Grand Prix Manager 2

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Grand Prix Manager 2

Grand Prix Manager 2 lets you become the driving force behind the FIA Formula One World Championship: the Team Manager. It simulates the work of the 200 to 300 people employed by teams such as Williams, Benetton and Ferrari; people who have to get those F1 cars to the circuits in top condition with the best drivers, backed by the richest sponsors and most efficient facilities.

Team Managers are a rare breed and subsequently very special people. This is your chance to join their ranks. Knowledge, skill and a cool head under pressure will be your required attributes but (and it`s a BIG but) you`ll also need to manage MONEY. A top team can spend a million dollars a week and you`ll be held responsible for every cent.

A *Brief* word for *Grand Prix Manager* Veterans

Grand Prix Manager 2 is not just an updated version of *Grand Prix Manager*. It is a complete re-design taking into account your comments through letters, faxes and the Internet. It incorporates all the 1996 Season rules and teams and has the official seal of approval of the FIA Formula One World Championship for using drivers and FOCA team members. The menu system will now give you easy access to all the important areas of the game incorporating a more streamlined approach than the original version. We think you`ll recognise the quality of this game as soon as you begin to play it and, we believe, if you liked *Grand Prix Manager* you`ll love *Grand Prix Manager 2*!

Tutorial

The manual contains an excellent tutorial section which is well worth running through as it will familiarise you with the many different aspects of *Grand Prix Manager 2*.

Contracts

In order to run your cars you must have contracts in place with suppliers for engines, tyres, spare parts and fuel. If you wish to protect your technology you should also ensure you have a security contract.

Engine Contract
Getting the right engine for your cars isn`t easy. So don`t just assume that you`ll be able to get the engine you want just by approaching the manufacturer. You should first work out a shortlist of engines you`d be happy with and then go about making the companies adopt your racing team. If you`re one of the top teams, certain suppliers will provide engines for free; a tremendous cost saving but requiring you to demonstrate that you are going to be top team for a number of seasons.

You will see the following engine data:

Engine name
Manufacturer
Horsepower
Weight
Age
Other Teams
Quality

Contract Details you will see:

Seasons Contracted
Cost Per Engine

You have the choice to **Offer Deal** or **Look** at the other teams` engines.

Tyre Contract
Tyre producers participate in the sport because it`s a valuable R&D testbed. The tyre contract you choose will have to be paid for, however, so pick wisely

Spare Parts Contract
Your team are going to need spares to keep your cars on the track. To this end you`ll have to award a company with a spares contract. The more you pay for this contract, the better the parts you`ll receive. Select the company you want, then enter details of the contract you require by clicking on **Offer Deal**.

Fuel Contract
Although FIA rules stipulate fuel must be standard pump fuel, you`ll still need a fuel supplier.

Security Contract

If you`ve got inadequate security and you`re developing new technology, you might find other teams will try to help themselves to your hard work. So it makes sense to protect your team`s work. You can hire a security team to protect your team base grounds; including the technology and designs that might be useful to rival teams.

Personnel

You`ll find that in order to make advances in design you need a good team. Similarly you need to balance your driving team - it`s all very well having two very expensive old hands but what about bringing a newcomer up through the ranks?

Be aware that contracts will run out and need to be re-negotiated.

Chief Designer
The Chief Designer needs incentives like anyone else and will also need a strong team behind him. You can choose the number of Excellent, Very Good, Good, Average or Trainee Assistants - each one receiving an appropriate amount per Grand Prix season.
If you`re unhappy with your designer then you can attempt to hire a new one for the next season by clicking on the **Offer Deal** button. Click on a name from the recruitment agency list and you`ll see the negotiations screen.

Negotiating Contracts
Make Your Offer by amending amounts shown on the screen (click on the figures and delete/replace). A contract will last a minimum of one season. The recruited Chief will replace the current Chief at the start of the next season. You may recruit the same Chief again, effectively extending his contract. Chiefs must not be offered a salary less than that of Excellent Assistants`.

Chief Engineer
The Chief Engineer is the man who`ll put your designer`s work into practice by building the new parts. As with the Chief Designer you can attempt to lure a new Chief Engineer to the team by offering him the right deal. To do this, click on the **Offer Deal** button and then on the name of the person that interests you from the list. See above for negotiation.

Chief Mechanic
Of course, to back up the Chief Engineer, you need a Chief Mechanic to lead the team that`s actually going to fit the innovative parts. As with the other two chiefs, you can change the mechanic by heading for the negotiations screen and hire and fire assistants of all standards to back him up.

Commercial Manager
In order to sell your team and to market its brand image, you need a Commercial Manager. He will make sure that there`s plenty happening with potential and current sponsors. Better Commercial Managers can help to recoup much of the cost of running a Formula One team; they`re quite literally worth their weight in gold. Their bonus payment is linked to the amount of money they have earned through sponsors. You can try and lure any Commercial Manager to your team.

Drivers
Your team needs three drivers: two to drive your team`s cars and the third to step in if one of the others should get injured. Each driver is judged according to skills and temperament. Each driver`s details are shown as a series of stars relating to these facets. These cover:

Character
Quickness
Reliability
Wet weather skill
Stamina
Intelligence
Ambition
Luck
Leadership
Experience
Overtaking skill
Morale

Each of these elements will have a direct effect on how the driver races and therefore how he does during a racing season. These figures will, of course, change over the course of the season as the driver gets more experienced, or as the morale rises or falls.
You can of course, negotiate with the drivers just as you can with the **Designer**, **Engineer** and **Mechanic**. By offering the right package you should be able to tempt two good drivers and a strong back-up to your team.

Negotiating Contracts
The **Negotiate** button allows you to:

Extend Contract
This allows you to make an offer to the existing driver.

New Driver
Click on a new driver from the list. This allows you to click on Experienced or Rookie drivers and negotiate with them.

Swap Position
Lets you choose a new role for your drivers. Promote a number two driver to top spot or bring a test driver into the racing team.

Look Team/Next Team
You may consult the details of all the other teams` drivers for the sake of comparison or for future negotiation.
Injured Drivers
By clicking on the **Injured Drivers** button you can see which drivers are out of action.

Sponsors

Thousands of people attend Grand Prix races; millions of people watch the races on television; millions more read all about them in newspapers and magazines - Grand Prix is always big news. You can capitalise on all that publicity by selling sponsorship deals on your drivers, your team and your cars. The sponsors will be happy if they get the right sort of publicity.

Sponsors` Time
This will show you details of:

Company Name
Wealth (dollars signs)
Country
Time Allocated (by you dealing with sponsors)
Interest (shown by sponsors)

There are also icons that take you into the other sponsorship options from this screen.

Sponsors` Contracts
A summary of contracts set up by-

Company
Location
Value (per race)
Races Remaining

Sponsors` Deals
A summary of deals made by selling space on the Car, Helmet or Uniform.
Note that there are 5 colour coded areas of cost from **Most Costly** to **Cheapest**.
If you offer a deal to a sponsor, you must choose the area to sell ad space on the Car, Helmet or Racing Suit option. The value of the deal will depend on the logo`s position on the Car, Helmet or Racing Suit.

If an offer has been made you will be told about the length of the deal and its value per race.

Sponsors` Merchandise
By selling the rights to use your racing team logo to a series of merchandise manufacturers you can add to your revenue or prestige over the course of a season. Each item will either be a revenue earner or a loss leader that helps to promote your team image. Interest from Merchandisers will change over time depending on your team performance.

Lower-half of screen
These promotional items will make a loss but will raise the team`s profile with the sponsors. The items shown at the top are most effective with sponsors while the items at the bottom have the

least effect.

Upper-half of screen
These are solid merchandising items. Click on the X marks to show the offer as earnings per race.

Design

Creating, building and then customising your car is an extremely important part of the race procedure. After all, even if you have the best driver and commercial manager and the car isn`t up to scratch, then you`ll qualify way down the grid, you`ll have trouble winning races, you`ll have trouble attracting the right drivers, designers and sponsors and then you`ll go bust.

Car Internals
The following buttons allow you to choose different off-the-shelf parts to fit to your cars.

Fuel Tank
With the fuel stop strategies employed by teams, it`s important to have the correct type of tank capacity for your F1 car. The options are to have a larger tank (100%) that weighs more but takes you further with less stops, or smaller tanks (40%, 50% etc.) that make the car lighter (and faster) but will require extra refuelling stops. Click on the marked button, then click on the part you require to install the fuel tank.

Electrical System
Getting the right system is a question of balancing the need for low weight with high reliability and reasonable cost; the heavier the system, the cheaper and less reliable it will be.

Cooling System
High performance engines generate vast amounts of heat and you need a very efficient system to keep it cool. This section enables you to decide on how you want to move cool air into the car.

Gear Box
Over recent years there have been many developments in gear box design. This has led to a move away from the traditional manual stick design to a steering wheel mounted semi-automatic design. These days gear boxes have electronic monitoring/ control system just like the rest of the car.

Suspension
It`s important to pick the right type of suspension to aid braking and handling. Of course, the most expensive model isn`t necessarily the most effective.

Brakes System
You need a brake that won`t fade under high temperatures, that is light and that can cope with plenty of use.

Transmission
The transmission is the system that transfers the power created by the engine down to the wheels.

EMS
The Engine Management System monitors what`s going on in the high performance engine block and transmits its findings back to the pit crew.

Steering System
Choosing the right system is a question of balancing responsiveness with weight. In Formula One cars the steering system`s geometry determines the amount of input required from the driver to achieve a certain amount of turn from the tyres.

Car Cycle`
In the bottom left of the screen is the Car Cycle` button which enables you to modify the external design of your team`s other cars.

*Note the **Quality /Wear Rating** panels on the side/below each part.*

Mechanics` Time Bar
These are indicators of the amount of time available for your Mechanics. If this time level runs out you will not be allowed to do any more work on the car. To have more time accessible to you either do less R & D or hire more (or better) staff.

Advice
A report from the Chief Mechanic. Take note of what he says because he knows what he`s talking about. He`ll give you vital guidance on internal design adjustments to be made to improve:

Engine Power
Engine Acceleration
Chassis Aerodynamics
Chassis Internals
Car Condition
Car Weight

New Parts
You have the option to change the Internal Design of the car globally by selecting this button. This will save time if all you want to do is:

Refit worn parts
Fit with lightest parts
Fit with best parts
Fit with cheapest parts

Look
By clicking on this you can see what the other teams are up to in terms of their car internal designs. This option will not be accessible when playing the game at difficulty levels higher than Rookie.

Car Externals

Getting a car`s external design right is as important as getting its internal components right. The tyres, ducts and wing all have a dramatic effect on performance and handling, so it`s worth spending a bit of time testing the various designs to see which combination functions best. The following buttons allow you to choose different off-the-shelf` parts to fit to your F1 car:

Front Wing
The front wing is used to increase cornering speed by providing an appropriate level of downforce. Both the design and angle of this wing will determine how much downforce is applied and therefore how efficiently the car can corner.

Rear Wing
Essentially an inverted aeroplane wing, rear wings create downforce on the car so that it can hold the road more efficiently. Too much downforce will result in excess levels of drag and lower top speeds.

Air Box
If enough cold air doesn`t get to the radiator and engine then the car will overheat and fail. The size and position of the cooling duct determines the level of airflow. It`s worth bearing in mind that if you change other external designs then you might have to change the cooling duct as well.

Vanes
These aerofoils are used to increase the airflow to the cooling duct. By experimenting with the single, double, vented and in-house versions, you can cool the engine much more efficiently.

Stepped Bottom
A component that contributes to the ground effect`; holding the car tight to the track surface at speed.

Side Pods
Essentially functioning as cooling devices but with the additional benefit of providing a strong point on the chassis for driver safety.

Nose Cone
Select a nose cone design from those shown. You may have to adjust the nose cone to abide by FIA Regulations.

*Note the **Quality/Wear Rating** panels to one side and below each part.*

Mechanics` Time
This is an indicator of the amount of time available for your Mechanics. If this time level runs out you will not be allowed to do any more work on the car. To have more time accessible to you either do less R & D or hire more (or better) staff.

Chief Mechanic`s Report
Advice is available from the Chief Mechanic. Take note of what he says because he knows what

he`s talking about. He`ll give you vital guidance on:

Engine Power
Engine Acceleration
Chassis Aerodynamics
Chassis Internals
Car Condition
Car Weight

New Parts
You have the option to change the External Design of the car globally by selecting this button. This will save time if all you want to do is:

Refit worn parts
Fit with lightest parts
Fit with best parts
Fit with cheapest parts

Wind Tunnel
Once you`ve slotted the appropriate components onto your car`s shell, you can see how it does in the *wind tunnel*. If you have not got your own, you`ll have to hire it at a cost ($50,000). This is an extremely important part of the External Design process. The Wind Tunnel consists of **Start/Stop** buttons and **Front/Rear Wing** adjusters. Examine the information shown on the computer to determine the optimum settings to achieve the best speeds along straights and corners.

Look
By clicking on this you can see what the other teams are up to in terms of their car designs. This option will not be accessible when playing the game at higher than Rookie difficulty level.

Driver Aids
The car manufacturers and racing teams are also involved in developing a range of useful *Driver Aids*. These are add-ons which dramatically increase the driver`s chances of doing well in a race. Unfortunately, you`ll find that many of these are outlawed during a particular Grand Prix season by the FIA but, in 10 seasons, who knows what will be allowed? If your car is fitted with a *Driver Aid* then a tick mark will appear by its description. A greyed-out button will appear if the part is not available and a Black Flag if the aid is banned. Click on the **Look** button (if in *Rookie* mode) to see what the other teams are up to.

Car Set-up
This screen allows you to adjust individual settings on your team cars:

Wings
Wings are the means by which a F1 car creates downforce`: the thing that primarily holds the car on the track during cornering or high speeds. It`s important to get the settings correct. You can adjust the angle set-up in two ways: by clicking on the white line and dragging up or down, or for more precise adjustment, with the + (plus) and - (minus) buttons.

Front Wing
The Front Wing is used to control the aerodynamic balance of the car, it does not contribute to aerodynamic drag but too much front wing can interfere with the airflow over the rear wing resulting in reduced rear downforce.

Rear Wing
The Rear Wing creates downforce on the car so that it can hold the track more efficiently.

Circuits such as Monaco need *high* downforce (increase the Rear Wing setting) because of the many corners and few straights, whereas circuits like Hockenheim need *low* downforce (reduce the Rear Wing setting). Other circuits such as Suzuka require *medium* downforce (a compromise between high and low) because of the mix of long corners and fast straights.

Gear Ratios
You must set the gear ratios of your gearbox to suit each circuit. Different cogs can be fitted to the gearbox which can have a major effect on the car`s acceleration, cornering and top speed.

Short Gearing
Twisty circuits with few long straights demand short` gearing for quick acceleration. The nearer the cogs are to each other, the less work the lower gear has to do to get to the higher gear (short gearing).

Long Gearing
Circuits with long straights need long` gearing to give the car good top speed. The further away the cogs are from each other, the more work each one has to do to get to the higher gears but the faster the speed at the top gear.

You can adjust the number of gears from 4 to 7 by clicking on the individual cogs and dragging them into position.

Tyre Pressure
Less pressure will increase tyre grip but increase tyre wear.

Brake Balance
Brake Balance is set up to avoid understeer or oversteer when braking at bends. If cars oversteer you have to move the *Brake Balance* towards the front.

Ballast
Ballast is weight added to the car to make up the legal minimum weight. When you have customised your car, you might find that it`s too light to be legal (see the FIA Rules). That`s when you should add *ballast* and then re-adjust the centre of gravity.

Centre of Gravity (CoG)
Weight is usually distributed 55% on the rear wheels and 45% on the front but this will change if different tyres or brakes are used. If the car is not cornering well it could be a *CoG* problem.

Suspension: Front right/left; Rear right/left
You can adjust 5 grades of stiffness for the springs on all four wheels. This will be important on different circuits. Generally, stiffening all round will achieve lower ride height and so greater downforce but with the disadvantage of less cornering/traction grip and additional tyre wear. Softening springs all round will improve cornering/traction grip, reduce tyre wear but might make handling less responsive.

In addition you can select:

Test
Takes you to the full Testing screen. In order to improve your car set-ups you should use Testing and work carefully with your driver.

Wind Tunnel
Takes you to the *Wind Tunnel*

Copy Plans
Lets you copy the car set-up to the other two team cars. Each chassis has a reference number, this is printed to the left of the driver`s name in the box near the bottom of the screen.

Car cycle`
Click on this to bring up the other two cars to look at their set-ups

Mechanics` Time
This is an indicator of the amount of time available for your Mechanics. If this time level runs out you will not be allowed to do any more work on the car. To have more time accessible to you either do less R & D or hire more (or better) staff.

Load/ Save Set-up
Car Set-Ups are Saved/Loaded as .CSU Extensions

Driver Set-Up
This screen allows you to adjust the chassis/drivers between Car 1, Car 2 and Test /Reserve Car.

Buy Parts

Here you can purchase a new car chassis (if required).

Facilities
This screen allows you to build new facilities in your team base. The options available are:

CAD Network (Computer Aided Design)
This helps with Design Time use.

CAM network (Computer Aided Manufacture)
This helps with Engineering Time use.

Carbon Fibre Construction Unit
This helps with building *External* in-house parts cheaply.

Wind Tunnel
This saves on the cost of renting a *Wind Tunnel* and also helps improve the capabilities of new chassis designs.

Manufacturing Unit
This helps with building *Internal* in-house parts.

Testing Rig
This helps with the testing of major new components such as the chassis and the engine, reducing the amount of time you need to spend on the test circuit.

Each facility will aid your **R&D** and **Testing** capability but against each unit you must compare:

Cost to Build
Cost to Sell (if no longer wanted)
Monthly Maintenance Costs
Click on the cross mark to construct a facility and you will be told the cost and when it would be ready.

Remember that the facility will take time to build, so planning ahead for next Season is important.

Manufacturing
This screen allows you to design *in-house* parts for your car for this season. It shows the percentage of time spent by the engineers on in-house parts and R & D. You may alter the values by clicking on the + (plus) and - (minus) buttons.

When the work is complete you will receive e-mail of the fact and the part will appear on the parts shelf. When you want to fit that part it will cost you the price stated. To highlight the fact that it is a newly available part we call it an in-house part` until the end of the season. Generally, their quality is better than the parts available off the shelf. If you do not have a *Manufacturing Unit* (Internal parts) and/or a *Carbon Fibre Construction Unit* (External parts) facilities for manufacturing will have to be hired at tremendous cost. Two reports (the *Internal* and *External Design Manufacturing Reports*) are available to you informing you what`s being worked on by your engineers.

R & D

Research and Development is your team`s chance to get ahead of the others by developing new technology that, while still not legal, might be made legal in following seasons. Any tips or clues that you pick up in a season will be useful here.

Select the project you want to be researched and allocate Designers, Engineers and Mechanics time to it.

New Car Chassis

You`ll need to devote time to the car chassis for the next racing season THIS SEASON. As the design develops it will be painted up on this screen as a visual indicator of progress. Select how much Design Time you want to devote to the chassis.

Acquire Technology

This option allows you to attempt to acquire` technology from other teams. Select the team you want to investigate. You`ll be warned how much that investigation will cost you. Remember that if their security is too tight, you`ll get nothing for your money.

Finance

The bottom line is always the same - cash. Creating a race-winning car isn`t just about bolting the right components together and then putting a driver behind the wheel.

Visit the Bank
If you`re running out of money and need to get hold of some finance quickly then, initially, the bank will be happy to oblige; but be prepared to pay interest. You`ll be able to **Borrow** or **Repay** selected sums of money.

If you have a loan, you will see details of:

Sum Borrowed
Interest Rate
Interest Sum
Total Debt
Repayment per Race
Money Paid
Money Outstanding
Number of Payments Remaining

Profit and Loss
If you want to know how well you`re doing then head for this screen where you get the financial picture about your income and expenditure. Pay particular attention to Income (money coming in), Expenditure (money going out) and Bank Balance (the amount of cash you`ve got in the bank).

Insurance
Racing a Formula One car is a risky business. Your insurance premium is going to be high. However, it`s well worth the outlay, because should the worst happen you`ll at least have a large lump sum dropped into your bank account.

Third Party
At the start of the season all drivers will not be insured above Third Party rate. You will always pay Third Party rates but you may choose additional insurance options - Injury and Loss.

Injury
This refunds the driver`s salary for races missed and will reimburse any health costs.

Loss
The salary for the whole year will be refunded in the event of a driver having to retire from the team.

Premiums are paid per race and insurance (except Third party) can be cancelled at any time by changing the tick marks against the cover details. Note that the cost of the premium is based on

the experience and salary of the driver.

Test

This is one of the most valuable elements of the car development schedule. By actually taking your car to a track and seeing how it does, you can work out whether or not the changes you`ve made will have any impact on the car`s performance. By adjusting, then testing and then adjusting again, you can get the car set up perfectly for the race.
All testing is done out on the track. All teams choose one Grand Prix circuit to test the car on. The chosen circuit is known as your home site, remember the cost of transporting your test rig to distant circuits will be high. Wise managers usually choose a home site that is close to home base. Testing is restricted to your chosen home site until the scheduled races elsewhere have been completed.

If you play as Benetton and choose Silverstone, England as your home site you cannot test at Interlagos, Brazil until that race has been completed.

When you enter testing you will be presented with your drivers` current thoughts about their car set-up, then you can adjust the car to suit your drivers.

You can adjust / change the following items in any test session:
Internal Parts (same as Design Screen)
External Parts (same as Design Screen)
Driver Aids (same as Design Screen)
Car Setup (same as Design Screen)

When you have made any changes you feel are relevant to the car, you will exit this screen and be presented with the pit lane options screen.

In the **Pits** you`ll see:
Driver - switches across the three drivers (with portraits)
Number of Laps - enter the number of laps you want the car to complete for this test session
Focus Area - select an area for the team to concentrate on specifically, various weaknesses can be improved upon during testing.

Car Performance
Driver Skill
Pit Stops
Full Race Distance
Car Improvements

Tyres - select the tyres to use for this test session.

Start Test
The test will take place and generate reports.

Test Report
This report will show the Driver, a SetUp identification name, a Best Lap time and a Comment from your driver. Pay attention to the time and particularly the advice given. Send the car out for as many test laps you think are necessary. Testing is very important for new parts/chassis and will improve their performance in a Race.

After testing has taken place your Chief Mechanic will also assess the car performance, just drop back to the initial testing options screen, use the next button to toggle through the driver and Chief Mechanics report. Pay attention to the advice and start work immediately to improve performance.

Race

Once you`ve got the car running the way you want, the drivers, sponsors, security, insurance, transportation and back-up team in place, it`s time to get down to the track. Select the **Race** button.

The Build Up
There are five stages to a Grand Prix race weekend (from 1996 FIA rules). You can get involved in all of these stages or simply go straight to the race. The stages are:

Free Practice
Qualifying
Pre-Race Warm-up
Formation Lap
Race

However many stages you choose to involve yourself in, they all take part from the Main Race screen. From this top-down screen you can control how your driver races, monitor both the driver and the car`s performance and decide when pit stops will take place. Remember Free Practice may prove very useful for honing your final car setups.

Your Desk

This section acts as a central database where you can check a summary of your current personnel, the rules, the race calendar and any E-Mails that you may have received.

Personnel
This will give you a summary of who is working for you this season and next season, plus details of points gained and position in the FIA World Championships.

Rules
As the 10 season campaign progresses and the research teams come up with new designs, so the Grand Prix racing body, the FIA make new rules. These rules cover everything from the overall weight of the car, to the engine that powers it, the tyres and the specialised driver aids. In order to produce a race legal` car you`ll need to keep in touch with the latest FIA rulings. You`ll find all the details you require in the **Rule Book** that`s on your desk. Don`t assume that these rulings will occur only at the end of the season. Occasionally, they`ll make a ruling before the start of a race, so before getting your car ready, have a look to see if there have been any new developments. You may find that the driver aid that you`ve just created is illegal. Be warned, if you run an illegal car you will get found out and have to suffer a penalty.

Diary
Today`s Grand Prix season involves races in most of the world`s major countries. The Grand Prix season is a real test of forward planning. Only by being aware of all the races that are coming up and the different demands that they`ll place on both the team and the cars can you succeed. You`ll find details of all the races in the **Diary** on your desk.

E-Mail
Click on the **E-Mail** button and you`ll see a series of messages - to read a message just click on it. You`ll get messages from all sorts of people from the individual team member to the richest sponsor and you should therefore consult it on a regular basis.

Results

Drivers` Championship
Featuring the drivers` points placings for the current season.

Constructors` Championship
Featuring the constructors` points placings for the current season.

Drivers` Yearly Table
A breakdown of results per race for the current season. View by **Points** or **Position**.

Career History
View the previous year`s results for your team drivers as a **Points** summary or in **Graph** form.

Last Race
View the race results for the last Grand Prix with your team drivers highlighted.

Past Winners
View previous winners of Drivers and Constructors Championship with a summary of points won.

News

There`s always something happening in the Grand Prix world and as the head of a team you should keep abreast of developments. You`ll find all sorts of interesting news in this newspaper that`s accessed from the Main Screen. Ignore the details at your peril.

Developers Notes

Grand Prix Manager 2 has been worked on for just over a year now, after the release of Grand Prix Manager we received many ideas from our QA team and customers alike. Both the development team and MicroProse were very enthusiastic about a sequel product and so we began compiling a list of ideas and features. Selecting the best ideas and building a very aggressive schedule.
Stephen Hand must be thanked for his contribution to much of the early planning work

Ed and the whole development team have been fantastic in this area, achieving aggressive goals whilst continually collaborating with the MicroProse team and adding even more features to the game.

Most of the team are Grand Prix fans and have attended practise days and Grand Prix during the year. This enthusiasm for the subject matter and the game has carried us through the project and, now, a week away from finishing the software we are all looking forward to next year and the new season. Most people would never want to see or hear an F1 car ever again.

With this year`s Championship being decided at the last race of the season, 1996 has turned out to be a really exciting contest featuring: several outstanding races; the emergence of new talent and the fulfilment of promise by the new World Champion - Damon Hill.

The final few weeks of the project, as ever, have been very intensive. Ed and Steve have been organised and worked incredibly hard with our QA team to polish the game and fix those annoying bugs.
Whilst Ed and Steve have been working closely with our team to finish the product, we must also mention Geri, Darren, Ben and Paul working back at the office and supplying us with numerous last minute graphics, text files and other work that has been tweaked.

Alkis and the creative team have done a great job producing the packaging and documentation for the game and fitting in every last minute change requested by the development team.

Phil McDonnell our QA lead has also added a great deal to the project, checking not just for bugs, but manuals, technical supplements over and over again making sure the information is as accurate as possible. As lead QA, Phil has also supported James in his role as Producer and organised a very effective QA operation, the team has been very lucky to work with Phil who is tremendously experienced and effective in his role. A big Grand Prix fan, Phil has worked exclusively on MicroProse F1 games for the whole year.

Many thanks to our QA team, Martin Crompton, Neil McEwan, Jamie Toghill, Paul Coppins, Jason Sampson, Stuart Poole, Anton Lorton, Darren Kirby, Ian McMurtrie, Daniel Luton, Donald Witcombe and Andrew Luckett for giving up their busy social lives and providing much help and support during the last few weeks of Quality Assurance.

Thanks also to the MicroProse sales and marketing team who help ensure that you are playing

our game. Particularly, we would like to thank Louise Elstone, Heike Diederichs, Raphaël Supra and the whole of our sales force world-wide.

Lastly, thanks again to those that wrote in with suggestions, sorry we couldn`t implement them all!

Good Racing!

The *Grand Prix Manager 2* Development Team.