I'm not a robot

Reddit and its partners use cookies and similar technologies to provide you with a better experience. By accepting all cookies, you agree to our use of cookies to deliver and maintain our services and site, improve the quality of Reddit, personalize Reddit content and advertising, and measure the effectiveness of advertising. By rejecting non-essential cookies, Reddit may still use certain cookies to ensure the proper functionality of our platform. For more information, please see our Cookie Notice and our Privacy Policy. Hello guys, my name is Colin and I will leave some tips for beginners here. If I find something to tell, I will edit this post. Tips and Tricks Tips and Tricks HOW TO KNOW THE CARS, TRACKS, STAGES AND CONDITIONS 1. If you start the game, and you are at the very beginning, I recommend you to start with Time Trial mode. 2. If you want to experiment all the game, and don’t know how, go to a random number generator app or site and type the CAR number (you have to count all the cars, in my case 42 with 3 dlcs.), COUNTRY number (standard game 5), STAGE number (I think the biggest is 12), CONDITION number (2). Random these, make sure to REPEAT them, and put them in a 4 column table. You can put how many races you want. Base game: Hard: Argentina Medium: Australia, New Zealand, USA Okay: Poland, Spain For example, it should look something like this: Tick the races you completed and cross the ones you didn’t. DRIVING ASSISTS 3. As for the DRIVING ASSISTS, depends on how much you have experience with the wheel in your hands. Yes, having a steering wheel is NECESSARY! Even a cheap one is way better than a controller or a keyboard. If you really want a real rally experience but you don’t have enough experience, I recommend having ABS and Traction Control ON, everything else turned off. Note that DRIFTING is something normal in a rally game. RALLY CLASSES 4. For the Rally Classes, I consider that the cars with 400+ BHP are the hardest to drive at high speeds, especially the RWD (Rear Wheel Drive). Group B 4WD and GT Rally classes are the hardest, then comes H3 RWD (Lancia Stratos) and NR4. A lot of power to the ground achieved fast and being in the 5th or 6th gear in less than 10 seconds. This can cause you to crash a lot. Preferably drive patiently and get to the finish slowly until you can master all the corners and the car itself. PACE NOTES 5. If you are native with one of the languages in the game (you can choose in the Options Menu the language of the co-driver: English, Spanish etc.), which I am not, you can turn of the Proximity Arrows and see if you can handle the track only with the speech of the co-driver. If you are like me, you can turn them on OR you can do something funny: turn the speech OFF and tell your brother to read for you the arrows on the screen, playing the game in the CO-OP mode. CAREER MODE 6. You start with the Fulvia, repairs are free, everything is okay, but if you buy expensive cars, the cost of the repairs is going to be high, as well. 7. Instead of cars, I recommend spending money on STAFF, not on CARS. OTHERS 8. Try to play with a pair of bike gloves (with or without finger extensions), it might be useful. 9. If you have a cheap wheel, like me, you can use the X and A button for up and down shifting. Personally I prefer to have the handbrake on B and turning on lights on Y. Camera change on RB. Thank you for reading, If I find something more to write about, the guide will be constantly updated. Colin Codemasters' DiRT Rally 2.0 is here, and you may have heard that it's pretty darn good. This rally simulation racer has quickly become one of our favourite PS4 racing games, thanks to its superb handling model and various gameplay tweaks giving it the edge over its predecessor. However, you also may have heard that this is one tough title that may be hard to get into if you're not up to speed. DiRT Rally 2.0 is a fantastic game, but for newcomers, it's not particularly welcoming, with no tutorials and almost all the driving assists turned off by default. In this guide, we'll provide rookie rally drivers with some key information and a few tips to know before you slide through the mud for the first time. On this page: Guide: DiRT Rally 2.0 - Tips and Tricks for Beginners DiRT Rally 2.0 - general tips, hints, and advice Below, we'll take you through some of the basics of DiRT Rally 2.0. Default controls on a DualShock 4 PS4 controller As with any decent sim racer, you're able to use steering wheel peripherals to play DiRT Rally 2.0, but most of you will be playing with a regular PlayStation 4 pad, so that's what we'll be going over here. Fortunately, the controls are easy to get your head around -- it's more the unforgiving handling itself that you'll have to learn. Anyway, here's the default control scheme for the game. Input What it does R2 Accelerator. The harder you hold it, the faster you'll accelerate L2 Footbrake. Again, holding it harder will have a stronger effect R1 Turns your headlights on or off L1 Activates your windscreen wipers Left stick Steering Right stick Look around. Turns the camera left, right, up, or down. Click in R3 to look behind you Triangle Cycle through camera positions Circle Handbrake X Gear shift up Square Gear shift down D-Pad Down Recover your vehicle if it veers off-course or turns over D-Pad Up Roadside repairs. Use this to fix minor things like punctured tyres That's about as much as you need to know to get started. All the functions can be remapped to your liking, so don't be afraid to play with it if you're struggling. To look at the controls and remap, go to Options & Extras > Input, then select your input device (controller) with X. Transmission types Most racing games will give you the option of automatic or manual transmission -- in other words, how you change gear while you're driving. However, in DiRT Rally 2.0, you have five options. Here's what each of them does. Transmission type Description Automatic The game handles gear shifting for you. Just worry about throttle and braking Semi-Automatic Similar to Automatic but you can also change gears manually Manual Sequential You change gears yourself using the face buttons Manual H-Pattern For players using a steering wheel with a H-pattern gearstick. Not practical on a regular controller Manual H-Pattern with Clutch For players with a steering wheel, H-pattern gearstick, and set of foot pedals including clutch. Not practical on a regular controller If you're just getting started with the game, we'd recommend playing on Automatic, and maybe moving up to Manual Sequential if you prefer or want to give yourself more to think about as you play. To change transmission type, go to Options & Extras > Game Settings > Transmission and toggle through the options. DiRT Rally 2.0 steering wheel support - which PS4 steering wheel peripherals work with the game? Here's a list of all the steering wheel and pedal peripherals that work with the PS4 version of DiRT Rally 2.0: Fanatec ClubSport Handbrake (AO) Fanatec ClubSport Pedals V1 (AO) Fanatec ClubSport Pedals V2 (AO) Fanatec ClubSport Pedals V3 (AO) Fanatec ClubSport Shifter (SQ) (AO) Fanatec ClubSport Steering Wheel BMW GT2 (AO) Fanatec ClubSport Steering Wheel Formula (AO) Fanatec ClubSport Steering Wheel Porsche 918 RSR (AO) Fanatec ClubSport Steering Wheel Universal Hub (AO) Fanatec CSL Elite Pedals (AO) Fanatec CSL Elite Racing Wheel – Officially licensed for PS4™ (AO) Fanatec CSL Steering Wheel McLaren GT3 (AO) Fanatec CSL Steering Wheel PS4 (AO) Fanatec CSR Elite Pedals (AO) Logitech G29 Racing Wheel PS Vita Thrustmaster 2-Pedal Pedal Set (AO) Thrustmaster 599XX EVO 30 (AO) Thrustmaster BT LED DISPLAY Thrustmaster F1 (AO) Thrustmaster Ferrari GTE (AO) Thrustmaster T300 RS GT Edition Thrustmaster Sparco® R383 (AO) Thrustmaster T3PA Pedals (AO) Thrustmaster T3PA Pro pedals (AO) Thrustmaster T80 Thrustmaster T150 Thrustmaster T300 RS Thrustmaster T500 RS Thrustmaster T-GT Thrustmaster TH8A Shifter (AO) Thrustmaster TM Leather 28 GT (AO) Thrustmaster TSS Handbrake Sparco® Mod+ (AO) Driving assists - what do they all do, and which assists should you use? There are lots of driving aids in DiRT Rally 2.0 which will make the handling a little more approachable if needs be. By default, most of them are switched off -- this is a sim first and foremost -- but you're free to use as many as you like. Here's what each of them does. Assist Name Options Description Transmission Automatic to Manual H-Pattern with Clutch As outlined above, your choice of transmission effects how gear changing is handled Clutch Override On/Off Allows you to apply the clutch at any time Auto Repairs On/Off The game will make repairs for you Anti-Lock Braking System On/Off With this on, if you slam the brakes, your car's wheels won't lock up, giving you a little more control Off-Throttle Braking On/Off When enabled, the brakes are automatically applied when you're not accelerating Automatic Windscreen Wipers On/Off Whether the wipers will activate automatically Exterior Cameras On/Off Allows you to use the external camera views Launch Control On/Off When enabled, this assist will prevent your car's wheels from spinning at the start line Stability Control On/Off This will help prevent your car from sliding out of control Traction Control On/Off When on, traction control provides more grip on loose surfaces Time Control Braking Off/1-5 This assist helps to slow down your vehicle after you cross the finish line, with 5 having the strongest effect By default, Automatic Windscreen Wipers, Exterior Cameras, and Time Control Braking are activated. We'd recommend leaving these on, at least until you're familiar with the game. The other assists will have bigger effects on how the game feels to play, so experiment with them until you find a setup that works for you. If it helps, turn them all on for your first few rallies to ease yourself in more gently. Go to Options & Extras > Game Settings > Assists to adjust these. Your co-driver - what he does and what his calls mean In rally, the driver is accompanied by a co-driver who will make calls, or pace notes, as you race through the course. They might not make much sense at first, but the calls are very useful, as they detail what's coming up on the track ahead of you. It is very important that you listen to your co-driver, or at least pay attention to the accompanying symbols -- if you don't, you won't know what's coming up, and that will slow you down more than anything else. Here's what each pace note means. Co-driver Call What it means Double or triple digit numbers These refer to distance, and will vary depending on your choice of measurements. If you're on Imperial measures and the co-driver calls "30," that means there's 30 yards between instructions Left/Right 1, 2, 3, 4, 5, or 6 A number between 1 and 6 details how severe an upcoming turn is. A 1 is a very sharp turn, while a 6 is a gentle curve. In combination with a direction, this is how corners are called in DiRT Rally 2.0 Hairpin A hairpin turn, or U-turn Long/Short This simply relates to the length of the previous instruction. If a corner is described as long, it'll continue for some distance, while a short turn will be quite abrupt Tightens/Opens If "tightens" is called, the road ahead will be narrower than it is currently. "Opens" means it will widen Flat This basically just means a straight Crest A crest is an upward slope in the road that can make it hard to see the path ahead. You'll often hear "over crest" which refers to a crest within a turn. The co-driver will also sometimes tell you to stay left, right, or middle over a crest so you're in the best position as you come out of it Jump A bump in the road that will launch your car into the air if you're going fast enough Caution A caution will be called if there's a hazard on or near your path that you need to be aware of, such as large rocks or a severe drop Water splash A large puddle of water on the road Cut/Don't Cut This is whether or not you're able to safely cut a corner, or at least get very close to the apex of the turn. If he tells you "don't cut," there's likely an obstacle at the apex, so you'll need to watch your line Maybe Sometimes the co-driver will add "maybe" to an instruction. This is when the driver can make his/her own call regarding that instruction. For example, "jump maybe" will be called if a jump is coming but your car is damaged -- it's up to you how you handle the jump Into A word used to connect two instructions that may be close together. For example, a 6 right into a hairpin left means a shallow right-hand turn will quickly lead into a left-hand hairpin All of these calls can lead into one another as well. Laid out like this, these calls seem like a lot to take in, but it will all quickly begin to make sense after you've played a few stages. Again, the game accompanies the pace notes with on-screen symbols by default, giving you a visual cue as well as an audible one. You can adjust how early or late the co-driver makes his calls in the Game Settings menu. Tab to Preferences, and use the Co Driver Calls slider to determine when the calls are made. You can also switch between Imperial and Metric units here too. DiRT Rally 2.0 - rally racing tips Here are a couple of basic but essential tips for getting the best times on rally stages. Listen to your co-driver Your co-driver is your best friend in rally events. As outlined above, his pace notes allow you to anticipate what's coming up on the road ahead. Neglect to pay attention to this crucial information, and you can say goodbye to any decent times. Don't just hold down accelerate You need to curb your habit of holding down R2 as far as it goes while playing racing games. That won't get you very far in DiRT Rally 2.0. Instead, you'll need to learn to play a little more cautiously, using the accelerator and brake with more nuance than just putting your foot down. The triggers are analog for a reason -- use the full range to give yourself much more control over your car, particularly on loose surfaces like dirt or gravel. You don't need to use the handbrake all the time Making handbrake turns in racers is fun because it'll usually initiate a drift, but in this game, it's not really necessary. You'll be spending a fair amount of time drifting around corners, but the handbrake only really needs to come into play to tighten a turn. A combination of the brake and accelerator will get you around most bends. Your tyre choice will make a difference DiRT Rally 2.0 introduces different tyre compounds. Between stages, you'll be able to fit your wheels with different tyres depending on what you're up against. Usually, you'll have soft, medium, or hard tyres to choose from. Soft tyres will provide better grip in the short term but aren't as durable, while hard tyres will last much longer than the other types. Medium obviously strikes a balance between the two. If you have a couple of very long stages coming up next, you might want to go for hard tyres, for example. Repair your car's internal parts before the bodywork At the stations between stages, you're able to make repairs to your car. However, the time to do this is restricted, and if you go over that limit, you'll face a time penalty. Obviously the less you have to fix the better, but if your vehicle is banged up and has multiple damaged parts, it can be hard to know what to fix and what to leave. The game has a "Recommended Repairs" option that can decide for you, but really, it's pretty simple: the superficial damage to your car's body should be your last priority. Get everything else straightened out first. FWD, RWD, 4WD - what's the difference? Each car in DiRT Rally 2.0 will either be FWD, RWD, or 4WD. Put simply, these refer to which wheels of the vehicle are powered by the engine. The three types all behave differently. FWD stands for Front Wheel Drive. The two front wheels are powered. This is the most common drive system, and because the majority of the car's weight is over the front wheels, they tend to have better traction. Probably the easiest cars in the game to get to grips with. RWD stands for Rear Wheel Drive. The two rear wheels are powered. These cars are much trickier to handle. They're typically able to handle more power, but it's incredibly easy to oversteer and spin out if you're not careful with the throttle. They require a much more delicate approach and are harder to learn to drive effectively. 4WD stands for Four Wheel Drive. All four wheels are powered. Effectively, this means that 4WD cars tend to have better traction, because all wheels are engaged in pulling the car along. The rear wheels can still send the car into a slide, but because the front wheels are also powered, these cars are more effective at clawing their way forwards too. Cars - where to start and how to unlock them From the beginning of the game, you'll have a few cars in your garage, but once you've started earning some credits, you'll be able to buy pretty much whatever you like. Vehicles are able to be bought at any time, regardless of how much time you've put into the game. You can get some R2 or Rally GT class cars pretty early if you have the money. However, if you're new to DiRT Rally, we'd recommend starting with the less powerful motors. The Lancia Fulvia HF is perfect for getting you started as it's easy to drive and isn't too fast. The way the game is structured, you're able to use it for as many rally events as you like -- you can enter any car in any championship. It's also worth remembering you can test drive any vehicle that's for sale before you buy it. If you're curious about which cars are in the game, be sure to check out the full list of vehicles through the link. Are you starting your rally sim career with DiRT Rally 2.0? Or are you a veteran with more tips for new players? Stay on the straight and narrow in the comments below. In this section of the DiRT Rally 2.0 guide, we have included information about car control using different controllers, as well as info about help and assists available in the game. You will also learn the basics of the rally driving and how it differs from races. We advise how to pass rally stages quickly and without accidents. Driving a rally car on a loose, gravel surface differs significantly from asphalt races. While in the latter you absolutely do not want to drift sideways in the corners, in rallies light drifts and counter-steering are essential to quickly complete tracks. You cannot learn the track by heart, you will not remember all of the brake points and you will not have wide curbs to use on the sides. Rally driving is more like crossing through a narrow tunnel with great speed, with traps on both sides of the track. It requires maximum focus all the time, not only on what you see in front of your car, but also on what might appear in a moment. Your only aid are the co-drivers' commands and your driving skills. The left turn disappears behind a terrain obstacle and the co-driver is already communicating a turn to the right - rally driving requires you to think ahead. ControlsDiRT Rally 2.0 aspires to the simulation genre, which is why controlling the car is not the easiest task and you need to take more complex physics into consideration, as opposed to games such as DiRT 4 or The Crew 2. You will get the best effects by using the steering wheel with pedals. You will have a little less control on a gamepad, although DiRT Rally 2.0 is quite playable on the pad without major modifications to the control settings. An extreme option is to use a keyboard. However, even though you can set your own keys, the control over the vehicle will be extremely difficult and competing in online matches and getting the best times almost impossible. If you still want to use it, you should also use the in-game assists. The list of assists is as follows: Transmission - automatic, semi-automatic, manual, manual with H transmission.Clutch Override - you can always use the clutch.Auto Repairs - the game will automatically repair cars.Anti-Lock Braking System - prevents the wheels from blocking during braking. Off-Throttle Braking - taking feet off the gas pedal turns on the brake.Automatic Windscreen Wipers - the windscreen is automatically cleaned. Exterior Cameras - turning it off forces the view from the cockpit. Launch Control - prevents excessive wheel spin when starting off. Stability Control - helps you keep control over the car in all situations.Traction Control - has a particular importance in cars with rear-wheel drive. Time Control Braking - slows down the car after crossing the finish line, prevent it from taking damage after the race ends. While using the steering wheel, you should turn off most of the assists immediately. Assists such as the automatic transmission, ABS, Traction or Stability Control slightly slow down the vehicle, preventing you from having the full control over it - which, in turn, the steering wheel with pedals provide. It is worth learning to play without assists from the very beginning to prevent yourself from getting bad habits. If you are unsuccessful, try with a little help of ABS and Traction Control. While playing with the gamepad, you should also start with the least amount of assists, as you will still have proper control over the vehicle by using the analog axes. You should, however, keep in mind that changing gears will be a little bit more problematic with the gamepad, especially due to the fact that you will be doing it constantly. You can try the semi-automatic mode, in which you have access to the automatic transmission, but you can still change gears manually, allowing you, for instance, to quickly decrease gears. If steering without assists is too difficult for you, turn on the slightest values of ABS, Traction Control and Stability Control. It is worth noting that in DiRT Rally 2.0, unlike other titles, playing with a gamepad does not require any additional corrections in the controller settings. Steering using the keyboard has nothing to do with realism or simulation, which is why you should have no qualms to use the assists. This is because the keyboard offers only "binary" control - you either have gas pressed to the metal or zero power. The same applies to brakes and turning - the tires are either directed straight ahead or fully to the left or right. One way to get rid of this effect is to quickly press the gas or brake keys, allowing you to have bigger control over the vehicle, but this requires a lot of practice. You can do the opposite - start with the full ABS, Traction Control and Stability Control assists and then gradually lower them until you feel that you have no control over the car. In all cases, regardless of the controller, you should never have the "Off-Throttle Braking" option turned on - it simulates uniaxial pedals and unnaturally combines gas with the brake. NOTE In the current, post-release version of the game, the Force Feedback on the steering wheel does not work correctly and the developers are working on an appropriate patch. Techniques of rally drivingIt takes a lot of driving skills to quickly complete a track, which is why at the beginning you should not be thinking about completing races on the first place, but rather focusing on preventing your car from getting damaged. Driving on gravel or mud requires a completely different style than races taking place on asphalt. You will achieve much better results by balancing with the entire mass of the vehicle, instead of just turning the wheels, but that requires proper gas and brake handling. Additionally, a lot depends on the type of drive of the car - a car with a rear-wheel drive behaves differently than one with front-wheel or 4x4 drive. Learning the proper usage of the handbrake is also beneficial, as it will be used in some of the more advanced tricks, such as the Scandinavian flick. While driving on gravel, be prepared for very smooth operation of gas and brake pedals, and, above all else, the full use of their ranges. Very rarely you will have the opportunity to push either of those to the metal. Usually you will be operating in the middle of their range, which is why driving on a keyboard is so difficult. In the rally races, the "feathering the throttle" technique - focusing on smooth addition and reduction of gas - allows you to maintain better grip. You will also use the brake in the same manner. You will be watching the route from this position frequently. Be prepared for constant counters with the steering wheel. Often the wheels will be directed in the opposite direction than the turn. In real-wheel drive cars you can use the gas pedal to turn the car properly towards a better exit from a corner. This, combined with proper maneuvering of the steering wheel will allow you to perform the Scandinavian Flick - a maneuver in which you first set the car opposite to the direction of the turn and then quickly return towards the direction, in a position allowing a much faster exit from a tight turn. You start it on the inner side before the turn and then turn rapidly in the opposite direction. Immediately after that, you release the gas, press the brake and turn back into the direction of the turn. You now release both the gas and the brake at the same time. The back of the car should turn in such a way as to allow you to get out of the turn quickly, increasing speed at the same time. The maneuver is very difficult and it requires practice to master. Remember that you can use it on loose or slippery surfaces and only on turnarounds, 90-degree turns and some of the "1-s" in the game. The Scandinavian Flick. You should, however, change the above habits when on asphalt routes. There, as in the races, the greatest grip is what matters the most - the less slips and counters, the faster and gentler it is for the tires. General tipsTurn off the co-driver's commands - they distract you from the course of the track on which every stone counts. It is better to just listen to the co-driver and focus your sight on the track. Start with a very slow ride in the free play mode. Learn how turns with different markings look like and what surprises await you along the path. Try to gradually overcome them faster and faster. Use the handbrake only on turnarounds, 90-degree turns (Square) and in tight turns with the "1" mark. Activate it just before entering the turn. It is better to slow down too much and lose 2 seconds on a turn than to risk driving "on the edge" and losing more time on dragging the car out of the ditch and later on repairs. Start learning how to drive with the front-wheel drive (FWD) and all-wheel drive (AWD) cars and then move on to the rear-wheel drive (RWD) ones. If the track is short (up to a few kilometers) - use soft tires with better grip. It is better to brake too early than too late. What is important is how you exit the turn, not how you enter it. Start turning earlier - even before you enter the turn. Use the gas pedal to balance the car and counter it with the steering wheel. Dirt Rally 2.0 Tips Interested in Getting Faster Times in DiRT Rally 2.0? DiRT Rally 2.0 has managed to get much praise. Unfortunately, while it appeals to a lot of people, it isn’t the friendliest title for newcomers. As a result, interested individuals might want to look up information to help them over that initial hurdle, starting with these useful tips: Expect Realism It is interesting to note that DiRT Rally 2.0 went for increased realism when it came to the handling of its rally cars. As such, interested individuals with expectations based on other racing games might want to review their understanding of the basics, which will provide them with the foundation that they need to get good at the game. For instance, holding down the accelerate button at all times is not a good idea because DiRT Rally 2.0 is a racing game that demands more variation from the driving of its players. Expect Loose Surfaces One of the most interesting features in DiRT Rally 2.0 is that loose surfaces will become more and more difficult to maneuver on over the course of a race. Due to this, if interested individuals don’t have a good grasp on how to handle such terrain, they might want to slow down as they head in. Certainly, they will lose some speed because of their caution, but that still makes for a better choice than running the risk of encountering something much more disastrous in nature. Eventually, interested individuals will get a better understanding of what they should and shouldn’t do under such circumstances, which is when they will be ready to take on more risks because they will be prepared to handle them. Listen to Your Co-Driver The co-driver says a lot of things that can provide interested individuals with useful information. However, what they say might need some interpretation. For example, when they say either “Left” or “Right” followed by a number that runs from 1 to 6, they are referring to the direction of an upcoming turn as well as its severity. Number-wise, a 1 means a very sharp turn, whereas a 6 means something that is better-described as being a very gentle curve. Likewise, a crest means a rising slope that will make it difficult to see what is coming up, while an over crest means a crest situated on a turn. Something that comes with additional challenges to say the least. Focus on the Internals When Repairing Going over the repair time at the stations between stages results in a time penalty. As a result, interested individuals need to prioritize certain repairs over others. Generally speaking, this means focusing on any kind of internal damage while leaving the superficial damage on the body of the rally car for when there is enough time to accommodate those fixes. Read more Dirt Rally 2.0 tips here: Drifting in Dirt Rally 2.0 is a thrilling and challenging skill that can elevate your gameplay to a whole new level. It’s not just about looking cool; mastering the art of drifting can significantly improve your lap times and overall performance. This guide will walk you through the essential techniques and strategies to become a drift master in Dirt Rally 2.0.Understanding the FundamentalsBefore diving into the intricacies of drifting, it’s crucial to grasp the fundamental concepts that govern this driving technique. Drifting essentially involves intentionally oversteering the car, causing it to lose traction and slide sideways. This controlled slide allows you to navigate corners with greater speed and precision, particularly on loose surfaces like gravel and dirt.Choosing the Right CarNot all cars are created equal when it comes to drifting. Some vehicles are inherently more suited to this technique than others. Here are some key factors to consider when selecting a car for drifting in Dirt Rally 2.0:Rear-Wheel Drive: RWD cars are the preferred choice for drifting due to their tendency to lose traction at the rear wheels, making them easier to slide.Power Output: A powerful engine provides the torque necessary to initiate and maintain a drift.Weight Distribution: Cars with a balanced weight distribution are more stable and predictable during drifts.Suspension Settings: Adjustable suspension settings allow you to fine-tune the car’s handling characteristics to suit your drifting style.Popular cars for drifting in Dirt Rally 2.0 include the Ford Fiesta R5, the Mitsubishi Lancer Evo IX, and the Subaru Impreza WRX STI. Experiment with different vehicles to find one that best suits your preferences and driving style.Initiating a drift is the first step in mastering this technique. Here’s a step-by-step guide to help you get started:1. Brake Early: Approach the corner slightly faster than you normally would. Brake early and progressively to slow down the car to the desired entry speed. 2. Downshift: Downshift to a lower gear to increase engine braking and provide more torque. 3. Turn-In: As you approach the apex of the corner, turn the steering wheel sharply in the direction of the turn. 4. Apply Throttle: Apply a controlled amount of throttle to maintain the drift. This will help you to keep the car sliding and maintain momentum. 5. Counter-Steering: As the car starts to slide, use counter-steering to control the drift angle and prevent the car from spinning out.Fine-Tuning Your DriftOnce you’ve mastered the basics of initiating a drift, it’s time to fine-tune your technique for optimal control and performance. Here are some advanced tips:Throttle Control: The amount of throttle you apply will determine the speed and angle of your drift. Experiment with different throttle inputs to find the sweet spot for each corner.Counter-Steering Precision: Precision counter-steering is crucial for maintaining control during a drift. Use subtle steering inputs to adjust the drift angle and prevent the car from spinning out.Using the Handbrake: The handbrake can be a valuable tool for initiating and controlling drifts. Use it sparingly, as excessive use can lead to loss of control.Understanding Car Dynamics: Pay close attention to the car’s body language and adjust your inputs accordingly. This will help you anticipate the car’s reactions and maintain control during drifts.Drifting is not a one-size-fits-all technique. Different scenarios require different approaches. Here are some specific techniques for different situations:Tight Corners: For tight corners, use a combination of braking, downshifting, and sharp steering to initiate a tight drift. Keep the throttle low to maintain control.Fast Corners: For fast corners, use a combination of braking, downshifting, and a more gradual steering input to initiate a wider drift. Increase throttle gradually to maintain momentum.Hairpin Turns: Hairpins require a combination of braking, downshifting, and sharp steering to initiate a tight drift. Use the handbrake to help initiate the drift and maintain control.The key to mastering drifting in Dirt Rally 2.0 is practice. Start by practicing in offline modes with lower difficulty settings. Gradually increase the difficulty and try different cars to refine your technique. Focus on understanding the car’s dynamics and how your inputs affect its behavior.Beyond the Basics: Advanced Drifting TechniquesOnce you feel comfortable with the basic drifting techniques, you can explore advanced techniques like:Power Over Steering: This technique involves using the engine’s power to initiate and maintain a drift. It requires a delicate balance of throttle control and counter-steering.Scandinavian Flick: This technique involves a quick steering input in the opposite direction of the turn to initiate a drift. It’s often used for tight corners and can be very effective.Clutch Kick: This technique involves quickly releasing and re-engaging the clutch to initiate a drift. It’s a more advanced technique that requires precise timing and coordination.Mastering drifting is not just about looking cool; it can significantly improve your lap times and overall performance. By using drifting to navigate corners more effectively, you can reduce braking time and maintain momentum, ultimately leading to faster lap times.Q: What are the best cars for drifting in Dirt Rally 2.0?A: Popular choices include the Ford Fiesta R5, the Mitsubishi Lancer Evo IX, and the Subaru Impreza WRX STI. Experiment with different vehicles to find one that suits your preferences.Q: How can I improve my drift control?A: Practice, practice, practice! Fine-tune your throttle control, counter-steering precision, and understanding of car dynamics.Q: Can I use the handbrake for drifting?A: Yes, the handbrake can be a valuable tool for initiating and controlling drifts. However, use it sparingly, as excessive use can lead to loss of control.Q: What are some advanced drifting techniques?A: Explore techniques like power over steering, Scandinavian flick, and clutch kick to further enhance your drifting skills.Q: How can drifting improve my lap times?A: Drifting allows you to navigate corners more effectively, reducing braking time and maintaining momentum, leading to faster lap times.By understanding the fundamentals, practicing diligently, and experimenting with different techniques, you can master the art of drifting in Dirt Rally 2.0 and elevate your gameplay to a whole new level. Remember, patience and persistence are key to success. Embrace the challenge, and soon you’ll be drifting with confidence and style. In this Dirt Rally 2.0 Beginner’s Guide, we will guide you on the basics of Dirt Rally 2.0 and also some advanced mechanics that will help you play Dirt Rally 2.0. Dirt Rally 2.0 is the second pro simulation rally video game by Codemasters and it is the best one also so far. It brings the original Dirt Rally’s extreme simulation mechanics to the table and improves on every bit. Dirt Rally 2.0 is a lot more hardcore than traditional Dirt games by Codemasters so it requires a different skill set to play and actually enjoy the game. If you are not a fan of hardcore rally than this game might not be you however with some basic tips and tricks, you can also play the game. Our Dirt Rally 2.0 Beginner’s Guide will help you get up to speed with all basic and some advanced mechanics of Dirt Rally 2.0 in no time. Our Dirt Rally 2.0 Beginner’s Guide details everything that you need to know in order to play Dirt Rally 2.0. Choose your Driving Assists Hardcore rally fans will simply keep all assists to off automatically because the real feel of a rally car comes with no assists active. However, if you are just starting the game, we recommend that you keep some assists on which can help you drive your car easily around the rally tracks in the game. The races are fast and you must have very fast reflexes to keep everything in mind which come into effect while driving your car. If you are unable to cope with certain elements of Dirt Rally 2.0, you can simply use some assists which can automatically take over during extreme conditions. The most common assists include ABS Brakes, Stability Control and Traction Control. These are the most important assists in Dirt Rally 2.0 although the game comes with a lot more assists as well. With ABS on, you can brake hard every time and the game will reduce them accordingly to prevent wheels from locking up and you ending up in a ditch with locked wheels. Traction Control is very important in high powered RWD vehicles. If you have poor accelerator control, use Traction Control to minimize rear wheel spin while accelerating and preventing the car from spinning out. Stability Control on the other hand ensures that your car remains stable in all situations. When off, you will need to be very careful specially at high speeds. Avoid sharp turning, sudden braking, sudden direction changes and more extreme changes to the car. With this on, the automatic system will take over and prevent your car from going out of control no matter how hard you thrash it around. Apart from these three most important assists, the game offers many other assists as well which we have listed and detailed below. You can choose them according to your own ease however true rally drivers do not use any assists. If you playing on a wheel, you must turn these assists off to experience the raw feel of the rally car. With the controller, you will need to turn on some of these anyway if you are just starting with rally simulation video games. Clutch Override – Use clutch anytime Auto Repairs – Game will automatically repair your car Off-Throttle Braking System – Game will automatically apply your brakes every time you lift your feet off the throttle Automatic Windscreen Wipers – Windscreen wipers will start automatically to clean water and dirt from the windscreen. Exterior Cameras – Limits the view to interior cameras only Launch Control – Only helpful at the start. Limits your wheelspins while you are accelerating from a stop at the beginning. Time Control Braking – Slows down your vehicle after crossing the line You must head into the settings and adjust all of these settings to give you the optimum experience. Keep playing around with these settings until you find the ones that are best suited to your gameplay. Also we recommend that if you play the game for some time and get a good grip over the simulation mechanics, start turning assists off one by one to get the best and the most hardcore rally experience which Dirt Rally 2.0 is actually made for. Your Co-Driver is Extremely Helpful During the rally, your main eyes should be on the road and not on the signs popping up showing you the route ahead. Now to make things easier, every rally will give you a co-driver which will dictate the route to you on the go using his pace notes. You must listen to the pace notes and try to follow them as much as possible. He will detail everything that comes in your route which include turn direction, turn length, turn sharpness, jumps, obstacles or straight line sections. You should always listen to your co-driver and aniticipate the route ahead in your mind and then use that to drive your rally car on the stages. At high speeds, you have very little reaction time so you can only win if you paint a clear picture using your co-driver’s pace notes of the route ahead. We have detailed the basic pace notes below which your co-driver will use during each rally event. Keep in mind that you do not have co-drivers in Rallycross events but these events are short and the track is easily visible. Left/Right Turn Followed by a Digit 1 – 6 – This is the most important pace note as the driver will tell you about an incoming turn’s direction and its length and sharpness. 1 means that the turn is sharp and you will need to slow down considerably while 6 means that the turn is pretty small one and you can take it even at higher speeds. However, the turn pace note is followed mostly by more pace notes which are detailed below. Long/Short – This refers to the length of the turn. Long means that the turn is a longer one and short means that the turn will be over quickly requiring more quick turning from you. Tightens/Opens – This refers to the road after the turn. Tightens means that road will become narrower up ahead while Opens means that the road will widen up ahead after the turn or the jump. Crest – Crest is a sudden incline in the road which makes it harder to see the road ahead and make a judgement. The ‘Crest’ pace note is always followed by a secondary instruction which could be ‘Over Crest’ which means that the incline has a turn on it as well. Your co-driver will also tell you the best approach point to this crest which could be middle, left or right. You must follow this approach if you want to handle the incline and its obstacles easily. Caution – This is simply a warning for any upcoming obstacles on the route. These range from ditches, big rocks or other potential obstacles which could potentially damage your car. Cut/Don’t Cut – This is also followed after a turn pace note. It shows whether you are safe to cut a turn or not. Don’t Cut usually means that an obstacle is blocking the path used to cut the turn. Avoid where Don’t Cut is used. Jump – A sudden incline and decline which can launch your car in the air. Be very careful if you are approaching a turn because if you take the jump at full speed, you will not be able to slow down in time and you will shoot ahead while in the air. Use Custom Car Setups Dirt Rally 2.0 gives you complete access to your car. It means that you tinker with everything that is placed on your vehicles. This ranges from your car’s suspension to wheel alignment. You can also adjust gear ratios to suit your own custom playstyle. We highly recommend that you enter races with custom setups. The default setup will help you clear the stage but pro rally drivers always enter a rally with their own custom car setup. Before every rally, you will get access to the car setup screen where you can play around with different settings to choose how your car will respond in the upcoming rally. You have access to a wide variety of things here. Give different setups a try and choose the best one for yourself. Every player has a unique driving style so it is best that you develop your own custom car setup for the rally. Bear in mind that one setup will not work in all rally stages because each rally comes with different terrains, different road conditions and different rally sections. You cannot win a high speed rally section with a gear ration which is set too low. Or you cannot easily survive a jumpy rally section with a very stiff suspension setup. You must adjust your setup according to the track description before every race if you use custom setups. If you plan on using the default settings, then the game will automatically adjust the settings according to the track conditions. These can be good but the best results can only be achieved using custom setups. Choose the Right Transmission Dirt Rally 2.0 is a rally simulator which means that a lot of players will be using wheels, custom shifters and a proper race, clutch and brake pedal setup while playing the game. To cater to these wheel setup players and both controller players, Dirt Rally 2.0 comes with a wide range of transmission options. Apart from the normal Automatic and Manual transitions, the game also comes with different advanced transmissions which are detailed below. Automatic – The best, zero tension option in which the game switches the gear up and down for you. Semi-Automatic – The game will turn the gears automatically but you can press the buttons yourself as well to switch up or down on demand. Manual Sequential – This is completely manual without any input from the game. If you do not press the button, gear will not change. Manual H-Pattern – This is focused for players playing on wheel setups with a H-Pattern gear shift system. Avoid this option if you are playing on controllers. Manual H-Pattern with Clutch – This is the best and the most hardcore transmission in Dirt Rally. Only useable by players who are using wheel setup along with H-pattern gear shift system and foot pedals attached to the wheel as well. This is a nightmare on a controller. Also this is for highly trained players who want the ultimate Dirt Rally experience For new players, stick to auto or manual if you want to give yourself a challenge. You must use H-Pattern transmission options only if you have a wheel with a H-pattern transmission system. Avoid using advanced transmission systems on a controller if you want the best experience of the game. Be Mindful of Vehicle Damage As you thunder along rally stages, your car will get damage. Even if you are the best player in the world, chances are that you will still end up doing damage to your car. Damage can be sustained from a number of different things apart from crashing as well. You can damage your car by jumping, driving on uneven surface and many other things. Even normal wear and tear will cause certain things to break in your car. It is recommended that you check your vehicle damage and repair all that is possible before jumping in any race. Mechanical damage will seriously hinder your car’s performance in the race and every component is equally important in the race. Your engine, gearbox, steering, suspension, tires, everything plays an important role towards the performance of your vehicle. When you have the choice to repair your damage in a limited time, always go for mechanical damage first. Visuals might look bad but they do not hinder the performance of the vehicle unless they are part of aerodynamics. Make sure that your car is always fit mechanically before jumping in a race if you want to win the rally events. Understand the Drivetrains Cars come in three unique drivetrain systems RWD, 4WD and AWD. Each drivetrain allows a totally unique driving experience in the race. FWD and AWD cars are easier to handle when compared to RWD cars but RWD cars boast the most power and top speed. AWD cars will be quicker off the start lines but suffer at cornering and top speeds. FWD cars are nimble and fast around the bends and they have the weirdest handling aspect. You cannot push the engine’s potential in corners because the car will start pushing to the other edges of the track. The best drivetrain for rally is RWD however you will need a lot of practice to tame these tail-happy beasts. You can start your Dirt Rally 2.0 journey in FWD cars but you must gradually move towards AWD or RWD cars because the FWD cars seriously hinder the engine’s peak output at turns and are not as fast around the corners as AWD cars. Unlock better cars and try to use RWD or AWD cars more than FWD cars for a better rally experience. Pick the Right Tires for Each Rally If your engine is powerful but the tires are not good, all that power is going to waste. You must choose the right tire set for each race. You will have different options to pick from when you are heading to a race. The tires not only effect how your car behaves on the rally track but also how long you can stay in