

***Motocross***



# Loading Motocross

It's a good idea to make backups of your original *Motocross* disks for *your own use*. You can play *Motocross* with the originals, but you won't be able to save information on them. Once you've made your backup copy or copies, store the originals in a safe place and play *Motocross* with your backup set (or hard drive).

## Making a Backup Set

You can use the standard DOS DISKCOPY command to make a copy of the two 5.25" disks or the one 3.5" disk.

**On systems with one floppy drive, type:**

**DISKCOPY A:**

- **Insert the source disk** (*Motocross* Disk 1) in the A: drive and follow the instructions on the screen.
- **Follow the prompts for the target disk** and take out the *Motocross* disk and replace it with any write-enabled blank disk. This disk will be completely overwritten as an exact duplicate of the original disk.
- **Label this as "Motocross Disk 1 Backup"** and place both the original and backup aside.
- **Use the same procedure for backing up *Motocross* Disk 2** (if you're using the 3.5" disk, you won't need this step).

**On systems with two floppy drives, type:**

**DISKCOPY A: B:**

- **Insert the source disk** (*Motocross* Disk 1) in the A: drive and any write-enabled blank disk in the B: drive.
- **Follow the instructions on the screen** and label your copy as "Motocross Disk 1 Backup" and place both the original and backup aside.
- **Use the same procedure for backing up** *Motocross* Disk 2 (if you're using the 3.5" disk, you won't need this step).

## **Installing *Motocross* on your hard drive**

- **Insert your original *Motocross* Disk 1** in the A: drive.
- **Go to the A:> prompt** by typing **A:** Then use the INSTALL program on the disk. For example, typing

**INSTALL C:**

- will install your original disk(s) in a directory called **C:\MOTO** on your hard drive.

**To play *Motocross*,** type:

**MOTO**

**Note:** If you're using DOS-2.1, you must add **/M** after **MOTO**.

**To select a different graphics mode and adjust gameplay speed, enter one of the options below after typing MOTO.**

- The game automatically selects the best graphics mode for you. If you like, however, you can manually select the mode, by typing one of these options after **MOTO**:

**CGA**                    (Color Graphics Adapter, 4-color)

**EGA**                    (Enhanced Graphics Adapter, 16-color)

**HERC**                   (Hercules™ monochrome)

**TAN**                    (Tandy® 1000 series)

- There are two “switches” you can invoke automatically at the start of the game. Type them after **MOTO**:

**/S**                    Silent mode; turn off all sounds and music

**/B**                    Don't display any track berms; this switch increases the speed of the game by decreasing the level of track detail displayed. It has the same effect as pressing the +/- key during the game repeatedly until the berms disappear (see “Control Keys” on page 9).

For example, typing

**MOTO /B**

will load the game without displaying track berms (pressing the “-” key will slow game speed down but increase the level of track detail displayed).

## MOTO CGA /S /B

will bring up CGA's 4-color mode, turn off all sounds/music, and provide the fastest game speed possible. .

**Note :** To play *Motocross* on a system using DOS 4.0, you must have 640K of RAM.

## Identifying the Tracks

After you load *Motocross* and press **Enter** to begin playing, a picture of a *Motocross* track appears on the screen, along with a question about that track. You'll find pictures of the tracks, along with their names and information about each one, scattered throughout this guide.

Find the picture of the track shown on the screen, and type in the correct answer to the question. Press **Enter**. If you answer incorrectly, you get to try again on a second question. If you miss this one, you'll be allowed to race one practice lap, then the game shuts down, bringing you back to DOS.

## Playing the Game

You can use either a joystick or keyboard commands to play *Motocross*. The Control keys work with both.

## Joystick Movements

**To give your bike gas,** push the joystick forward from center position.

**To slow your bike down,** pull the joystick back from center position.

**To shift up,** push the joystick forward and press the button.

**To shift down,** pull the joystick back and press the button.

**To steer or lean to the right,** push the joystick forward and to the right.

**To steer or lean to the left,** push the joystick forward and to the left.

**To square off (negotiate a corner).** Briefly pull back on the joystick, then quickly push the joystick diagonally in the direction of the curve. Repeat these joystick movements until you've made it around the curve.

## Keyboard movements

**To give your bike gas,** press **G**.

**To slow your bike down,** press **B**.

**To shift up,** press **G** and the spacebar.

**To shift down,** press **B** and the spacebar.

**To steer or lean to the right,** press **4** on the numeric keypad.

**To steer or lean to the left,** press **6** on the numeric keypad.

**To square off,** press **4** or **6** quickly two times in a row.

## Control Keys

**Control J:** Toggles between joystick and keyboard. Hit **Control J** twice to automatically center joystick.

**Control Q:** Immediately exits to DOS.

**Control R:** Returns to **Race** menu, leaves current moto or practice race.

**Control S:** Switches all sounds on/off.

**Control T:** Switches music on/off. Other game sounds not affected.

**Escape:** Pauses the game.

**+/= :** Increases speed of game by showing less track detail. To get the fastest game possible, press this key repeatedly until the track disappears.

**- :** Decreases speed of game and shows more track detail.

**Tab:** Moves pointer directly to next choice during menu selection.

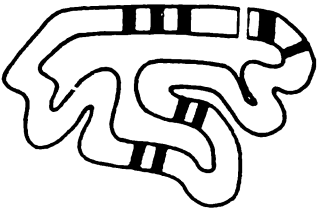
**Note:** This guide describes *Motocross* play in terms of joystick commands. Use the corresponding keyboard movements if you're controlling the game from the keyboard.

## Taking a Practice Run

The Practice option lets you get in some track experience without it affecting your season standings.

**To start practicing**, follow these steps:

1. At any time during the title sequence, press **Enter** or the joystick button to exit to the **Main Menu**.
2. Select **Practice** by pointing to it and pressing the button, or press the **Tab** key until the pointer lands on **Practice** and then press the button or the **Enter** key. (You'll probably find it's faster to use **Tab** whenever you're choosing an option.)



**Seattle**  
Length (in feet): 3762  
Highest Jump : 79  
Difficulty Rating : 72  
Fastest Rider in 1988: Jensen  
Fastest Time in 1988: 1:00.8

3. At the **Begin Practice** menu select **Solo** or **Opponents** by pointing to either option and pressing the button or **Enter**.
4. The man holding the card with a **1** on it is the starter; he's indicating there's less than one minute to go before the race begins. As soon as he turns the card, rev up your engine by moving your joystick forward. When the gate drops, shift into first gear, burst out from the starting line, shift up through the gears, and watch out for that first jump.



That's all it takes to get tearing off on your practice moto run!

You can keep on practicing until you feel ready to do some riding that counts. The practice option ends only when you press **Control R**. This will bring you back to the **Main** menu where you can decide what you want to do next.

## Racing

If you just want to get on the track and ride, follow the directions below. If you want to know how to set up your bike, understand the tracks and competition, and learn some strategy first, see "Before the Gate Drops" on page 14 for more information about these aspects of the game.

**To begin the season,**

1. After the opening graphics, press **Enter** or the joystick button to get to the **Main** menu.
2. Choose **Set Up**.
3. Select the level of competition you want to race against.

**Weenie** is the rank beginner with very little racing experience. If you choose to race the **Weenie** level you should win easily; the other riders don't ride very fast and tend to wipe out a lot.

**Privateer** is the non-sponsored wildman whose unpredictable racing style and daredevil moves make him a menace on the track. If you choose to race the **Privateer** level, racer speed is faster and more challenging than **Weenie**, but nowhere near the speed of **Factory**.

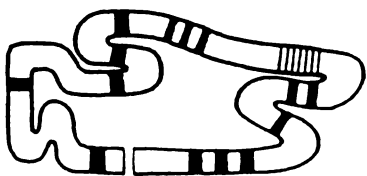
**Factory** is the smooth, factory-sponsored professional. If you choose to race the **Factory** level, you face the ultimate *Moto cross* challenge. These professionals are racing at optimum speeds, and you need to know every trick in the book and ride at the peak of your ability to prove you're a contender.

4. Point to **Number of Laps**, press either the joystick button or **Enter**, type in the number of laps per moto you want to race (up to 8 laps), and press **Enter** again.
5. Point to **Number of Riders**, press either the joystick button or **Enter**, type in the number of riders you want to race against (up to 12), and press **Enter** again.
6. Point to **Enter Rider's Name**, press **Enter**, type your professional racing name (up to 14 characters), and press **Enter** again.
7. Point to **Done** to get back to the **Main** menu.

(If you want to practice, follow the directions under the "Practice" section on page 9. Otherwise, continue following these steps.)

8. Choose **Race Season** from the **Main** menu. Choose **New** at the **Season** menu.
9. Choose **Set-up Bike** to customize your bike according to "In the Pits" on page 14. If you want to see the track before you race, select **View Track**.
10. Ready to roll? Choose **Begin Race**, and go for it!

If you **wipe out** or **stall out**, press the joystick button as you're getting back on your bike. The more you press the button, the sooner



### **Anaheim**

Length (in feet): 4032

Highest Jump (in inches): 78

Difficulty Rating : 77

Fastest Rider in 1988: Watson

Fastest Time in 1988: 1:02.4

you'll be back in the race. If you don't finish a moto because of a tire blow-out or any other reason, you DNF (Did Not Finish), and you finish in last place for that moto. This affects how you place overall for the race as well as the amount of points you score throughout the season.

**As you finish a lap**, you'll see your pit crew chief holding a clipboard showing you how many laps remain in this moto (the top number) and what position you're in (the bottom number).

**After you finish the moto**, a screen listing the standings shows how you made out. The name you gave yourself in step 5 of the "Racing Season" instructions above is listed and the time you clocked is next to your "name."

**After you finish the second moto**, a screen appears with the clock times for the Moto 2. The screen changes to show the total race results—the combined score of the two motos. For example, if your score is 3:4, that means that you came in third in the first moto and fourth in the second moto. Overall race standings are determined by averaging the two moto finishes together and ranking the riders accordingly, from best to worst.

Choose **OK** when you've finished examining your time. If you want to continue the season and race again on a different track, repeat the steps above. Otherwise, choose **Quit** at the menu after the **Standings** screen, and at the **Season Data** screen choose **OK** to get back to the **Main** menu. If you want to stop playing, press **Control Q** to exit to DOS.

**After each moto and race of the season,** you see the Standings for that moto or race (see "Grabbing the Title" on page 22 for more details on the Standings). Press **OK** when you're through examining this screen.

**The next menu asks** you if you want to **Continue**, **Save**, or **Quit**. Choose either **Continue** or **Quit**. **Quit** will start you over at the beginning of the season; **Continue** will keep you going. (see the section on "Save" below.)

## Save

The **Save** option can be a handy one. If you are in the middle of the racing season and have to stop playing, but don't want to start the whole season over when you resume play, you can save as much of the season as you've raced, and begin again where you left off. The **Save** option also saves the season point totals for all the riders and any bike set-up adjustments you may have made. ***Always use a separate data disk to save a season.***

### To load the season,

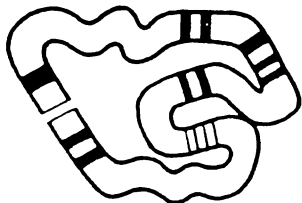
1. After you have raced a moto or a race, a menu appears asking you if you want to **Continue**, **Save**, or **Quit**. Choose **Save** by pointing to it, and pressing the button.
2. At the **Save** screen, point to the shaded area next to **Name**, and press the **Enter** key. The arrow changes to a block cursor; type in the name you want to call that particular moto or race.
3. Press **Enter** again, and point to **OK**. You'll be returned to the **Race** menu to begin the next race. If you decide to quit the game, and stop playing completely, you can do so at this time by pressing **Control Q**.

## To load the season you've saved,

1. From the **Main** menu, choose **Race Season**.
2. At the **Season** menu, choose **Old** to load the saved race.
3. At the **Load Game** menu, there's a list of all the seasons saved so far. Point to the name of the moto you saved that you now want to play, and press the button. If it's not visible on the list, point to the arrows to the right of the list, and press the button to scroll up or down until you've seen the complete list.

(If you choose the disk icon, you scroll through all the available disk drives. Use this icon also to read in other diskettes you may have saved seasons on. This option doesn't affect saving your gameplay.)

4. The name of the saved season you chose appears in the box underneath the list. Choose **Load** if you want to play that season, and follow the steps on the screens that follow to get into the race.
5. If you don't want to play the game you chose, you may choose another game from the list or point to **Cancel**. This will bring you back to the **Season** menu. If you decide you don't want to play a saved season, choose **New** at the **Season** menu, and you'll begin a new season.

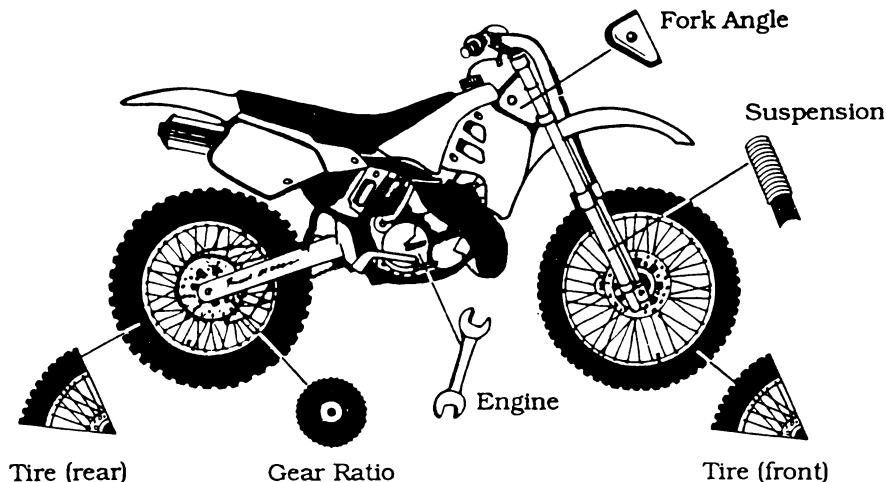


### Orlando:

Length (in feet) : 4112  
Highest Jump (in inches): 47  
Difficulty Rating : 68  
Fastest Rider in 1988: Tunnell  
Fastest Time in 1988: 1:04.1

## In the Pits: Setting Up Your Bike

It's in the pits where the race is halfway won. *Motocross* lets you adjust your bike's fork angle, gear ratio, suspension, engine, and tire pressure to achieve maximum performance and handling.



### To get to the pit area:

1. From the **Main** menu, choose **Race Season**.
2. Choose **New** at the **Season** menu.
3. Choose **Set-up Bike** at the **Race** menu.

The screen now shows a motocross bike. As you move or **Tab** the pointer across the bike, the pointer turns into the tool or bike part for each area. Select the part you want to adjust by pointing to it and pressing the button or **Enter**.

## Fork Angle

The degree of the fork angle determines the sensitivity of your bike's steering response.

- **Low fork angle (12° - 13°):** The lower the angle, the sharper you can turn. You don't need to square-off on the turns as much with a lower fork angle, but it's easier to crash.
- **High fork angle (14°-16°):** You'll need to square-off on almost every turn. On the tracks with more curves, it's better to have a higher fork angle because you'll need that control.

The fork angle is automatically set at 14°.

## Tire Pressure

Tire pressure affects traction.

- **Low tire pressure (3-10 PSI):** The lower your tire pressure, the better your traction because more surface area of your tire is in contact with the track. Low tire pressure also increases your risk of getting a flat on a track with a lot of jumps; the constant bounce of landing will quickly blow out a low pressure tire.
- **Higher tire pressure (11-15 PSI):** The higher your tire pressure, the better your handling on the bumpier tracks and the tracks with multiple jumps.

The tires are automatically set at 8 PSI (Pounds per Square Inch).

## Suspension

The suspension of the bike can be adjusted to affect the bike's handling.

- **Soft suspension (90 - 110):** The softer the suspension, the smoother the ride (not too important on the moto circuit). If you combine that with a lower tire pressure and a fast engine you run the risk of breaking the bike.
- **Hard suspension: (111 - 130):** The harder the suspension, the better the handling. Fast riders—that is, just about everybody—set the suspension hard.

The suspension is automatically set at 110 PSI.

## Gear Ratio

The gear ratio is the relationship between the number of teeth in the drive sprocket and the number of teeth in the wheel sprocket. A high gear ratio lets you go faster in high gears and a low gear ratio lets you go faster in low gears.

- **High gear ratio (52:12, 52:13):** The higher gear ratios are better on a track with a lot of straights where you can have a more powerful engine without having to worry about losing control in the corners.
- **Lower gear ratio (72:13, 72:12):** The lower gear ratios are better on a track where you want more power in the lower gears, so it's better if you're racing on a curvy track where you want more control than speed.

The gear ratio is automatically set at 72:13.



## Engine adjustment

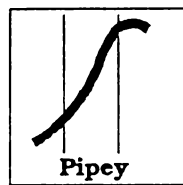
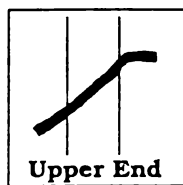
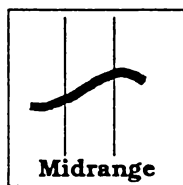
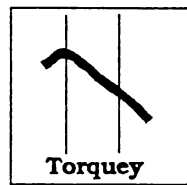
When you're adjusting the engine, you're adjusting the engine's torque, or power. You can adjust the torque to four different levels. Examine the chart below to see the gear speeds for each engine type.

Engine	Top Speed per Gear (mph)						Redline
	1	2	3	4	5	6	
Torquey	10	20	35	50	60	-	9000
Midrange	7	15	30	40	50	62	10000
Upper End	10	22	37	52	65	-	10000
Pipey	9	17	30	55	75	-	10000

The engine on the lowest end of the scale (Torquey) has the most torque in its lowest gears, so it has a really fast start. As you kick into the higher gears, the Torquey engine has less power. This is the best level to start in because the bike is easiest to handle.

As the engines increase in power, the lower gears lose torque as the higher gears gain torque. The fastest engine (Pipey) has less power in its lower gears, but power in the higher gears builds fast, and the bike takes off like a rocket.

On the torque graph below, the power curve shows the torque level of each engine type.



The engine is automatically set on Torquey.

## Scoring Points

As the season roars on, you accumulate points, according to how you place in each race.

First place earns 200 points; second place earns 190 points; third place earns 180 points, and so on down to thirteenth (last) place, which earns 80 points. **Note:** If you're only racing against two other riders, and you come in last, you still get 180 points for third place.

**Check the season standings** by choosing the **Standings** option on any race menu. This screen shows you the total number of points you and your opponents have won, depending on how deep you are into the season. At the end of the last moto of the last race of the season, you'll see a screen that totals all the points and ranks the field for the whole season. Choose **OK** to see the best lap times of the whole season.

## Racing School: Strategy

Want to see your times improve and your standings steadily at the top of the list? You have to know the tricks of the trade to rise from Weenie to Factory. Study the following tips. Once you master these moves, your beginner days will be history!

**Getting a good start.** It's important to get a good start at each race. If you don't, you may end up with a mouth full of dust, playing catch-up at the back of the pack. To grab that start, rev your engine high at the warning given by the starter holding his clipboard sideways. As he leaps out from in front, accelerate and shift up rapidly, but don't stall out. If you get the best start, you should find yourself making the holeshot and leading the rest of the pack.

**If you keep getting passed by the rest of the field,** try experimenting with a higher gear ratio and more powerful engine set-up.

**Squaring off the corner.** This is the fastest—and most controlled—way of getting around the tight corners without running off the track. You must master this technique to become a good motocross racer. Charge hard into the corner, apply heavy breaking, turn sharply at the apex of the turn, then gas it hard to exit the corner. If you approach a corner at top speed, not even the squaring off move will keep you from flying into an endo.

**Block passing.** The art of block passing is the art of motocross. As you're dicing for position with the other riders, especially for set-up position in the corners, the best (and roughest) way of assuring yourself the advantage is to make a block pass. Pull right in front of the rider breathing down your neck so he has to either slow down or crash into you. You can also sideswipe other riders as you pass them or they pass you. Don't lose concentration as you see them sprawling in the mud – there may be a jump looming in front of you.

**Looking for more challenging racing?** Set your opposition level to **Factory** with 8 laps per moto and start a new season.

**If you're always wiping out in the turns** and aren't getting the feel of squaring-off, change your gear ratio to a lower setting (72:12 is the lowest), then select a slower, less powerful engine (Torquey is the least powerful). You may also want to try decreasing the fork angle (12° is lowest) for quicker cornering.

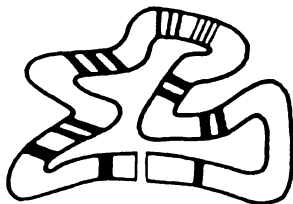
**Line:** The route the rider takes through a corner or a rough stretch of track. A good rider will choose the fastest line through a corner and avoid berms on the track.

**Slide Out:** Another type of crash. If the rider loses traction while going around a corner, the bike slides out from beneath him.

**T-Bone:** A really *bad* crash. This crash takes out more than one rider if a rider misjudges a block pass (see the "Racing School section on page 24) or broadsides another rider.

**WFO:** Wide Flying Open. Full throttle, hell-bent-for-leather, all-out racing (see **Hot Shoe** above).

**Whoop-de-doo:** A series of small, steep jumps placed close together.



**Sacramento**

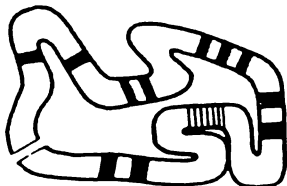
Length (in feet): 4835

Highest Jump (in inches): 59

Difficulty Rating : 83

Fastest Rider in 1988: Glover

Fastest Time in 1988 : 1:31.7



**New Orleans**

Length (in feet) : 3753

Highest Jump (in inches): 62

Difficulty Rating: 74

Fastest Rider in 1988: Johansenn

Fastest Time in 1988: 1:07.2

**Eugene**

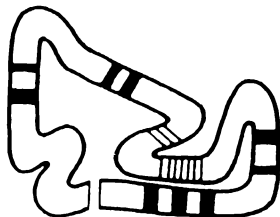
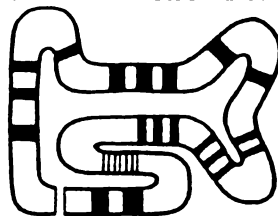
Length (in feet): 4541

Highest Jump (in inches): 97

Difficulty Rating : 81

Fastest Rider in 1988: Piotr

Fastest Time in 1988: 1:22.3

**Houston**

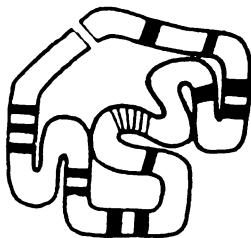
Length (in feet): 3522

Highest Jump (in inches): 80

Difficulty Rating : 82

Fastest Rider in 1988: Mack

Fastest Time in 1988: 1:09.1

**Pontiac**

Length (in feet): 4322

Highest Jump (in inches): 58

Difficulty Rating : 78

Fastest Rider in 1988: Bailey

Fastest Time in 1988: 1:12.0

### **Philadelphia**

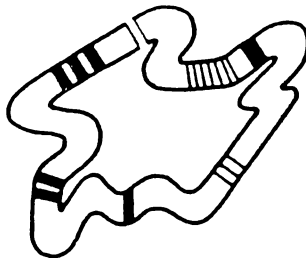
Length (in feet): 3838

Highest Jump (in inches) : 63

Difficulty Rating : 79

Fastest Rider in 1988: Yates

Fastest Time in 1988 : 1:07.8



### **Los Angeles**

Length (in feet): 4717

Highest Jump (in inches): 99

Difficulty Rating : 89

Fastest Rider in 1988: Smith

Fastest Time in 1988: 1:32.1

