STUNTS ™

BY DISTINCTIVE SOFTWARE, THE DEVELOPERS OF TEST DRIVE™ & THE DUEL: TEST DRIVE II™

Brøderbund®

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STUNTS

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INTRODUCTION

Welcome to the proving ground. This is the place where you can really feel the difference between good cars and the world's finest cars; where 55 isn't the limit, it's just getting started; where every driver wants a "cherry," and "lemons" don't even get to play. And it's no place for a driver who's too timid to get it up to 100 MPH on the loop, afraid to take the pipe upside down, or scared of a little "friendly" competition.

The "Stunts" proving ground has two features that make it like no other in the world. It can be built almost any way you want it . And each track can be filled with fun, exciting and destructive stunts that can smash your car to pieces in a matter of seconds. So if you want to take a car around the track, you have to have the guts to get up to speed and the restraint to keep from going over the edge. Don't forget to buckle up.

BEGINNING PLAY

See the included **Reference Card** to find out about how to load the game onto your hard disk, or how to play from floppy disks.

Your Reference Card will also include information on how to control your car, as well as the conventions of using the keyboard, mouse or joystick throughout the game.

Once you are on the main screen, you can begin driving immediately on the standard track by clicking on the car in the center of the screen. To select a new track, or create your own, select the sign labeled "Track," then see page 13 for instructions on how to use the Track Editor. If you'd like to change the car you're driving, select the sign labeled "Auto," then see page 7 for descriptions of your possible car selections. If you'd like to race against an opponent, rather than race against the clock, select the sign labeled "Opponents," then see page 12 for descriptions of your competition. Choose "Option" to return to DOS desktop or to see a list of options available throughout the game. See the Reference Card for more information about these options, which include setting the graphic level/animation rate, changing background scenery and loading replays, along with sound and input settings.

DRIVING THE COURSE

DRIVING TIME

Each track has its own "Best Times" listing, found on the track selection screen. Your goal is to be on it. Your real goal is to be on the top of it. Of course, you'll have to finish the course to even have a time.

The "Best Times" list will show your name, the car you drove to achieve your time, the opponent you raced (if any), and the time it took you to complete the course (including penalty time, if any).

Some tracks will have forks in the road, giving you choices of how to complete the track. Be forewarned that not all fork paths lead to the end of the race; you might do well to preview a track before racing it (see page 13 under "Track Editor"). In addition, previewing might give you a better idea of what kind of car is best suited to the track.

You'll find that some paths of the track might be shorter than others, but the difficulty of stunts along those paths may make them more time consuming than they look, as well as more dangerous.

Ways to improve your best time include trying different cars on each path, as well as different paths through each track.

PENALTY TIME

Those drivers inclined to improve their times by skipping stunts should take note – the track knows who cheats. After each race, you'll be assessed "Penalty Time" for those portions of track (including stunts) which you missed. You're allowed to swerve off the track now and then, but missing wholesale lengths of tracks or entire stunts will cost you dearly.

The amount of penalty time you accrue will depend on several factors. Missing a jump or corkscrew will cost you more penalty time than missing three pieces of regular track.

If you stray off the track, you'll see arrows directing you back onto the track in the proper direction. If you get on the track going in the wrong direction, you'll be told that you're driving the wrong way.

You'll only be assigned penalty time when you begin driving on the track again. You may stray off the track and inadvertently cross other pieces without penalty.

QUALIFYING FOR A "BEST TIME"

In order to qualify for a best time, the track you drive on must meet some qualifications. The track must be one of the tracks saved on your disk or hard drive (in other words, you must be able to select it in the Track Editor under "More Tracks), and the course you drive must exactly match the course saved under the same name. This means you cannot jump into a race from the replay, or drive a course only available in the replay and appear on the "Best Times" list unless that course is also available in your Track Editor.

DISABLING THE SECURITY SYSTEM

If, when you begin driving, you crash for no apparent reason and receive a message alluding to the security system, you have failed the copy protection. Please check the manual for the appropriate answers.

TIPS FOR A FASTER TIME

Become familiar with the handling of your car. Each vehicle has a different ability to grip the road, and a different point in turning at which it will spin out. Know that line.

Don't be seduced by the faster cars. Speed counts, but some courses make you pay for your speed in off-road time and crashes.

Don't be afraid to try different cars. While all the vehicles behave differently, they can all be mastered. Some track designs will call for different kinds of cars, so go ahead and try them out.

THE STUNTS

THE PIPE

Avoid the cement blocks by running up the sides of the pipe. Just make sure you're back on the ground by the time you come out. Your initial inclination will probably be to steer hard to one side or the other, but that path is likely to put you into a spin. Slow, steady progress up the side is the best plan. In the off-road vehicles, don't climb too high on the wall. Just see if you can stay out of the way of the cement.

THE JUMP

You'll need to gather speed for this, but don't overrun the down ramp, or your bumpy landing may cost you time. Best speed is between 90 and 130 MPH. Yes, you can hit the cables and crash.

THE CORKSCREW

You can go as fast as your traction holds, but you must be going at least 60 MPH in order to get through this stunt. If you keep flying out the end, try slowing down.

THE SLALOM

Although the LM-002 may (or may not) be able to run through these cement blocks (we wouldn't recommend it), you will likely have better luck with a tight cornering car. Each vehicle will have a different optimum speed for this, and your stunt driving ability will have a lot to do with it as well.

THE LOOP

No, speeding up to 140 MPH for this won't help you get through it. The key is control while you are driving through the loop. Less than 60 MPH may cause you to fall out at the peak, while more than 110 MPH will probably shoot you out the side at escape velocity. You'll probably want to steer right very gently as you go through this.

THE ELEVATED ROADS

Standard suspended bridges come in two flavors: translucent for those who wish to see what they're driving over, and opaque for those who are afraid of heights.

While a straight bridge is no trouble at all, watch out for suspended curves; they come up quickly and have a maximum speed of about 50 MPH.

THE SPIRAL

Reminiscent of the spiral parking garage ramp. 50 MPH should be acceptable if you've practiced. They really are only one 360 degree turn, although they seem like forever when you go through them.

THE TUNNEL

When this stunt is isolated, any car can negotiate it. However, it can be particularly dangerous after an icy curve. The best car for this stunt depends on what cruelty was in the mind of the track creator.

THE BOULEVARD

One side or the other should work; avoid driving straight.

THE BANKS

The straightaways are relatively simple; just stay on them. The curves are a little more dangerous. Depending on your vehicle, you'll want to keep at a maximum of 90 MPH or so. Again, be careful not to oversteer; it's easy to miss large chunks of road on banked curves and incur high time penalties.

THE OTHER SURFACES

Indy and Formula One tracks are not made of dirt. Take one of these cars out on a dirt track to find out why. Dirt and ice tracks are the home of the off-road vehicles, but some of the road cars will work fairly well on this type of track too. We leave it to you to find out which.
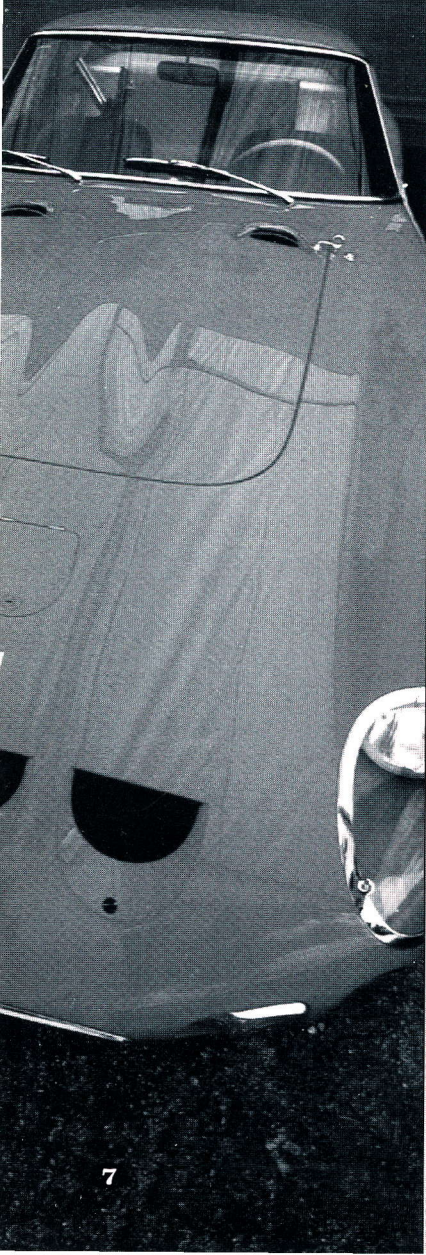
When you choose to select a car, you'll see a screen displaying the current car, an acceleration curve (showing how quickly the displayed vehicle accelerates), some statistics on the car (including top speed and suggested retail price), and a set of buttons.

Select DONE if you wish to drive the displayed car exactly as shown. Select NEXT or LAST to cycle through the eleven available cars. You will be shown one car at a time; continue using these buttons until the desired car is displayed. Select COLOR if you wish to change the color of the car. Select the AUTO/MANUAL button to toggle between automatic transmission and manual transmission; whichever mode is displayed when you select DONE is what you'll be driving.

Once you select DONE, we'll truck your selected vehicle out to the track, then leave the driving to you. You'll be returned to the Main Menu. You then can get to the track by selecting "Let's Drive".

RACING CARS

You'll find these cars in Indianapolis and Daytona, at Le Mans and Detroit driving in the Prototype and Indy-type races. Burn it up on the straightaways and get great ground effects in the tunnels, but watch for slippery road and be ready to decelerate quickly.

PORSCHE MARCH INDY

Rear-mounted engine; Rear-wheel drive; Dual overhead cam V-8, 2649 cc, 720 HP turbo engine; 0-60 2.3 seconds; Top speed: 230 MPH; Price $420,000.

JAGUAR XJR9 IMSA

Rear-mounted engine; Rear-wheel drive; Dual overhead cam Flat 6, 3500 cc, 520 HP turbo engine; 0-60 2.9 seconds; Top speed: 215 MPH; Price $325,000.

PORSCHE 962 IMSA

Rear-mounted engine; Rear-wheel drive; dual overhead cam Flat 6, 3500 cc 525 HP turbo engine; 0-60 2.8 seconds; Top speed: 215 MPH; Price $275,000.

ROAD CARS

Just your everyday type of vehicle. You might see one of these on the road. Perhaps you even drive one yourself.

LAMBORGHINI COUNTACH

Mid-mounted engine; Rear-wheel drive; Dual overhead cam V-12, 5162 cc, 420 HP engine; 0-60 4.7 seconds; Top speed: 183 MPH; Price $150,000.

ACURA NSX

Mid-mounted engine; Rear-wheel drive; Dual overhead cam V-6, 3000 cc, 270 HP engine; 0-60 5.2 seconds; Top speed: 165 MPH; Price $60,000.

FERRARI GTO

Mid-mounted engine; Rear-wheel drive; Dual overhead cam V-8, 2855 cc, 394 HP turbo engine; 0-60 4.7 seconds; Top speed: 190 MPH; Price $74,000.

PORSCHE CARRERA 4

Rear-mounted engine; 4-wheel drive; Single overhead cam Flat 6, 3600 cc, 250 HP engine; 0-60 5.8 seconds; Top speed: 161 MPH; Price $69,500.

CORVETTE ZR-1

Front-mounted engine; Rear wheel drive; Dual overhead cam V-8, 5727 cc, 375 HP engine; 0-60 4.9 seconds; Top speed: 172 MPH; Price $50,000.

OFF-ROAD VEHICLES

The Lancia and Audi are well-known in Europe for their many successful appearances in off-road rallies. The Lamborghini was designed for military use. While this model doesn't launch rockets, it may drive like one.

LANCIA DELTA INTEGRALE

Front-mounted engine; 4-wheel drive; Dual overhead cam 16v, 1995 cc, 200 HP engine; 0-60 6.1 seconds; Top speed: 137 MPH; Price $40,700

AUDI QUATTRO

Front-mounted engine; 4-wheel drive; Dual overhead cam INLINE-5, 2133 cc, 220 HP engine; 0-60 6.1 seconds; Top speed: 145 MPH; Price $60,000.

LAMBORGHINI LM-002

Front-mounted engine; 4-wheel drive; Dual overhead cam V-12, 5167 cc, 444 HP engine; 0-60 7.7 seconds; Top speed: 126 MPH; Price $120,000.

USE THE REPLAY CAMERA

You can record up to 10 minutes of driving in the video replay. If you take longer than 10 minutes to complete a course, you'll be interrupted while driving with a query whether you want to review your race so far or continue driving. If you review, you'll be allowed to return to your race with no penalty (if you continue from the point at which you stopped). If you choose not to review your race, every 20 seconds that you continue driving beyond the prompt will erase 20 seconds of saved replay from the beginning of your race.

THE REPLAY PANEL

REWIND/FAST FORWARD

Use the "Rewind" button to set the Replay Camera to any point in the race. As you rewind, you'll notice the counter moving backwards in time. Once you release the "Rewind" button, there will be a slight delay while the computer locates that exact point in the race. Once you have brought up the desired point in the race, you can either watch your performance ("Play") or assume control of the car from that point, driving to the end of the race (See"Continue Driving"on page 11).

Once you have rewound, you can use the "Fast Forward" button to move to a point later in the replay in much the same way.

PLAY

"Play" lets you view the race you just finished. While in play mode (or while paused), you can change the camera view, as well as the manual camera angle. Press "R" to show or hide the Replay Panel; press "D" to show or hide the dashboard.

FAST PLAY

"Fast Play" allows you to move through the replay at a faster speed, while still seeing your driving performance. This button is useful for cueing up a particular spot in your race. You can also change the camera mode while in this viewing mode.

CAMERA SELECTION

Press "C" to move between the different camera views. You can do this either while in "Play" or "Stop" mode.

Inside the Car: This option gives you the same perspective you had while driving the race. Press "R" to remove the Replay panel, and relive the moment completely.

Overhead Camera: This option allows you to view your race from a position directly above your vehicle. This view is particularly useful if you crashed and burned and have no clue why it happened.

Track Cams: Get the feeling of the raceway from the Track Cams, auto-matically placed by the computer at strategic points throughout every track. Watch yourself race as if you were one of the crowd.

Manual Settings: Using this option, you can set the camera at any angle. Click on the buttons to pan or zoom if you are using a mouse or joystick. See the reference card for keyboard controls.

THE MENU

RETURN TO REPLAY

Use this choice to erase the menu and move the cursor back to the main Replay panel.

RETURN TO EVALUATION

Choose this to review your evaluation (time, penalty, speed, opponent's judgment of your performance, etc.). Once you leave the replay, this information disappears, so if you have any questions, better check now.

RE-START DRIVING

This selection allows you to immediately begin the race again, using the same track, same car and same opponent (if any). Your replay and evaluation will be erased.

CONTINUE DRIVING

This option will only be highlighted if you have previously set the replay to a point in the race (using the "Rewind" button). You may then assume control of the car and complete the race; the replay of your initial race from this point forward will be erased and replaced with this completion of the race. Once you have completed the race a second time, you can view your driving performance from start to finish as if it were one continuous race. You will not, however, be able to enter an "edited" race on the "Best Times" list.

LOAD REPLAY

View any saved replay using this option. When you choose this selection, you'll be

given a list of replays in the current directory. Highlight the desired replay using the cursor keys and press "Enter" to load. You can then use the regular Replay Panel to view the replay as you normally would.

SAVE REPLAY

When your crash and burn is awe-inspiring, you can save it to show your friends (or yourself) later. When you choose this option, you'll be prompted to insert a name for the file. It will be saved in the same directory as "Stunts" as a ".rpl" file. WARNING: Selecting any option but this (or "Return to Replay") will erase your replay unless it has been saved.

DISPLAY OPTIONS

Hide/Show Dashboard: At any point in the replay, you can remove the dashboard from the screen or make it re-appear by selecting this item. This feature is also available by pressing "D" on the keyboard during the replay (or while you drive).

Hide/Show Replay Panel: Like the command above, this menu item toggles the display of the replay panel on and off. Press "R" to access this feature from the keyboard.

Change Camera Angle: This option operates from the menu to change the camera angle as described on page 10 under camera selection.

Change Graphic Level: This option changes the trade-off of how quickly your screen refreshes versus how far away you can see. If this is confusing, just choose this option (or press "CTRL-G" while driving) until you're comfortable with how the game is displayed.

TOGGLE CAR VIEW

This item will only be available when you are racing against an opponent (rather than just against the clock). It will allow you to toggle between watching yourself run the race and watching your opponent. You can watch one car run the entire race, or you can toggle at a specific point in time within the race to view comparative positions on the course.

MAIN MENU

This option brings you back to the main menu, where you can select any area of the game – tracks, opponents or cars.

THE OPPONENTS

If you'd like to see if you're up to the caliber of other drivers around, you can choose to race any one at a time. Each has different abilities and areas of expertise; a driver's best time will vary with the type of course and car chosen.

When you're racing against an opponent, you'll need to know where they are on the track. Whenever an opponent is within 50 feet of you, you'll see an indicator appear on your screen. This will show his or her position relative to you. Of course, if they blow by you, you'll be able to see their tail lights and smell their exhaust.

"SQUEALIN" BERNIE RUBBER

The worst driver at the proving ground (except maybe you). Once you've beaten him...well...you're just getting started.

HERR OTTO PARTZ

This European driver has trouble with aerial stunts or elevated road, but could blow your doors off on flat track.

"SMOKIN'" JOE STALLIN

Be sure to make up ground on the straightaways, because the way Joe handles curves is a thing of beauty.

CHERRI CHASSIS

She's just in it for the speed. She lives for straightaways, but thinks corners are annoying.

HELEN WHEELS

She makes a trip around the course seem like a demolition derby. The big challenge is in staying out of her way.

SKID VICIOUS

The best driver on the course (except maybe you). When you've outperformed this driver, your name truly deserves to be on the "Best Times" list.

BUILDING YOUR TRACK

SELECTING/PREVIEWING A TRACK

When you select "Track" from the Main Menu, you'll have the option to select a new track from those already built, edit or create a track, or exit to the main menu. While on this screen, you'll see a bird's-eye view of the currently selected track.

If you'd like to drive a different track, select the button labeled "More Tracks." Choose one of the tracks shown (or type in the subdirectory name after "Path:" if you have tracks stored in a subdirectory). You'll see that the track shown in the background has now changed to the one just chosen. Now is an excellent time to look for difficult spots, before they come upon you at 120 MPH.

USING THE TRACK EDITOR

When you select the Track Editor, you'll see two major components on the screen: the track window on the left, and the palette on the right. Use the space bar or "0" on the numeric keypad to move the cursor between these two areas of the screen.

You'll also see the piece currently under the cursor described directly below the track window.

Select a piece of track in the palette by clicking on it with the mouse or joystick, or using the cursor keys to move the highlight to it and pressing the ENTER or RETURN key.

Press the space bar or "0" on the numeric keypad to jump the cursor over to the track window, then move the cursor to the square where you'd like the selected piece placed. Notice that the cursor is now flashing the selected piece over the current track window square. Press ENTER or RETURN, or click the mouse or joystick button to place the selected piece on that track window square.

You will notice that some pieces are more than one square in size. Look closely when placing these pieces to see how the cursor flashes the selected piece. The area over which the cursor flashes the selected piece is the area upon which it will be placed.

If the piece you wish to select is currently placed somewhere in the track window, you can move the cursor over it and double-click the mouse, joystick or ENTER key to select it, rather than jumping to the palette.

THE TRACK WINDOW

Each track is on a 30x30 grid of squares which covers a virtual area of approximately 1 square mile. You can see an 11x12 window of that area in the Track window at any time. To scroll that window around the track, use the mouse or joystick to move the scroll bars located below and to the right of the window, or use the cursor keys to move the cursor beyond the edge of the window. You can use any square in the grid to place track or scenery except corners of plateau (edges of plateau also have some restrictions) and water.

PALETTES

You can cycle through the palettes by pressing the "+" and "-" keys on the keypad, using the scroll bar directly under the palette window (see "Buttons" below), or pressing the F1 through F10 keys (on an IBM/Tandy or Amiga).

Your palettes provide you with the tools to load, edit, and save a track, as well as the

option to quit back to the main menu or create a brand new track.

BUTTONS

The buttons to Load, Save, (create) New, Exit and Change Palette are always available, regardless of which palette you are using (Change Palette is the scroll bar positioned just below the construction tiles and above the other buttons).

SAVE allows you to save the current track on which you are working. If, when saving a track, you choose a name currently used for another track, you will be asked if you wish to choose another name.

LOAD allows you to work or race on a currently existing track. When you choose this option, you will be shown a list of existing tracks in the current directory. Highlight the desired track using the up and down cursor keys, then press ENTER or RETURN to select.

NEW is the first step in building a new track. When selecting this button, you will first be given a set of backgrounds upon which to build your track. Each track requires and is allowed one (and only one) start/finish line, though the paths to get from and to that line may be many. You may not build track on water other than bridges, and you may not build track on the side of hills other than pieces going directly up the hill. Other than that, you're pretty free. Road can abruptly end, fork or rejoin. There are some restrictions placed on the building of stunts; for more information on these, see each individual stunt listed below.

EXIT brings you back to the main screen, BUT DOES NOT AUTOMATICALLY SAVE ANY CHANGES YOU MAY HAVE MADE TO A NEW TRACK. If you have not saved changes to the track, it will prompt you to do so.

To use the Change Palette button, position the cursor over the scroll bar in the middle of the palette window. You may then use the left and right cursor keys to change the palette (as well as the function keys or the "+" and "-" keys).

BASIC BUILDING BLOCKS

Palette 1 contains the basic building blocks of tracks, including straight East/West track, straight North/South track, crossroads, and four orientations each of 90° turns, broad sweeping turns, 90° fork right and 90° fork left. These pieces have no restrictions. It also contains the all-important start/finish lines. You may only use one of these, but you must use one (from either this palette or palette 2 or 3).

DIRT TRACK

Palette 2 contains the same pieces as Palette 1, except that the road surface is dirt rather than asphalt. These pieces also have no restrictions.

ICY TRACK

Palette 3, like Palette 2, contains the same pieces as Palette 1, except that these pieces have ice-surfaced roads. These pieces also have no restrictions.

SLALOM, LOOP, PIPE, JUMP, TUNNEL & CORKSCREW

Palette 4 contains six stunts: the slalom, the loop, the pipe, the jump, the tunnel and the corkscrew. Each stunt comes in two orientations: East/West and North/South.

The slalom, loop, tunnel, jump, and corkscrew may be placed at any point on the track; there are no restrictions associated with them. The slalom and tunnel make for more interesting driving when several pieces are placed together in sequence. While it is possible to do this with the loop and horizontal corkscrew, it is highly unlikely that a course so designed could be successfully completed. So go ahead and try it.

Unlike the other stunts on this palette, the pipe is made up of four distinct pieces: In, Through, Barrier and Out. You can place as many Throughs together as you like, but each string of Throughs needs to be capped at each end by an In and an Out. It's not just good sense, it's the law. The Barrier piece is what makes it fun; like a Through piece, it goes between the end pieces, but it has a cement barrier on the ground side of the pipe. These are the pieces that force the driver to go up the sides of the pipe.

BANKED TRACK

Palette 6 contains the banked pieces, both curves and straightaways. There are two orientations each of banked right straightaways and banked left straightaways, and four orientations of banked curves.

Like pipes, banks have an In and Out, and any stretch of banked road must be capped at either end.

BROAD FORKS

Palette 6 contains four orientations of broad right forks and broad left forks. These are pieces that fork more gradually than 90° and provide more variety in steering on the open road. There are no restrictions on these pieces.

BOULEVARDS AND "S" CURVES

Palette 7 contains boulevards (two orientations) and "S" curves (two orientations left and two orientations right). "S" curves have no restrictions. Boulevards require end pieces capping any lenght of middle pieces.

RAMPS & ELEVATED ROAD

Palette 8 contains ramps and most pieces of elevated roadway.

There are two types of elevated ramps – regular and solid. Both perform essentially the same function; selection is simply a matter of visual preference. Each of these comes in four orientations (N,S,E,W), and should be used to cap any stretch of elevated road.

Elevated road comes in four varieties: regular, span, solid, and over road. Again, the function of the first three types is essentially the same; differences are in visual preferences. Elevated span over road allows you to build tracks that cross without meeting.

Elevated corners come in four orientations and allow you to build prolonged stretches of elevated track.

SPIRALS

Palette 9 contains Spirals, which act as another form of up- and down-ramp. These come in four orientations each of "spiral right" and "spiral left."

SCENERY

Palette 10 contains a variety of scenery pieces, including windmills, barns, gas stations, restaurants, several types of trees, office buildings, factories and tennis courts. Several of these scenery pieces come in four orientations, one in each direction, so that they can face the road properly.

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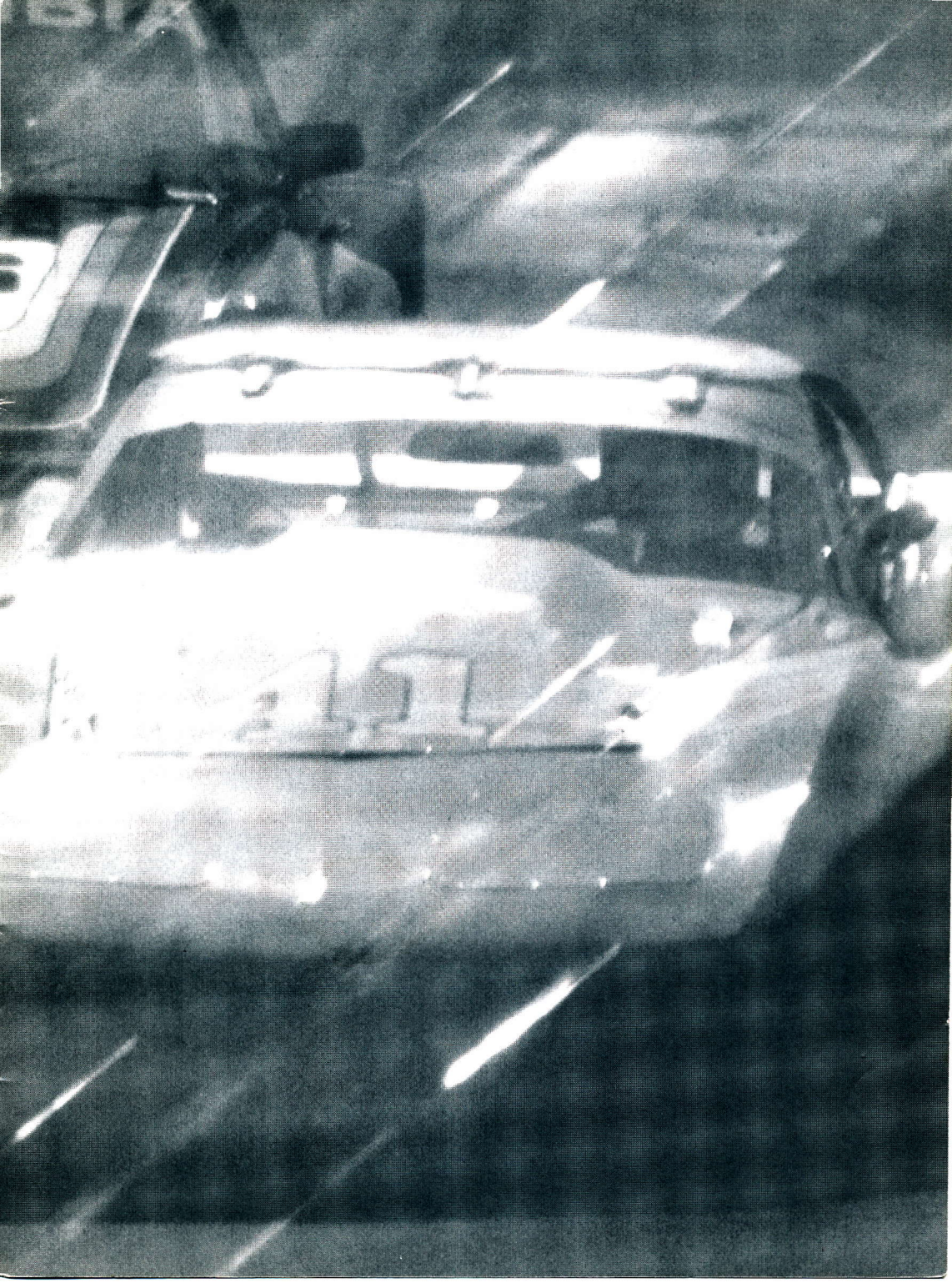
For more information about Brøderbund and our products, write to us at 500 Redwood Blvd., Novato, California 94948-6121.

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