Rally uses Creative's EAX® 3.0 ADVANCED HD™ Environmental Audio technology to accurately simulate sonic effects in real time. The EAX ADVANCED HD acoustic models are dynamically updated as you drive along the course, providing the most lifelike audio experience ever.

EAX ADVANCED HD effects can only be heard on PCs with Sound Blaster® Audigy® 2 series sound cards. Playing Richard Burns Rally with a multi-speaker surround system such as Creative Inspire® or GigaWorks™ 7.1 speakers enhances the way the player connects with the game's environment, leading to a more immersive gaming experience.

## **CONTROLS**

- Choose **CONTROLS** to adjust your controller settings.
- CONTROLLER SETUP** - Change various control assignments.
- FORCE FEEDBACK** - change the force feedback settings.
- Note:** This option is only available if a Force Feedback peripheral is detected.
- FILTER SETTINGS** - change the filter settings for your input device.

## **PACENOTES**

Adjust a variety of pacenote options to suit your personal preference.

### **Pacenotes - with Robert Reid**

PACENOTES - toggle on-screen pacenotes ON/OFF.

DISTANCE - toggle displaying distance to next obstacle ON/OFF.

DISTANCE COUNTDOWN - toggle distance countdown (to next pacenote) ON/OFF.

IN-GAME CLOCK - toggle the in-game clock ON/OFF.

CHECKPOINT TIMES - toggle the checkpoint times ON/OFF.

3D PACENOTES - toggle 3D pacenotes ON/OFF.

PACENOTE STACK - use the cursor keys to increase or decrease the pacenote stack.

CALLOUT DISTANCE - change the distance that a pacenote will be called from.

*Tip: See Rally School Tips in the electronic manual on your game DVD.*

## **Gears**

DEFAULT GEARS - set your preferred gearbox to AUTOMATIC or MANUAL.

NEUTRAL LOCK - toggle neutral lock ON/OFF.

GEAR PROTECTION - switch gear protection OFF for even greater realism. You must ensure that you control your down-changes, or you may destroy your gearbox.

CLUTCH HELP - toggles clutch help ON/OFF.

## **Default Settings**

Highlight and select to restore default settings.

## **Saving, Loading and Driver Profile Management**

Your Driver Profile stores your settings and progress in Richard Burns Rally, as well as your driver name.

When you first begin the game, the Driver Profile menu opens so you can create a driver profile (**CREATE PROFILE**). Later, use this menu to load or delete old profiles or save your progress. Use the cursor keys to highlight an option and press the Return key to advance.

Note: Up to ten driver profiles may be saved.

#### To save a Driver Profile:

1. If you want to save your progress immediately, use the cursor keys to highlight **DRIVER PROFILE** and press the return key to advance.
2. Highlight **SAVE PROFILE** and press the return key to select.
3. To confirm your choice, highlight **YES** and press the return key.

#### To load a Driver Profile:

1. From the Main Menu, use the cursor keys to highlight **DRIVER PROFILE** and press the return key to advance.
2. Highlight **CREATE/LOAD PROFILE** and then use the cursor keys to highlight the saved driver profile you want to load.
3. Use the cursor keys **LEFT/RIGHT** to ensure **LOAD** is highlighted. Press the return key to select, then highlight and select **YES** to confirm

#### To delete a Driver Profile:

1. From the Main Menu, use the cursor keys to highlight **DRIVER PROFILE** and press the return key to advance.
2. Now, select a profile using the cursor keys **UP/DOWN**.
3. Push the cursor keys **LEFT/RIGHT** to ensure **DELETE** is highlighted.
4. Press the return key to select, then highlight **YES** and press the return key again to confirm you want to delete this profile.

## In Game Pause Menu

The following options are available from the In-Game Pause Menu.

Press the Escape key to pause/un-pause the game, during a stage or lesson.

**RESUME** - select to return to the action.

**CALL FOR HELP** - use this option to call for spectators to assist you back onto the road

**Note:** This option can only be used if the car is stationary, it also takes time to call for help so only use if absolutely necessary.

**Note:** This option is also only available in **CHAMPION** mode when there are spectators in the vicinity.

**OPTIONS** - change Screen, Audio, Pacenotes and Controller Settings.

**RESTART** - restart the current stage.

**Note:** This option is not available in Season mode.

**RETIRE** - choose this option to quit the current stage.



## Tune Car (Car Setup)



Richard Burns Rally contains the most detailed car setup system ever implemented in a rally simulation. Whilst many players will be content to use the standard setups, for those of you wishing to explore the advanced aspects of rally driving, the **TUNE CAR** option is essential.

Below, is a guide to the Tune Car menu, which can be accessed before each game mode.

### *Tune Car*

Richard Burns Rally default setups have been created by Richard Burns and an engineer in close collaboration. If you decide to enter the world of the rally engineer, you should be aware that you may spend hours adjusting these settings because of the knock-on effect of changing values. As you increase one variable, this will have an effect on a number of other variables in the car and how the car dynamically performs.

### Controls

In the car tuning bay your controller functions slightly differently from standard.

- Use the cursor keys UP/DOWN to highlight a value.
- Press the return key to toggle editing user-definable values ON/OFF.
- When arrows appear, push the cursor keys LEFT/RIGHT to edit a value.

The user must press Enter before and after adjusting the value using left and right cursor keys.

## ***Differential***

Use the Differentials to change the minimum and maximum settings of your differentials.

### **Definition**

A differential in your car has three jobs:

1. It transmits the engine's power to the wheels.
2. It allows the wheels at each end of an axle to rotate at different speeds.
3. It acts as the final gear reduction in the car, slowing the rotational speed of the transmission one last time before the power reaches the wheels.

All the differentials on your car have a range from 0% friction (i.e. free turning) to 100% friction (i.e. locked). The term LOCK refers to the degree (as a percentage) that the differential locks up under the three inputs of throttle, brake and speed.

A locked differential means both wheels on the axle rotate at exactly the same speed.

### **Differential Maps**

The differential maps let you adjust the gradual progression from 0-100% differential lock pressure in relation to the various inputs (throttle, brake and overall speed). This controls the way all three differentials of the car (front, centre and rear), operate.

Note: The ECU (Engine Control Unit) always looks for the highest locking figure of the throttle, brake or speed maps and uses those settings.

### **Centre Differential:**

This map is used in conventional or straight line driving.

<b>ACTION</b>	<b>EFFECT ON BALANCE</b>	<b>OTHER EFFECTS</b>
Decrease percentage	More oversteer	Less stable under braking
Increase percentage (more locked)	More understeer	More stable under braking

**Centre L. Foot:****IMPORTANT: ADVANCED DRIVERS**

The car's ECU overrides the Centre Differential map if you use both brake and throttle simultaneously. This technique is commonly known as left foot braking.

<b>ACTION</b>	<b>EFFECT ON BALANCE</b>	<b>OTHER EFFECTS</b>
Decrease percentage	More oversteer	Less stable under braking
Increase percentage (more locked)	More understeer	More stable under braking

*Tip: Centre L Foot differential settings should be lower than those of the centre differential, as this helps you to turn the car into a bend.*

**Front**

<b>ACTION</b>	<b>POSITIVE EFFECT</b>	<b>NEGATIVE EFFECTS</b>
Decrease percentage	Easier to turn car into bend	Less traction on exit from bend
Increase percentage (more locked)	More traction on exit from bend	More difficult to turn car into bend and torque steer on exit

*Tip: Less percentage of front differential lock on tarmac than gravel stages.*

**Rear**

<b>ACTION</b>	<b>POSITIVE EFFECT</b>	<b>NEGATIVE EFFECTS</b>
Decrease percentage	Very slight increase in high speed stability	Loss of traction
Increase percentage (more locked)	More traction	Understeer in tight bends

*Tip: As a general rule, you should keep these values fairly high.*

For example, if 50% of throttle input (i.e. how hard you push the throttle control) is set to 25% LOCK and the differential torque is 600Nm the actual differential torque in this state would be 150Nm.

**DIFFERENTIAL TORQUE**

This is the maximum locking pressure of the differential and is measured in Newton Metres (Nm).

Note: These values are optimised for each of the vehicles and stages in the game. If you consider figures to be maximums, you might want to adjust settings within the Differential Maps.

**Max. Centre Diff. Torque:**

ACTION	PRIMARY EFFECT	OTHER EFFECTS
Decrease percentage	More input-sensitive handling	Increased chance of oversteer
Increase percentage (more locked)	More stable	Increased chance of understeer

**Max. Front Diff. Torque:**

ACTION	PRIMARY EFFECT	OTHER EFFECTS
Decrease percentage	Less front-wheel traction	Exiting tight corners easier
Increase percentage (more locked)	More front-wheel traction	More difficult to accurately control steering.

**Max. Rear Diff. Torque:**

ACTION	PRIMARY EFFECT	OTHER EFFECTS
Decrease percentage	Less traction	Helps prevent understeer
Increase percentage (more locked)	Increase traction through rear wheels on exit from a bend	May cause some understeer

**Handbrake Release:**

Note: As well as activating the car's rear brakes in unison, the handbrake also releases the transmission's drive to the rear wheels by opening the centre differential.

The percentage value relates to the amount of pressure needed on the controller input to release the centre differential, helping you to perform a perfect handbrake turn.

**Foot Brake Threshold:**

The percentage value relates to the amount of pressure needed on the controller input to make the Centre L Foot differential map override the centre diff map when throttle is applied.

*Tip: Use a controller configuration that allows you to press both throttle and brake controls at the same time as changing gear.*

## ***Suspension***

This set of menus allows you to change the car's handling setup. For both rough and smooth surfaces, dampers and springs can be adjusted to good effect. Tight and twisty stages may require tweaks to your car's geometry and anti-roll bars.

**Note:** Any changes in values made to the suspension must be equal with the car's opposite side. For example, a change made to the Left Front Rebound setup should be duplicated in the Right Front Rebound.

### **Dampers**

The damper dissipates (or damps) the energy of the wheel when it hits a bump. It also controls the rate of the wheel's return towards the road, which would otherwise be influenced by the spring's rebound alone.

**Note:** All figures are measured in Kilo Newtons per metre per second. (kN/m/s).

**Bump:** This is the energy absorbed within the damper while hitting a bump or ridge in the road. Increasing this value makes the car feel more rigid. Decreasing this value will make the car feel softer.

*Tip: If you set the bump value too high, the car will have a tendency to bounce off the road. Set it too low and it will not do its job of absorbing the bump's energy.*

**Rebound:** Rebound setting controls the speed with which the damper extends after compression, which returns the tyre to the road.

*Tip: The lower the setting, the more traction your car will find. Too soft, and the vehicle will tend to 'pogo'.*

**Fast Bump:** Fast Bump works in the same way as the Bump settings, and is to combat the bigger ruts, potholes or jumps you might encounter on a stage. Fast Bump does not relate to the speed of the car, it describes the speed of the damper compressing as a result of a large impact.

**F Bump Threshold:** The Fast Bump Threshold is the speed (measured in metres per second) that allows your fast bump settings to override your bump settings.

*Tip: A high setting may mean that the Fast Bump Threshold is never reached. Too low and you'll always be above the threshold.*

## Springs

There are two types of spring on the suspension, one is the main spring and the other is the helper spring. The main spring does the majority of the work under loaded situations.

The helper spring comes into play when the wheel is on light load to provide extra traction or, when it's unloaded, to ensure full extension of the damper.

**Spring Length:** Adjusting this value alters the car's ride height and length of suspension travel.

*Tip: There are easier ways to change the ride height. Adjust strut platform height within the Geometry menu. For the purposes of car setup we recommend leaving the spring length on default.*

**Spring Stiffness:** This is the amount of effort it takes to compress the spring. Therefore the higher the number the stiffer the spring becomes. The lower the number, the softer the spring. This will obviously effect the car's handling when going over bumps.

*Tip: Fast, high-speed stages will benefit from higher spring stiffness. For muddy or snowy conditions a softer (lower) spring setting may be advantageous.*

**Note:** The helper spring length and stiffness has been optimised for each vehicle, so we recommend that you leave them at their default settings.

## Geometry (Front and Rear)

The Geometry menus allow you to change the wheel alignment of the car and its ride height. These descriptions relate to the Front and Rear of the car.

**Top Mount Position:** The top mount position is the mount at the top of the strut (where it is connected to the car). Move this back and forth to change the caster.

*Tip: The bigger the minus caster figure you use, the better the car makes its initial turn-in. However, this can increase the bump steer (i.e. the car's propensity to be diverted by bumps).*

**Steering Rod Length:** Adjusting the steering rod gives the car more or less toe.

**Strut Platform Height:** This adjusts the car's ride height in relationship to the ground. In addition, by adjusting the front in relation to the rear will alter the weight distribution and rake of the car. Raising the rear of the car moves the centre of gravity forward.

*Tip: Raising the ride height could give the car more suspension travel and less damage to the underside of the car. Lowering the car helps keep the centre of gravity low.*

**Wheel Axis Inclination:** This adjusts the camber angle.

*Tip: Change camber to suit the road surface and give an equal tyre wear across the tread.*

### **Roll Bar/Steering**

The job of the anti-roll bar on the car is to control the amount of body roll between the left and right wheels. Steering is the relationship between the steering input on your controller and maximum lock of the car.

**Max Steering Lock** With the value at MAX, and the user input at full-lock, the wheels of the car will physically turn further. When the value is at its minimum and user input is at full-lock it will result in the car wheels turning less.

**Front Roll Bar Stiffness:** This affects the speed that the car's weight moves across the axle between the two front wheels. The higher the figure, the stiffer the roll bar and the slower the change of weight distribution.

*Tip: A lower setting gives quicker initial turn in on entry to bends. Higher settings give the car greater high-speed stability.*

**Rear Roll Bar Stiffness:** This affects the speed that the car's weight moves across the axle between the two rear wheels. The higher the figure, the stiffer the roll bar and the slower the change of weight distribution

*Tip: Lower settings (softer) result in added traction, but can provoke understeer.*

*Tip: If conditions are wet, perhaps lower (softer) settings for both front and rear roll bars.*

### **Pirelli Tyres**

As the Pirelli tyre is worked through braking, acceleration and cornering, the tyre pressure increases as the air inside heats up and expands.

Pressure referred to in the menus is a cold tyre pressure.

*Tip: On long, hot stages, you may find running a slightly lower pressure will be beneficial.*

### **Brakes**

This section enables you to change the balance between the front and rear of the car, and the overall maximum breaking pressure.

**Max Brake Pressure:** This is the maximum breaking pressure on the wheels. Increasing this pressure too much causes the wheels to lock and the car to skid. On a loose, wet or icy surface, you'll need less power to initiate wheel lock.

*Tip: If you are happy with the balance of your car, keep the brake power distribution ratio consistent between Front and Rear Brakes. If the rear brake bias is too high the rear of the car may tend to step out. If the front bias is too high, the car may tend to lock up and it'll be difficult to get the back of the car to break away on corners.*

**Brake Bias:** This is a percentage of the total breaking power being applied to the respective set of wheels. The total always equals 1.

**Brake Diameter:** This indicates the size of the brake disc.

### **Gear**

This section enables you to change the drop gear within the gearbox to enable a higher top speed/lower acceleration, or lower top speed/faster acceleration.

Making this choice will all depend on how fast or tight and twisty the stage may be.

**Gear Guard:** Use Gear Guard to protect the gearbox from down-changes where you would otherwise damage your engine.



### Drop Gear

The drop gear drops the overall ratios of your car so that it is better suited to a particular style of stage.

Long: Maximum top speed, slowest acceleration.

Medium: Medium top speed, medium acceleration.

Short: Slowest top speed, maximum acceleration.

*Tip: If you are on the rev limiter for a long period of time, you might need to extend your gear ratios. Select MEDIUM or LONG. If you aren't achieving maximum revs in top gear, perhaps use shorter ratios.*

### Load Settings

1. Highlight LOAD SETTINGS in the Car Setup menu then press the return key.
2. Push the cursor keys UP/DOWN to highlight a saved setup.
3. Push the cursor keys LEFT/RIGHT to highlight LOAD and press the return key.
4. Select YES to confirm and return to the Car Setup Menu.

To Delete a Car Setup:

You can also delete settings in the Load Settings menu. Simply highlight and select DELETE.

### Save Settings

Once you've succeeded in creating a setup you want to use frequently, highlight **SAVE SETTINGS**. These settings are only stored within your currently loaded Driver Profile.

You can save up to 3 car setups per car.

### Default Settings

Richard Burns has devised some perfect car setups for the stages on Richard Burns Rally, from snowy Arctic stages to fast tarmac stages.

**Note:** Press the return key to reset any unwanted changes you have made.

## APPENDICES

### A. - Rally School Tutorial Tips

In addition to Richard Burns' detailed coaching at the Forest Experience **RALLY SCHOOL**, below are some tips to assist you if you are finding it tricky to complete the lessons.

#### *Basic Driving*

You must complete all the lessons in basic driving to gain your Basic Rally School Diploma and assure Richard Burns that you have the skills necessary to start work on your Advanced Diploma. Below are the stages and any tips you might find helpful if you are having difficulty completing a lesson to Richard's satisfaction.

#### Start Up and Basic Controls

To end the lesson, park your car in the yellow rectangle at the end of the yard.

*Tip: Understandably, the owners of the Forest Experience Rally School do not relish damage to their facilities. Keep away from the fences and buildings around the perimeter of the rally pan, or you'll fail the lesson.*

#### Basic Driving and Changing Gear



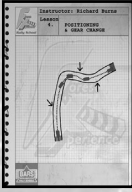
- Drive at moderate speed on a rally stage
- Stay on the road

#### Brake Test: Gravel



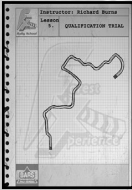
- Don't brake until Richard says so
- Don't use the handbrake
- Try not to lock up the brakes and go easy on the accelerator

## Road Positioning and Gears



- Don't use too much throttle on the stage
- Listen carefully to Richard's instructions
- Before a bend, move to the opposite side of the road to 'flatten' the bend

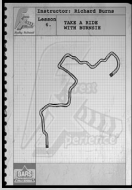
## Qualification Trial



- Brake at red cones
- Throttle up at green cones
- Turn in at blue cones

*Tip: The handbrake may be of use to set up your line on sharp bends.*

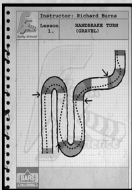
## High Speed Passenger Ride



- Watch carefully to see how Richard Burns drives the stage.

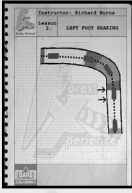
## Advanced Techniques

### Handbrake Turn: Gravel



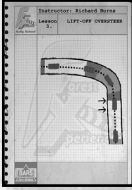
- Aim to enter the first hairpin at around 50
- For the 90° corners you don't need to turn as violently
- Control over the car is more important than speed

### Oversteer: Left Foot Braking



- Don't over brake and bog the engine down
- Don't over throttle or you won't make it round the bend
- It's a fine balancing act you'll have to practice to perfect

### Oversteer: Throttle Control



- Lift off the throttle
- Turn the car into the bend and throttle
- Continue to balance the slide until the exit of the bend

### Powerslide



- Lift off the throttle
- Turn the car into the bend
- Throttle out and around the bends

### Tarmac Basic Handling



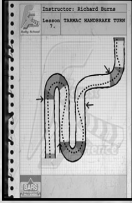
- Get a feel for the car on tarmac
- Practice the techniques used in previous lessons
- Park the car in the yellow square to end the lesson

### Brake Test Tarmac



- Get to 100kph
- Avoid locking the wheels
- Don't use the handbrake
- Stop before the ticker tapes

### Handbrake Turn: Tarmac



- Aim to enter the first hairpin at around 60
- Don't overdo it on the handbrake
- Accelerate out of each corner

### Soft Suspension



- Do two loops of the figure eight
- Avoid knocking over the cones
- Use the left foot braking technique

### Hard Suspension



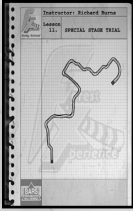
- Do two loops of the figure eight
- Accelerate less than the above lesson
- Avoid knocking over the cones
- Tap the brake to skid into the corners

### Scandinavian Flick



- Turn the car in the opposite direction from the corner and then into the corner
- Do not use the handbrake
- Be sure to slow down for the corner
- Timing and technique are crucial

### Qualification Trial



- Use the techniques you've learnt
- Listen to Robert Reid's pacenotes
- Brake before corners and accelerate out

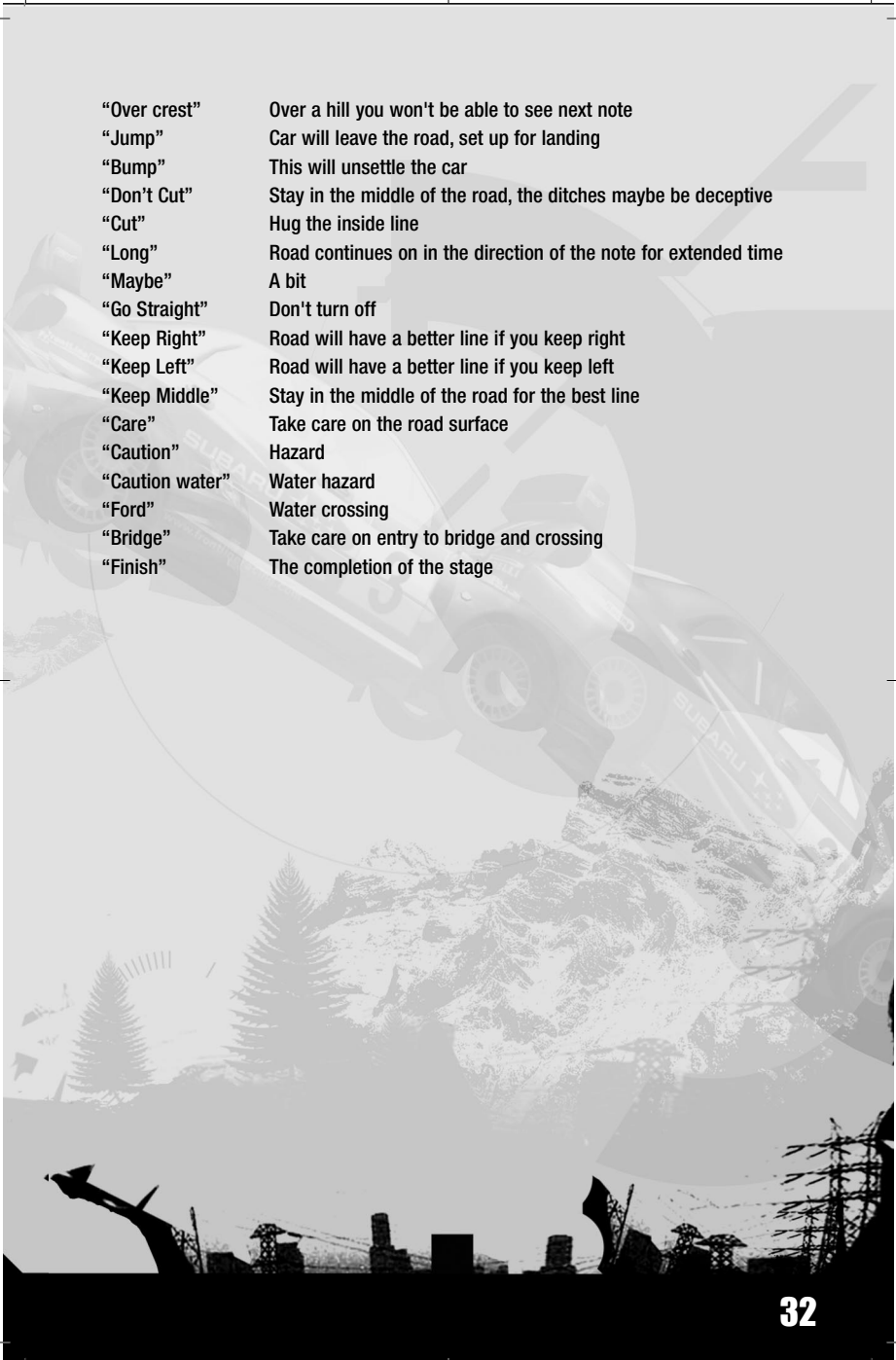
## B. – Pacenotes Explained

Pacenotes allow rally drivers to take higher risks with speed and handling as they have prior knowledge of road contours, idiosyncrasies and caution elements such as pot holes, crests and rocks. This is due, in no small part, to the skill of the co-driver and the pacenotes he creates with his driver prior to the rally in his pre-event *RECCE*.

Of course, pacenote styles differ from driver to driver, but with a quick run-down on the methodology of Robert Reid's pacenotes in Richard Burns Rally, you'll be taking hairpin bends, blind corners and downhill at speeds you never thought possible.

*Tip: Be careful though, pacenotes do not allow you to see birds and other animals at high speed during a stage.*

"Flat Left"	Maximum speed Left
"Flat right"	Maximum speed Right
"Easy Left"	Check your speed, almost flat Left
"Easy Right"	Check your speed, almost flat Right
"Fast Left"	You will need to slow down and change down Left
"Fast Right"	You will need to slow down and change down Right
"Medium Left"	Slow down, the corner is getting tight, change down Left
"Medium Right"	Slow down, the corner is getting tight, change down Right
"K Left"	Tighter than a medium Left
"K Right"	Tighter than a medium Right
"90 Left"	Square Left bend 90 degree angle
"90 Right"	Square Right bend 90 degree angle
"Hairpin Left"	More than a Left 90 degree angle
"Hairpin Right"	More than a Right 90 degree angle
"Narrows"	Roads narrow - be aware
"Wide out"	Road is wide on the exit
"Tightens"	The bend tightens as you go around it
"Tightens Bad"	The bend gets very tight especially at the exit
"Turn Right"	Turn off the road and right onto another at junction
"Turn Left"	Turn off the road and left onto another at junction
"Twisty"	Roads goes from left to right flowing
"Into"	From one note (into) the next
"and"	Small gap between notes



“Over crest”	Over a hill you won't be able to see next note
“Jump”	Car will leave the road, set up for landing
“Bump”	This will unsettle the car
“Don't Cut”	Stay in the middle of the road, the ditches maybe be deceptive
“Cut”	Hug the inside line
“Long”	Road continues on in the direction of the note for extended time
“Maybe”	A bit
“Go Straight”	Don't turn off
“Keep Right”	Road will have a better line if you keep right
“Keep Left”	Road will have a better line if you keep left
“Keep Middle”	Stay in the middle of the road for the best line
“Care”	Take care on the road surface
“Caution”	Hazard
“Caution water”	Water hazard
“Ford”	Water crossing
“Bridge”	Take care on entry to bridge and crossing
“Finish”	The completion of the stage





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Produced by Paul Oakenfold. Additional production by Ian Green. Written by Paul Oakenfold and Ian Green.  
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*"Creepshow"* by Plump D.J.'s

Written by A.Gardner/ L.Rous/ C.Gibbs /R.Bell /G.Brown /R.Mickens / C.Smith / D.Thomas / R.Westfield. Produced & Arranged by L.Rous & A.Gardner. Published by Reverb Music/ Chrysalis Music Ltd / EMI Music Publishing Ltd/ Finger Lickin' Music. Track contains elements of the recording 'Rated X' as performed by Kool & the Gang. (P) & © 2003 Finger Lickin' Records. Licensed courtesy of Finger Lickin' Records. Taken from the album 'Eargasm' [www.fingerlickin.co.uk](http://www.fingerlickin.co.uk)

*"Go"* by Andy Hunter

Written, Produced & Arranged by Tedd T & Andy Hunter Vocals by Andy Hunter. Strings recorded by Paula Wolak String Orchestrations by John Catchings & The Love Sponges. Published by Birdwing Music/Engage/Meaux Hits/Tedasia Music (ASCAP) admin by EMI Christian Music Publishing. © 2003 Network America

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