TEST DRIVE 4

Test Drive 4 Quick Start

WINDOWS 95

Auto Load

1. From Windows 95, Insert the Test Drive 4 CD-ROM into your CD-ROM drive.

2. The Test Drive 4 install menu will load automatically.

3. Select install from the menu using your mouse.

Test Drive®4 1997 Accolade, Inc.

3050-00270A

"*Test Drive 4* is the clear choice for **BEST RACING GAME OF 1997**"
Official E3 Best of Show Awards

Hot Soundtrack
Featuring The Music Of
Orbital
&
*The Younger,
Younger 28's*

TEST DRIVE 4

ACCOLADE

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INTRODUCTION

Welcome to *Test Drive 4*. This Test Drive™ is more than a spin around the block. It's a race in some the hottest production cars from around the world. Choose from today's high technology wonders or from yesterday's powerful American muscle cars. It's Beauty versus the Beast. *Test Drive 4* uses real-world physics to calculate the interaction between the vehicles and the terrain in an authentic, real-world experience with just a touch of the supernatural to insure we all get what we want - speed! You can play solo, or against your friends. Either way, you can count on *Test Drive 4* to deliver an adrenaline-packed race.

Test Drive 4 takes you to international locations to race down country roads and through city streets. You'll see the picturesque town of Keswick in England's beautiful Lake District. You'll wind through the streets of San Francisco including the Golden Gate Bridge and Fisherman's Wharf. Blast down Pennsylvania Avenue in Washington DC. Back in Europe, head for the Swiss-Italian Alps and catch a glimpse of Bern and wind your way through the majestic mountains. Tour historic Munich, Germany and open it up on the Autobahn. Wrap up your world-wide tour in Kyoto, Japan with its startling mix of old and new. These are long road courses, not short loops on pre-dictable tracks. Each track has several checkpoints marked by banners hanging over the road. You must reach each checkpoint before the timer at the top center of the screen goes to zero if you want to be able to continue. Watch out for traffic, spinouts, and tight turns. If you should dare to exceed the speed limit, watch out for the cops too!

Live the dream. Feel the rush. Win the race.

START YOUR ENGINE

INSTALLATION

1) Microsoft Windows® 95 is required.

2) Microsoft DirectX™ 5.0 is required. If it is not found on your computer, the *Test Drive 4* installation will ask if you want it installed.

3) *Test Drive 4* requires about 250 megabytes of hard disk space.

4) Insert the *Test Drive 4* CD into your CD-ROM drive.

5) Click on **START**, then click on **RUN** and type into the dialog box "D:\SETUP" and then click the **OK** button.

6) The installation program will start. Follow the on-screen instructions.

PLAY

1) Make sure that Test Drive 4 is properly installed. See above.

2) Insert the Test Drive 4 CD in your CD-ROM drive. On most systems, *Test Drive 4* will "auto-run" and start up by itself. If it does not, then see step 3.

3) To begin Test Drive 4 from Windows 95 click on START and then click on **RUN**. In the dialog box type: C:\Program Files\Test Drive 4. This assumes you installed Test Drive 4 on your C drive and in the default directory, Test Drive 4.

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DRIVING CONTROLS

Test Drive 4 can be controlled via the keyboard, a joystick, a game pad or a steering wheel. The mouse is not operational in *Test Drive 4*. Here are the default Keyboard Controls:

MENU NAVIGATION
ARROW/CURSOR KEYS   Moves you from option to option
ENTER key   Selects an option
ESC key   Quit Menu

FACTORY STANDARD KEYBOARD DRIVING CONTROLS
RIGHT ARROW	Turn Right
LEFT ARROW	Turn Left
UP ARROW	Accelerate
DOWN ARROW	Brake/Reverse *
SPACE BAR	Brake/Reverse *
A	Shift Gears up
Z	Shift Gears down
X	Horn
ESC	Pause
F1	Change Window size (Not for 3Dfx version)
F2	Change View/Draw Distance
F4	Change camera viewpoint

* To Reverse: Press key until car stops; then release key and press again to back up the car.

OPTIONAL EQUIPMENT

For details about all the supported controllers select CONTROLLER CONFIG which is under OPTIONS which is under the MAIN MENU.

GAMEPAD
If you have a properly installed Windows 95 recognized gamepad, then you can use it for menu navigation and game play. D-pad refers to the Directional pad on the left side of gamepads. For gamepads with a 2-axis D-pad, and 4 action buttons:

MENU NAVIGATION
Gamepad D-PAD   Moves you from option to option
Gamepad ACTION BUTTON   Selects an option
Keyboard ESC key   Quit Menu

DRIVING CONTROLS
Gamepad D-PAD RIGHT	Turn Right
Gamepad D-PAD LEFT	Turn Left
Gamepad ACTION BUTTON 1	Accelerate
Gamepad ACTION BUTTON 2	Brake/Reverse *
Gamepad ACTION BUTTON 3	Shift Gears up
Gamepad ACTION BUTTON 4	Shift Gears down
Keyboard ESC	Pause
Keyboard F1	Change Window size Not for 3Dfx version)
Keyboard F2	Change View/Draw Distance
Keyboard F4	Change camera viewpoint

* To Reverse: Press button until car stops; then release button and press again to back up the car.

Joystick

If you have a properly installed Windows 95 recognized joystick then you can use it for menu navigation and gameplay.

Steering Wheel

If you have a properly installed Windows 95 recognized steering wheel then you can use it for menu navigation and gameplay.

VISUAL FIDELITY VERSUS DRIVING RESPONSE

Test Drive 4 gives you several parameters that tune the game to the wide range of computer performance variations. You can adjust the viewing size, viewing detail, and viewing distance to match the capabilities of your computer. To adjust screen resolution, select **OPTIONS** from the **MAIN MENU**, then select **DISPLAY MENU**. You can then choose **LOW** or **HIGH** resolution and adjust the **VIEW** distance, or horizon draw-distance. Additionally, pressing the **F1** key during gameplay adjusts the size of the playfield area (window size). The idea is to adjust these parameters to get the frame rate high enough for a responsive and well-handling car. If you are not sure where to start, then select **LOW** resolution, the smallest window size and the shortest (all the way to the left on the knob) view distance. This will give you maximum response and driving control. Next, enhance the three parameters improving the visual fidelity to suit your preferences while keeping the frame rate fast enough to enjoy the game.
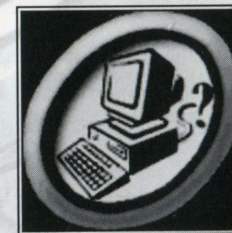
> **NOTE:** The VIEW distance can also be adjusted in the middle of a race by pressing ESC to call up the PAUSE MENU. There, you can adjust the VIEW setting (the smaller the color bar, the shorter the draw distance).

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MAIN MENU

The Main Menu offers the following options.

ONE PLAYER GAME

NETWORK OPTIONS

OPTIONS

HIGH SCORES

CREDITS

ONE PLAYER GAME

Select this option from the **MAIN MENU** to race against computer-controlled opponents. After making this selection, the screen automatically advances to the Race Menu. You must choose **ONE PLAYER** to enter any of the Cup tournaments (See **RACE MENU**).

NETWORK OPTIONS

Select this option from the **MAIN MENU** to race against a friend and connect two or more computers via Serial, Modem or LAN for simultaneous head to head competition.

Serial: Select this option to play head-to-head with two computers linked by serial cable.

Modem: Select this option to play head-to-head with two computers linked by modem and telephone line.

LAN: Select this option to play multi-player on a Windows 95 compliant, and IPX/Direct Play compliant local area network.

HIGH SCORES

Select this option from the **MAIN MENU** to view the high score tables for the various races. There is a high score table for each track showing several statistics. And there is a high score table for each of the Cup Races. See **RACE MENU** below to learn more about the Cup Races.

NOTE: You should always save your game before quitting Test Drive 4 in order to save new time & speed records or unlocked secrets. At the end of a race, after the Results screen, choose quit from the menu. At the Main Menu select Options and then Load/Save.

CREDITS

Select this option from the **MAIN MENU** to find out more about the folks that designed and developed this game.

OPTIONS

Select this option from the **MAIN MENU**, to access the Audio Menu, Display Menu, Controller Configuration, Game Options or Load/Save menu screens:

Audio Configuration: This sub-menu sets the sound volume for the sound in the game. The Sound Menu shows two icons for: MUSIC volume, or Sound EFFECT VOLUME.

Display Menu: This sub-menu sets the screen resolution and the default Viewing Distance (Draw Distance). For computers slower than 150MHz, we recommend the "Low" setting. For computer faster than 150MHz, we recommend the "high" setting.

The LOW setting is 320x240x256 colors. (This does not apply to the 3Dfx version or other 3D hardware-accelerated versions)

The HIGH setting is 640x480x256 colors (This does not apply to the 3Dfx version or other 3D hardware-accelerated versions)

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THE VIEW adjustment controls "Pop-up" or the distance at which the game draws terrain along the roadway out towards the horizon. For slower computers, set the View Distance low. For faster computers, set the View Distance high.

GAME OPTIONS: This sub-menu customizes your speedometer (mph or kph), checkpoint timer (on/off), and road traffic (on/off).

LOAD/SAVE
Choose this option to load or save to disk the game settings and high score tables. It also saves any secrets you have unlocked. The Load/Save icon looks like a floppy disk for universal familiarity. The "save" occurs on your hard disk. No floppy disk is needed.

Save: Select the Save icon to save the current state of all aspects of the game. This includes all the high score tables, bonus cars that you have unlocked, and the reverse tracks. A sub-menu appears. Follow the on-screen instructions to save a game.

Load: Select the Load icon to load the current state of all aspects of the game. This includes all the high score tables, bonus cars, and reverse tracks that you have unlocked. A sub-menu appears. Follow the on-screen instructions to load a game.

> **NOTE:** In order to unlock a secret after winning a Cup Race, or unlock a track after winning a Single Race, both the Checkpoint Timer and Traffic options need to be turned on.

RACE MENU
After selecting One Player Game from the Main Menu, you select a race format. You can race on just one track of your choice, or you can enter a multi-track tournament and compete to win one of the Cups in *Test Drive 4*. If you win the one of the Cup races, you are given special recognition on the High Score table.

Single Race
Select this option from the **RACE MENU** to race on one single track. If your time to finish the track is among the best, you'll have a chance to enter your name on the high score table for the selected track. You can choose from any of the available tracks on the next menu - the Track Menu.

Challenge Cup - Best cumulative time
In the Challenge Cup, you'll race on 6 tracks. You automatically advance to the next track no matter how you do. You win by having the lowest total time compared to the computer-driven opponents. If your time to finish the tournament is among the best, you'll have a chance to enter your name on the high score table for the Challenge Cup.

Championship Cup - Highest cumulative points
In the Championship Cup, you'll race on 12 tracks. You automatically advance to the next track no matter how you do. You win by having the highest accumulated points versus the opponents in the game. Points are awarded for how you place at the finish of each of the tracks. Bonus points are awarded based on being first across checkpoints. If your total points upon completion of the tournament are among the best, you'll have a chance to enter your name on the high score table for the Championship Cup.

Pitbull Cup - Place first to advance
In the Pitbull Cup, you'll race on 6 tracks. You must finish in first place on each one before advancing to the next. Your rank on the Pitbull Cup High Score table is based on your total time through all the tracks.

Masters Cup - Best cumulative time in different cars
In the Masters Cup, you'll race on 10 tracks. You automatically advance to the next track no matter how you do. You must use a different car for each track. You win by having the lowest total time compared to the computer-driven opponents. If your time to finish the tournament is among the best, you'll have a chance to enter your name on the high score table for the Masters Cup.

Drag Race - Best quarter mile time
Test the acceleration of the cars and your shifting skills on a quarter-mile race from a standing start. Manual shifting is required.

TRACK MENU
After selecting Single Race from the Race Menu, you select a track. There are twelve tracks set around six international cities. Each city has two tracks, labeled #1 and #2. When you start for the first time, you can access each city's track #1 only. You must place first on a single track race in a given city to unlock access to that city's track #2. All the tracks are shown on the TRACK MENU, but you cannot race on the tracks marked "unavailable" until you unlock them.

San Francisco, USA
Washington D.C., USA
Keswick, England

Bern, Switzerland
Kyoto, Japan
Munich, Germany

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CAR MENU
After selecting your race and your track as the case may be, you select a car. See the section later in this manual for detailed car descriptions.

TRANSMISSION MENU
After selecting your car, you choose your transmission - automatic or manual. If you choose a manual transmission, then you must shift through the gears yourself. See CONTROLS for shifting buttons. Now, get ready to race!

Automatic   Manual

RACING RULES

Your First Goal
Once the race starts, you must make it to the next **Checkpoint** before the Checkpoint Timer counts down to zero. See the next section on Visual Displays to find out more about the Checkpoint Timer.

Checkpoints
As you roar around the track, you drive through checkpoints. These are shown as banners hanging above the road. Each banner is numbered such as "Stage 1" or "Stage 2" to help you measure your progress. You must reach the next checkpoint before the Checkpoint Timer counts down to zero. The race ends if the Checkpoint Timer reaches zero. When you cross a Checkpoint, you get more time added to the Checkpoint Timer. You can turn off the timer if you want – **see OPTIONS**.

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Finish Line

Each track ends with a Finish Line and a banner. The first car across the finish line is the winner.

Police

Test Drive has grown to be a full blown race along city streets and country by-ways, and the temptation exists to exceed the speed limit. If a nearby police car sees you speeding, then it will chase and stop you. If you hear the siren, then you must completely stop and let the police car get in front of you. After stopping, you can take off again. Some players may try to outrun the police, but we do not approve of that!

VISUAL DISPLAYS

Checkpoint Timer

The large digits at the top and center of the screen is the Checkpoint timer. You must reach the next checkpoint before the timer counts down to zero. When you cross a checkpoint you get more time added to the timer.

Position Graph

The line graph along the top of the screen shows you what is near you symbolically. You are the dot on the center of the line. As opponent racers approach from the rear or as you approach opponents, you can see them as moving dots on the graph. Checkpoints are shown as vertical lines on the graph. Opponents behind you appear to the left of your dot, and those ahead of you appear to the right of your dot.

Time

The timer in the upper left hand corner displays your elapsed time on the current track.

Race Position

The number in the upper right hand corner shows your current place in the pack: "1"

means you are in first place. Be careful as you jockey for position; the other drivers will bump you and try to knock you out of their way. You can (if you dare) do the same to them. However, making contact with another vehicles is a good way to lose control.

Speedometer

The dial in the lower right hand corner shows current speed. A digital readout is also provided just below the dial.

Tachometer

The smaller dial in the lower right is the tachometer - it shows engine RPM.

Steering

The cars roll a bit in response to the steering controls to provide instant feedback. Test Drive 4 offers a realistic driving feel within the limits of what can be done with buttons. Use optional analog controllers if you want for even more realistic driving experience.

If your steering response seems sluggish or difficult to control, you may have the game set up incorrectly. Please see the section called **VISUAL FIDELIITY VERSUS DRIVING RESPONSE** under **DRIVING CONTROLS**.

Brakes

The tail lights come on as a visual indication that you are braking. The brake is a valuable tool; it will help you win if you learn to use it wisely.

Camera

You have a choice of several camera positions in and around the car. It is helpful to find an angle that you are comfortable with at the beginning of the race, and sticking with it as you drive. Some drivers like to switch between the out the dashboard view and a camera angle that lets them see their entire vehicle. Some practice will tell you what works best for you. **See the DRIVING CONTROLS section** for the camera control button.

THE TRACKS

Keswick: In England, it's pronounced Kes-ick. It is a small village in the beautiful and picturesque Lake District of Northern England. The roads are narrow and follow the hilly terrain. Some sections of the road straighten out enough to allow full throttle driving, but you never know what to expect around the next bend.

San Francisco: On the sunny coast of California in the USA sits one of the busiest and most beautiful cities in the world. The track skirts the San Francisco Bay where high speeds are possible and then winds into the heart of The City's steep hills. Some might say high speeds are still possible there too.

Washington DC: This is the capital of the USA. DC is short for District of Columbia - an entirely separate area not much bigger than a large city. This is a fast track with long straight sections down the wide boulevards leading to the domed capital building. Several famous monuments are visible along the route.

Bern, Switzerland: The European automotive community, especially the Italians, favor these high mountain roads to "test drive" supercars as the roads weave up through mountain passes and climb to the sky. Tunnels are frequent since the steep Alps leave the road builder no other option.

Kyoto, Japan: The city at the end of the bullet train run from Tokyo, is one of the most beautiful cities in a beautiful country. Kyoto is famous for its temples and the track passes several. Kyoto also offers some twisty roads through nearby hills.

Munich, Germany: This busy German city mixes the old and the new, and the nearby highways qualify for "autobahn" classification. This tracks offers a mix of tight city driving and wide-open no-speed-limit highway driving.

THE CARS

Know your vehicle as well. Some vehicles are faster while others corner better. Play to the strengths of your ride, and learn to compensate for its weak points. If you put it all together, you'll be standing in the winner's circle! You need sharp reflexes to win in this game. So top her off, check the tire pressure, and get ready to go!

1998 Dodge® Viper
The monster that ate Detroit. The Dodge Viper has won several "Supercar Shootouts" in various automotive magazines. Under the hood is a huge V-10, that puts out 450 horsepower ands 490 lb-ft. of torque. This sends the Viper to 60 mph in 4.4 seconds and it can travel the quarter-mile in 12.8 seconds. It has an estimated top speed of 185 mph.

1998 Chevrolet® Corvette®
The highly anticipated 1998 Corvette, the fifth complete re-design of this Chevy sports car line arrived in 1997. The all new engine produces 345 horsepower and 350 lb-ft. of torque to propel this rocket from 0 to 60 mph in 4.7 seconds and it can travel the quarter-mile in 13.3 seconds. At a base price of $37,500, the "Vette™" has the best dollars-to-performance ratio of cars in this group.

1994 Jaguar XJ-220™
Sleek, sexy, and fast. This is the ultimate Jag. A limited edition of 350 units sold at $600,000. The XJ-220 is powered by a twin-turbo-charged V6 with four valves per cylinder. It cranks out 549 horsepower and 475 lb-ft. of torque. This propels the "Cat" to 60 mph in under 4 seconds. Top speed is rumored to be over 210 mph.

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1998 TVR® Cerbera™
The new English Supercar. If you're expecting typical British reserve, guess again. 0-60 in 4.2 and 100 mph hits in 9.9 seconds. The 4.2 liter 75 degree V8 pumps out 360 horses and torque comes in at 320. After driving this beauty, you'll remember the name Cerbera.

1995 Nissan 300ZX® twin Turbo Special
This is not your every day z-car, as awesome as they are straight off the show room floor. This "tuner" aftermarket version produces 430 horsepower from the twin-turbo-charged V6. It can do 0 to 60 mph in 4.5 seconds and it can do quarter-mile times under 13 seconds. Too sweet.

1970 Chevrolet® Chevelle® 454 SS LS-6 (Dealer Modified)
The Beast. An awesome brute weighing in at 3552 lbs., this car can still hit 60 in 4.4 seconds and do the 1/4 mile in 12 flat. The 454 sent 500 horsepower and 500 lb-ft of torque to the rear wheels, so punch it and watch the smoke…and rubber fly.

1969 Chevrolet® Camaro ZL-1 COPO 9560®
If ever a killer Camaro existed, this is it. There were only 69 of these special Camaros made in 1969. Each packs an awesome aluminum big block with 427 cubic inches that produces 430‡ horsepower and 450‡ lb-ft of torque. On a good day, this pony could hit 0 to 60 mph in 4.2 seconds and it could do the quarter-mile in under 13 seconds @ 120 mph.

1969 Chevrolet® Corvette ZL-1®
Along with the ZL-1 Camaro, this ranks as one of the scariest vehicles Chevy ever produced. As with the ZL-1 Camaro, the powerplant was an aluminum block 427 that produced a low rated 430‡ horsepower and 460‡ lb-ft of torque. 0-60 times are not available but 1/4 mile times are reported to be in the 11's at near 130 mph!!! This

would support the claim that the advertised horsepower and torque ratings for the Vette and Camaro were very conservative. There were only two of these awesome machines built in 1969.

‡ It was widely known that these numbers were "fudged" and that with proper tuning and tubular exhaust the ZL-1 Vette and Camaros could produce around 600 horse-power and 550 lb-ft of torque.

1971 Plymouth® Hemi Cuda
Classic Mopar muscle. The Hemi Cuda stands out amongst the stiff Mopar muscle car pack. Under the "shaker" hood is the 426 cubic inch hemispherical combustion chamber V8 - "Hemi" for short. It produces 425 horsepower and almost 500 lb-ft of torque. This bad street machine runs the quarter-mile in 13.5 seconds and 0 to 60 mph in just under 5 seconds.

Shelby Cobra™ 427
One of the greatest collector cars of all time. 1966 was the last year of the original production series. More recently, Shelby has begun production of the CSX4000 series Cobra, and now you can buy an authentic Shelby Cobra in component form and install your own engine. The 1966 vintage Cobra uses a Ford 427 cubic inch engine that churns out 490 horsepower and a mind-blowing 510 lb-ft of torque. It can do 0 to 60 mph in 3.5 seconds and 1/4 mile speeds of 120 mph. A specially prepared Daytona Coupe version of the Cobra (with a hardtop) was driven to a first-ever Le Mans win (in coupe class) by a USA car with a USA driver. The year was 1964. Shelby can be reached at: Shelby American, Inc. 3111 S. Valley View, Bldg. T, Las Vegas, NV 89102 Ph: 702-365-5610

CAR SPECIFICATIONS

CAR	Engine Size U.S.	Size Metric	Horsepower	Torque	Weight U.S.	Weight Metric	Gears	Acceleration 0-60mph	0-100kph	Top Speed est. mph	kph
1998 Dodge Viper	488ci	8.0L	450bhp @ 5200rpm	490lb-ft @ 3600rpm	3440lbs	1560kg	6spd	4.4s	4.5s	185	298
1998 Chevrolet Corvette	346ci	5.7L	345bhp @ 5600rpm	350lb-ft @ 4400rpm	3245lbs	1460kg	6spd	4.7s	4.8s	175	277
1994 Jaguar XJ220	213ci	3.5L	549bhp @ 7000rpm	475lb-ft @ 4400rpm	3025lbs	1375kg	5spd	3.8s	3.85s	218	351
1998 TVR Cerbera	255ci	4.2L	360bhp @ 6500rpm	320lb-ft @ 4500rpm	2315lbs	1050kg	5spd	4.2s	4.3s	185	298
1995 Nissan 300ZX	180ci	3.0L stock	430bhp @ 6400rpm	450lb-ft @ 4400rpm	2500lbs	1133kg	5spd	4.5s	4.6s	181	291
1966 Shelby Cobra	427ci	7.0L	490bhp @ 6500rpm	510lb-ft @ 3700rpm	2529lbs	1147kg	4spd	3.5s	3.6s	187	301
1970 Chevy Chevelle SS454 LS-6 (Dealer Modified)	454ci	7.2L	500bhp @ 6500rpm	500lb-ft @ 4800rpm	3885 lbs	1760kg	4spd	4.4s	4.5s	184	296
1971 Plymouth "Hemi" Cuda	426ci	7.0L	425bhp @ 5000rpm	490lb-ft @ 4000rpm	3400lbs	1542kg	3spd	5.0s	5.1s	175	282
1969 Chevrolet Camaro ZL-1 COPO 9560	427ci 7.0L aluminum block		430bhp @ 5000rpm advertised‡ 600bhp @ 5000rpm tuned	450lb-ft @ 4400rpm advertised‡ 550lb-ft @ 4400rpm tuned	3070lbs	1393kg	4spd	4.2s	4.3s	205	330
1969 Chevy Vette ZL-1	427ci 7.0L aluminum block		430bhp @ 5800rpm advertised‡ 600bhp @ 5800rpm tuned	460lb-ft @ 4000rpm advertised‡ 550lb-ft @ 4000rpm tuned	3150lbs	1429kg	4spd	4.3s	4.4s	202	325

‡ It was widely known that these numbers were "fudged" and that with proper tuning and tubular exhaust the ZL-1 Vette and Camaros could produce around 600 horse-power and 550 lb-ft of torque.

CREDITS

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Grumpy Mama
Any and all friends of Pitbull

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