



## Introduction

Reluctantly crouched at the starting line, engines pumping and thumping in time, a pack of muscle-bound beasts ready themselves for a sprint to the finish line. It's up to you to guide that hunk of metal of gasoline to victory. We're here to help you.

In Project Gotham Racing 3, racing isn't just about winning. You've got to command style and finesse in order to earn precious Kudos points. PGR3 is packed with nuance and plenty of hidden technique. If you're ready to conquer the worldwide streets and join the ranks of professional drivers then you've come to the right place.

***In this Project Gotham Racing 3 strategy guide, you'll find:***

- **Driving Basics:** Tips for driving for both speed and for style. Maximize your Kudos earning power while hanging onto first place.
- **City Tours:** In-depth analysis of the many worldwide cities in PGR3. Tips of tackling the most vicious turns and details to make sense of the varying course designs.
- **Gotham Career:** Strategy for every Gotham Career event type along with general Q&A help for establishing your plan of vehicular attack.
- **Car List:** A listing of all PGR3 cars including their speed and grip statistics. The list is fully sortable, letting you easily compare cars within classes and figure out which vehicle is the fastest.
- **Secrets:** Unlock every hidden concept car, including the elusive RUF Supercar Concept! We've also got details on accomplishing all Xbox 360 Achievements.



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## Driving Basics

### RACING TECHNIQUE

### EARNING KUDOS

Project Gotham Racing 3 fuses together arcade style drifting with the philosophies of real-life driving. The result is a driving game that requires some sim racing knowledge packaged with plenty of guts for crazy power slides. Your own driving preference will play a role in determining the philosophies you follow. In this section of our Project Gotham Racing 3 guide, we'll cover techniques for both hardcore drifters and the precision sim racers.

### GRIP vs. DRIFT

#### Grip

In general, rookie drivers will want to stick to a more grip-focused driving style. Pick cars with a high grip rating and a low drift rating to maintain the most control in intense situations. A good starter car is the Nissan Skyline, which you can purchase at the very start of your career. The car's All-Wheel-Drive drivetrain gives you tons of grip and stability in the corners, letting you focus on your racing lines without worrying about Kudos.

When driving grip style, carefully plan your racing lines to make the most of your car's acceleration. An old racing adage applies to grip drivers: Slow in, fast out. Brake early for turns and stay on the outside of the track. As you approach the turn's apex, cut sharply to the inside of the turn and nail the gas as soon as your car's parallel with the straight outside of the turn. If you get on the gas too early, you'll have to slow down to avoid hitting the wall. A slow exit will directly impact the top speed you reach on the following straight, thus it is better to go through the turn slowly to ensure a fast retreat.

The key to driving without sliding is to brake early. As you approach a turn, stay outside and brake early (much earlier than you would if you were going for a power slide) while maintaining a straight line. Once you've slowed down to speed, let off the brakes, turn slowly towards the inside of the corner and just feather the throttle to keep your forward movement. Grippy cars tend to understeer if you get on the gas too hard too early, but time it properly and you'll carry your speed out of the turn.



#### Drift

After you've acquainted yourself with the game well enough, you'll want to move towards vehicles that are more apt to slide around corners. Though drifting around corners is not always the fastest way to drive, it will reward you with Kudos points which are necessary for rising in rank and unlocking new concept cars.

You can initiate a drift (or power slide) more than one way, but as a general rule:

$$\text{SPEED} + \text{TURN} + \text{BRAKES} = \text{DRIFT}$$

As you enter a turn, keep up your speed and turn *hard* into the corner. Tap either the brakes or your e-brake as you feather the throttle and the tail end of your car should start to slide out. By hammering down on the throttle of a Rear-Wheel-Drive car, you'll increase the amount that your tail in flips out. This is good for super-fancy power slides for mega Kudos as well as for taking sharp hairpin turns. If you let off the throttle, your car should settle down and regain traction, letting you accelerate into the straight.

Any racer can fling his car into a corner for a massive power slide, but it takes practice and skill to pull off a slide that's both pretty *and* effective. There's a little technique we use to execute a power slide that's totally controllable. As you

head into a corner, start feathering the brakes early while you stay on the outside of the track. As you get nearer to the actual turn, nail the e-brake and the throttle as you turn into the apex. Your speed should be reduced enough by the regular braking that you won't slam into the outside wall, but you'll still have enough speed and momentum to carry through with a full on power slide!



### GET PHYSICAL

Though getting aggressive on the track against human opponents won't win you any friends, it *is* beneficial to rub up against other drivers. If you want to win at all costs, don't be afraid to rub fenders (or more), though if you're racing online you might be safer sticking to more prudent driving.

Because computer controlled racers aren't afraid to get rough with you, employ every trick you've got to beat them on the track. Computer controlled racers will get *very* physical with you on the harder difficulties, pushing into your tail end in an effort to spin you out. And while you shouldn't waste your time targeting specific opponents and trying to bring them down, you can use other cars as bumpers, letting you keep up your speed and engine RPMs in corners.

The pack of racers is usually pretty tight at the start of a race and you're always in last place. As you head into the first corner, hug the inside of the track and stay on the gas. The computer controlled drivers will slow down and cut into the corner, giving you surface you can bump off of to help your turn. If you aim right (don't hit them squarely), you should simply bounce off of the other drivers and keep up your speed for the following straight.



Another trick is simply slamming into the tail end of other racers. They'll inevitably hit the brakes as you go into the turn, slowing you down in the process. However, as you come out of the turn you'll find that your engine is still running at high RPMs while your opponents are just getting on the accelerator. Use this extra power to quickly pass the other drivers as you move into the straight.

RACING TECHNIQUE	EARNING KUDOS
KUDOS vs. SPEED	

Progress in Project Gotham Racing 3 isn't just about winning races. You'll also need to earn tons of Kudos if you hope to unlock all of the hidden concept cars. The trick here is that you'll have to develop a balance between going for the best lap times and earning lots of Kudos. As you'll soon realize, going for fancy power slides in an attempt to earn Kudos can actually slow down your lap times.

At the start of any race, your first goal should be to get ahead of the pack. There are plenty of ways to still earn Kudos without driving in a showy fashion (just read below), so don't bother with the crazy power slides until after you're out in front. Once you've established a firm lead, *then* it's safe to start getting loose with the controls. Put extra throttle on while in the turns and let your tail end go wild. Good drivers can earn 5,000 or more Kudos per race while still pulling down impressive lap times.

## ART of SCORING

What exactly earns a Kudo? Lots of things, for sure. In general, fancy driving and the implementation of advanced techniques will score you points with the judges. To go even further, comboing your special techniques will give you multipliers for your Kudos. There's about a two second window during which you can perform another Kudos-earning technique to effectively build a combo. If you string together three or four techniques in a row, you'll find yourself building tons of Kudos in a single lap.

<b>360</b>	Cars with high drift ratings can pull off 360s in open areas, but it's not typically useful unless the <i>only</i> objective is to earn Kudos.
<b>Air</b>	You must get <i>all four</i> wheels off the ground in order to earn this. Not much you can do—just hit jumps with speed!
<b>Clean Section</b>	Each track is broken into sections by various checkpoints. Drive one section without hitting walls. This is easiest to achieve with grippy cars.
<b>Cone Gate</b>	Some events in Career Mode will require you to drive through cone gates. Don't drive too fast—stay quick to keep the combo, but don't smash the cones.
<b>Overtake</b>	Simply pass an opponent to earn this bonus. You can combo multiple Overtake bonuses with a power slide when tackling the first corner of a race.
<b>Overtake (Draft)</b>	Use the speed boost you get from drafting to rocket your car past an opponent. You can often string this into a power slide Kudos combo.
<b>Draft</b>	Drive closely behind an opposing racer. The car in front of you will break the wind force, giving you a small area with less wind resistance and more speed.
<b>Race Line</b>	Race a "proper" line as per real racing philosophy. This is easiest to earn with cars that have high grip ratings, as sliding makes for improper lines.
<b>E-Brake Slide</b>	Simply initiate a power slide using your e-brake. As you enter a turn, nail the gas and feather the e-brake to send your tail sliding.
<b>Braking Power Over</b>	Initiate a power slide using use your regular brakes and the power of your car. Cars with low grip ratings can pull this off easy and combo for more Kudos.
<b>Feint Drift</b>	As you approach a corner, stay inside and start to feint outside. As the car begins to move outside, tug the wheel inside to whip the tail outside.
<b>Braking Drift</b>	Essentially the same thing as a braking power drift, except you're not using your engine's power to kick out the wheels. This is more of a passive technique.
<b>Braking Feint</b>	As you approach a corner, stay inside and start to feint outside. As the car begins to move outside, hit the brakes and tug the wheel inside to whip the tail.
<b>Power Feint</b>	As you approach a corner, stay inside and start to feint outside. As the car begins to move outside, hit the gas and tug the wheel inside to whip the tail.
<b>Two Wheels</b>	As the name implies, hit a bump to launch two wheels off of the ground. You'll get this a lot when a bump isn't quite enough to give you air.



## City Tours

TOKYO	LAS VEGAS	NEW YORK	LONDON	NURBURGRING
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Tokyo's streets are filled with interesting nuance, with slight elevation changes just before many of the city's sharp turns. The track is generally wide and the turns are long, making for excellent power slide opportunities.

1

### Shinjuku Kabukicho Loop | Tochomae Loop

This dubious portion of the track, most notable on the Shinjuku Kabukicho Loop, can be a real hassle at high speeds. Though it may not look like much, the odd topography can wreak havoc on your car's handling. It's important to adjust your car's steering *before* emerging from under the overpass. You'll likely catch air on then following upward bank. To make it safely through, be *very* light on the throttle and try to not make any sharp inputs on the steering wheel. If you have to, let off the throttle completely as you catch air. If you direct your car *before* hitting the jump, you should be able to make it through the odd stretch of track without losing control.



2

### Ekimae Loop | Shinjuku Speedway

Entering this turn from the east will present you with problems. Not only will you have lots of speed, but there's also a nasty dip in the road *just* before the turn. This dip will make controlling the car a pain at high speeds. When approaching the corner, stay outside and brake very, *very* early. If you slow down enough *before* hitting the dip, you'll avoid losing control. Loss of control on this turn will easily leave you cuddling with the outside wall, so be very careful.



3

### Bark To the Sun

This seemingly average left-hand turn comes just after a quick rise in the road. This rise in the road will often set you airborne, usurping your ability to turn. Stay wide right as you approach the turn and brake very early. You should be down to speed by the time you reach the crest, letting you immediately cut in for the turn. If you brake too late, you won't be able to turn at the crest of the hill and you'll likely end up in the wall.



4

### Shinjuku Speedway | Shinjuku Skyscraper | Shinjuku Tour | Crazy Turns

This spiraling bit of course is a total pain in faster vehicles, especially if your car doesn't have much grip. Going both uphill and down, you'll likely run into problems here. Keep your power limited throughout the spiral, only feathering the throttle while you hug the inside of the turn. Be patient and wait until the final bend of the track before you lay onto the gas again. When approaching the spiral from the *bottom*, you can take the first corner with a bit more speed, but don't overdo it. It's better to be more prudent in this bit of track to avoid losing position in the race. (Note: This portion of the course is actually easier to navigate from a third person camera view.)



5

### Shinjuku Skyscraper | The Triangle Building | Shinjuku Tour

Like many turns in Tokyo, this one has a bit of a weird elevation change just before it. As you approach the turn, stay *wide* left and brake early, just before hitting the road's incline. Keep a straight line all the way up the hill and don't start turning until *after* you've gone over the crest. It may be a bit counter-intuitive, but the turn is very deep. Cutting in any earlier will send you on a bad racing line that could end with the wall.



On the course The Triangle Building, this same rise in the road doesn't lead into a turn. However, the course *does* narrow just as you come over the crest. If you hit the rise at speed, you'll fly off the course and likely smash into the walls. Even though there's not a turn directly after the jump, slow down early and hug the right wall of the track to avoid a nasty wreck.

6

### Crazy Turns

Early in the Crazy Turns course, you'll run into another of Tokyo's dubious jumps. This rise in the track leads immediately into a turn, and while it's not quite as dangerous as some others the turn can still cause problems. The crest of the rise isn't very sharp, so you likely won't get airborne. However, it is enough to make you lose quite a bit of steering response. Slow down early and cut in *very* sharp. The corner is acute—not just another 90-degree turn—so be ready to follow through with more steering and sliding than you may be used to.



TOKYO	LAS VEGAS	NEW YORK	LONDON	NURBURGRING
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You won't have to make many gambles in Las Vegas. Most portions of the city streets are very wide, often stretching four lanes across. The wide roads make for easy power slides, but it's even better to drive with a more grip-oriented style. Because the city is covered in long open straights, you'll want to maximize your exit speeds on corners. High speed cars rule the day in Vegas.

1

**Big Apple Loop | Tropicana Tour | South Strip Loop | Las Vegas Blvd Tour | Boulevard Straights | South Vegas Run | The Grand Run**

This little stretch doesn't seem like much during daytime hours, but overcast skies and nighttime racing can make this tiny turn a pain. With low lighting, it's difficult to see the edges of the road (especially in the first-person camera views). To best approach this chicane (which leads into a covered bit of track), stay wide left and hug the inside of the first part of the turn. As the road curves back right, regulate your speed and turn in relatively late. The track past the second part of the chicane is somewhat narrow, and approaching the apex too early will make for a sharp angle if you want to avoid bumping into the walls.



2

**Flamingo Straights | Las Vegas Blvd Tour | The Grand Run**

This very sharp hairpin turn has a lot of lead-up before you actually have to commit. As you drive under the overhang, drive deep into the turn and slow down without turning. When you're almost at the wall, hit the brakes hard, tap the e-brake and pull the wheel right. You should be able to fling your car around the sharpest part of the turn and move on to the following straight.



3

**Boulevard Straights**

At the beginning of the Boulevard Straights course is this wicked chicane. You'll have a *lot* speed as you approach the chicane and its exit is a bit sharper than other similar chicanes on the course. Approach the curve from the center of the track and brake just slightly as you approach the first curve. It's best to take the first part of the turn (a slight left-hander) slowly so that you can line up for a hasty retreat from the rest of the chicane. If you do it right, you can just barely miss the insides of the chicane and blast through without losing much speed. But since you *will* have to lightly break, don't expect to carry all of your speed into the next straight.



4

### South Vegas Run | The Grand Run

About midway through the South Vegas Run, you'll reach this portion of the track next to a set of blue bleachers. Here, the road rises just enough to throw two of your wheels into the air, resulting in a loss of control. Though the turn after this rise isn't very sharp, it is hard to make when you've only got two wheels to command. There's no need to use your brakes here, but it will take a bit of fancy maneuvering to make it through the turn. The trick? Turn the car *before* you lose control of your wheels. The moment you hit the incline in the road, pitch your car left and you should take to the air at a slight angle. When you land, you'll slide outside a bit but should still be correctly positioned to continue through the corner.



TOKYO

LAS VEGAS

NEW YORK

LONDON

NURBURGRING

New York City is the land of 90-degree turns. Unlike most other city courses, New York's cover some *very* narrow streets. The narrow roads make sweeping power slides practically impossible. When driving New York streets, stick to a grippy driving style. For tracks that course through the downtown areas of the city, pick a car that's got rockin' acceleration. However, when you tackle tracks that run over the city's bridges be sure your car has some serious top-end.

1

### Broadway Run | Park Row | Center & Broadway

This part of the track branches into two paths. You can take either path and end up in the same place just a hundred yards or so ahead. However, in our experience the path to the *left* is the easier one to navigate. That doesn't mean the left path is the only one to take. When driving against AI opponents, they will almost *always* take the left path. If you're stuck behind a pack of drivers, it may be good to opt for the path to the right so you can squeeze through the turn without having to contend with other cars.



2

### The Outskirts | Brooklyn Bridge Strait | The Bridge Tour | Park to Tillary | White Street Bends | Chapel Street Course

A number of courses are home to the long bridges of New York City. On these stretches, you'll have a chance to reach your car's top speed, and it's important that your car not run out of power too early. When racing these courses, pick cars with a higher top end. If you're racing something less powerful, be sure that you're constantly drafting behind opponents.





3

### The Outskirts | Brooklyn Bridge Strait | The Bridge Tour

After building up tons of speed on the city bridges, you'll often meet some very slight turns that can pose some big problems. The road is pretty narrow on these slight curves (like this slight pitch left) and at max speed you won't be able to navigate the turn. If you get on the brakes too late, you'll lose traction and end up in the wall. As you finish crossing a bridge, stay on the gas and hug the right wall. Lightly tap the brakes as you approach the bend in the road to slow down to speed *before* turning (brake in a straight line). Once you've dropped about 30-40MPH, you should be able to navigate the subtle curve without losing control.



4

### White Street Bends

On the White Street Bends course, you'll run into the branching path discussed above...but from the opposite direction. The AI drivers are more likely to split directions, though the path to the left tends to be more open. However, the path to the *right* is by far the most preferable. It'll take a bit of early maneuvering to move to the right path, but you'll be rewarded with an easier line to race and more speed out of the corner. The turn is a two part s-curve that has a downward slope. Brake early and navigate the right-hand curve slowly, letting you move to the outside of the second part of the turn before gunning the gas and cutting in. As long as you keep it slow through the first part of the turn, you can line up your car early on the second part and get on the gas as soon as possible to speed into the straight.



TOKYO

LAS VEGAS

NEW YORK

LONDON

NURBURGRING

What makes London unique in real life also makes for a unique drive in PGR3. The many monuments of the city often litter the road, posing big problems for racers that aren't ready for them. When heading around any blind corner, try to stay on either the far outside or far inside of the corner as you exit. You never know when there'll be an unmovable stone object in the middle of the road.

1

### Her Majesty's Pleasure | The Birdcage | The Bulldog

This mild right-hand turn may seem like a two part corner but the best way to take is to actually treat it as one turn. As you approach the corner, stay wide left and don't touch the brakes. Be sure you don't take the turn too early; aiming for an apex on the first part of the turn will give you a bad angle for the rest of the turn. Instead, turn deep in the corner and aim for an apex on the *second* part of the corner. If you nail it right, you can get through this bit of track without letting off the gas at all.



2

### Her Majesty's Pleasure | Embankment Rush

A pretty subtle turn waits on the other side of this triple archway, and though the turn isn't particularly bad on its own, the archway before it makes preparation for the turn a challenge all its own. First and foremost, it's imperative that you drive under the leftmost archway. Passing under either of the others will make it difficult to line up for the turn just beyond them. Second, brake early! The arches make it hard to see the turn beyond, but as long as you start braking just a moment before heading under the arch you should be able to slow down enough (drop about 30MPH) to cut in for a late apex on the turn. If done right, you shouldn't have to slow down much at all and you'll carry the speed into following straight.



3

### The Birdcage | Westminster Tour | Thornbury Corner | Old City East

A sharp right-hand corner is on the other side of this towering monument. If you drive along the right side of the monument, you'll have one heck of a time trying to squeeze your way through the following turn. Because of this, be sure that you drive past the monument on the *left* side. From the left, you can easily set up a smooth racing line that'll take you through the turn with speed.



4

### The Bulldog | The Old City Loop

It'd be easy to mistake this turn for any of London's obtuse corners. This corner is particularly sharper than it appears from the beginning—it's almost a hairpin—and misjudging it will often send you into the wall. Slow down a *lot* before entering the turn and just feather the throttle through until you can actually see the corner's exit. You're better off taking the corner too slow than taking it too fast.



5

### The Old City Loop

This corner alone is pretty tame but what follows can be a major mess. Just outside of the turn, the road rises slightly before passing up a tower monument. After taking the turn, allow the car to move to the outside of the track (left side). The rise in the road will often send your car airborne, briefly taking away control. If you don't line up properly when coming out of the corner you can easily smash into the monument's base.



6

**Trafalgar Tour | St. James Park**

The same triple archway we mentioned earlier poses problems on yet another London track. This time, however, the turn beyond the arches isn't so subtle. The turn is *very* sharp and taking the wrong path through the arches is even more harmful than before. Make certain you pass through the rightmost archway. This will give



keep you outside of the track as you approach the sharp corner beyond.

7

**Down the Mall**

On one of the later sprint tracks in London, you'll find this 90-degree turn that'll often lead you right into this median. Take the turn *very* wide and feel free to throw in a bit of extra slide for more Kudos. Taking the turn sharply will force you into a slow racing line. Taking it wide should let you cruise by the median on the right side of the track.



TOKYO

LAS VEGAS

NEW YORK

LONDON

NURBURGRING

The Nurburgring is an infamous real life race course that's made appearances in other driving games before. If you're not already familiar with the course, be ready to sink in a few hours around the track before you actually start to memorize the turns. The course is *long* and very precarious. Unlike other courses, there aren't walls on the edges of the track. If you lose control you'll quickly find yourself tearin' up grass. While in the grass, your car moves at a snail's pace. Be easy on the throttle but don't be afraid of speed. The Nurb' is a monster but it's a blast to drive.

1

**Half F1 Circuit | Full F1 Circuit  
| Nordschleife Long | The  
Behemoth |  
Schwalbenschwanz |  
Antoniousbuche |  
Pflanzgarten Long**

This is one of the earlier turns of the F1 Circuit. Though the turn seems plenty wide it's length can pose a problem (especially if you're playing from a first person view). Regulate your speed, just feathering the throttle as you round the corner from the outside. Don't get on the gas hard until you can actually see the exit. Punching it too early may force you to get on the brakes just before heading around the next bend and into the straight. Make it a priority to maximize your speed out of the right-hand turn that follows this one and you should make better racing lines.



2

**Half F1 Circuit | Full F1 Circuit  
| Nordschleife Long | The  
Behemoth | Schwedenkreuz |  
Antoniousbuche |  
Pflanzgarten Long**

Near the end of the F1 Circuit, a long uphill incline crests just before a wide s-turn curve. It's difficult to see the s-turn beyond the crest, making it vital that you be prepared for the turn. As you near the crest of the hill, stay wide right and get on the brakes *just* before making it over the crest. Drop about 20-30MPH off your speed to give you enough grip to navigate the s-turn.



3

**Nordschleife | Nordschleife  
Long | The Behemoth |  
Fuchsrohre | Pflanzgarten  
Long**

On the west side of the Nordschleife course is this wicked s-turn (perhaps the nastiest s-turn in the game). As you move uphill towards the first part of the turn (a left-hander), brake early and hard, slowing the car down considerably to avoid flying into the grass on the other side of the hill's crest. As you move over the crest, stay slow and cut in sharply to the left. Nail the apex, feather the throttle and aim yourself for a late apex on the second part of the s-turn. Execute this properly and you'll carry a lot of speed into the following straight-away.



4

**Nordschleife | Nordschleife  
Long | The Behemoth |  
Fuchsrohre | Metzgesfeld |  
Pflanzgarten Long**

After winding around the northwest cliff edge, you'll start moving downhill into this turn. Unlike the turn just before it, you can pass through this corner with a decent amount of speed. Stay wide right and brake lightly but early. When you've slowed down by about 20MPH, cut left hard and get on the gas. The turn's a lot deeper than it looks, letting you accelerate out of the turn and into the following uphill portion of the track.



5

**Nordschleife | Nordschleife  
Long | The Behemoth |  
Klostertal | Pflanzgarten Long**

This part of the course is known as The Carousel. Though the turn is relatively sharp, expert drivers can make it through the turn with a lot of speed because of the sharp embankment. To make use of the embankment, it's imperative that you drive very steadily along the white inside track. Feather the throttle through the turn and get read to punch it the moment you see the turn's exit. It'll take some practice, but keeping steady through The Carousel will give you loads of speed.





## Gotham Career

### EVENT TYPES

### CAREER Q & A

Throughout your Project Gotham Racing 3 career, you'll enter more than a hundred races of varying challenges in an effort to conquer the game. Each event type brings with it a unique set of challenges and goals. What works in one event might not be effective in another. Read up on each event type before entering the challenge. The knowledge here can save you from wasting time trying the wrong things.

### STREET RACE

Street racing is the heart and soul of Project Gotham Racing 3, so it should come as no surprise that Street Races will make up the majority of your Gotham Career events. To compete in Street Races, you want a car that strikes a balance between controlled drivability and raw Kudos-earning power.

For more specific details on driving skillfully, consult the [Driving Basics](#) portion of this guide. Though earning Kudos should definitely be a focus (as in all events), the main objective here is to lead the pack to the finish line. Get ahead of other racers before daring to show off for Kudos. Also, be sure to pick a car that's good for its class. As you can see in our [Car List](#), not all cars are created equal. Find a car that's got good stats compared to other cars in the same class. You'll be racing against other cars that are in the same class as your car—don't let yourself get out-powered.

### SPEED CHALLENGE

In speed challenges, the track is marked at a certain point. The goal is to drive past that checkpoint at or above the required speed. Because these checkpoints often follow sharp corners, it's good to choose a car that's got great acceleration. Cars with high acceleration ratings will more quickly get you up to speed even after little mistakes. Having a high max speed is almost never helpful in these events.

Since speed challenges are so short, you shouldn't expect to get many Kudos from them. In fact, purposely going out of your way to earn Kudos during a speed challenge will often result in failing the event. Focus 100% of your efforts on taking the turns properly without getting showy. Power slides may be effective through certain turns, but don't extend a slide longer than it needs to be.

### OVERTAKE

You're given a limited amount of time in which to pass up the designated number of opponents. You'll start the race with multiple racers already far ahead of you. It'll take skillful driving and a lack of mistakes in order to overtake the opponents.

Be sure to read the [Driving Basics](#) portion of this guide for tips on proper driving technique. These challenges will push your skills and, since you can't burst out to an early lead, you'll have to maintain steady driving throughout the event. Because it's impossible to gain an early lead, put Kudos to the side. Don't waste your efforts on showy power slides—just focus on the car ahead of you. You *can*, however, earn Kudos by drafting. Follow behind the cars ahead of you and use the boost in speed you get from drafting to slingshot yourself past other racers.



## CONE CHALLENGE

The goal in cone challenges is to rack up *lots* of Kudos in a limited stretch of track. By driving through the cone gates, you'll effectively earn Kudos style points. Drive through a series of cone gates without missing any and a Kudos combo will quickly build.

Messing up in the middle of a combo can ruin your chances of scoring high. Make combos your priority. A steady car with great grip will make it easy to pass through the gates and maintain a combo. Don't worry about speed—just be quick enough so that your combo doesn't end.

The most difficult cone gates to pass through are in the turns of the track. The gates will often be hard to see until after you've already committed to the turn, making them impossible to reach. Our advice? Don't worry about them! By applying a little extra gas, you can get a short power slide in the turn that'll maintain your Kudos combo. As long as you make it to the next gate (outside of the turn) quickly, the combo will never end.



## TIME vs. KUDOS

In these events, you have a *very* limited amount of time to drive a designated stretch of track. In fact, the amount of time you're given is impossible slim. In order to complete the event before the timer reaches zero, you'll have to stop the clock by earning Kudos.

Time vs. Kudos events are very interesting because they really test out your skills in both fast and fancy driving. Pick a car with a good drift rating and power slide around *every* turn in the track. Longer power slides will stop the clock for longer periods of time, and you can see how much time you've saved by checking the count in the upper-left corner of the screen.

There's a small catch here. In each event, you can stop the clock for *only* one minute total time. In shorter events, this isn't a problem, but in some long Time vs. Kudos events you'll run into this limitation on how much time you can save. Stop showing off when you've reached the max amount of time saved! Kudos will no longer stop the clock for you, and showy power slides can eat away at the clock.

## HOT LAP / TIMED RUN

Though they appear as two different events, Hot Laps and Timed Runs are essentially the same thing. There are no opponents on the track to worry about, which is a good thing. These events are usually very strict on time, requiring ultimate precision driving.

Because time is so precious in these events, keep your Kudos driving to an absolute minimum. Fancy power slides should take a back seat to careful, steady driving to make use of every second you have available. The time you're given to complete the challenge will vary depending on the car you pick. If you're more comfortable driving a slower vehicle then feel free to do so. You won't be penalized for not driving the fastest car available.

## BREAKTHROUGH

Breakthrough challenges are essentially time trials (like Hot Laps and Timed Runs). The only difference here is that

screwing up any single section of the track can result in failure. You must complete each section of track in the given time to keep the timer from reaching zero. Because of the setup, you can't screw up one section and make up for it in a later portion of the track.

As with other time trial events, a good grippy car is ideal for Breakthrough challenges. Pick something you're comfortable driving and don't worry about max speed. The amount of time you're given will be adjusted depending on your vehicle's class, so even slower cars will be able to compete. Don't bother trying to earn Kudos via fancy power slides. Just focus on the turns (slow in, fast out) and you should be good to go.

### DRIFT CHALLENGE

In Drift Challenges, you'll have a brief section of track and a very short amount of time with which to earn the most Kudos possible. Pick a drift-heavy car with good acceleration (don't worry about top speed). You need to get from one corner to the next as fast as possible to get in as many slides as you can within the time limit.

You can really score big by comboing multiple power slides. Slide through a corner and regain control just for a moment. Even if you're still on a straight, tap the e-brake and power on while you turn to break your wheels loose again. Doing some fish-tailing while on the straight can add to your combo, giving you a multiplier for your Kudos score.



### ONE-on-ONE

One-on-One races are like Street Race events, though you've got only one opponent to contend with. The catch here is that the one opponent is usually tougher than the racers you compete against in Street Race events. Because of this added challenge, earning Kudos should be even less of a focus. Of course, once you've gained a comfortable lead you should feel free to get showy.

In One-on-One races, it's even more imperative that you pick a car that's good for its class. Whether you're slumming in the E class cars or challenging the big boys in the A class, make sure your chosen car is as good or better than the rest of the cars in your class. For help determining good cars to pick, check the [Car List](#) portion of this guide.

EVENT TYPES	CAREER Q & A
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#### WHICH CAR IS BEST?

In every racing game, people want to know which car is the best. In Project Gotham Racing 3, that's a hard thing to determine. Not only are there multiple classes of vehicles, but there are also varying challenges that require different vehicle traits; what's good for one event might not fare so well in another.

With that said, we think the Ultima GTR is possibly the best car in the game. It's not the fastest car in the game and it's not the most stable, but the Ultimate GTR is an excellent vehicle for it's class. The car has a 9/10 rating for acceleration and a top speed of 200. Best of all, even with these stats it's still *just* a B-class car.

The Ultima GTR is cheap enough that you can purchase it right from the get-go. Once we discovered the vehicle, we never looked back—the GTR is good enough to win every race, including both real races and Kudos challenges.

#### SHOULD I BUY FASTER CARS?

You'll have the chance to purchase new cars throughout your Gotham Career, and your constantly growing bank account will allow you to afford whatever your heart desires. Should you save up loads of cash in order to buy the fastest car available? While the answer is ultimately up to you, we say screw it. Having a faster car in the Gotham Career doesn't necessarily help you out as your challenges are automatically adjusted depending on the vehicle you're driving. Your chances of conquering an event are just as good in the slowest car as they are in the fastest.

#### WHAT IS RANK FOR?

As you earn more and more cumulative Kudos, you'll find that you frequently "rank up," starting at Rank 10 and progressing towards Rank 1. Your rank standing doesn't affect the Gotham Career events that are open to you, so you can access all events even if you're stuck at Rank 1. The rank score is simply something to try and earn. By collecting more and more Kudos points, you'll unlock secret concept cars and move towards a higher rank. Only when you reach Rank 1 can you call yourself a true Kudos master.

#### WHAT IS THE BEST WAY TO EARN KUDOS?

If you want to earn lots of Kudos in an attempt to rank up or unlock a new car, you can re-race past events and focus on Kudos instead of just racing. In general, you'll earn the most Kudos possible in Street Race events. With multiple opponents to contend with, you'll have the most opportunity for Kudos combos.

One thing to remember is that you can only keep the Kudos you earn in a race as long as you *win the event*. However, that's not necessarily difficult. You can adjust the race difficulty to whatever you want—even to Novice—and conquer the race with ease. You'll still earn just as many Kudos. Just try to varied with you Kudos-earning maneuvers. If you do the same trick over and over, you'll start to earn fewer Kudos each time. For more information on earning Kudos (including details on the variety of Kudos maneuvers), check out the [Earning Kudos](#) portion of this guide.

#### IS IT TRUE IF YOU DON'T USE IT YOU LOSE IT?

Is that a serious question?



## Car List

Use this quick overview of all cars to determine the ride that best suits your driving style. New Project Gotham Racing drivers will likely want to stick to cars with a higher grip rating, while experienced racers may want to dabble in some advanced drifting.

CAR NAME	CLASS	ACCEL.	GRIP	DRIFT	TOP SP.
Ariel Atom 300 Supercharged	A	9	8	5	170
Aston Martin DB9	E	4	4	6	186
Aston Martin DBR9	A	8	9	6	195
Bentley Continental GT	E	3	4	4	206
Cadillac Sixteen	C	10	3	8	185
Callaway C12	D	5	6	8	188
Callaway C7	B	8	9	3	205
Callaway Sledgehammer Twin Turbo	B	8	6	8	254
Chevrolet C6	D	5	5	8	186
Chevrolet ZR-1	E	4	4	9	181
Dodge Viper GTS ACR	C	7	7	6	192
Dodge Viper SRT-10	D	7	6	7	195
Dodge Viper SRT-10 Carbon	B	8	7	9	210
Elfin MS8	D	7	5	8	187
Farboud GTS	D	7	7	7	181
Ferrari 288 GTO Evo	A	9	7	8	220
Ferrari 355 F1 GTS	E	4	7	5	183
Ferrari 575 M Maranello	D	6	6	6	199
Ferrari Challenge Stradale	D	7	7	7	182
Ferrari Enzo Ferrari	B	9	8	7	218
Ferrari F40	C	8	7	7	201
Ferrari F430	C	7	7	7	186
Ferrari F50	C	8	7	6	202
Ferrari F50 GT	A	10	9	9	235
Ferrari Testarossa	E	3	4	5	180
Ford GT	C	8	7	6	201
Ford GT 40 MK I	C	6	4	7	180
Ford GT 90 Concept	B	8	8	7	210
Ford Mustang GT-R Concept	D	5	7	6	180
Ford Shelby Cobra Concept	C	6	6	10	181
Ford Shelby Cobra GT-500	E	4	4	7	180
Ford Shelby GR-1 Concept	C	7	7	6	195
Ford Supercar Concept	A	8	10	2	175
Ford SVT Mustang Cobra R	E	4	4	5	173
Honda NSX GT2	C	6	7	4	180
Jaguar XJ200	B	8	7	8	217
Jaguar XKR	E	3	6	5	188
Joss Supercar Prototype	B	8	7	5	198
Koenigsegg CC8S	B	9	8	4	225
Koenigsegg CCR	A	10	8	7	242

Lamborghini Countach 25th Aniv. (QV)	E	4	4	6	188
Lamborghini Diablo GT	B	8	7	6	190
Lamborghini Diablo VT 6.0 SE	D	7	6	3	200
Lamborghini Gallardo	D	6	7	4	192
Lamborghini Miura P400 SV	E	4	3	8	179
Lamborghini Murciélago 6.2	C	7	7	5	205
Lamborghini Murciélago R-GT	A	9	9	7	205
Lotus Elise GT1	A	9	9	5	199
Lotus Esprit	E	4	4	5	180
Maserati GranSport	E	4	4	8	180
Maserati MC12	B	9	8	5	205
McLaren F1 LM	A	9	9	10	225
Mercedes-Benz CLK-GTR SuperSport	A	10	10	3	215
Mercedes-Benz SLR McLaren	C	8	8	6	207
Nissan GT-R Concept	E	4	7	5	192
Nissan R390 GT1	A	9	10	4	205
Nissan Skyline	E	4	6	5	175
Noble M14	D	8	6	5	183
Noble M400	C	8	6	4	185
Pagani Zonda C12 S 7.3	B	8	7	7	220
Palmer Jaguar JP1	A	9	9	4	180
Panoz GTR-1 Coupe	A	10	10	7	185
Panoz Panoz Esperante GTLM	E	4	4	5	180
RUF CTR "Yellow Bird"	C	8	5	8	215
RUF CTR-2	C	8	6	4	217
RUF RGT	D	7	6	6	198
RUF R Turbo	B	9	8	8	225
RUF Supercar Concept	A	9	8	8	TBD
Radical SR3 Turbo	A	9	9	3	170
Saleen S281E	D	6	6	9	189
Saleen S7	B	8	8	6	210
Shelby GT-500	E	4	3	8	174
Spyker C8 Double 12 S	D	5	6	4	187
TVR Cerbera Speed Twelve	A	9	9	8	220
TVR Sagaris	D	7	8	7	186
TVR Typhon	B	8	7	8	190
Toyota GT-One	A	9	10	5	210
Ultima GTR	B	9	8	4	200
Volkswagen W12 Nardo Coupé	B	8	8	4	207
Wiesmann GT	E	4	4	6	173

## Secrets

### Unlockable Concept Cars

Earn the required number Kudos to unlock the following concept cars in Career Mode. Unlocking the car will not automatically add it to your garage, though—you'll still have to purchase the car from the car shop.

KUDOS	CAR UNLOCKED
10,000	Ford Mustang GTR
50,000	Nissan GTR
90,000	Cadillac 16
120,000	Ford Supercar Concept
160,000	Shelby Cobra
230,000	Toyota GT-One
300,000	Ford GT90
390,000	Shelby GR-1
475,000	RUF Supercar Concept

### Xbox 360 Achievements

Fulfill the described requirement to earn the Xbox 360 Achievement. You can view the status of your Achievements from the main menu of the game.

ACHIEVEMENT	DESCRIPTION
Arcade Player	Play both Geometry Wars 1 and Geometry Wars 2 in the garage.
Bronze Champion	Complete all Gotham Career events at or above Bronze difficulty level.
Exotic Car Club	Purchase the Callaway Sledgehammer Twin Turbo, Chevrolet Corvette ZR-1, Ford GT 40 MK I, McLaren F1 LM, RUF CTR "Yellowbird", Shelby GT-500, and TVR Cerbera Speed Twelve.
Ferrari Owners Club	Purchase all Ferrari models.
Gold Champion	Complete all Gotham Career events at or above Gold difficulty level.
Gotham Hero	Make a featured appearance on Gotham TV.
Gotham TV Sports Fan	Watch Gotham TV at least ten times and save one of the replays.
Lamborghini Owners Club	Purchase all Lamborghini models.
Online Professional	Compete in at least 50 online races, start in last and finish first in one, build a three event win streak, and race one event cleanly.
Photographer	Save at least one photo in each of the five cities.
Platinum Champion	Complete all Gotham Career events at Platinum difficulty level.
Pro Racer Badge	Win a race event on Platinum difficulty using a manual transmission.
Race Against the Clock	In Race Against the Clock mode, set a lap record for every course.
Rank 1	Earn Rank 1 in Gotham Career.
Rank 5	Earn Rank 5 in Gotham Career.
Rank 10	Earn Rank 10 in Gotham Career.
Silver Champion	Complete all Gotham Career events at or above Silver difficulty level.
Steel Champion	Complete all Gotham Career events at or above Steel difficulty level.
Style Racer Badge	Achieve these goals: 25,000 Kudos online; 10x Kudos combo; power slide of 25 Meters or longer; execute all Kudos maneuvers for points.
Track Builder	Create at least 10 custom routes in Route Creator.