AXELERATOR
A racing simulation

Developed by SYNETIC
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WHO DID THIS?

Credits

INITIATION

Ralf ”Stunt Car” Kleinegräber

CONCEPT & DESIGN

Jürgen ”Indycar” Kersting
Andreas ”Jamming Brakes” Leicht

PROGRAMMING

Michael ”Drifting” Bittner
Yusuf ”Mister AB&C” Aydin

GRAPHICS

Carsten ”Loaded Weapon” Holtmann
André ”Harley” Kröker
Renate ”8000 RPM” Langenkämper

MUSIC & SOUND EFFECTS

Olaf ”Jazz” Georgi

TESTING

Marc ”Crashing” Scheuffler
Kai ”Heli” Erwig
Toralf ”Battle” Heidel
Udett ”Unleaded” Schaffrath
and of course the SYNETIC-TEAM

MANUAL

Jürgen ”Indycar” Kersting

TRANSLATIONS

Sylvia ”Nitrobooster” Sutton
Bob ”Don” Streppone

PACKAGING

Andre ”Harley” Kröker
Renate ”8000 RPM” Langenkämper

MARKETING

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SPECIAL THANKS

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VERY, VERY SPECIAL THANKS
TO YOU
FOR THE PURCHASE OF
AXELERATOR

What Does One Find Where?

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What Do You Do With The CD?

INSTALLATION AND SETUP

ATTENTION!

AXELERATOR is a program exclusively for Windows95 or WindowsNT 4.0 or higher. It won't work on operating systems like MS-DOS or OS/2.

Fasten Your Seatbelts!!!

Preface

Where is the thrill? Where is the adventure? Does it fascinate you enough to drive a million dollar sports car with over 190 mph around the curve and maintain the ideal line? Do you love excellently planned and timed pit stops? Do you like new and flat asphalt lanes? Are you an advocate of fair play? OK then, my friend, you are in the wrong place. Here you'll find thrills, and adventure, and probably more than you can endure.

At AXELERATOR**.** you will ask yourself the question, can you handle the car or will the car handle you? Having 350 HPS under the hood, you're demands for ABS and anti-skid systems will go unheeded with the roar of your engine.

A very beautiful six-lane race-track? Forget it! At AXELERATOR you drive tracks that are so narrow, that there's not enough room for your car's shadow. Some bicycle paths are even wider. The fun begins when the aerodynamics of the "spoiler" keeps you low to the ground, but the danger lurks with potholes, ski jumps, loops, narrow passages and other obstacles. These, and the eleven other hardest race-tracks of the world are there to defeat you.

If you get sweaty palms, put the manual aside so the pages won't stick together.
At last, yes, the opponents. Nice sympathetic boys and girls with long scars and spiked leather gloves should not scare you. Don't be disturbed by the insane expression on their faces and that faraway look in their eyes as long as you're brave enough to stay in last place. They want to win, well good. That's no problem just as long as it doesn't disturb you that they will use all their nastiness and skill. You can still win. Expect them to throw everything in your path, tire slashers, nails, mines, oil slicks, and finally the nice, "Fiery Old Lady Miss Ile".

Still interested in earning your livelihood on the dusty tracks of AXELERATOR? We have warned you. Don't whine and complain later. Let us hope, that you have the necessary octane rating in your blood to make this race. Let's start!

A hint between friends:
If after this game you dare to drive on the street, make sure you carry your driver's license where it can be seen, otherwise no one would believe you have one.

”Ladies and Gentlemen!

Welcome to the thoughest racing league in the world.”

Gentlemen! Start Your Engines!!!

The Championship

Do you smell the gasoline and the methanol? Do you hear the gurgling of the engine? It’s now all or nothing. Thirty of the best drivers in the world are ready to sweep you off the track. The championship race, in the hardest league of the world, begins. You must win 12 races in each class to win the championship. To be an all-around AXELERATOR Champion, you must win all three Championships (36 races), one after the other, while your opponents try to demolish you showing no mercy.

There is only one rule: No rules!

No black flag, no disqualification! Getting there is everything. These races used to be illegal. You could only get tickets on the black market for big bucks. It didn’t take long for some re-sourceful theme park owners to recognize the effect these races had on the spectators and organized them in their amusement parks. At the beginning they were harmless races but became harder as time went by. The ”mob” demanded tougher and tougher races to satisfy their hunger. The word ”fairness” disappeared from the drivers vocabulary.
Fun and games! The spectators expect a perfect show for their entrance fees and once they see the cute dolphins and seals they want the shirt off your back. They’re not timid at all and take anything that’s not nailed down. They enjoy eating their popcorn, while the drivers race for their lives. Yet all they can say is, ”nice race”! The theme park owner could no longer leave the races the way they were. Now they have to install some gim-micks like loops, ski jumps and hairpin turns to keep the customers amus-ed.

The Show Must Go On!

And always remember: In AXELERATOR even the ”Top Gun” can crash. This narrow piece of asphalt, the owner calls a race-track, must be shared by eight drivers. However, on the straightaway, which are not so bad, the drivers become claustrophobic as they try to run each other off the road.

Prepare yourself for the start. In a few minutes you will know whether you are made of steel, like the other AXELERATOR drivers.
Drivers are made not born!

And don’t forget: You are not insured!

Identify Yourself!?

Start the Game.

After you have installed AXELERATOR, Bravo! You're ready to earn your first "stripe". Pick your option. Try the easy way and play against a friend or get some real competition and play against the computer.

Let's Start!

Even though typ-ing your name will probably take lon-ger than driving your first race, enter it or any other name that can keep you out of trouble, in the appropriate box. Now you can pick a nickname that best describes your character and will hopefully frighten your opponents. Only your nickname will be used in the game while your other name will be used for statistics, high score, and your grave stone. Now that the other drivers know what to call you, select one of the pictures that best portrays you, so they'll know what you look like. To pick your picture, use the arrows at the bottom of the portrait. Which one are you? In any case you must decide for yourself. For the remainder of your driving career you must run around with this face. Hopefully you've made a good choice.
Included in the price of the game is your "first car", a tuned-up Chevrolet Impala. Naturally, without extras.

With it you should be in the position to roll to the starting line. Hopefully it will get you through the race.

Just like you selected your face, now pick your car design. Select a design that will create some excitement. From your portrait click on the vehicle on the street next to your face and you'll enter the "car dealership" that does the fastest paint job in the world.
Click on the right or left arrow to select the design of your choice. To confirm your selection click on the car itself. The start menu will come up.

Click on the donkey's ear on the driver's license and all your settings to this point will be confirmed.

Drivers! Take Your Positions!

Training and the Race

Ideally, you should first read the chapter about the individual leagues, vehicles and tune-up parts. We know you can't wait, so here's the quickest way to start the race. But if you want to make big bucks, read it all, to know all your options. Promise? Let's continue.

After you've entered your name and have decided the design of your car, you should now find your garage at the race-track, which is your "headquarters". The options in the garage picture, among other things are explained in the chapter, The Best of the Best.

Now you should make your first test run around the track. Click on the slot machine in the middle of the screen. The description of how to control your car is in the **reference chart**, which came with your package. Drive a few laps. Get acquainted with the track and you'll be ready to drive your first race. When you've had enough training turn your car into the service road and press "**G**", which will transport you and your vehicle to the **g**arage.
Ready for the race? Then begin!

Click on the garage gate at the back area of the screen. The start positions are similar to other racing car tracks. Since this is your first race you naturally start in the eighth position. Where you place in this race determines your start position for the next race. The last words you'll hear before the race starts:
"Drivers! Take your positions!"
15 seconds left!
Keep your engine revved-up. If it dies out, press "**E**" and it will restart.

10 seconds!
The large red starting light turns on.
Powerful engine noises rumble over a distance drowning out all others. Again and again the rpm gage needle cuts into the red.
5 seconds!
Over 500 horsepower wait to be released at your discretion. Hold your engine to 3500 to 4000 rpm, to avoid burnout at the start.
4....3....2....1....Start!
Shift into first gear and give it gas. Power from your 64 cylinders roar from the exhaust pipes. The tires try desperately to grab the road and not spin out. Dense smoke clouds obscure the view of those in the rear start positions. Did all the drivers get away ok?
Have any of the front runners stalled their engines? With breathtaking speed the pack rushes into the first curve and hopefully you are in the middle. The first curve separates the ”wheat from the chaff”. It sorts out the winners from the losers. What happens after the first curve is a different story. Clench your fist at your adversaries, and drive as if the devil himself was chasing you. If you can qualify in this race, you will earn more money and be able to improve your car sooner as well as, getting a better position in the next race.

Remarks:
1. Even if you drive with an automatic shift, you still have to put your car in first gear.
2. If you play the game with the option ”REALISTIC START”, you should not shift into first gear too early because you can risk a false start. If you make three false starts you are disqualified.

Take a Break

The Pit Stop

If your car was hit by the tire slashers, or is too close to a break down to continue, drive into the service road and have the worst damages repaired and be fueled at the same time. At 60% damage your car will continually lose power and some parts may not function even after a pit stop.

Where Are The Damn Blinkers?

Instruments in the Cockpit

While it’s hard to believe, even in AXELERATOR the car has instruments to indicate the most important information. If the instruments are not self-explanatory, you’ve bought the wrong game. All vehicle classes will have the same instruments. No matter which view you select, to look out of the car, your instruments will always be visible.

Rock Around The Track!

The Tracks

In AXELERATOR you will find tracks that are very different.
Each year two of the six most famous theme parks of the world host a Grand Prix. But that’s not all. Sometimes the races are held so late that some people are already with the ”sandman”. So it’s best for the drivers to take off their ”cool” sunglasses or they won’t see the tail-lights of the other cars. They can expect to come away with lots of money and plenty of bruises.

Apart from the ski jumps, loops, tun-nels, etc. you should pay atten-tion to the other nasty conditions. For example: shifting sands at CHEOPS DISASTER in Egypt and or the wind-ing roads in WORLD OF MAYAS. Also bumps, ramps and potholes don’t make for a pleasant ride. Isn’t it almost like your daily commute to work? But, you’ll like

the way the track is designed. The course is laid out so the ”pitfalls” allow for plenty of the old fashioned track racing, so any lost time at these obstacles can be made up on the traditional stretches.

Get acquainted with the track by looking at the billboards, and other landmarks that will indicate where it’s best to use your brakes. Yes, in AXELERATOR one must brake also. The crash barrier markings should help you to estimate the curves. Yellow and black arrows indicate very narrow curves, and your left pedal should be used. The right pedal is used on the fast curves, indicated by the blue and white arrows. The Impala can take a fast curve at almost a full throttle. Red and white arrows are for the full speed curves. With the Hellcat you must be careful on these curves if your turbine is on. Ignore tire markings on the track, they could lead you into trouble.

Hoist the Flag!

Flag Legend.

The track officials use flags to inform the drivers of events either in front of or behind them.

Blue Flag

Usually used to tell drivers they are being overtaken by another car. But this is not the case at AXELERATOR, it’s your problem to find that out.

Yellow-Red Flag

Oil on the road. Don’t expect AXELERATOR to warn you about this either.

Red Flag

Race is interrupted. In AXELERATOR races there will only be interruptions when there are no cars left in the race. Then, no one gets a chance to see the beautiful new red flag. Too bad! It was so expensive.

Black Flag with Red Point

Warns about problems on your own car. Unfortunately we have not found an expert, who can recognize your problems. If you have a problem, find out yourself.

Black-White Flag (Diagonal)

The black and white flag will be shown, if unsportsman-like driving is detected. You are right! This flag is entirely unnecessary in AXELERATOR. On the contrary, the driver should be congratulated for his special driving ability.

Black Flag

Traditionally shows when a driver is disqualified.

Therefore it’s never shown at AXELERATOR. !

Remark:

Here is where the exception becomes the rule. If you have chosen the option ”REALISTIC START”, and you’ve caused three false starts, you’re disqualified.

Yellow Flag

Ahh, the patient reader. You can be sure that most of the other readers have skipped over most of this. So, just between us, the yellow flag stands for danger ahead. Therefore, slow down and don't overtake the car in front of you.

But, even though you've been so patient, there still isn't a yellow flag at AXELERATOR.. But now you belong to the minority of those who know this.
Now that we have impressed you with our sheer incredible flag knowledge, you can relax in front of your television and watch any race and know exactly what each flag means. Isn't that wild?

Small comment:
If you really watch the race closely and wonder why the cars drive zigzag, it's because the driver wants to keep the tire temperature up. It's not to collect the dust on the road.

Easy To Loose!

The Leagues and Vehicle Classes

Now that you know what challenges are ahead, it's time to find out what types of cars are available. All cars are equipped with gas and brake pedals at their same usual location. But that's where the similarity ends.
In AXELERATOR there are three classes of cars, which you can use in the race. Each League has specific specifications for both the drivers and cars. The 350 HP Chevy and the 2500 HP Hellcat's strong helicopter turbine are worlds apart. The harder the league gets, the more difficult it is to control the car and keep it on the track.
If you want to make full use of the Hellcat's power on the ramps, you need to apply for a low-altitude flight authorization from your local airport. You may also need a building permit for the long ditch you'll make when you land.
We've saved the best for last. You'll get lots of cash for the following:

Winning the championship
Winning a race
For second and third place.

We're Not in Your League!

MUSCLE-CARS - The Amateur League

The cars in this class distinguish themselves with solid car bodies and dependable engines. This is the right car for an amateur and will help limit your damage if you encounter a crash barrier. It also has a good undercarriage that provides adequate stability and a smooth ride. But it's probably not good enough. Even the Chevy's minimal 350 HP and a sensible use of the gas pedal will help you run a successful race in this league. The "heavy foot" drivers should stay on the German Autobahn.

MUSCLE-CAR-Chevrolet Impala Coup

The Chevrolet V8 engine with maximum 500 HP. It is also equipped with a special Nitrobooster device. The Impalas are very dependable and practically maintenance free. Even begin-ners with a tight budget can race in the AXELERATOR Championships. Driver changes in a race are not common in this league which makes it easier to get used to your opponents during the twelve-race competition. But, unfortunately the prize money is less because most of the fans prefer the Hellcat League.

Technical Specifications

Basic Model : Chevrolet Impala Coup

Engine : Chevrolet
Year : 1958
Cylinders : 8
Piston Displacement : 7030 ccm
Performance : 350 HP basic / 500 HP in the BULLDOG version
Tune-up : Turbocharger
Top Speed : 140 mph (basic)
Specialties : Beefed-up Chassis, equipped to install a Nitrobooster
Price: **: $46,000 (basic)**

The drivers in the Muscle-Car-League still maintain some instinct for self-preservation. Therefore it's unlikely that there are any "suicide drivers" among them. You'll also find, in this league, that there are drivers who really don't care if they win. So, please don't cover your windshield with any stickers and be blindsided. Perhaps you should reconsider your decision to compete in AXELERATOR and stick to TETRIS. The Muscle-Car-Class is the basic league in AXELERATOR and there's no way around it if you want to become champion in all the leagues.

Fires Under the Seat!

STREETSHARKS - The Professional League

You drive in this league with a Ford Mustang EXTREME using a highly tuned-up 7 liter Ford engine. Attention! Overloading the engine could cause an explosion. The solid undercarriage holds a firm grip on the road and provides dream-like speed around curves but can't prevent backaches.

STREETSHARK-Ford Mustang EXTREME

The Ford Mustang MACH I is the dominating sports car in this class.
It's bulldog-like 8 cylinders provi-des, even in the basic version, almost 400 HP. But on the racetracks you'll seldom find any with less than 600 HP. The Turbocharger must be utilized to it's limit to get this type of performance. Always keep an eye on the rpm's because an engine explosion could turn your Mustang into a glistening fireball. Then you'd know what a comet must look like.

Technical Specifications

Basic Model : FORD Mustang MACH 1
Engine : FORD
Year : 1972
Cylinders : 8
Piston Displacement : 7030 ccm
Performance : 390 HP basic / 800 HP in the EXTREME version
Tune-up : Turbocharger
Top Speed : 160 mph
Specialties : Beefed-up Chassis, equipped to install a Nitrobooster
Price: **: $66,000**

In these leagues you will only find top professional drivers, who haven't gone completely insane yet. While they may leave you with a false impression, they are still using a lot of brain power. So, if you're driving in this class, give it some thought before you try to get too arrogant. But, that doesn't mean there isn't any aggression. However, car body battles in this class are rare because drivers count on their driving skills, more than stability of their car. However this will change in the future. What was your nickname again? "Driving Obstacle"? And always remember a Ford Mustang is not a grasshopper, and the lowered car body suffers from wild jumps off some ramps and must be

completely replaced before the next race. But this should be a small problem. If you should happen to break your jaw on the steering wheel, don’t expect your pit crew to care for you. Your significant other can do that. Winners in this league can then go on to the toughest one.

Only Flying is Better

HELLCATS-The ”Death” Trophy

V8 with 600 HP and a helicopter turbine with over 2500 HP for sprints.
Driving a Hellcat is not for beginners. But if you suffer with chronic overestimation of your capabilities, this car is for you! We have warned you in any case. This class is only for pros, who take the words ”mentally deranged” as a compliment. Between insiders, these drivers are believed to have sold their pain away. Hellcats are unpredictable. Without using their turbine they don’t even have enough power to overtake a Muscle-Car. Two engines are heavier than one. If you now say you knew it, you are already a powerful step ahead of most other drivers. But what a headache when you turn the turbine on. Drivers who are not physically fit could suffer blackouts from this powerful thrust. If you see spots before your eyes, it is not caused by this program.
Give up your beer and potato chips, go to the spa, work out, and start again later. Like a mob at a winter clearance sale, the Hellcat rushes forward and goes out of control. Each turn of the steering wheel becomes an unknown adventure. The most important rule of thumb for driving with a turbine:

Do not sneeze - Do not cough - do not breathe!

HELLCATS-SYNETIC Prototype Hellcat V2

Even the tuned-up STREETSHARK couldn’t stop the attendance from dropping off. So the Hellcat was introduced. In this league the Hellcat is ”flown” more than driven and has many loses and driver replacements. Most drivers quit this league because they run out of money. Therefore, save your win-nings from the other leagues and don’t spend too much on other equipment. The demands on your driving skills are tremendous. It is hard to master a 2500 horsepower engine.

Technical Specifications

Basic Model : -
Engine : CHEVROLET
Turbine : HUGHES
Year : -
Cylinders : 8 (standard motor)
Piston Displacement : 7200 ccm
Performance : 600 HP CHEVY / 2500 HP HUGHES TURBINE
Tune-up : Turbocharger for CHEVROLET motor
Top Speed : 190 mph
Top Speed w/Turbine : 300 mph
Price : **$230,000**

As you see, a Hellcat is a vehicle only for absolute pros. We have no further comment. If your fate ends in a pile-up there’s no help. At speeds of over 300 mph most cars will be destroyed and drivers killed. Hellcats are considerably expensive to purchase and repair. If your car is ”totaled” the driver could be ruined financially and can no longer compete in the championship. To save you the frustration of being consistently in bankruptcy, you’ll get a new

Hellcat with each loss. However we keep the tune-up parts you installed in order to cover the disposal costs. Scout's Honor! Every day a good deed.

Point For Point!

The Scoring System

The scoring system in AXELERATOR as you would imagine, is completely different than any other racing championship. To increase the profit margin at the theme parks, each championship has twelve races. Six races are held at the same park over a two-day period with no assurance of the time of day they will be held. If your monitor is dim the race is being held at night. All races are held on weekends. This assures great amounts of popcorn and coke consumption and large profits. Did you ever think you could create so much income? Too bad it doesn't go into your pocket. As you go along you will earn points if you're one of the first six cars crossing the finish line. Each time you win, more points will be added to your scorecard.

Distribution of Points:

Placement:	1	2	3	4	5	6
Points:	10	6	4	3	2	1

You also receive a point for the fastest round. At the end of a champion round (12 races), if your total score is the 1st. 2nd. or 3rd. position you automatically qualify for the next higher league. But, even if you have qualified for a new league, you don't have to enter it if you don't want to. You can stay in the same league and still earn more points before you trust yourself in the next higher one. In the garage screen, click on the old box with all the trophies, and you can get an update on all the scores. You'll probably find your name near the bottom of the list.
If you're better than you expected, you'll earn some money and get a few pieces to help complete a puzzle.

Humm?
Yes, puzzle pieces.
Why?

In the first place it is a great intelligence test. All drivers in the AXELERATOR League must prove that they can put things back together.
On the other hand we want to improve the educational level of the game. Since we know you won't do anything without making a profit, you'll earn a bonus for a finished puzzle. You'll be surprised. Let's see what you'll get.
On the back of the completed puzzle, there will be special information about your future career in the next racing season.

A Last Chance!

Expulsion

As you know, in order to get into the next higher league you must place first, second or third in the total scoring of the previous championship. Too hard? We'll give you a second chance. The Expulsion.

Drivers who finish in the fourth to sixth place in the total scoring of a championship, can still have the possibility of getting into the next league. They can participate in one qualification race on the first track of the new league. If your lap time is below a predetermined time you can play with the big boys. There's no way to cheat!

Remark:
The cars in the different leagues are not the same at all. And that’s not only referring to horsepower. There are fundamental differences. Taking a curve at 100 mph with your Chevy doesn’t mean that a Mustang could do it any faster. Although it’s highly probable that it can.

Mister, More Power!!!

Tune-up Equipment and Weapons

If you don’t modify your car properly, it’s just one of the bunch. Only those with souped-up jobs have a chance to win the race. Don’t expect to find an antenna banner in the following information, we’ll only talk about real fancy hardware. You can pick from two groupings on how you’d like to tune-up your vehicle. The first group offers parts that will improve your car, like more engine power, a stronger undercarriage and better brakes. The second group helps you to leave your adversaries in the dust. Here you find tire slashers, nails, oil, mines and other nice instruments. Don’t rush out to put too much equipment on your car, figuring the more you have, the better your chances are of knocking them out of the box. Today’s add-ons are bigger, fancier and heavier and would tend to slow you down. Each part, you install increases your car weight and makes the car slower. The possibility of removing all of your seven opponents at the same time is not likely. However, let’s move on to the parts you’ll need to make these improvements. Tune-up Parts are available in the garage at the race-track. Before each race you will be brought automatically into the garage so there’s no need to search for it. In the garage, click on the computer on the counter and it takes you to the parts program of the Tune-up shop. Like in real life there are so many beautiful things to buy and not enough money to buy them with.

On the left side of the screen, in the shop, you can select the parts listing for the category of your choice. Then you can select the part you’re inter-ested in, by using the left and right arrows. From the accessory classes, Equipment, Weapons and More, respect-ively, you’ll find only one develop-ment level for each of the parts. With the purchase of a component in any of these classes you’ll receive an adapter. In the Weapon’s class you’ll get the weapon and a complete load of ammunition. Tune-up parts can be purchased in several development levels, however, you must purchase the levels in their development order.
Money makes the world go round!

And don’t forget to have enough funds to cover your credit card, otherwise, watch your back.

Faster, Wider, Deeper

Tune Your Car for More Power!

It’s likely your opponents will spend most of their money on tune-ups and you’ll spend it on repairs. Life sucks. With these many tune-ups, some Streetsharks will have over 680 HP under their hoods. You must try to keep pace, however. Each tune-up part is available in five development levels. Each development level raises the performance of your vehicle. It stands to reason: What is good, is also expensive. Each of the parts offers advantages and disadvantages. When you tune-up your engine, your brakes probably won’t be strong enough to hold your car back. But the crash barriers will take care of that.
Pay attention at tune-ups and consider what effect they’ll have on other parts of your car. Some parts, used at the highest development level, can’t hurt. Good brakes have never harmed anyone.

Engine Tune-up

One the most important ways to tune-up your car is to soup-up your engine. Without enough horsepower, it’s not likely that you’ll last to the end of a championship. Each development level increases your engine’s performance by approximately 8-10%. Leave your pocket calculator in the drawer, we’re close enough.

Brakes

Brakes also have five development levels. Each higher level increases brake performance by 10%. You'll stop quicker if you have better brakes. This will allow you to go deeper into the curve before breaking. Should you break too late expect to have some hair raising experiences. Don't use them too often or they'll over heat and loose tension. If you have high performance brakes you can stop a Mustang within 500 feet at 300 mph. You can't go wrong if you improve your brakes.

Undercarriage

Besides the horsepower and brakes of your car the undercarriage plays a very important role. With a better undercarriage you can drive at considerably high speeds around curves and your car will still hug the road like a ton of bricks.
But we don't want to hide any of the disadvantages. The better the undercarriage the harder the suspension, which can cause you grief on the ramps. Besides causing you back pain, hard landings, can cause damage to the rest of your car.

Tires

The choice of tires is relatively easy in the AXELERATOR League. The better the tire, the better it will hold the road, but it could possibly slow you down on straight-aways. In contrast to the Formula 1 and Indy races, where they use hard tires, AXELERATOR uses soft tires, which are dependable enough to complete laps at this track. If your tires are damaged by tire slashers or nails it's best to make a pit stop rather than go around the next curve like an airplane and follow the old pilot saying "they all come down".

Car Body Reinforcements

It's a smart idea to reinforce your car frame to better protect you from your opponents. The more protec-tion you have the longer you can stay on the road with full power. It'll help you push your opponents off the road. The added weight however will decrease the speed and acceleration. Make sure however when you reinforce your frame that you increase your horsepower and install better brakes. In spite of numerous requests we do not provide an air bag. Although if you really want one get a balloon from your local toy store.

Nitrobooster

This small cartridge perhaps does more than the additive they use in Cruise Missiles. It works like pure adrenaline. Each cartridge increases the performance of your engine by 200 HP for only 3 seconds. The booster can take up to five cartridges. That is to say you can insert five cartridges in a row and kiss your engine good-bye. Once the booster is activated don't use the steering wheel, or else the crash barriers will welcome you. The installation of a booster increases the weight of your car and can cause the loss of several miles per hour. What you must consider in each case is that your brakes can not stand the trust of an activated booster. The other question is how's your back going to hold up? By the way Hellcats can not be armed with a Nitrobooster. At over 2500HP a Nitrobooster might not have much of an effect.

Crash Barrier Leaderships

So, now you need some direction. Well, in real life you must look for a suitable partner but don't pick one with a rolling pin. If you're going around curves we have the right recipe for you. The XM-4000 helps you negotiate at higher curve speeds. At the curve, this device deflects you from the crash barrier and you need not solely rely on your tires. After being used eight to ten times the deflector must be repaired. This device must make contact at the outside of the curve in order to be effective and avoid crashing into the barrier. The deflector indicator on the dashboard will display its effectiveness. There are few slow curves, however, which don't require a deflector. Once these deflectors are installed you're protected on both sides of your car.

Suction Device

Don't make any sarcastic comments. There is no car-peting on a AXELERATOR race-track. Could you find a better name for this thing? Good, we call it BS 2300,2. and it also helps you from crashing into a high-speed curve barrier. Four large nozzles suck your car toward the ground and help stabilize it. Now you know why this thing is called a suction device. The effect lasts for 5 seconds and nothing in the world can throw your car off the road, apart from oil, water, sand, gravel and ball-bearings. And most of all, don't use it on ramps or you will have a serious problem.

As part of the game the items listed below will be repaired automatically by your team at the pit stop. They will also be repaired, free of charge at the garage. This includes; motor, brakes, undercarriage, tires and car body reinforcements. If any of your tune-up parts or weapons are destroyed or damaged they will not be repaired during the pit stop. You will have to get them repaired after the race.

For Tough Guys

Weapons and Defense Systems

On these race-tracks, being fast is not enough. Although being fast is a real advantage. Sometimes you have to be able to protect yourself. In case your opponents try to ”peel your skin” you can install a series of defense systems on your vehicle. In this arsenal you will find machine guns, rockets and mines. The use of these weapons can be dangerous in a way, if you shoot fast in the first race, your adversaries will be sure to attack you first in later races. A burning car can ruin your day, especially if you're sitting inside. Your chances of winning go to zero, if you take on all the other seven racers at the same time. There goes your beautiful paint job! You may be better off using passive weapons like oil slicks or nails.

On the following pages all additional systems that can be installed on your car will be explained. It's probably better not to take on every opponent. Shooting at everybody and everything prevents your competition from attacking each other. Therefore, concentrate more on your driving skills than the use of your weapons.

Oil.

Oil slicks work best against opponents who ”stick their noses up your exhaust” and also stop doors from squeak-ing. The oil tank holds enough oil for five ”blasts”. So remem-ber, oil slicks do the most good when you're com-petition is real close. At close range he can't miss it. And above all, make sure you avoid your own trap on the next lap because oil slicks don't disappear from the track too fast. Oil tanks, as you know are heavy, so expect your vehicle to go slower.

Ball Bearings

If you release a load of ball bearings, you'll cause the cars behind you to slide all over the place. They will surely lose tire traction, and, if you do it on a curve, they may very well leave the track in a hurry. If you drop these balls before the upside of the ramp, your opponents might not make it to the downside. Falling into the gap between ramps is not much fun. If you do it before a loop, the effect can be equally destructive. Remember you've only got five loads of ball bearings per race.

Nails

Also, nails can be an unpleasant experience for those behind you. In contrast to ball bearings, the other race cars might not be forced off the track. But the damaged tires will undoubtedly make him use his position in the race while he makes a pit stop for repairs. This may give you the time you need to win the race or repair your own tires. Again, you only get five loads per race.

Tire Slashers

In the best James Bond tradition this devise will help you ruin you're competitors tires. It can be a disadvantage if you take the time to slash the other driver's tires. You could lose your position in the race by slowing down and not getting close enough. The tire slasher can be inserted only five times. After that you have a very useful mixing machine.

Magnetic Mines

These mines are the most efficient, but the most difficult way of destroying your enemy. If your competitor happens to hit you in the rear end, the mine can stick to his car and a few seconds later he will have a serious problem. If the mine has attached itself you will receive a signal in your vehicle. There's no counter-measure against a mine, except staying away from somebody's behind.
You only get two mines, but unfortunately, they will be released simultaneously.

Machine Gun

This nice instrument can teach your adversaries to fear you. It is one of the few weapons that can clear the field ahead of you. It is installed in such a way that it can never hit the driver, only the car. If you use it, be ready in the next lap to have it used against you. You'll get 200 rounds per race and can shoot them individually or in volleys. Each shot that hits the other race car will reduce its performance and could damage it completely.

Rockets

Sinfully expensive, but devastating in it's effect. The explosive force will damage the vehicle but not harm the driver. It takes three direct hits to destroy a car completely. Too bad, you only have two rockets. So, it seems, it doesn't make sense to buy a rocket because they are so expensive and you can't totally destroy anything anyway. Only if you have no other way of winning should you go for this weapon.

E.M.P. Rockets

These small projectiles will disable a vehicle's electric system from 5 to 10 seconds. The motor dies out, and the power steering and brakes fail also.
In the worst case scenario, a car could be forced off the track at high speeds because of loss of control.

The Best Of The Best

The Garage and Other Game Functions

If you want to know how much cash you have in your account, ask your bank official or have him produce a bank statement. If you want to know how much money you have in the game, click on the dollar sign on the counter.

How Does One Keep His Car Fit?

Repair Options

.... Tune it up the day before yesterday!

The Fast Inspection

Because we know how you treat your car we've founded "The Junker Club", a non-profit organization for the free repair and care of members' "cherished toys". In the purchase price of this game you get a lifelong membership. Click on the fender of the car in the garage to place a repair order. In a blink of an eye, everything is done. As part of the game the items listed below will be repaired automatically by your team at the pit stop. They will also be repaired, free of charge at the garage, after each race. This includes motor, brakes, under-carriage, tires and car body reinforcements. You only need to be concerned with ad-ditionally installed systems on your vehicle.

Fix The "Junker"!

Manual Repair

The repair of offensive and defensive weapon systems is your responsibility. Contact your overworked mechanic for these repairs. He will also handle recharging the weapons and selling off the useless parts. You'll get a check- list of all the cars components. The current condition is indicated above each tune-up part.

In perfect condition, then...
A couple of bullet holes, but otherwise...
It's gone bye bye!

The bar chart under-neath the various vehicle components indicates the develop-ment level. The bar chart under the weapons show the amount of "ammunition remain-ing", and for the Nitrobooster the amount of charges left.
A click on these systems' bar charts will increase the charge or load by one unit. Click at the $ sign, underneath the tune-up part, if you'd like to sell it. The price of the part is always shown. Use the arrows to look at the previous or next check list page. Click on "REPAIR ALL PARTS BY __%". To increase, click on the right of the number and to the left to decrease.

This makes sense if you don’t have enough money for a full repair. To rearm your weapons click on ”LOAD ALL WEAPONS”.

The last button, ”COMPLETE OVER-HAUL”, is the easy way to repair all systems and reload all weapons at once. You will probably need big bucks for this operation.

Who Calls Me A Beginner?

The Opponents’ Profile

If you would like to know who’s going to make your life difficult, click on the driver, in the garage, to get a good look at your opponent before he’s riding up your back. Under their faces you’ll find their names, vehicle design and their favorite sayings. You will find your own profile at the bottom right edge of the screen. Click on the field underneath your vehicle design, to enter your own saying.

2 Fast 4 You!

Duel Race

This is a real challenge for those with nerves of steel and ”Wantabes”. You can challenge another driver to a race, if you are good enough, and your car is completely equipped and souped-up to the max. The spectators love these races because the drivers can loose everything they own. Before you slick your hair as they did in the ”50’s”... Duels are not for beginners. If you lose, you might have to try for a championship all over again. If you’re behind in a championship you have nothing to lose. So, the question is, is a duel race worth your while?

Using the up and down arrows next to your opponents face, allows you to change your opponents. Below the faces are two arrows for increasing or decreasing the amount you want to bet on the race.
If you’re lucky, your opponent will take the challenge. If not, you have to decrease your bet and or find another opponent. Of course you can soup-up your car once again before the race. But, think about it, your oppon-ent can do the same. The duel is always like a poker game, and perhaps you should stick to putting your money into a tune-up and not lose it on the track.

Your other choice is to race for championship points, not money. The winner can add these points to his account. So allow your points to suppress your urge for fame and honor. The duel can only take place after a race. You can challenge an opponent to a duel race after any regular race is completed.

The Presentation

The Current Championship Scorecard

The Current Championship Scorecard

These scorecards record the results of all the championships. They indicate the totals for each race as well as the accumu-lated totals for all races. Your position can change after each race. All scores will be posted after each race.

The Personal Career

For your own ego, there’s a listing of all the trophies you’ve won and you can look it up at your leisure. On the back of the Puzzle you can check on your career to-date. After each race it will contain your total score, score by individual races, and where you placed in them.

The Axelerator League Chronicle

Records and High Scores

The Records

All driver records will include outstanding individual races, championships and trial runs. Maybe you’ll get lucky and find your name among the elite.

The High Score-Index

The all-time best list contains the drivers’ records that have attained ”Cream de la Cream” in the AXELERATOR League.

MMM! I Must Save The Game

The Game Menu

After each race it is advisable to save your game so you can pick up where you left off at any time rather than begin from the first race. This is the advantage of using a simulator. Click on the filing cabinet door, in the garage, to immortalize your success on the hard drive. Enter a race description, your name, an alias or anything you’d like to use. On the other hand, this menu will allow you to load a saved game, to end a game or to start a new game. By the way, if you’re using the Multi-player option you can save those games with this menu. Comments on the menu will assist you in reviewing other records.

For Beginners And Advanced

The Game Option

If the basic game is not exciting enough, there are a whole series of options that you can choose from, to format one to your individual taste.

Rules and Regulations

Options for the Race

Laps

With this option you can determine the number of laps within a race. The default setting is 5 laps. Use the up and down arrows to increase or decrease the number of laps.

Realistic Start

With this option you determine how you'd like to start. If you've selected "YES" in "REALISTIC START", Caution! You must release the clutch and step on the gas pedal at the right time to avoid a false start. After three false starts you're disqualified from the race. If you pick "NO", you need not worry about using either the gas pedal or clutch too soon because the car won't go forward until the light turns green.

The Car Specifications

Driving Options

Vehicle Damage

If you can't even get through the first round without a total lose, you should select the option "LESS VEHICLE DAMAGE". The damage inflicted by you or your opponent will be diminished. But if you're a real N.I.C.E. Racer you should leave the option on "NORMAL" to experience the toughness of the game.

Anti-Skid

Do not underestimate the performance of your car, whether it's a Muscle-Car, a Streetshark or a Hellcat. Each of these cars is able to "burn rubber" until there's nothing left of the tires. If you have a "heavy foot" or are simply agitated leave Anti-Skid on "YES". But, if you want the right feel of the game, keep the Anti-Skid option on "OFF".

ABS

With the ABS option your car will hold the track during the toughest braking maneuvers. Without this option the wheels can lock and go wild.

Automatic or Manual Transmission

Explaining this option shouldn't be necessary. All right! If you choose the automatic transmission, the gears will change with the RPM's. If you pick MANUAL, it's all up to you. As explained earlier, you must switch to first gear even if you have an automatic transmission.

An Enemy for Life

Opponent's Strength

Amateurs

Your adversaries are slow and not too smart. Also, their use of weapons are limited. Select this option if you want to take a ride with your grandmother on a Sunday afternoon.

Pros

The pros are consider-ably faster and they make good use of their weapons. It should take some time to beat these drivers and win a championship

The Best of the Best

You should choose this mode, if the pro level bores you and causes you to yawn in front of the screen. Your opponents are tough, seldom make mistakes and make strategic moves. If you win a championship at this level we'll tip our hat to you. Then you've moved up to a level with our best test drivers who have hundreds of hours under their belts.

Heavy Guns

Use of Weapons

Defensive Weapons

If you want to drive a real race without spinning through oil and driving through nails, select "NO". Think about it! Your weapons are out of commission also.

Offensive Weapons

With this option you can switch your offensive weapons, like rockets or machine guns, on or off. Why? Well perhaps you don't want someone shooting at you constantly.

The Round Thing Is The Steering Wheel!

The Steering

AXELERATOR supports all popular joysticks. If you don't have a joystick, you can control your car with the keyboard. But it's no secret that the keyboard is not as sensitive as the joystick. Take the specific keyboard and joystick functions from the enclosed Reference Chart.

Has Anybody Anything To Say?

It's Not Over Till the Fat Lady Sings.

"Now I'll take a long vacation. I'll go home an hour earlier!"

(CARSTEN HOLTMANN(1), GRAPHIC ARTIST & READY FOR A VACATION)

"I can't draw a woman anymore, I've got the shakes."

(ANDRE KRÖKER (2), GRAPHIC ARTIST & PLASTIC SURGEON)

"I'll make the sign of cross three times when this is finished!"

(MICHAEL BITTNER (3), PROGRAMMER & 24-BITTNER)

"Now that I've mastered SUPERCART on the network and, doing well I might add, you want me to shift to N.I.C.E.?"

(Renate Langenkämper (4), Graphic Artist, Concept & Net Dwarf)

”When do we finally get Thrustmaster steering wheels with integrated ashtrays?”
(Andreas Leicht (5), Concept & Involuntary Steady Coffee Maker)

”If you want to play on the network now, you must first shout out your positions”
(Jürgen Kersting (6), Concept & Steering Wheel Killer)

”Working around the clock is a little bit stressful, but otherwise...!”
(Yusuf Aydin, Programmer & Prince of Frankfurt)

”Is this based on the Hexagon System?”
(Toralf Heidel, Tester & Island Warrior)

”I’m in trouble anyhow, but I don’t need it first thing in the morning!”
(Udett Schaffrath, Tester & ”Aerosmith”-Guitarist)

”Are you the gang from Gütersloh?”
(Willy Droletz, Drinker, Biker & Driving Instructor)

”What you see is what you get!”
(Bob Streppone, Translator & Father of Four)

”Exhaust the opponents, play hard and WIN!”
(Sylvia Sutton, Translator & Miss Magnified Glasses}

Did You Know?

Knowledge is strength! Knowing nothing is also strength!

Did you know that parts of the program are considered ancient after being two minutes old?

Did you know that 16 megabytes is not much at all?

Did you know that the coffee consumption of a development team near the end of a project is as big as that of a small city?

Did you know that the only vacation the development team took was a trip to the AXELERATOR tracks? (Privileged members could make this trip even on a 166 MHz computer).

Did you know that the development team moves around as much as a slab of frozen meat?