



# SPIRIT OF SPEED

1937

SEGA®



EVERYONE  
TM  
**E**  
CONTENT RATED BY  
ESRB  
T-8118N

# **WARNINGS Read Before Using Your Sega Dreamcast Video Game System**

## **CAUTION**

Anyone who uses the Sega Dreamcast should read the operating manual for the software and console before operating them. A responsible adult should read these manuals together with any minors who will use the Sega Dreamcast before the minor uses it.

## **HEALTH AND EPILEPSY WARNING**

Some small number of people are susceptible to epileptic seizures or loss of consciousness when exposed to certain flashing lights or light patterns that they encounter in everyday life, such as those in certain television images or video games. These seizures or loss of consciousness may occur even if the person has never had an epileptic seizure.

If you or anyone in your family has ever had symptoms related to epilepsy when exposed to flashing lights, consult your doctor prior to using Sega Dreamcast.

In all cases, parents should monitor the use of video games by their children. If any player experiences dizziness, blurred vision, eye or muscle twitches, loss of consciousness, disorientation, any involuntary movement or convulsion, **IMMEDIATELY DISCONTINUE USE AND CONSULT YOUR DOCTOR BEFORE RESUMING PLAY.**

To reduce the possibility of such symptoms, the operator must follow these safety precautions at all times when using Sega Dreamcast:

- Sit a minimum of 6.5 feet away from the television screen. This should be as far as the length of the controller cable.
- Do not play if you are tired or have not had much sleep.
- Make sure that the room in which you are playing has all the lights on and is well lit.
- Stop playing video games for at least ten to twenty minutes per hour. This will rest your eyes, neck, arms and fingers so that you can continue comfortably playing the game in the future.

## **OPERATING PRECAUTIONS**

To prevent personal injury, property damage or malfunction:

- Before removing disc, be sure it has stopped spinning.
- The Sega Dreamcast GD-ROM disc is intended for use exclusively on the Sega Dreamcast video game system. Do not use this disc in anything other than a Sega Dreamcast console, especially not in a CD player.
- Do not allow fingerprints or dirt on either side of the disc.
- Avoid bending the disc. Do not touch, smudge or scratch its surface.
- Do not modify or enlarge the center hole of the disc or use a disc that is cracked, modified or repaired with adhesive tape.
- Do not write on or apply anything to either side of the disc.
- Store the disc in its original case and do not expose it to high temperature and humidity.
- Do not leave the disc in direct sunlight or near a radiator or other source of heat.
- Use lens cleaner and a soft dry cloth to clean disc, wiping gently from the center to the edge. Never use chemicals such as benzene and paint thinner to clean disc.

## **PROJECTION TELEVISION WARNING**

Still pictures or images may cause permanent picture tube damage or mark the phosphor of the CRT. Avoid repeated or extended use of video games on large-screen projection televisions.

## **SEGA DREAMCAST VIDEO GAME USE**

This GD-ROM can only be used with the Sega Dreamcast video game system. Do not attempt to play this GD-ROM on any other CD player; doing so may damage the headphones and/or speakers. This game is licensed for home play on the Sega Dreamcast video game system only. Unauthorized copying, reproduction, rental, public performance of this game is a violation of applicable laws. The characters and events portrayed in this game are purely fictional. Any similarity to other persons, living or dead, is purely coincidental.

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# LOADING

1. Make sure the power is **OFF** on your Sega Dreamcast Console.
2. Insert your The Spirit of Speed 1937™ disc into the Control Deck as described in the instruction manual.
3. Insert Controller into Controller Port A.

**The Spirit of Speed 1937 is a 1 player game.**

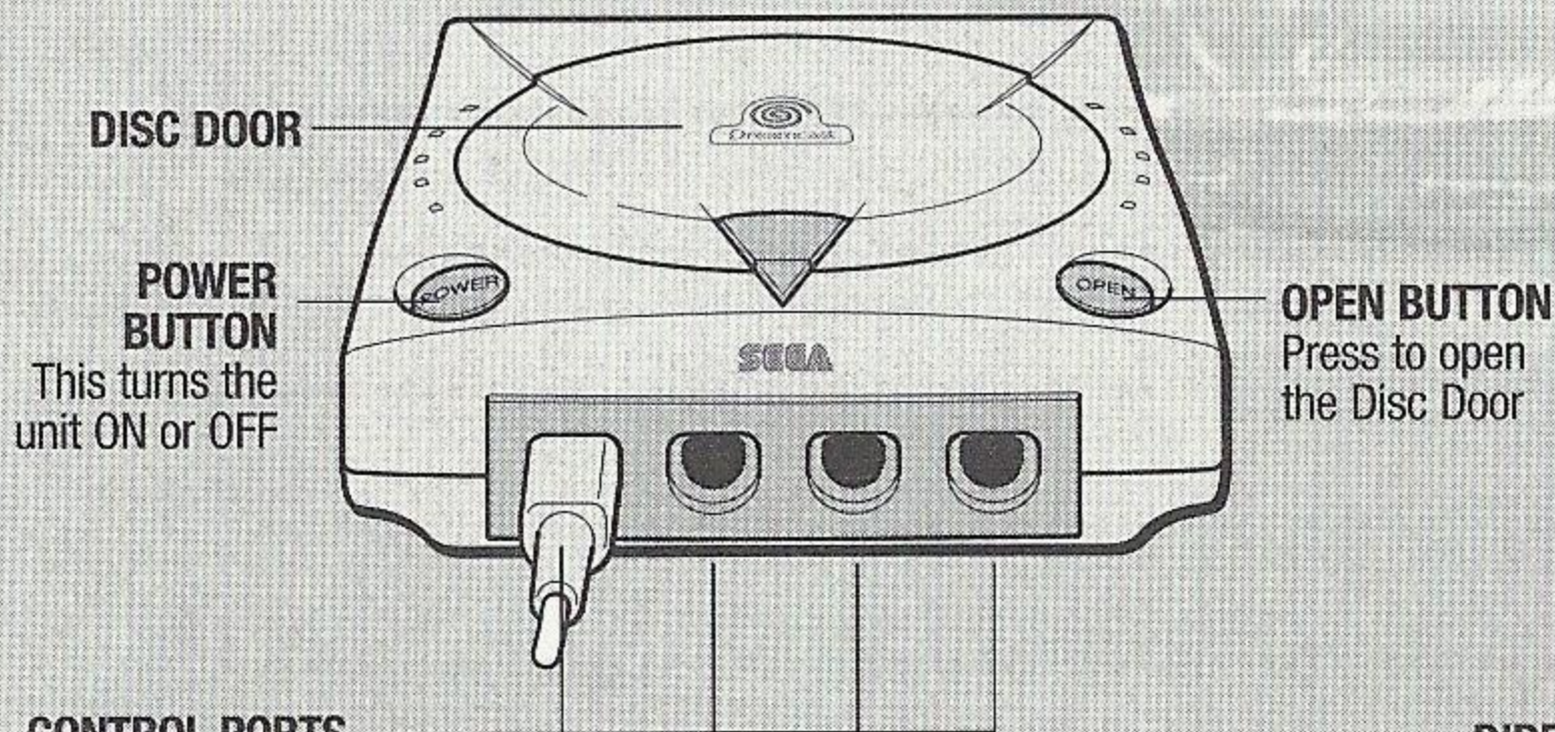
4. If you wish to save a game, insert a **VMU** (Visual Memory Unit) memory card (sold separately).
5. Press the power switch to **ON**.

**Important:** Never touch the Analog Thumb Pad or Triggers L/R while turning the Sega Dreamcast power **ON**. Doing so may disrupt the controller initialization procedure and result in malfunction.)

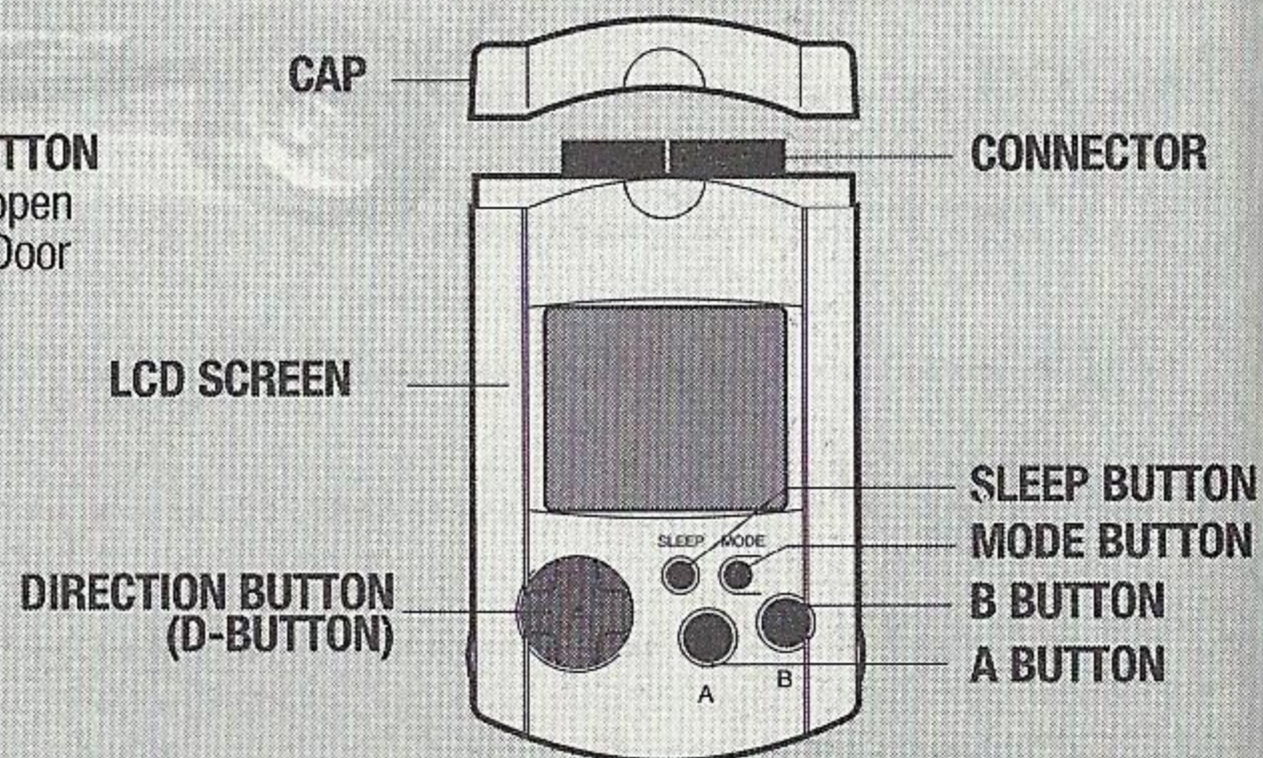
When using the Race Controller, never touch the steering wheel or left and right levers when turning the Sega Dreamcast power **ON**. Doing so may disrupt the initialization procedure and result in malfunction if readjustment is not properly carried out via the Options menu. If the handle or levers are accidentally moved while turning the power **ON**, immediately turn the power **OFF** and **ON** again making sure not to touch the Race Controller. If using the Race Controller, press **A+ B+ START BUTTON** to reset **START BUTTON**

**Note:** Spirit of Speed 1937 supports the standard Sega Dreamcast controller, the Sega Arcade Stick, and the Sega Race Controller. Operation with incompatible controllers is not guaranteed.

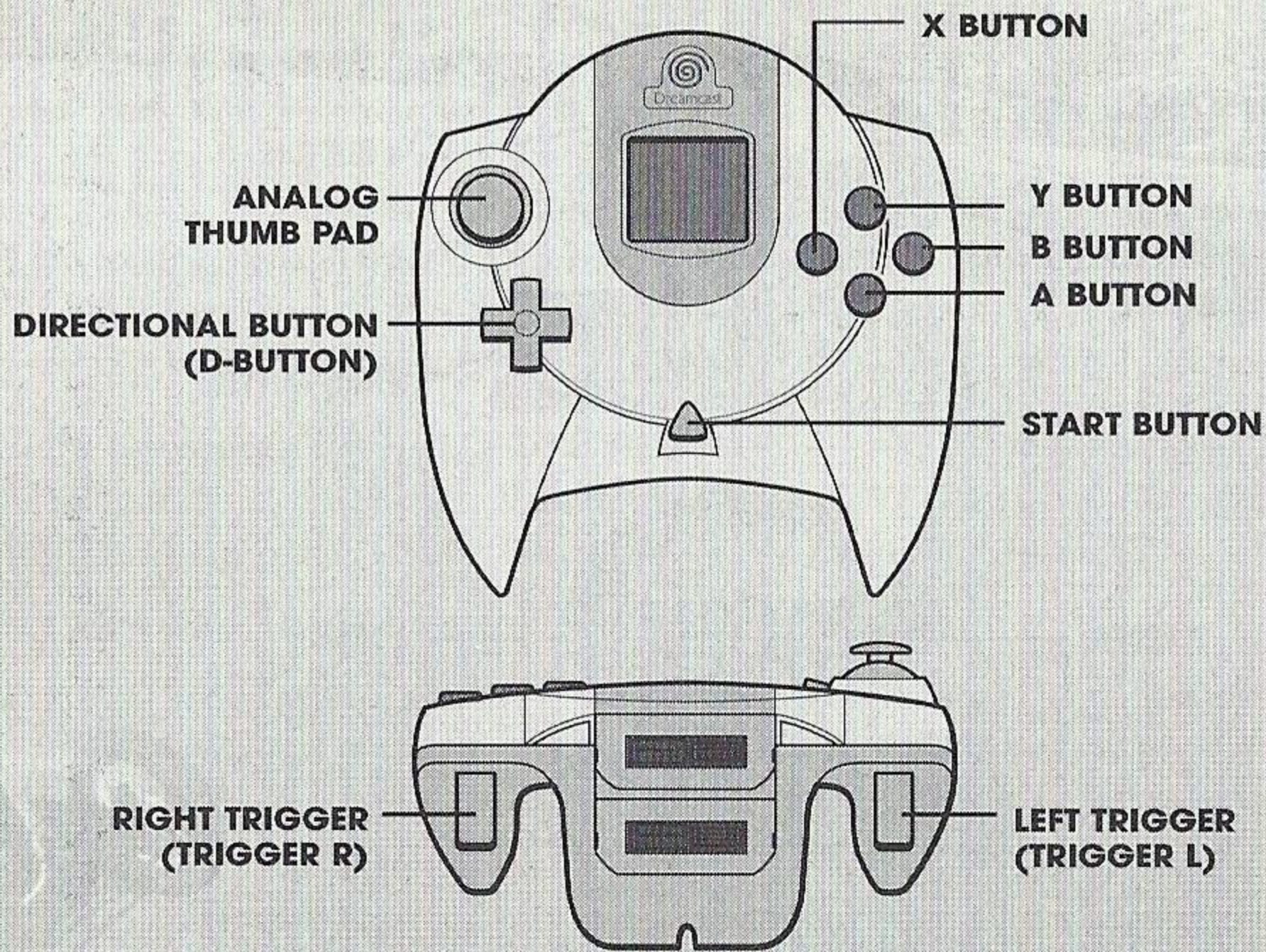
## SEGA DREAMCAST HARDWARE UNIT



## VISUAL MEMORY UNIT (VMU)

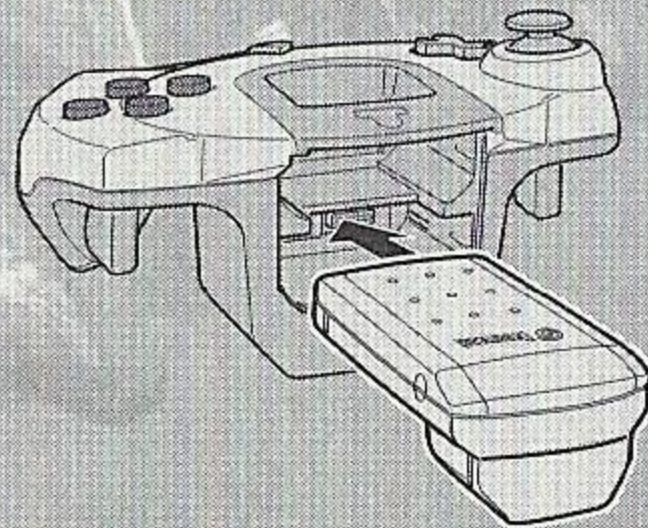


Never disconnect the VMU while performing a battle or exchanging data when connected to another VMU. Also note that leaving two VMU connected for a long period of time will considerably shorten the life of the batteries.

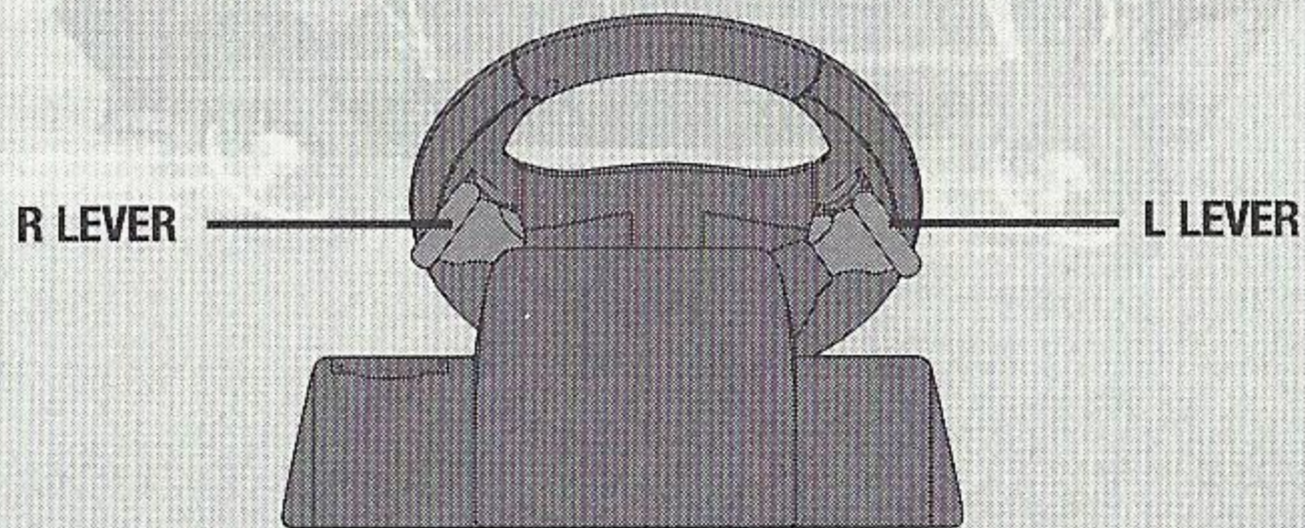
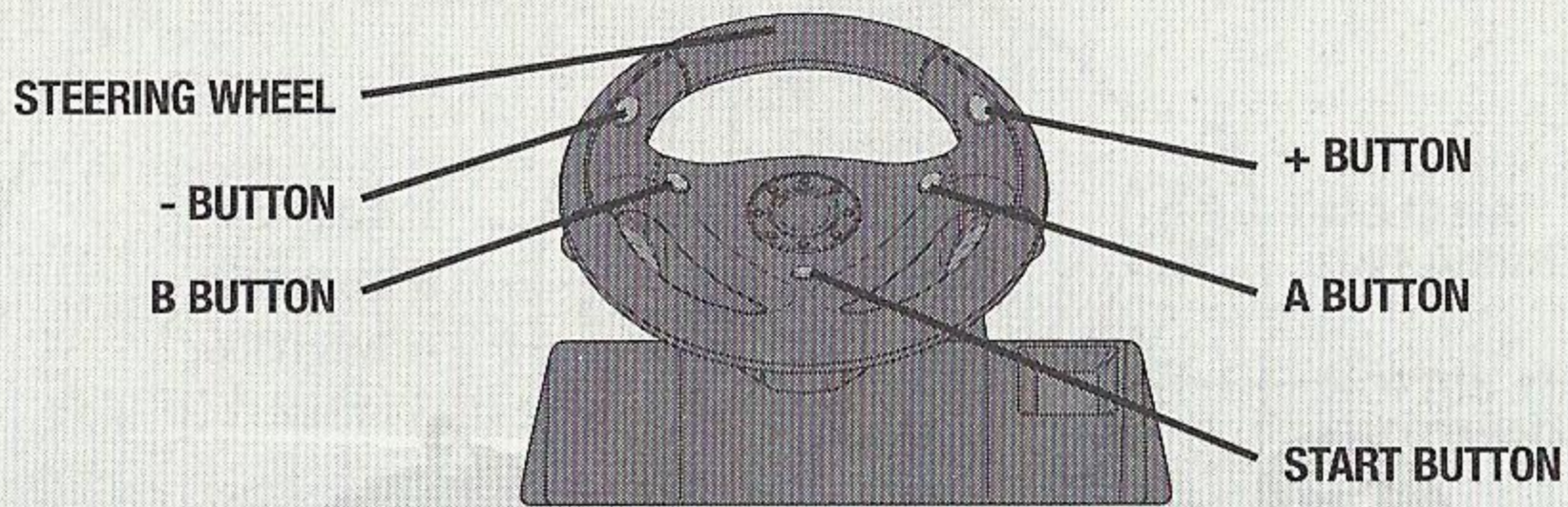


Never touch the Analog Thumb Pad or Triggers **L/R** while turning the Sega Dreamcast power **ON**. Doing so may disrupt the controller initialization procedure and result in malfunction.

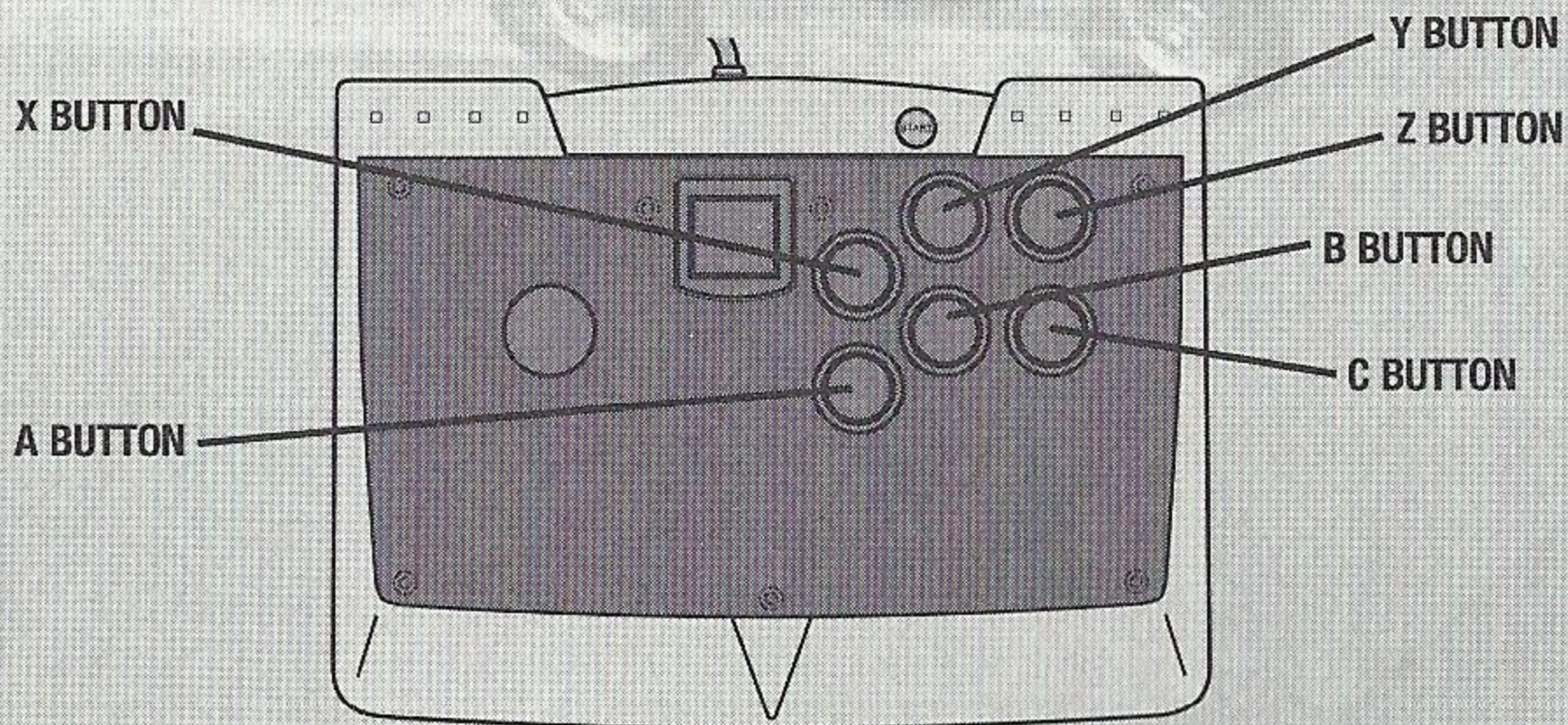
To return to the title screen at any point during game play, simultaneously press and hold the **A, B, X, Y** and **Start Buttons**. This will cause the Sega Dreamcast to soft-reset the software and display the title screen.



When the Jump Pack / Vibration Pack is inserted into Expansion Socket 1 of the Sega Dreamcast Controller, the Jump Pack / Vibration Pack does not lock into place and may fall out during game play or otherwise inhibit game operation.



When using the Race Controller, never touch the steering wheel or left and right levers when turning the Sega Dreamcast power ON. Doing so may disrupt the initialization procedure and result in malfunction if readjustment is not properly carried out via the Options menu. If the handle or levers are accidentally moved while turning the power ON, immediately turn the power OFF and ON again making sure not to touch the Race Controller.



# Introduction

*Spirit of Speed: 1937* is a racing simulation set in the years that saw the rise of those famous, and now legendary, racing circuits, cars and drivers. This is your chance to drive the most exciting cars ever built and experience the thrill of total speed - a thrill that swept the world in the 1930s and made spectators flock in their thousands to new, purpose built tracks such as Donington.

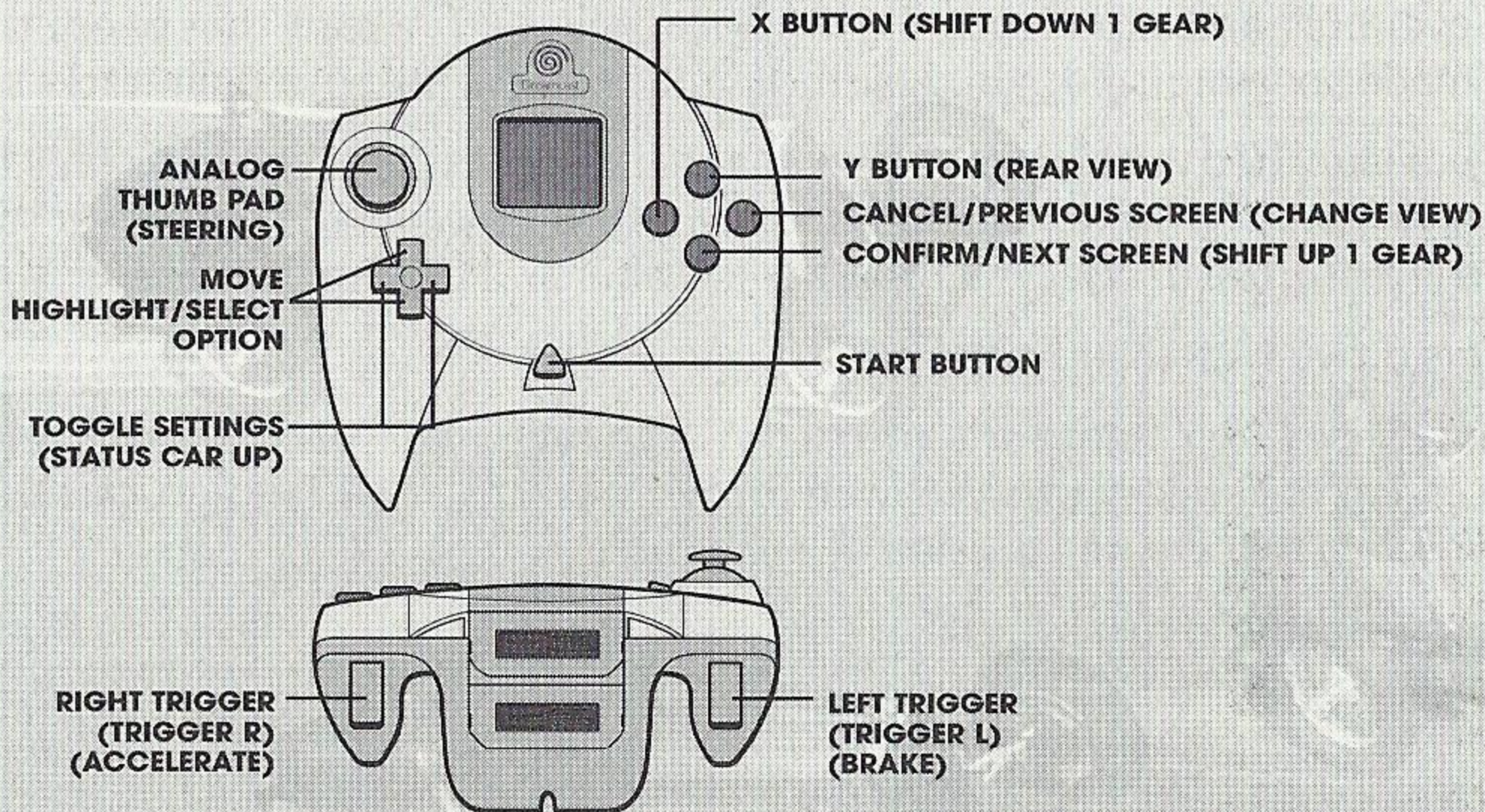
This era launched a racing car frenzy that has built up over time to today's fabulously rich and colourful sport. Today it's all about money, television coverage and driver safety. Then, it was more intense: the danger, the thrill, the glamour and the atmosphere.

Drivers drove with their hearts not their financial brain.

*Spirit of Speed: 1937* transports you to those unbelievable years. These were cars that made no concession to comfort, cars that were beautiful in shape and design, cars that startled the crowds, cars that created a vision of the future.

# Getting Started

## Menu Navigation



**Note:** If using the Sega Arcade Stick, move the stick to navigate up, down, left and right. Press the **A BUTTON** to activate the function. If using the Sega Race Controller, use the **+** and **-** buttons for major navigation and turn the wheel left or right for minor navigation. Press the **A BUTTON** to activate the function.

Following an introductory sequence (press the **START BUTTON** to bypass), you will come to the title screen. Press the **START BUTTON** to advance to the Race Options menu.

Never touch the Analog Thumb Pad or Triggers **L/R** while turning the Sega Dreamcast power **ON**. Doing so may disrupt the controller initialization procedure and result in malfunction.



# Race Options Screen

The race options screen is your main menu. On the left side are seven options. The window to the right displays the currently selected option. Press **UP** or **DOWN** on the Directional Buttons to highlight an option, then press the **A BUTTON** to activate it. Press **LEFT** or **RIGHT** on the **DIRECTIONAL BUTTON** to toggle among the selections for an option or to adjust settings. On some screens, you can make additional selections by pressing **UP** or **DOWN** on the Directional Buttons. Press the **B BUTTON** to cancel any change.

**Race Type** There are four types of race to choose from: Quick Race, Scenario, Championship and Single Race. See Race Type on page 12 for details.

**Car Type** This is where you select your car type. See page 10 for details.

**Circuit** Select Circuit to choose among nine different race courses.

**Sound** To adjust your sound settings, highlight a sound option, then press **LEFT** or **RIGHT** on the Directional Buttons to adjust the volumes. Left is lowest and right is loudest.

**Control** View or alter the control scheme. To change a control, press **UP** or **DOWN** on the Directional Buttons to highlight a function, then press the **A BUTTON**. The button control listed next to the function will be cleared. You can then press the button you wish to perform the highlighted function. When you are satisfied with your control settings, highlight **OK** and press the **A BUTTON**.

**Player** Input your player name (the default name is Player). To input a name, highlight **DEL** and press the **A BUTTON** until you have deleted the current name, then move the cursor to a character and press the **A BUTTON** to enter the character. Continue until you have entered all characters, then highlight **END** and press the **A BUTTON**.

**VM(U) OPTIONS** On the memory menu, you can select your **VMU** card, then choose to load a previously saved game or save a current game.

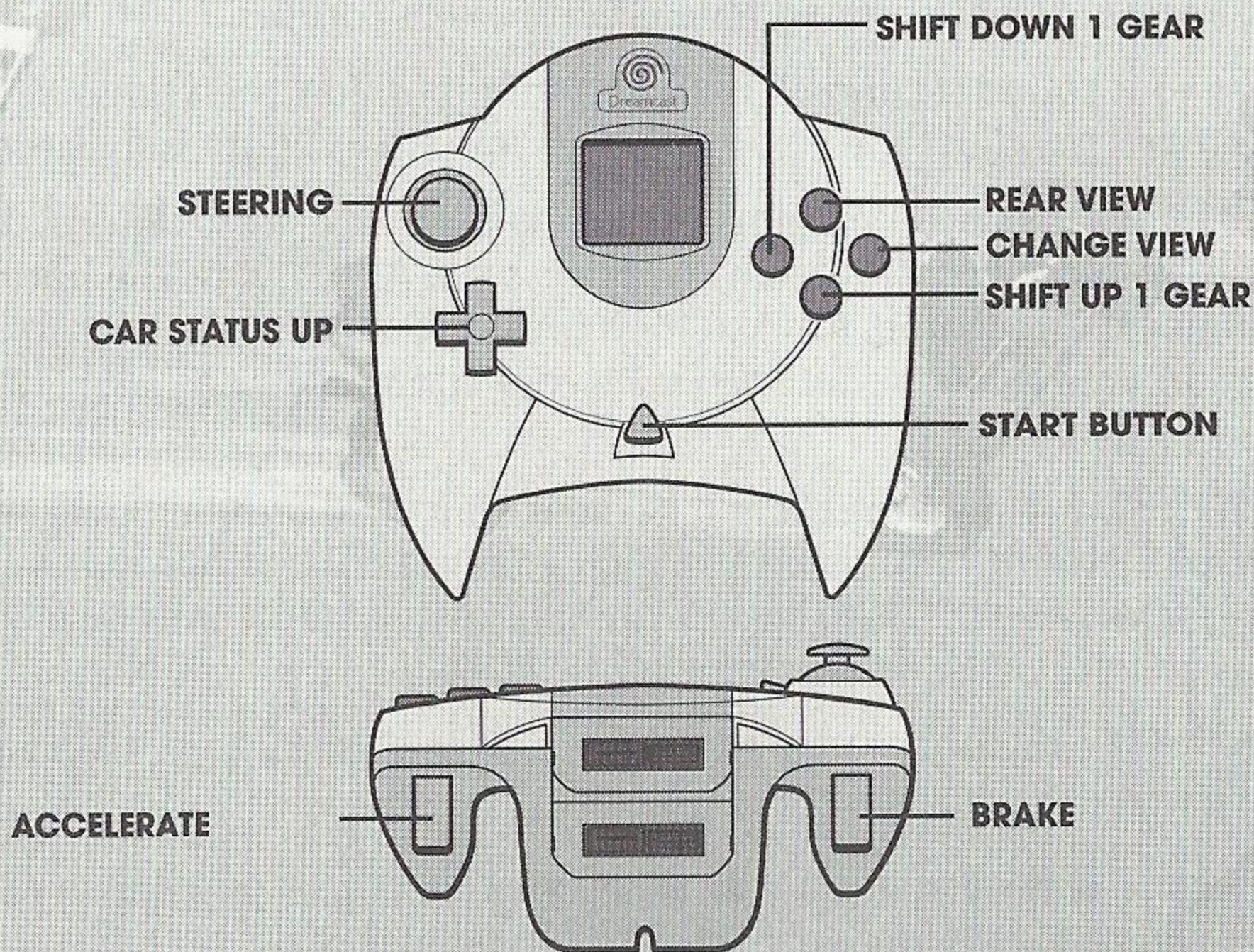
**Note:** To save or load a game, you must have a memory card (sold separately) with at least 3 free blocks inserted in your Sega Dreamcast controller. If no memory card is present, this function is disabled and you will not be able to save games.

# PLAYING SPIRIT of SPEED

## Default Controls

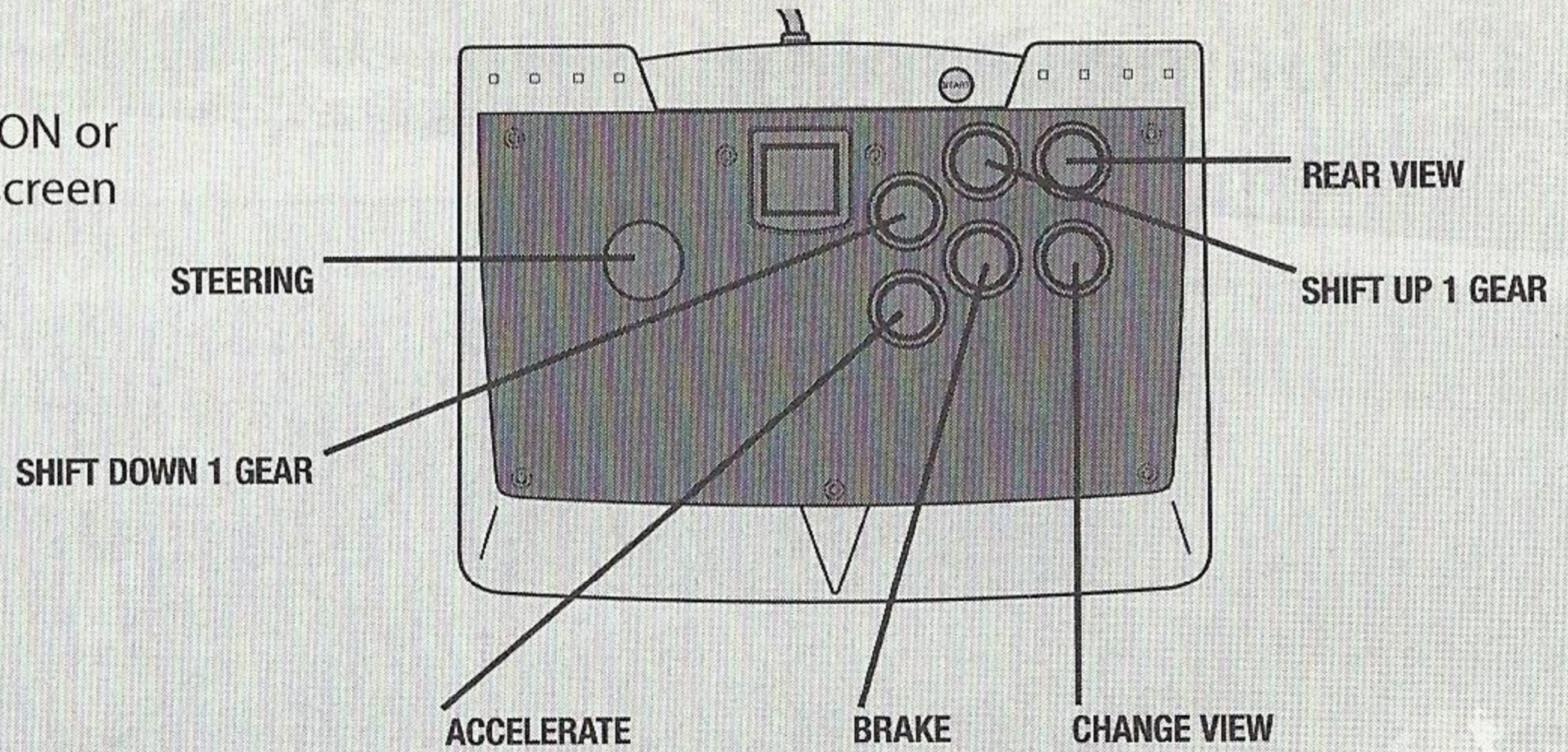
Shown are default controls using a standard controller. You can change controls under Control on the Race Options menu.

A connected Vibration pack can be turned On or Off (Vibration On/ Off ) in the Control options menu. Set to 'ON' before entering a race if you wish have vibration effect while playing. This setting is only activated when a Vibration Pack is inserted into Expansion Socket 2 of the Sega Dreamcast controller.



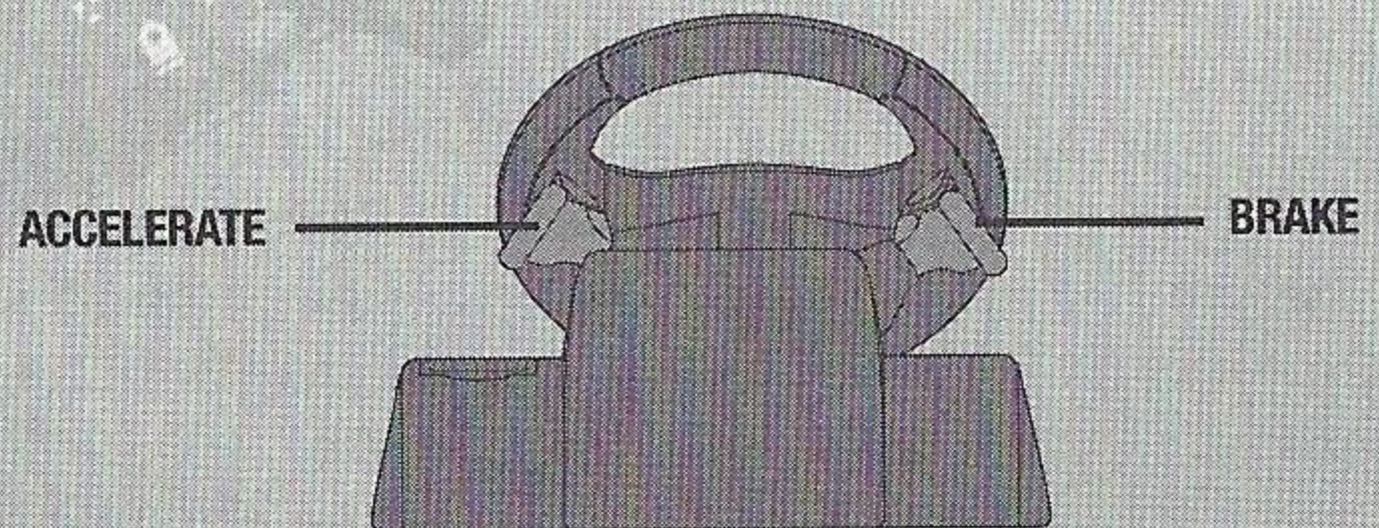
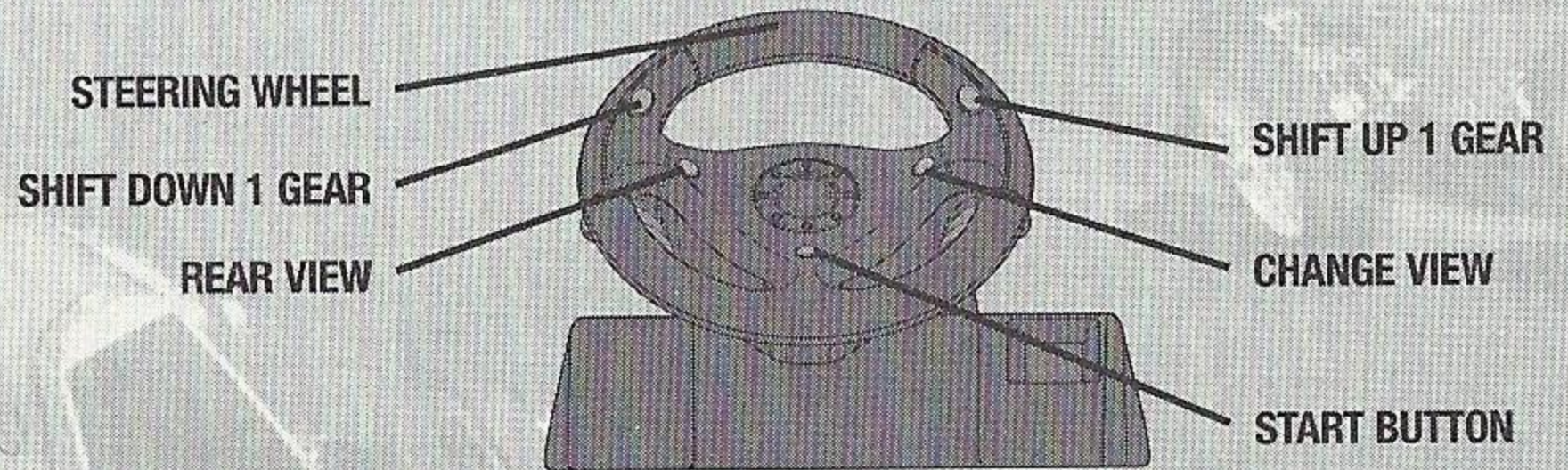
## ARCADE STICK

Car Status Set option ON or OFF in the controller screen

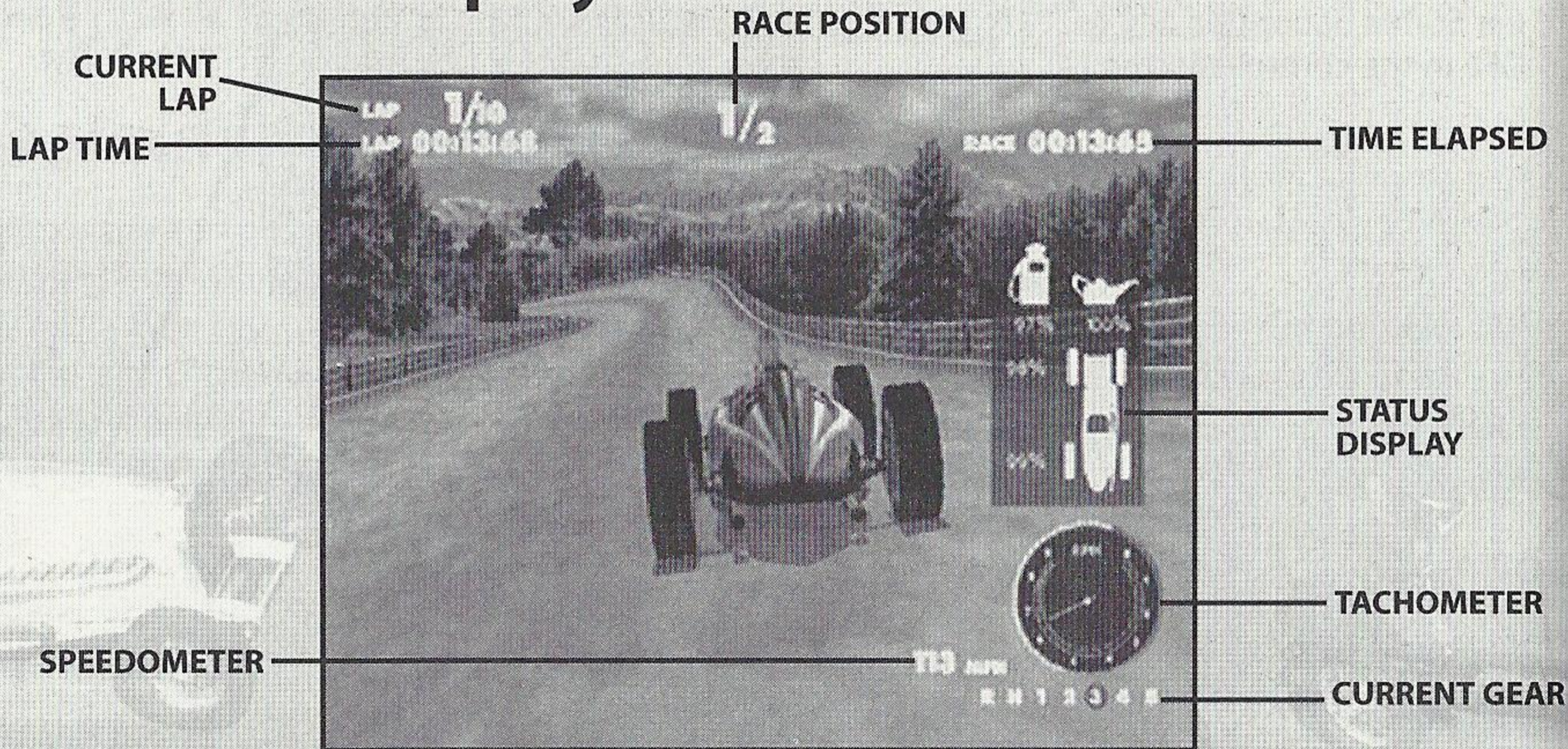


## RACE CONTROLLER

Car Status Set option ON or OFF in the controller screen



# The Game Display



## RACING OPTIONS

### SELECTING YOUR CAR TYPE

There are loads of great old racers to choose from. You'll find they each have different strengths and weaknesses. For further details on each car, see *The Cars of the Era* on page 19.

In Championship mode, each car presents different Championship tasks, varying with the scenario. For example, if you select the Mercedes 154 at an Easy setting, your goal is to place third or higher at the end of the season, while choosing the same car with difficulty set to Medium requires you to come in second place or better. Some scenarios have nothing to do with position. Take time to look them all over.



After selecting Car Type on the race options menu, press the **A BUTTON**. Press **LEFT** or **RIGHT** on the **DIRECTIONAL BUTTONS** to toggle through the cars. Meters and figures detailing the car's performance characteristics appear below each car.

Press **UP** or **DOWN** on the **DIRECTIONAL BUTTONS** to toggle between manual or Automatic shifting. When you've selected your car type, press the A Button to return to the race options menu.

## **SELECTING YOUR CIRCUIT**

Select from any of nine different tracks (details on the tracks appear on page 15). Press **RIGHT** or **LEFT** on the **DIRECTIONAL BUTTONS** to toggle through the circuits. When the desired circuit is on screen, press the **A BUTTON**.

# **RACE TYPES**

There are four types of races to choose from. For each race type, you select a difficulty setting (**EASY, MEDIUM, HARD**) by pressing **UP** or **DOWN** on the **DIRECTIONAL BUTTONS**. Your difficulty setting dictates the level of competition you will race against.

Single and Championship modes offer you the chance to practice your skills, and to run a qualifying race to improve your starting position. Of course, you can take your chances and simply choose Race to jump right into action. In Single Race or Championship modes, press the **A BUTTON** to Practice or Qualify when either option is highlighted. Press the **START BUTTON** to begin a regular race.

## **Practice**

Take advantage of unlimited practice sessions to master the different tracks and cars. You can race any available car on any available track until you're confident you can do well enough to qualify in Single Race or Championship mode.

## **Qualify**

This decides your position on the starting racing grid. The object is to get as good a lap time as you can. When you return from qualifying you will see your improved grid position. If you don't qualify you will automatically be placed at the back of the grid.

## **QUICK RACE**

Select Quick Race to randomly choose a track and car (you can change them if you wish). If you select a car and track and then choose Quick Race, your selections may be altered.

Pressing the **START BUTTON** will bring you to the pre-race summary screen, where you are given details of the options you have chosen. Press the **START BUTTON** again to begin your chosen race.

## **SINGLE RACE**

Once you've selected Single Race, select the car type and circuit you want. Press the **START BUTTON** to advance to the Single Race Screen. Your current grid position appears at the right; until you qualify you will always be at the back of the grid. Press the **START BUTTON** to start the race.

**Practice** Practice on the selected course.

**Qualify** Get the fastest time to improve your grid position. Otherwise you start at the back.

## **CHAMPIONSHIP**

Select your Car Type. This will dictate the style and development of your Championship. Changing cars will change the Championship goals. On the **RACE TYPE** screen, select Championship then press the **START BUTTON** to advance to the Championship Screen. Press the **DIRECTIONAL BUTTONS** to toggle through Championship details.

**Start Grid** Look at your starting position and begin racing.

**Track Info** View track information.

**Car Info** View information on your car.

**Standings** View your current season standings.

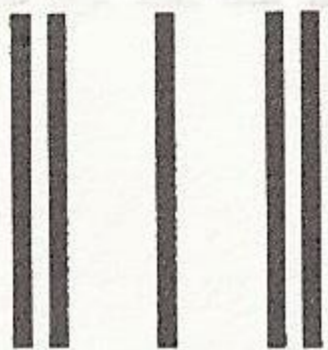
**Practice** Practice on the next course.

**Qualify** Get a fast lap time to improve your grid position. Otherwise you start at the back.

**VMU Options** Save your Championship progress and game settings at any time, or load previously saved data.

## **SCENARIOS**

In this option the tracks and cars are pre-determined. Each difficulty setting presents a different selection of challenging scenarios. On the **RACE TYPE** screen, select Scenario then press the **START BUTTON** to advance to the Scenario Screen which takes you to the **CHOOSE SCENARIO** screen. Press **LEFT** or **RIGHT** on the **DIRECTIONAL BUTTON** to view scenarios within each difficulty level (press **UP** or **DOWN** to toggle difficulty settings). Press the **A BUTTON** to select a scenario and return to the race options menu. Press the **START BUTTON** to advance to the



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**FILL OUT  
AND WIN!**

*see back for details*



**SPIRIT OF SPEED 1937 FOR SEGA DREAMCAST™ GAME SYSTEM**

Product Item # 83228

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Change viewpoints by

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**SCENARIO** summary screen. Use the **DIRECTIONAL BUTTONS** to view the summaries. Press the **START BUTTON** to start the Race.

**Objective** View the objective for the selected scenario.

**Start Grid** Use this grid to see where you start in the race versus other competitors.

**Track Info** View track information.

**Car Info** View information on your car.

## DURING THE RACE

### *Status Display*

If using a Dreamcast Controller, press **UP** on the Directional Button during a race to bring up the status display, which shows (in percentages) your current amounts of fuel and oil and the condition of your tires. 100% means everything is great; your car's performance will suffer as the percentages dwindle. To finish strong, you'll need to make a pit stop to top off fuel and oil and change tires as needed.



If you use an Arcade Stick or Race Controller, you must select whether the status display is permanently on or off before starting the race. This can be done in the Controller options screen. Status information is also available if you select the cockpit view in game.

### *Changing Racing Views*

During a race you can select one of five exciting racing viewpoints. Change viewpoints by pressing the **B BUTTON**. The viewpoints are:

**Cockpit** (the authentic cockpit layout, including working dials).

**Bumper** (low down, front bumper view for very fast action).

**Chase** (behind car, low down, as if player is in a chase car).

**Elevated 1** (behind and up).

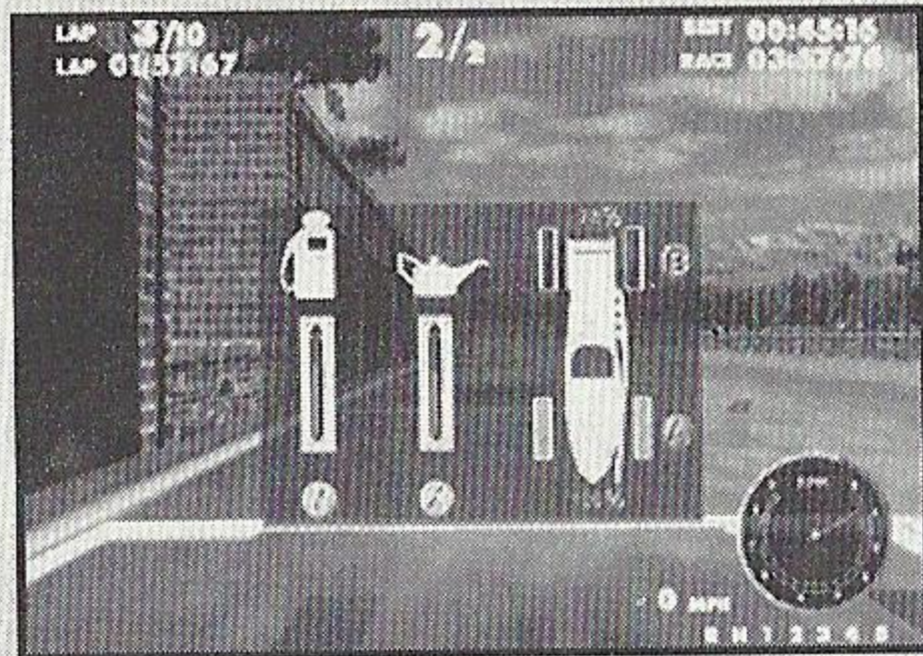
**Elevated 2** (behind and higher for a wider view).

**Note:** Due to the exciting, twisting and close nature of the Pau track, camera views are restricted to **Cockpit** and **Bumper** views only

# PIT STOPS

Pit Stops are available on every track, but the Pit Lanes are not always obviously marked; they often appear near the starting grid. Generally, if it's not the track everyone is racing on, it's a Pit Lane (though there is nothing in the rules to prevent you from racing on them!).

To make a pit stop during the race: Pull into the pit lane, drive onto the Pit Space and stop. The Pit Space is indicated by a painted box on the ground and a floating, downward pointing arrow. Once you press the **A BUTTON** you'll see a display showing the current status of your fuel, oil and tires and which buttons to press to restore each.



# FLAGS



There's more to racing than the checkered flag for the winner. During a race, certain colored flags signal drivers about track conditions and give them instructions. Make sure you follow them.

**Solid Yellow**

Danger Ahead

**Black and White Triangles**

Driver conduct warning

**Solid Black**

You have been disqualified - Race Over

**Black and White Check**

Win Race

# AFTER THE RACE

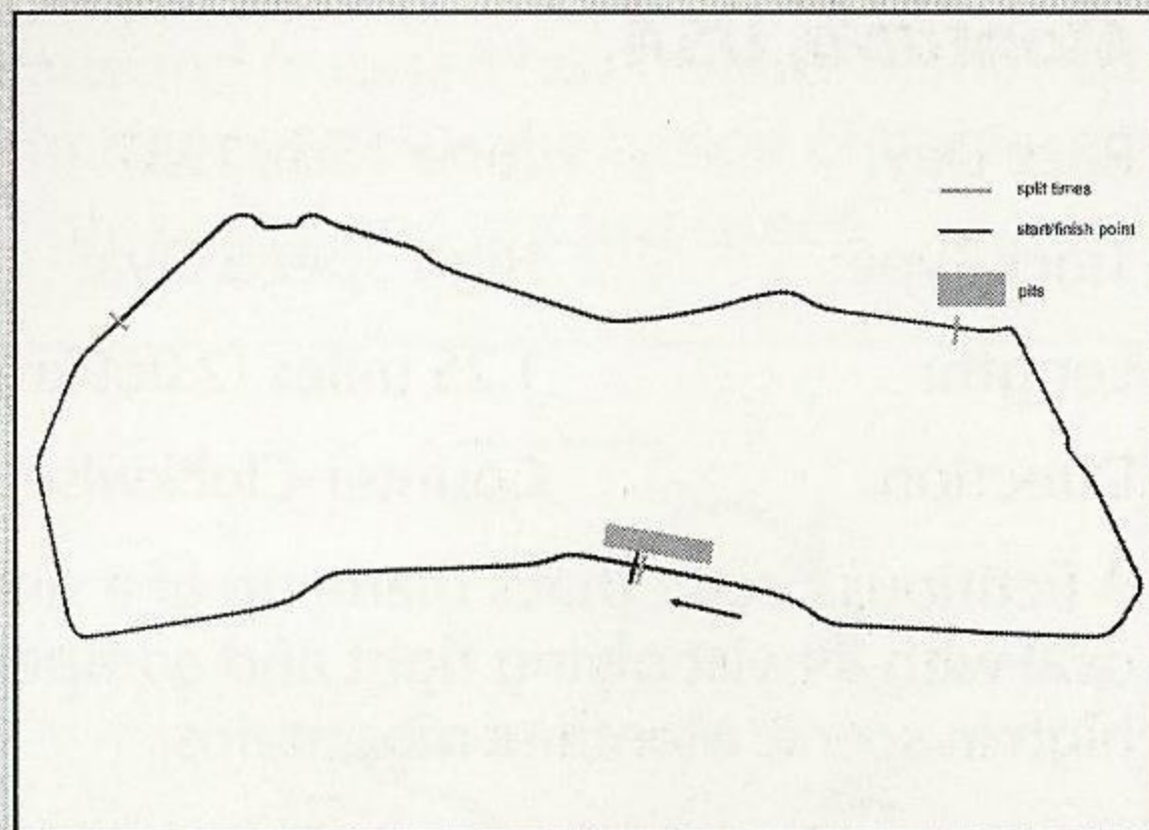
At the end of each race you'll see a race results screen, showing the order of finish. In a Championship race, you'll be taken to the championship menu, where the current season standings will be shown.

# The Circuits

## ***Mellaha, Tripoli, Libya***

Race Day: May 9th, 1937  
Track Type: High-speed desert road  
Length: 8.15 miles (10.245km)  
Direction: Clockwise

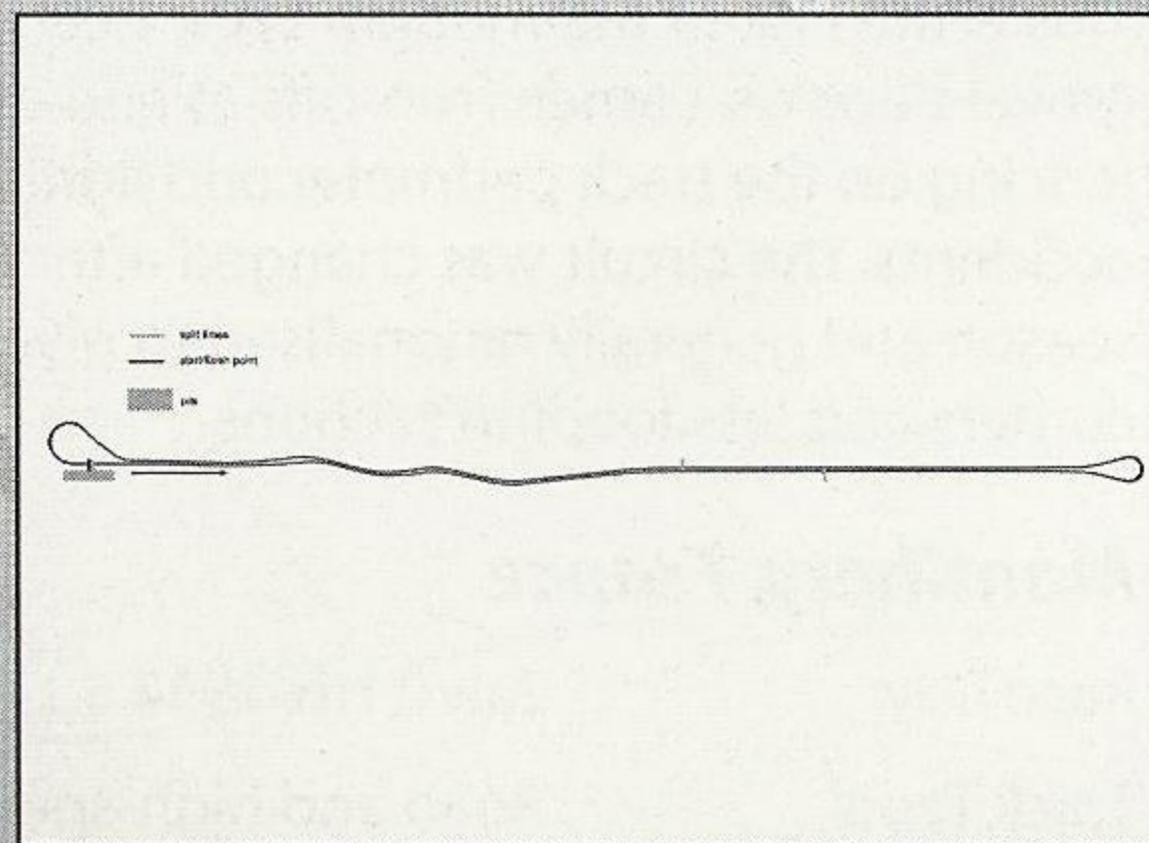
The Mellaha circuit that was opened in 1925 at Tripoli was one of the fastest and most appealing tracks in the world. Situated, it followed the Mellaha salt lake on the North African coast. The grandstand was covered and could hold 10,000 spectators while the pits were superior to most European tracks and a tall white timing tower dominated the landscape. It was hailed as "The Ascot" of motor racing circuits, and all competitors were royally treated at the luxurious Hotel Uaddan with its casino and theater.



## ***Avus, Germany***

Race Day: May 30th, 1937  
Track Type: High-speed oval circuit  
Length: 11.98 miles (11.834km)  
Direction: Counter-Clockwise

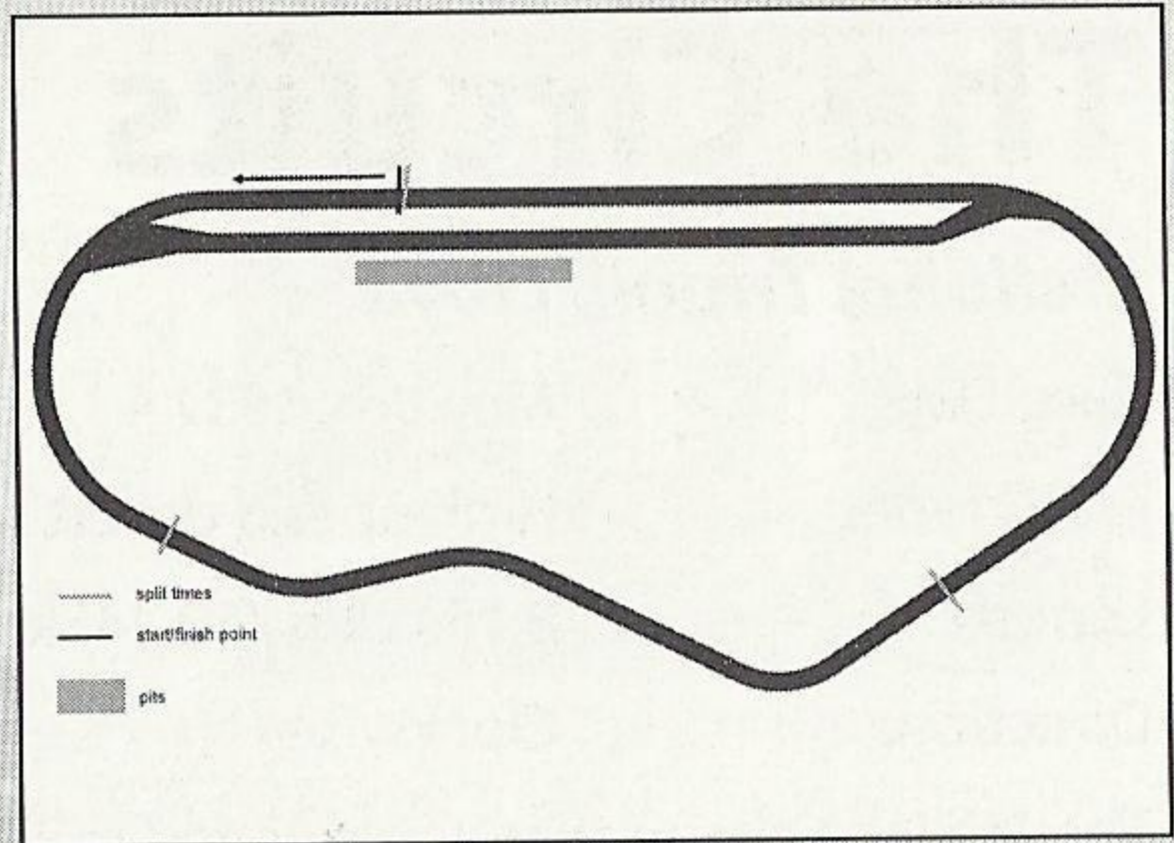
AVUS stands for Automobil Verkehrs und Ubungs Straße (Automobile Traffic and Practice Street). Plans were drawn up in 1907 as part of the national highway system but were not finished until 1921. The track features two, twin-lane roads each (6.08 miles) 9.78km separated by an 8 meter (26ft) grass strip. The south end has a chicane and the north end has a wide-radius loop built up to a 43-degree bank with a vertical concrete retaining wall at the top.



## Montana, USA

Race Day: June 13th, 1937  
Track Type: High Speed Oval  
Length: 1.25 miles (2.069km)  
Direction: Counter-Clockwise

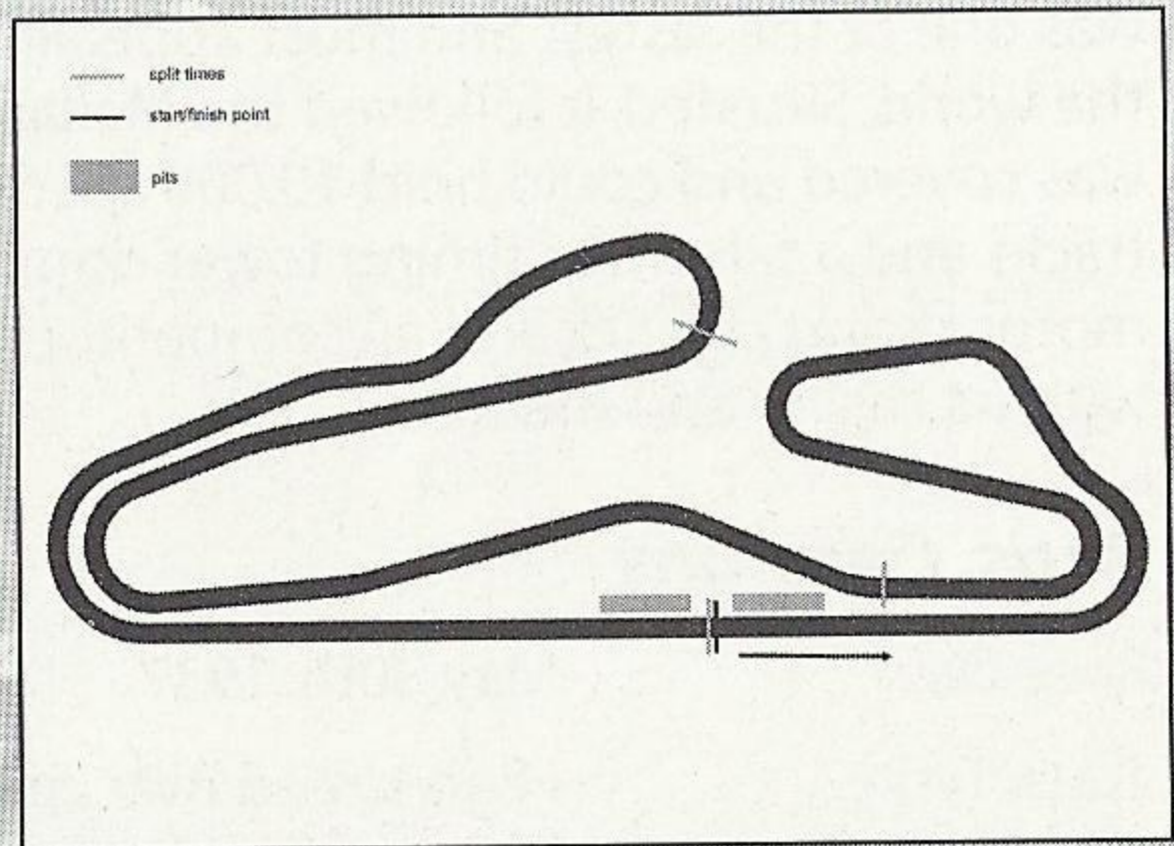
A fictitious circuit that's made up of a simple short oval with a twist giving tight and competitive racing high in scenic Montana mountains.



## Roosevelt, USA

Race Day: July 3rd, 1937  
Track Type: Modern-style racing track  
Length: 3.97 miles (5.631km)  
Direction: Counter-Clockwise

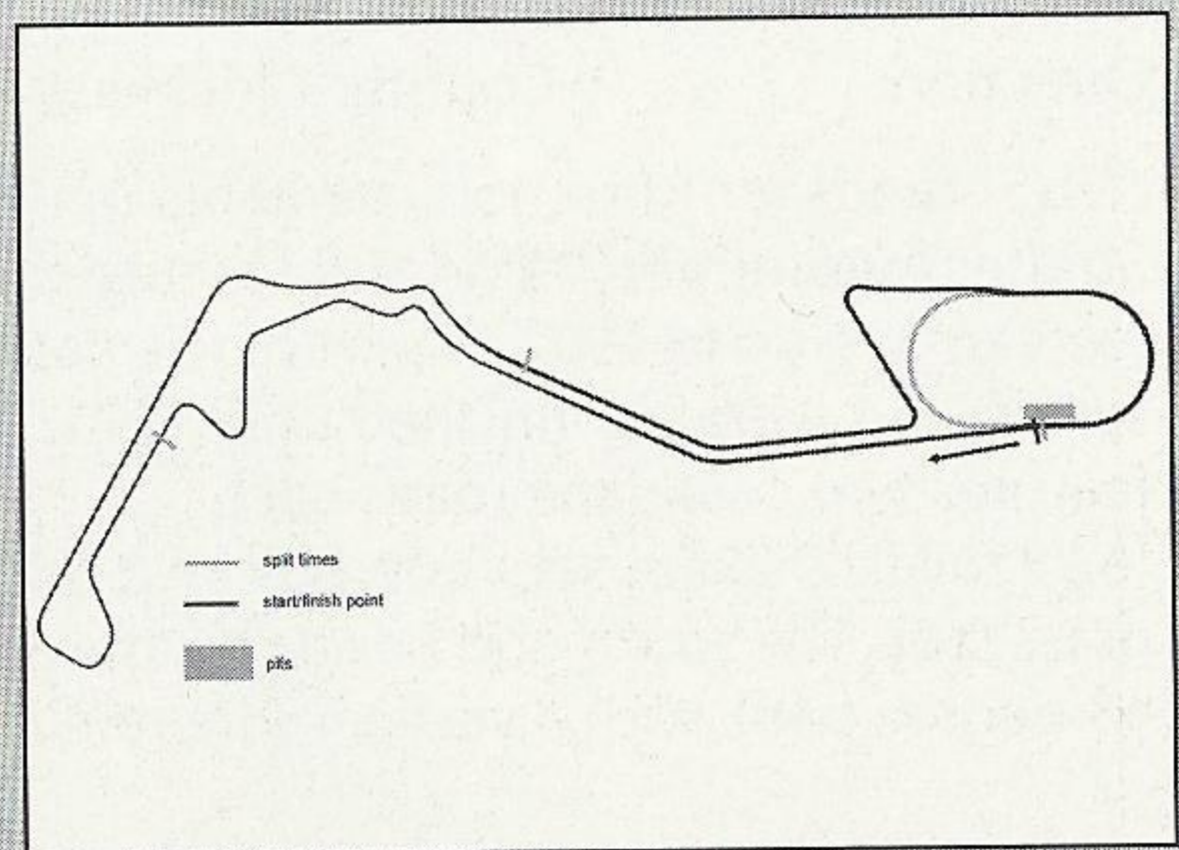
This is the first of the modern type 1 circuits featuring gravel traps on corners, run-offs at end of straights, fencing on the track perimeter and lights to warn of accidents. The circuit was changed after the 1936 season and generally rationalised to give smoother corners and less looping sections.



## Montlhery, France

Race Day: July 11th, 1937  
Track Type: Road and high-speed circuit  
Length: 7.8 miles (12.268km)  
Direction: Clockwise

Built by a newspaper tycoon in 1924, the



Linus-Montlhery Autodrome was situated just outside Paris and featured two distinct sections, a high-speed circuit and a road section covering over 7.7km. By the 1930s the design of the track had changed considerably emphasizing endurance and driver skill and not just speed.

## ***Pau, France***

Race Day: July 25th ,1937

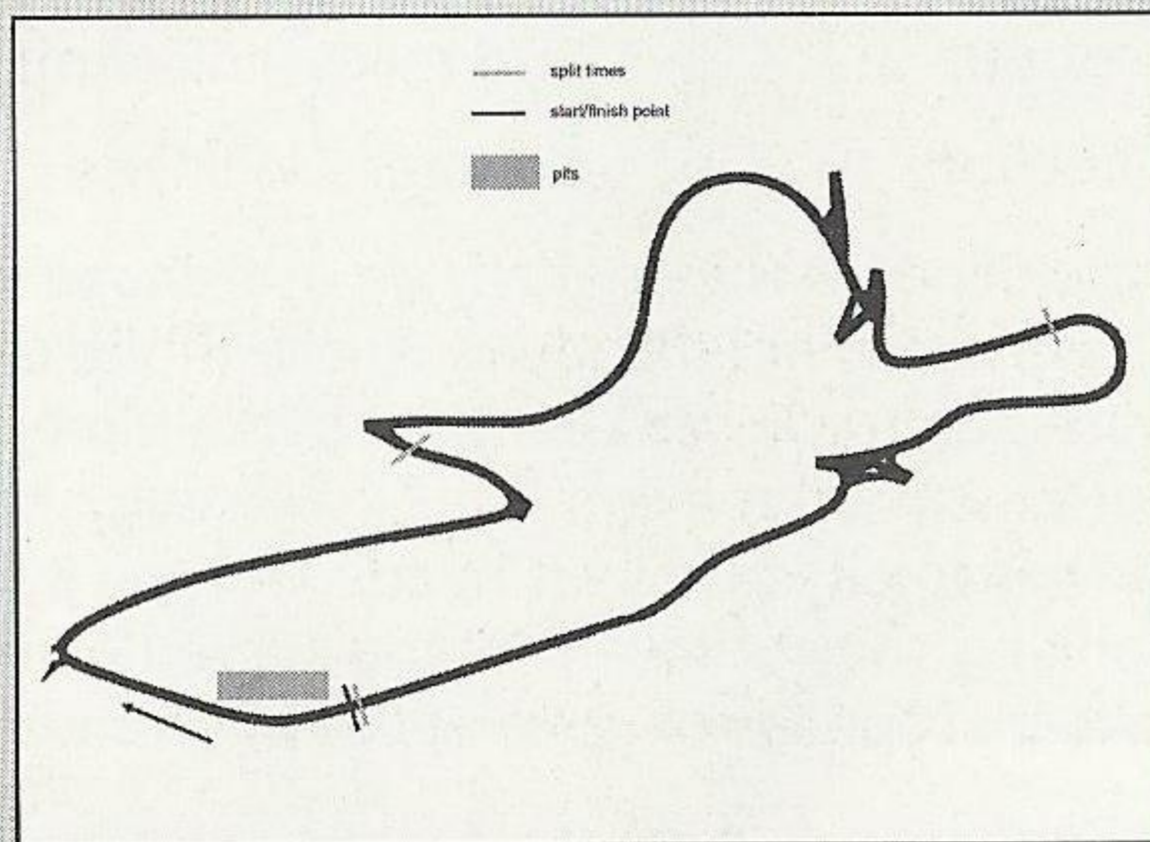
Track Type: Street circuit

Length: 1.72 (2.758km)

Direction: Clockwise

Built in 1933 to replace the original track which had been used as the venue for the 1930 French Grand Prix, the new circuit was a street race (like Monaco) set in the center of the town's business district. It was

a drive through tight streets following the edge of the municipal park and passing in front of the famous Casino. Being a short track it became a great event for spectators with plenty of action at Buisson and Lycée.



## ***Donington, England***

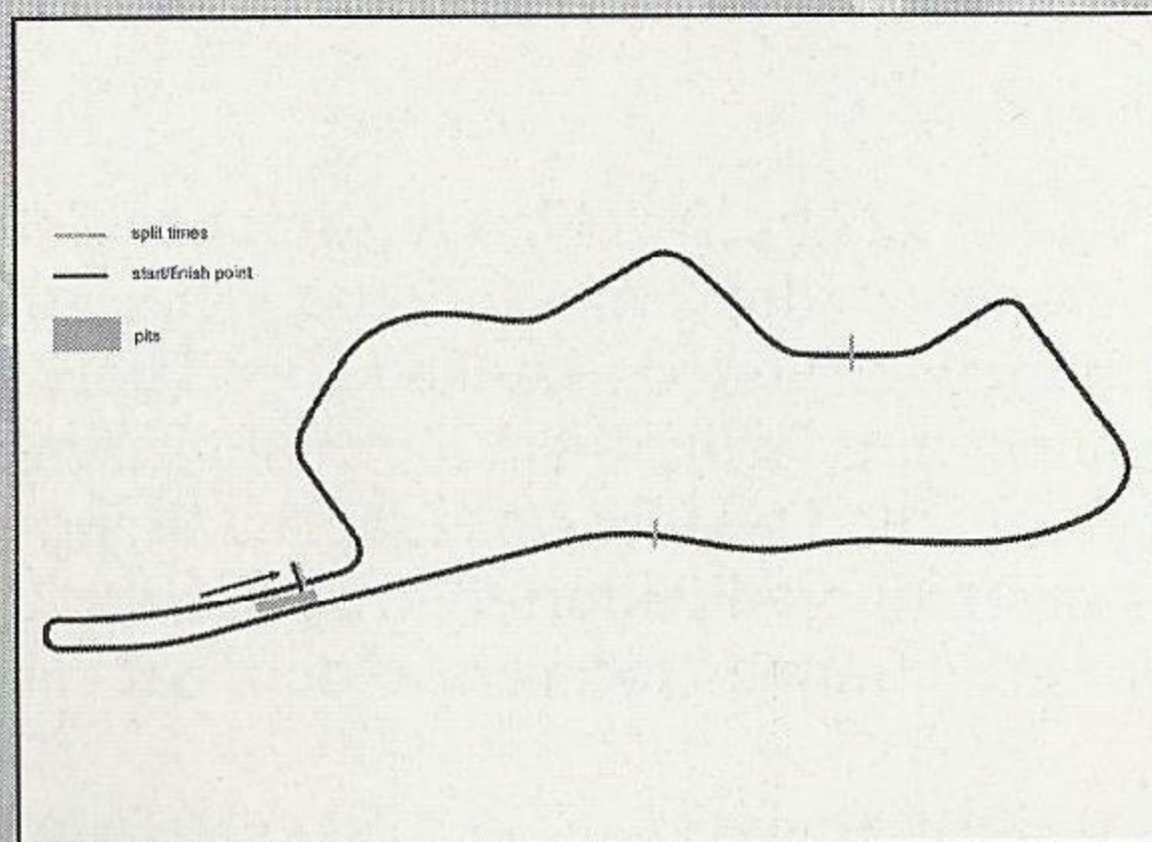
Race Day: August 8th ,1937

Track Type: Road Circuit

Length: 3.125 miles (4.309km)

Direction: Clockwise

The first road racing circuit built in England, Donington boasted an international line up in 1937 with the European teams having to make channel crossing for the first time to get to an event. British fans had heard about the fantastic German cars (Mercedes and AutoUnion) and were treated to an awesome display of deafening noise and brute power.

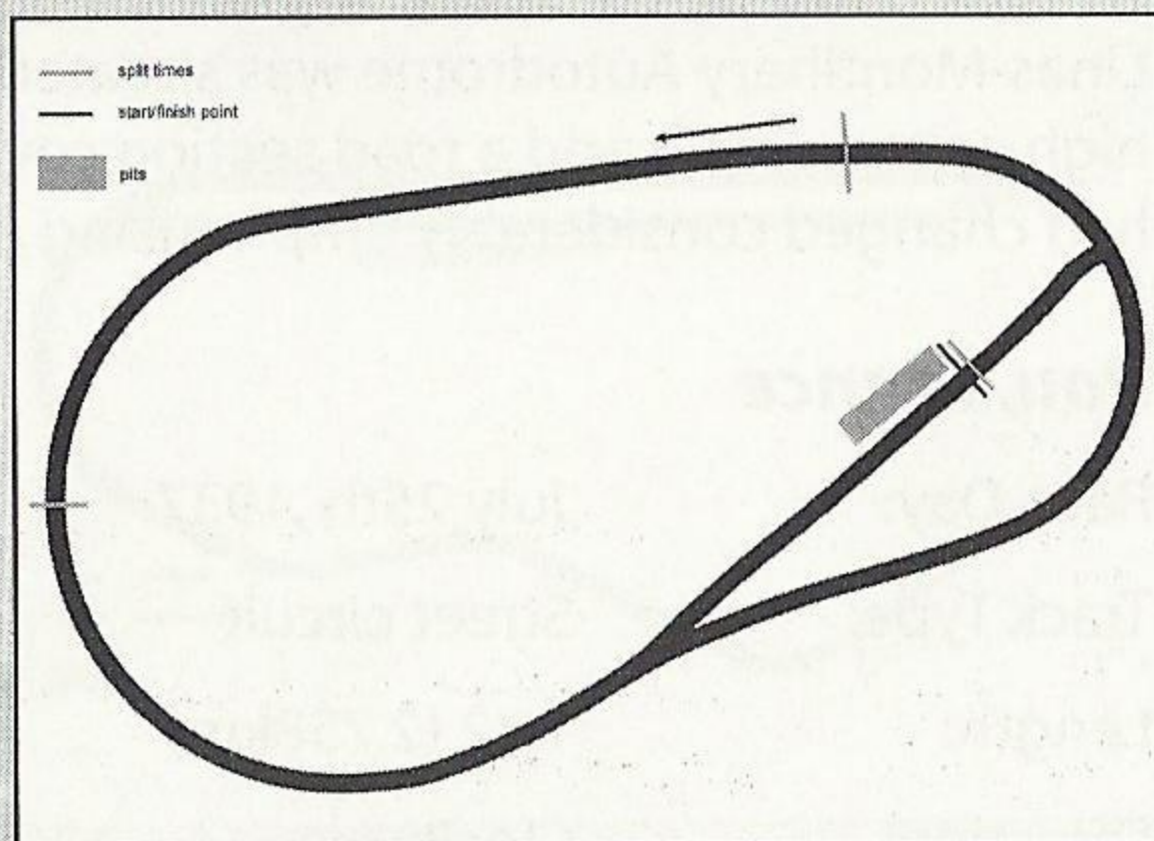


## ***Brooklands, England***

Race Day: September 12th, 1937  
Track Type: High Speed Circuit  
Length: 2.75 miles (4.236km)  
Direction: Counter-Clockwise

Brooklands was essentially an oval shape with a pits straight running diagonally through the center of the track. The track was changed several times to make it a better spectator event. The circuit ran parallel to the railway track as the cars headed for the Byfleet

Banking, the shallowest of the curved banks – 100ft wide and 20ft high- that allowed cars to take it at speeds of up to 100mph. This was followed by the more dramatic Members Banking.

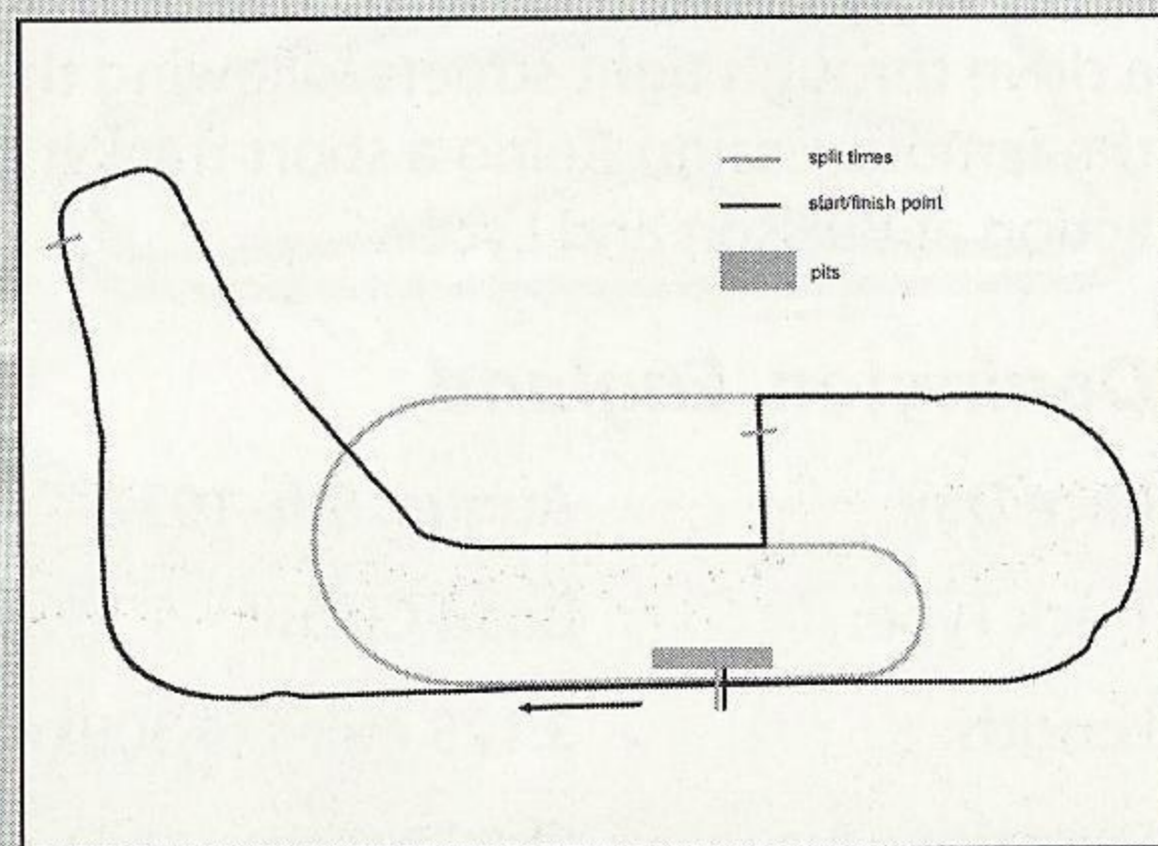


## ***Monza, Italy***

Race Day: September 26th, 1937  
Track Type: Road and high-speed circuit  
Length: 4.35 miles (7.141km)  
Direction: Clockwise

Built in 1922 by the Milan Automobile Club in the old royal park in the town of Monza just north of Milan, the circuit included a banked speed bowl with 13 grandstands facing the main straight. Among drivers, its reputation was for close slipstreaming and in 1934

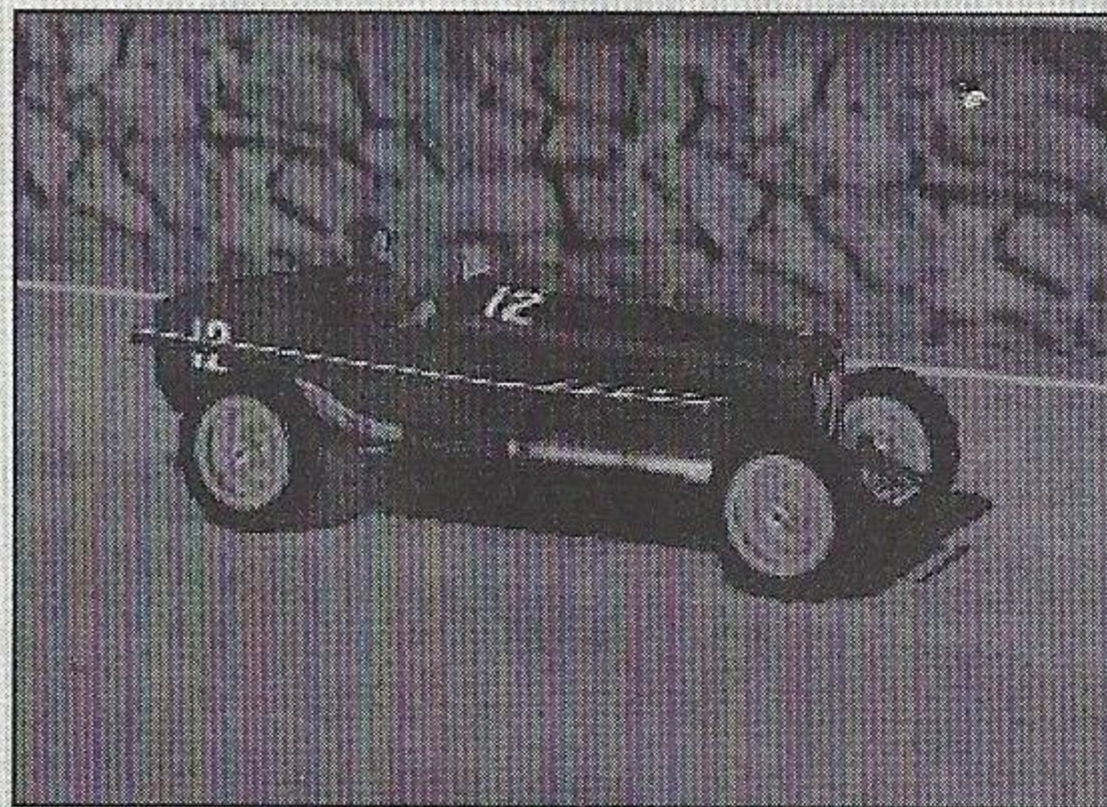
it was temporarily shortened by the addition of new chicanes to make it harder for the powerful German racecars to dominate and to benefit the Italian racers.



# The Cars of the Era

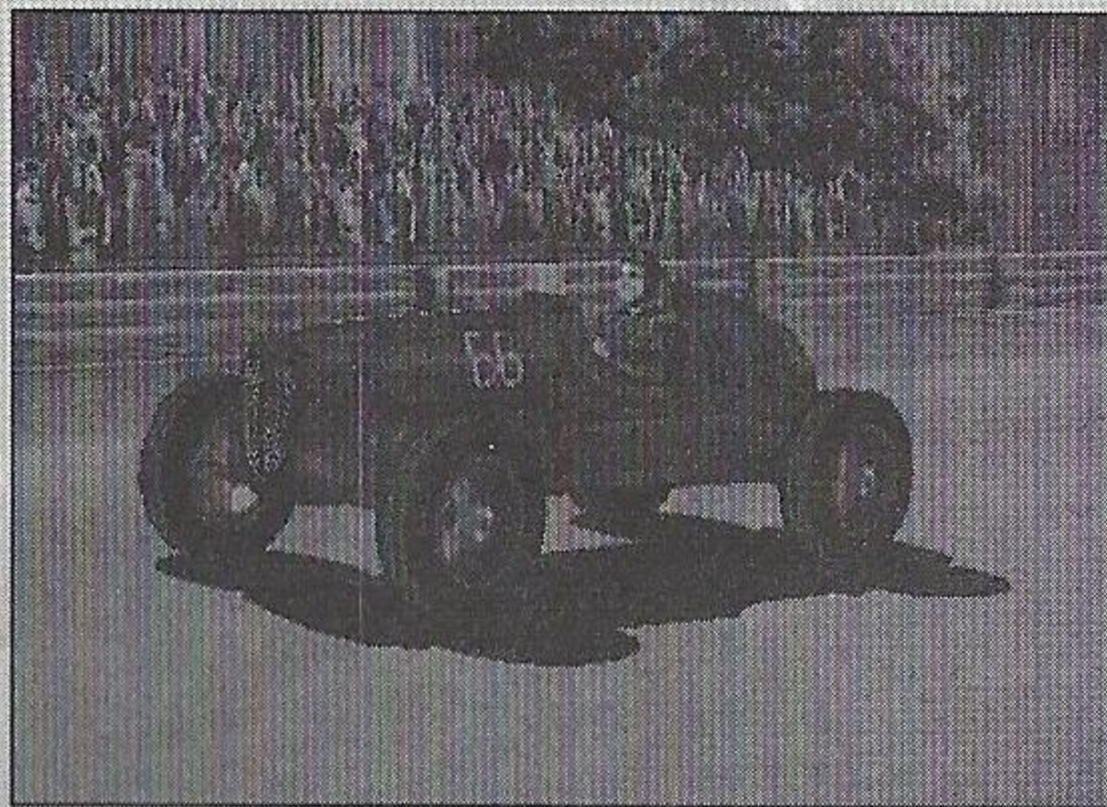
## *Alfa Romeo P3*

Designed by Vittorio Jano, one of the greatest racing car engineers ever, the P3 Monoposto was the first single seat racer. With an eight-cylinder engine built in two, two-cylinder blocks (each fed by its own supercharger), it could easily produce the ideal low-speed torque. New twin drive shafts to the back wheels allowed the driver's position to be lowered into the chassis instead of being perched up above it. The P3 won five major races in 1932 but its greatest moment came when, driven by the legendary Tazio Nuvolari and with a 100bhp handicap, it won the 1935 German Grand Prix at Nurburgring, beating the mighty Mercedes 125s and Auto Union Cs in front of leading government officials.



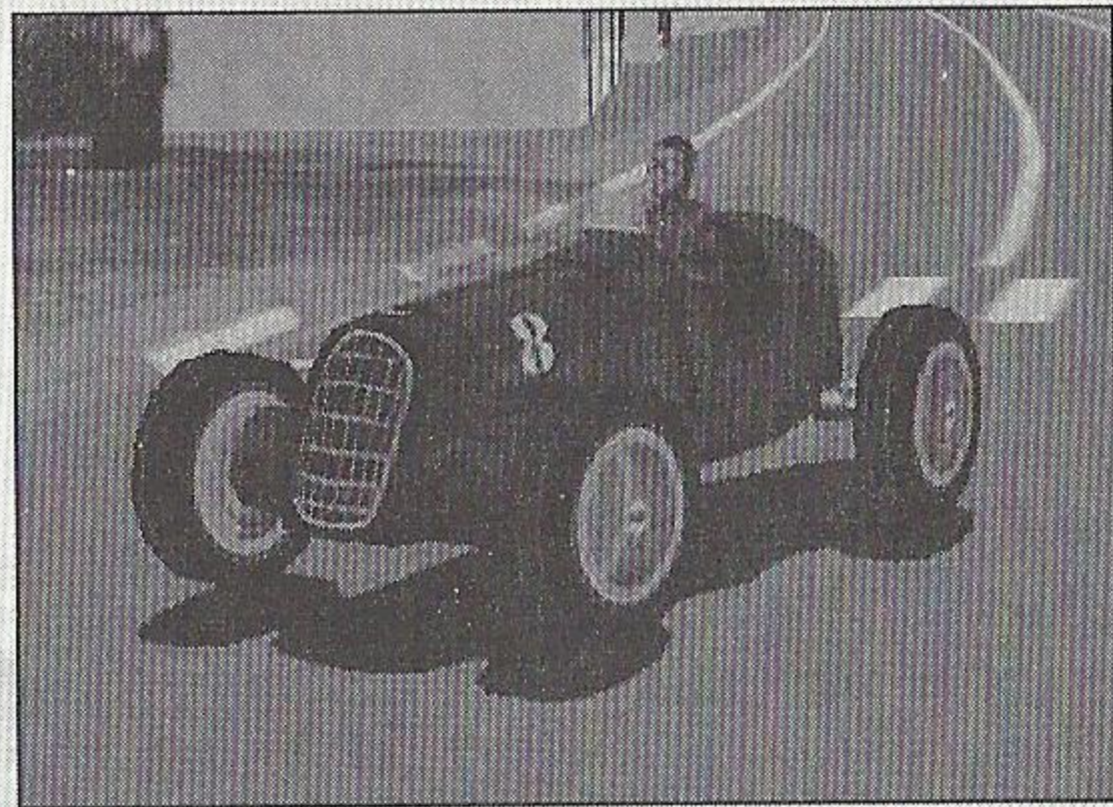
## *Alfa Romeo Bimotore*

In 1934 GP racing was dominated by German technological might in the shape of Mercedes and Auto Union Grand Prix cars. Alfa Romeo wanted to regain their superiority and asked Scuderia Ferrari to build a super car. Long-time Ferrari designer Luigi Bazzi, designed a special chassis that carried two 8-cylinder engines that were placed in front of and behind the driver. The differential was located in the middle with power supplied to the rear wheels through twin drive shafts in a "Y" format. The Bimotore were raced in Tripoli for the first time where they finished fourth and fifth, and at Avus a Bimotore finished second. In addition to the two engines the Bimotore had other new features, including a gearbox with three forward speeds; a central steering wheel; independent suspension and two lateral fuel tanks (a feature still used today). The Bimotore failed to rival the German cars because it used far too much fuel and wore out tires too easily resulting in very frequent visits to the pits.



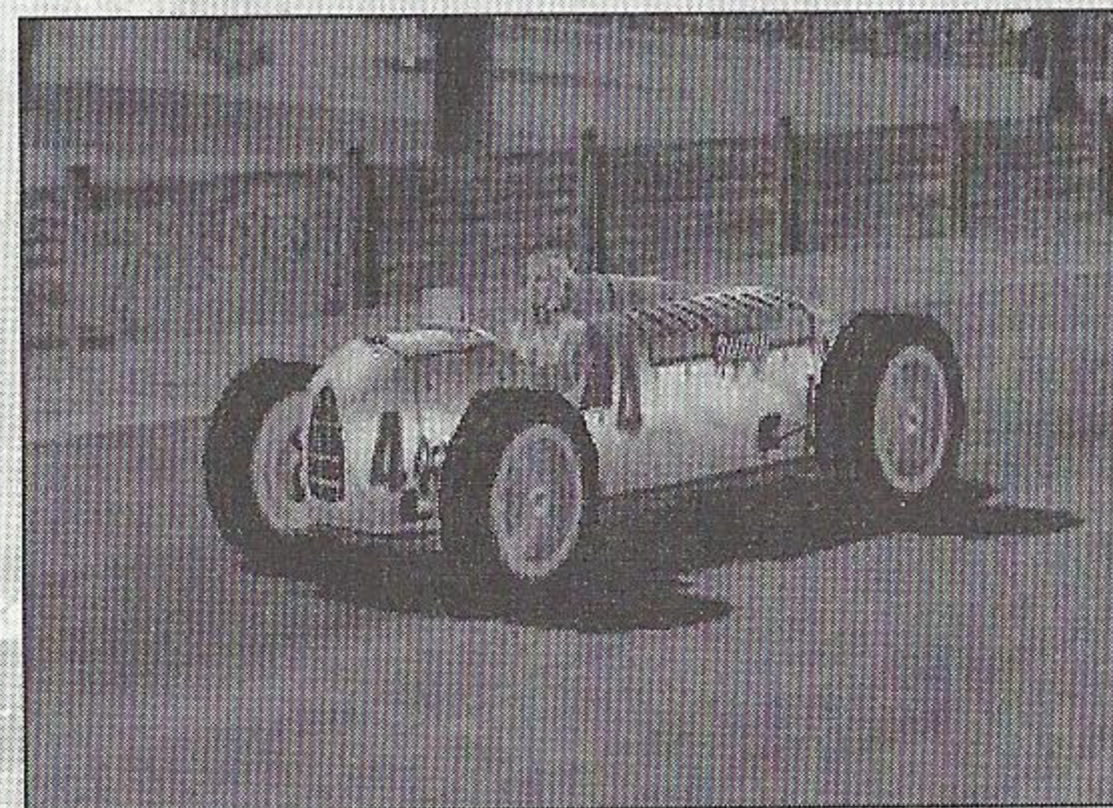
## ***Alfa Romeo 12C***

After the success of the Bimotore in matching the German cars in terms of speed, Alfa designer Vittorio Jano designed a car for the 1937 season intended to beat the Auto Unions and Mercedes on the more technically demanding Circuits in the calendar. The 12C was the first car to have trailing front suspension and swing axle rear suspension. The subsequent handling advantage resulted in a 12C winning the inaugural race at the Roosevelt circuit, Long Island.



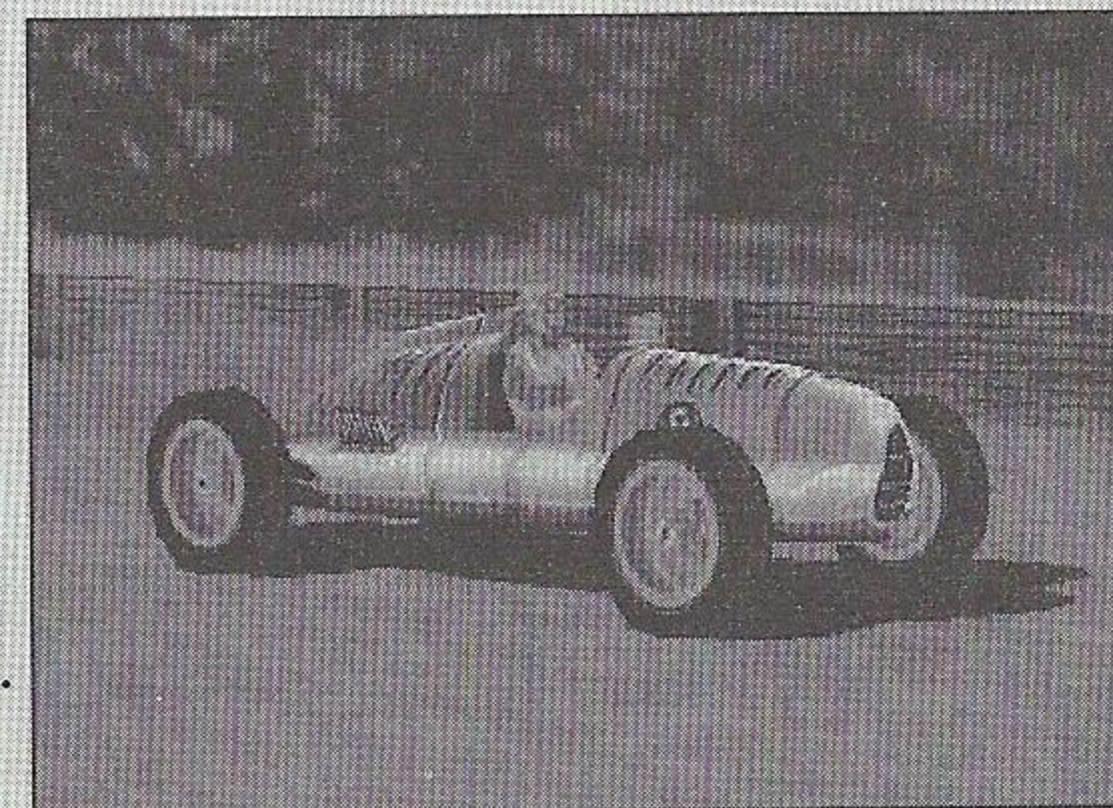
## ***Auto Union Type C***

Designed by the legendary Ferdinand Porsche, this racer had a V-16, six-liter engine. It had two cylinder blocks set at an angle of 45 degrees with a single overhead camshaft operating the 32 valves and could provide the racing car ideal: optimum torque at low engine speeds. Suspension was fully independent and the body streamlined using rigorous wind tunnel testing. Although difficult to handle, the Type C gave tremendous acceleration and could even wheelspin at 150mph! This car, driven by the legendary Rosemeyer was to be dominant in the 1936 season.



## ***Auto Union Type D***

The Type D was an update of the Type C, which conformed to the new formula standards of 3 liter supercharged, 4.5 liter unsupercharged. The car employed two side fuel tanks and a smaller central tank, allowing the driver to be seated further back.



**20** The balance of the car was improved by replacing



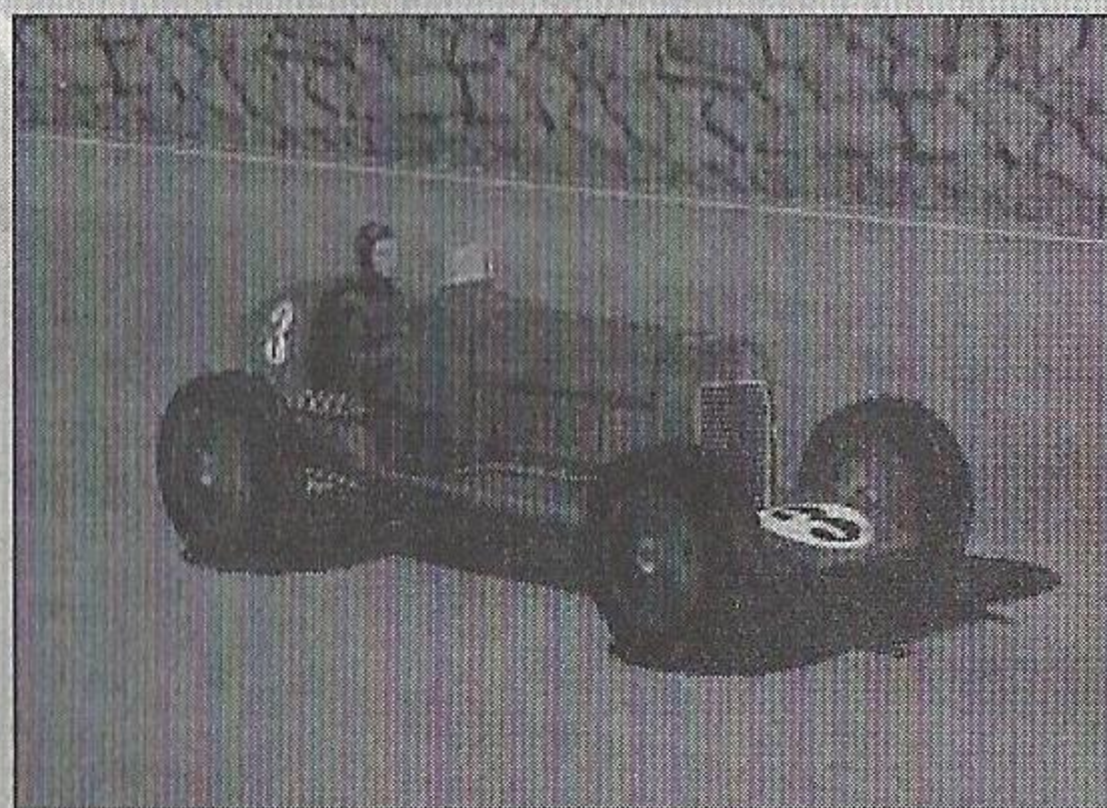
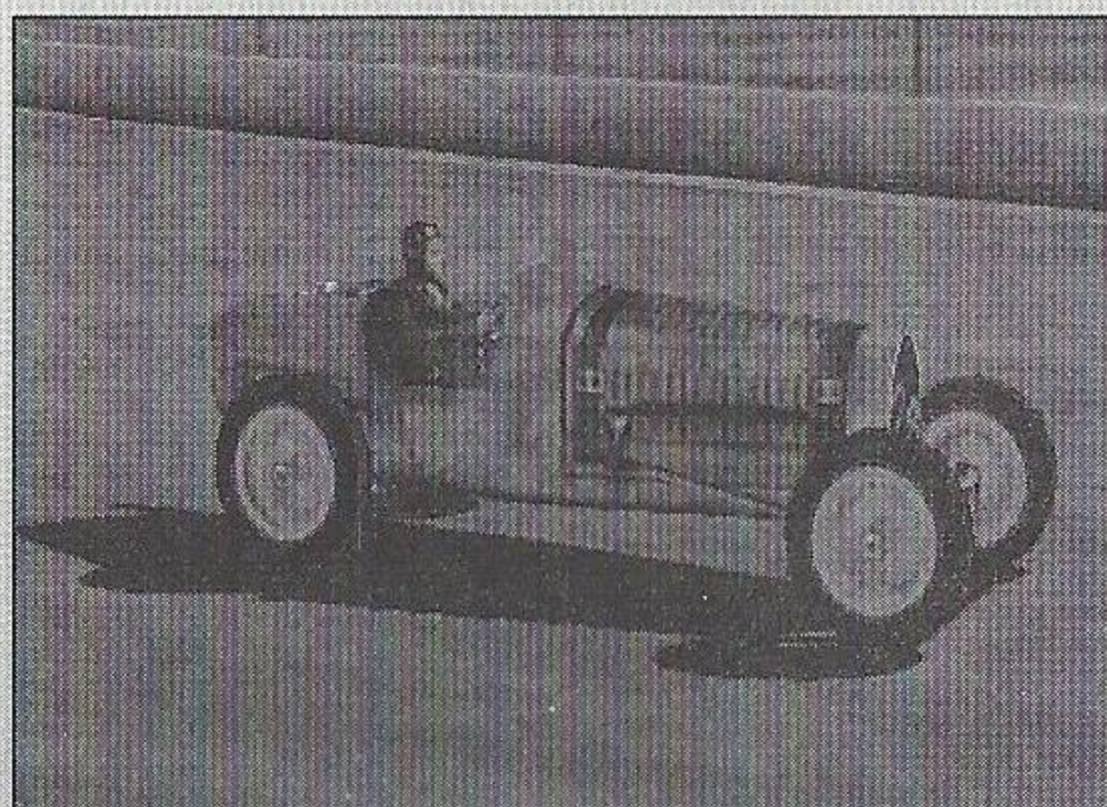
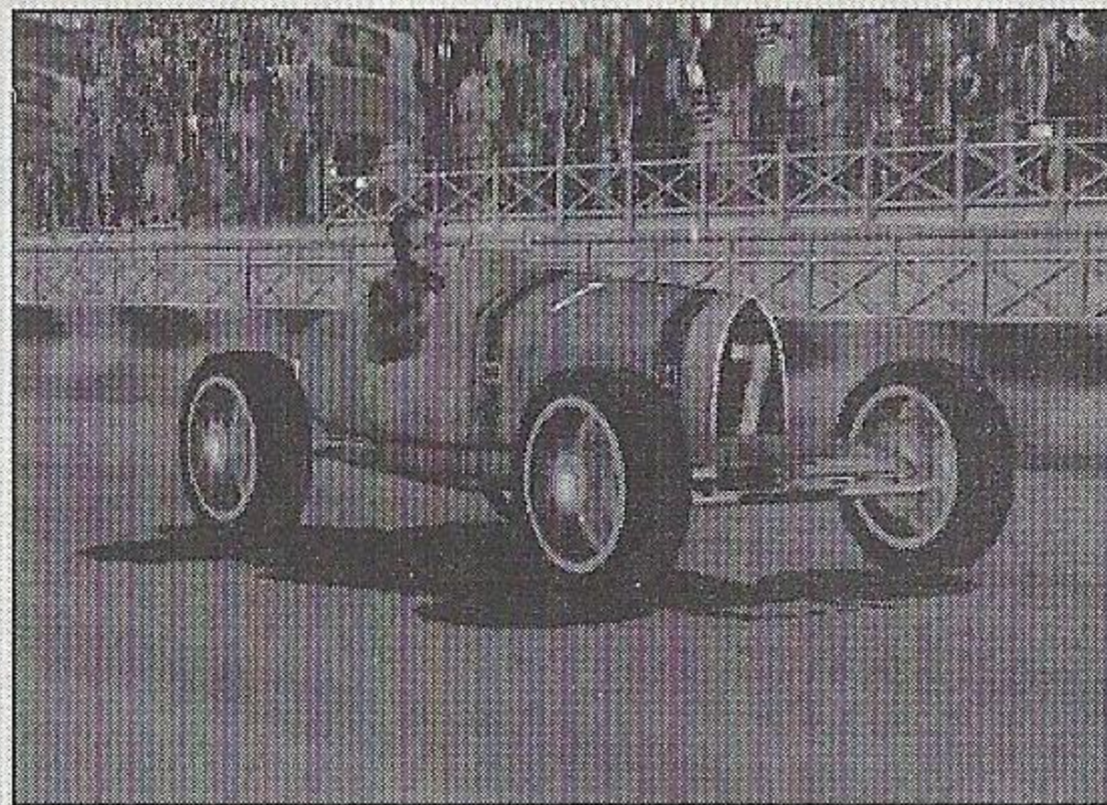
the Type C's V16 engine with a V12, decreasing the amount of weight behind the cockpit. This resulted in increased stability through fast corners.

### ***Bugatti 35B and Bugatti 59***

Originally designed by Ettore Bugatti in 1924, the Type 35 was modified between 1927 and 1931 into the Type 35B and then dominated racing throughout that period. Four hundred Type 35s were built and were raced over this period. These 'blue cars' rightly got the reputation for being ready to race 'straight out of the box'- such was the quality of their build workmanship. The one drawback was that Bugatti was slow to incorporate any other racing developments that were not created in his own factory. When other manufacturers introduced hydraulic brakes, he continued to use cables and, when one of his customers complained about the lack of braking power, he is quoted as saying, "I make my cars to go, not to stop!" The Type 59 was a more powerful version of the earlier Bugatti models designed with a fuel tank in the passenger seat space.

### ***Duesenberg***

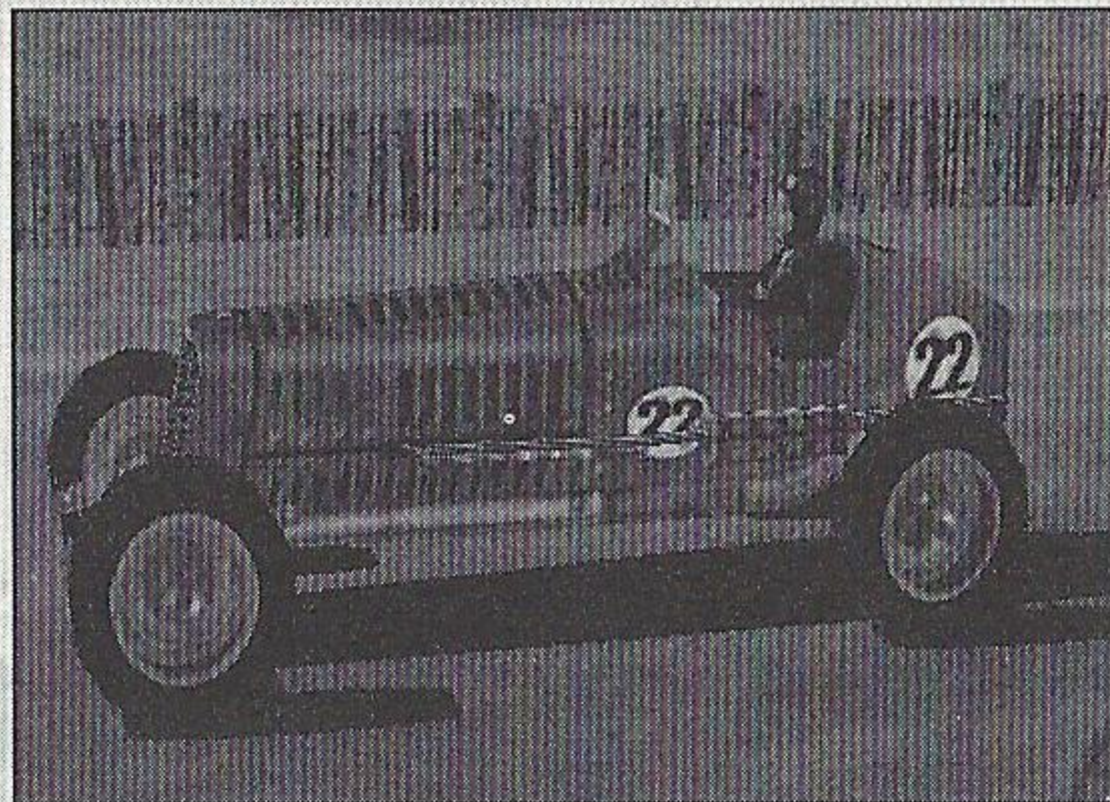
Duesenbergs were powered by a 24hp flat-twin and were raced for the first time in 1914 in the Indianapolis 500. In 1920 they had greater success when Duesenbergs came in 3rd, 4th and 6th. In 1921 they were entered in the French Grand Prix and, although dismissed by the European teams, they came in 1st, 4th and 6th, beating the best that Europe had to offer. Jimmy Murphy became the only American driver in a car built in the United States to win the French Grand Prix. He later bought the car, had it re-engined with a Miller and called it the 'Murphy Special'. In 1922 he won the Indianapolis 500, but Duesenbergs, which took 8 of the top 10 positions dominated that race.



## **ERA Remus**

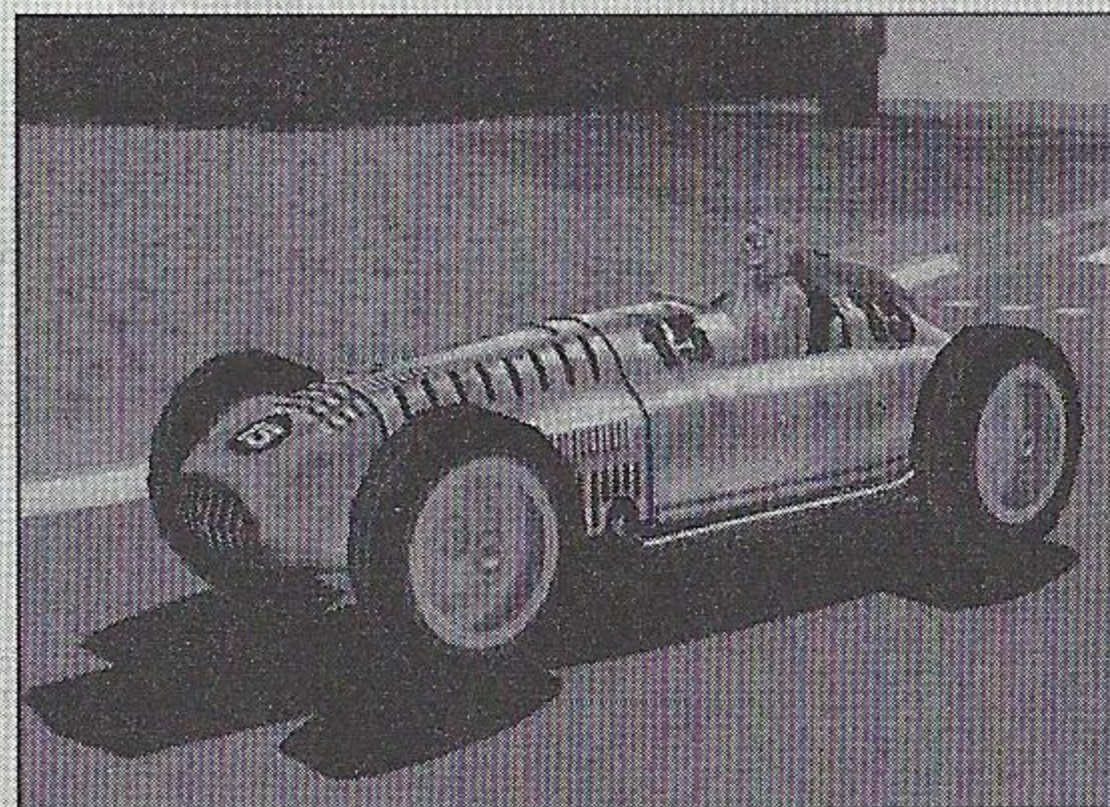
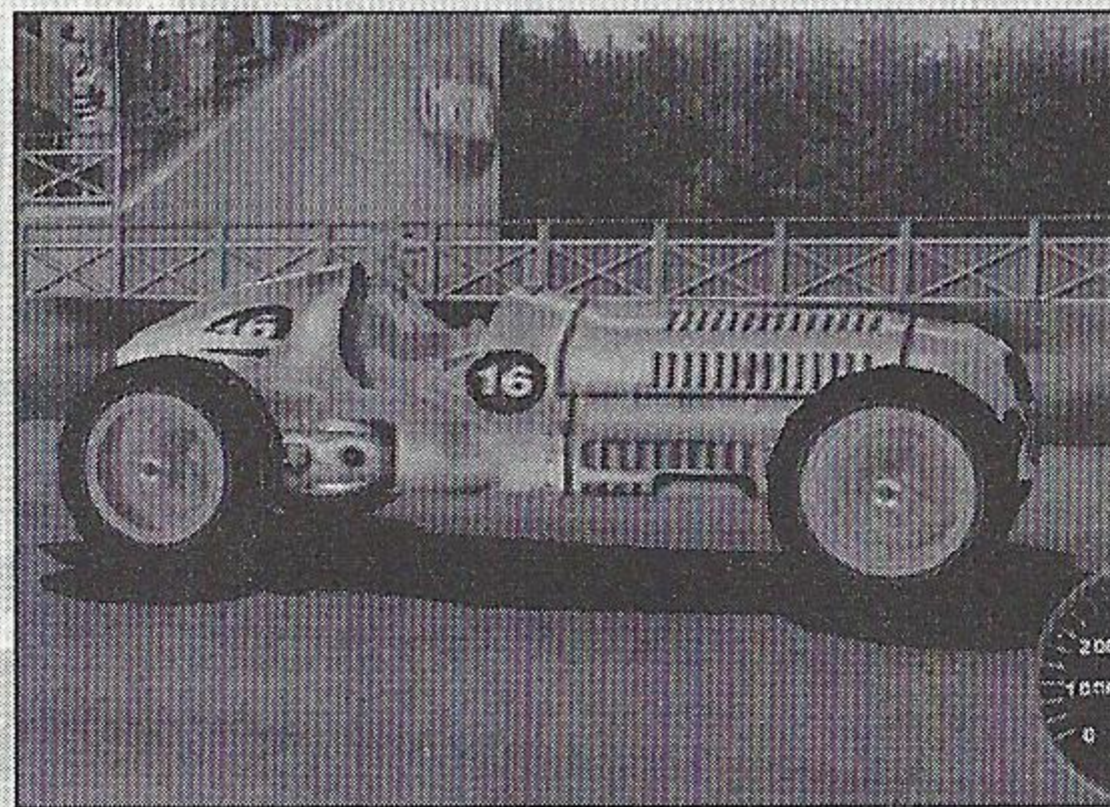
The Remus was built by English Racing Automobiles in 1936 in a small works in Bourne, Lincolnshire. It was ordered by two Thai Princes and was their second ERA (their first was called Romulus). The Remus was fitted with a supercharged 1500cc engine and can accelerate from 0 to 60 in under five seconds.

The ERA Remus was a British made racer that was purchased by individuals and raced competitively. The car featured in the game has the national racing colours of Thailand (yellow chassis and light blue body).



## **Mercedes Benz 125 and Mercedes Benz 154**

Rudolf Uhlenhaut, in charge of all racing development at Mercedes, personally tested all the cars to understand all the problems that could arise in racing. He discovered that the original Mercedes W25 chassis was very weak. Springs were extremely stiff and there was very little movement of the axle against the frame. In one test session he lost a rear wheel traveling at top speed along a straight and the car continued as if nothing had happened (like driving a motorcycle and sidecar). This made him rethink the complete design. Uhlenhaut was to make the 125s and 154s THE racing cars of Thirties: softer front suspension was introduced, the supercharger was modified to draw (not push) air through the carburetor and engine size was increased without significant gain in car weight. These were supreme racers.



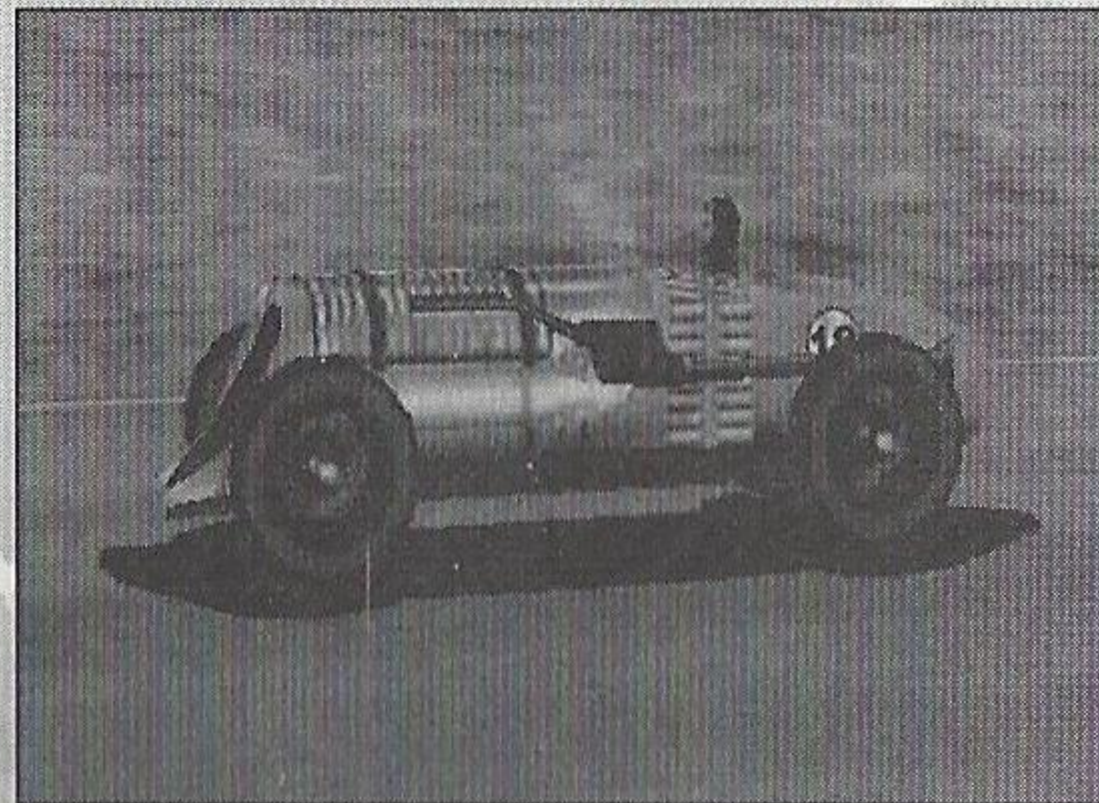
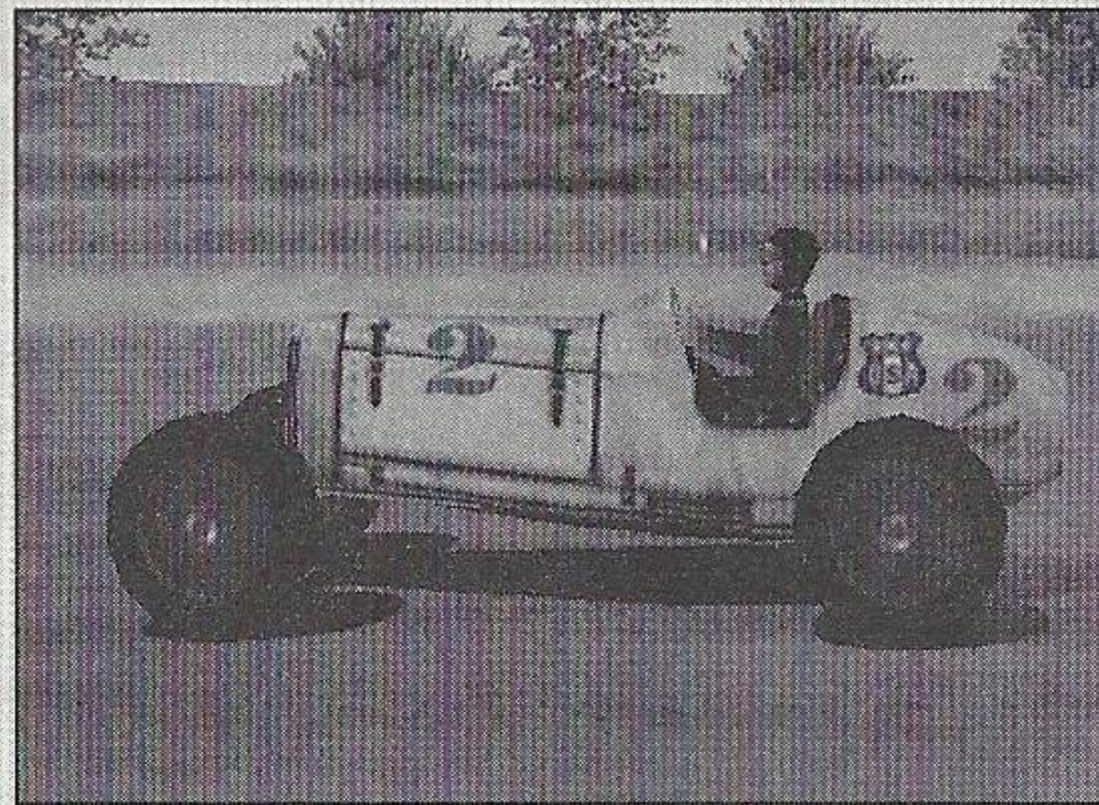
## **Miller**

The Miller 91 ('91' was the 1.5 liter engine converted to cubic inches) was designed and built by Leo Goosen, Fred Offenhauser and Harry A. Miller. The Miller 91 was a single-seater racer, which influenced all future construction throughout the world. The 91's straight-8 engine was made up of two cast-iron blocks of four cylinders with hemispherical heads and two valves per cylinder actuated by dual overhead camshafts. The centrifugal supercharger worked best at the American high-speed oval tracks.

At their best the engines produced 167bhp per liter taking the car to over 171mph. The car set new five and ten-mile world records at Montlhery, France in 1928. Other manufacturers would soon copy the design of the Miller overhead cam, especially Bugatti for the Type 51.

## **Napier-Railton**

A 24-liter Napier aero-engined racer designed by Reid Railton, this car could hit 168mph and still holds the Brooklands Track outer circuit record, driven by John Cobb in 1933 at 143.44mph. Built specifically (and for a small fortune) to break lap and endurance records, this amazing car weighed 1.5 tons and could pull 2 Gs on the Brooklands banking at 130mph. As a racer it was hampered by heavy fuel and tyre use.



# HINTS & TIPS

- Spirit of Speed is an attempt to recreate the actual feel of old time racing. The handling on these old racers is primitive, to say the least. Take some time in Practice mode getting used to the way each car handles. It will save you a lot of frustration when going up against actual opponents.
- Watch your oil levels. Late 1930's racing cars run pretty hot, and use plenty of oil. Talk about viscosity breakdown!
- Watch your tire wear! Some cars burn serious rubber, especially when wheel spinning. Without decent amounts of tread, you'll find your car's handling will go a bit wild. Take a trip to the pits if this happens.
- You may find that you are up against what appears to be invincibly fast opposition. Don't worry, they'll more than likely have to make more pit stops than you...then it'll be your chance to sneak into the lead!

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