

AMSTRAD CPC DISC

1. SWITCH ON THE DISKETTE DRIVE.
2. SWITCH ON THE AMSTRAD.
3. INSERT THE DISKETTE IN THE DRIVE.
4. TYPE | CPM AND PRESS RETURN (THE | IS TYPED BY PRESSING SHIFT AND @ SIMULTANEOUSLY).
5. THE PROGRAM WILL LOAD AUTOMATICALLY.

DESIGN TEAM

| | |
|--|-----------------------|
| - GRAPHICS | JAVIER CUBEDO |
| - DESIGN AND MAPPING OF RACETRACKS | JAVIER CUBEDO |
| - GENERAL ANALYSIS | PEDRO SUDON |
| - INTELLIGENT DRIVING ROUTINES | PEDRO SUDON |
| - GENERAL PREPARATION OF CHAMPIONSHIP (points, timing, accidents, menus) | JOSE JUAN GARCIA |
| - MAPPING AND GRAFHIC SUPPORT ROUTINES | ORLANDO ARAUJO |
| - SYSTEM SUPPORT, SCROLL AND SPRITE ROUTINES | PACO MARTIN |
| - PRESENTATION SCREEN | DEBORAH |
| - COVER ILLUSTRATION | FERNANDO SAN GREGORIO |

PRODUCED BY JAVIER CUBEDO

DINAMIC wish to thank Jorge Martínez "ASPAR" for his invaluable collaboration, as well as MOTOCICLISMO magazine for their help in certain technical aspects of the game.

We also wish to thank all the people who, directly or indirectly, have contributed to this ambitious project.

INTRODUCTION

Jorge Martínez "Aspar" is a living legend. He has crossed the gates of the Olympus with noone's permission. At 220 Km. per hour, Jorge is a sincere, vocational and ambitious person who does what he likes to do most and really enjoys himself. When he gets on a motorcycle noone can stop him from speeding away, and he has created a style of his own. As he himself has said: " I like people to say that I've won in "Aspar" fashion."

STORY OF A CHAMPION

Born in August 1962 in Alcira, Valencia, Spain, his love for motorcycles goes back to when he was a kid. Though his dad wasn't too happy about it, "Aspar" made the decision to do what he really needed to, starting to give early signs of his winning instinct and willpower.

And so, with the help of the ex Formula 1 pilot Adrián Campos and ex motorcyclist Ricardo Tormo, he began to compete in Spain, leaving no doubt that he had all that's needed to become a superchampion. Then he was 17, racing on a Bultaco 75 c.c. motorbike. He was second in the Streaker Cup after one "Sito" Pons (1988 World Champion in the category of 250 c.c.). After that he has been Champion of Spain six times twice in 50 c.c. and four times in 80 c.c.

In 1984, in Assen, Holland, he won his first Grand Prix in 80 c.c. It was, he has often reckoned, the happiest day of his life. From that day on his career has skyrocketed.

"Aspar" is the Spanish motorcycle pilot with the most victories (excepting the legendary Angel Nieto, retired): World Champion of 80 c.c. in '86, '87 and '88, and of 125 c.c. in '88. He has almost always used Derbi motorcycles, on which he has won all his races: 30 Grand Prix altogether!

Although he is 26, Jorge Martínez, which is his real name, is still known by the nickname that his neighbours in Alcira gave him when he was a child: "Aspar" comes from "aspardeña", a sort of small and flexible slipper (Jorge was nimble and quick then -and still is).

His goals? Who knows. From such an ambitious person as "Aspar" we can expect anything. If in a few years he becomes World Champion of 250 c.c. or 500 c.c. it won't really be much of a sur-prise.

One might wonder what his secret is for being the best. It could be his willpower and winning in-stinct mentioned above, and without a doubt his way of driving- as original as it is effective- could be the key to his success. Jorge has been the first 80 c.c. pilot to make contact with his knee on the asphalt, which gives him extra stability in case his tyres skid. Needless to say, bravery is his main trait. He has often said that he knows no fear, that he never thinks of the possibility of death, and that if he ever does become afraid he will retire from motorcycling. It is amusing that Santiago Rabasa, manager of the Derbi team, has occasionally reprimanded him for breaking the fastest lap record of a racetrack, fearing that he might suffer an unnecessary fall.

This is Jorge Martínez "Aspar": a champion, a man who fears nothing, not even death.

INSTRUCTIONS

1.- GRAND PRIX MASTER

With GRAND PRIX MASTER you can emulate the achievements of one of the greatest motorcycle pilots in the world.

This video-game is not only a faithful reproduction of the 1988 80 c.c. World Championship (racetracks, pilots, official classification heats...)- it allows you to imitate the exact piloting style of Jorge Martinez "Aspar" as well.

2.- WORLD CHAMPIONSHIP- 80 c.c.

It is made up of the seven Grand Prix which award points for the World Championship. The best pilots and teams compete to be proclaimed Champion. Regularity in every single race is very important. The highest number of points must be obtained, although sometimes it is best not to risk too much.



3.- HOW TO OBTAIN POINTS IN THE GRAND PRIX

You compete in seven Grand Prix and there are eight pilots who qualify for each race.

Points are awarded after each race as follows:

| | | | |
|----------|-----------|----------|-----------|
| 1st..... | 20 points | 5th..... | 11 points |
| 2nd..... | 17 points | 6th..... | 10 points |
| 3rd..... | 15 points | 7th..... | 9 points |
| 4th..... | 13 points | 8th..... | 8 points |

The points obtained in each race will add up and determine at any time your position in the World Championship.

4.- INSCRIPTION CODES FOR NEW RACES

At the end of each race you will be assigned an inscription code for the next race which will allow you to disconnect your computer and continue competing wherever you left off (with your classification, points, accidents, etc.) without having to start from the beginning again. You can write down this code after each race and introduce it when selecting CONTINUE COMPETING on the principal menu.

The AMIGA, ATARI ST and PC (EGA) versions allow you to save the disk with the name of the racetrack that you are on at any

time, so that you can continue competing from where you left off. These two versions do not have inscription codes.

5.- PRINCIPAL MENU

- **BEGIN CHAMPIONSHIP:** this option initiates the World Championship.
- **CONTINUE COMPETING:** This allows you to continue the Championship at the point where you switched off the computer - after reloading the program.
- **KEYS:** possibility of redefining keys, except in the Atari ST version, where the keys are:

UP= CONTROL

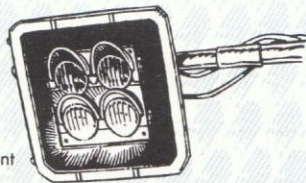
DOWN= SHIFT (left hand side of keyboard)

RIGHT= SHIFT (right hand side of keyboard)

LEFT= KEY IMMEDIATELY LEFT OF RIGHT HAND SHIFT

BRAKES/CLUTCH= SPACE.

- **JOYSTICK:** once this option is chosen, if you wish to play on the keyboard you must go back to the principal menu.



6.- SECONDARY MENU

- **PRACTICE:** you can go around the racetrack as many times as you want, regardless of accidents or speed.
- **QUALIFICATION HEATS:** these take place before the race and determine the position in which the pilots will begin the race.

Your time should be fast enough so that you can be one of the eight pilots qualifying for the race, with the possibility of choosing the "pole position" - if yours is the best time - either on the right hand side or the left hand side of the front row. On the upper part of the scoreboard you can see the times performed by the other pilots, as well as the time it has taken you to complete each lap. It also indicates if you are one of the top eight pilots, and your position at the start of the race. Of course you must try to complete a lap in the lowest amount of time, and within a maximum of 15 minutes. You can discontinue these qualification heats at any moment using the key redefined for this purpose. Your position at the start will correspond to that which you had gained at that moment. If you abandon before qualifying you will have the option of watching how the other eight pilots perform.

- **CLASSIFICATION:** by pressing this option you can see the provisional classification of the World Championship.



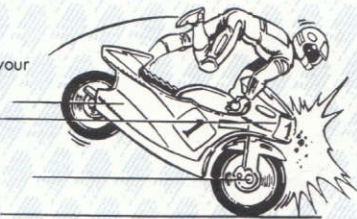
- **SEE CIRCUIT:** Before each race you can see the racetrack at a smaller scale with its main features: length, fastest lap, pilot who did it, average speed. Pressing a key you will appear at the start of the track without any other motorcycles, and you can move around using the keys chosen for that purpose. This lets you examine the racetrack before competing.

- **DEMO:** this is a race that does not count for the World Championship. Try it, you'll like it.

- **PRINCIPAL MENU:** this takes you back to the principal menu.

7.- ACCIDENTS

If you suffer a fall you can get up and continue racing, losing a few seconds. If your motorcycle goes up in flames during the qualification heats you cannot participate in that race, and if this happens to you during the race it's all over and you don't get any points in that race. In either case you will lose one of the 5 motorcycles with which you can compete throughout the Championship.



8.- PILOTING TIPS

You have four keys to control the direction and acceleration of your motorcycle and a 5th that functions as clutch and brakes.

The first four keys (left, right, up, down) work as the accelerator if they coincide with the direction of the motorcycle; if not they will make it turn towards the direction pressed, and if we press the opposite key the motorcycle's speed will decrease due to the fact that the keys interact and work against each other.



To begin the race properly you must press the clutch/brakes key and at the same time the accelerator (the "up" key). As soon as the green light flashes on you must let go of the clutch/brakes. This 5th key will allow you to slow down on the curves maintaining the revolutions of your motor, and that way you can speed away from the curves by lifting up your finger from this key.

You will have to do your best when combining the five keys in order to keep your motorcycle going at the highest speeds and following the quickest patterns.

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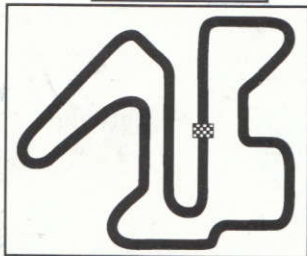
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G. PRIX OF SPAIN**JARAMA**

24th April 1988
 3312 m.
 Fastest lap
 80 c.c. Jorge Martínez ('87)
 1'37"52 (122,256 km/h.)

**G. PRIX OF PORTUGAL****JEREZ**

1st May 1988
 4218 m.
 Fastest lap
 80 c.c. Jorge Martínez ('87)
 2'02"50 (123,958 km/h.)

**G. PRIX OF ITALY****IMOLA**

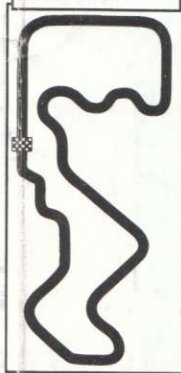
22nd May 1988
 5040 m.
 Fastest lap
 80 c.c. Jorge Martínez ('88)
 2'12.75 (137.368 Km/h.)

**G. PRIX OF GERMANY****NURBURGRING**

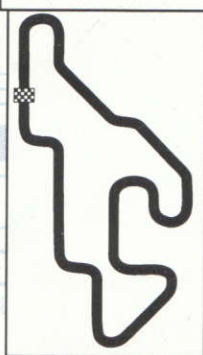
29th May 1988
 4542 m.
 Fastest lap
 80 c.c. Ian McConnachie ('86)
 1'57"01 (139,741 km/h.)

**G. PRIX OF HOLLAND****ASSEN**

25th June 1988
 6134 m.
 Fastest lap
 80 c.c. Ian McConnachie ('86)
 2'30"79 (146,430 km/h.)

**G. PRIX OF CZECHOSLOVAKIA****BRNO**

28th August 1988
 5394 m.
 Fastest lap
 80 c.c. Stefan Dörflinger ('87)
 2'24.02 (134,831 km/h.)

**G. PRIX OF YUGOSLAVIA****RJEKA**

17th July 1988
 4168 m.
 Fastest lap
 80 c.c. Jorge Martínez ('86)
 1'40"16 (149,808 Km/h.)

