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INTRODUCTION "YOUR DREAM PACKAGE"

Most drivers cross the road, like the proverbial chicken, merely to get to the other side. They view the operation of an automobile as transportation. They commute. You see it every day. Grim faces. Boxy little cars, lurching back and forth.

Then there are Others. You don't see them too often, because they're out on the open road. For them, driving is a fleeting glimpse of ecstasy. A flirtation with angels. In short, a passion. On the right day, in the right car, cruising at the right speed—say, 180 mph—driving the great highways of America can be a pure blue dream.

This **TripMaster** is your ticket to dream driving. It is your official passport to Test Drive III: The Passion...a driving experience unlike any you've seen on a computer.

Peruse this handy guide. You'll get introduced to three of the most exotic street-legal dream cars ever designed, the **Chevrolet CERV III**, the **Lamborghini DIABLO** and the **Pininfarina MYTHOS**. Don't be shy. Step up and get acquainted. But don't waste your time with small talk. These babies want to take you for a ride.

You'll also get a rundown of the game, a few driving lessons, and a set of Maps to help guide you through the stunning scenery of this remarkable package.

Welcome to The Passion. Let it be yours.

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MEET THE CARS

Lamborghini DIABLO

Car lovers have long regarded the Lamborghini Countach with the kind of hushed awe normally reserved for things like, say, hurricanes, or maybe volcanoes. In the car world, the Countach is legend—exotic, powerful, with a furious splendor approaching natural beauty. Enthusiasts saw a kind of perfection in this car, one that many felt could not be duplicated, let alone bettered.

And then came Diablo.

Incredible. Lamborghini created an astounding automotive animal that manages to consign the Countach to history. Named for a famous fighting bull, the Diablo has the experts giddy with praise. Exotic Cars Quarterly reports: "Just sitting there, the Diablo says all that it must...it's exotic, powerful and, oh, so Italian." And Road & Track claims that "the car appears to give off its own heat. You could warm your hands on it. Hot stuff."

Take a look at the sleek lines formed by Diablo's steel roof, by its fender and doors of aluminum alloy. Run your hand over wide, muscular haunches sitting low over huge Pirelli PZero tires that wrap around cast alloy wheels. Now check your pulse.

This is international high-tech design at its finest: Engineering was handled in Italy with Lamborghini's CAD/CAM computers using finite element analysis, with a powerful assist from Chrysler's supercomputers in Highland Park, Michigan.

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OK, so it looks good. But let's talk guts. Peek into the frame at a snarling, 48-valve aluminum V-12. That's two (2) camshafts per head, 485 roaring horses. Electronic port fuel injection. Rack & pinion steering. And a space-age engine management system, keeping an electronic eye on everything.

Like its predecessor the Countach, the Diablo layout has the "front" of the V-12 to the rear, with the transmission at the "back," but sticking forward into the tall center console. The power goes to the 5-speed gearbox, but is turned 180 degrees rearward to the differential through a shaft that runs through the crankcase.

This configuration puts a viscous coupling in the gearbox so that if the rear wheels begin to spin out, the coupling will send up to 15 percent of the power through the carbon-fiber drive shaft to the front wheels. Normally we call this 4-wheel drive, but Lamborghini prefers "Viscous Transmission" so no one will confuse it with off-road all-wheel drive. (As if anyone actually would.)

Of course, the true test of greatness is how the tires meet the road. Factory tests show the Diablo running 0-100 Km/h (62.0 mph) in 4.1 seconds, and blasting through the standing kilometer in 20.8 seconds. Top speed: 202 mph. Performance? Yeah, I guess so.

At $200,00 a piece, this is a buyable car. Lamborghini only builds about 500 a year. Hurry, they're going fast.

Pininfarina MYTHOS

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Meet The Cars (continued)

Pininfarina is a magical name in the world of car design. Since 1953, Pininfarina designs have dominated Ferrari production, producing a string of famous dream cars based on the Ferrari 12-cylinder theme. Now add the Pininfarina Mythos to that venerable line. This stunning speedster with the blood-red snout displays a distinct visual link with great Ferrari racing cars, past and present.

Let's face it: If looks could kill, Mythos would be guilty. Car critics have gushed over Pininfarina's stunning visual feast. The low aggressive poise, the classic barchetta styling, the homogeneous flow of the bodywork—all of it comes together to create what Road & Track calls "a gorgeous little beast."

A looker, yes. But it's a looker that rockets 0-60 mph in 6.2 seconds, with a top speed of 180 mph.

Substantial rubber boots (245/40ZR-17 front, 335/35ZR-17 back) fill the wheel-arches, and frame a set of exquisitely crafted OZ Racing cast alloy wheels. Vented disc brakes get a vacuum assist in the back, where the rear drive kicks in.

The mid-mounted engine's a swaggering monster, with its 4-valve flat-12 displacing 4942 cubic centimeters and given a boost by Bosch KE-Jetronic fuel injection. The bodyshell is constructed of carbon fiber, and sits on a tubular steel chassis.

OK, now climb in. Fasten the 4-point racing harness. You need arms like Schwarzenegger to move the front tires when the car is stationary, but once under way, the weighting is perfect. As you might expect, the boxer engine set close behind your back sets up a deep reverberation in the

Meet The Cars (continued)

cockles of your heart.

The interior is simple, in the classic sports barchetta mode. Bucket seats. Deep red leather. No bells & whistles, no banks of digital instruments. Just orange-on-black analog dials. You get exactly what you need to know, nothing more, nothing less.

Out of the central tunnel sprouts the metal ball-topped gear lever. Nearby is an interesting little button that raises the rear spoiler by 11 3/4 inches, angling it 12 degrees into the air flow, and also extends a metal lip beneath the front bumper. These clever aerodynamic features reduce overall lift by 50 percent. What that means is literally no roll in corners.

The Pininfarina Mythos. One of a kind. Its personality has been crafted in by hand, an expression of a pure design concept, unsullied by compromise.

List price: $2,516,250. Maybe a little more if you put in a good radio.

Chevrolet CERV III

Maybe you're a casual car enthusiast. You're wandering around an auto show, and suddenly you see this car. There it sits: Dazzling blue harmony, packed with more "down-the-road" engineering than any other automobile in the world. Maybe you check out the specs: Computerized mechanical elements, transverse mid-engine, 4 wheel drive, 4 wheel steering. Then you site down its elegant lines and think: Italian. German, maybe.

Meet The Cars (continued)

Hey, try American. Try Chevrolet.

That's right. You're looking at a Chevy, pal. Meet the CERV III. Or, to be more formal, Corporate Experimental Research Vehicle III—an exotic cousin of the more widely known Corvette, and the latest technical showcase for Chevrolet engineering.

The body is carbon fiber in various combinations with Kevlar and Nomex, with a sleek finishing layer of polished fiberglass. There's also aluminum-honeycomb reinforcement and plenty of stylish ducting for getting cool air in and hot air out. And the CERV has not one, but two steering racks—the usual one for the front wheels, plus a smaller rack for up to 9 degrees of rear-wheel steer.

But that's just the beginning. What started as a 4-cam, 32-valve ZR-1 V-8 has been fortified with twin Garrett T3 turbo-chargers and intercoolers, thus putting out a sizzling 650 horsepower. Now add in an innovative 6-speed automatic transmission—actually a dual gearbox, coupling a modified 3-speed Turbo Hydramatic 425 with a custom-made 2-speed—and what you've got here is 3400 pounds of glistening blue speed.

Check out these numbers: 0-60 in 3.9 seconds. Top speed of 225 mph. Lateral acceleration of 1.1g.

Unreal.

Now check out the interior of the future. Inside: A center console flashes two CRTs—one for your ETAK navigational system, the other a color screen for systems analysis ranging from engine problems to yaw and

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Meet The Cars (continued)

torque split readouts.

Which leads us to another amazing fact about the CERV III: All key mechanical elements—active suspension, steering, throttle, torque splitter, transmission, etc—are interactive. A nose-mounted computer correlates each operating unit to the others. Throw in some pretty unusual auto parts—yaw-rate gyros, optical sensors, suspension-position transducers and actuators—and you got yourself a regular little Space Shuttle.

What's the point of all this hardware?

Here's a little example: You're on smooth dry blacktop. You take a curve hard. The CERV III responds superbly. Suddenly, however, you hit a wet patch, with a lower coefficient of friction. A normal car oversteers; the back end slips out on you. In the CERVE III, however, you feel no difference in the cornering. The system "looks" at the curves it wants to be doing, then adjusts steering, and shifts torque to the rear axle to pull you straight. When you turn the wheel, this car does what it's supposed to do, regardless of the conditions.

List price: An estimated $400,000.

Sorry, no coupons with this offer.

GETTING STARTED

In this section, we describe the nuts-and-bolts of getting started—system requirements, installation, disk backup, booting, and copy protection.

System Requirements

Test Drive III: The Passion runs on any IBM PC or compatible machine with at least 640K of memory. The game uses either keyboard or joystick controls.

Configuration

The first time you play Test Drive III, the program will ask to verify your system configuration.

1   Verify that the graphics mode selected for you is correct by pressing **Enter**, or type in the correct number listed next to your graphics mode and then press **Enter**. (Test Drive III supports VGA/MCGA - 256 colors; EGA - 16 colors; Tandy Graphics - 16 colors.)

2   Verify that the audio capability selected for you is correct by pressing **Enter**, or type in the correct number listed next to your sound type and then press **Enter**. (Test Drive III supports PC single-voice, Ad Lib, CMS, Sound Blaster, Roland MT-32/LAPC-1 and Tandy 3-voice.)

3   Press **Y** to save your configuration settings to your diskette or hard drive. If you do not save your settings, you will be asked to verify your settings each time you boot the game.

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Keyboard and Joystick Controls

You can play the game using either the keyboard or a joystick. Joystick users must also use the keyboard to choose certain options. **This manual will focus on keyboard controls.** For the joystick equivalent, refer to the following:

If You Use the Keyboard

Press the **keypad arrow keys** to highlight various options in the game. Press **Enter** to select a highlighted item.

If You Use a Joystick

Move the joystick to highlight various options in the game. Press the **fire button** to select a highlighted item.

To Calibrate Your Joystick

Simply type **Ctrl-J**. Test Drive III will automatically calibrate your joystick. **Be sure your joystick is centered when you type Ctrl-J.** If it isn't, you may get incorrect auto-calibration.

MAIN SELECT SCREEN

From this screen, you choose important things like your car, your skill level, your opponents and the course you want to drive. Use your **keypad arrows** to move the flashing highlight box from option to option. To select a highlighted option, press **Enter.**

The computerized version of your current car selection spins gracefully in the upper box. To begin a race, press **Enter** when the box is highlighted. The four options at the bottom of the screen are:

Driver

The driver option allows you to set the skill level and define the type of opponent.

Skill Level

There are nine (9) levels of skill you can choose; the higher the number, the greater the difficulty. Note that levels **1-3** will give you automatic shifting for all cars.

To choose a level, simply press the number **(1-9)** on the keyboard that corresponds to the level you want. (You may also press the **up/down arrow keys** to change the levels.) Then press **Enter** to select.

Note: Skill level affects many facets of Test Drive III, but suffice it to say that computer traffic is more aggressive and faster. Skill level also affects your car's susceptibility to damage.

Main Select Screen (continued)

Opponent Type

You can race against a computer opponent (2 computer controlled exotic cars), the clock, or up to three (3) human opponents. Use the **arrow keys** to toggle to the type of opponent you want, then press **Enter** to select.

When racing against other human drivers (opponents), each driver will be prompted when it is their turn. All drivers drive the same type of car and at the same skill level.

Car

Choose the CERV III, Mythos or Diablo. To cycle through the cars, use the **up/down arrow keys**. You can read the specs on each car; to scroll down the text faster, press and hold down the **PgDn** key. To scroll up the text, press and hold down the **PgUp** key.

When the car you wish to choose is on the screen, press **Enter**. For more on these three exhilarating exotics, **Meet the Cars** on pages 2 - 7.

Course

The Master Play Disk contains the course "Pacific-Yosemite"—letting you drive from the Pacific Ocean to Yosemite National Park in California. This course is divided into 5 sections: Paso Robles to Monterey, Monterey to San Luis Reservoir, San Luis Reservoir to Merced, Merced to Mariposa and finally Mariposa to Tioga Pass (in Yosemite National Park). Additional courses and cars will be available soon.

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Main Select Screen (continued)

Play Disk

If you have more than one drive, this option lets you designate a separate drive for the Test Drive III Play Disk appropriate for your system. At the **Select PLAY DISK Drive** prompt, type in the letter of the drive (**A-F**) in which you inserted your Play Disk, then press **Enter**. A catalog appears on-screen showing you what cars and course(s) are on the selected drive.
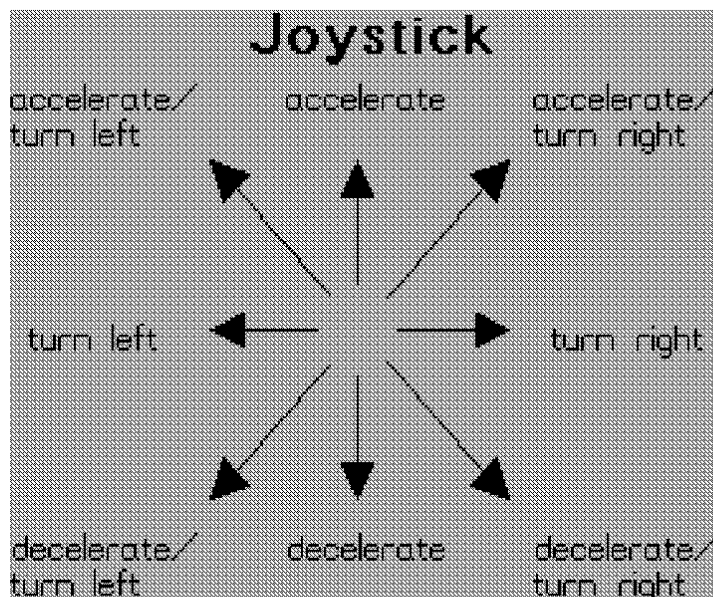
How To Drive

HOW TO DRVIE

You can use either a joystick or the keyboard when driving Test Drive III.

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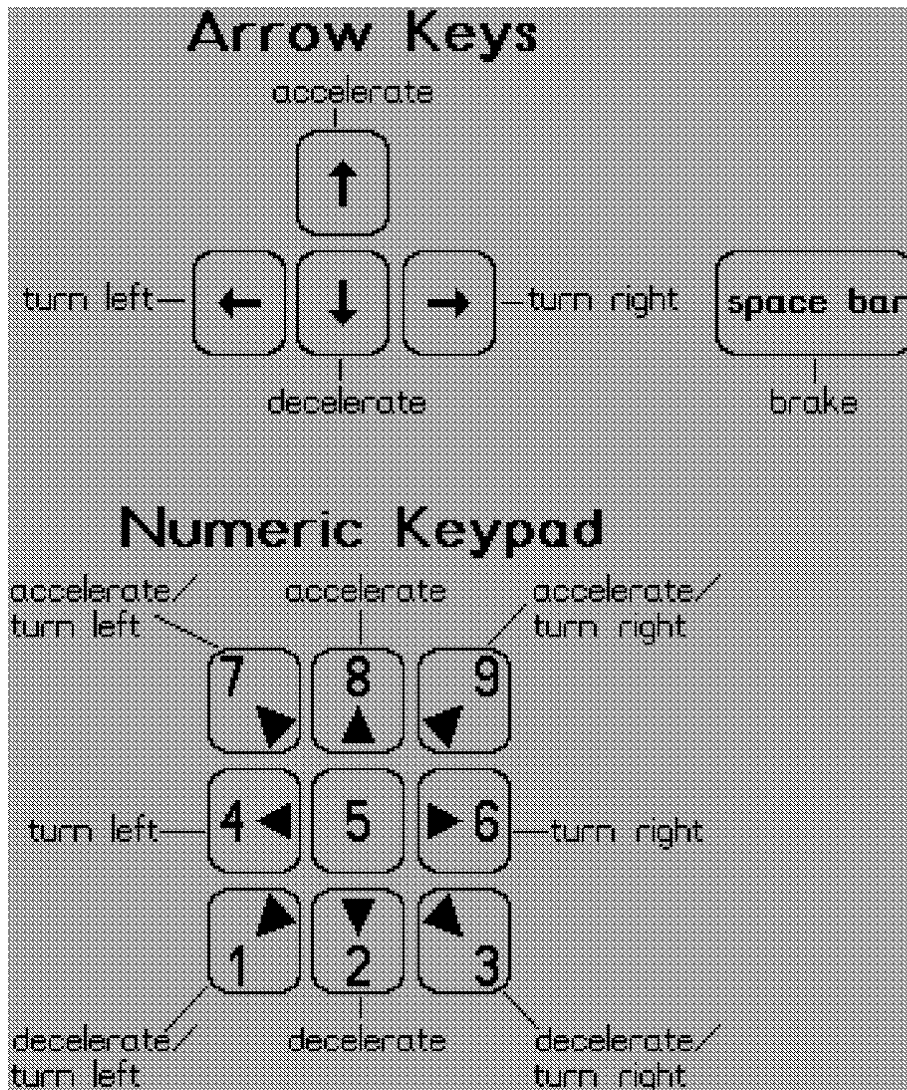
How To Drive (continued)

Keyboard Controls

For a handy & comprehensive list of keyboard controls, see the **Keyboard Control Chart** included with the game.

Shifting Gears

To shift your car, accelerate or decelerate until you're ready to change gears, then press **A** to upshift or **Z** to downshift (with the joystick, push forward and press the **fire button** to upshift or pull back and press the **fire button** to downshift).

THE COCKPIT

Tachometer

Prominent gauge on the dashboard of any performance vehicle. Registers the revolutions per minute (RPMs), in thousands, of your drive shaft. The bigger the number, the harder your engine is working. If you work it too hard, or "red line"—that is, push the tach needle into the red area on the gauge—damage to your engine may occur (only in skill levels 4-9).

Speedometer

The thrill gauge. Get it spinning, Mario. For the European-made cars, it measures your speed in KPH (kilometers per hour). For the record, one KPH is equal to about .62 MPH.

Steering Wheel

Turn left or right. (See the keyboard & joystick diagrams in **How to Drive** on p. 15.) It's good to keep an eye on the "guidemark" (a different symbol for each car) at the top of the steering wheel. As you steer, it will show you how far off-center you are.

Note: If you knock your steering out of alignment, the guidemark may need to be off-center in order for you to steer straight down the road.

Wheel Centering

The steering wheel centers itself automatically as you drive. You can

The Cockpit (continued)

toggle the automatic centering function ON/OFF by pressing **C**. Pressing both the **left arrow** and the **right arrow** at the same time will center the steering wheel whether automatic centering is ON or OFF.

Gear Shift

To toggle a display of your car's gear shift ON/OFF on the screen, press **D**. If the display is OFF, the gear shift appears only briefly, when you shift.

Trip Meter

The trip meter in your speedometer gauge tracks the total distance you've travelled in any section.

Clock and Compass

Located at the top left of the cockpit view is your clock. The clock times your trip for each section.

Also located at the top left of the cockpit view is your compass. This comes in handy when used with your maps...especially when you're lost.

Radar Detector

Dodge the law with this handy device on the sun visor, upper right corner of the cockpit. If the light flashes and beeps, slow to the speed limit, because lurking nearby is your worst nightmare: A state trooper with an ugly authority complex.

The Cockpit (continued)

Rear View Mirror

Monitor it well. Especially at higher levels, watch out for opponents and cops. To toggle it ON/OFF, press **R.**

Note: Turning the Rear View Mirror OFF can help speed up the game if you have an 8MHz AT

HOW TO RACE

Checkpoints

As previously mentioned, the original Test Drive III course ("Pacific to Yosemite") is divided into five (5) sections. Whenever you complete a section, you come to a "checkpoint"—a picture of that section's destination and a Tally Sheet that displays how you did in that section, and updates your overall performance on the course. You'll also get a comparison to any opponents you may be racing against.

Note: The Tally Sheet lists new records in red and will also list the road routes available for the upcoming section.

Winning & Losing

Since routes within each section differ in length, victory is measured in total points, rather than raw time comparisons, when racing against computer or human opponents. The key, of course, is to drive from Start to Finish of your chosen route as fast as you can. When you are racing against the clock, you are racing against the record books for that section.

Skill level is factored into point totals. The higher the skill level number chosen, the more points you can earn for a given section.

If you crack up all of your cars, you're history. The checkpoint and tally sheet are displayed for the section you were driving when you lost your last car. You will then be returned to the Main Select Screen.

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Additional Cars

You start with five (5) cars, and gain two (2) additional cars at each checkpoint. You lose a car every time you crash. To activate a new car after a mishap, press the **spacebar** or **Enter** (or the joystick **fire button**).

The Computer Opponent

When you take on the computer, you drive against two computer controlled exotic cars. You and your opponents will be out on the course at the same time. Where are they? You'll see them at the start...and if you're faster, they'll be behind you...somewhere. Did they take the same route that you took? Who knows? Sorry, you get no cheat indicator to show you where the enemy is. What you'd see in real life is what you'll see in the game.

Refueling

Test Drive III assumes certain things about the level of your driving intelligence—i.e., if you're serious & able enough to be at the wheel of an engineering research prototype, you probably understand that cars need gas occasionally. So we don't make you stop at filling stations. We assume you'd do it.

That's right, you have unlimited gas. Just drive, baby.

Crashing

Smashing into things like walls, bridges, barns, trains, other cars, etc. is never very good for an automobile. Same goes for driving over a cliff, or

How To Race (continued)

into a body of water. So, in a grand gesture of acknowledgement to
Reality, Test Drive III takes away one of your cars every time you crash
into something big and hard.

But, hey, this is fantasy driving too. So after crashing, Test Drive III
graciously grants you invulnerability for a short time. This lets you drive
out of trouble—if, of course, you have any cars left. Note, however, that
even in fantasy mode, water is a frictionless surface.

Damage

Ease back on the throttle a bit before you ramp-launch over that next
rise, Tex. These automobiles can sustain damage. Dips, extended
periods of off-road driving at high speed, or just plain bad driving may
damage your shocks/suspension. You can also knock your wheels out
of alignment, causing the car to veer left or right. Persistent slamming
can disable your front or rear brakes. It may also prompt others to refer
to you as a "brainless motorhead."

"Red-lining" (running at high RPMs) for extended periods may cause
you to blow out a valve or throw a rod. This sin, as well as smacking the
car into the road too hard, can also strip out gears or otherwise damage
your transmission.

You'll notice damage only in the performance of your car, but don't
despair. When a damaged car reaches a checkpoint, its full
performance is restored at the start of the next section.

Note: In the lower skill levels (1 to 3) you cannot damage your engine or
gears, but you can still muck up your suspension, alignment and/or

How To Race (continued)

brakes.

Pedestrians

Sure you're cool, you're driving a hot car. But you're not without morals.
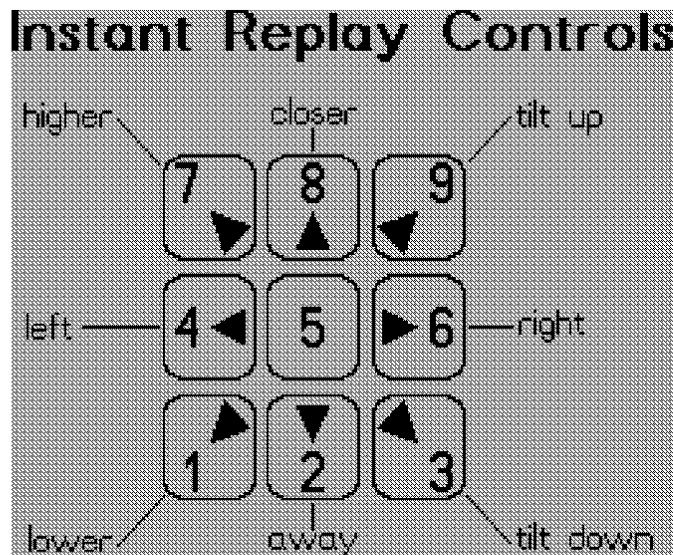Running into pedestrians is strictly forbidden in this game.

Instant Replay

Test Drive III comes with Instant Replay, a neat little feature. Just press
F10 at any time to review the last few seconds of driving. But wait. This
is no ordinary replay. Test Drive III gives you the ability to take a full
360-degree "3D helicopter camera view" of your car—even after
careening wildly into immovable objects.

By using the keypad keys you can change the "camera angle &
position." Zoom in & out, raise up & down, swing around left & right, even
tilt the view angle up & down. Furthermore, you can repeat the replay as
many times as you want by pressing **F10**, or pause it by pressing **F9**.

Here's the keypad layout for moving the "camera view":

How To Race (continued)

Instant Replay Controls

higher — closer — tilt up

7 ▼	8 ▲	9 ◀
4 ◀	5	▶ 6
▲ 1	▼ 2	◀ 3

left — 4 ◀   ▶ 6 — right

lower — away — tilt down

The Chase Car View

You can also get a bird's-eye view of your car's position by pressing **F5** at any time. This pauses the game. Then, as with **Instant Replay**, you can move the "camera angle" around. (Very helpful if you're lost.) Refer to the Instant Replay Controls diagram in the manual to see how it works.

Offroad

Offroad driving is a lot of fun, but it tends to be brutal on a low-slung performance car if you're not careful, and it's not the greatest way to score points...unless, of course, you happen upon an uncharted shortcut. If you get lost offroad, you can return to the road by pressing **F6** anytime after you have been prompted on-screen to do so.

Remember: Trees and cliffs tend to inhabit the countryside. So be

How To Race (continued)

careful. Offroad crashes will automatically return you to the spot where you left the road—if you have any cars left.

Weather & Other Driving Conditions

If variety is indeed the spice of life, then Test Drive III is a veritable spice rack. Gear up for amazing varieties of weather, terrain and visibility conditions on each route. Be ready for rain, fog, snow. You'll hug treacherous mountain curves, skirt the sea on precarious cliffs, rocket through lush woodland corridors. From dawn to day to dusk to night.

Important controls to remember: **H** controls your headlights, **W** your windshield wipers.

Photo-Cops

Used to be you could outrun these badge boys, if you were good. But now they've got these cameras. All they need is a clean, close, unobstructed view of your license plate and, click.

Of course, you can still evade them. But don't let them get close. If you get ticketed, you lose valuable time and points.

One other thing, they're kind of over-zealous. They think nothing of swinging a lit-up cruiser across your path at high speeds. We're talking roadblock. Demolition derby-style.

TOP DRIVER'S SCREEN

Top Driver's Screen

If you complete the course (all 5 sections), you'll be prompted to type in your name—up to 15 characters, if you have one of the seven (7) highest scores. Then press **Enter** (or **fire button**) and see your name emblazoned in perpetual glory—until you're replaced by a better score.
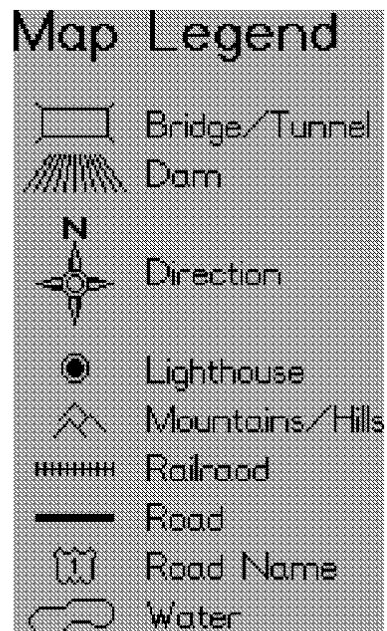
The Course

THE COURSE

Here are maps for all five sections of the "Pacific to Yosemite" course that comes with Test Drive III: The Passion. Note the Start and Finish locations for each section.

Note also that each section has more than one road route that lets you get from Start to Finish in that section. For example: In the first section, **Paso Robles to Monterey**, you can take Highway 101, or you can veer up the coast on Highway 1. (Hence the section name, **Scenic Coast**)

Each section also contains a shortcut route that may save you considerable time...if you can find it. That's right, it's uncharted. Don't look for it on any map. (If you do find a shortcut, it's a good idea to chart it yourself on your section map for future road racing.)

A Directional Hint: If you lose your way, pay attention to the highway signs. If you're going the right direction, Test Drive III lets you read the signs. If you're going the wrong direction, you can only see the back of the signs. Also, use your compass when you're lost.
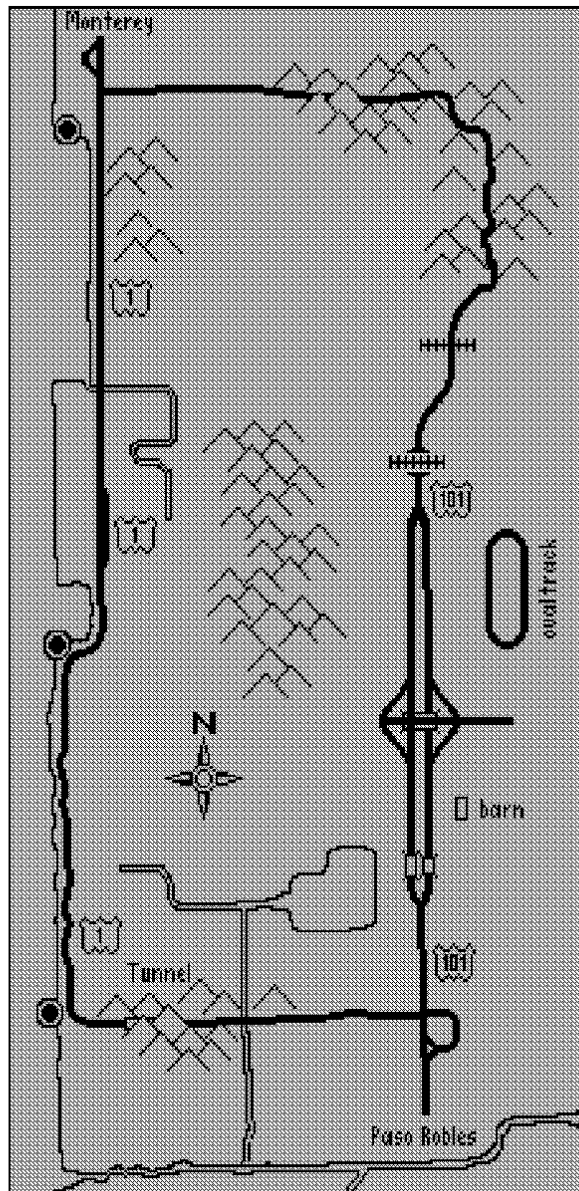
The Course (continued)

Map Legend

▭	Bridge/Tunnel
⛰	Dam
N ✦	Direction
◉	Lighthouse
⌂	Mountains/Hills
⊦⊦⊦⊦⊦⊦	Railroad
▬▬▬	Road
▥	Road Name
⬭	Water

Scenic Coast

Paso Robles to Montrey

The Course (continued)

Coast Hills
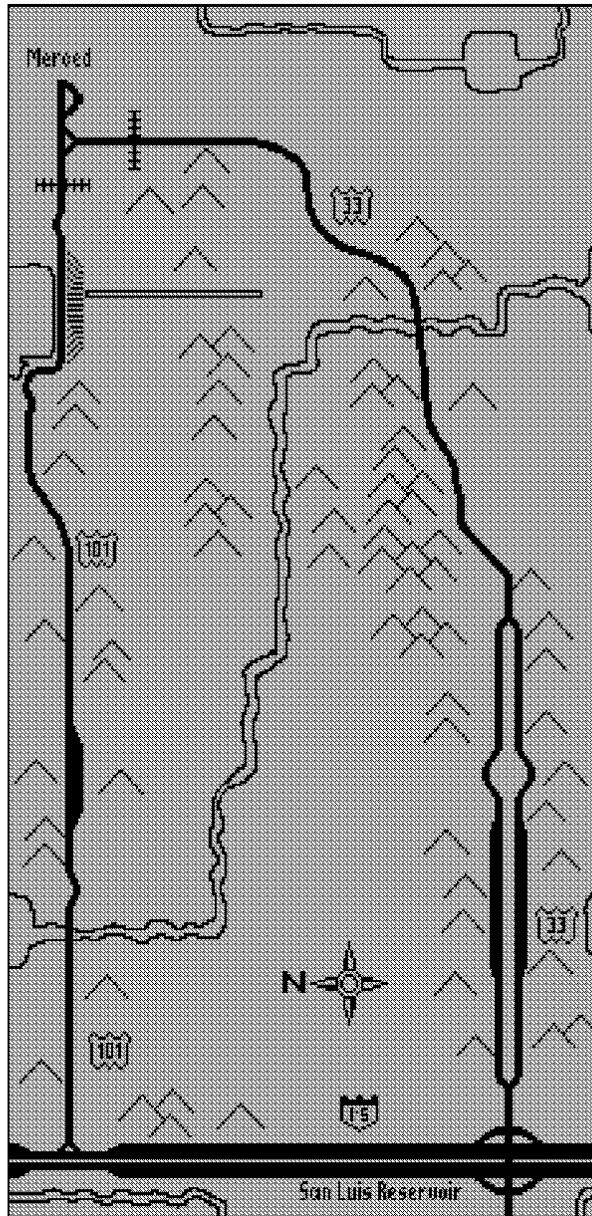
Montrey to San Luis Reservoir

The Course (continued)

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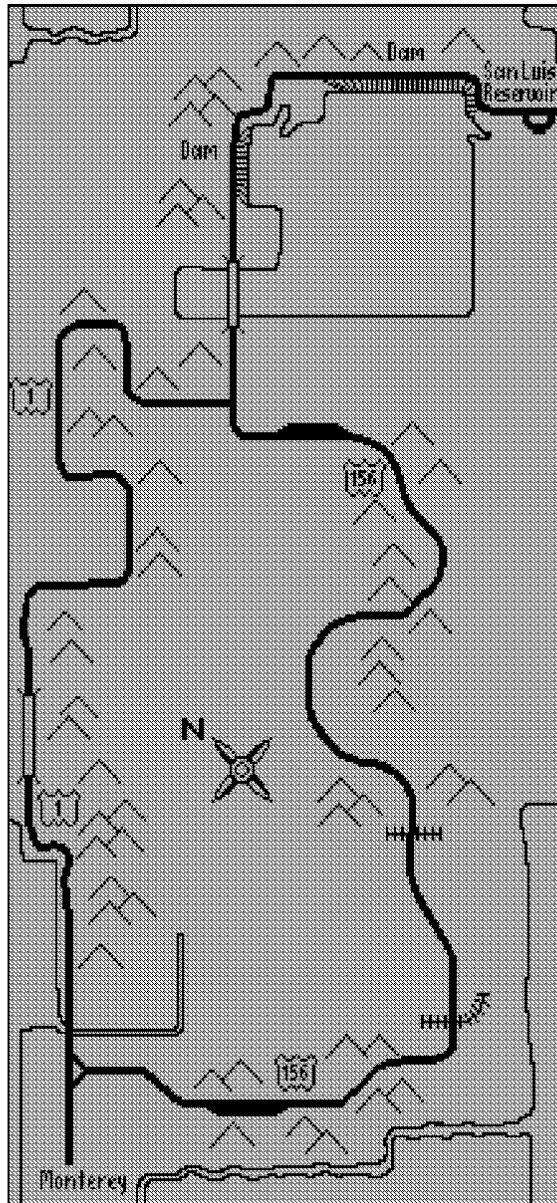
Valley Farms

San Luis Reservoir to Merced

The Course (continued)

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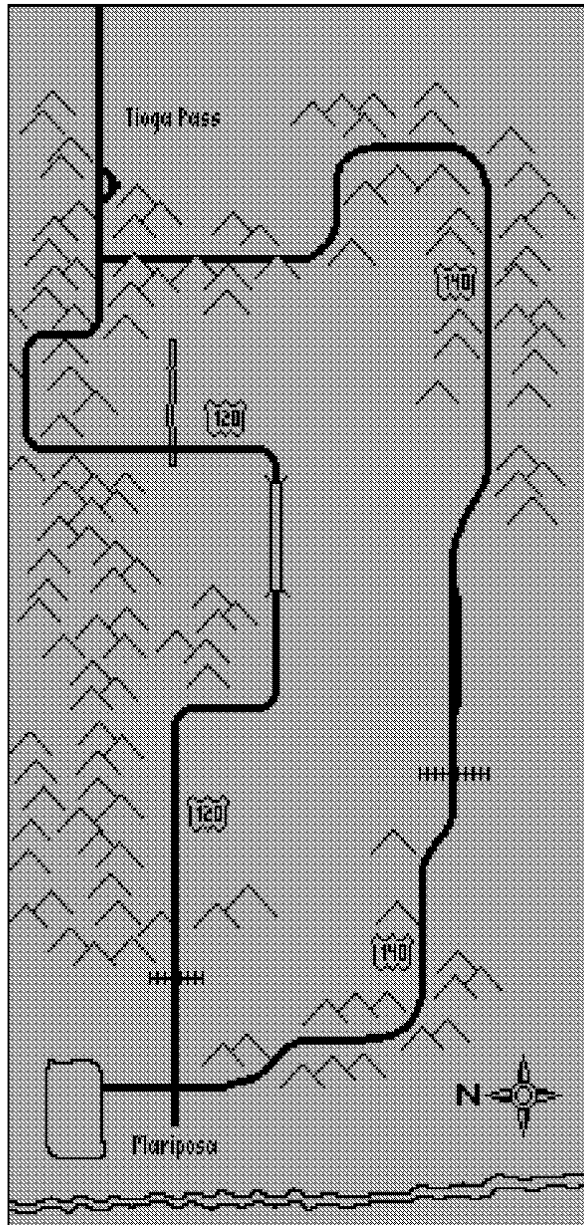
Foothills

Merced to Mariposa
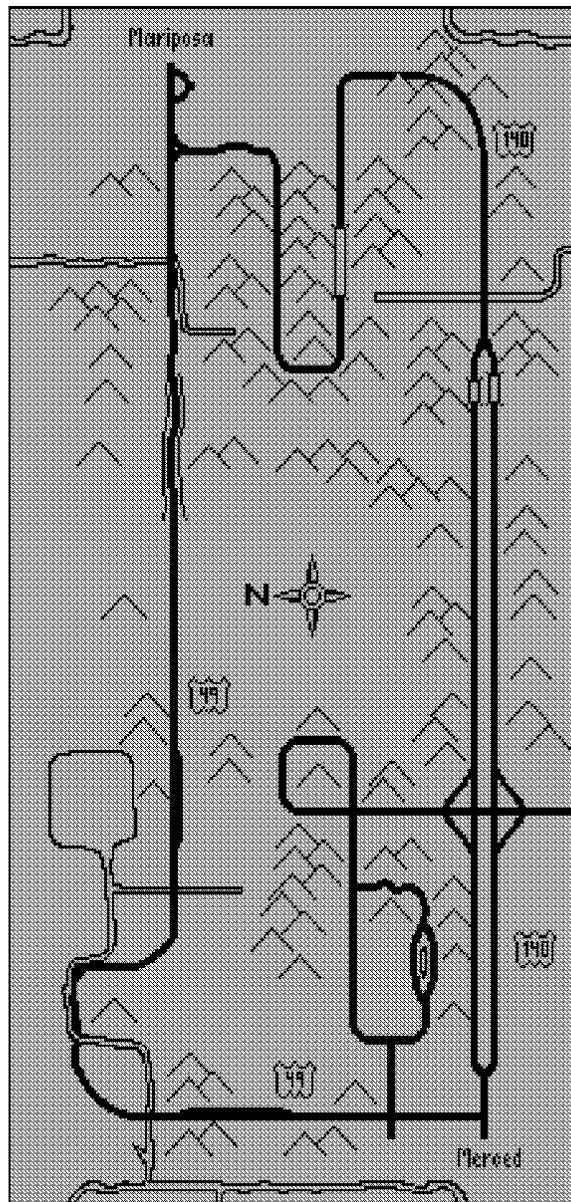
The Course (continued)

Sierra Vista

Mariposa to Tioga Pass

The Course (continued)

TROUBLESHOOTING TIPS

If you have any questions about Test Drive III: The Passion and you can't find the answers in the manual, our Customer Support folks can help (see **Emergency Assistance** in this manual). But please read the following section before calling us. It might solve your problem.

If Your Game Doesn't Load Properly

First, please re-read the manual and try the instructions again step by step. One misstep can blow the whole thing. If it still doesn't load, check your **Autoexec.bat** file for memory resident utility programs (menu programs such as 1 Dir+ and PC Shell; utilities such as Sidekick and PCTools; disk caching programs such as PC Cache and Lightning) and remove them. Our games are greedy and don't like to share memory with these products.

Also: Check your **Config.sys** file for device drivers which could cause problems—such as an expanded memory driver for RAM disks.

If You Get Garbled Graphics (or none at all):

If you load the program and nothing appears on your screen (or what does appear, seems garbled), you may not have specified the proper graphics type for your system.

• Check your hardware manual to make sure your computer can run this game.

• Re-run the SETUP program, and make sure you've specified the

MEGAPAK Singles - Test Drive II (c)1994 SelectWare Technologies, Inc

Troubleshooting Tips (continued)

correct graphics option for your computer.

If You Have a Supported Sound Board, But Get No Sound From It

- Re-run the SETUP program and make sure you've selected the appropriate sound device.

- Make sure your sound board is properly seated in its slot.

Emergency Assistance

EMERGENCY ASSISTANCE

"MasterNumber" (408) 296-8400

Look, we know how it is on the road. Things break down, fall apart. Bugs creep up on you. You need help. But there you are, out there. Maybe a mountain range or two lies between you and actual human civilization.

Don't despair. This is the age of telecommunications. If, for any reason, you suddenly crash and burn, game-wise, or Test Drive III wigs out repeatedly, or anything else goes wrong that defies diagnosis, call our **Emergency Assistance Number** between the hours of 9AM and 5PM (Pacific Standard Time) or leave a message for us on CompuServe (type GO GAMPUB and leave a message for Accolade 76004,2132).

A real live Accolade Customer Service representative will help solve your problem or answer your question. **Please be at your computer when you call & have the following information handy:** Your computer's brand and model (XT, AT, PS/2, etc.), the amount of memory (RAM), what peripherals are attached, the type of graphics card and monitor, what disk size you use (5 1/4", 3 1/2"), the contents of your CONFIG.SYS and AUTOEXEC.BAT files.

If you have a modem, you can call and log-on to Accolade's Bulletin Board for instant hints and other information. You can also leave questions; they'll be answered promptly by our incredibly pleasant technical support people. The number is: **(408) 296-8800.** Our settings are 300, 1200, 2400 Baud; 8 Data; No Parity; 1 Stop Bit.

ACCOLADE CUSTOMER SERVICE: (408) 296-8400

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Emergency Assistance (continued)

If you need help with this—or any other—Accolade product, please give us a call between the hours of 9am and 5pm (Pacific Standard Time). Be sure you are at your computer when you call. We'll do everything we can to solve your problem or answer your question. Or write to us at:

Accolade
Attn: Customer Service
550 S. Winchester Blvd., Suite 200
San Jose, CA 95128

If you have a modem, you can call and log-on to Accolade's Bulletin Board for instant hints and other information. You can also leave questions about any Accolade game; they'll be answered by Accolade's technical support representatives. The modem number is 408-296-8800. Our settings are 300, 1200, 2400 Baud; 8 Data; No Parity; 1 Stop Bit.

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Emergency Assistance (continued)

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