



PlayStation

NTSC U/C

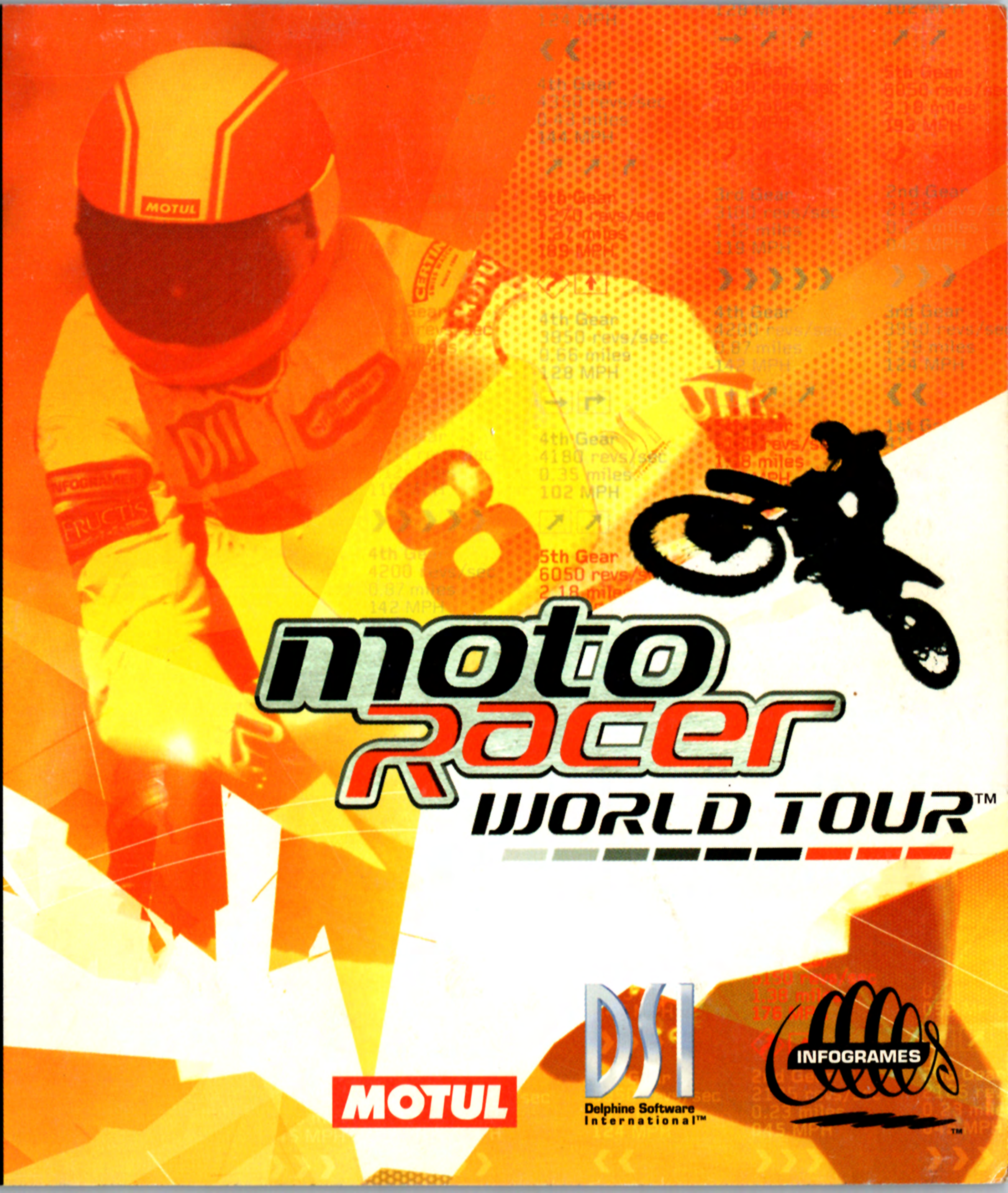
PlayStation

EVERYONE



CONTENT RATED BY
ESRB

SLUS-01321
04-21678



moto **Racer** WORLD TOUR™



WARNING: READ BEFORE USING YOUR PLAYSTATION® GAME CONSOLE.

A very small percentage of individuals may experience epileptic seizures when exposed to certain light patterns or flashing lights. Exposure to certain patterns or backgrounds on a television screen or while playing video games, including games played on the PlayStation game console, may induce an epileptic seizure in these individuals. Certain conditions may induce previously undetected epileptic symptoms even in persons who have no history of prior seizures or epilepsy. If you, or anyone in your family, has an epileptic condition, consult your physician prior to playing. If you experience any of the following symptoms while playing a video game – dizziness, altered vision, eye or muscle twitches, loss of awareness, disorientation, any involuntary movement, or convulsions – IMMEDIATELY discontinue use and consult your physician before resuming play.

WARNING TO OWNERS OF PROJECTION TELEVISIONS:

Do not connect your PlayStation game console to a projection TV without first consulting the user manual for your projection TV, unless it is of the LCD type. Otherwise, it may permanently damage your TV screen.

USE OF UNOFFICIAL PRODUCT:

The use of unofficial products and peripherals may damage your PlayStation game console and invalidate your console warranty.


HANDLING YOUR PLAYSTATION DISC:

- This compact disc is intended for use only with the PlayStation game console.
- Do not bend it, crush it or submerge it in liquids.
- Do not leave it in direct sunlight or near a radiator or other source of heat.
- Be sure to take an occasional rest break during extended play.
- Keep this compact disc clean. Always hold the disc by the edges and keep it in its protective case when not in use.
- Clean the disc with a lint-free, soft, dry cloth, wiping in straight lines from center to outer edge. Never use solvents or abrasive cleaners.

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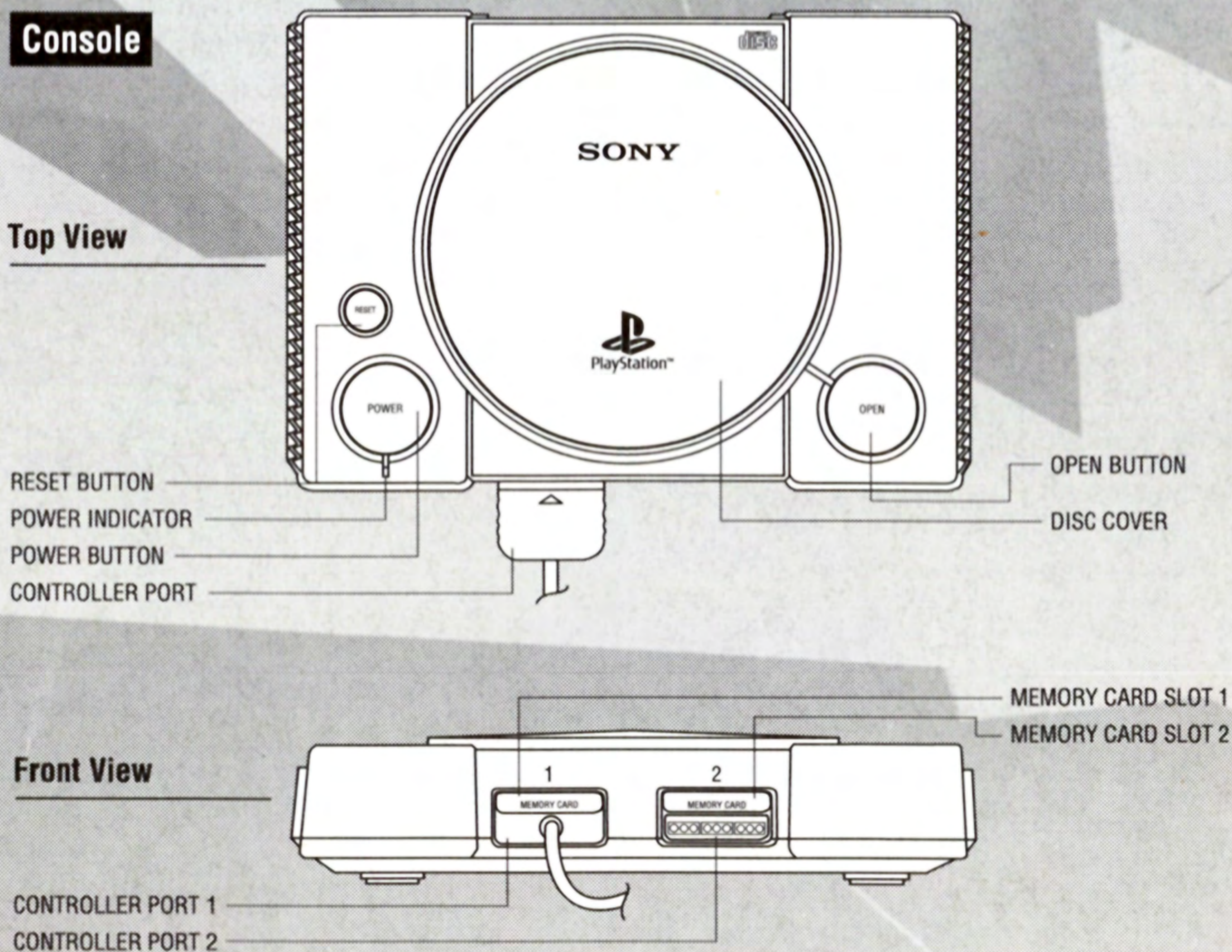
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GETTING STARTED

At the Title Screen, press the  button. Your MEMORY CARD will be checked for any previous saves prior to reaching the Main Menu. Any game settings and options will be auto-loaded at this point. Choose a game option from the Main Menu or adjust the game settings through the OPTIONS menu.

CONTROLS

If you are using a DUALSHOCK™ analog controller this game can be played using the directional buttons or the left and right analog sticks. When using the analog sticks, ensure the ANALOG mode switch is on (the LED will light up Red). The vibration function of the DUALSHOCK™ analog controller can be toggled on or off in the OPTIONS menu (see the 'Options' section further on in this manual for more information).



DIRECTIONAL BUTTONS – MOVEMENT

L1 BUTTON
Downshift

L2 BUTTON

Hold during **CROSS / SUPERCROSS / FREESYLE** modes, then press the directional buttons, and release **L2** button to perform stunts

DIRECTIONAL BUTTONS [RIGHT] / [LEFT]
Steer

DIRECTIONAL BUTTONS [UP] / [DOWN]

Controls the bike during jumps and handles the suspension in **CROSS, SUPERCROSS, FREESTYLE** and **TRIAL** modes

LEFT ANALOG STICK [LEFT]
Steer left

LEFT ANALOG STICK [RIGHT]
Steer right

R1 BUTTON
Upshift

R2 BUTTON

Boost. This button causes a turbo-like effect but can also cause over-heating

△ BUTTON

Change camera view including internal views
Menu Screen: Cancel / Return to previous screen

○ BUTTON

Rear view

× BUTTON

Accelerate
Menu Screen: Confirm selection

□ BUTTON

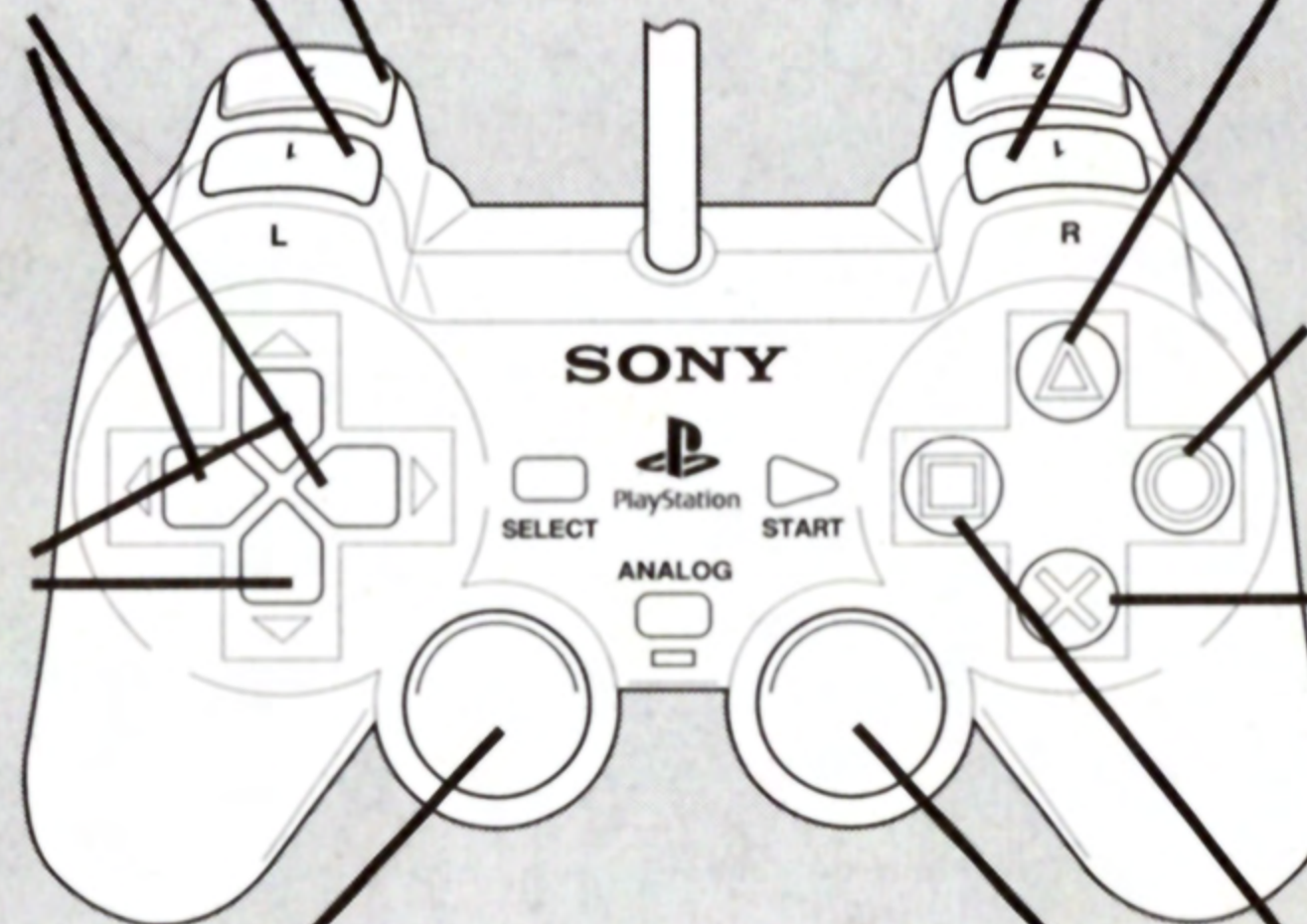
Brake

RIGHT ANALOG STICK [UP]

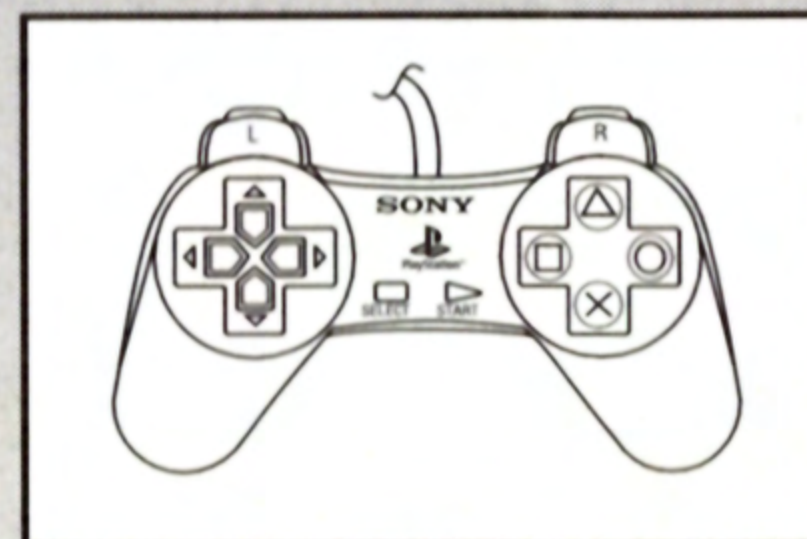
Accelerate

RIGHT ANALOG STICK [DOWN]

Brake




NOTE: You may have a controller that looks like this, if so please follow the digital instructions outlined above.




RACE SCREEN

- Elapsed time:** This is the race time. The last three lap times are displayed vertically, in sequence.
- Best lap:** The best laptime so far.
- Position:** The position of your bike during the race.
- Current lap / total laps:** The current lap / the total number of laps in the race.
- Intermediate time:** The time between an opponent and you. It can be the bike that is just in front of you or just behind you.
- Speed counter:** Displays the speed in KMH or MPH, and the RPM of the engine.
- Gear Indicator:** Shows the current gear.
- Overheat bar:** Shows the temperature of the engine. If you push your engine too much, and stay in the red zone or use the boost too many times, the engine will overheat and the overheat bar will rise accordingly. If the bike is pushed too hard, the emergency cut-off will come into effect, causing you to stall and making the bike unable to accelerate until the engine's temperature decreases.
- Emergency cut-off indicator:** Flashes when the temperature has risen towards the limit.
- Slipstream sign (Speed):** If you race near another bike, you can ride in their slipstream. As you do this, a sign in the upper right of your screen will flash in proportion to the distance between you and the opponent. As your rider overtakes, you can take advantage of a better friction factor and can optimize your speed.
Note: using the boost during this maneuver will have practically no impact on the overheat bar.

- Suspension (Cross):** In **CROSS** modes only, you can compress the suspension of the bike and release it before jumping. It will give you more impulsion and aid you in jumping higher and longer. You can also perform a smaller jump if you want to minimise the time you are in the air. This can be done by braking shortly (pressing the  button) before the bump or by pressing [DOWN] to keep the suspension compressed.
- Speed Indicator after a jump:** Display the speed you lost or gained after a jump. Depends on the quality of the reception.
- Message Area:** Messages are displayed here during the race, such as **FINAL LAP**.
- Map of the circuit:** This map shows the position of the bikes on the circuit. Your bike is represented by a green point, the computer-controlled bike leading the race is shown in red. Additionally, the AI bikes behind you are shown in blue.

MAIN MENU

Use the [UP] / [DOWN] directional buttons to highlight the sub-menu options on the Main Menu, then press the  button to make your selection. Choose from the following options:


- ARCADE** Get straight in there with arcade-style racing.
- WORLD TOUR** Choose from a variety of different game modes and track your progress through the Motor Racer World Tour.
- 2 PLAYER** Challenge a friend in races taking place across the World.
- OPTIONS** Reconfigure your game to suit your own personal preference.

ARCADE MODE

ARCADE is designed to be a quick-start mode to let you get straight into the action. Arcade Mode contains Speed, Motocross and Supercross styles of gameplay. Race a series of 11 tracks in a predefined order against 4 rival racers. In beginner mode, if you place at least third, you can move on to the next race. If you fail to qualify on any of the eleven tracks you will be offered 6 chances to restart the race. If after 6 attempts you still haven't qualified, the game is over. In advanced and expert mode you have to place first in order to move to the next track and are offered only 3 replays. This mode allows you to jump quickly into the game without having to choose a bike – you compete on a pre-selected bike with default characteristics. As in an arcade game, you will have to validate checkpoints placed around the circuit within a time limit. You can save your best lap time and position in the Top 5.

See the Racing Strategy section further on in this manual for more information.

WORLD TOUR GAME MODES

Use the directional buttons to highlight a game mode, then press the  button to select the game mode you wish to play.
NOTE: Some of these options will only become available once other criteria are met (such as successful completion of other modes).

PRACTICE

A basic training mode.

TIME ATTACK

Just you (and your "ghost") against the clock.

SINGLE RACE

Pick any of the circuits you've already opened in other modes and race away. Perfect for honing your driving skills.

CHAMPIONSHIPS

Up to 3 different championships.

TRAFFIC

Available once you have completed all three seasons of on- and off-road racing championships of the World Tour Championship. In this mode, you race against one opponent (computer-controlled bike, or human player in 2 player mode) with elements of real street traffic.

DRAGSTER

Available once you have completed the Speed Championship. Race a dragster on a speedway zooming by at more than 300mph.

FREESTYLE

Available once you have completed the Cross/Supercross championship. Here you'll have to perform a number of stunts within a time limit.

TRIAL


Available once you have completed all three seasons of on- and off-road racing championships of the World Tour Championship. In this mode, you have to progress within a time limit over trial obstacles without falling or touching the ground.

1. PRACTICE

This is a training mode. You're alone on the circuit and assisted by telemetric information displayed on screen telling you when to brake (on Speed circuits only).


At the beginning, only 4 circuits will be available to you (2 speed circuits, 1 supercross circuit and 1 motocross circuit). The other circuits will be opened once you have accessed them in the CHAMPIONSHIPS mode.

BEGINNING A PRACTICE


Select PRACTICE from the MODE menu. You'll be given the chance to select a circuit – press [UP] /[DOWN] to highlight a track (not all of the tracks are initially available), then press the  button to select it. Next, select your bike.

SELECT BIKE

Bikes are graded according to 4 different parameters: MAX SPEED, GRIP, ACCELERATION, HANDLING.

Press [LEFT] /[RIGHT] to view the bikes available, then press the  button to select a bike. You should choose a bike that best suits the circuit.

GEARBOX

Choose between AUTOMATIC or MANUAL transmission. Press the  button to proceed. On the next screen, you can proceed directly into a race. (select START RACE) or go to the PITS to adjust your bike's parameters.

PITS

The PITS option brings a deeper sense of realism to MOTO RACER. It allows you to accurately adjust your bike to suit the terrain of the circuit or your own personal preferences. We suggest that players new to MOTO RACER try racing in the ARCADE mode before attempting to make adjustments to their bikes.

The menu options available here are: GEARBOX, POWER RATIO, TIRES, SUSPENSION, RESTORE PARAMETERS.

To help you tune your bikes, a summary of technical information is displayed on this screen including:

The type of tires selected.

The type of suspension selected.

The time to reach a reference speed (e.g.; 60 and 120 mph for speed mode).

The pick-up of acceleration between two reference speeds.

The time to cover a reference distance (e.g.: 1 mile and ? mile for speed mode).

The maximum speed and the time to reach it.

See the chapter on Racing Strategy further in this manual for more detailed information.

GEARBOX

GEARBOX: Press [UP] / [DOWN] to highlight each gear, the PRIMARY or the SECONDARY reductions and [LEFT] or [RIGHT] to adjust the ratio. Tuning the ratio for a specific gear will affect the theoretical maximum speed that can be reached with this gear. Tuning the PRIMARY or the SECONDARY reduction will change all the theoretic maximum speed for the gearbox. The maximum top speed is the final speed the bike will actually reach after taking into account the power ratio you are using.

POWER RATIO

Press [LEFT] or [RIGHT] to choose one of the Power ratio configurations. The Power ratio shows the power produced at a given capacity of the engine. Different curve graphs are used to display the differences in performance in order for your engine to become more "coupled" to "sharper".

TIRES / SUSPENSION

TIRES: Choose SOFT, MEDIUM or HARD tires. Depending the type of tires you choose, the adherence of the bike will change during the race.

SUSPENSION: Choose SOFT, MEDIUM or HARD suspension. Then you will be able to tune your jumps using this parameter.

RESTORE PARAMETERS


Select this to restore the default parameters.

2. TIME ATTACK

There are two TIME ATTACK sub modes:

ONE RACE: You make a first race and finish it. Then when you restart, a ghost starts the race with you. The ghost is doing exactly what you did in the previous race.

MULTI LAPS: Each time you finish a lap, the ghost starts making your previous best lap.


Press [UP] / [DOWN] to highlight a TIME ATTACK mode, and press the  button to confirm, then choose your race circuit (remember that not all circuits will be open to you in the beginning). Now select your bike as in PRACTICE mode, and choose either AUTO or MANUAL transmission. Finally, if you don't wish to visit the PITS, you'll be ready to start the race.

In TIME ATTACK you attempt to get the best time possible as you race against the clock. However, once you've completed a race, each time you reattempt it you'll be accompanied by a "ghost" rider who recreates your previous best lap to give you an idea of how well you are doing compared to your previous attempt. By continually beating the ghost in TIME ATTACK your driving skills will naturally improve, making this the perfect challenge for self-improvement.

3. SINGLE RACE

This mode allows you to race a predefined number of laps on one of the 11 circuits (covering Speed, Supercross and Motocross). In a SINGLE RACE you compete against 4 other competitors. At the beginning, you will be able to access one of only 4 circuits (2 Speed circuits, 1 Supercross circuit and 1 Motocross circuit). The other circuits will be available as soon as you have unlocked them in the Championships mode. As in other modes, you can save your best lap and position in the Top 5.

4. CHAMPIONSHIP

The first step in entering the Championship is choosing a team. Use the directional buttons to highlight a team's icon, then press the  button. Choose your championship then select your transmission. As before, if you do not wish to go to the PITS you can now begin the race.

In this mode, you'll find 3 Championships, allowing access to new circuits and the 4 new disciplines. Here follows a breakdown of both the structure of the championships and the rewards that await you:

SPEED CHAMPIONSHIP: You are only offered 3 seasons of speed circuits. The first season is composed of 3 circuits (2 circuits already available in practice and single race mode plus a new one) and can ONLY be raced with 250cc motorbikes. The second is composed of 4 circuits (in 250cc only) and the third and last season is composed of 5 circuits (the 3 circuits of the first season plus a new one for each new season) and is raced with a 500cc motorbike. The access to the next season is determined by the score ranking of the player (number of points to be determined or in the top 3). The Player's access to the 3 new circuits and the 500 cc class bike make them available in PRACTICE, SINGLE RACE, TIME ATTACK and 2 PLAYERS modes.

If you win this Championship, then the DRAGSTER speedway will be available from the MODE menu.

MOTOCROSS / SUPERCROSS CHAMPIONSHIP: In this championship the CROSS and SUPERCROSS circuits are combined. Like in the SPEED championship, you can race 3 seasons. The first season is composed of 3 circuits (2 circuits already available in practice and single race plus a new one) and can only be raced with 125cc motorbikes. The second is composed of 4 circuits (in 125cc only) and the third and last season is composed of 5 circuits (the 3 circuits of the first season plus a new one for each new season) and is raced with a 250cc motorbike. Access to the next season is obtained by a score ranking of your success in the championship (number of points to be determined or in the top 3).

Your access to the 3 new circuits and the 250 cc class bike make them available in PRACTICE, SINGLE RACE, TIME ATTACK and 2 PLAYERS modes.

If you win this Championship, the FREESTYLE mode becomes accessible from the MODE menu.

WORLD TOUR CHAMPIONSHIP: This championship is made available to you only if you are ranked within the top 3 scores of the SPEED and CROSS/SUPERCROSS championships.

This championship combines Speed, Cross and Supercross circuits. It is made up of 3 seasons. The first season is made up of 3 different circuits and the 2 other seasons are made up of 4 circuits with a new circuit, which was not raced in the Speed championships.

Completing all three seasons will successfully open the TRAFFIC and the TRIAL modes.

In the three championships, you can save your best lap time and position in the Top 5.

If you start a new championship, a menu will ask you to confirm your wish to start a new championship or if you'd prefer to continue the previous one.

The stopwatch icon means that you can compete in the season. If you finish the season within the Top 3 positions, you will win a Gold, Silver or Bronze cup.

5. TRAFFIC

Your goal here is to race against one opponent through busy city or town traffic. The cars will change lanes, brake and generally react as one might expect on busy roads. Look out for brake lights or indicators as they change lanes.

6. DRAGSTER RACE

In this mode, you race using dragsters that travel at incredible speeds. Your best speed is displayed on the screen during the race, as a constant reminder of your goal – to be the fastest on the track.

7. FREESTYLE

Elapsed Time:	This is the time during which you can perform stunts.
Total Stunts Points:	This is the total number of points you've accumulated performing stunts.
Stunt Name:	Name of the stunt.
Stunt Progression Bar:	This progression bar (displayed across the upper right portion of the screen) represented by glove icons will display the length of time required for the stunt.
Suspension:	The suspension bar represented by a spring on the right side of the screen can be compressed to give you more impulsion off the jump and aid you in jumping higher and further.

When in the air, press and hold the **L2** button, execute a stunt sequence using the D-pad, then release the **L2** button to perform the stunt.. Experiment with combinations for the best effects.

Here are just a few of the stunts available in the game:

Split:	Legs in V position [DOWN][UP]
Cuffed:	Standing upright on the footrest with hands behind the back.[LEFT][UP][RIGHT]
Double Can Can:	Both legs on the right side [LEFT][UP][RIGHT] [UP] [LEFT]
Nac Nac:	The right leg passes over the motorbike to the left [RIGHT][DOWN][LEFT][DOWN][RIGHT]

Superman: Complete parallel position to the bike
[DOWN] [LEFT] [UP] [DOWN] [RIGHT] [UP]

According to the quality of the execution and completion of the stunt, you'll be rewarded the maximum points of the stunt or less. If however, you don't manage to complete the stunt, your score will remain 0.

TIP: Use your boost to help you jump higher and further.

As with other modes, you can save your best score and position in the Top 5. Once your time is up, you will be offered another chance to attempt the event, or you can sit back and view the REPLAY.

8. TRIAL

In this mode, you have to progress within a time limit over trial obstacles without falling or touching the ground.

Elapsed time: This is the race time




Checkpoint time: In single player mode, you will have to pass checkpoints placed around the circuit within a given time. If you fail to reach the checkpoint before the time runs out, the game is over.

Penalties: Each time your rider touches the ground with his feet, the time will flash red indicating a five second penalty.

***TIPS!:** [DOWN] can also be used, along with [LEFT] / [RIGHT] to help the trial bike turn. When taking on a tight curve, press [DOWN]; the suspension is compressed and by pressing [DOWN] several times the bike will start to bounce. Then press [LEFT] / [RIGHT] to make the bike turn on the spot.*

In this mode, it's not speed but driving skill that is rewarded. Maneuver your way across an obstacle course to show off your braking, driving and coordination skills. If you fall from the circuit, you will be returned to the beginning of the circuit, or back to the last validated checkpoint.

GAMES FOR 2 PLAYERS

From the Main Menu, use [UP]/[DOWN] to highlight 2 Players then press the  button. Use the [UP]/[DOWN] directional buttons to select a race location, then press the  button. Now select your bike. On the Bike Selection screen, player 1 selects a bike first, use the [LEFT] / [RIGHT] directional buttons to scroll through the available vehicles, then press the  button to confirm. Player 2 must do the same. The race begins.



Races are displayed with the screen split horizontally: player 1 is shown on the top half; player 2 appears on the bottom. In vertical split screen mode, player 1 is shown on the left, player 2 appears on the right.

After the race, you will be able to restart, choose a new circuit or exit from the 2 PLAYER mode. As long as you restart or choose a new circuit, you will be able to record the number of victories for each player on the end of race screen.

OPTIONS

Use the [UP] / [DOWN] directional buttons to highlight an option, then press the  button to select it.

SOUND

On the SOUND menu, use the [UP] / [DOWN] directional buttons to highlight an option, then use the [LEFT] / [RIGHT] directional buttons to change the option. Press the  button to confirm the selection and return to the OPTIONS menu. Press the  button to cancel changes and return to the OPTIONS menu.

- | | |
|---------------|---|
| TYPE: | Choose from MONO or STEREO sound output. |
| SOUND: | Decrease or increase the general in-game sound volume. |
| BIKE: | Decrease or increase the volume of your bike's engine. |
| AMBIENCE: | Decrease or increase the volume of the environmental sound effects. |
| VOICES: | Decrease or increase the volume of the voices in-game. |
| SFX: | Decrease or increase the Sound Effects volume. |
| MUSIC VOLUME: | Decrease or increase the Music volume. |

GAME

Reconfigure the game settings to your own preferences.

DIFFICULTY:

Choose from BEGINNER, ADVANCED or EXPERT.

SETTINGS

Choose from NORMAL or EXPERT. With NORMAL settings, you can tune the parameters for each bike. With EXPERT settings, your bike can be tuned differently for each track. If you tune your bike on a track, the parameters will be saved for that track only. When you begin a championship, the relevant parameters will be adjusted before the race in order to correspond with the settings you have used previously on each track.

SPLIT MODE:

For two player games. You can toggle the screen display from a HORIZONTAL (top & bottom) to a VERTICAL (left & right) split.



SCREEN RATIO:

Select either 4/3 or 16/9. The 4/3 ratio is for traditional television sets, whereas the 16/9 mode provides anamorphic conversion for use with "widescreen" televisions.


SPEED UNIT:

Choose either kilometers per hour KMH or miles per hour MPH.

CONFIGURATION


Press [UP] / [DOWN] to choose one of the alternative configurations for your Controller. If you want to choose one of the alternative configurations for the DUALSHOCK™ analog controller then press the ANALOG mode switch and press [UP] / [DOWN] to select the configuration. If you want to activate or deactivate the vibration function, press [LEFT]/[RIGHT]. Press the  button to cancel the selection, or the  button to confirm and return to the OPTIONS menu.

LOAD

Load game data from a MEMORY CARD in MEMORY CARD slot 1. Highlight YES and press the  button to load your saved game. All previously saved game settings will be restored.



You can load and save data of the game. Loading will restore the parameters, which have been previously saved on the MEMORY CARD. The game will ask you for a confirmation, if you choose YES the parameters will be restored. If you choose NO, you will cancel the loading action and come back to the option menu.

SAVE


Save all game data to a MEMORY CARD in MEMORY CARD slot 1. On selecting this option, you will be asked to confirm your wish to save your game settings and other data. Select YES and press the  button to continue. All game data will be saved. Please note: All previous MOTO RACER WORLD TOUR game data will be overwritten. If you do not wish to overwrite the save, we suggest you use a different MEMORY CARD.

Using this option will allow you to save all Top 5 and Best laps, the status of all championships, the tuning of all bikes and all game options.

SCREEN POSITION

Use the directional buttons to center the screen; press the  button to confirm or the  button to cancel and reset the display.




PAUSE MENU

Press the [START] button during a race to open the Pause menu. Press [UP] / [DOWN] to highlight an option; press the  button to select.

In all the modes you will be able to Unpause the game and return to the race (RESUME), access to the sound settings (OPTIONS) or Quit (QUIT) the current race.

In Practice, Time attack and single race modes, you will be able to restart (RESTART) the race.

END OF RACE MENUS

After the race, you'll see your final position, best time and best lap, followed by the RACE RESULTS page, which gives the time of each opponent. If you are playing in the Championship mode, a Championship results page will be displayed showing the position of each opponent in the Championship. If you have been placed in the Top 5, you will be able to enter your name in the list. Press [UP] and [DOWN] to choose a letter, press the  button to select the next letter or the  button to select the previous. At this point, press the  button to progress to the next screen where you'll be given the option of choosing to restart the race (in Practice, Time Attack and Single Race), view the replay, access to the sound settings or exit.

REPLAYS

After a race, you can watch the replay. The replay is composed of the following elements: a presentation sequence of the circuit, a presentation sequence of the starting grid and the replay itself. The replay includes TV style layouts presenting ranking, time between 2 pilots, number of laps to go, best lap time... The replay cameras are placed in the same way as in a real race replay, making it feel like you're taking part in a real motorbike sporting event.

RACING STRATEGY

1. THE BIKES

GP 500cc

This supreme category deserves its status. The 500cc is to motorbikes what the Formula 1 is to cars: the ultimate in performance. There is no other competition bike that is more impressive or powerful. The 500cc is a monster that can be tamed by few talented riders. The best 500cc bikes weigh little more than 290 lbs. but are fitted with four cylinder engines that deliver close to 200hp. An unprecedented weight/power ratio that produces spine tingling performances.

250cc GP

On paper, the 250cc is a 500cc cut in two. Two cylinders instead of four, 250cc instead of 500cc... But only on paper. Their waspish size and their feather weight (209 lbs.) confer upon them exceptional agility. Whereas the less fiendish power of their motor (almost 100hp) makes them easier to handle. The result of this is that cornering speed with the 250cc is often better than the 500cc; with the 500cc machines, you constantly have to back off the throttle, this makes for similar lap times.

250cc CROSS

In motor cross, the most reputed category is the 250cc. Nevertheless, these machines are very different to their track counterparts. What counts on the track above all else is top speed, in motor cross it's acceleration that counts. This is why the 500cc cross bikes have gradually disappeared. They had a tendency to tear off the arms of their riders during the start! But the 250cc bikes have not been outdone by them and you need skill and talent to control their kick.

125cc CROSS

Fitted with a two-stroke single cylinder engine like their big sister, the 250cc machine, the 125cc bike is slightly lighter and a little less powerful... and therefore a bit easier to use. As the power is easier to manage, the 125cc bikes enable you to cope with the complexities of a track more easily and to concentrate on your riding better than with the bigger machines. But when the time comes to give it your all, these 125s prove to be formidable.

TRIALS

Trials are an atypical discipline. Where more than anything else, performance is measured by your ability to negotiate obstacles while still keeping your balance. Consequently, the bikes are also not typical. Light, low and very slight, a trial bike doesn't look like any other. With an almost non-existent seat and tank, it's made up of a frame that contains the motor and holds the suspension in place. The engine's prime feature is its extreme flexibility.

DRIVING

THE TRACKS

Control is the most important factor in maintaining high bike speed . A good rider is one who can make the best of a track. However, it would be easy to imagine that to beat the stopwatch, you just have to brake later than anyone else and accelerate earlier. Quite the contrary! You often have to be less aggressive on the handlebars if you want to reduce your time. If tracks were only made up of straight lines, riding wouldn't be very important... or much fun. Fortunately, tracks all over the world - some of which you will experience in **MOTO RACER WORLD TOUR** - are full of corners.

The basic track route is simple. In theory... you approach a corner on the outside, you brake and you head for the point on the inside of the corner before leaving the corner, heading towards the outside of the track. The aim is to maximize your speed through the corner, while taking the most direct route through the corner.

This seems simple. The problem is that there is no such thing as a standard corner. They are all different. Therefore you can't tackle an open corner in the same way as you'd tackle a very tight corner. A hairpin turn, so called because this type of corner is particularly tight (shaped like the head of a hair pin), forces the rider to concentrate on how he comes out of the corner rather than how he goes into it. To complicate things even further, these corners have a bad habit of coming one after the other. In this case, you sometimes have to sacrifice your ride through the first one in order to negotiate the second better.

Despite the fact that the quest for the ideal course has been successful when the track is wide and open, in tests, it does not always prove to be suitable for race situations. In order to compete against an opponent and try to get past them, you have to be able to anticipate. For example, you need to brake later, at the risk of having to widen your course in the middle of a corner so that you can overtake. But beware! - unless he's at a much lower level of ability than you, the rider who you're trying to overtake will almost certainly not let you get past.

MOTO RACER WORLD TOUR provides you with the opportunity of excelling on asphalt and also on all-terrain tracks. Despite the fact that the two types of riding situations are different, the basic theory is the same. The fastest rider will always be the one who knows how to negotiate corners best so that he can go on to benefit from the best speed down the ensuing straight.

OVERTAKING

To win a race, you have to cross the finish line before the others - that's obvious, but first of all, you have to get there. To do this, unless you start off at the front and never lose that place, you will have to overtake.

The easiest and most risk free place to overtake is on a straight road section - and of course you have to be going faster than the other competitors. As the bikes you're riding against will obviously be in the same category, you can only hope to gain an advantage in terms of power and therefore of speed by pushing your engine to its limits, but if you do this, you run the risk of overheating.

In fact, the art of overtaking on a straight is directly linked to your position. To be able to overtake an opponent who is approximately the same standard as yourself, it's best coming out of the preceding corner. You will therefore have more speed throughout the length of the straight and you will be able to capitalise on it. But if you have both negotiated the corner in the same way, you still have one further solution: the 'Slipstream' technique. In races, riders often 'use their opponent's Slipstream to give them a boost by getting as close as possible behind the bike in front of them. It is therefore the bike in front which has to do all the work of cutting through the air, allowing the bike behind to benefit from a stream of 'calm air' which allows it to gain some precious speed. As **MOTO RACER WORLD TOUR** includes this 'Slipstream' option, it would be a great pity not to make use of it to overtake on a straight.

But what do you do if once you get to the end of a straight; the other person has still not let you do this? Well, it will be necessary to 'make him do the braking' as riders would say. You have to understand that you need to brake much later than your opponent while retaining control of your bike so that you don't leave the track. There again, the question of the position you assume is thrown up. Go into a corner too quickly and you won't be able to negotiate it. You and your bike will go straight into the gravel.

MECHANICAL CONSIDERATIONS

Being adept with your handlebars is great - but as in horse riding, the good bike rider is also the person who can handle his mount. Too much pressure from you on the engine and you risk breaking it or breaking down. The stronger the capacity of the engine, the better the performance. The constraints on the engine are high.

Of course, **MOTO RACER WORLD TOUR** takes this kind of parameter into account. If you push your engine for too long, it will start to heat up. You will see your temperature gauge start to go up. Persist, and the temperature gauge will go to maximum. A safety device will cut off your engine until the temperature goes back down. The desire to push your bike too far, instead of respecting its mechanical capacity, will result in you losing more time than you've gained.

To avoid pushing the engine too far, an experienced rider will attempt to adapt his bike to the track and to the finer points of the way it should be ridden. So, have a look through our 'settings' section where you'll find our advice for adapting your gearbox, thus optimizing the performance of your bike.

JUMPS

There's more to life than just a circuit! **MOTO RACER WORLD TOUR** opens up the door to all-terrain racing, so why not take advantage of it? Only, in this type of discipline, you will also have to master a driving technique that you don't get on a speed circuit: the jump.

In the jump, the most important part is the landing. What's the point of doing a perfect jump if you crash land? A good landing enables you to make good use of the speed acquired during the jump. You should therefore not hesitate in changing the tilt of the bike during the jump.

Despite the fact that there is an undeniable spectacular side to a jump that makes it pleasurable to do, you should not forget that if the back wheel does not touch the ground, it will not accelerate. The time spent in the air would be more effectively spent on the ground, getting traction.

MOTO RACER WORLD TOUR enables you to manage the time that you spend in the air during a jump. Already, by releasing power during a jump, it becomes possible to increase height. Conversely, you can deaden this power in order to decrease the time spent in the air. It's your mastering of all these functions that will determine your performance (getting sufficient height to get over obstacles while avoiding wasting time). You will gain speed by making a good landing and lose it if you don't.

TIPS: In SUPERCROSS, you can press [UP] and [DOWN] to orient your bike during a jump. Press [DOWN] when the bike is on the ground to compress the suspensions. When you press [DOWN], an animated spring decompresses to show you the degree of the compression of suspensions. Now you just have to release the [DOWN] directional button to give you an impulsion. If you give the impulsion at the right moment (i.e. just before the top of a bump) you will jump higher and further. If you give the impulsion before or after, you will lose speed. This feature brings more gameplay to the SUPERCROSS races as you have to control both your trajectory and your jumps.

SETTINGS

GEARBOXES

The power of an engine is a given. But on a competition bike, thanks to adjustable gearboxes, they can be used in several ways. Therefore, depending on the nature of the circuit, you can think about modifying the settings of the gearbox. On a fast track, it would be better to favor maximum speed whereas on a slower track, it's acceleration that counts.

In **MOTO RACER WORLD TOUR**, you can adapt each sprocket of the gearbox to suit your taste. Playing on the final ratio by modifying the final sprocket on the gearbox or the rear wheel (Primary and Secondary) enables you to maximise speed throughout the whole of a track. But, to go into more detail, it is also possible to work on each sprocket in order to optimise the performance of your bike corner by corner. Ratios are represented by pairs of values representing the number of pinion teeth (For example, 35/15 is one possible ratio value for the first speed setting).

TIRES

Racing engineers are in the habit of saying that after the rider, the element which plays the greatest part in performance is the tire. Furthermore, it is quite logical since without these circles of rubber to hold you on the ground, it would not move.

To win, you have to know how to use your tires. As it's not enough just to go fast around one lap in order to finish first in a race, you have to be able to do this through successive laps throughout the duration of the race. Different types of rubber are used for racing tires. **MOTO RACER WORLD TOUR** allows you to choose between soft, medium and hard rubber.

Soft rubber is used initially for tests, where the aim is to go as fast as possible and when it's possible to change tires as often as you like. If you set off with soft tires for a race, you're sure of having tires that will perform well at the beginning, but they probably won't last the course.

Medium hardness rubber tires are of course, a compromise. This type of tire will last longer at temperature than soft tires, but then it will stay constant for longer. And finally, the hard tires take longer to heat up but also last the longest. In the final analysis, they will certainly be more efficient.

The choice therefore has to be made in accordance with the track (long, abrasive asphalt...).

SUSPENSION

Suspension plays almost as important a role as tires in the performance of a bike. The capacity of a bike to absorb shock from an all-terrain track and to stay on course on a speed circuit depends on their flexibility or hardness.

You will have the choice between three types of suspension settings in **MOTO RACER WORLD TOUR**: soft, medium and hard. It would be easy to think that suspension is only important in all-terrain races where performance is increased when obstacles are coped with more easily. It is of course very true for disciplines such as **CROSS** or **SUPERCROSS**, but is also very important for speed. During the tests that precede the Grand Prix, riders take a lot of trouble to find the optimum suspension settings.

ELECTRONICS

Bike racing has become very complex and electronics play a very important role in it. Using programmable electronics, engineers can modify the behavior of an engine according to the rider's needs. It's not the value of absolute power that changes but the power produced at a given capacity of the engine. By examining the whole range of use, you can draw a graph showing the power, which will enable you to compare the power with the capacity of the engine.

To sum up, using this graph will enable you to make the engine more or less useable at a given RPM. If you use the power at the bottom of the curve on the graph, it is said that the engine becomes more 'coupled'. In other words, it has more 'clout' at low capacities. Conversely, by pushing the power towards the top of the curve, the engine becomes more 'performant'. It's harder to use at low RPMs but has more resources at the top. **MOTO RACER WORLD TOUR** offers you several types of electronics settings in such a way as to imitate the power ratio. It's up to you to use it to the full depending on the type of circuit. Using a more coupled engine may be beneficial on courses with many corners, while a performance engine can be more useful on courses with more straight-aways and less curves. This parameter is set using the gearbox, so in effect, the conjunction of these two settings (power and gearbox) will determine the characteristics of the engine.

THE CIRCUITS

SACHSENRING

The Sachsenring circuit marked the return of the former East Germany into the championship calendar of world engine racing. This very new circuit, located approximately 70km from Dresden, is so tight that 500s never really get going on it properly. But this is what enables the 250s to get around it in near equivalent times.

SUZUKA

Suzuka is a dream and is still a real treat for drivers through the whole of its long, complex and very technical track. Located in Japan, Suzuka is always the setting of superb races.

ISLE OF MAN

The Isle of Man is a reminder of the time when circuits were only made up of roads closed to traffic for the duration of the race. It's a bit like the Monaco of motorcycle racing, but the track is much longer, as one complete circuit of it exceeds 37mph! However, only riders who know it really well can excel on this circuit. We have reproduced 3 circuits characteristic of the big loop.

EASTERN CREEK

This is the circuit in Sydney, the most well-known Australian City. This circuit is excellent for motorcycles as it has a varied track, with a straight in front of the stands which finishes with a very fast left hand corner.

BARCELONA

The Palau San Jordi is reminiscent of the one used for supercross in Bercy, Paris. It is, therefore, a circuit created for this event within a sports complex. The track is never the same, but each new format includes elements of complexity. Among others, you will be able to discover its technical sequences.

STADE DE FRANCE

Cashing in on the image born from the victory of France in the world cup, it was decided to organize a supercross race at the Stade de France. This very long and rather fast circuit has proved to be one of the most interesting, its distinctive feature being an impressive triple jump and its bridge.

REYGADES

Motocross on this track was made famous by the organizing of the well-known race, the Oxbow MX. Reygades is a natural track located next to the town of Brives in France. Unlike the supercross tracks, its bumps and obstacles are not artificial. One of its features is the 'snail': a straight right at the end of the track and its very impressive 'wall'.

BELO HORIZONTE

Still in the world of supercross, this circuit is in Brazil in the town of Belo Horizonte. It's a circuit with certain atypical obstacles such as a series of steps to cross and a sandy section.

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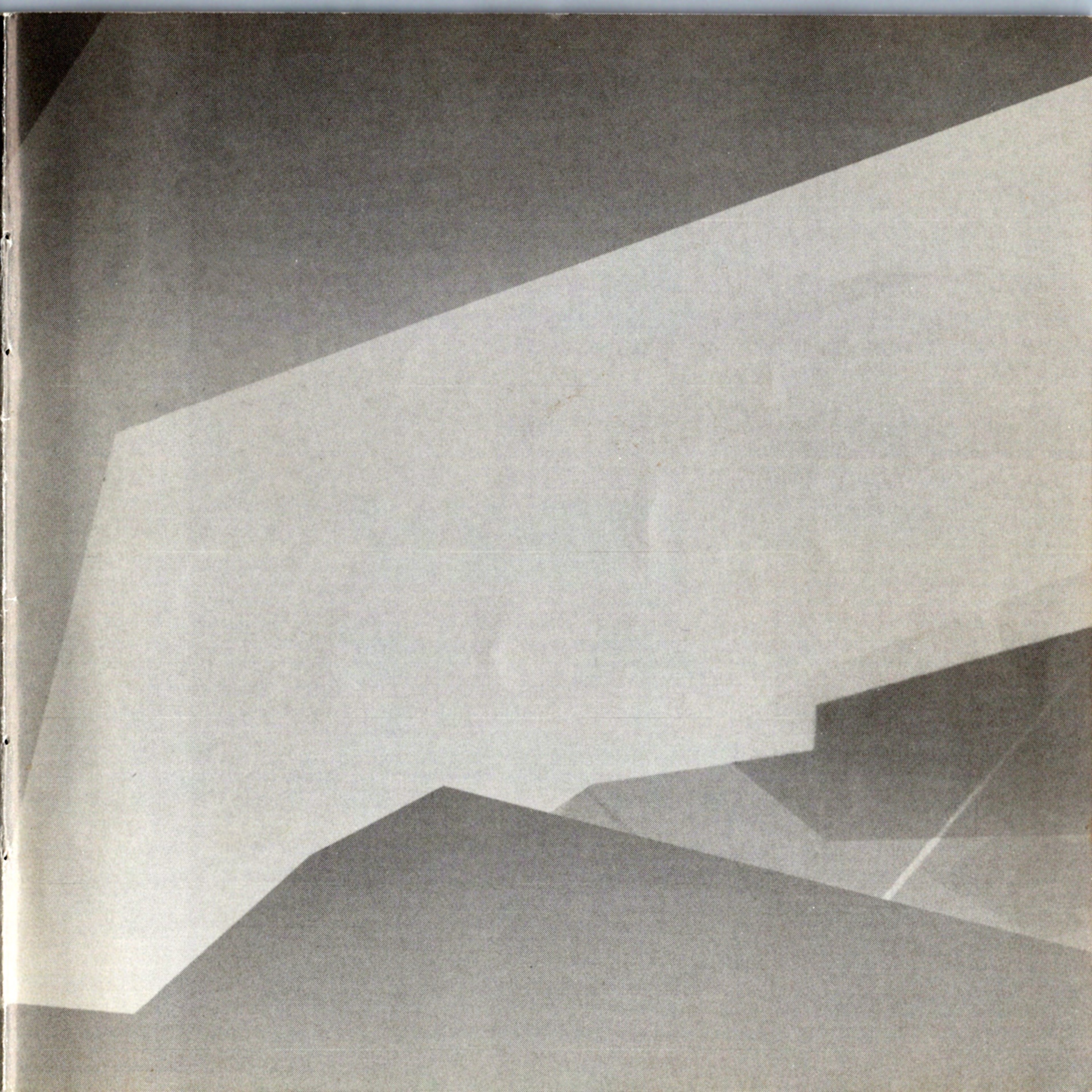
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