



# Need for Speed: Most Wanted

Learn how to ditch the heat and climb  
the blacklist in our tricked-out guide



ps2/xbox/360/gc/pc

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### getting started

- 03 controls
- 04 dashboard
- 04 driving

### race profiles

- 03 circuit
- 04 drag
- 04 lap knockout
- 04 speedtrap
- 04 sprint
- 04 tollbooth

### police pursuit strategies

- 03 infractions
- 04 heat levels
- 04 dirty cop tricks

### walkthrough

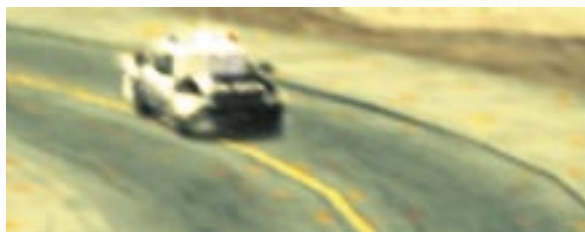
- 06 climbing the blacklist
- 07 #15: sonny
- 08 #14: taz
- 08 #13: vic
- 09 #12: izzy
- 10 #11: big lou
- 10 #10: baron
- 11 #9: earl
- 12 #8: jewels
- 13 #7: kaze
- 08 #6: ming
- 08 #5: webster
- 09 #4: jv
- 10 #3: ronnie
- 10 #2: bull
- 11 #1 razor
- 12 the great escape

### codes and secrets

- 14 codes
- 15 secrets







## GETTING STARTED

### CONTROLS

The buttons and sticks used for different elements of driving will differ for each platform. Here's a quick rundown of the elements you have control over.

#### ACCELERATION

Your best friend: the gas pedal.

#### STEERING

Analog steering that controls the direction your front tires face.

#### BRAKE/REVERSE

Normal left-pedal braking. Once stopped, continuing to hold it will shift

you into reverse and accelerate you backward.

#### E-BRAKE (AKA HANDBRAKE)

The emergency brake. Very useful for locking up the wheels, which allows for power drifts and the like.

#### SHIFTER

Used to change gears manually. While using an automatic transmission you won't use this, but there's no avoiding it in drag races because every shift is manual.

#### SPEEDBREAKER

Bends time and space. Okay, not really, but it does slow everything down, giving you an enormous advantage in reaction time. You only get a limited amount of Speedbreaker, but it recharges as you race.

#### NITROUS

Shoots Nitrous Oxide into your fuel stream, yielding a turbo-like effect. Acceleration is enhanced while holding this down. Must be installed as a custom upgrade, since no stock car includes it standard.

#### VIEW BLACKLIST

View your current standing on the blacklist, and what you have left to accomplish before you can take down the next chump.

#### VIEW WORLD MAP

A bird's-eye view of the streets you're racing on. Selecting landmarks will turn on the GPS system, which puts a helpful rotating arrow just below your rear-view.

# SPEEDBREAKER SLOWS EVERYTHING DOWN, GIVING YOU AN ENORMOUS ADVANTAGE IN REACTION TIME

### VIEW SMS

Listen to messages of encouragement from Mia and Rog, or Razor's whining.

### CHANGE CAMERA

Cycles between the four available views: bumper, hood, close-up third person, and far third-person. We recommend the hood view for best racing results.

### LOOK BACK

The virtual equivalent of swiveling your head around to look out the back. Most useful in pursuits and drag races, where you'll want to block off attempts to pass you.

### RESET CAR

Under especially nasty crash conditions, you might invoke this to throw your car back on the road quickly. Very rarely used. Don't go thinking you can use this to get away if the police box you in, as it'll invariably result in an insta-bust.

### PAUSE

Pause the game. No NES-style slo-mo pops, but it'll save your neck when the phone rings.

## DASHBOARD

### RACE/PURSUIT INFO

Depending on whether you're racing or running, the upper right of the screen will keep you apprised of your current lap time, current place, percentage



into a Sprint, Tollbooth, or Speedtrap event, or pursuit and bounty milestone completion stats.

### SPEEDOMETER

In the lower right, this sucker will give you your current ground speed, RPMs, and nitrous and speedbreaker gauges.

### RADAR DETECTOR

Just under the rear-view, the radar detector will let you know, both aurally and visually, whether you're near a cop or speed trap. Just remember that yellow is an unmanned camera, everything else is an actual cop. Thankfully, it won't continuously hoot and holler during pursuits, only during the initial warning.

### GPS

The lower left of your screen features a map, including everything from major streets to side alleys, and indicates both ground and air police presence. Pursuit breakers are called out with a red triangle, and hiding spots with a blue circle when you're in a position to use them.

### HEAT LEVEL

Encircling the GPS map is the heat

level indicator. The longer a pursuit lasts, the further clockwise around the dial your heat will grow. For each revolution, another level is added.

### PURSUIT STATUS

This appears at the bottom of the screen during any pursuit. At the top left is the number of cops you've traded paint with. At the top right, the number you've disabled. In the middle is the count of vehicles currently giving chase. If backup is on the way, you'll see a countdown at the bottom that'll tell you how long until it arrives on the scene.

The bar below the current cop count runs from Busted to Evade. If the cops start boxing you in, limiting your speed, you'll see it gravitate, in red, toward Busted. If it gets all the way there, you're screwed. If you're outrunning the goon squad, and they're losing sight of you, the bar will make its way, in green, toward Evade. If it gets all the way there, the entire pursuit status indicator will change to the cooldown bar, which grows as long as you remain out of any cop's line of sight. When it gets all the way to the right, you've successfully evaded your pursuers.

## DRIVING

The first thing you need to remember about Need for Speed: Most Wanted is that it is most assuredly *not* a racing simulation in the vein of Gran Turismo. The name of the game should tell





you all you need to know: speed is more important than realistic physics. Where taking a tire through the grass might blow the race in other games, here it's a necessity on more than one occasion, and sliding across a muddy patch can actually prove faster than staying on the asphalt.

That said, the exaggerated physics do still hold firm sway over the game world. Most important of these is your center of gravity, which determines much of what happens when out careening on the open road. In the back of your mind should always be an understanding of what the on-screen motion means for your ride. Accelerating shifts your center of gravity back, just as braking or letting up on the gas pedal shifts it forward. Turning one way shifts your center in the opposite direction. Understanding this will help you improve your performance in all areas.

A few simple tips come from this knowledge: if you're turning, and you feel yourself headed toward a wall, letting up on the gas for a moment can shift your center forward long enough for the wheels to catch better traction. Knowing where your center of gravity is best placed for any given turn will greatly improve your performance through that turn. It should also affect your choice of cars, and how you tune them. A front-wheel drive car will feel more secure than a rear-wheel drive, because the tires providing traction are also directing the machine. For this reason, you should always tune so that brake bias is shifted away from the drive tires. (i.e., RWD cars should have brake bias moved to the front.)

How you handle your transmission determines how much juice you get out of any engine. While you can certainly beat the game with an automatic transmission, you should know that it will always shift early, costing you valuable performance. However, even when driving an automatic you can still downshift into turns, taking oodles of speed off your whip without necessarily killing stability. Don't worry about blowing the engine, either: like we said, Most Wanted isn't a driving simulation, it's an arcade racer.



It's always held true that the shortest distance between two points is a straight line, and the same is true in racing, with one important amendment: your speed coming out of a turn is more important than your speed going in. This point is diminished somewhat in Most Wanted, where your opposition tends to take turns just a shade too conservatively, but it should still guide every move you make. If you can handle a little additional twitch in the way cars handle, you can tune your steering to be more sensitive all around. Don't get too wrapped up in the idea that your tires have to point where you want to go, either: on particularly nasty high-speed hairpins, you'll sometimes want to turn just long enough to drift the right way, then heave the wheel in the opposite direction to maintain stability.

Almost as vital to your success is finesse with the e-brake, which can let you maintain a high speed right up until just before a relatively sharp turn. Just a tap is all you need most of the time. A light touch with your regular brakes will help stabilize you if you're slipping toward a wall, but the handbrake lets you slide around even the toughest turns if you time it right. If you opt for a ride with a higher top speed but worse handling, you might well be better off sticking to the road proper under some circumstances, but you should at least give it a shot. Always test the limits of your ride

before settling for the straight and narrow, and always weigh risk versus reward on any shortcut opportunity.

One last tip: when selecting your rewards from defeated blacklist racers, always make one of them the performance mark. This will unlock powerful Junkman parts that can make a big difference in the later rounds. Always use the remaining mark to go after your rival's pink slip, since cold hard cash is far more important than impound strikes or "get out of jail free" cards.





## RACE PROFILES

### CIRCUIT

A circuit race takes you through two or more laps of a single route. As a result, the track area you need to be familiar with is shorter than in a Sprint or Tollbooth event, and any time-saving shortcuts you can find are repeatable. The traffic in circuit races tends to be more troublesome, whether it's a paneled station wagon turning in front of you, or a log hauler forcing you into an oncoming lane. While there will be a few instances where you can nudge traffic to create blockages behind you, maintaining

your speed is far more beneficial, and that means minimizing contact with anything but the pavement.

Circuits tend to feature a lot of sharp corners, with very little space to maneuver, so cars with better handling will have the edge. You can wear away at that edge by using small amounts of speedbreaker slo-mo whenever you see trouble coming.

### DRAG

Drag races are short and bitter-sweet, with smaller intervals of time separating the winner from the losers. Perfect launches make much more of a difference here than in any other

type of race, so it pays to get the timing of your engine revs down. The easiest way to do this is to simply restart a race over and over again, learning precisely when to let loose. This golden moment will vary depending on your car and its performance parts, so keep that in mind when upgrading.

Shifting gears is manual, even if you're driving an automatic. Luckily, the blue and green icons that appear in the middle of the screen will tell you when to shift, so improving your performance can be simply a matter of working on your reaction time. Nitrous is best used immediately after your transmission has settled into a new gear, and best disengaged just as the blue shift icon appears. With some practice, you can get this rhythm down to a science. You'll likely want to use a little right off the starting line as well, to avoid getting stuck behind another racer. Drafting can be fun, but is much riskier and requires perfect lane changes to be effective.

Traffic and sharp turns are most painful in this type of race, and demand an almost prescient view of the road ahead. Depending on your ride, it'll occasionally be necessary to lay off the throttle to avoid an accident.

### LAP KNOCKOUT

Lap Knockouts are just a variation on Circuits, with the contestant in dead last getting eliminated at the end of each lap. The same considerations apply, but you should treat each lap as a race unto itself, since you can't afford to bide your time and rocket out from behind in the final moments. Avoid trading paint with the other racers as much as possible, and don't even think about attempting a traffic snarl-up, since it will only serve to slow







POWER  
SLIDE  
THROUGH  
TURNS,  
THEN  
POUND  
NITROUS  
INTO THE  
ENGINE

you down in the long run. Get out front early, and stay there at any cost.

### SPEEDTRAP

A speed trap race is something of an oddity. Each course is fitted with police radar guns at intervals along the track, which you want to blow through as fast as possible to score points. It's entirely possible to finish first but lose the event, and vice versa. Stay focused on scoring points in the speed traps. Early races of this type place the cameras in the middle of straightaways and places where it's easy to rack up the MPH, but before long you'll find them immediately after nasty turns or on congested thoroughfares.

This is the event where traditional racing discipline becomes most important, namely, the speed coming out of a turn is more important than the speed going in. Get in the habit of braking heavily as you approach a turn, power-sliding through it with a tap of the hand-brake, and then pounding nitrous into the engine and slamming the pedal to the metal through the trap itself. The downshifting trick mentioned in the Getting Started: Driving section will also help you succeed.

### SPRINT

Sprint races feature the longest and most varied tracks of the game,

taking you from the sharp turns of city streets to the sweeping curves of major highways. Weighing risk versus reward as you pick your path is crucial, and the final result will depend heavily on your vehicle's handling and performance characteristics. Proper preparation will give you an advantage in the sprint. Don't just jump into the race, take a moment to memorize the most challenging stretches of track as indicated by the overhead view. Go in with a game plan; traffic should be the only surprise you encounter.

### TOLLBOOTH

Tollbooth events are really just glorified time trials: blow through each checkpoint with time left on the clock to keep the race going. Because there's no track repetition working in your favor like in a Circuit or Lap Knockout, approach each race like a Sprint. Examine the overhead map, identify trouble spots for the particular vehicle you're driving, and get going.



## POLICE PURSUIT STRATEGIES

### INFRACTIONS

#### SPEEDING

Pretty easy to do this, as you'd expect: just floor it. As people call in to complain, the cops will take interest but they won't come looking for you too vigorously.

#### EXCESSIVE SPEEDING

Continuous high speeds during a pursuit can rack up another infraction, but it doesn't seem to get the cops too worked up either.

#### RECKLESS DRIVING

Now you're *really* flying, both on the roads and off. This tends to get the cops upset and calling for backup, since they're losing sight of you at this point.

#### RAMMING A POLICE VEHICLE

Cops hate being rammed, so it's a great idea to pull this one as often as possible. Use this move to make a clean getaway or rack up bounty points. Ramming damage alone can't stop you, but it can take a cop out of the running. These cops are represented by a disabled white arrow on your GPS map.

#### HIT AND RUN

Plow into an innocent bystander's car in the presence of a cop, and you'll chalk up another felony.

#### DAMAGE TO PROPERTY

This covers anything that's breakable and costs the city money: park benches, bus stop structures, windows, trees, street signs, and so forth.

#### RESISTING ARREST

If you get boxed in by a few cruisers, and somehow manage to punch a hole through, you'll get pinged with this rebellious little number.

#### DRIVING OFF ROADWAY

Take a high-speed detour through the local golf course or boardwalk to incur this infraction.



### HEAT LEVELS

#### HEAT LEVEL 1

Garden-variety police chase. Standard-issue police cruisers try to block and nudge you, sitting directly in front of or behind you when they can, but really don't cause too much of a headache. Flooring it, taking sharp turns, and using pursuit breakers will usually bring these chases to a stop, but ramming the heck out of the first cop on your case will end it quickly.

#### HEAT LEVEL 2

Evade the out-of-practice donut-and-coffee addicts of level 1, and you'll quickly find yourself at heat level 2. Unmarked police cruisers appear, lights flashing, and show off a tad more teamwork. Rolling roadblocks are their favorite, and they'll announce their plans over the scanner. Weak stationary roadblocks will also crop up infrequently.

#### HEAT LEVEL 3

The cops start using tougher cars, but of greater concern are the Rhino SUVs that come gunning for you, two at a time, using a dirty trick we call The

Stampede. They'll also show up in the roadblocks, so look for a gap you can pry open, as these suckers won't move without a bulldozer. Avoiding traffic at this stage and above is critical, because banging into a firetruck or log-hauler can give the cops a crucial opportunity to box you in. If you haven't been paying attention to the radio chatter, now is an excellent time to start listening for clues to the cops' tactics. You may have escaped from previous pursuits without bothering with hiding spots, but at Level 3 and above the cool-down ticker moves so slowly that hiding spots become invaluable. Remember that even the official blue circle hideouts are useless if you're in a cop's line of sight, so the more out-of-the-way the better. Better yet, head to one of your safehouses to lay low for a while.

#### HEAT LEVEL 4

The police call in aerial support in the form of a pursuit helicopter. If you manage to ditch your wheeled pursuers, you'll need to find shelter under a roof before the cooldown even starts. Luckily, the choppers don't have tons of fuel, and get turned around



fairly easily. Losing them isn't as much of a chore as you might think. At heat level 4, the roadblocks you encounter are upgraded with spike strips, which are the worst pursuit threat of the game. Avoid them at all costs.

### HEAT LEVEL 5

The local and state cops lose control of the chase, and federal agents driving the Chevy Corvette C6 step in. Outrunning the C6 requires a top-tier car, so pursuit-breakers and sharp turns are more important than ever. SUVs suddenly seem turbo-charged, and amazingly, the helicopter introduced in the last heat level will start dive-bombing your car. If you're really naughty, you'll even get to see—and take out—Sergeant Cross's own striped Corvette. Getting away will take all your skill and patience. The best thing you can do for yourself is get to an environment rich in pursuit breakers, and start taking the cops out one by one until you've thinned the crowd, then head for an out-of-the-way cool-off spot. The stadium signs are particularly useful for taking out groups of cops at once.

### DIRTY COP TRICKS

#### THE PIT MANEUVER

PIT stands for Precision Immobilization Technique. A cop will weasel up into your blind spot on either side, and then put his front bumper hard against the side of your rear, doing his best to make you lose control and spin out. The best thing you can do is simply stay out ahead of him, but if he does manage to send you for a loop, use your speedbreaker to regain control and then nitrous the heck away from him.

#### THE ROLLING ROADBLOCK

Any number of cops will try to get around you, box you in as tight as they can, and then slow down for the bust. While it starts off with one in the front and one behind, this tactic will grow until you've got Corvettes and Rhinos on all sides, all squeezing you like a grape. If you find yourself surrounded, you need to punch a hole—fast. Use nitrous to ram between two vehicles, cut the wheel hard away from the nearest wall, or e-brake turn, then gun it through the inevitable hole in the side or rear.



#### THE STATIONARY ROADBLOCK

These come in a few different flavors, depending on your current heat level. Any police vehicle, including a helicopter, can be placed at one. A good general rule is to head for open spaces first, or the rear end of a vehicle if you can't find a gap (thus avoiding the extra mass of the engine block.) Your speedbreaker is an excellent way to pick a precise point of impact, so use it the instant you see the fuzz lined up for a roadblock. Follow the speedbreaker with a shot of nitrous and then veer around the nearest sharp corner. You should get yourself out of sight without too much difficulty. Then either let the ticker count up, find a hiding spot, or hit a safehouse.

In later heat levels, be very wary of the open spaces: most of the time, there's a spike strip just waiting to bring your spectacular Steve McQueen driving escapades to a screeching halt. Roll over a set of these and you're finished, so use your speedbreaker liberally if the scanner hasn't already telegraphed which side of the road they're on. It is possible to only pop one tire, and then get away with an enormous dose of luck, but anything more than that and you're toast. Don't bother trying to nudge other cops over the strips, either, as they'll be mysteriously unaffected.

The ramming rules change a bit if you're up against the massive Rhinos

or the rare helicopter. Though a glancing blow on a Rhino can pry open a hole, helicopters just plain don't move an inch.

#### THE STAMPEDE

Once you hit Heat Level 3, Rhino SUVs charge at you. These irritating monsters will slam into you head-on at every available opportunity, and getting them off you once they've made contact can be a challenge. Use your speedbreaker at the first sight of them to keep from getting ground up, but if they do connect—and they usually will—you're better off backing up, or powering off to the side, and then heading for the hills.







to the main course. Feel free to shave the corner immediately after, however. Watch your speed going into the S-curve early on, or you'll wind up pinned against the bricks. The right-angle turn into the second lap can really foul you up as well, so make judicious use of speedbreaker slo-mo.

In the second course you can shave some seconds early if you take a risky trip through the car wash, and there's an alley shortcut to a highway straightaway that you should take full advantage of, as long as you're not stuck in the Cobalt SS. There's also a slight advantage to going off-road toward the end of the circuit, no matter what car you're driving.

Though you should always go for the performance marker first, if you don't already have the Golf you should really keep beating Sonny until you get lucky on the markers and grab his pink slip. Turning off auto-save is a smart play when you're attempting this sort of thing, so you don't accidentally lock yourself out of going back for another try. If you do win it, sell your old car for cash, and check out your new sled. If you don't feel like going to the trouble, just save up your cash as much as you can and hold out for a better selection.

### #14: TAZ

You should first try blowing through the races leading up to Taz, and Taz himself, without any upgrades. If you don't have a Golf and find yourself having trouble, install a nitrous system and work your way up from there.

Taz's Lexus IS300 is one of the starting cars, and you don't have a



## WALKTHROUGH

### CLIMBING THE BLACKLIST

You start out by handing the pink slip for your BMW to Mia so you can race Razor, who at this point is #15 on the blacklist. How well you race here makes no difference at all, destined as it is to end prematurely, so just have fun. You then flashback to 6 days before this fateful race, when you're introduced to Sergeant Cross, who keys your ride after he hints that he's got someone on the inside of the local racing scene. Ronnie and Bull, your future #3 and #2 rivals, make early appearances as well. You'll even have your only race against Rog at this

hard drive or memory card, you'll get an extra \$10K—enough to afford the Golf GTI, which you should definitely go with. If you can't afford it, the Lexus IS300 is your next best bet. You can try the Chevy Cobalt SS if you really want speed, but it handles like a brick, so we advise against it.

### #15: SONNY

Sonny's rocking a Golf GTI, the same ride you'll probably have. Your best option, if possible, is not to spend any money at all. Save it all for your next car. If you must upgrade to win, put in a nitrous system to give you the edge where you need it.

Both races against Sonny are 2-lap Circuits, and they're pretty straightforward despite the fact that blacklist racers seem to catch up a bit too easily. As ever, you want to minimize contact with walls and traffic, but if you find yourself

running neck and neck, don't be shy about nudging him into the oncoming traffic.

The first race has a shortcut immediately after a cafe, but you're better off avoiding it since the distance is pretty much the same, and the in and out turns are both perpendicular

## IF YOU NEED TO UPGRADE TO WIN, CHOOSE NITROUS

point. No matter what you do, though, the sequence ends with Razor making off with your ride.

At this point you'll be able to buy a new car, albeit one that's a far cry from your lost M3. If you have a Need for Speed Underground 2 save on your



lot to fear from him (especially if you took Sonny down easily.) Both races are Sprints. The first has an alternate route through an alleyway that'll do you no good whatsoever, but you can save a small amount of time using the pedestrian walkway under the clock tower.

The second race boasts the same troublesome S-curve you faced when racing Sonny, but this time in reverse. You can also take out the donut sign if you're so inclined, but don't expect it to make much of a difference to the race. Concentrate instead on using parking lots and grass to take the edge off hard turns, and avoiding traffic. If you're still not in a Golf, and you win Taz's car, hop in. Otherwise sell the parts at a shop, then sell the car for maximum cash flow. If you're paranoid, you can hold onto it as a backup in case your main ride gets impounded.

### #13: VIC

Vic's Supra is looking pretty hot right about now. Hopefully you've been able to make it to his challenges without sinking too much bread into your current hoopty. Even if you don't win the Supra's pink slip outright, you could have enough cash to buy one of your own after handing him his ass on the street.

Once again, both races are Sprints, and barring immediate wins, your three most valuable weapons against Vic is practice, practice, and practice. The better you know the course, the better you'll be at finding the straightest line through it.

In the first test, avoid the dip beneath the clock tower just as you did against Taz. There are lots of places to cut your time down by dulling hard corners on parking lots or grass. In the final 10% the risk far exceeds the reward, so keep to the track. You'll face that by-now familiar S-curve again as well. Resist the temptation to cut through the parking garage at the 38% mark, but take some distance off by going off-road at 51%.

The second race opens with a nasty hairpin turn, but follows that up with the chance to drop a giant tire in the middle of the road. If you nitrous out of



the hairpin, you might just be able to hang your opponent up momentarily. As much fun as this is, don't expect the distance gained to last, though, thanks to the AI's catch-up code. There's a decent parking lot shortcut at 83% that'll save you a medium right, but beyond that there isn't much to do but play it safe and practice your emergency braking through some harder turns.

Congratulations, you just unlocked Camden Beach, which means more races and more city to thunder through.

### #12: IZZY

You should be in a Supra by the time you face Izzy's two challenges, and chances are you'll want to at least upgrade it with nitrous. Also consider upgrading the engine to the Race kit and installing a Pro Stage 1 Turbo as well. Sell whatever bits and pieces necessary to raise the cash, because the upgrade is worth it.

Izzy's first challenge is a Sprint. Knock out the water tower supports to smooth out the first real turn, and focus on making the straightest possible line through the mostly long, sweeping turns. A jump or drive through the refinery might be fun, but will only hurt

## SAVE TIME BY USING OFF-ROAD SHORT CUTS

your time. Around 65% you'll come to a spot where you can choose between three different paths, but neither of the alternates offer anything substantive over the main tunnel. At the very least, avoid the rightmost option, as it will actually increase the distance you must travel.



Next comes a Circuit that boasts four shortcuts. Beating Izzy is going to be much easier on you if you use all of them on both laps. First is an off-road shortcut you used in the first race against Vic, which you'll approach immediately after the opening turn. Next is an alley that'll take a few hundred feet off your lap distance and give you some breathing room. When you hit the fork in the road, hang a right to save yourself a harder left. This also gives you a longer straightaway for acceleration (once again avoid the dip beneath the clock tower to maintain your speed.) The third shortcut is through the parking lot of the prison, which makes more of a difference than you might think. The last shortcut is the same one you hit during the second race against Vic, taking you through a smooth parking lot sweep that saves you from losing speed on a sharp right.

If you win Izzy's ride, pick one to continue with. The RX-8 has better handling, but the difference between them is really marginal after they've both been upgraded. You'll now have access to all the Pro performance parts—take advantage of them now, because chances are you'll need them.

### #11: BIG LOU

Big Lou may fancy himself a ladies' man, but he's not all that tough on the street (his show-off entrance notwithstanding.) Both of his races are Circuits. The first lets you use two of the same parking lot shortcuts you used against Izzy, along with the the off-road corner-cutter that should be like an old friend by now. Find the fastest lines through the remainder of the course, and take the final right-angle turn with a speedbreaker.

The second circuit lets you use the parking lot shortcuts of the first race, but in reverse. Coming out of the first lot and entering the second is a little trickier in this direction, but the time benefit is still worth it. The dip beneath the clock tower is becoming less important at these higher speeds, so get used to not risking the pedestrian walkway as often. Hang a right at the fork, and breeze through the nearby gas station. Remember that alley



## AVOID THE DIP BENEATH THE CLOCK TOWER TO MAINTAIN YOUR SPEED

from your second race against Sonny? Be sure to catch it going the other way, as it's just as useful in this direction. Your favorite off-road shortcut even makes an appearance in the final turns. This is one of the most grueling races you've faced yet, but use all these goodies to your advantage and you'll cut this sap off at the knees.

After beating Big Lou, upgrade your nitrous system to the Super Pro wet shot. If you won his ride, keep it and ditch your first car for cash (if you haven't already.)

### #10: BARON

Baron's Porsche Cayman S is nothing to sneeze at, and if you can snag the pink slip, you'll come away with a great ride to start your climb up the single digits of the blacklist. In fact, it's so good that you should just keep racing until you get lucky with your marker picks.

The first race against Baron is a Sprint. There are two early parking lot shortcuts you should breeze through, since they're the same

ones you used against Big Lou.

Around 73% you'll be able to swing a cool jump just left of the main road, but it's really just for show, so don't expect to carve a lead out of it. You can also take a right through the train yard at the same part of the course, but you're more likely to slam into a wall than save any time. The gravel alley at 82%, however, will cut down some distance and save you from bleeding speed on a sharper turn, so you'll definitely want to take it. When the road forks, stay in the middle to blow through a tunnel and keep more of your speed. Stick to the left coming out, and draw the shortest line to the finish.

The second race is your first drag strip against a blacklist. A logging truck will pull out early on, so stay to the right to avoid it. Other than that, keep a hawkish eye on traffic, pull as many perfect shifts as you can manage, use some nitrous after each one, and you should blow by Baron. You might need a couple times through to get a handle on the traffic patterns, but that's really all you have to worry about here.

If you win Baron's Porsche, take a moment to pop in a Super Pro wet shot



nitrous system. If you don't, consider finding a way to buy your own Cayman S, especially if you start having trouble with the new round of competitors.

### #9: EARL

Earl's Mitsubishi Lancer Evolution VIII isn't quite as tapped out as a fully-loaded Cayman, even if the Cayman's rear-wheel drive can make it a little touchy. First up is a Speedtrap. Concentrate on staying stable on the road, since the straighter a line you can cut through the twists and turns, the better you'll do at each trap. The offroad shortcuts at 77% and 81% will help you make the most of trap #5. The lead-up to each marker gives you ample time to make the most of your nitrous as well, so beating Earl shouldn't be too big of a challenge.

Next is a Sprint. There's a must-take dirt ramp off to the side at 12% that leads to a blow-by through the trailer park. Watch the left coming out. There are a few corner-cutting shortcuts immediately after as well. Individually they don't help a lot, but in sum they can take seconds off your time. At 28% and 36% are brutal rights on

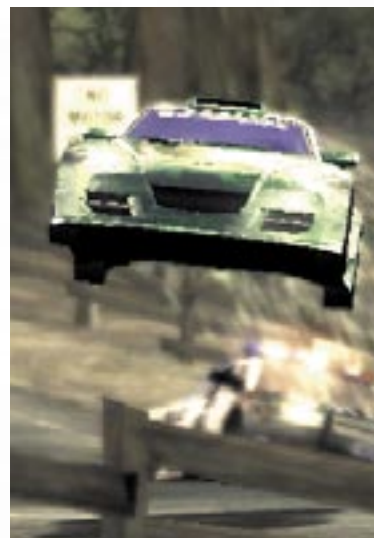


which you'll definitely want to use speedbreaker, since slamming into the wall will destroy your chances of winning. Stay out of the oil refinery, but cut the turn to the tunnel at 42%. Take care toward the end, as a couple more nasty turns come one right after the other.

If you win Earl's ride, sell it for cash unless you're developing a distinct dislike for rear-wheel drive. If that's the case, sell the Cayman, and pimp out Earl's Lancer. Congratulations, Rockport is now open to you!

### #8: JEWELS

Rockport has a chopper, which means Heat Level 4 is open. Get used to swapping paint jobs and body parts to



reduce the heat level when you start getting uncomfortable. You can always break out an old ride and fill it with the newest parts while the Cayman or Lancer cools off, so explore your options. Take the time to get to know your new environment.

Jewels' ride of choice is a Ford Mustang GT, and the first hoop she makes you jump through is a





nasty little Sprint, starting on the boardwalk. Almost immediately, you hit a horrendous hard left that opens into pure straightaway heaven. Make the most of it with a touch of nitrous as you recover from the turn. At 41% is another hard left, but don't boost out of this one, as you'll be coming immediately into a sweeping right and switchback. Smash through the bus depot on the left at 51% to avoid another right-angle left turn.

The drag race that follows has its own wrinkles as well, and they're all about the traffic. Trucks pull in from the left, pull out into traffic from the right [scr\_023.eps], and a van obstinately refuses to cross the street with anything resembling speed toward the end. Don't be afraid to slow down when you need to, otherwise you'll never reach the end.

Make sure your fastest car is upgraded as far as it will go after racing Jewels.

### #7: KAZE

Kaze and her Mercedes CLK 500 aren't giving up seventh place easily, and her two Sprints take a toll. In the first, it's imperative that you take the alley shortcut on the right at 16%. It's the same one you used in your second race against Sonny, which probably seems like ancient history at this point in the game. The S-curves at 38% demand either slowing down, or masterful control of the e-brake. The latter will do wonders for your



time here, so practice as much as necessary to get used to power-sliding effectively. This technique is going to be absolutely critical from here on out. In the final moments, make sure you take the earlier left on the final turn to avoid wasting precious seconds, or losing your lead at the last minute.

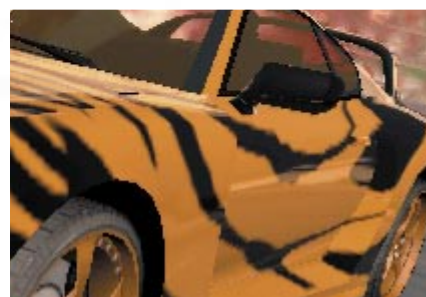
In the second Sprint, take a ride through the gas station at 23%, and through the gravel alley at 48%. The thin alley sequence that starts at 65%, right after the Fish Festival banner, will test your ability to keep off the walls. A light touch on the steering is key to maintaining velocity here. Don't let the GPS map deceive you into attempting

a shortcut at the prison: that one only works when you're coming the other direction, and you're pretty much guaranteed to lose if you dead-end in there. At the end, whiz through the parking lot on the right and claim the number seven slot.

You just unlocked the Super Pro engine, so if you've got \$30K to spare, go get it fitted in your favorite whip. Double-check that it's got the best nitrous system available.

### #6: MING

If you're running low on cash for upgrades, go back and win any races you might've avoided under previous blacklist racers, because Ming and his Lamborghini Gallardo aren't buckling under to anything less than a top tier Cayman or the like. With any luck, you can win his ride and save yourself some bread in the coming battle for number one.





First up is the fast Little Italy Circuit. The first half will test your ride's top end and nitrous skills, while the back half focuses more on twists and turns, demanding economical use of the speedbreaker. Once again, your most valuable weapon is familiarity. If you don't win right away, take a few more leisurely turns through the course, getting to know it. At the blistering speeds you'll be moving, you can't afford to glance at the GPS for the next turn. Just to make your life more difficult, it starts raining near the end of the second lap.

The Speedtrap event is a bit harder, since you need to carefully time your speed boosts. Don't waste nitrous on the opening jump—save it for when you're coming out of turns and into the traps themselves. You won't always be able to stick to a racing line either, thanks to heavy traffic. You're better off slowing down to get around it than slamming headlong into another vehicle. Stay straight at the fork in the road to save yourself a hard right. Don't worry about the prison parking lot shortcut, as it won't do you much good in this type of race. Hit it only if it feels more natural than the road.

That Gallardo sounds awesome, and handles beautifully, which will be very important for the remaining races. But you've got other options to choose from if you don't win it off Ming. Pick one out according to your taste, or see if you can get past Webster in your

current ride. Just make sure it's fully upgraded.

### #5: WEBSTER

The blacklist is kicking things up a notch: starting with Webster, you must now defeat each gearhead in three separate events. Webster's Corvette C6 is a damn sweet ride. Traffic is a big threat to your success, and learning the traffic patterns is almost mandatory.

In the first Sprint, duck under the lighthouse at 20% [scr\_026.eps]. At 33%, head left through our familiar gravel alley cut-off. Wave to the pokey as you cut through its parking lot again at 90%.

Next up is the Speedtrap challenge, and all of them are placed in tricky spots. Number one is right after a sharp right, Number two is in the

long and technically demanding race, but remember that you only need to beat Webster. Don't overdo it by taking unnecessary risks.

The third race is another long Sprint, featuring some closely spaced, nasty turns. Conserve speedbreaker as much as possible, because you're going to need more than you've got. Even your favorite S-curve makes an appearance. The prison parking lot shows up yet again at 24%, as does the off-road shortcut at 49%, but in a race this long and fast the returns on these shortcuts are diminished nearly to the point of non-existence. The same rules about following the dirt path in the first sprint count here as well, assuming you don't want to wind up pancaked against an inexplicably strong wooden fence.

Razor will call again and act like his usual immature self, but you're breathing down his neck now. Only

## DON'T LET THE GPS TRICK YOU INTO THE PRISON SHORTCUT

middle of an S-curve, and it doesn't get any easier from there. Taking the offroad shortcut at 47% is crucial to winning, as is picking a dirt path to follow and sticking with it to avoid crashing into trees and rails. This is a

four more to go. If you won Webster's Corvette, hop in it and let your other ride cool off. Otherwise, double-check the parts on your current whip and lower heat where you can.



### #4: JV

JV's driving a Dodge Viper SRT10 that's packing upgrades you won't even have access to until after you beat Ronnie at #3—specifically, the Ultimate engine and supercharger upgrades—so winning the pink slip will give you a considerable edge, and almost everything you need to challenge for #1.

JV's first challenge is a short Speedtrap course. The first two traps give you decent enough lead-ups, so you shouldn't have much difficulty posting decent speeds there. At exactly one third of the way into the track, you'll come across a choice of

## AT THESE BLISTERING SPEEDS, YOU DON'T HAVE TIME TO GLANCE DOWN AT THE GPS

three paths. The one on the left takes you over a jump. The one in the middle is the official track line. The one on the right is the one you want [scr\_027. eps], since it has a straighter line into trap #3, meaning better overall speed. Trap #4 comes during a sweeping right—a soft steering touch and well-timed nitrous boosts will put you on top here. Trap #5 is best approached through the gas station at 63%, though you can do almost as well on the road if you're so inclined. The sixth and final trap comes at the end of a set of S turns, so slow into them and focus on coming out full force.

Now comes another wonky Drag trial, which includes an action movie moment where you absolutely *must* go under a truck's trailer as it crosses the street from right to left, just before the clock tower dip. It's cool, but makes for a challenging bit of racing. Keep your wits about you, slow when you must, and use nitrous when you can.

Third up is another quick Speedtrap. Start out by taking the left set of lanes, but cross in the tunnel for a smaller stirrup bend. Power-slide quickly

before the first turn really gets rolling, so that hopefully you get all your traction back in time to nitrous through trap #1. Coming up on #3, you'll have a choice of left or right. Take the right if you're feeling slow, as it'll give you a little more time to hit the nitrous. Otherwise take the left. The next trap comes after a tight turn on city streets. Watch out for oncoming cars that'll steal the momentum you've built up.

Hopefully you grabbed the Viper's pink slip. If you didn't, don't sweat it. Keep going in the car you used to beat JV. Make sure you throw an Ultimate direct port nitrous system in whatever ride you're using, and do what you need to visually to keep your heat level under control.

### #3: RONNIE

Ronnie may act like a jackass, but he's no pushover on the pavement and he's driving a nice Aston Martin. As long you've maxed out your ride you should be in good shape, especially if you scored JV's Viper.





First up is a Circuit starting at the Bay Bridge. The tightest turns tend to have some breathing room on the sides, so cut them down by finding the straightest line through. You'll notice there's a 3-way choice early in the course, where you can go left, right, or through the parking garage. [scr\_028.eps] The parking garage is the quickest, but it's very risky: One wrong move and you're zeroed out on a support beam. You're better off taking the low road on the right, and smoothing out the right turn into the tunnel as much as possible. You'll also find a split after the bay tunnel; take the shorter right side. Just before the end, shave some time off by opting for the right path at the stacked blue shipping containers. If you do this last on all three laps, you can take your time down by a few seconds, as long as you're careful of the metal bridge supports in the middle of the road.

The second challenge is a Sprint that opens with a straightaway. If you haven't already, you might try manual shifting to make the most of your car's transmission. The hairpin turn at 22% is heinous whether you stay on the road or not, but cutting through the gas station takes a little distance off, but be careful of tricky maneuvering.

Once again, at 31%, the GPS map might trick you into thinking you can take a shortcut through the prison but you're still going the wrong direction to take advantage of it. Turn in there by accident, and you're stuffed. Shortly thereafter, watch out for the garbage and fire trucks on the road. If you hit or get stuck behind one, you might as well restart the race.

Last up is another Circuit, but only two laps this time. Immediately after starting, hang a left toward the flashing lights to nail a jump that'll cut some distance off each lap. Right after that is a crazy hairpin turn into a narrow space that'll take all your skill to get right. If Ronnie's nearby at this moment, he'll stick you so make sure you get a jump at the starting line. Head down and to the left at the fork in the road, then slam through the tunnel to a right-angle left that's a perfect time for a speedbreaker. Take a left rather than going through the high rise's treacherous garage or wasting energy on the high road to the right. This race can be harder than it looks from the map, so don't be afraid to take a few practice runs.

If you win Ronnie's ride, cash it in. Only two more to go!

## #2: BULL

Bull's driving an SLR McLaren, but the car itself isn't much of a match for any of the top-level rides you have access to by now. All the performance parts in the game are open to you, so make the most of them. Spare no expense.

Bull first puts you through the paces on a Circuit that starts at the oil refinery. Right out of the gate you can take advantage of a shortcut on the right, though it won't benefit you much on the first lap. On the left after the tunnel, you'll see a coned-off bit of off-road with a flashing light. It's hairier than the main road, and doesn't give much of a benefit—but if you're up to showing off a little, give it a shot. The same goes for the elevated boardwalk on the left shortly after. You can plow through the gas station on the right after passing the high rise, but it'll really only slow you down. Toward the end of each lap there's a hairpin right that you can cut down to size by using the dirt pull off [scr\_029.eps] preceding it. You need to be ready to cut the wheel at the top of the hill leading up to the dirt pull off. Stay out of the refinery, rinse, repeat.

The middle event is a Sprint, and the first of six off-road corner-cutters hits at about 10%. If you get a perfect launch and can nail all of them at speed, you'll start out in pretty good shape. At almost 50%, before the refinery, you'll be able to cut down the severity of a hairpin turn, just as you did in the last race. Stay out of the refinery again, but take the minor shortcut to the tunnel on the right, the same one that opened the previous Circuit. As ever, avoid brickwalling into the prison, and watch your speed on the curves around it. Cut corners wherever you can on the back half, but keep a sharp eye out for strategically placed traffic.

One more Sprint, and Bull's out of your hair for good. Take the right turns where the road forks at 6% and 14%. Most of the turns that look hard from the GPS map can actually be cut down to some degree, especially when there's a parking lot nearby (as there is at 24%). At 28% there's a really nice alley shortcut to the left that you should take no matter what. Brake hard into the awful hairpin right at 36%, power-slide to face the right

## TAKE THE ROAD TO THE RIGHT INSTEAD OF RISKING THE PARKING GARAGE SHORTCUT



## YOU'LL HAVE TO WIN FIVE RACES TO TAKE THE TOP SPOT FROM RAZOR

direction, and pump in some nitrous to get back on your feet. Take the right-hand exit at 54%. From here on out, it's pretty much classical racing, just don't let the GPS map fool you into slamming into the back of the drive-in theater screen at 91%.

Now nothing stands between you and Razor. He's got a surprise for you, though.

### #1: RAZOR

Nope, not just three races. *Five*. Five full races (though one is a drag.) Set aside some time for Razor, because you're not going to breeze past him in ten minutes. He's still rolling in the ride he stole off you, so this is as personal as it gets.

Event #1 is a Speedtrap. Trap #1 comes at the end of a mostly straight opener, so make the most of it with some nitrous. Take the lefts on the forks immediately after it. Rack up as much as possible on trap #2 in the tunnel and switch over to the right-hand side. Trap #3 lies toward the end of a long sweeping right, and trap #4 is in another straight section, giving you more opportunities to score high. At the halfway mark, stay straight at the fork to avoid losing speed on unnecessary turns. *Definitely* take the alley shortcut on the right at 53% [scr\_030.eps], so you can blow through trap #5 at full throttle. Trap #6 comes at the end of another straight section. Hang a right at the fork immediately after the donut shop. Trap #6 is the first one that will give you any real trouble, since you'll need to drift across the grass, deal with oncoming traffic, and time your nitrous boost perfectly to get the numbers you need. At 82%, make sure you take the alley on the left leading into trap #7 for the highest possible speed. Trap #8 comes at the overpass on the following straightaway, followed quickly by the final trap on a minor turn leading into the finish.

Now it's time for the final drag race. The only real challenge here is the traffic and a parked truck on the right-hand side near the finish line. Cut a straight line wherever you can, stay in Razor's way when he wants to pass, and you'll come out on top without too many restarts.

The first of two Sprint challenges follows. There are a couple nasty trucks to watch out for, like the one that always seems to spill its load at 18%. You can take a fun little excursion through the train yard here, but it won't help your time any. The well-worn gravel shortcut at 26%, on the other hand, most certainly will give you an edge. Don't forget to hit the tunnel under the lighthouse at 32% as well. At 54% you've got that nasty hairpin you had to contend with in your second race against Ronnie. Take the gas station for a shorter distance, but watch out for the walls and supports. At 62%, you've got the prison dead-end to avoid again, so just stay on the main track. At 82%, head left through the old drive-in movie theater for a shortcut jump through the movie screen. Beat cheeks to the end (using your speedbreaker whenever traffic

gets ugly) and bring home the win. Two more to go.

First up is a Circuit. Use those off-road shortcuts you should know by now. If you're going to win, you'll need to hit the alley at the sign for the North Bay on every lap, so practice diligently. When you've got the speed to carry you, cut corners across grass with a tap of the e-brake. Cut through the prison parking lot on every lap if you can get into the following switchback without wrecking.

Last race of the game, and it's a Sprint. Make the most of the grassy expanses at 6% and 10% to shave some time off, and head off-road to the left at 18%. Watch your speed on the S-curves at 36%. Know that prison parking lot we've been telling you to avoid since you first came across it?







Well, in the final race of the game you can actually take advantage of it! At 81%, stay to the left and away from the parking garages of death. Finish up by power-braking through the final turn onto the boardwalk, then gun it to the finish line for the win.

### THE GREAT ESCAPE

Watching Razor dangle on the hook isn't all you'll get when you win the final race. We won't spoil it for you, but we will say this: Sergeant Cross does a weak Gary Oldman impersonation, and you're in for the run of your life. You're back in your BMW now, and the boiler's been cranked to Heat Level 6.

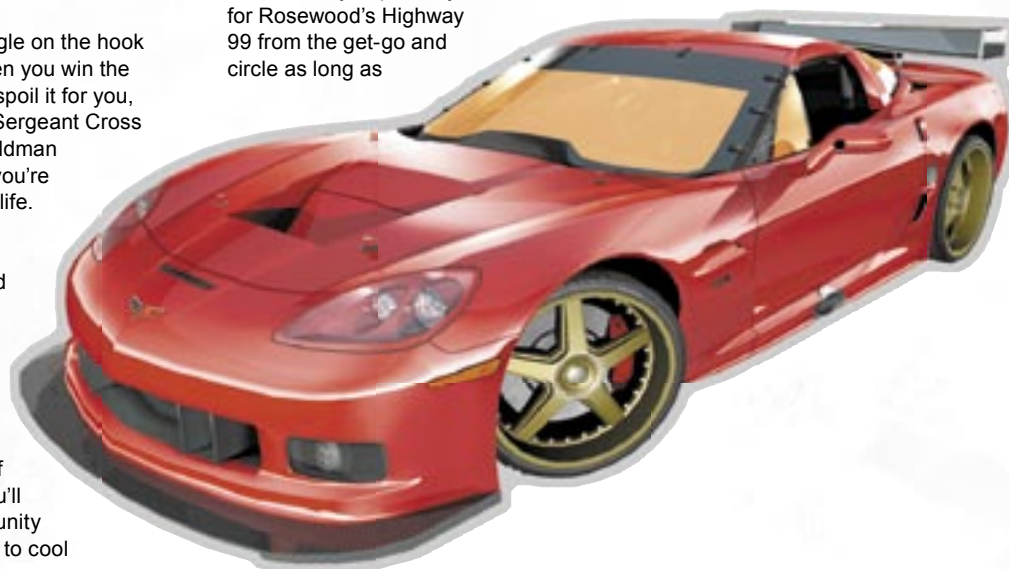
As you'd expect, this is the hardest chase you've ever faced. You can't outrun the swarms of angry police, and you'll never get the opportunity to hide in a car wash to cool

down. Your only option is to just keep running, ramming, speedbreaking, and plowing through pursuit breakers—at least until you get a phone call at the five minute mark telling you how to get to the high road out of town.

That special spot will be marked on your map, so just do your best to head toward it. If you prefer, you can aim for Rosewood's Highway 99 from the get-go and circle as long as

needed. Either way, high speed is the name of the game, since every cop on the road—and in the sky—will be ramming you and trying to box you in.

Congratulations! Now you're wanted on a *national* level.





### CODES & SECRETS

#### CODES

All codes should be entered at the title screen.

#### UNLOCK BURGER KING CHALLENGE

Up, Down, Up, Down, Left, Right, Left, Right

#### UNLOCK CASTROL SYNTEC FORD GT

Left, Right, Left, Right, Up, Down, Up, Down

#### UNLOCK EXTRA SHOP MARKER (NOT AVAILABLE ON GAMECUBE)

Up, Up, Down, Down, Left, Right, Up, Down

#### SECRETS

#### \$10,000 EXTRA WHEN YOU START YOUR CAREER

If you have a save game from Need for Speed Underground 2 on your hard drive or memory card when starting a new career, you'll have an extra \$10,000 when purchasing your first new car.



IF YOU PLAYED NFSU 2,  
YOU'LL GET A NICE BONUS  
WHEN YOU START YOUR  
NEW CAREER

