

I will capture the LAKE SIDE course at once !!

Sega Rally Championship

特報!!
SPECIAL REPORT

• Sega • Released on December 29 • 5,800 yen • Race • Racing controller compatible

carry out **100%**

Let's master from the basic operation

First Step 1 Let's learn from the tail slide

The basics of rally driving,
that is the tail slide

In off-road rallies, full grip driving is taboo. As you can see from the real rally, the car drifts vigorously at the corners. This tail slide is the operation that triggers the drift driving. For details, see the photo on the right, but first of all, master each tail slide perfectly

Let's do it. Everything is then

Steering

operation only



Behavior change that can be used with a relatively large R. With the accelerator fully open, just turn the steering wheel to raise the tail slide. However, it does not flow so much, and the rear (rear) that cannot withstand the centrifugal force starts to slip.

Steering + accelerator

operation



How to turn the steering wheel to turn off the accelerator, fall the vehicle speed and slide on the accelerator. Although it depends on individual differences, sliding in this way will cause a large time loss, and the rate of behavioral changes that cannot be recommended will increase slightly.

Steering + accelerator +

brake operation



The quickest way to change behavior. Steer! Turn off the brakes, brake at the same time as the accelerator is off, and immediately change the behavior with the accelerator on. Be sure to remember this action as you can change its behavior quickly!

The quality of drift driving is determined by

counter

Rebuild

how to hit the tail slide counter

Once you've learned the tail slide, it's time to try drifting. Drift driving is a technique in which the counter steer (reverse steering wheel) is applied from the state where the tail is slid, and cornering is performed while running sideways. The process of drifting is roughly divided into three stages as shown in the photo on the right, and it is the most difficult to hit the counter and stand up again. Coun



First of all, the tail slide. This was explained above. You can do it either way. However, what we have to pay attention to here is how much we should change the behavior with respect to the R of the corner.

I have no choice but to learn how to hit the ter with my body, but the trick is

• High
A
1. Rofoco

Kaku corner exit b
Point the nose (front)
of the car at
. And don't hit
the counter too
big. To this
I have no choice but
to run and practice.



When the tail is slid, the front naturally starts to face inward. So steer in the opposite direction of the corner and bring it to the drift. Coun You can't use too much or too little car.



Beginners often get confused by rebuilding the corner exit. This comes from hitting the counter too much, and when you go through a corner, you need to gradually return the counter at the same time.

Is drifting really fast?

If you drift, the vehicle speed will drop. It is a matter of course because the tires are flowing in a direction different from the direction of rotation of the tires. From the conclusion, grip running is faster. However, depending on the corner, it may be faster to drift and let it flow. The point is where to let it flow and where to step on it.



The deceleration rate will be higher if you let a flow. I want to return from the flow as much as possible.





SEGA RALLY CHAMPIONSHIP ATTACK!! 初級DESERT COURSE

Now it's time to capture Desert Yos. First off, this is just one example of how to run. There should be more ways to run faster, so please keep it as a reference only.

COURSE MAP



Hold

down here

Of this course, there are two places, the right corner immediately after the checkpoint, and the most corner, and if you make it a thing, you should be able to clear it. Also, as a point that leads to time up, run at 4th speed fully open from beginning to end. It's not difficult as long as the line doesn't come off.

Target lap time
0'52"74

POINT 1 START ~ Checkpoint

Pay attention to the S shape immediately after the start

When you start, first a light right corner and then left. And then the right and the corner continue. The first right corner is not so much, but the problem is the next left corner and then the right. First, the right corner immediately after the start hits the inn as much as possible and then the next

Let's try to clear the left side by going straight on the inn as much as possible. If you turn the steering wheel in the gap on the inside of the left corner, there is a danger that the single movement will be greatly disturbed. Then connect the inn in the left corner and the inn in the next right corner. Corner smoothly. The rest is OK if you run normally.



This corner is in



I'm addicted to when I start



Checkpoint hand corners shouldn't be too much in words.

POINT 2 C.P. ~ Triple jump

Do not let it flow as much as possible!

At the right corner immediately after the checkpoint, take the line to the out as much as you can before the corner, and gradually cut into the inn as soon as you pass the checkpoint. It's true that you need to get used to it to some extent, but depending on the line, you should be able to clear it without even hitting the counter with 4th gear fully open. Immediately after the triple jump, take the line to the right as much as possible and run. Be careful of posture disorder when jumping.



Alert to inn



After that, I will turn and gain at the clock to make a sign for the course.



Jump on the line, direct S. It works well if you have your own jump.

POINT 3 Crank ~ final corner

The timing of the plunge is the life

The crank is difficult to push to the left first. If you steer too much, the tail will flow

Not good. This is from the front of the crank. You can cut it gradually. Then, you should be able to clear it almost straight. At the final corner, take a bad line to the left and clear it with an out* in / out. Although the timing of the plunge is difficult, so before you get used to it, it's a good idea to start cutting just after the navigation Maby.

In their special course, it is important to keep in mind that it is not good to make a single connection at 1.50 / 1.5.



If you do a lot



1995
SEGA RALLY
FOREST

TAR

SEGA RALLY CHAMPIONSHIP ATTACK!! 中級FOREST COURSE

The intermediate course is the only course in the "Sega Rally" where one car has a lot of feeling, and tarmac and gravel are more involved. It is difficult to improve the time due to the technical layout of the highway zone.

COURSE MAP



Hold

down here!

Large In this course
The point is the hand
corner right after the
tunnel. And the hairpin
that follows. The
S-shape is not a difficult
corner if you try to
get out of it untitled,
but if you try to
attack it, it will be
quite large. The player's
chest is tested.

Target lap
time 1'13 "94

POINT 1 START ~ A location

Immediately after the start, go straight and turn right

Strategy from the start to point A,
right after the start. The left and
the corner continue, but in fact, if
you go straight, everything will be
solved. Go straight and go through the
shortest route. Of course, don't push
the In too much and touch the ring.

We are approaching a corner. The line
here seems to be the best so far,
with the Impeta fully open. Even if you
ride in the green zone, it does not
affect the vehicle speed, so you can
use it to attack the inn as much as
you want. The point is to focus on
grip driving without letting the car flow.
The slide becomes a loss.



スタート直後の急カーブ
Nahdoes. Do not
のカーブをよこし、
connect to the course etc

In Kuyoner, I
go to the inn.
Mochiru.



POINT 2 Location A ~ Location B

Everything is decided by how to flow!

After passing point A, you will see a rather
steep right corner and a light left corner.
Then we reach the tunnel. The difficult thing
here is the right corner after the A ground
road. In full-open grip driving, understeer
will occur and you will never be able to turn
completely, so you need to slide it here. In
terms of timing, the moment I jumped and landed
In the gap after point A. Cut into the in
as it is, cause a tailslide, and then go out



The corner in the tunnel will soon
be Utoi 7t Amin- n

POINT B point ~ Check Bopoint

The point is to deepen how to get out of the S-shaped corner. Laughing

As soon as you pass through that tunnel,
you will reach a fairly tight left
corner. First of all, move the line to
the right side and change the movement
by shift down & playing in front of
the corner. Bring it to the drift and
go out. Plunge as much as possible

If the crowd is shallow, it may get caught
in the out at the exit and may come into
contact with rocks. Then, with the next right
corner still in 4th gear, I brought it to the
drift just by playing, and it was in beta.
clear. This is difficult.

最初のカーブで Draft, put a line
ないようにインを突くのだが、難しい



Change your hands and hands
全開のインペータドリフト、難易度高し

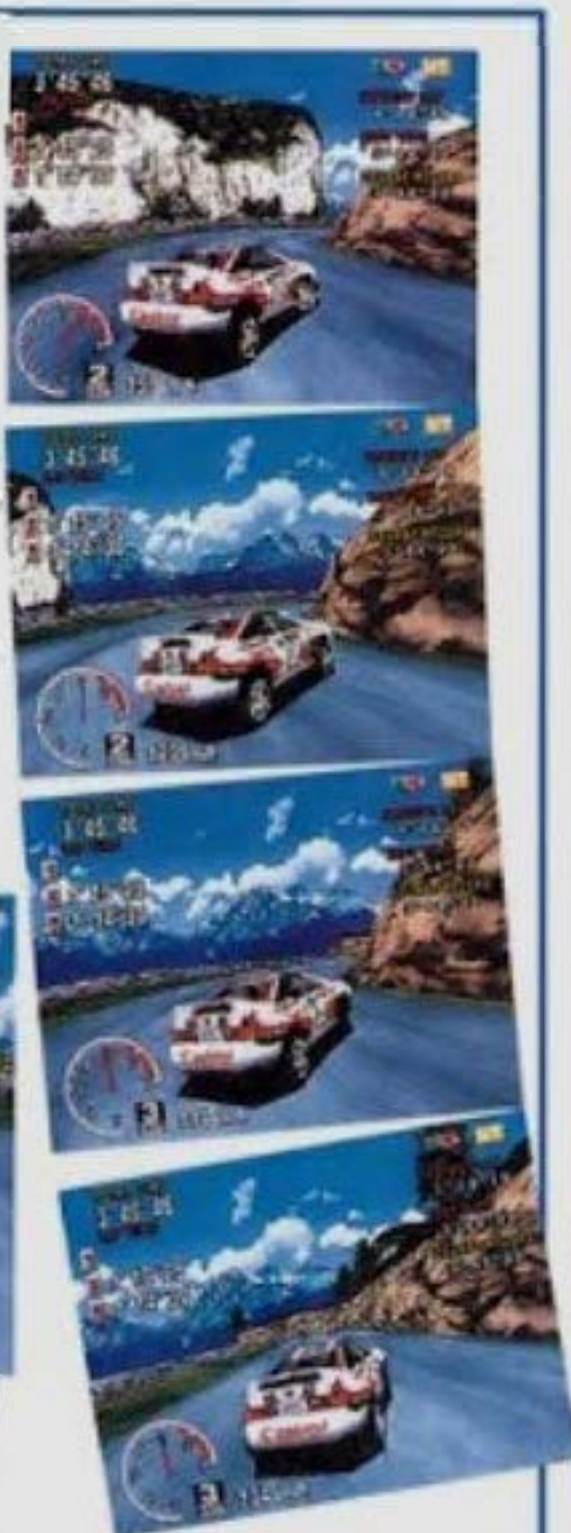
POINT Hairpin The timing

to change the behavior is vital

Intermediate here after passing the checkpoint. It is said to be the most difficult on the course (it is not so when you get used to it, but you will reach the hair pin. I do not care much about the line here, shift down & playing to 2nd speed at once in front cut to the right as it is. With the accelerator on, slide the tail, and if you pass the clipping (the latest point between the line and the in), you will shift up. You don't have to hit the counter.



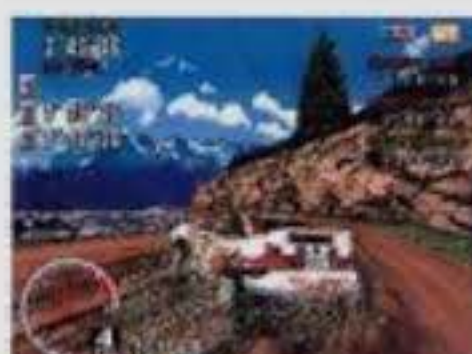
As much as possible, grab the sun, make staff, and do not set the car activity during coordination to 0h or more.



POINT Hairpin ~ C point

Don't go off the driving line!

It is a strategy from the hairpin to point C, but first of all, the road surface is gravel (it is difficult to drive the line as you want because it is a wasteland. Try to take into account some understeer and corner to point C. The difficult thing is the left corner right after the hairpin. Here, move the line to the right and change the quasi-movement by playing while keeping 4th speed and bring it to the drift.



In Hour, Don't worry



It's basically out-in-out.

Although it is dangerous to roll four turns before you get used to it, so it is a good idea to drop to 3rd gear in front of you. From there, with the 4th consecutive fully open, pass through the next right corner with an out-out time, and clear the S-shape in front of point C with a smooth line connecting the ins. Don't slide it here anyway. If you let it flow, you will lose time, so you want to grip the tires and run. This is a point where severe steering operation is required.



Anyway, in this area, there were groups such as Mudaiste and Arasenuoff who were tired of not being able to line up.

POINT6 C location ~ START location

The last corner is the last difficult point. Tail-slide is caused only by tearing operation, and the right and right continuous corners are cleared while sliding as it is. The accelerator is between money from beginning to end. In other words, although it is a combination of several small corners, it is only cleared as one corner. If you look at the series of photos below, you should be able to get a feel for the atmosphere. You'll understand if you actually try it, but if you push it all the way in, you'll be able to clear it unexpectedly.



Besides, this entry Take out the slide from. Left brake that slides only with steering.

VER 2

Enter at full throttle! Don't flinch at the coming stones



This is the best line in the final corner!



1995
SEGA RALLY
MOUNTAIN

SEGA RALLY CHAMPIONSHIP ATTACK!! 上級 MOUNTAIN COURSE

Finally, the strategy of the advanced course. At this point, the difficulty of the course becomes so high that only a player who can completely explore the machine can enjoy it. It's like a Tour de Corse.

COURSE MAP



Hold down here!

The opening of the advanced course will be the entire first half of the course. There is a tight corner from the first checkpoint on the map to around point B. If you pay attention even a little, it will crash. Although, if you have the basic techniques, don't be afraid.

Target lap time
1'05"24

POINT 1 START ~ Checkpoint

The first S-shape is wasteless!

The first thing that comes to you when you start is a light S-shaped corner that continues from left to right. This corner is not particularly difficult, but for some reason many people come into contact with the wall here. The clear point is to hit the inn as much as possible and run the shortest distance. And



Start style Mako owner. Clear with inn while fully open.

The left corner in the foreground and the right corner in the back can be pulled out so as to connect the line. Of course it is fully open. However, although R is loose, if the driving line shifts, it tends to bulge out immediately with the help of the speed of the vehicle. Especially in the right corner in

Mistakes in such places are too painful. Ink for Kuko. Don't let the time go



POINT 2 Checkpoint ~ Point A

The biggest difficulty of the advanced course is drifting out as it is. Clear with out. In the following right

After passing through the short tunnel corner, after passing the checkpoint, you will see the steep left and right, which is said to be the most difficult place in the advanced course. For beginners, the 5th enclosure is always a continuous area of tight corners that touch the wall. First of all the left corner right after the tunnel, but here I changed my academic behavior by shifting down and playing to 3rd gear in front of me

GE corner, change the movement only by playing in front of you while keeping the 3rd speed, and bring it to the drift. If it swells out, it will result in a considerable time loss. After passing through the right corner, shift up to 4th gear, move the line to the left and prepare for the hairpin. Let's practice so that you can clear it smoothly



トンネル直後の左コーナー、突っ込みのタイミングが難しく、インを突くだけでも難い

The follower, Cote, continues to play King. Nini is also incapable of time-up.



Attack the last minute!

Drift smoothly from inn to inn !!



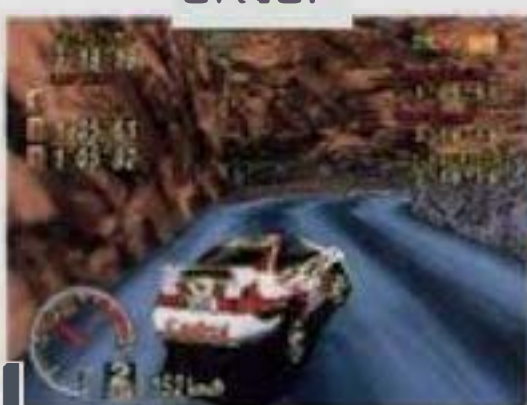
POINT3 / Point A ~ Checkpoint

Difficult hairpin corner

Also to the most difficult part of the advanced course

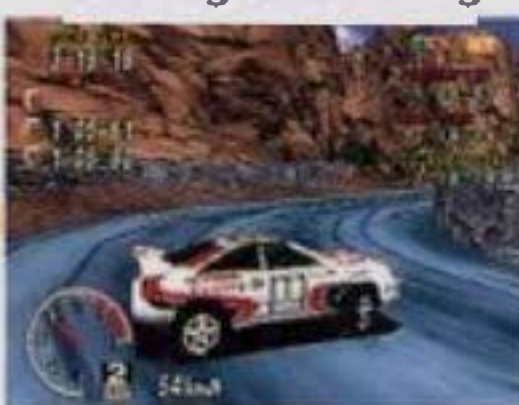
It is. Shift down and playing to 2nd gear in front, and bring it to the drift as it is. The line is out-in-out here

Anyway, the operation timing is the life.



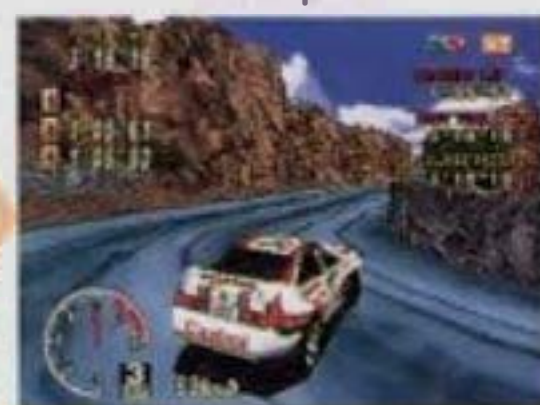
Also braking

During cornering



For the counter

escape



Also must be cleared

POINT4

Checkpoint ~ B point

Long-time drift is the key

After passing the checkpoint, it's big it will be the left corner. This cannot be cleared by grip driving, so let's drift it. In front of you, drop to 3rd gear, accelerator off, stearin to the left and accelerator on. Let it slide, and then hit an appropriate amount of counter to pull it out.



If you leave the checkpoint corner, you will have to do the rest for a while. らくは4速全開で、よくコースの形を把握してね。

Checkpoint image Mocomet Photographs and counters should be inserted as soon as you can see your mouth.



POINT Right corner immediately after point C

The problem is the timing of behavior change

I have it right after point C.

A tight right corner. Here in 3rd gear



Also in Bracetea as a ring.

Shift down and drift on the out-in-out line to clear. This is also because the rate of timing and behavior change is difficult

Then, "You'll get used to it. The target vehicle speed is 150km/h.



And in the corner

Nar in and later ride all the Xel dirt. I'll wait for the phase once a day. Don't be Arika



POINTS Checkpoint ~ C point

Line taking is everything!

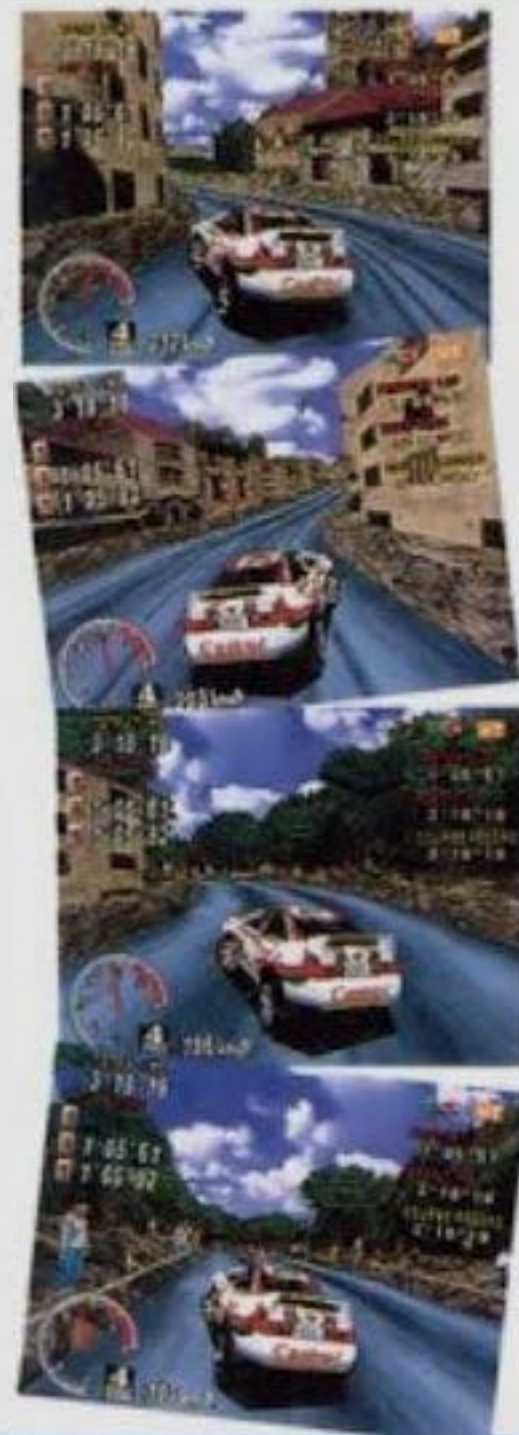
Before and after the 3rd checkpoint, the area is narrow and the corners are tight, which is quite awkward. First, enter the left corner in front of the checkpoint with the 4th gear fully open. Continue through the checkpoint, then right and left. The left and the continuous corner is approaching. Although it is tight, it is possible to get out of here with 4 consecutive full throttles depending on the line. The basics are outdoor activities and stearn is as large as possible.

It is important not to operate the tires and not to lose the grip of the tires.



If you take a inn that overlaps with the coffee inn, you will get out.

また、このコーナーの進入も慎重に。



POINT7

D place ~ START place

The last right corner is cancer!

Finally the most corner Yes Well, there is a steep left corner in front of it. The way to exit is the same out-in-out as the right corner

Drift. The timing here is also good with the body

There is no choice but to do it. and the 4th speed fully open.



The corner

Corner
このコーナーは、かなり難しい。タイミングも慎重に。



START!



Two super-advanced courses that boast the highest difficulty level in "Sega Rally". In fact, contrary to its aesthetic appeal, the number of corners is large and the course width is by far the narrowest. Come on. It's the final capture.

down here!

This course is like a battlefield, so especially this corner, it is difficult to specify, but if it is strong, it will be the right corner directly at point A in the first half, and the scene frame directly after the second half.

Although. At this point, I just run without

looking at the machine

Target lap
time 1'06 "46



地点

Swing the machine around!

Immediately after the start, the corner is approached to the right, left and left of the first corner. The first right corner drifts out of the line in 3rd gear. Be aware that if the timing of the behavior change is too fast or too late, it will come into contact with the wall. After clearing the first corner, bring the line to the right and



This time I dropped to 2nd speed and changed the distance. I

Eh, clear the following left corner
 with out * in out in the same way.
 When he escapes, he gets caught up in
 the out, and he approaches the next
 left corner, but he doesn't completely
 rebuild, and he goes out in and out
 with the car left untouched.



The waste corner drifts
through and goes through. As if

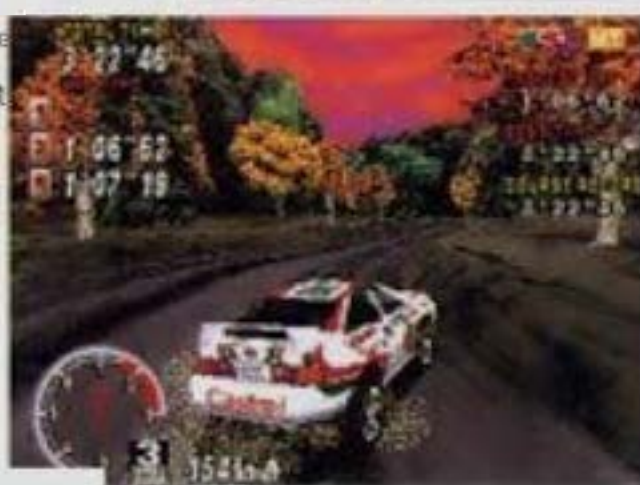
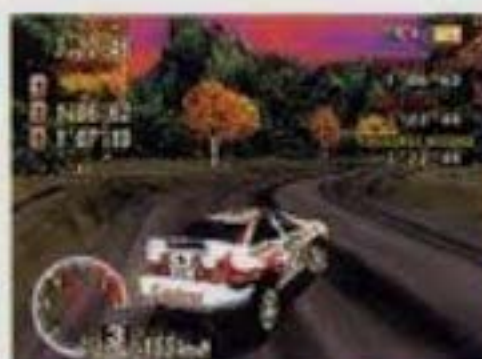
~ B location

Is this the biggest difficulty?

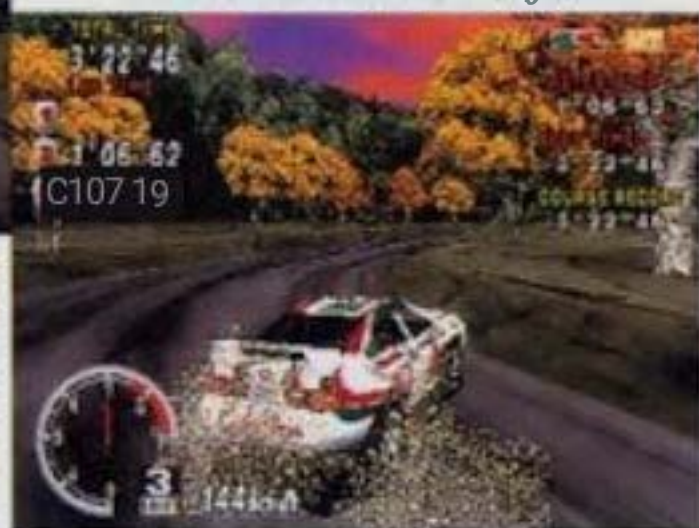
It is a strategy from point A to point B, but as I mentioned in my head, this area is probably one of the most difficult areas of the advanced course. First, the right three consecutive corners, and after a few straights, the left corner. The problem here is the first continuous right corner. It's easy to explain, but it's extremely difficult to put into practice. However, I would like you to refer to it as it will be revealed for the time being. First and foremost

Shift: down to 3rd gear just before the first right corner, change the movement and bring it to the drift, and clear all the following right corners while flowing from beginning to end. Of course, the amount of counters needs to be adjusted, and the line is also important. Please refer to the series of photos below. Then, the left corner in front of the sun point drops to 2nd gear again in front and clears by drifting. The difficulty should be low here.

Recommended



The lift counter is too big. It's more like sliding than drifting. It's a big time so as not to do things.



The first corner. In other words, the reason for clearing all the way up to this point is to clear one corner as one corner. It's quick to do, but it's a repeat of entering the store and counters.

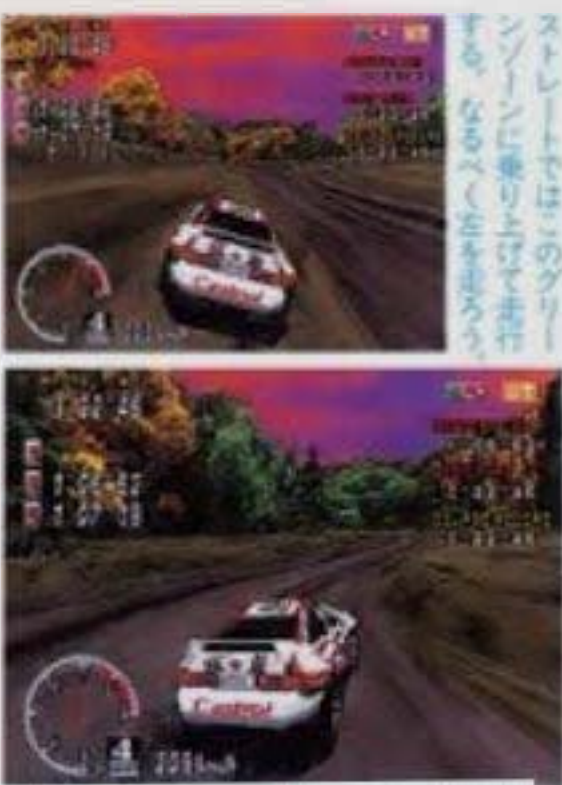
Always let the right corner flow continuously!



POINT 3 B place ~ C place

Skip it at full throttle /

This area is almost straight. So, I don't have any particular advice, but the problem is the right corner of the straight end. If you want to run normally here, you can drop it to 3rd gear and let it drift lightly, but in reality there was a faster way to run. In the straight, you climb into the green zone, move the line to the left until the last minute, and enter the right corner of the straight end with it fully open. The only advantage is that the built-in vehicle speed can be reliably maintained over 200km/h. However, the next left corner becomes painful.



The corner of the straight end remains as it is. Let's go in and in.

POINT C location ~ D location

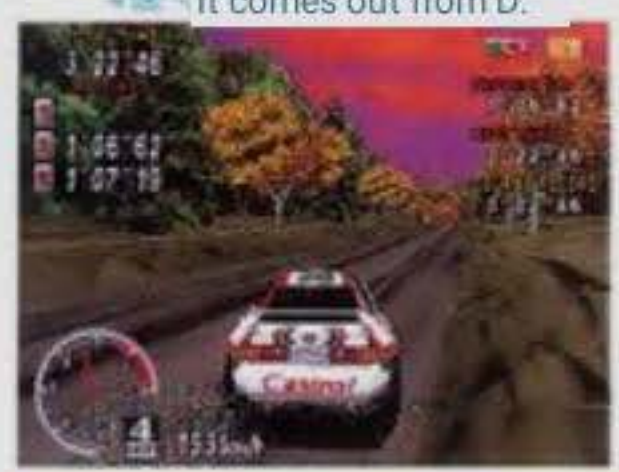
Focus on standing up!

After passing through the tight corner of the straight end, immediately you will reach the relatively tight left corner. This corner is unexpectedly difficult, and the escape speed is reflected in the straight stretch immediately after. In other words, it is better to focus on rising up here as much as possible. First, in front of the left corner

When it becomes, drop it to 2nd gear at a stretch and brake to change the academic behavior significantly. Bring it to the drift as it is, and as soon as the academic movement stabilizes, shift up to 3rd speed and the line will exit in and out. Anyway, the change at the time of the first approach is the key point.



It's a shift up left.



It comes out from D.

POINT 5 D location ~ E location



It's easy if you get used to it, but...

An S-shaped corner that continues to the left and right at the straight end. After all, the front is straight, so the vehicle speed is high. It is a point where the timing of entry becomes quite severe. To explain the clearing procedure, the first left is to drop to 3rd gear in front and bring it to the drift, out in and out. Immediately move the line to the left, and this time just by braking, change the movement and clear the next right corner by drifting out-in-out. At first, it's difficult to read the change in academic behavior and the timing of the plunge, but it's easy to take action immediately after navigation, so keep in mind.



POINT E location ~ F location

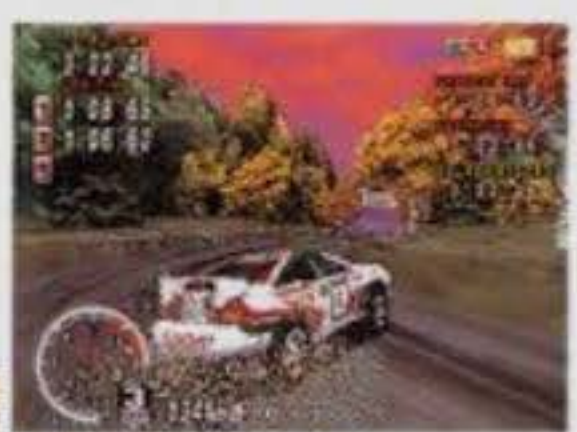
It's okay if you have the basics!?

Virtually 2 from point to point F. There is only one corner. It's the first right corner, but when this corner kicks quite a bit and tries to clear the 3rd gear, it usually bulges out with an out-of-place bead. Here, we recommend a safe way to get out of the 2nd gear in front of you. Out-in-out is the best line. After all, the width of the course is narrow, so even a small amount of lines can cause immediate contact. It will be a little severe, but you will have to remember the timing of the academic circulation and the incision with your body. After passing there, turn the driving line slightly to the right of the center.

Move closer (this is individual difference). Enter the next left corner. This left is also quite tight, and even if you try to corner properly, it will definitely be bad. Here, change the academic behavior with 3rd speed braking and steering + accelerator. It would be better to drift to a quick and clear it. The in is pushed to the extent that it does not touch the fence, and the line is also thought to be out in and out. Try not to kill the vehicle speed as much as possible.



The corner is slimy around here.



Shift up as soon as the movement is settled.



POINT F location ~ G location

Don't slow down

Continue from point F to point G

Left corner. At first glance, it seems that you can run with a grip at full throttle, but in reality, you have to let it flow.

Let's cut to the left with it fully open and cause a tall slide.



Slide with 4th speed fully open. Let's do it !!

POINT G-spot chicane immediately after

The gap in the foreground is troublesome

Immediately after passing point G, you will reach a so-called chicane-shaped corner with a series of tight corners on the right and left. The approaching vehicle speed is high and the corners are tight, so it is a point that

beginners will definitely hit three times. This chicane, in fact, the continuous corner itself is not so difficult, but there is a light 190637 gap in front, and in many cases it

jumps at that speed, so the entry of the chicane is not decided, etc. That is a little different from other corners. There is a difficulty of 1pu.

The bottom line is that you shouldn't jump in that gap.

When you get into the gap, you can shift down + playing to transfer the load to the front. Then the tires can pass through the gap without leaving the ground. At the first right corner, keep 3rd speed and gradually cut from out to in with only accelerator control.



It may be confusing, but it's passing through the gap. Playing and transferring the load to the front.

Then, the next left corner is pre Change the behavior

With King + Accelerator

and drift to clear.

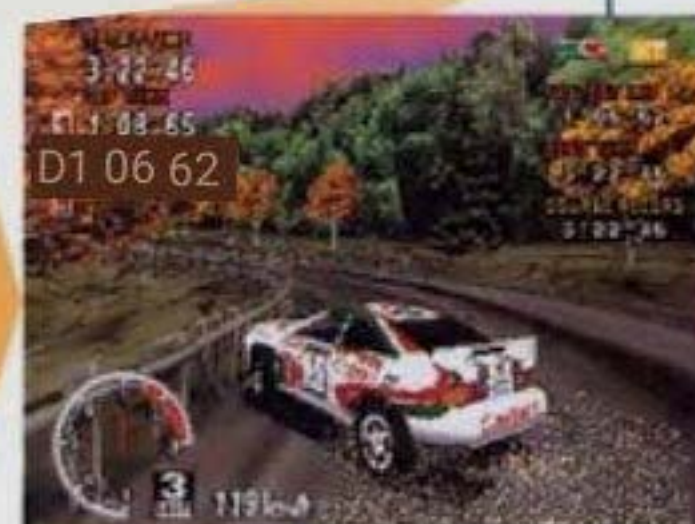
This is also quite

difficult unless

you get used to it.



With only the accelerator control in 3rd gear, it cuts into the inn of the right corner. Let's try not to let it flow as much as possible here. It gets hot on the next left.



The last left corner drifts in 3rd gear to shake in as much as possible and clear without loss. Pay attention only to the corner for 1 touch.

The gap in front of the chicane should be lowered by braking.

POINT H location ~ START

It's finally the last corner!

4th speed when you stand up the chicane. Shift up to and move the line to the left of the course to prepare for the final corner. Although it is the final corner, it is S-shaped so there are actually two corners in a row. The first right corner is soft down to 3rd gear just before, accelerator control

I will cut into the inn only with Le. Immediately we will reach the next left corner, so this time we will cut into the inn of that left corner. However, this left corner is even tighter, so drift is required. Braking in front of you, changing the behavior, and then grabbing the inside and exiting to the outside. Never touch the fence on the inside side!



The first right corner is only accelerator control with 3rd gear. If the behavior is disturbed, the next left thrust will be difficult.



The next left corner drifts in 3rd gear. The line is out-in-out as usual.

In search of even faster ...

So, for the time being, all I've finished the capture of Soo, but this way of running is not everything. As I mentioned at the beginning this is just one example of how to run, and there is still room for improvement.

It's interesting to see how many times you can hit in the Celica Delta, but you'll probably run in Stratos to get the ultimate time. In fact, as far as I can confirm, Stratos marked the 48-second range for beginner desserts, and the time for intermediates was shortened significantly. The problem is advanced / super advanced

However, in the future, it will be a challenge to exceed the time of Celica in those two courses. Will it be Stratos capture next!? Stay tuned



After all, the only way to aim for the ultimate time is to use Lancia Stratos. What kind of time will you witness when you pull out the full potential of this machine!?

How about looking at the finally completed "Sega Rally"?

Hattori: I'm satisfied with myself. For the first time this time, I was asked to work as a director and chief programmer, so it was difficult for me personally to do it in terms of time. Matsuura: I was busy last year, but this year the people who followed me moved around, which was a great help. This

time, I shared the work, so it's pretty good because each person has a feeling for what he or she has shared. You can feel it. As the degree of job development in this magazine gradually increased, the total balance improved dramatically.

Matsuura: Well, there is also the accumulation of technology, but after all I do not know until I try how much I can do, I tried such things little by little, and after that I left over. Time is good for painting and missing polygons. I did it until the end when it was fine. This time in parallel with Eck, the picture was also corrected.

Mr. Shikuro, the title of this magazine, where do you stick to making it as an individual?



As a main member programmer, it's the movement of a car. It's quite different from the car games up until now, and "virtualizing" doesn't do weighted movement, so the meaning is a little different. When it comes to car movement, be close to an arcade. The color here while looking at the screen of the arcade so that the operation feeling of the arcade can be adjusted the color. How about

Mr. Matsuura, the title of this magazine? Matsuura: Graphically, I am aiming for a complete transfer of the arcade. It can be transmitted even if you do it with a pad. I've already proved that it's different, isn't it? That's the background. Replace Celica at the very end. I really had time. I just modified it. I felt like I did just the main subject.

Do you?

Ri Matsuura: Apart from what I was in charge of, what other people did was a perfect score of 100 points. I didn't think I could do this. The pictures, the music, and the movements are the same. What if this doesn't sell?

From Mr. Hon Nakamura?

Nakamura: I think the setting or handling is the most memorable. Also, I set various time attacks, time attack by tuning, how much time can be put out with normal AT, and so on. There is also a time attack tournament. I would like to expect that there will be a time that greatly exceeds the best time we are thinking of.



Please give us a final word for this magazine.

Hattori: Some people may say that I don't play racing games, but it's interesting, so please play it. Matsuura: I haven't had a game that plays properly, such as the movement of the suspension, the rotation of the engine, or the normality with the road surface, so I would like people who played that area to feel it. Even if you find it difficult, please do your best just by looking at the picture. The Stratos replay alone is worth a look.

Please send a run beyond the imagination of the developer at the Nakamura Time Attack Tournament. The phone number 1, the blow-off is number 2, and the game at 3 o'clock is Sega Rally." Thank you for this magazine (laughs).

A passionate message from Mr. Mizuguchi to readers

Readers, it's finally completed. If you think about it, it's like a long one, a short one ... Although I had a lot of trouble, the CSR & D team's Kanbari and the advice of the arcade version development staff (AM3 Lab.) Made the work so complete; that I thought there was nothing better than that. It's about to go on sale, please expect to have fun and wait. And play as much as you want. Are you ready? "3, 2, 1 GO!"



Notice of time attack

• Normal attack section

- Either of the two entry cars (Toyota Celica GT-FOUR, Lancia-Delta) is OK! The setting is also free.
- Entry course (DESERT (beginner course), FOREST (intermediate course), MOUNTAIN (upper course), LAKE SIDE (advanced course))
- 4 courses, 3 laps of each course

• Please send me a video with the best time of the collection, or a picture of the screen (other than that)

- Luxury prizes are also available. Mr. Nakamura, Mr. Hattori, Mr. Matsuura, and Mr. Masanori will send comments to the top people in each course / The first is January 12th. The second is January 26th (effective postmark on the day. I have a time that exceeds the limit!!)



Normalment

"Come to Time Attack! 103 Hirata Building 2F, 27-6 Nihonkicho, Chuo-ku, Tokyo Satamaga Kokushu" Until Rally Time Attack O Course. Please write the names of all the courses you want to enter in CC. Also, on the surface of the ground, increase the lap time.