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IGNITION

Introduction

What is this motorsport, what is Cross Racing Championship?

Live through the life of a race driver, the way an amateur autocross racer lives the dream of becoming a sponsored track racer!!
Drive different types of cars, win autocross, off-road, rally-cross, rally, road and track races!
Be the champion of professional track events!
Can you be the ‘Cross Racing Champion’!
Don’t forget that you can’t climb up the ladder faster or easier than the others. You must win races to earn sponsors’ trust and appreciation, but your competition will try to hinder you in a racing style where hits and hustle are not only allowed, but are sometimes necessary.
Although Cross Racing is not destruction derby, rules grant you an advantage by hitting your opponents.
Prepare for a sharp battle, where sometimes winning will be multiple tries away, but always have in your mind that the final goal to place first in the last event, which yields a T8 Classic super car!
Your career starts in amateur autocross style with factory cars and basic tire choice. In the beginning your car is pure, like a street car in lack of sponsor stickers rather than a race car. However you can win sponsors’ trust. Soon, new parts and even cars that are more potent in serious events will become available but only with continuous success.
The next stage is road racing and the joy and beauty of off-roading with buggies and pick-ups.
You will face serious challenges on Finnish winter tracks and Californian beach grit. Early pro track races will offer foretaste of the world of auto racing giants.

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Roam the tracks to get used to your car and different road conditions, learn from time trials and practice in quick races in order to learn how to avoid direct collisions which could cost you the gold cup.
We wish You Good Luck, and first of all strength:
The organizers of 'Cross Racing Championship'

REV UP YOUR ENGINE!

Main menu

When navigating menus, use the mouse or the cursor keys to navigate the menu and left click the mouse button or press enter to select the highlighted option. Click on back or press ESC to return to the previous menu.

Career Mode - Championship

The ultimate racing experience. Build up your career from an amateur stock car racer to a professional, racetrack champion!
When starting a new game you can customize your character to fit your style. You can change clothing, helmets, racing number, and racer style. As a beginner racer you only have a stock Corus car and start in the first event of the first racing series. The Championship is made up racing series that contains numerous events.

The Championship rules are:

- You must finish in the top 3 of an event to progress to the next one.
- Singe events are rewarded with hidden cars and tracks as well as gold, silver and bronze wreaths.
- You must win the final event of a series to unlock the next series.
- Series closing events are rewarded with gold, silver and bronze cups.
- Gold cup = 6 points, Silver cup =3 points, Bronze cup =1 point.
- New series can only be unlocked if the racer has enough championship points.

Race calendar:

The unknown events of the race calendar are marked with '?'. A padlock appears over the poster of the revealed but unlocked events.
A checkmark is displayed on those events where you've won all unlocks and rewards.
In case you don't find a checkmark at your desired race, there is still something to fight for.
Gold, silver or bronze wreaths show the position you won in a single event of the series.
Gold, silver or bronze cups show the position you won in the final event of the series.

Don't forget, only with a Gold cup can you unlock other series, and you'll need championship points to enter them.

Difficulty Levels

Both in Career and in Quick Race mode you can choose from 5 difficulty levels:

- Amateur: 1st position is rewarded with 50% "prestige points" All other positions are proportionally less depending on number of enemies and your race position.
  Arcade forces, Easy AI, No damage, Automatic transmission only, All cameras.

- Novice: 1st position is rewarded with 50% "prestige points" All other positions are proportionally less depending on number of enemies and your race position.
  Easy AI, Low damage, All transmissions, All cameras.

- Intermediate: 1st position is rewarded with 75% "prestige points" All other positions are proportionally less depending on number of enemies and your race position.

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Medium AI, Medium damage, All transmissions, All cameras.

- Semi-pro: 1st position is rewarded with 100% “prestige points” All other positions are proportionally less depending on number of enemies and your race position.
Hard AI, Hard damage, Any transmission, Onboard cameras only, No helpers

- Professional: 1st position is rewarded with 100% “prestige points” All other positions are proportionally less depending on number of enemies and your race position.
Pro AI, Real damage, No repair, No re-spawn, Manual transmission only, Onboard cameras only, No helpers

During your career, tuning stages are offered based upon your lap and race times. Sponsors like winners so try to finish as best as you can in order to the best tuning stages that offer the widest range of variation.
Time limits and unlock able content can depend on the difficulty settings.

Quick Race

Compete in 3 gamemodes at any of the 6 available countries.
The following events are available initially:

- Cross Racing Championship 200 (Hungary)
- Cross Racing Championship 1000 (UK)
- Drivers Edge Racing 15000 (Hungary)
- Cross Rally Fi4 (France)

When you first enter quick race mode, only stock Corus and stock Quadro AD cars will be available. To access other events and cars you must reach them in Career mode.

In quick race mode you can select from three gamemodes:
Cross Racing:
The classic race. Finish the needed laps as fast as you can. Before you start your race, set up the number of opponents and your difficulty level.
Be sure you don’t miss a checkpoint, you can't complete a lap until you've been through all of them in the correct order.

Knock out race
The last racer who completes the lap will be knocked out. The one who remains at the end wins the race. The number of laps must be equal to the number of cars.
Before you start your race, set up the number of opponents and your difficulty level.

Hit & Swap Race
Racing with a twist: if two cars collide, the drivers swap 'on the fly'.
Before you start your race, set up the number of opponents and your difficulty level.

Time Trial mode

Strive for the fastest times on any event you’ve unlocked in career mode. Your unlocked cars and tuning stages will be available in time trial mode.
Your opponent is the time and your own lap records.
Your best lap will be recorded and a ghost car will race against you so that you can compare your actual position to your record.
Put your driving skills and your car to the biggest test in time trial mode. You can win the championship if you know the tracks and the abilities of your car. Practice every twist and turn and try to take them as accurately as possible.
In time trial mode, your replay will only save you lap records. This will be shown by the ghost car as well.

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When you first enter time trial mode, only stock Corus and stock Quadro AD cars will be available.
The following events are available initially:

- Cross Racing Championship 200 (Hungary)
- Cross Racing Championship 1000 (UK)
- Drivers Edge Racing 15000 (Hungary)
- Cross Rally Fi4 (France)

To access other events and cars you must reach them in Career mode.

Free Ride mode

Discover the racing areas in Free Ride mode! You can also learn here how to drive your car and when to make those wicked turns. Feel free to smash your car and perform stunt jumps freely as you aren't penalized.

When you first enter free ride mode, only stock Corus and stock Quadro AD cars will be available.
The following events are available initially:

- Cross Racing Championship 200 (Hungary)
- Cross Racing Championship 1000 (UK)
- Drivers Edge Racing 15000 (Hungary)
- Cross Rally Fi4 (France)

To access other events and cars you must reach them in Career mode.

Hot Seat Mode

This mode allows a group of players to enter a racing event and race together. Here your can play with your friends without network connection. Hot Seat mode can be played by up to 5 people, using the same car in Hot Seat mode. After racing for the specified laps – called lap combo - the next player takes the 'drivers seat'. You can also set the total number of laps to race – called total laps - along with the number of opponents.
Simply click on the name of players and type out your desired name. The order you select on the set up screen will be the order you will race on the track.
You can also set up the number of opponents you wish to race against.

When you first enter Hot Seat mode, only stock Corus and stock Quadro AD cars will be available.
The following events are available initially:

- Cross Racing Championship 200 (Hungary)
- Cross Racing Championship 1000 (UK)
- Drivers Edge Racing 15000 (Hungary)
- Cross Rally Fi4 (France)

To access other events and cars you must unlock them in Career mode.

Multiplayer

Hosting
To host a game that other people can join, just click on Host.
A dialog window will appear where you can set up the session name, maximum number of players and ad a password so only friends can join.

When someone joins the open slot, it will change to “occupied” and show the joining players information in it.
The host is able to change any game parameters, but the clients can't. The host can also force the other player to disconnect.
To start the race, just press the Start button. Once all players have pressed the Start button, the race will begin.

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Joining

Joining a LAN session:
Your game should automatically find the sessions running on your LAN. Just click on the session description on the left side of the Multiplayer menu to set it active and then click on the Join button. If you need more detailed info on the session, click on the Info button. The game will request an info block from the selected server.

Joining an Internet session:
Should the game not find the desired session, it means there isn't any within your LAN. To manually add a session to the server list, click on the Add button. A dialog box will appear, where you can enter the IP address or name and optionally the port number (see Setting network options) of the server. The game then starts pinging these servers just like the ones find on the LAN, so you'll see a Dead/Alive status beside them. If Alive is displayed, you can join it just like a LAN session by choosing it and clicking Join.

The addresses of manually added servers are saved and automatically reloaded again, so you can find them easier next time.

Joining by All Seeing Eye(TM):
If you have the ASE client installed, you can find running sessions through it. For more information, see the ASE documentation.

Setting network options:
If you press the Options button in the Multiplayer menu, the network options screen will appear, where you can set the port number, and the available bandwidth to match your Internet connection type. Setting higher bandwidth than you actually available may result in communication problems and various gameplay issues, such as high lag, wrong vehicle movement, inconsistent scoring, or disconnection.
The game is designed to only handle fast connection speeds such as a LAN, ISDN, Cable/ADSL or LAN/T1.

Router issues:
Some routers don't allow communication through the default port of CRC by default. In such cases, you can choose another communications port on the Network options screen, or you can open the required port range on your router. (For more information, ask your system administrator or consult the manual of the router.)
Adding a port number on the Add session dialog is necessary when the server is behind a router and the default port isn't allowed by it.

Notes
If you have problems connecting make sure: You have the right IP address, you are trying to connect on the correct port (See options), and the host has a slot open.

Both the Host and the clients can change their cars, tunings and their driver's look.
Only the host can select gamemode, track and the number of laps.

The available tuning stages and maps of the *host* will decide what tracks, cars and tunings will be available during a multiplayer game.

When you are ready to start the game press Ready. When all players have pressed Ready, the game will start.

When you host a multiplayer mode after a fresh installation, only stock Corus and stock Quadro AD cars will be available.
The following events are available initially in multiplayer:

- Cross Racing Championship 200 (Hungary)
- Cross Racing Championship 1000 (UK)
- Drivers Edge Racing 15000 (Hungary)
- Cross Rally Fi4 (France)

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To access other events and cars you or your host must reach them in Career mode.

If you want to disconnect from a session, press the Leave button on the lobby screen.

Chat:
Chat is available in the lobby and during the races too. To chat, press ` or ~ button (usually the button under the ESC) and type you message and hit ENTER.
Everyone in the current session will see your messages.

You can also choose from pre-recorded sound chats.
These messages can by activated by the number keys on your keyboard.

Options

Access the Options Menu from the main Menu screen. Here you can configure various elements of the game for optimum performance on your system. For most systems, the default settings should be fine.

Video Options

Alter resolution, gamma levels and detail level. If your game appears jerky, you can increase the frame rate by reducing detail levels.

- **Resolution**: set-up your screen resolution
- **Visibility range**: set up the visibility range
- **Word Detail**: set up the detail level of the tracks and the surrounding objects
- **Texture detail**: set-up the detail of the textures. This affects the look of the cars, the tracks and the objects
- **Self shadow**: turn on / off the self shadows of the racing cars, interiors and drivers
- **Shadow detail**: set-up the detail of the dynamic shadows under the cars
- **Object LOD detail**: set-up the distance where the game switches between the high and low detail version of the objects. (LOD=Level of Detail).
- **Object detail**: set-up the number and detail of the effects and reflections that will appear on the cars and the tracks
- **Particle detail**: set-up the detail of dust, smoke, mud and other particles flying off the ground
- **Foliage density**: set-up the density of the undergrowth and the number of spectators
- **Motion Blur**: turn on or off motion blur. This effect depends on the travelling camera speed, or on the car passing by in front of the camera
- **High dynamic range**: turn on or off a special effect that will appear around shiny and polished surfaces
- **Noise effect**: turn on or off a special effect that will turn your screen similar to TV and movie films, making the picture a bit noisy and un-sharp.
- **Contrast**: turn on or off a special effect that affects the contrast of the picture.
- **Dynamic env map**.: turn on or off dynamic reflection on cars and other shiny objects where objects are reflecting their real word surroundings. Turning this feature off will result in static reflection mapping.
- **Gamma leve**l: Set-up the gamma level of your screen. This feature is similar to brightness balancing.

Sounds

Set volume levels for each of the sound elements in CRC .

- Effect volume: adjusts the volume of various sound effects like surface sounds, damage, and track related sounds.
- Music Volume: adjusts the volume of the menu and in-game music. (read more about music below)
- Engine volume: adjusts the engine volume here.
- Depot volume: adjusts the commentators' volume here.
- Opponents speeches: change how talkative your opponents are during the races
- Mixing: depending on your sound card you can set up the mixing mode of the sound.
  3D mixing is a CPU consuming process so if you have a less powerful CPU select 2D sound.

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- Sound channels: depending on your sound card, you can set up the number of sound channels you want to hear during the races. The slower you system is, the less channels are recommended.

Adding your own music to the game:

You can easily add your favourite MP3 music to the game.
Please follow the following instructions if you wish to hear your music in the menu:
- Open the game's folder with a file manager program
- Copy your favourite MP3 files into the Music / Menu folder

Please follow the following instructions if you wish to hear your music during the races:
- Open the game's folder with a file manager program
- Copy your favourite MP3 files into the Music / InGame folder

The game will automatically recognise the new music files. You can skip tracks by the NEXT and PREV. MUSIC track buttons, that are initially mapped to the "." and "," buttons.
You can adjust music volume at the "Options / Sound" menu or by Num+, and Num- buttons.

Important! The music files must be MP3 format and must have .mp3 extensions!

Control

In CRC a wide variety of controllers are supported, including force feedback steering wheels, joy pad, mouse and keyboard. These controllers require DirectX9.c
The game can be controlled by a mouse and with a PS2/PSX console controller that is attached to the computer by a USB / PC adapter. Though a control wizard is available for your help you may need to configure these controllers manually. From the main menu, select OPTIONS then select CONTROL. To ensure changes are made, select the Review Axis option.

By default the game controls are:



Steer Left / Right (cursor left/right)



Accelerate (Cursor up)



Brake (Cursor down)



Handbrake (Left CTRL)



Shift up (A)



Shift down (Z)



Clutch (C)



Look back (Tab)



Rescue (R)

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Repair (Back Space)



Pause / in-game menu. (ESC)



Cameras (F1-F11)



Zoom external cameras in-out (Q, W)



Next, Prev. Music track. See more about music tracks in options / sound options (, . buttons)



Adjust music volume up / down (Num +, Num-)



Honk horn (H)



Chat (~)

Redefining your controller in Control options:
1. Click on the desired axis
2. Press the button on your controller or move your steering wheel to set the axis

Every axis can bear two separate control commands at the same time.

Advances users can specify their cars handling in even more using ADVANCED OPTIONS.

Game options

Transmission
Set up your transmission here. Choose from auto or manual transmission, and auto or manual clutch. When you feel happy with your control of the car, switch to manual gearbox. This will help maximize performance and can help slow the car down more quickly.

Metric system
Change between Km/h or MPH to be shown on your speedometer

Map mode
Set your minimap type. The two choices you have are:
- map relative: track is fixed and cars are rotating on the mini-map
- car relative: fixed car, relative map; the map is rotating around your car

Driving helps
IMPORTANT!
CRC offers various cars and wide range of tunings. Driving helps offer you a chance to get the hang of each car and may be useful to the novice player.

Steering help
Steering Help is designed to recreate the feeling of a steering wheel and movement of the car. It is especially useful when using a digital controller. Tune it for your taste and style

Throttle help
Throttle Help can help to avoid spinouts and to maintain powerslides by limiting the throttle in certain situations. Tune it for your taste and style

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Clutch when handbrake
If you wish to press clutch when you are hand braking, you can set this up here.
Automatic clutching can help to make a wicked handbrake turn, but will slow down the car at the same time too. Using this is not recommended on Front Wheel Drive (FWD) cars.

Driver-head movements

Steer Look
You can decide here how much the steering affects the head movement

Velocity Look
You can decide here how much the velocity of the car affects the head movement

Acceleration Look
You can decide here how much the acceleration of the car affects the head movement

Look Damping
Inertia of the head.

View Replay

View camera footage of your favourite races.
When viewing a replay you can start or pause the footage and can change between onboard, external or TV cameras and can change camera targets. You can also speed up or slow down playback or set up a looping sequence.

Credits

In the Credits menu you can read the Invictus credit lists, the names of the developers of CRC .

Exit

You can quit the game and return to Windows.

CARS

Tires
You can choose from five different types of tires during the game. The appropriate event defines the range of choices.
The choices of tires are the following:
- Tarmac (advised for race track, public road, wet tarmac)
- Off-Road (best for mud, dirt roads, rocks)
- Gravel (pebbled surfaces, loose ground)
- Sand (soft/loose sand, crisp surfaces)
- Winter (for snowy, icy, frost conditions)

Chassis
The chassis can be improved with several components. Every model affects your improvements. There are some that lighten, some that refine aerodynamics and some that strengthen. Each has positive and negative results so choose carefully.
The higher level of chassis is not always the best!
In the case of the chassis, Stages are not really Stages, but variations. For example: on a crooked mountain event, lower curb weight may be an advantage instead of big down-force. On the other hand, on high speed track races you'll need balanced aerodynamics and significant downforce to go through bends quickly.
Your sponsors offer chassis tuning in kits, hence you can't tune or combine them.

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However minimizing curb weight can differ greatly. You should emphasize on other aspects first because the obtainable weight reduction is not too big on these racing machines. Your primary choice should always be based on the track and type of the upcoming event. Less weight might not always bee good.

Suspension

There are four main steps to improve this part of the car. With higher levels you gain extra setting options. The higher the Stage, the broader the range and more settings you can adjust to create the perfect suspension.

Adjustable Stages offer up to five factory-advised presets. You can quickly choose one of these that fit your demands, or base your fine-tuned custom set-up on one of them more efficiently.

Advanced Stages offer separate setting abilities for ride height and damping stiffness. Don't be surprised when you see the car go up or down when adjusting the stiffness! These two parameters modify each other toward the stability of the car.

Distancing the chassis from the ground is an advantage on bumpy terrain, decreasing suspension bottom-outs, which can lead to mechanical injury, instability and velocity loss.

Raising the car from the ground also moves up its centre of mass, making the car tilt easier. Doing sudden turns with cars raised too high, the chassis will slide, spin or even go upside down. Going on hilly terrain or up on a hump may easily flip the vehicle as well. Engaging a softer suspension helps a lot.

Hardening the suspension may help to prevent sudden spin-outs on flat terrain, but will make the car bounce on bumpy roads. When the wheels lift off from the ground, the car loses velocity - hence it can't put enough torque to the ground - and control also suffers; there are no forces aligning the chassis in the desired direction.

Modifying hardness and lift of the suspension changes spring forces, damping forces, the distance between wheels on the same axle - track - and the camber and toe angle of the wheels. These altogether define the character of the suspension. These changes can be seen on the car.

You have to find the correct set-up yourself for all situations.

Troubleshooting serious mistakes:

- if you can't control the car on bumpy terrain, the car is probably too close to the ground or the suspension is too stiff
- when the chassis swings or tilts too much on flat terrain and it spins out, the suspension is too soft
- if you tip over on sidewalls or jumps, the chassis is raised high or the dampers are too hard
- spinning out from a fast, long turn or bend may be solved by lowering the centre of gravity or stiffening up

Factory presets may be as follows:

- Off-Road (mostly suitable for bumpy terrain; this is the softest set-up)
- Rally-Cross (harder than the previous option, for less bumpy land)
- Auto-Cross (fairly hard suspension for races with less uneven roads)
- Road-Race (suits suddenly changing road levels or faulty but surfaced roads)
- Track-Race (for good quality roads or tracks, and high speed bends)

Engine

Your team can install four types of engines to your cars. Be aware that sometimes the higher Stage is not always the better Stage. Study the descriptions of the engines carefully to find out which version fits the upcoming event the best.

The engines are usually stronger in line, but there are cases, where the effective RPM range varies, or the engine becomes revvier compared to the earlier models.

The noticeable changes in the behaviour of the separate Stages are as follows:

Revvier engine:

Gets the revs easier, so the car can put torque to the ground more precisely, and can achieve better acceleration. Since the engine responsiveness increases, power slides must be carried out with more attention. An easy and cheap tuning to correct this would be to balance and reduce weight among reciprocating parts.

Higher low-range torque:

Advances the acceleration, helps maintain low speed power slides, and yields better steady start times in case of heavy or weak cars. This kind of behaviour is typical for low speed, high output turbocharger-fed engines.

Higher high-range torque:

Enhances peak power, hence top speed, and helps maintain high-speed power slides. Typical for engines driven by high speed turbo working in the upper RPM range, or machines equipped with advanced valve-train and high-tech electronics.

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Flat or even torque curve:
Makes the car easier to control by offering the flat torque in a wide rev range, helping avoiding unwanted power-cut or failing slides. This is a very handy property in strong engines.
Peak output tuned engine:
These engines give the most power at all RPM's. These units want an experienced driver at the steering wheel, because the torque distribution may be very uneven. These engines can be best put to the limit on even terrain.
Balancing:
*Reduces friction and vibration, which cause a loss of velocity. They also improve power and ensure safe working conditions at high crankshaft speeds.

Transmission
The factory trannies always yield the slowest shifts. These are usually 4 or 5 speed units; mostly set up for comfortable weekend driving.
Simpler versions usually have another gear, provide swifter shifts, and may offer some factory-advised presets.
You can shift the fastest with pro shifters. These give 5 or 6 speeds and a broad range of gear- and end-ratios.
When you set up the 'box for close ratios, the engine speed will fall into a thin RPM range, so you can easily have the engine rev on the desired speed. In case of weak engines, this kind of set-up has a big handicap at lower RPM. The first gear must be too long to achieve good top speed, but this makes the car speed up slower from stop. If you set the first gear short - but all gears still close to each other - you won't be able to reach a good top speed.
If the gears fall far from each other, you may have to change gears less - that saves significant time per lap. This kind of set-up may be a disadvantage for a bottom-weak engine or one with uneven torque. If the gears fall too far - making the active RPM range wide - the time consumed by acceleration may be too much. The engine speed may fall to a much less torque level after changing gears, that can cause stalling, so you have to switch back again. With this, you lose speed and time.
After aligning the gear ratios to your style, you can finely balance the top speed and acceleration of the car by modifying the end ratio. The higher this rate is, the more torque you get on the wheel, on the other hand, lower rates gives more top speed.

Brakes
The rate of stopping will always be the most important thing, so reading through proper brake set-up is crucial.
The Stock systems are not adjustable however there are the advanced ones for this task. Higher Stage systems offer adjustable brake balance, the best systems even let you set the maximum torque.
As your goal is to slide the car only when you want, and stop the car when you want, the brake power must be set to stop the wheels only while braking hard. When racing on tracks where you can't get enough grip (like on a muddy road), you'd better select weak brakes. It yields better control over spin outs hence you have a wider range of pedal movement, so you can apply power firmly preventing the car from sliding. If the track grip is good, set the brakes strong to avoid sliding into someone's rear end.
Consequently, setting the proper brake power is in connection with tire grip. Try the car first with hard brakes. If the wheels come to a halt too quickly, you can ease up on them. If they can't stop, increase power.
Finding the power balance between the axles is also very important. Give too much torque for the front brakes, and you find yourself going off-track with blocked front tires. Blocking the rear wheels makes the car start to fishtail while executing even the smallest turns.
You should try to maintain good conditions, but according to your style and abilities you may slide into the tip of any extreme.
When you find the proper balance, you may start learning the ins and outs of front or rear bias brake set-ups.
Front-braked cars slow down in a stable straight line as far as you run on level terrain. Otherwise the nose will aim down the slope. This may come handy on those roads or tracks where you should brake hard only for some slow speed bends. With such a set-up, you should brake before turning; otherwise the car will slide off the track! It's also handy if you shorten the stopping distance by braking hard and suddenly lift off of the pedal at the last moment. The shorter time and the shorter distance it takes to slow down to the desired speed, the more time you gain due to your higher average speed. Advisable for track events.
Strong rear brakes allow you to brake later into turns while turning your car at the same time. In such a car you'll be still slowing down while taking the corner, so you're heading for very instable situations.

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As the chassis tilts towards the nose while slowing down the front brakes have less stopping force. Such brake set-ups won't allow as short braking distances as a front bias car. This is a disadvantage only if you at a high speed so using this technique is advised for slow tracks with lots of sharp bends.
Handbrake:
These race cars are equipped with special handbrake systems. The brake lever operates directly on the rear brakes, not on weak mechanical pads like in street machines. Pulling the arm in one of these cars puts the full rear brake power to the rear wheels. This is always much stronger than on a street car, so careful with that lever!

Drivetrain
The last thing you can adjust on the car. Besides the factory system your sponsors offer three kits for every make.
Even the simpler models allow LSD (limited slip differential) set-up, and usually the drive distribution is also configurable to some factory presets. The really serious packs are made to let you change these two important parameters of the drivetrain.
Drive distribution between front and rear axles affect the behaviour of the car mostly when accelerating.
Giving more torque to the front makes the car crawl off-span while turning. When the inertia accelerates the car, its run is more stable and smooth in such cases when non-skidding is the aim, so this set-up is advisable for racetracks.
Putting more torque to the rear forces the tail to turn and the nose onto the span. This approach is advisable when accelerating in sharp turns.
Differential:
All the cars competing in Cross Racing Championship are equipped with LSD. A property of these differentials is that they don't let the two wheels of an axle spin totally freely from each other. Sometimes this advantage can be used very well. Other times it causes great pain, so you should find the value that suits your style the best.
If the slip lock rate is set high, the difference between the speeds of the two wheels make the LSD force them to a similar speed. This comes handy when the car has enough power to spin the inside wheel. Setting a higher lock solves the problem, because when the inner wheel spins out, the differential redirects the spare torque to run loose on the outside. This yields better acceleration, or in such cases stronger power slides. A good side effect of the LSD is that engine braking won't let the wheels slide freely from each other (like a free differential would), so braking is more stable. Absolutely advised on strong cars.
Low lock ratios have benefits, too. If your car is too strong for a situation, but not strong enough to operate a high rate LSD, choose a weaker set-up, giving the engine a chance to revolve its power from itself. Such settings are advised for tight curvy tracks to let you guide your car smoothly through turns and avoid walls.
Select car
In career mode, every event defines the type of cars that are allowed to enter. You can choose any of these vehicles provided that you have unlocked them. It's sometimes worth considering choosing other cars than those that you may have gotten used to as trying new cars may give you better results due to their improved capabilities.
There are several kinds of parameters that determine the best vehicle choice.
*For races where there's a crowd of cars, you should select a heavier, more durable vehicle to avoid serious damage due to heavy collisions.
*When racing on open tracks, you should choose the fastest or most controllable car - depending on the route - because there probably won't be too much contact.
*Hill climbs combined with Off-Road trips require real overland vehicles, and so on...
So, always choose the best car for the task, not the prettiest one.

Select skin
This affects only the appearance of your car, nothing else. You can select any skin freely, AI players won't have the same skin, so your car will be unique.
This helps recognize opponents from a distance, or yourself in a replay.

# of stickers
This setting influences the amount of stickers and decals applied to the chassis. Does not affect anything but looks.

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ON SCREEN DISPLAY

IN-GAME OSD

1. You.
2. Your vehicle is represented by a red car icon on the mini-map. Your opponents are white.
3. Start / finish line
4. Actual lap / Total laps
5. Split times. This shows your time when you go through the actual checkpoint or through the start / finish line. The time differences are compared against your same position in the previous lap. This is updated at every checkpoint on the stage. Split times are coloured green or red during the race, indicating whether you are better or worse than the actual record.
6. Actual lap-time
7. Position and name of the opponent driving ahead of you.
8. Mood level of your opponent driving ahead of you. Green colour indicates that he is afraid of you. In this case your opponent will avoid collisions with your car. Red colour indicates that your opponent is angry at you. Be alert, as you should expect some serious damage from him. When your opponent is real angry and his indicator is a red down arrow, he might give up racing and spend his time taking revenge.
9. Leader board position for this race. The first number is your current rank, the second is the number of players in this race.
10. Position of the opponent driving behind your and his mood indicator.
11. Vehicle condition. Shows the state of your wheels and your car. The more red the components are the more serious damage your car has suffered. Green colour shows intact parts. When the chassis or the wheels are red, it is highly recommended to repair your car.
12. Current revs
13. Current speed
14. Current gear

In-Game Menu

Pressing ESC during the races you can access to the in-game menu that contains:

Rescue
When you've flown out of the track, hit Rescue to transport out of there. You'll incur a few seconds penalty, but it may be faster than trying to work your way out. You have to be stationary for Rescue to activate, but if you've spent too long in water and your engine is flooded out, Rescue will kick in automatically.
Though amateurs like this feature during the races, you cannot use Rescuing in semi-pro and professional difficulty levels.
Default Rescue button is „R".

Repair
Using this option, your car will be repaired; your lost car parts ad wheels will be replaced.
Remember that in cross racing, contact between race cars isn't illegal, it's expected, so you can be easily picked on by other drivers. Damage will affect the performance of your vehicle; eventually, you won't be able to move at all. If you've been smashed beyond recognition, you need to pick the right moment to hit Repair. Don't forget, you will suffer a penalty of a few seconds while you are getting fixed up.
Although amateurs like this feature during the races, you cannot use repairing in semi-pro and professional difficulty levels.
Default Repair button is BACK SPACE.

Restart event
You can go back to the beginning of your race, and play again with the same settings, or you can restart the race with a new difficulty level. Restarting races will decrease your prestige points.

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Options
See Options above.

Abort event
You can quit race, though giving up an event will lower your prestige points.

View Replay
Selecting VIEW REPLAY takes you to the allows you to view camera footage of your race, but it will interrupt the ongoing event. If you don't wish to abort your race by viewing replay, finish the event and select the view replay option on the result screen, or from the main menu.

When viewing a replay you can start or pause the footage and can change cameras and camera targets. You can also speed up or slow down playback or set up a looping sequence.
Replays can be saved and later reloaded from the main menu.

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INVICTUS CREDITS

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