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Homepage JoWooD: www.jowood.com
Homepage Rally Trophy: www.rallytrophy.com

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Content

HEALTH WARNINGS

Some people experience epileptic seizures when viewing flashing lights or patterns in our daily environment. These persons may experience epileptic seizures while watching TV pictures or playing computer games. Even players who have never had any seizures may nonetheless have an undetected epileptic condition. Consult your doctor before playing computer games if you, or someone of your family, have an epileptic condition. Immediately stop the game, should you experience any of the following symptoms during play: dizziness, altered vision, eye or muscle twitching, mental confusion, loss of awareness of your surroundings, involuntary movements and/or convulsions.

HOTLINE

hotlineUSA@jowood.com

LATEST INFORMATION

Visit our website where you can find the latest information about all our games:

www.rallytrophy.com
www.jowood.com
www.bugbear.fi

Getting started with Rally Trophy

Installation:
Insert your Rally Trophy CD into your CD-ROM drive. Wait for a few seconds for the drive to initialise. If autorun is activated, the wise-installer menu will appear. Follow the on-screen instructions.
If autorun is deactivated, go to the start menu and select RUN. Type D:\setup (if your CD-ROM drive has a letter other than D, replace it as appropriate) and press ENTER. The wise installer will appear. Then follow the on-screen instructions.

Deinstallation of Rally Trophy:
To remove Rally Trophy from your computer, go to the control panel, run add/remove programs and select Rally Trophy from the list. The deinstaller will delete the game files from your hard drive with the exception of the games which have been stored. Your stored games will still be in the directory which you installed originally. If you wish to remove the games which you have stored, go to the directory in which they were installed, select the stored games and either press DELETE or simply drag and drop them in the re-cycle bin on your desktop.

Supported Controllers:
A huge variety of controllers are supported: Wheels with or without force feedback, gamepads, joysticks, mouse or keyboards. You may need to configure these controllers manually. Select OPTIONS in the Main Menu, then CONTROLS and then CONFIGURE CONTROLLERS.

Basic controls

Steer left	Left arrow
Steer right	Right arrow
Accelerate	Up arrow
Brake	Down arrow
Handbrake	Space
Reverse gear	CTRL + Up arrow
Shift gears up	A
Shift gears down	Z
Toggle rear-view mirror	M
Toggle opponent names in MP-mode	N
Toggle on-screen gauges	G
Reset car on track	R
Cycle driving cameras	C
Driving and replay cameras	1-6
Additional replay cameras	7-0
Pause/Exit/Options	ESC

About Rally Trophy

Rally Trophy is a racing simulation game dedicated to bring back the sheer thrill and nostalgia of yesterday's racing, allowing the player to capture the feel of driving old classics from the sixties and the seventies. The player will compete in the World Championship season, individual rallies, multiplayer races and arcade competitions.

All cars are best described as 'drivers' cars', as traction control and other driving aids were completely unheard of. It was all about the finesse of driving techniques and feeling what your car is doing at any given time - and that is what counts most in Rally Trophy as well. Rally Trophy brings that feel with its unparalleled physics while the driving technique is left up to you.

We hope you will have as much fun, frustration, and joy at getting it right as we had creating it!

Bugbear Entertainment team

Confguration Screen

When you run your game for the first time, you will be presented with a configuration screen where you select your devices and their basic properties:

- **General:**
- **language:** select the language you wish to use in the game
- **Audio:**
- **sound provider:** select which sound technology you wish to use. If you are unsure, refer to your soundcard documentation for the sound technologies which are supported.
- **speaker type:** select your speaker set-up for optimising the 3D audio.
- **Video:**
- **render device:** under normal circumstances, this will show your display driver. If you have multiple display drivers, select the one you wish to use.
- **display mode:** select your screen resolution and bit depth. If you encounter poor performance, uncheck the triple-buffered checkbox.
- **advanced:**
- refresh rate: use the highest setting allowed by your monitor. If you are unsure, refer to your monitor documentation.
- **multi-sampling:** also known as full-screen antialiasing. If your card supports this, use multi-sampling to gain a sharper image. Do not use it if the performance is poor.

- **texture quality:** bit depth of the textures.
- **filtering:** choose the texture filtering mode. Refer to your display driver documentation for more information.
- **mip-mapping:** choose the mip-mapping mode. Refer to your display driver documentation for more information.

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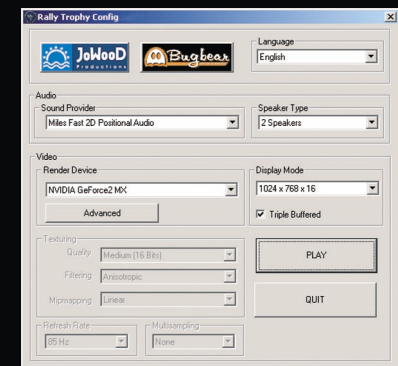
The Menus

Start Menu

After pressing "Play" on the configuration screen, the start menu will be displayed:

- **single player:** select this for a single-player game.
- **multi-player LAN:** select this if you wish to play against others in your local area network.
- **multi-player via gamespy:** select this if you wish to play against others on the Internet via the Gamespy arcade.
- **configuration:** go back to the configuration screen.
- **quit:** exit game.

In-game Menus

In the main menu, you will have access to the different game modes and the options menu.

The Rally Modes:

Championship:
This is the ultimate rally experience: become rally world champion!
The Championship takes place on tracks in Russia, Kenya, Finland, Sweden and Switzerland. You have to compete against 19 other drivers. In the championship mode, you have to finish the race amongst the top 6 to progress to the next rally. Notice that in championship mode, your car can break down if damaged seriously! If your car breaks down completely, you have to re-start from the first track of the current country.

Championship points are awarded at the end of each rally as follows:
1st place - 10 points
2nd place - 6 points
3rd place - 4 points
4th place - 3 points
5th place - 2 points
6th place - 1 point

Single Race:
Select one of the rallies which are released initially: Russia, Kenya or Finland. To access the rallies in Sweden and Switzerland, you have to unlock them in the intermediate mode by finishing the rallies in the top 6. This mode can be played by 1 player or up to 6 players in alternate play on one PC.

Single Stage:
Select one of the stages available. This mode can be played by 1 player or by up to 6 players in alternate play on one PC.

Time Trial:
Go for the fastest time on any individual stage. This mode uses the same starting times and weather conditions as the championship mode. It's useful in finding out the car best suited for the individual stages. This mode can be played by 1 player or by up to 6 players in alternate play on one PC. At the beginning, only 4 tracks are available in Russia. All tracks to which you have gained access to the other game modes will be added here as well.

Notice: in all game modes, your car will be briefly in ghost mode when the car is reset on the track.

The Arcade Modes:

Race against five other computer-controlled drivers on special circuits. Select the number of laps you wish to drive and then select from one of the rally stages which are released initially: Russia, Kenya or Finland.
Arcade mode has the same race modes as the rally mode with the exception of the time trial. To access the arcade rallies in Sweden and Switzerland, you have to release them in the arcade championship mode (as intermediate) by finishing the rallies in the top 3.
In the arcade mode, it is possible to nudge or crash your opponents off of the track. There is no damage system in arcade mode, so feel free to play hard with your opponents.

Notice: in arcade mode, your car (and the cars of the AI) will be briefly in ghost mode when the car is re-set on the track meaning that collision is turned off during these few seconds.

The Menus

Loading and Saving the Game:
You can only load and save your games while playing in championship mode. You can save your games in the service area only.
Warning: not all set-up adjustments and repair works will be saved – so, if you are not satisfied with your set-up, you can try another after re-loading the stage.

Options Menu:

Race Options:

Units - you can select between displaying the data in the game in the metric system (km/h) or the British Imperial system (mph).

Ghost Car - turn the ghost car on or off for the time trial mode of the game. The ghost car always shows the fastest race ever driven at that particular stage.

Graphics:

Here you can adjust the graphics options to suit your computer configuration. If you find the game to be too slow, choose lower detail levels and turn the cubic environment mapping off. View distance also affects performance.

Wildlife:
You may turn wildlife on or off.

Sound and Music:

Engine - adjusts the volume of the car engine.

Sound Effects - adjusts the volume of the sound effects such as ambient sounds, road sound and similar.

Speech - adjusts the co-driver speech volume.

Music - adjusts the volume of the in-game music tracks. If you do not want to hear any music while driving, slide the switch fully to the left.

Menu music - adjust the volume of the menu music. If you do not wish to hear any music while in the menus, slide the switch fully to the left.

Controls:

Configure Controllers - here you will be switched to the DirectX controller configuration screen where you can configure your chosen controller. After you have finished, you will be switched back to the options menu.

Force Feedback - turn the force feedback on or off. This function works only if you have a controller attached which supports force feedback.

Force Level - default setting is 50%. If you wish the force feedback effects to be stronger, slide the switch to the right. If you wish the force feedback-effects to be weaker, slide the switch to the left. This function works only if you have attached a controller which supports force feedback.

Sensitivity - adjust the sensitivity of your controller. If you wish your controller to be less sensitive, slide the switch to the left. If you wish your controller to be more sensitive, slide the switch to the right. This function works only with analogue controllers.

Dead Zone - adjust the dead zone (the zone with no reaction) of your controller. If you wish your controller to have a smaller dead zone, slide the switch to the left. If you wish your controller to have a larger dead zone, slide it to the right. This function works only with analogue controllers.

Multiplayer modes

Mulitplayer modes

Here you can set up hosting options for Internet multi-playing.

Damage - on or off, affects both vision and dynamics.

Ghost mode - when activated, all cars are in ghost mode and cannot collide with each other.

Available cars - limit the car selection to those in novice/intermediate/expert modes, or make all cars available.

Kick-out time - set a limit for lag. If lag exceeds this limit, the lagged player is kicked out abd prevented from slowing others down as well.

Multi-player Modes:
Rally Trophy can be played on a LAN (local area network) or via the Internet using the Gamespy arcade. For more info on Gamespy, please read the file 'readme.txt' in the game directory.

Multi-player in LAN
Start multi-playing by starting Rally Trophy Lobby. In the Lobby you can create a new game or search for races available on the LAN.

Joining a Game (Client)
Write your name in the 'player name' field, choose 'local search', and you will see a list of games available in the server information field. Choose the race you wish to join and click on to 'join game'. The game starts and you can
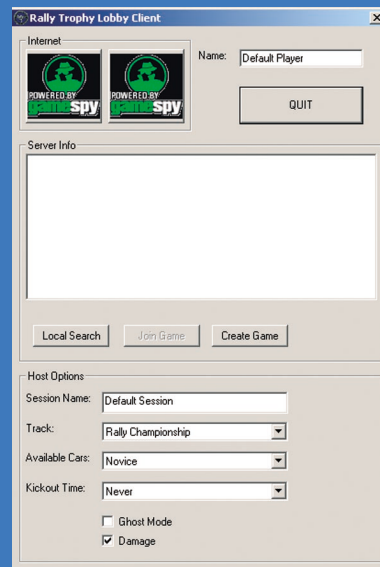
then choose your car. After making your selections, you will be transferred to the waiting room to wait for the other players.

Creating New Game (Host)
Write your name and configure your race with the fields under the 'host options' title.
Session name - write the session name here.

Track - you can choose the type of race from the pulldown menu. All tracks are available either as single-stage races, country-specific rallies, championship or individual arcade tracks. In the Rally Championship, players drive each stage of each country. In the Arcade Championship, players drive each arcade stage of each country.

Cars - limit the car selection to those in novice/intermediate/expert modes, or make all cars available.

Kick-out time - set a limit for lag. If lag exceeds this limit, the lagged player is kicked out and prevented from slowing others down as well.

Ghost mode - when activated, all cars are in ghost mode and cannot collide with each other.

Damage - on or off, affects both, vision and dynamics.

Waiting Room
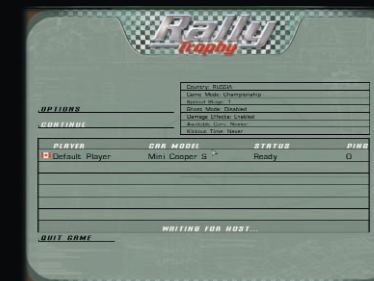
In the waiting room, players can see the country, game mode, special stage and all options which the host has chosen. Player listing includes the player's name, the mode of car, status and ping time.

The host can start the game regardless of how many players have joined the game. Those, who were not ready in the waiting room when the game starts are dropped from the game. If the host is dropped from the game or loses connection, there will be a message 'connection to host lost' in the waiting room or on the ingame-screen, and one of the remaining players will be chosen automatically as the new host.

Notice: In the multi-player mode, your car and the cars of all other players will be briefly in ghost mode when re-set on the track, meaning that collision is turned off during these few seconds.

Difficulty Settings

There are three difficulty settings: novice, intermediate and expert.

Novice:
In novice mode you will have access to 4 stages in Russia, 3 stages in Kenya and 3 stages in Finland. In addition, 2 stages in Sweden will become available in novice mode by finishing Finland in the top 6 of the championship. Arcade stages of the above countries are also available.
You can choose between 4 cars and the computer opponents are not too difficult to beat.

Intermediate:
You have access to 6 stages in Russia, 6 tracks in Kenya and 5 stages in Finland. In addition, 3 stages in Sweden will be available by finishing Finland in the top 6. Finishing Sweden in the top 6 will open up 3 additional stages in Switzerland. Arcade stages of the

above countries are also available.
You can choose between 8 cars and the computer opponents are challenging

Expert:
This is the toughest mode. You will only have access to this mode when you have managed to reach the top 6 at the end of Switzerland in intermediate mode.
In expert mode, all stages of each country are available. Sweden will be available after finishing Finland in the top 6 and Switzerland will be available after finishing Sweden in the top 6.
You will have access to 11 cars and the computer opponents are very strong and aggressive.

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Service Area

Here you will see all the information about forthcoming stages and your current car settings. You will have the chance to tune up your car for the next stages and – during a rally - to repair your car. A certain amount of time will be available for repair work. Depending on which part you wish to tune or repair, the time needed for the work selected will be displayed as tune or repair time and will be subtracted from the total time available. Choose wisely as these settings remain until the next service area. Service areas are available after every 2 stages meaning that, if you damage your car on the first stage after service area, you have to drive the next stage with the same damaged car. Notice also that in championship mode, your car can break down if damaged heavily! When your car breaks down completely, you have to re-start from the first track of the current country.

Information:
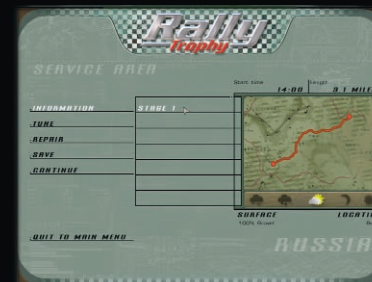
Here you can see the profile of the next tracks awaiting you. Simply move your mouse pointer over the several stages to see detailed information of every track until the next service area can be accessed. You will see the actual start time, the length of the track, the expected weather conditions, surface type, location and the name of the track.

Tune:

In the tune menu, you can make changes by simply clicking on to the appropriate place on the selection bar:
• **Tyres** - you can select tyres for tarmac, gravel, rain, mud and snow. This is an important decision because the grip on the surface of the track is obviously important.
• **Gearbox ratios** - from short to long. A shorter gear ratio will make the car accelerate faster while a long gear ratio increases the top speed.
• **Suspension** - from soft to hard. The suspension stiffness affects how the

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Service Area

car behaves on the track. Harder suspension is recommended on flat surfaces like tarmac.

- **Brake balance** - balances the braking power between the front and rear brakes as you desire. An incorrect brake balance will cause oversteering or understeering, depending on the car's transmission type. If you are not sure of this, keep it in the middle.
- **Steering** - from slow to fast. A higher steering speed will make the car turn quicker but also makes the car more sensitive to the driver's mistakes.

Repair:

If your car has been damaged, you will have to repair it from time to time. Otherwise it will be difficult to handle on the tracks.

There are seven areas of your car which can be damaged. Some of these parts will also wear out after a time so

that some repairs are required even if you complete the stage without any accident. You can see how badly the part is damaged from the colour of the box next to the damaged part. The percentage of damage is also represented by the colour of the lower bar of the graphic. Green means 0% damage whereas bright red means 100% damage.

Damage areas and their effects:

- **Body:** affects your headlights (expert mode only) and acceleration. Top speed will also be reduced if the aerodynamics become poor. And if it is very bad, the airflow can flip the hood up at higher speeds and block your view.
- **Gearbox:** speed is affected as the gearbox is not working smoothly. If the damage level increases, some of the gears will break down.
- **Engine:** top speed and acceleration will decrease due to lost torque.
- **Drive shaft:** the car will lose power and acceleration and top speed are reduced.
- **Brakes:** brakes will wear out and lose friction. Damage to brakes can result in longer braking distances - this can be fatal for the car on tight bends.
- **Suspension:** Damage to the suspension system can lead to very bad vehicle behaviour on rough surfaces.

On Screen Displays

- **Steering:** the driving of the car becomes very difficult. It won't react properly, turns too tight or will pull to the damaged side.

Rally Mode:

Co-driver Arrows:
The co-driver's symbols for corners and hazards.

Time Gap:
This is your time difference compared to the fastest opponent on the track. This will be updated at every checkpoint on the stage.

Current Ranking:
This shows your position in the race and the intervals to the other drivers. This will be updated at every checkpoint on the stage.

Dashboard:
This shows the speed, the current gear and the rpm.

Time and Remaining Distance:
Total time on the track is shown along with the distance remaining until the finish line.

Arcade Mode:

You do not need the co-drivers symbols and comments in arcade mode as the closed circuits are quite easy to follow.

Time Gap:
This is your time difference compared to the fastest opponent on the track. This will be updated every time you cross the finish line.

Current Ranking:
This shows your position on the stage along with competitor's checkpoint times and time gaps. This will be updated constantly.

Lap Information:
Here you can see the time of your fastest lap and the time of the lap you have just finished.
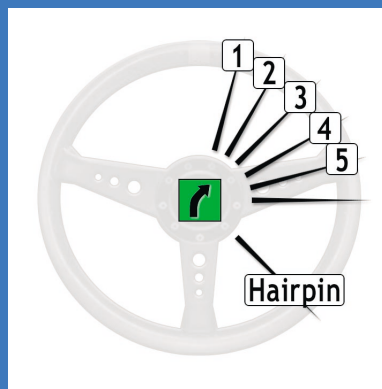
On Screen Displays / Pace Notes

Cars

Dashboard:
This shows the speed, the current gear and the rpm.

Time and lap:
Total time on the track is shown along with the number of the current lap as well as of total laps on this stage.

Pace Notes

In rally driving, the co-driver is as important as the driver. He gives you the information on the forthcoming sections of the stage and warns you of any obstacles lying ahead – this is especially useful during night stages where you cannot see far. Listen to him carefully!
In addition to your co-driver's calls, you will also see corresponding icons on your screen. The co-driver will also tell you the nature of the curve – the higher the number you hear, the tighter the curve.

Turn - a corner at a road junction is coming, usually approximately 90° left or right.
Hairpin - very tight corner, slow down.
Tightens - the curve becomes tighter you progress.
Opens - the curve becomes wider as you progress.
Straight - push the pedal, no corners in the immediate vicinity.
Jump - be prepared, jumps can catch you off-guard and when landing from the jump you can easily lose the control.
Careful - there might be a dangerous section in the stage. Be prepared!
Caution - be extremely careful. There are objects near the track which can damage the car.
Don't cut - do not cut close on this corner. There is an obstacle.

Your co-driver tells you at the checkpoints how you are performing. Sometimes he has a strange kind of humour and becomes cheeky..

Mini Cooper S:

A true legend amongst all car enthusiasts throughout the world, the Mini Cooper S was a huge success in rally driving. With numerous victories and championships, it did not have any serious rivals until the Ford Escort Twincam, Alpine A110 and others started to appear. Others had learned the tricks used with the Mini and its success started to give way to others in 1968. By the end of 1970, the Mini was out of the big picture but left a permanent mark in history.

Ford Lotus Cortina Mk I:

Cortina was a hit in racing after a difficult beginning and it eventually started Ford's success in rally driving. The first appearance of the Lotus Cortina was in 1963 but without any success. It did not make an official appearance again until two years later after Ford had modified it. However, by 1967, it was scheduled to be replaced by the Mk2 but almost every driver still preferred the older Mk1. These successful years made Lotus Cortina the legend it is today.

Cars

Opel Kadett Rallye:

Opel Kadett's racing history started in 1969 but it was not particularly successful until the Rallye Kadett came along with its 1.9 litre engine. Its success was not long-live, as other manufacturers developed their cars increasingly and, like many others, the Kadett soon gave way to newer models. However, it was and continued to be a success in local, smaller events and many drivers learned their skills with their privately owned Kadett.

Alfa Romeo Giulia GTA:

Alfa Romeo's Giulia GTA was not the biggest success in rallying, despite being the first homologation special in touring cars. However, as it was designed as a racing car from the beginning, it became quite popular amongst private owners as it was competitive "out of the box", especially on asphalt. Giulia GTA won only one major race, in 1966. Several second places still proved that it stood a good chance when driven correctly.

Saab 96 V4:

After the success of Saab's original two-stroke 96, Saab planted a Ford V4 into the trusted chassis. Seeing rallying action for the first time in 1966 at a national event in Finland, the new engine proved to be as successful and powered the strange-looking Swedish car straight to victory line. The first major international victory came in 1968 and Saab really started to prove itself, especially in rough conditions. A famous technique in driving the Saab was practically holding the gas pedal on the floor while adjusting the speed with the left foot on the brake. Corners were often taken on 2 wheels and Saab's round and sturdy frame proved useful when rolling it - it usually rolled a full 360 degrees and the race could continue with only little time lost!

Volvo 122 Amazon:

Large, heavy, simple and reliable, the Amazon was raced with relative success in the sixties and it proved itself as a car with a tight hold of the road and excellent braking power. It was not an easy car to throw into the curves but it had a well designed suspension and good engine specifications. When driven correctly, it was a serious rival for the others and could take a lot of punishment. Being safe and simple to tune and fix, it sold very well to the public and is still loved by many.

Cars

Cars

Lancia Fulvia 1.6 Coupé HF:

Fulvia 1.6 HF came into the racing scene with all lessons learnt from the 1.3l version and it was a success right out of the box. Four days after the homologation, it scored its first win. Its second win came only a week later. It was also the car which made the funding needed possible for the Stratos - if it had not been for the Fulvia's success, the factory would have closed down its rally department. Fulvia was essentially the car which started Lancia's long domination in rallying.

Fiat 600 Abarth:

One of the biggest legends in racing is the tiny Fiat 600 Abarth - a small and lightweight rear-engine car which was tuned and prepared for the races by the legendary Abarth & Co. It has made almost unbelievable racing history with pages and pages of racing victories. It was even banned from some races since others in the same class did not stand a chance! Even today, the very concept of the Fiat 600 Abarth is astonishing: The engine felt weak and puny until the rpm reached a high level (up to 10.000 rpm!) and then the whole car changed into a small predator of the stages. Very easy to drive successfully as long as the driver knew his car - keeping it on the road could be challenging at times.

Ford Escort RS2000 Mk1:

The first appearance of the 2 litre engine in a Ford Escort Rally version was in 1972 and it showed its full potential until 1974 when the Mk2's turned up. Up to 1972, Ford used mainly a 1.6-litre version with varying success. It was the 2-litre engine which brought the Escort into life and resulted in a quick succession of victories especially on gravel roads. On the tarmac, the Escort was not at its best but when deployed on looser surfaces it was nearly unbeatable if in the right hands.

Renault Alpine A110 1600:

The Alpine A110 was built in several versions before being given a 1565cc engine at the end of 1968 and that is when it became a powerful racing car. However, before the 500 production cars required for the homologation were produced, it was used only in national events in France and did not see international action until 1970 - and even then it was well into the season before the Alpine appeared. The Alpine was designed mainly for tarmac and circuits so that it was a real handful on loose surfaces with almost all of the weight loaded on the rear. The front end of the empty car could be lifted by a single man.

Cars

Lancia Stratos:

The first rally car designed as a racing car from the very beginning of its development, Stratos literally began a new era in rallying. At the end of 1972, the first Stratos prototype saw action in the prototype category but it had suspension problems. The Stratos emerged from the prototype stage to "real" action in 1974 at which time Lancia had built the 500 required production cars. The Stratos definitely turned heads as it did not look like anything which had been built before - big V6 engine in front of the rear axle, just about every part of the chassis adjustable, exceptionally easy access to all parts and the appearance of a true predator of the rally stages. This and the excellent handling qualities it had on all surfaces gave it a list of victories which would easily fill several pages.

Hints & Tips

Front-wheel Driving Tips:

Front-wheel drive (or, according to some, 'wrong-wheel drive') is easiest to drive but can be tricky to master. Whether you apply the throttle or steer, all the controlling forces affect the front wheels only. The main thing to keep in mind with front-wheel drive is that in the corners it understeers as the front wheels spin and lose traction. This is where left-foot braking or scandinavian flick techniques are of advantage.

Left-foot Braking:
By braking carefully while keeping the revs up, you can partially or fully lock the rear wheels and throw the tail of your car into a spin allowing you to accomplish a tight curve at higher speed than usual.

Scandinavian Flick:
Using the left-foot braking technique, you flip your car into a 4-wheel slide heading away from the bend. Upon reaching the turn, coming off the brakes while steering towards the turn results in oversteering which flips the car through the curve but only if you master the timing of the brakes, steering and throttle applications. Very tricky but if you get the hang of it, it can seriously help your stage times.

Rear-wheel Driving Tips:

Rear-wheel drive (sometimes referred to as correct-wheel drive'..) is considered to be best by the majority of drivers. You have separate control over both ends of the car and this makes way for a variety of techniques. It is important to keep in mind that throttle control in the curves is absolutely essential! Too much or too little causes the car to spin very easily.

Power Sliding:
Power-slide means essentially reducing traction on the rear wheels while keeping the front-end in control, letting the car slide throughout the corner and attaining higher speeds than normal. It is essential in rallying and requires some practice to get it right as you are controlling the car angle with your gas pedal.

Handbrake turn:
Use the handbrake only when you really need a quick turn such as in hairpin bends. Slow the car down before the turn and, on entering the bend, apply the handbrake - how much and for how long depends on the surface and speed and requires practice and skill to perform correctly. Be careful though, the handbrake in these cars was designed for parking only and using it while driving could result in breakage.

How to Play Rally Trophy in GameSpy Arcade

Trademarks

You can play **Rally Trophy** online through GameSpy Arcade, which comes conveniently bundled with the game. If you haven't done so already, insert your **Rally Trophy** CD and install Arcade now. Then, to play **Rally Trophy** online, just follow these simple instructions:

Launch GameSpy Arcade and Go to the **Rally Trophy** Room: Click on the GameSpy Arcade link in your Start Menu. When the software starts, you'll see a list of games and more along the left-hand side. There's plenty to do, but there's time for that later: Click on the **Rally Trophy** button on the left to enter the **Rally Trophy** room.

Find or Start a **Rally Trophy** Server: Once you're in the **Rally Trophy** room you can meet or greet other players, find servers or create your own server. The top half of the application will list all of the available servers, including the number of people playing and your connection speed (measured by something called "ping." The lower your ping, the better.) Don't like any servers? Click on the "Create Room" button to start your own server and wait for people to sign up. (A clever server name, such as "Taste the end of my rusty hob-nailed boot!" usually attracts people). Otherwise, double-click on a

server of your choice to join in.

Joining and Starting a game: Once you double-click on a server or start your own, you'll be in a staging room, in which you can trash talk with your fellow players and prepare for combat. When you're ready to play, click the "Ready" button at the top of the screen. When everyone in the room has signaled their readiness, the host can then launch the game. Arcade will fire up **Rally Trophy** and the carnage will begin!

Problems?
If you have problems using Arcade, whether installing the program, registering it, or using it in conjunction with **Rally Trophy**, consult our help pages, located at http://www.gamespyarcade.com/help/ or e-mail us by using the form located at http://www.gamespyarcade.com/ support/contact.shtml.

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Matthias Siedlaczek

JoWooD Team

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Associate Producer
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Sascha Pieroth

Credits

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Gregor Wilkenloh

Head Tester
Tom Haut

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Guru Geertz
Gerrit Hansen
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Daniel Hassels
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www.gameaudio.com

Casting and Voice Production
Philip Morris / AllintheGame Ltd.

www.allinthegame.co.uk

Voice Actor
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www.valtone.com

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Harri Holopainen   - Bass
Maija Liittokivi   - Vocals
Juha Paananen   - Bass
Rasmus Puranen   - Drums,
                     percussion
Jonne Valtonen   - Hammond
                     organ, Rhodes

Engineered and mixed by
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Videos
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www.akmp-program.fi

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