MXGP

THE OFFICIAL MOTOCROSS VIDEOGAME

MILESTONE

Game Manual

Index

MXGP – The Official Motocross Videogame

Thank you for buying a copy of MXGP – The Official Motocross Videogame. In this manual you'll find all the information you need to get the most from your new game!

The first section is a guide to installing the game on PC and configuring your computer, and the guide to the game itself follows.

Don't miss the latest MXGP– The Official Motocross Videogame news and updates, follow us on:

OFFICIAL SITE: http://mxgpvideogame.com

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Installation

System Requirements

Minimum:
Processor: Intel™ 2.4Ghz or similar
Hard disk space: 4 GB
RAM: 2GB
Video Card: NVIDIA® Geforce 7600 or above, ATI® X1600 or higher (Laptop versions of these cards are not fully supported) with at least 512MB of display memory.
Online Gaming: Broadband internet connection

Recommended:

Processor: Intel™ Core i5-750, 2.67GHz / AMD™ Phenom II X4 965, 3.4GHz or higher.
RAM: 4 GB
Video card: NVIDIA® GeForce™ GTX 560 / AMD® Radeon™ HD 6950 series or higher (it must be able to manage Pixel Shader 3.0) with at least 1GB of display memory (Laptop versions of these cards are not fully supported)

The game installs itself by default in the C:\Program Files (x86)\Milestone file, where you can also find the readme.txt file.

All the saves and configuration files are here:
C:\Users\"nomeutente"\AppData\Roaming\Milestone\MX2013
To access this file you must make hidden files visible from File Explorer.

To play MXGP – The Official Motocross Videogame the following must be installed: Directx 9.0c (http://www.microsoft.com/en-US/download/details.aspx?id=34429) and Microsoft Visual C++ 2010 Redistributable Package (select the appropriate package):
http://www.microsoft.com/en-us/search/DownloadResults.aspx?q=Microsoft+Visual+C%2b%2b+2010+Redistributable+Package

Check you have the latest video drivers - AMD: http://support.amd.com/en-us/download or Nvidia: http://www.nvidia.com

Online

Whether or not you have already registered with Raknet for previous Milestone games, you'll still have to follow the procedure below. Note that you can use the same email address multiple times.

To play online you will need to register with Raknet. Follow the steps below:

1. Launch the game and click on "Network".
2. Then click on "Create Account" and fill in the fields (Online ID, Email Address, Password and Confirm Password). Once all the fields have been filled in click on "ok".
3. Check you have received a confirmation email, sent to the address used to register. If you have not received the email within a few minutes check your spam/unwanted email folder.
4. Open the email and click on the link therein to confirm registration. The account is now active.
5. Return to the game launcher, on "Network". You should find all the fields already filled in, if not, fill them in as per point 2 above.
6. Click on "Validate Login". Note that the "Validate Login" button serves to verify that the data has been keyed in correctly, NOT to activate the account.
7. Now you can launch the game.

NB
Every time you launch the game you will have to click on "network" and "Validate Login" to be able to play online

Launcher

Lower buttons, horizontal

- OK: launch the game
- Updates: link to the official site http://mxgpvideogame.com/
- Predefined: restore default configuration settings
- Quit: quit launcher

Vertical buttons:

- Language Select: you can select which language you would like for the game, single setting for text and audio.
- Video Settings:
  - System description: select which video card to use (if you have more than one) N.B. If there are integrated video cards, the system will only allow these to be selected, but it will automatically switch to the dedicated card when the game starts
  - Resolution: check the resolutions available
  - Update: check the refresh rate
  - FSAA: select to activate Anti-Aliasing Filter and choose 2x or 4x display resolution
  - Waiting for V-Sync: activates V-Sync if flagged
  - In Window: if selected this allows you to play in a window
- Graphics Effects - choose whether or not to activate the following graphics effects. Bear in mind that activation directly influences game performance:
  - Fog
  - Depth of Field
  - Particle Effects
  - High Resolution Textures
  - Dynamic Shadows
  - Bike Quality (High or Normal)
- Audio settings:
  - You can deactivate the audio and define the maximum number of channels

For expert users:

If the V-Sync is activated the framerate is locket at 30 Fps, follow the instruction below to unlock it.

For Nvidia card

open "NVIDIA Control Panel"
go to "3D Settings -> Adjust image settings with preview"
then check "Use the advanced 3d image setting" and click "take me there"
click "Add" and choose "MXGP" then click "add selected program"
go to the voice "vertical sync" and choose "on"

NB
due to the fact that now is the driver to manage all the settings you have to activate all the other voices directly here, the launcher will no more manage the settings (like antialiasing, anisotropic, etc.). Moreover with these setting all the other games are managed by the video card driver.

For AMD ATI card
Go to "AMD Catalyst Control Center"
Then open "Gaming" tab and click on "3d Application Settings"
Then select "Wait for Vertical Refresh" and choose "Always On"

NB
Now for the V-Sync is active for all the games.

Controls

Keyboard

DEVICE	Keyboard ▶		
FRONT BRAKE/REVERSE	Z	RESPAWN	R
ACCELERATE	A	CHAT	TAB
REAR BRAKE	ALT	VIEW BACK	F
GEAR UP	S	VIEW LEFT	4 (Tn)
GEAR DOWN	X	VIEW RIGHT	6 (Tn)
STEER LEFT	Freccia SINISTRA	CHANGE CAMERA	C
STEER RIGHT	Freccia DESTRA	PAUSE	ESC
WEIGHT FORWARD	Freccia SU	RESET TO DEFAULT	
WEIGHT BACKWARD	Freccia GIÙ		

Pad Controller

DEVICE	◀ Joypad 1 ▶		
FRONT BRAKE/REVERSE	BUTT 6	WEIGHT LEFT	JOY RXL
ACCELERATE	BUTT 7	WEIGHT RIGHT	JOY RXH
REAR BRAKE	BUTT 2	RESPAWN	BUTT 8
GEAR UP	BUTT 3	CHAT	BUTT 9
GEAR DOWN	BUTT 4	VIEW BACK	BUTT 5
STEER LEFT	JOY XL	VIEW LEFT	POV LEFT
STEER RIGHT	JOY XH	VIEW RIGHT	POV RIGHT
WEIGHT FORWARD	JOY RYH	CHANGE CAMERA	BUTT 1
WEIGHT BACKWARD	JOY RYL	PAUSE	BUTT 0

Riding System

Basic Riding

The MXGP control system allows you entirely independent control of the bike and the rider.

Move the **left stick** right or left to control the bike's steering: use it to ride through corners and look for the best trajectories. Use the **right stick** to control the position of the rider's body in the seat: forward, back, right and left, thus altering weight distribution, allowing you to pull off more complicate manoeuvres.

Remember that every combination of these elements has different consequences on how the bike behaves both in the air and on the ground. To learn how to make the most of them consult the tutorial videos in the "Multimedia" section of "My MXGP".

In these videos, which are summarised below, you will find instructions covering how to carry out the principal manoeuvres in motocross, with invaluable advice on how to attain a precise and effective riding style.

Braking and Cornering

The most immediately effective way of slowing down when coming into a corner is to use the engine brake by releasing the throttle, but for more powerful braking you can use the **front brake**. This guarantees you shorter stopping distances, but at the same time it requires greater lean precision to avoid compromising bike stability and risking a fall.

The **rear brake** may not be as powerful, but allows for a more fluid combination of braking and leaning. This technique tightens the bike's trajectory in a decisive manner and proves particularly useful on tight corners.

Use of the throttle through the corner depends on the type of trajectory you want to follow.

A tight trajectory, with short bursts of acceleration, is better suited to flat corners (where the ground is level). Banked corners (with an upward slope from the inner edge to the outer edge) allow for a "supported" trajectory, where you can accelerate decisively to make the most of the outside edge of the track and pick up speed coming out of the corner.

In both cases, if you notice that your trajectory is to wide and you want to correct it by following a tighter curve, try shifting the rider weight forward with **the right stick**. This will take the rider's weight off the rear wheel, causing it to skid forcefully around the corner.

The only way to work out which are the best trajectories and techniques for each corner is to practice as much as possible on each track, trying out different approaches.

Jumps and series of jumps

The fundamental thing to know about jumps is that not all of them should be approached at full acceleration. A very high jump means spending longer in the air, causing you to lose precious seconds.

In the case of single jumps or jumps followed by a corner, you should carry out a controlled jump: stop accelerating just before reaching the crest. This means your trajectory will be lower, and guarantee rapid acceleration and full control of the vehicle.

If you want to jump as far as possible, **accelerate** and pull back on the **right stick** while you're approaching the top of the jump. This will make the rider shift their weight onto the rear wheel and your jump will have a much higher and longer trajectory. This manoeuvre is recommended for longer jumps or for jumping over more than one hump at a time.

When you have to face a series of bumps try carrying out a controlled wheelie. Pull back on the **right stick** and accelerate decisively to pull up the front wheel, allowing the rear shock absorber to absorb the impact of the uneven terrain.

Remember there is no definitive rule on how to approach every jump, and it often depends on each rider's individual style. Only practice and an in-depth knowledge of the circuit will allow you to choose what's best for your own style.

Controlling the bike in the air

The best spot to land is anywhere immediately after the crest of the hump, where the configuration of the terrain mitigates the effects of the landing, avoiding any loss of balance. When landing, both wheels of the bike should, as far as possible, hit the ground together.

There are various ways to control the orientation of the bike in the air. The simplest consists of shifting the rider weight in the seat with the **right stick**.

The other technique involves using the **throttle** and the **rear brake**: with the former the front wheel of the bike will tend to rise, while with the latter, the front wheel will point downwards.

Obviously both techniques are effective, and the choice of which is better suited to your riding style is entirely up to you.

"Scrubs" and "Whips"

The "scrub" is a manoeuvre designed to minimise the duration of a jump to allow the rider to get back on the ground and start accelerating again as soon as possible.

To pull off a scrub you have to pull **both sticks** in the direction you want to scrub towards, moving both bike and rider sharply to one side. The timing of the manoeuvre is crucial to carrying out an effective scrub.

If you scrub too early you risk falling or landing off-track, while if you scrub too late you'll just perform a simple "whip".

The best moment to start leaning is just before the actual jump, when the wheels of the bike are about to lose contact with the ground. The better your timing, the flatter your trajectory will be.

Mastering the scrub can make all the difference on the track, but obviously not all jumps can be taken with this approach. At the end of the day, it will be your experience as a rider that lets you know where and when carrying out this manoeuvre will be to your advantage.

Game Modes - Offline

Instant Race

The perfect choice if you want to take part in a quick race without having to think too much about which options to activate: the game will choose a random MX1 rider and a track for you to take on in a single 3-lap race session. You can still customise your game experience by changing the A.I. difficulty and activating or deactivating riding assists.

Grand Prix

Take part in a weekend of racing, with your own preferred settings. You can choose one of the official riders or your own custom rider and select how many sessions to take on.

Championship

In this game mode you can tackle the entire MX1 or MX2 Championship season, or customise the order and number of races, selecting your favourite tracks.

The game's predefined settings present the player with the complete championship: select "Start Championship" to begin your season on the 14 tracks of the MXGP.

If you would prefer to customise the championship, select "Custom Championship". This allows you to Change, Remove or Add tracks by selecting any of the default tracks and choosing the appropriate option, thus creating a custom calendar. When you're ready, select "Start" to begin the season.

Career

Experience all the thrills of a real motocross rider: starting as a wild card in MX2, build up your reputation, try to get a contract with one of the big teams in the MX1, and aim for the world championship title!

See the "Career" section below for further information.

Time Attack

Try to improve your lap times in Time Attack mode: you have the whole track to yourself, with no time limits or opponents to worry about. You can do as many laps as you like, to improve your riding skills or look for the perfect bike setup.

If you're connected to the online service, you'll be able to record your lap times on the online leaderboards: when you're happy with your lap time, quit the game mode from the pause menu and your time will automatically be recorded on the online leaderboards. On the leaderboards you can compare your fastest lap with your friends' times, and with the best riders from all over the world.

If you don't have an internet connection, you can still access this game mode, but you won't be able to record your best times on the online leaderboards.

Game Modes – Online

Online Season

In this game mode players race with their own custom rider, participating in a set number of races to accumulate as many championship points as possible. At the end of these races riders will be promoted to a superior class, remain in the current class, or demoted to a lower class, depending on how many points they have gained.

You begin in the MX2 class, and work your way through the MX1 before graduating to the exclusive "MX1 Elite" class, where you'll be able to face off against the best players in the world. Get enough points in this latter category and you'll win the championship.

Your results in this game mode are recorded on a dedicated online leaderboard, where players are ranked according to how many championships they have won and how many first, second and third places they have taken in each race.

To take part in an Online Season session, just select "Start Online Season" from the menu: you will be automatically taken to an online lobby pre-set for your current category, where you will compete with other players who have reached the same level as you.

Online Races

In the Online Races mode you can challenge your online opponents to a single race (Grand Prix) or to a series of races (Championship).
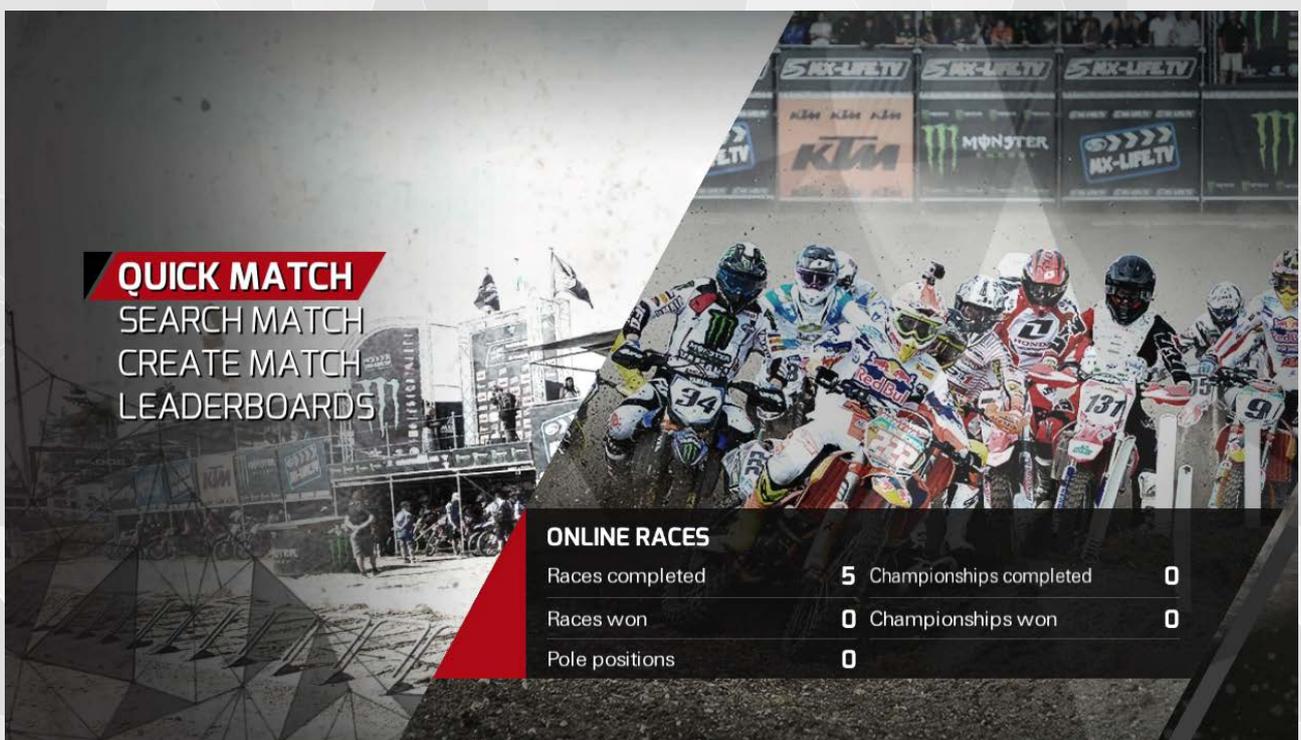
Select "Quick Match" to automatically join the first lobby available.

Select "Search Match" to bring up a list of all the available game lobbies, or use the filters to limit the results to games that correspond to your preferences.

Select "Create Match" to discover all the options for creating your own game lobby: you can select Grand Prix or Championship mode, choose the class, impose a single physics setting for all players or let each player choose their own physics settings, set race length, enable qualifying rounds, and so on.

Career

Starting Out as a "Wild Card"

Beginning a new career, you'll step into the boots of a young rider debuting in the MX2 championship. For the first few races you'll have to make do with participating in single events, signed up to single race contracts with minor teams.

Obviously, you won't be able to have a shot at competing for the world champion title after racing a couple of Grands Prix, but these "introductory" races will serve as a launch-pad for the future: try different bikes and start to make a name for yourself by getting good results. Keep up the pressure on the track and it won't be long before your manager is in a position to negotiate a contract for an entire season.

Your Office

Your office is the operations centre for your career, and the place where you can relax between races. Use the objects in your office to access various sections:

- in the **locker** you can modify your custom rider;
- your **computer** is your contact point with the world of MXGP:
    - check your **emails** for messages from your team and your manager;
    - keep track of how **interested other teams** are in your performance;
    - browse the **social feeds** to read comments on your latest exploits on the track from fans and other riders;
- when you're ready, use the **calendar** to access the next event;
- watch the **television** to check the championship standings;
- and pick up **MXGP Mag** to catch up on all the latest news from the world of MXGP.

Race Objectives

To get more fans, increase your reputation, and catch the eye of officials from other teams (as well as finishing in first place!) you have the opportunity of completing objectives for each race weekend.

The **Team Objective** is the minimum points your team expects you to get over the course of the Grand Prix, that is to say, the total points obtained from Race 1 and Race 2. Remember that high-profile teams will expect better results than minor teams.

The **Rider Challenge**, on the other hand, is a personal duel that one of your opponents in the Championship will challenge you to before the next event begins. Get a better position than your rival in the final rankings of the Grand Prix to show your fans what you're made of!

Race Structure

Sessions

Free Practice: a timed session where players can ride freely on the track, studying the lay of the land for as many laps as they like, or trying out a new bike set-up. Lap times and finishing positions in this session aren't taken into consideration, but can be used for reference.

Qualifying: this session is very similar to the Free Practice, but finishing positions are used to establish the order in which riders choose their starting position on the grid for the Race. It's important to choose a starting position on the same side of the track as the inside of the first corner, giving you a better opportunity to start turning into it before your opponents.

Races: after selecting the starting positions on the grid, players have to race two race sessions. The finishing positions of each race net points, and the final rankings of the Grand Prix are based on the sum of the points from both races.

Pit

At the start of each session you'll find yourself in the pit lane, and before hitting the track you'll be able to perform certain actions by selecting the objects around you:

- use the monitor on your left to check the current **session** standings, rankings from previous sessions, or move on to a future session, by selecting the appropriate option. You can also fast-forward time by holding down the corresponding button, allowing you to see the results update in real time, and make sure that nobody snatches away your pole position at the last minute.
- speak to your mechanic on your right to make changes to your **bike set-up**.
- select the bike to leave the pit lane and **hit the track**.

Bike Set-Up

On the bike set-up page you can alter various parameters to fine-tune suspension, gears and brakes, to create your own custom set-up. You'll need to experiment to get the most out of your set-up, what follows is just a general overview to help you get started.

When you're satisfied with the results, you can save your configuration from the "Data" menu and reload it at a later date.

Suspension

Preload: if your bike is understeering, you'll need to lower the front end. If your bike is oversteering, you'll need to lower the rear end. The height of the front and rear end of the bike is determined by the suspension preload. A higher preload value increases the height of the bike, a lower value reduces it. A very high bike offers less grip but greater lean potential, while a lower bike offers better grip but less lean potential.

Spring stiffness: stiffer springs make the bike more precise but less stable, while softer springs make it more stable but less precise. Rider body movements and track irregularities affect the reactivity of the bike. Regulating spring stiffness allows you to influence the extent and nature of these effects.

Damping: increasing the damping makes the bike more reactive but less stable, while less damping leads to a less reactive but more stable bike. The uneven surface of the track, as well as the rider's body movements, cause vibrations that can be reduced by working on the bike's compression and rebound damping.

Gears

Gear ratio: lowering the gear ratio leads to more responsive acceleration, while increasing it allows for a higher maximum speed. With a lower ratio the engine responds very quickly when you accelerate or decelerate, so the bike will be more aggressive and you'll have to handle it more carefully. A very high ratio will allow you to reach higher top speeds and avoid sudden bike reactions when accelerating.

Brakes

Brake discs: a powerful front brake reduces the speed of the bike more quickly, risking the bike oversteering on corners. There are two different types of brake discs available. The first (Disc 1) gives you more braking power but is less modifiable, while the second (Disc 2) offers less power and is more modifiable.

Riding Assists

Before every race you have the option of changing the riding assists to find the perfect combination for your riding style.
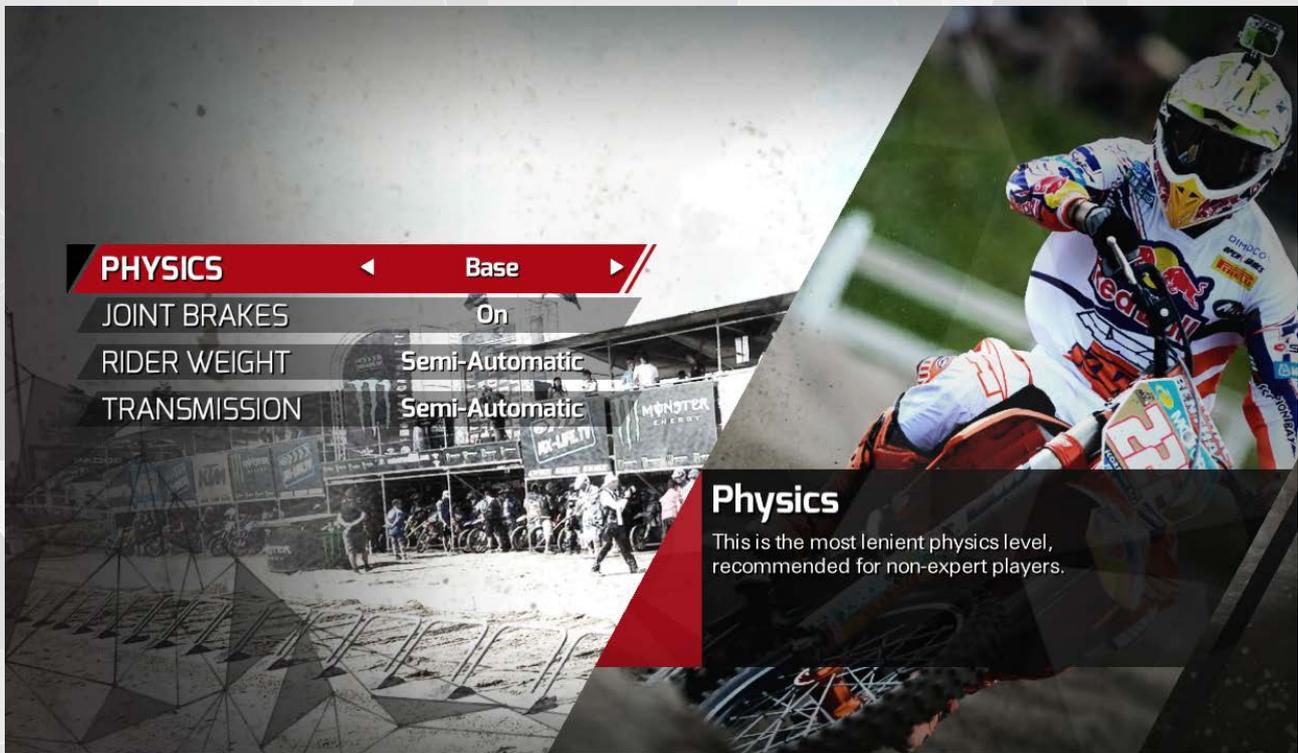
Physics

There are three levels of physics available, corresponding to three different levels of complexity of the bike physics model: Base, Medium and Pro.

On the **Basic** level, bike behaviour is simplified and you'll be able to ride in a more "forgiving" way, the bike will be reasonably stable even with more decisive braking and acceleration.

The **Medium** level is recommended for players who already feel comfortable with the game and are looking for an intermediary riding model.

At the **Pro** level the bike reacts just like it would in the real world, so it is recommended for expert players. Note that at the Pro level, some of the other riding assists are automatically deactivated.

Joint Brakes

With this option active you don't have to worry about manual control of the rear brake: just use the front brake for stable and balanced braking across both wheels of the bike.

You will, however, be able to use the rear brake independently, thus maintaining the option of skidding spectacularly around corners.

Rider weight

With this option you can choose how to manage rider weight on the bike: Semi-automatically or Manually.

With the **Semiautomatic** option, the game takes care of keeping the bike stable in most situations. However, you will still be able to use the controls to shift rider weight manually to help you pull off particular manoeuvres.

With the **Manual** option, controlling rider weight is entirely in your hands.

Transmission

Choose semi-automatic or manual gear change.

You & Milestone

Help us continue to improve your game experience with Milestone titles. If you want to tell us about bugs, or for any general feedback about the game, write to us at customersupport@milestone.it or go to: http://milestone.it/contacts/support/?lang=en

Have you ever wanted to be a playtester? Milestone is always on the lookout for new playtesters: just go to http://milestone.it/playtesting/playtesting-over-18/?lang=en and fill in the form. You don't have to be a professional player, you just need access to a PC and enough time to dedicate to playtesting, but above all you need to be passionate about video games.

Remember you can follow all the latest Milestone news on our official site: www.milestone.it.

Have fun!

The Milestone Team

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