What car to choose?

That is a good question, but also a bad question at the same time up to some degree. Why? Pretty simple, not all cars handle the same way, and while its a good idea to try to avoid the worst cars, simply because using cars that barely accelerate and handle properly can really hamper your experience overall, but at the same time picking the most overpowered cars just because they're the best even though your driving skills are bad, you are not really going to get any good time splits any time soon, so our personal opinion on the matter is to **simply pick a car you feel comfortable with**. Although it is a good idea to pick a car and grind points with just that one car, changing the car you're using is a good way to break with the eventual monotony of using the same car over and over again (thankfully you can at least change the tune course and the transmission type when there's an inspection of your card, which so happens after 50 game overs).

Regardless of what we said above, if you would still like to know an overall grasp of how the cars perform in this game, read the text that follows and then try to decide for yourself what car would you like to choose.

Drivetrains

The game has 4 possible drivetrains to use, and all of them make the car's behaviour in every aspect very different in comparison to other cars with different drivetrains.

Even though this game does not feature realistic handling, it's important to understand these points that we're going to showcase here since those are the ones that matter the most just for playing this game:

Front engine/Rear wheel drive (FR)

- **Key points:**
  - Control over top speed
- **Advantatges:**
  - Manageable maneuverability in corners
- **Disadvantatges:**
  - Prone to sliding outwards while cornering in wet conditions

Front engine/Front wheel drive (FF)

- **Key points:**
  - Great stability
- **Advantatges:**
  - Great acceleration after exiting corners
- **Disadvantatges:**
  - Noticeable understeer

Mid engine/Rear wheel drive (MR)

- **Key points:**
  - Countersteering is mandatory for the usage of these cars
- **Advantatges:**
  - Lightweight cars, so their overall manuevaribility is very good
- **Disadvantatges:**
  - Most oversteer-y cars in the entire game

4 wheel drive/All wheel drive (4WD/AWD)

- **Key points:**
  - Ideal for wet condition races
- **Advantatges:**
  - Most stable cars in the game
  - Best acceleration stats
- **Disadvantatges:**
  - Most understeer-y cars in the entire game

Tune courses

Basic tune

Acquiring 120.000 points with your car will grant you all of the parts that your selected tune course has to offer. Some cars will offer special upgrades depending on your tuning route, and those upgrades will be given to you once the *Basic tune* status has been achieved.

Full tune

Once that you have reached 120.000 points, you will get an internal upgrade every 15.000 points. Reaching 990.000 points will grant you the latest internal upgrade, thus reaching the *Full tune* status.

No tune (Stock)

If you don't like having any extremity/add-on for your car, this is the only option that you can get. In order to select this part course if it is not appearing on screen, you must hold the steering wheel to the left for a couple of seconds in order for the stock option to show up.

This option will let you obtain the same internal upgrades that you get during the basic tune route, minus with the special upgrades that are given to some cars (check in the Car ratings section to see which cars do offer those) when completing said tuning status.

Once completed the stock tuning path (at 120.000 points), you will be able to randomly unlock extremities for your car like with the other tuning routes.

Car ratings

Toyota

Sprinter Trueno 3door GT-APEX (AE86)



One of the most balanced cars in the game (**except for course D** since it has better top speed but worse handling in comparison to the other courses), the Trueno is surprisingly a car not suited for beginners, mostly because of its tendency to lose a lot of speed when hitting or just rubbing walls at high speeds.

Best course: Akina

Worst course: Irohazaka, wet conditioned races

Technical information

Drivetrain: FR

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 5000 - 5000 - 6000
- **TRD racing engine (only with the A-Tune path):** 8000 - 9000 - 10500

Complete basic tune reward of each tune course:

- **Tune course A:** TRD racing engine upgrade
- **Tune course B:** Racing engine upgrade
- **Tune course C:** Racing engine upgrade
- **Tune course D:** Turbo kit upgrade

Corolla Levin GT-APEX (AE86)



The good version of the Levin is quite similar to the Trueno. It turns pretty very well with a predictable oversteer that gets worse in the rain. But if you go for the NA tuning route, the car will have an overall better balanced stats, which means while it doesn't have a top speed comparable to the AE86, its cornering abilities will get better, even on wet conditioned races.

Best course: Akina

Worst course: Wet conditioned races

Technical information

Drivetrain: FR

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 5000 - 5000 - 6000

Complete basic tune reward of each tune course:

- **Tune course A:** Turbo supercharger upgrade
- **Tune course B:** Racing engine upgrade
- **Tune course C:** Racing engine upgrade
- **Tune course D:** Turbo kit upgrade

Corolla Levin SR (AE85)



A car that is definitely a bad choice for beginners, the AE85 relies on strong and stable cornering ability to get by, but its poor top speed makes the Levin a below average vehicle. Be mindful that with the A-Tune upgrade, the car in wet conditions loses all of its traction and in dry conditions it tends to slide a bit more.

Best course: Akina

Worst course: Irohazaka

Technical information

Drivetrain: FR

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 5000 - 5000 - 6000

Complete basic tune reward of each tune course:

- **Tune course A:** Turbo supercharger upgrade

MR2 G-Limited (SW20)



A superb car one mastered, the MR2 has extremely good turning if you manage to work around his oversteer with some proper countersteering. The acceleration though leaves a lot be desired, and that will show if you hit a guardrail.

Best course: Akina, Happogahara, Irohazaka

Worst course: Wet conditioned races

Technical information

Drivetrain: MR

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 5500 - 5500 - 6000

MR-S S-Edition (ZZW30)



The beginner friendly version of the Cappuccino. Basically, if you can't handle the oversteering that car offers at the speeds it does reach, give this car a spin. The poor acceleration at 4th and 5th gear makes this car way more manageable at higher speeds, since it stills offers a great amount of speed at lower gears and great maneuverability stats.

Best course: Akina, Happogahara, Irohazaka

Worst course: Myogi, Wet conditioned races

Technical information

Drivetrain: MR

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 5500 - 5500 - 6000 - 6500

Altezza RS200 Z Edition (SXE10)



One of the strangest cars in the game, the Altezza while still only being an above average car, it performs superbly on the tight corners of Shomaru Pass *(oh wait this is not Special Stage, so it doesn't have that course)*. Its biggest downside is the poor handling it has under wet conditions. Give it a try if you're an intermediate level player.

Best course: -

Worst course: Happogahara

Technical information

Drivetrain: FR

Transmission: 6-speed

Recommended shift points (in rpm):

- **Normal engine:** 6000 - 6500 - 7000 - 7500

Celica GT-Four (ST205)



If you're looking for the definition of below average, this is it. This car does underperform on every aspect: decent turning ability, decent acceleration, and it has a top speed that it is just *okay*. It does perform greatly on Akina while going uphill (maybe in reference to the anime? Who knows.), so if you're trying to play on Akina with a 4WD, this is your best choice by far.

Best course: Akina (Uphill)

Worst course: -

Technical information

Drivetrain: 4WD

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 6000 - 6500 - 7000

Nissan

Skyline GT-R V-Spec II (BNR32)



Even though this car weighs like a tank, it's seriously an underappreciated car for those who are not veterans in this game. While his turning capabilities are horrendous, it makes up for its amazing stability and acceleration, so avoid picking any course with a lot of tight turns, as the R32 will understeer quite a lot. A good choice if you want a top-tier car but want to have a challenge.

Best course: Myogi

Worst course: Akina, Irohazaka

Technical information

Drivetrain: 4WD

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 6500 - 7500 - 8000

Skyline GT-R V-Spec II (BNR34)



In contrast to the BNR32, this car is surprisingly way worse than his older counterpart. Heavy understeer, great acceleration makes this car handle relatively similar to the BNR32, but clearly the stats showcase that his capabilities outside of Real Myogi are really subpar. Regardless of that, pick this one up if you wanna do a wet conditioned race with an interesting mid-tier car.

Best course: Myogi

Worst course: Akina, Irohazaka

Technical information

Drivetrain: 4WD

Transmission: 6-speed

Recommended shift points (in rpm):

- **Normal engine:** 6500 - 7000 - 7500 - 8000

Silvia K's (S13)



Like Iketani, the S13 K's is just an average car. Even though it has a predictable understeer, it has a great acceleration factor and amazing stability in wet conditioned races. A good choice if you're trying to get good times in Usui and Real Usui without picking a too overpowered vehicle.

Best course: Usui, Akina, Wet conditioned races

Worst course: Happogahara

Technical information

Drivetrain: FR

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 6500 - 6500 - 7000

Silvia Q's (S14)



The worst car in the game by far, the Silvia Q's is simply a bad choice no matter the race track. Poor acceleration, horrible top speed, and just decent cornering ability makes the car look like a bad joke. Unless you're trying to torture yourself, don't pick this car. Simply don't.

Best course: Usui, Akagi

Worst course: Happogahara, Irohazaka

Technical information

Drivetrain: FR

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 6000 - 6500 - 7000

Silvia K's Aero (S14)



A below average car yet again, the S14 K's Aero it's one of those cars that its poor top speed (because of the rev limit) hampers its abilities to become a decent or at least an average car. Regardless of that, if you're interested in using a non character-driven car, this car will surprise you with its decent handling under wet conditions and great acceleration.

Best course: Myogi, Usui

Worst course: Akina

Technical information

Drivetrain: FR

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 6000 - 6500 - 7000

Silvia Spec-R (S15)



Another one of those super weak cars. The Spec-R is simply a car for those who want to prove that this game is not as fast as it seems. They are wrong. What is really going on is that the S15 has REALLY bad stats overall: bad acceleration (it's initial acceleration is good though), pitiful top speed, and a handling model that makes you question if somebody actually enjoys this thing, because seriously that is feat more than a given thing.

Best course: Myogi, Usui

Worst course: Wet conditioned races

Technical information

Drivetrain: FR

Transmission: 6-speed

Recommended shift points (in rpm):

- **Normal engine:** 6000 - 6200 - 6700 - 7000

180SX Type X (RPS13)



The Nissan 180SX will make you wish that you were playing a less grippy game at first, but once you get used to it, you'll realize how this car performs, which is above average. Its understeering while annoying, it can be compensated easily thanks to its decent acceleration stats.

Best course: Myogi, Usui

Worst course: Irohazaka

Technical information

Drivetrain: FR

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 6000 - 6500 - 7000

SilEighty (RPS13)



Remember what I just said about the 180SX? Well this is just the same car but being more difficult since sometimes it may lock up due to being a grippy and a drifty car too. Other than that though, there is nothing worthwile to mention about this car.

Best course: Usui

Worst course: Irohazaka

Technical information

Drivetrain: FR

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 6000 - 6500 - 7000

Honda

Civic Type R (EK9)



The EK9, like the EG6, it is a car that performs extraordinarily well on wet conditioned races, but don't let that fool you. This car is really bad when it comes to dry races, with the exception of Happogahara, its respective home course. So, even though this car has great acceleration in the higher gears, use this car soly for wet races.

Best course: Happogahara

Worst course: Akina

Technical information

Drivetrain: FF

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 6500 - 7000 - 7500

Civic SiR-II (EG6)



Another car that has amazing stats, the SiR-II while it's a car that is more meant to be driven under wet conditioned races, it is still a car that drives superbly in dry races, specially on Happogahara. Definitely a good choice if you want to get great times on wet races without trying to grasp its handling model for way too much time.

Best course: Happogahara, Wet conditioned races

Worst course: Dry conditioned races

Technical information

Drivetrain: FF

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 6000 - 7000 - 7500

Integra Type R (DC2)



The best car of the game, bar none. Very stable, great on wet conditioned races, an amazing turning ability (even though it's important to brake before cornening and to stop accelerating during the turn in). If you decide to go with the Smiley Sakai route, the turbo upgrade will make your car go faster on straightaways, but it will make the DC2 a poor choice for wet conditioned races, so be mindful about that.

Best course: Akina (Wet), Happogahara (Wet)

Worst course: Usui (Downhill), Akagi (Downhill)

Technical information

Drivetrain: FF

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 6500 - 7000 - 7500

Complete basic tune reward of each tune course:

- **Tune course A:** Turbocharger upgrade

S2000 (AP1)



Another one of those tricky 6-gear cars, this FR has poor off-the-line acceleration that gets compensated with decent acceleration stats in higher gears. Like with the Trueno, this car will stall BADLY if your shift times are done incorrectly, so make sure to not touch this below than average car unless you're an experience player. It is worthwile mentioning that this car while in dry conditioned races it will perform reasonably well, the same races on wet will just understeer badly, making this car a bad choice under those circumstances.

Best course: Myogi, Happogahara

Worst course: Irohazaka, Wet conditioned races

Technical information

Drivetrain: FR

Transmission: 6-speed

Recommended shift points (in rpm):

- **Normal engine:** 6500 - 7200 - 7500 - 8000

Mitsubishi

Lancer Evolution III GSR (CE9A)



Although the Evo III is amongst the best cars of Irohazaka, it is most well known for its "misfiring system" (even though in this game it does not really do anything in terms of performance). Getting that out of the way, the Evo III is surprisingly a really weak car outside of its home turf. His acceleration and his understeering problems make this car a below than average option for those who want to get a 4WD car.

Best course: Irohazaka

Worst course: Akina

Technical information

Drivetrain: 4WD

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 5500 - 6500 - 7000

Complete basic tune reward of each tune course:

- **Tune course A:** Misfiring system

Lancer Evolution IV RS (CN9A)



Don't be fooled. Although this car may seem like a twin to the Evo III at first, its performance is vastly superior, overall. It's one of the best car on Irohazaka, but performs incredibly well on other courses, too. In both cornering ability and acceleration, the Evo IV beats out his older brother. While this car might seem to suffer from understeering, if you keep pushing forward while turning you'll see that the turning radius will get smaller and will manage to take those pesky turns pretty easily. Therefore, keep in mind that with this excellent car you will have to turn a little earlier to get to the apex than with most other cars.

Best course: Irohazaka

Worst course: Akina

Technical information

Drivetrain: 4WD

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 6000 - 6500 - 7000

Lancer Evolution VII GSR (CT9A)



The newest of the Evo cars, and the most average of them. The CT9A is a decent car that will help you getting around the tight corners of Irohazaka pretty well. But outside of that course, the car never excels, and in courses with a lot of turns that require maintaning a lot of speed it will start to showcase its weaknesses. Overall, a decent car if you're interested in trying out a 4WD without being too overly complicated.

Best course: Happogahara, Irohazaka

Worst course: Akagi, Akina

Technical information

Drivetrain: 4WD

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 6000 - 6500 - 7000

Mazda

ɛfini RX-7 Type R (FD3S)



The FD Type R is a top tier car, just behind the DC2 in terms of overall strength. Like in any ID game, Keisuke's car (or Kyoko's~~, depending on who is your waifu~~) has incredible acceleration, good stability, and decent cornering ability and it excels in almost every course. Due to its great stability, this car ALSO shines in wet conditioned races, but this doesn't apply in Irohazaka on Akina, where this car tends to understeer no matter what. Note that if you go with the B course, the basic upgrade will give you better acceleration at higher gears at the cost of cornering speed.

Best course: Akagi

Worst course: Akina

Technical information

Drivetrain: FR

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 6000 - 6500 - 7000

Complete basic tune reward of each tune course:

- **Tune course B:** Single turbine

RX-7 Spirit R Type A (FD3S)



The Type A is basically a Type R but with some more drifitng while cornering. With its good stability, strong acceleration, and amazing turning ability regardless of the weather conditions, it's a great beginner and intermediate level car.

Best course: Akagi

Worst course: Akina

Technical information

Drivetrain: FR

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 6000 - 6500 - 7000

SAVANNA RX-7 ∞ III (FC3S)



The bigger brother of the FD. Even though both cars share similar records on all cars, their characteristics are pretty different. While the FD depends on stability, predictable understeer and acceleration, the FC relies on oversteer and cornering ability, since it lacks a bit in terms of brute power. Nevertheless, his shortcomings are quite manageable and this car is definitely a good choice.

Best course: Akagi

Worst course: Myogi

Technical information

Drivetrain: FR

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 5000 - 5500 - 6000

Eunos Roadster (NA6CE)



Similar to the NB8C, this car goes around the corners incredibly well under dry circumstances. However, under wet conditions this car will start skating around as if it was on ice, making it unbearable to drive. The horrendous acceleration in the highest gears makes this car an interesting pick if you want to challenge yourself with a car that has a bad top speed instead of having a handling model that is hard to grasp.

Best course: Happogahara

Worst course: Myogi, Wet conditioned races

Technical information

Drivetrain: FR

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 5000 - 5500 - 6000 - 6500

Complete basic tune reward of each tune course:

- **Tune course A:** Increased cylinder bore

Roadster RS (NB8C)



A pretty underrated car in the game, the Roadster RS is a fantastic car if you want to tackle the most popular tracks like Akagi, Akina and Irohazaka. Regardless of your skills, this car will satisfy your needs, although it is important to know that the car's acceleration is just decent.

Best course: Akagi, Akina, Irohazaka

Worst course: Myogi, Wet conditioned races

Technical information

Drivetrain: FR

Transmission: 6-speed

Recommended shift points (in rpm):

- **Normal engine:** 6000 - 6500 - 6500 - 7000

Subaru

Impreza WRX STi Sedan Type R Version VI (GC8G)



Here's a car that has overall above average capabilities. Why so? Because its acceleration uphill and downhill is amazing and it is pretty stable. Though, it has to be mentioned that it has a tedency to understeer, but this can be remedied by using the Out-In-Out technique when attacking the corners and hairpins. Under wet conditions, instead of braking like somebody would do under dry conditions, it is preferable to just let the go the gas pedal and then start accelerating once the car is facing the corner exit.

Best course: Akagi, Akina, Irohazaka

Worst course: -

Technical information

Drivetrain: 4WD

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 6000 - 6500 - 7000

Impreza WRX STi (GDBA)



A really easy 6-gear car to drive, it's a car that does not have any serious weakness at all. Its decent top speed and great stability and its bad traction under wet conditions make this car a decent choice.

Best course: Akina, Happogahara, Irohazaka

Worst course: Wet conditioned races

Technical information

Drivetrain: 4WD

Transmission: 6-speed

Recommended shift points (in rpm):

- **Normal engine:** 6000 - 6000 - 6500 - 7000

Impreza WRX STi Coupe Type R Version V (GC8F)



Good stability, powerful acceleration and good turning abilities make this car an amazing choice for any expert driver. Regardless of that, this is a great beginner car. It doesn't have a best track, but it is an top-tier choice on almost all of them. Remember that in order to use this car, you must repeat the following instructions; hover the Subaru logo when selecting a car manufacturer, then press the following buttons: Shift Down, Shift Down, Shift Up, Shift Up, Shift Down, Shift Up, Shift Down, Shift Up, hold down the brakes, and press View change. If done right, you will hear a sound of an engine and you'll see the car listed as available in the Subaru's cars list.

Best course: Akagi, Akina, Irohazaka

Worst course: Myogi

Technical information

Drivetrain: 4WD

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 6000 - 6500 - 7000

Suzuki

Cappuccino (EA11R)



Likely the toughest car to drive in the game, the Cappuccino has incredible turning ability on almost every course, but at the cost of being really oversteer-y and having tricky shift points, since early shift points will make the engine stall. The acceleration at lower gears is pretty poor, but managing to keep a high speed will be rewarded with an even higher acceleration.

Best course: Akagi, Akina

Worst course: Wet conditioned races

Technical information

Drivetrain: FR

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 8000 - 9500 - 10500

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