Nintendo®

GAME BOY

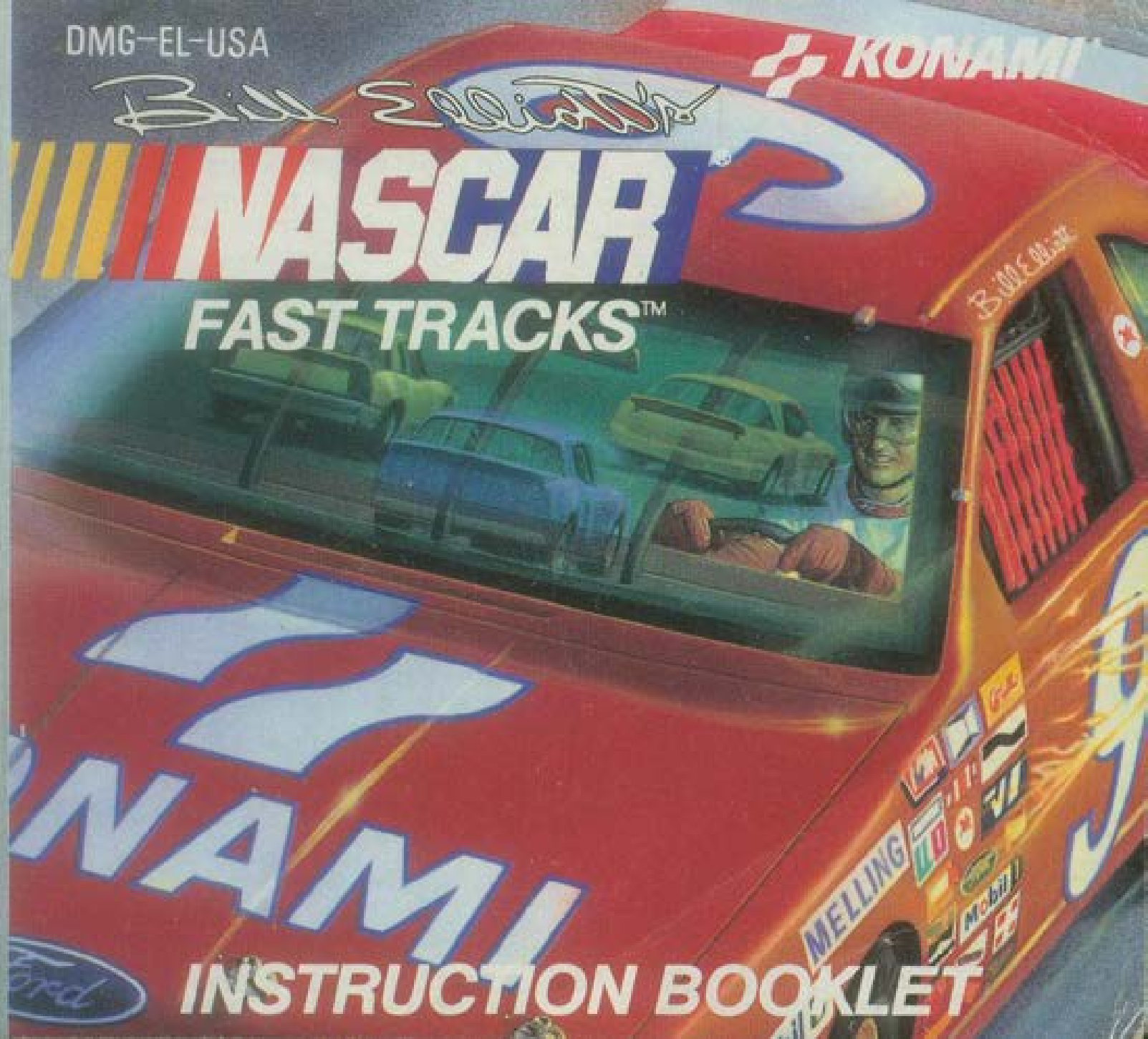
DMG-EL-USA

KONAMI

Bill Elliott's

NASCAR

FAST TRACKS™



INSTRUCTION BOOKLET

KONAMI INC. LIMITED WARRANTY

Konami Inc. warrants to the original purchaser of this Konami software product that the medium on which this computer program is recorded is free from defects in materials and workmanship for a period of ninety (90) days from the date of purchase. This Konami software program is sold "as is" without express or implied warranty of any kind, and Konami is not liable for any losses or damages of any kind resulting from use of this program. Konami agrees for a period of ninety (90) days to either repair or replace, at its option, free of charge, any Konami software product, postage paid, with proof of date of purchase, at its Factory Service Center.

This warranty is not applicable to normal wear and tear. This warranty shall not be applicable and shall be void if the defect in the Konami software product has arisen through abuse, unreasonable use, mistreatment or neglect. THIS WARRANTY IS IN LIEU OF ALL OTHER WARRANTIES AND NO OTHER REPRESENTATIONS OR CLAIMS OF ANY NATURE SHALL BE BINDING ON OR OBLIGATE KONAMI. ANY IMPLIED WARRANTIES APPLICABLE TO THIS SOFTWARE PRODUCT, INCLUDING WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE, ARE LIMITED TO THE NINETY (90) DAY PERIOD DESCRIBED ABOVE. IN NO EVENT WILL KONAMI BE LIABLE FOR ANY SPECIAL, INCIDENTAL, OR CONSEQUENTIAL DAMAGES RESULTING FROM POSSESSION, USE OR MALFUNCTION OF THIS KONAMI SOFTWARE PRODUCT.

Some states do not allow limitations as to how long an implied warranty lasts and/or exclusions or limitations or incidental or consequential damages so the above limitations and/or exclusions of liability may not apply to you. This warranty gives you specific rights, and you may also have other rights which vary from state to state.

LICENSED BY

Nintendo

NINTENDO, GAME BOY AND THE OFFICIAL SEALS ARE TRADEMARKS OF NINTENDO OF AMERICA INC.
© 1989 NINTENDO OF AMERICA INC.

Konami Inc.
900 Deerfield Parkway
Buffalo Grove, IL 60089-4510
(708) 215-5111

Official Nintendo Seal of Quality

THIS OFFICIAL SEAL IS YOUR ASSURANCE THAT NINTENDO HAS APPROVED THE QUALITY OF THIS PRODUCT. ALWAYS LOOK FOR THIS SEAL WHEN BUYING GAMES AND ACCESSORIES TO ENSURE COMPLETE COMPATIBILITY WITH YOUR GAME BOY SYSTEM.

CONGRATULATIONS!

You now own the authentic version of Bill Elliott's NASCAR Fast Tracks for Game Boy. We suggest that you read this instruction manual thoroughly before starting your engine.

TABLE OF CONTENTS

THE PRESSURE 4
THE CHALLENGE 5
THE SELECT SCREEN 6
2 PLAYER MODE 7
GETTING A LICENSE 8
SELECTING A TRACK 10
THE CARS OF YOUR DREAMS 11
SETTING UP YOUR CAR 12
PRACTICE MAKES PERFECT 17
THE DASHBOARD 21
RACE CONTROLS 23
THE PITS 24



THIS IS NO SUNDAY DRIVE!

Few modern sporting events match the sheer intensity and energy of NASCAR racing, where unbridled speed and driver skill create an atmosphere of excitement and unpredictability. These standard "street" cars are all radically modified to increase road handling, stability, stamina, acceleration and braking. Individual races can be as long as 500 miles. To win a race is difficult, to win a season borders on the impossible.



Championship racer Bill Elliott has teamed up with Konami to bring you a game that delivers the rubber burning, gear grinding thrills of NASCAR racing, right down to the grittiest detail. When you accept Bill's challenge, you'll find yourself behind the wheel with our unique first person perspective. You'll choose and modify your car to your specs, and can even practice racing strategies like drafting and the sling shot before competing. When you're ready, you'll go up against ruthless racers on authentic, in-scale recreations of some of the circuit's most renowned courses.

THE CHALLENGE

The light of a Daytona dawn dances across your glistening machine as your pit crew prepares it for 500 grueling miles. You can't afford any mistakes. As a contender on the NASCAR circuit, you know the consequences of a single error. The pressure never ends as you challenge the toughest tracks in the world: Daytona, Atlanta, Sears Point and Watkins Glen. But the real test comes from bumper-to-bumper competition against 15 of the fastest drivers ever to put the pedal to the metal, including Bill Elliott—the hardest charging driver ever born!

But red-lining your tachometer is only the half of it. Because before you can even buckle your seat belt, you must first select a car and customize it to your specs. This includes choosing a manual or automatic transmission, and a racing or qualifying engine. It also means you must adjust your tires, gear ratio and spoiler angle.

Once you're up and running in the race, keep a careful eye on your gauges for any telltale warning signs. You've got command over an entire pit crew, so don't hesitate to pull over, whether it's to refuel or repair damage to your car.

Remember, good strategy is just as important as natural racing skills when it comes to taking the checkered flag.

HOW TO HIT THE ROAD, JACK

To begin, press the Start Button. This will bring you to the Mode Select screen. Press the Start Button again for 1 PLAYER Mode, and you'll go to the Select screen. (You can toggle between 1 and 2 PLAYER Mode by pressing the Control Pad Left and Right.)

Use the Control Pad to choose from: NASCAR LICENSE, LEVEL, SELECT TRACK, SELECT CAR, QUALIFY/YES or NO, PRACTICE, and RACE. There are three skill levels to choose from:

*Novice—You cannot spin out, but you can crash if you run into another car.

*Rookie—You can spin out, and you can crash if you run into another car.

*Pro—Same as Rookie except that your opponents race full out.

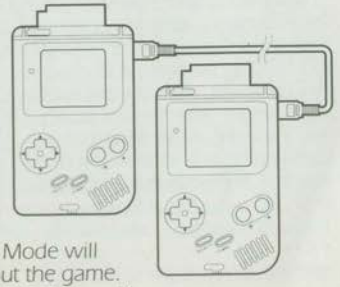


NOTE: The music comes on automatically. If you want to turn the music off, push the Select Button.

When you've selected a category, press the A Button to steer into that screen.

2 PLAYER MODE—TWICE AS HEART RACING

In the 2 PLAYER Mode two people can race against each other and the whole field of NASCAR drivers (including Bill Elliott, of course) by hooking a Game Link™ Connector Cable between two Game Boys. Two Fast Tracks game cartridges are required. Connect the cable as shown here, make sure the cartridges are properly inserted, then turn the power ON. One player should press the Start Button to get to the Mode Select screen. When this screen appears, use the Control Pad to select 2 PLAYER Mode, then press the Start Button on either unit to get to the Select screen.



Now the player who selected 2 PLAYER Mode will control the Select screen options throughout the game. Player 2's Game Boy will automatically follow along with Player 1's selections. Once Player 1 makes a selection from the Select screen, both players independently control their Game Boys until both are finished and return to the Select screen.

NOTE: Only one game cartridge included in a game pak. Game Link not included.

GET YOUR LICENSE TO DRIVE

Even the big boys must have an official NASCAR license before they can get behind the wheel.

Use the Control Pad to move the cursor to the desired letter and then press the A Button to lock in your choice. Repeat this process until your name is fully registered. Then move the cursor to END and press the A Button.

To delete a letter, select the left/right arrows with the Control Pad and press the A Button to move the flashing box to the right of the mistake. Then move the cursor to RUB and press the A Button again. This will backspace and delete the mistake. Once the mistake is deleted, re-enter the correct letter.



REGISTRATION/PASSWORD

To enter your registration number/password press the Select Button when you are on the License screen. Use the same controls as you used to enter your name. Enter the registration number that the game has previously given you. (Racers will receive their numbers automatically after a race is completed in the Championship Season. It appears on the Championship Season Total Point screen.) The registration number will be very long. This is because there are many variables that must be recorded. After the racer inputs his name the game will start at the next race in the season, with all car stats and race stats the same as when play stopped. Racers can re-adjust their cars if they want to.

NOTE: In 2 PLAYER Mode, only Player 1 will be allowed to enter the registration number. It will restore both players' Championship Seasons. Also, the registration number will only appear on Player 1's Game Boy after a Championship race.

HOW TO MAKE TRACKS

There are two types of tracks to choose from: High banked ovals (Daytona and Atlanta) and challenging road courses (Sears Point and Watkins Glen). To run a single race choose SELECT TRACK on the Select screen. Then press the A Button to scan your track choices. (If you decide on the Championship Season, you must race all four of the tracks twice with the order of the tracks pre-set. (The Championship Season is always raced at the Pro level!) When your track of choice appears, press the Control Pad Down. Now you can increase the number of laps/miles by pressing the Control Pad Right. If you change your mind, press the Control Pad Left to decrease the number of laps/miles. You can set the race distance anywhere between 10 and 500 miles. When you're set, press the Start Button to return to the Select screen.



NOTE: You can return to the Championship Season at any time by inputting your registered name (your password).

NASCAR POINT RATINGS & HIGH SCORE SCREEN

After each Championship Season race you'll see a stats screen showing you how well you're performing.

YOUR DREAM MACHINE

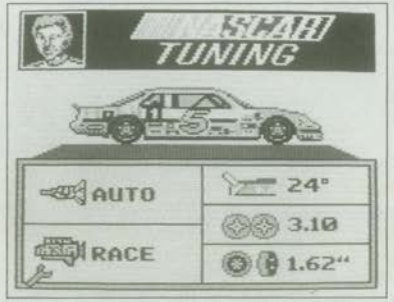
Once you've selected a track, you're ready to choose one of three cars, an Oldsmobile Cutlass, Ford Thunderbird or Chevrolet Lumina. Each is particularly well suited for NASCAR racing strategies. But ultimately, the performance your car delivers depends on you.

Press the Control Pad Up or Down to select a car, then press the A Button to lock in your choice and return to the Select screen. Remember, once you've chosen your ride, you must drive it the entire race or season. Your car of choice will be displayed in the center of the Select screen.



DIALING IN YOUR RACER

Now that you have a speed machine in mind, here's your chance to fine tune it. All NASCAR autos start out evenly matched. The trick is to modify them for optimum performance based on the track you've chosen, and also to fit your own driving style. Use the Control Pad to choose RACE or PRACTICE. If you choose RACE, press the A Button and you'll see a detailed view of your track selection. Seeing the overview of your track will help you decide how to adjust your car. Press the A Button and you'll see the qualifying results for the first eight positions. Press the A Button again to see the qualifying results for the second eight positions. Your position will be in boldface. Then press the Start Button again to go to the garage. If you don't want to make any extra adjustments to your car, press the Start Button and begin racing.



A WORD ABOUT QUALIFYING

QUALIFY determines your starting position in a race. If you choose YES for the QUALIFY Mode, you must drive one warm-up lap and one qualifying lap around the track to determine your starting position. The faster you go, the closer you'll be to the coveted pole position (inside lane of the front row). But, should you lose control and crack-up, you'll start in the last position (not a good thing to say the least).

If you choose NO for the QUALIFY Mode, you will automatically begin the race in a position near the middle of the pack (not a true test of your racing stature). To change from YES to NO and vice versa press the A Button.



The Transmission

Choose your transmission by pressing the Control Pad Left or Right. On oval tracks you don't need to shift much so you should use a manual transmission. And if you do, you must shift or you'll blow your engine. Road courses require constant shifting so it's best to use the automatic transmission

(at least until you've practiced your manual shifting a bit). However, in this game the automatic transmission has less horsepower. Press the Control Pad Down to choose an engine.

The Right Engine For The Right Job.

Drivers, before you can start your engine, you must first choose one. Press the Control Pad Left or Right to select either a RACE or QUALIFY engine. The RACE engine is a workhorse built for the long haul, while the QUALIFY engine is built for blistering speeds for short periods of time. The QUALIFY engine does not have a cooling system (radiator or water pump). This increases horsepower to achieve the best possible time. Do not use this engine in a race because you will only get a few laps in before the engine blows.

To The Victor Goes The Spoiler

The angle of the rear spoiler keeps your car in road traffic and out of air traffic (in other words, it holds the car to the ground). More angle puts more force on the car, but tends to slow it down a bit. The flatter the spoiler, the less drag you have, but your chances of spinning out increase.

Press the Control Pad Left or Right to decrease or increase the spoiler angle. You can set it anywhere between 20° and 70°.

*Tip from Bill: The spoiler is a key factor in the car's handling. On the ovals, your spoiler should be between 25° and 35°. On road courses, set it between 45° and 70°. If the spoiler is set right you'll get the downforce you need without excessive drag.

Get It In Gear

Gear ratio refers to how many RPMs your engine is turning. If your gear ratio is too low, the engine is turning too many RPMs and could explode. If your gear ratio is too high, the engine will turn too few RPMs. As a result your car will accelerate more slowly and prevent you from reaching full power potential.

Press the Control Pad Left or Right to decrease or increase your gear ratio. You can set it anywhere from 2.00 to 5.00.

*A Thought from Bill: On ovals, your gear ratio should be set so that when you're in fourth gear, you start to red-line the tachometer (the tachometer needle is pointing at the red line). Doing this will make your car run as fast as possible. On the road courses a low gear ratio gives you the best acceleration because you don't often run the car at top speed.

Know Your Tire Stagger

Tire stagger is the size difference between the inside tires and the outside tires. You want to adjust the stagger in your tires to compensate for the degree of bank on individual track turns, or when your car isn't handling properly. To shoot through turns, the inside tires are usually smaller than the outside tires. Tire stagger is more important on oval tracks than it is on a road course where you're constantly turning in both directions.

Press the Control Pad Left or Right to decrease or increase tire stagger. Choose between 0 and 3.00.

*Tire Tip from Bill: You should increase tire stagger if you want to try to hold a line at slightly higher speeds. Too much stagger and you will spin out easily. If the car is "loose" (the back end wants to come around in turns) you'll need to tighten the stagger. If the car is "pushing" (the front end is hitting the outside wall in the corners) you'll need to loosen it.

When all of your adjustments have been selected, press the A Button to make changes. To by-pass the set up screen, press the A Button again.

Now you're ready to race, so press the Start Button. You'll find yourself in starting position. Press the Start Button again to start the race.

NOTE: If you need to go back to the Select screen press the Select Button.

PRACTICE MAKES PERFECT

In the PRACTICE Mode, Bill offers his expert advice on four different racing techniques which you can test on the track. Before you begin, he'll give you some hints. Then press the Start Button and you'll go to the garage for any adjustments you may want to make. Press the Start Button again and you'll be on the track, so start practicing. Here's what you can practice, along with some helpful info.



Drafting and Passing

At racing speeds, the air behind a car creates a partial vacuum. By positioning your car in the vacuum behind the leader, you can keep pace with him while using less acceleration than he is (which also saves you more gas). This technique is known as drafting. Drafting can set you up to pass another car using a maneuver called the sling shot.

Executed at the precise moment, the sling shot can propel you past another racer leaving him to eat your dust. To attempt the sling shot start drafting the car in front of you, but keep a little distance. Remember, drafting gives you an edge in acceleration over the lead car. When you're ready to sling shot, kick in that extra acceleration to whip around the left side of the lead car. If you don't have enough speed to break past him, you'll fall far behind very quickly.

This is a very difficult move. Many elements ultimately effect the outcome of the maneuver: how strong your car is running, how the other car is running and how polished and experienced you are at making the move.

NOTE: On tracks like Daytona and Atlanta, if you're not running in the draft with the lead cars, you're going to lose position and slip back in the pack.

Passing

The ability to pick and choose how and when to pass a car is crucial. Obviously, you want to get around the slower cars as you move to the front. Once you're in a position to run with the leaders, your passing becomes even more critical. You can usually pass some of the slower cars in the back of the field if you've set up your car correctly for the track on which you're running.

Knowing where your car handles best around the track is a factor when passing. Knowing how the car in front of you is handling and the driving style of the driver is a key factor in a successful and clean pass. In some cases, it might be wise to follow a car for a lap or two in order to judge these things before you attempt to pass. A misjudged pass can result in loss of position, damage to the car, unnecessary punishment to the tires or even an accident that could put you out of the race.

Following a Line

The line refers to the actual path your car takes around the track. Now as we all know, the shortest distance between two points is a straight line. So the quickest way to get around any race track or course is to keep your car's path—or line—as straight as possible. Which means the less weaving and lateral movement the better.

The line you follow around the track will be determined by how well the car is handling. On a Superspeedway like Daytona or Atlanta, the fastest way around is on the low side through the turns (otherwise known as hugging the turns). On a road course, if you can get through the turns quickly, you're going to run well. All of this will be determined by your tire stagger, the spoiler angle, the gear ratio and your driving ability. That's why practice is so important. As you practice, you may want to experiment with different tire staggers, spoiler angles and gear ratios.

*Racer's Tip from Bill: To steer around the banks on oval tracks tap the left side of the Control Pad quickly. The faster you go the faster you have to tap. If you're sliding out too much, change the tire stagger or spoiler angle.

On road courses, learn the course. Find out how fast you can take each corner. Avoid skidding and running off the road in the corners and you'll be faster around the course.

Pitting

Pit strategy is a key factor in winning or losing, running well, running up front or in the back of the field. The time you spend on pit row is lost track position, so getting in and out as quickly and efficiently as possible is essential.

With few exceptions, everyone will pit for gas and four fresh tires during a caution period (when the Y for "yellow flag" appears). When you pit under green flag racing, getting right or left side tires and gas is the most you can do and still maintain good track position. But remember, when green flag pit stops are made, everyone will pit about the same time, so the running order will remain about the same after all the stops, if everyone has good clean stops.

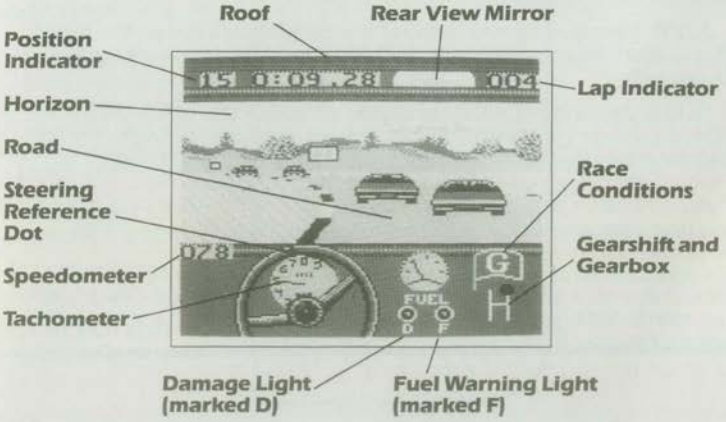
On a Superspeedway, seconds lost in the pits can equal the distance of two, three, four or more football fields. With competition as tough as it is in NASCAR, that could be the difference in winning or losing a race.

A Final Lap Consideration

Because stock car racing is so competitive, you must never stop adjusting and improving your car. Testing and practicing different car set-ups is crucial.

Your View Of The Action

Here's your view from the driver's seat. Study everything carefully and memorize every detail.

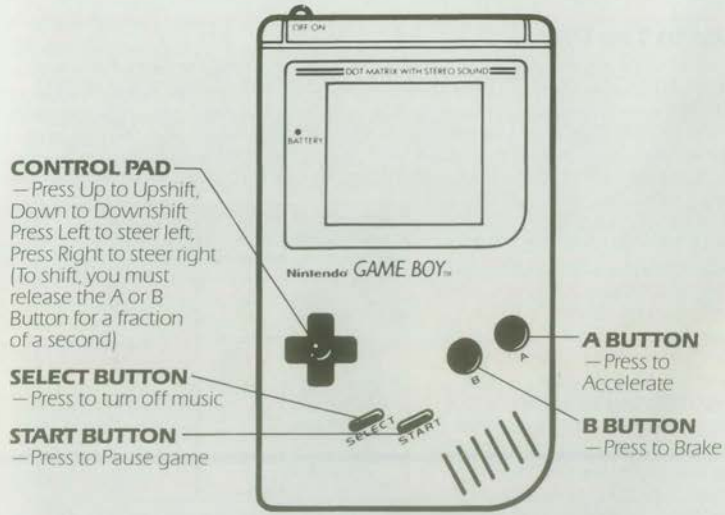


NOTE: Indicators are different during PRACTICE Mode. During "Following A Line" practice, use the A/B indicator on the dash to indicate when to determine when to accelerate or brake. Also, during "Drafting" practice, the draft indicator is displayed in the upper left of the roof.

NOTE: There is an Interval Timer located to the left of the rear view mirror. This indicates your distance behind Bill Elliott and is updated with each lap completed.

*A Note About Race Conditions: There's a flag indicator on the dash that alerts you to race conditions. The flag icon will change accordingly: Y (Yellow flag) means caution; W (White flag) means one lap left; G (Green flag) indicates normal racing conditions; B (Black flag) tells you you'll be disqualified if you don't pit for repairs within a few laps; Black with a white cross means you have been disqualified; and the coveted checkered flag is displayed when the race is over.

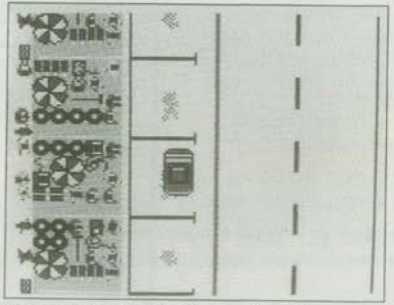
If your car is running low on gas or is damaged, your warning lights will blink. They'll blink faster if you do not pit to correct the situation. Don't wait until the gas light goes solid—that means you've run out of gas. And you'll get black flagged if your damage light goes solid.



Life In The Pits

Pit stops allow you to re-fuel, change tires and tire stagger, adjust the spoiler angle and repair minor damage. Your pit number equals your qualifying number.

You must enter the pits by turning off the track into the pit lane. While racing, steer your car to the inner pit lane. This is marked by an arrow with the letter P and an extra lane outside of the track lane markers. At the end of the pit lane, your view will change to pit row. Once you're cruising down pit row, press the A Button to accelerate or the B Button to brake. (Shifting is automatic while driving on pit row even if you have manual transmission.) Press the Control Pad in the desired direction to steer your car and avoid crashing into other cars or those pesky pit row walls. Also, use the Control Pad to steer to the left when you see the flashing arrow indicating your pit stall. If you overrun your pit stall you will have to go back onto the track and come around again.



Once you're in the pit area, you have a 20 second countdown (1 PLAYER Mode only) to select the work you want done. During this time your position is not affected. After this initial 20 seconds, the timer will start and your position will be affected. Put your pit crew in action by pressing the Control Pad Up or Down to select your option. Pressing the Control Pad Left or Right will increase or decrease your tire stagger and spoiler angle. Press the A Button to begin work. If you only want gas, select Gas and press A Button. Once work is done, press the Start Button and you'll get an overhead view of pit row. Use your driving controls to steer out of the pits and back onto the track. If you accidently exit the pit area to pit row, you can re-enter the pit area by pressing the Select Button.

Remember, you have two minutes to enter pit row, decide what you want done, complete the work, and get back on track. If you take longer than two minutes to leave pit row, your engine will overheat and you'll be out of the race for good.

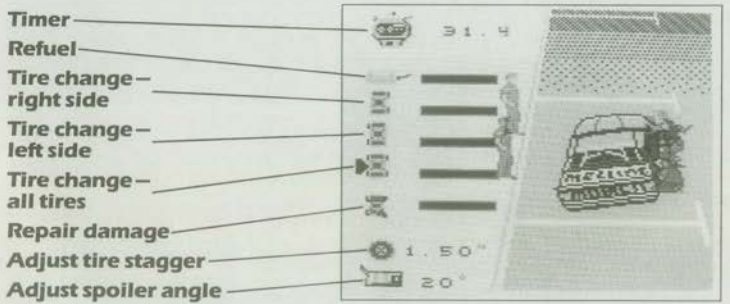
If you only require a small amount of fuel or need to repair damage that is only minor, press the Start Button to interrupt your crew and leave the pits quicker. This is most useful towards the end of a race.

If you're involved in a crash during a long race, your car is towed to the pit and repaired. But you will have lost one lap on the rest of the field when you resume racing.

NOTE: Even with a crew of five competent mechanics at your command, the work still takes time. The following pit stop choices are ranked in

ascending order of time needed for execution: spoiler adjustment, refuel, tire change—one side, tire stagger adjustment, repair damage, and tire change—both sides.

NOTE: If you select tire stagger instead of a tire change option, the crew will automatically change your right side tires.







Konami® is a registered trademark of Konami Industry Co., Ltd.
Bill Elliott's NASCAR® Fast Tracks™ is a trademark of Konami Inc.
BILL ELLIOTT name and likeness, NASCAR name and trademark, and Daytona International Speedway, Daytona 500, Atlanta SuperSpeedway, Watkins Glen International, The Glen 300 and MELLING names and marks, are usage rights granted by license of ADVANTAGE MANAGEMENT, INC., Nashville, TN.
© 1991 Distinctive Software Inc. All Rights Reserved.
© 1991 Konami Inc. All Rights Reserved.

Konami Inc.
900 Deerfield Parkway,
Buffalo Grove, IL 60089-4510
(708) 215-5111

Printed in Japan