

MX

MOTOTRAX™



WARNING: READ BEFORE USING YOUR PLAYSTATION®2 COMPUTER ENTERTAINMENT SYSTEM.

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 2 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 2 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 UNAUTHORIZED PRODUCT:

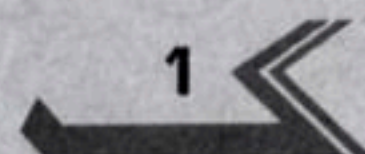
The use of software or peripherals not authorized by Sony Computer Entertainment America may damage your console and/or invalidate your warranty. Only official or licensed peripherals should be used in the controller ports or memory card slots.

HANDLING YOUR PLAYSTATION 2 FORMAT DISC:

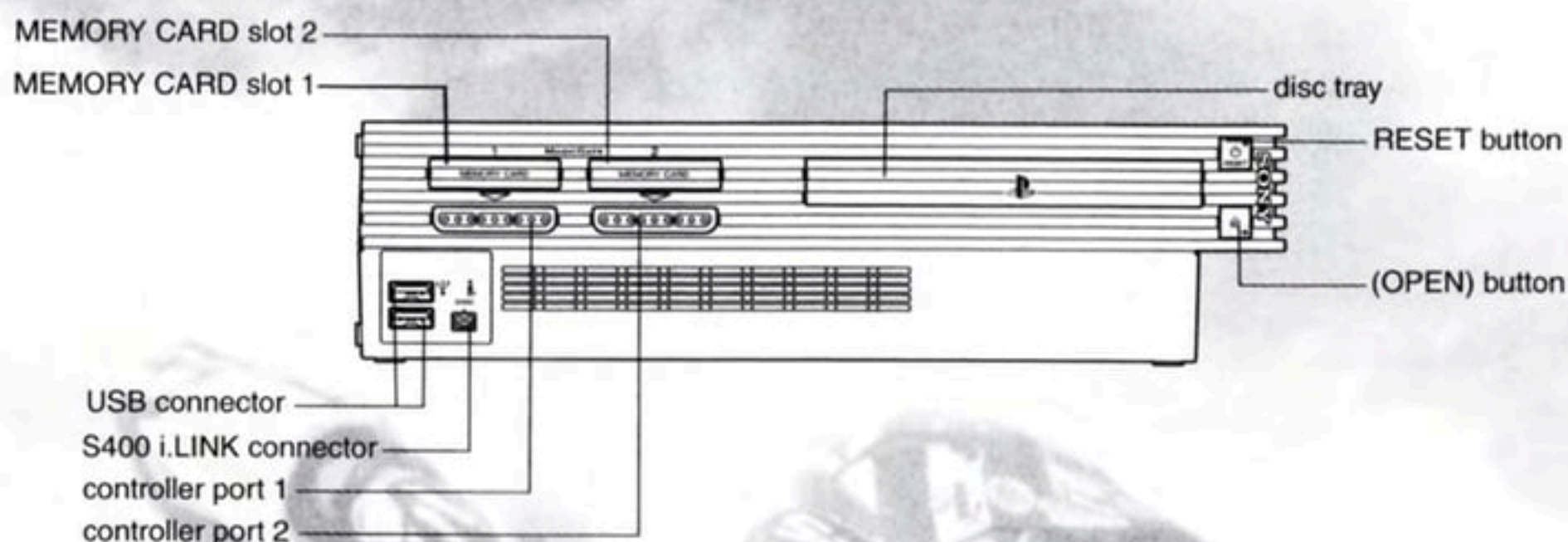
- This disc is intended for use only with PlayStation 2 consoles with the NTSC U/C designation.
- Do not bend it, crush it or submerge it in liquids.
- Do not leave it in direct sunlight or near a radiator or other source of heat.
- Be sure to take an occasional rest break during extended play.
- Keep 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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GETTING STARTED



Set up your PlayStation®2 computer entertainment system according to the instructions in its Instruction Manual. Make sure the MAIN POWER switch (located on the back of the console) is turned on. Press the **RESET** button. When the power indicator lights up, press the **Open** button and the disc tray will open. Place the *MTX: Mototrax™* disc on the disc tray with the label pointing up. Press the **Open** button again and the disc tray will close. Attach game controllers and other peripherals, as appropriate. Follow on-screen instructions and refer to this manual for information on using the software.

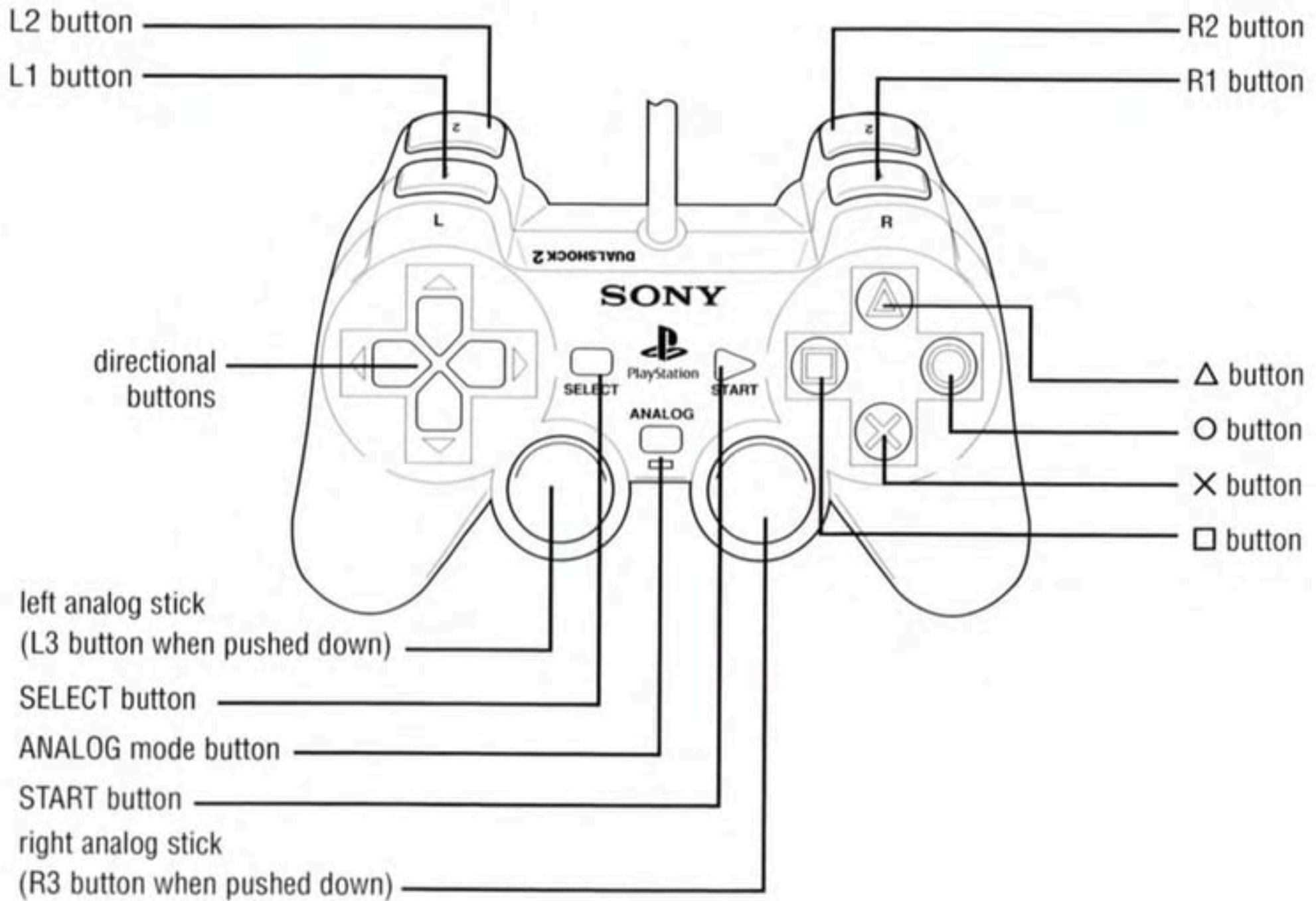
Memory Card

MTX: Mototrax™ requires a memory card (8MB) (for PlayStation®2) to save your games. A saved game's data takes up 77 KB. You can obtain a memory card through the retailer where you purchased your PlayStation®2 game console or this game.

To access your memory card (8MB) (for PlayStation®2), insert it into MEMORY CARD slot 1.

STARTING UP

DUALSHOCK® analog controller



To select menu options, use the ↑ and ↓ directional buttons to navigate the menu options. Highlight the desired option and press the × button to accept. To select a menu option, follow the on-screen button prompts and press the × button to accept and the △ button to go back.

MTX: Mototrax™ supports the DUALSHOCK®2 analog controller. When the MODE INDICATOR is on, the left analog stick works the same as the directional buttons.

CAUTION: Motorcycle manufacturer disclaimer on page 47.

CONTROLLING THE RIDER

Basic Controls

Steering

To control the rider, use the directional buttons or the left analog stick.

Accelerating

To accelerate, press the **X** button.

Braking

To brake, press the **□** button.

Compressing

Compressing the suspension helps you get more air when coming off a ramp. Compressing the suspension is crucial when racing so you can make the jumps. In freestyle, compressing gets you more air, allowing you to do more tricks. Compress by using the left analog stick. When you're coming up to a jump, pull back on the left analog stick. You'll notice the compression meter located at the bottom right of the screen fills up with red. When you hit the end of the jump, move the right analog stick up in a quick motion to release the suspension. You can also use the **R2** button to compress.

Landing

Use the left analog stick or directional buttons to line up the bike on landings.

Tricks

During the course of your *MTX: Mototrax™* career, you'll learn a variety of tricks. When you start off, there's a limited supply of tricks available to you. As you complete objectives in the Free Ride areas, you'll open more tricks. Access your trickbook in the PDA to view your tricks and how to perform them.

Whoops

When riding through the Whoops sections, push down on the left analog stick to make the rider lean back. Leaning back in the Whoops helps you skim over the tops of the bumps to take the section more quickly.

Advanced Controls

When starting a race, press the **X** button and up on the left analog stick when “GO” appears on the screen to get a boost.

To pop a wheelie, press down and hold the left analog stick and tap the **X** button. Keep tapping the **X** button to maintain the wheelie.

To perform an endo, push forward on the left analog stick and press the **□** button.

Clutch

To use the clutch, hit the **L2** button. This disengages the engine and gives you a slight speed boost. The clutch is best used on the inside of turns.

Control Tips

- When landing a jump, make sure you line up with the way the opposite ramp is situated.
- If you somehow lose control of the bike, immediately stop accelerating.
- Avoid greasy foods if you know you're going to be handling the controller.

MAIN MENU

The main menu of *MTX: Mototrax™* allows you to select from all the different game modes. Press the ↑ and ↓ directional buttons to highlight the desired option. Press the X button to confirm your selection.

Single Player Game Modes

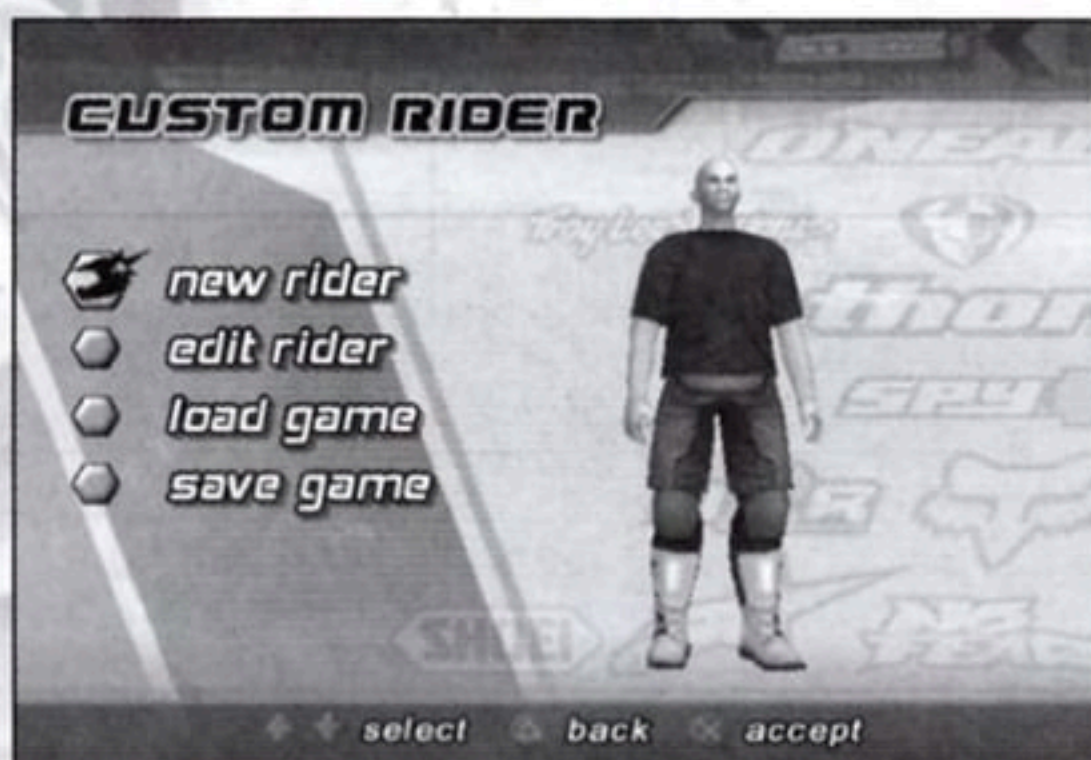
MTX: Mototrax™ Career

Grab your helmet, gas up the bike and get ready for the most complete MX experience to date. It all starts with creating your rider and heading out to Travis Pastrana's house.



Custom Rider

Access this option to create your rider, load and change a previous rider or just check out the different options your rider has available.



Dirt Wurx™ Track Builder

Think you have what it takes to create a killer supercross track? Access this option and build to your heart's content. You can even save the track for later play.



Options

This is where you access the controller, sounds, display and gameplay options.

Exhibition Mode

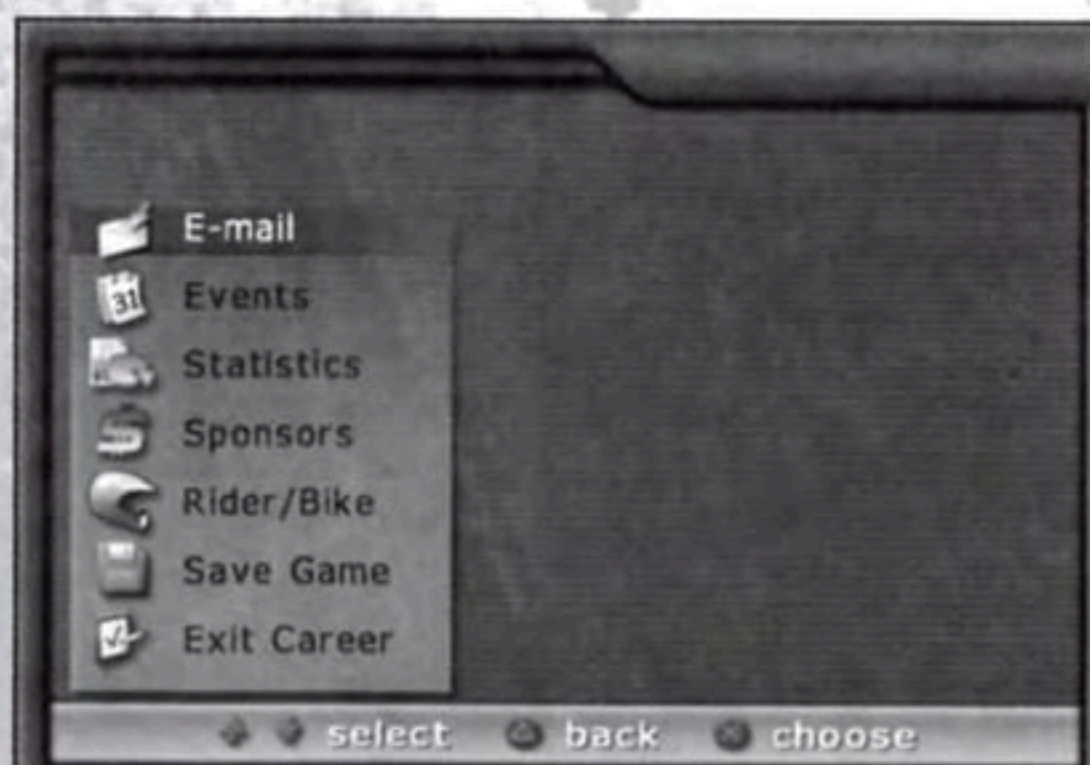
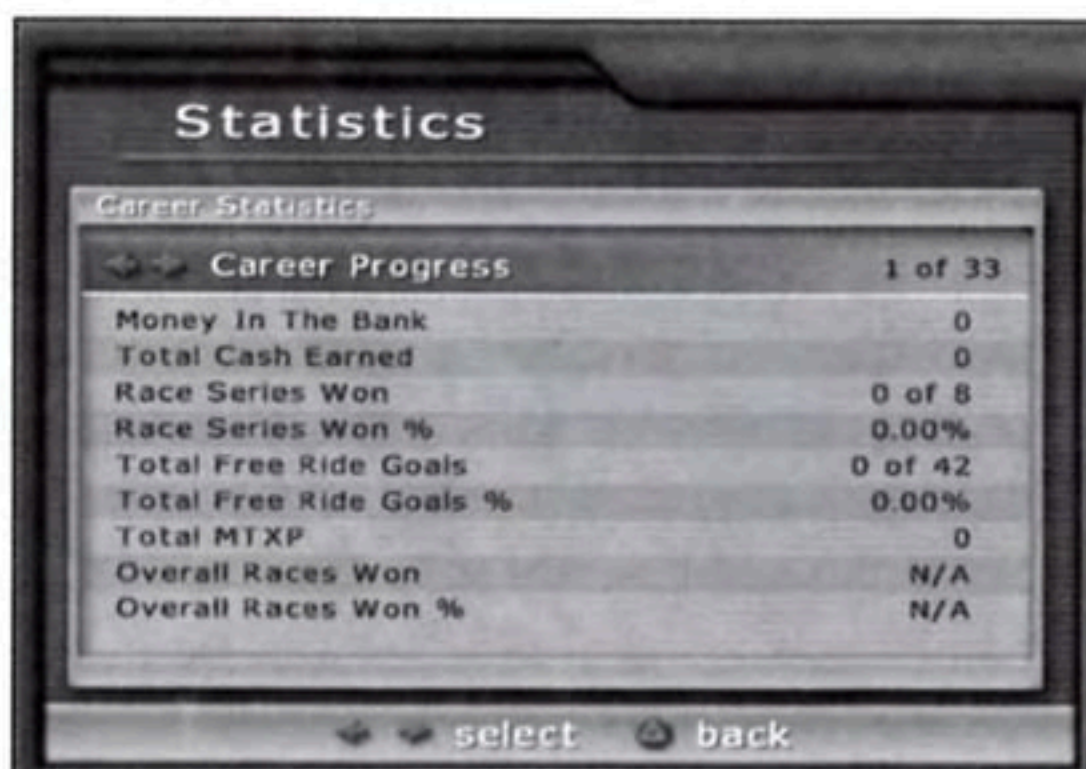
In Exhibition mode you get the chance to ride any track as one of the pros. This is purely for practice and will not affect your career. Exhibition mode is a great place to practice the tracks that you're currently racing. Go into the game options to select AI difficulty.

Ghost Mode

This mode allows you to record a lap time and race against it. It's great for practicing for multiplayer games.

MTX: MOTOTRAX™ CAREER

To get started in *MTX: Mototrax*™, you have to create a character. Then you'll advance to Travis' "Compound." Travis will greet you and get you started in the game. The Compound acts as a tutorial level that teaches you all the game basics. You'll start with racing, but after some exploring, you'll find training areas for freestyle and other game elements. Here's some stuff you'll need to know.



The *MTX: Mototrax*™ PDA

All the information about your career is documented in the *MTX: Mototrax*™ PDA. It contains all your e-mail, sponsors, statistics and bike info.

Events

Racing Series

There are different motocross and supercross racing series. The series are broken down into 125cc and 250cc classes—including both two stroke and four stroke engines. In the beginning, you'll be able to race in the 125cc series. After winning this series, more series will be offered to you.

Freestyle Events

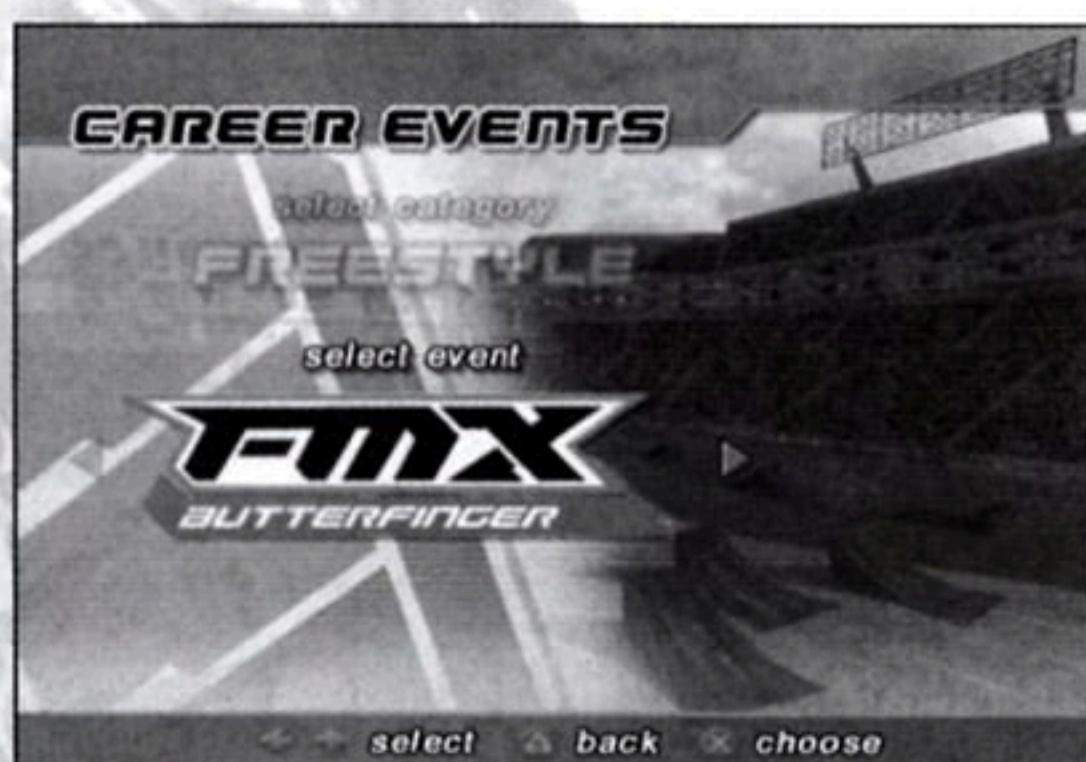
After you get the necessary MTPP points in Travis' Compound, you'll get the opportunity to compete in a freestyle event.

Free Ride Levels

Set your own pace on these levels! Your job is to complete the goals and find all the trick spots. Doing so opens up more tricks that you can use in the freestyle portion of the game. Completing Free Ride goals gives you cash that you can use to purchase prototype items from your sponsors.

Career Opportunities

As you complete different series in *MTX: Mototrax™*, you'll be offered various sponsorship and riding opportunities. These opportunities are crucial to excel in the game. Each opportunity offers something different.



- *Sponsorships:* As you begin to place well in the 125cc and 250cc series, more people will offer you sponsorship opportunities. Once you sign up with a sponsor, you can purchase a selection of equipment for your rider and bike.



- *Racing Team:* Along with sponsors you'll have the option of joining different racing teams. These teams will offer you a new kind of bike to ride. NOT ALL BIKES ARE THE SAME! The better you perform in the races, the better the racing team that offers you a spot.

MULTIPLAYER GAME MODES

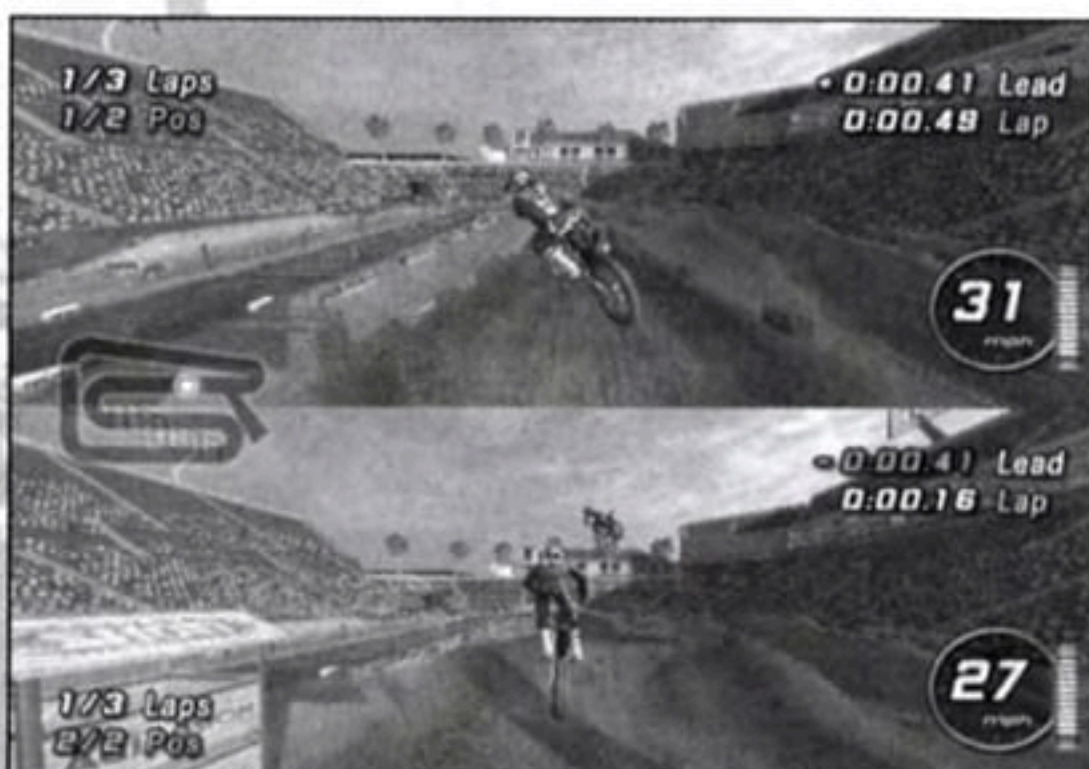
MTX: Mototrax™ Online Play

Connect your PlayStation®2 computer entertainment system to the Internet or a Local Area Network (LAN) and play up to 4-player games. If you have Internet access and a network adapter (Ethernet/modem) (for PlayStation®2), you can challenge riders around the world.

Note: If you do not have Internet access, you can play against a friend in 2-player split-screen.

Multiplayer

Hook up two controllers and you can play against a friend in split-screen action.

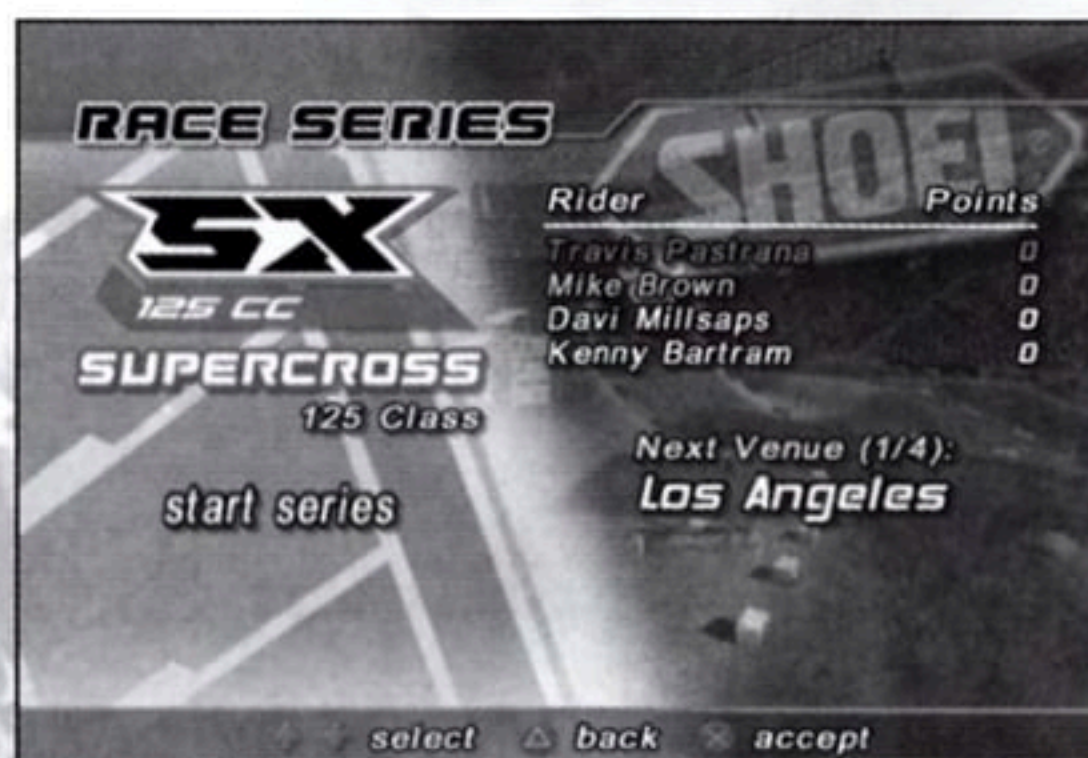


Multiplayer Games

Single Race: Challenge someone to a race in any of the supercross or motocross levels.



Race Series: Race against other opponents in a series of motocross or supercross levels.



Online

King of the Hill: It's your hill, be the king. Compete with other players in a battle for the gold helmet. The player that holds the helmet for the set amount of time wins. To get the helmet, you'll need to run into other riders.

Freestyle Battle: Grab the gold helmet to score points. The first player to earn the score goal wins the battle.

Online Stats

Overall Lap Time: This stat contains the top 10 single lap times recorded in multiplayer games during a given day. It's broken down by level.

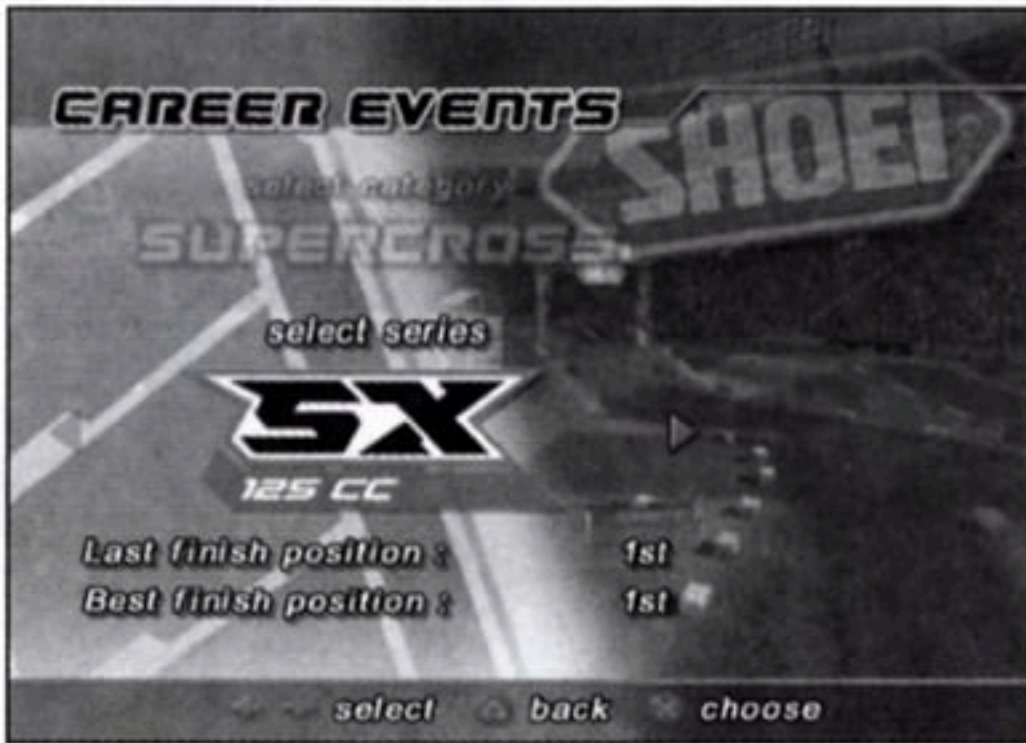
Weekly Lap Time: This stat contains the top 10 single lap times recorded in multiplayer games during a given week. It's broken down by level.

Overall Mileage: This stat shows who's recorded the most mileage in the game.

Global Time: This stat shows your combined times for laps completed.

THE LEVELS

Racing Levels



Supercross



Los Angeles



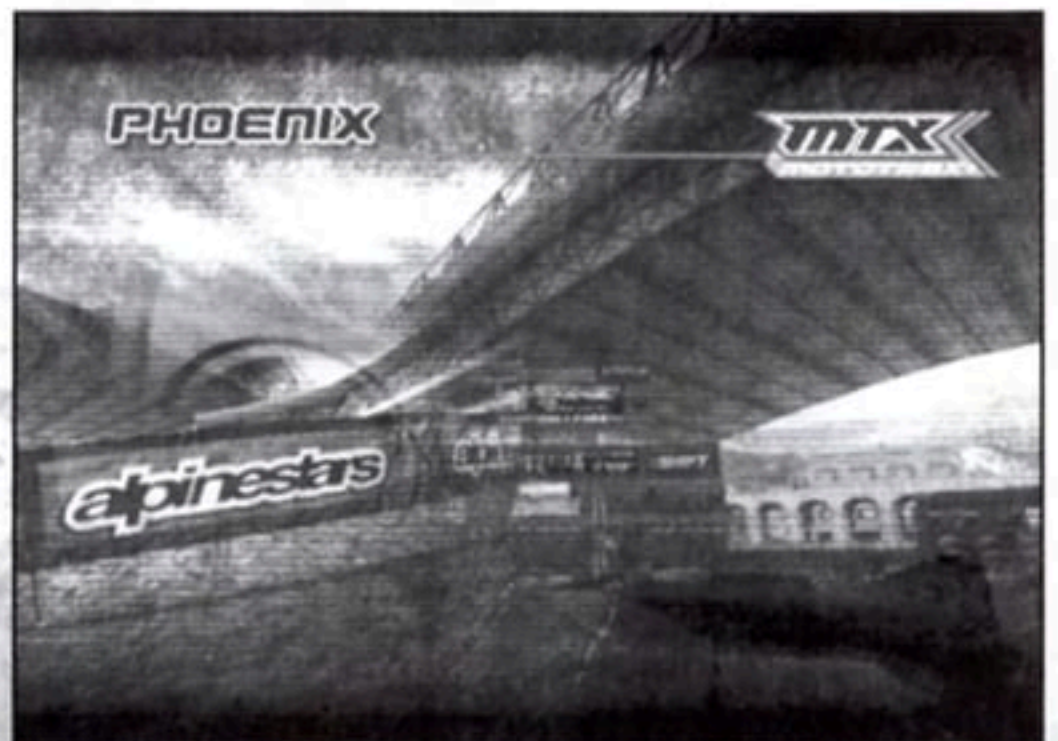
Minneapolis



Daytona



Atlanta



Phoenix



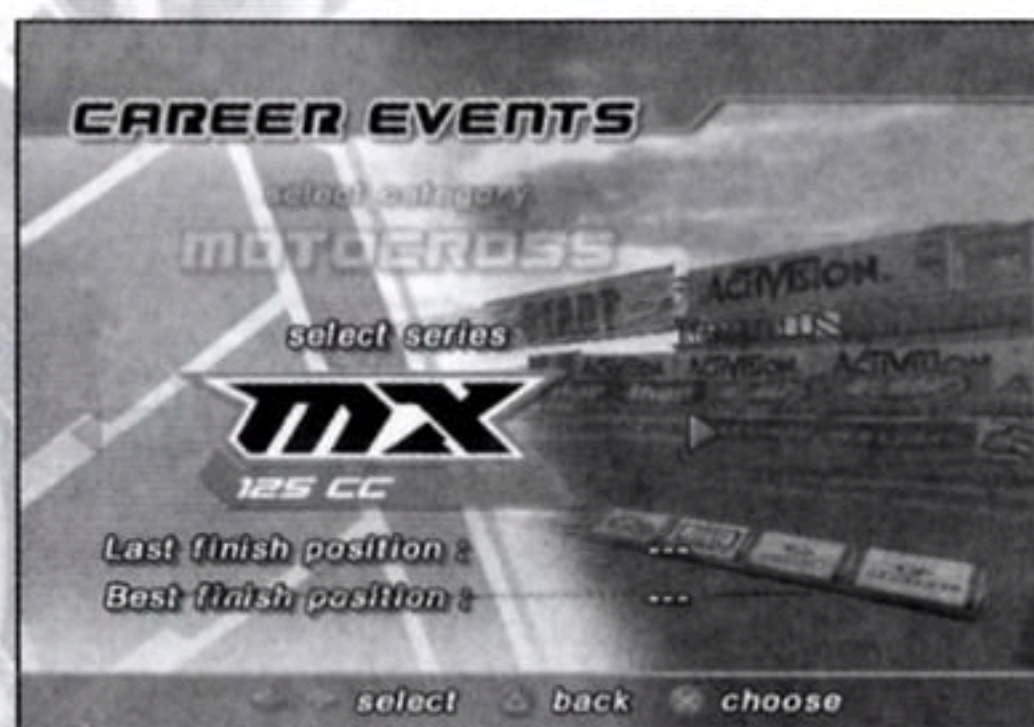
San Francisco



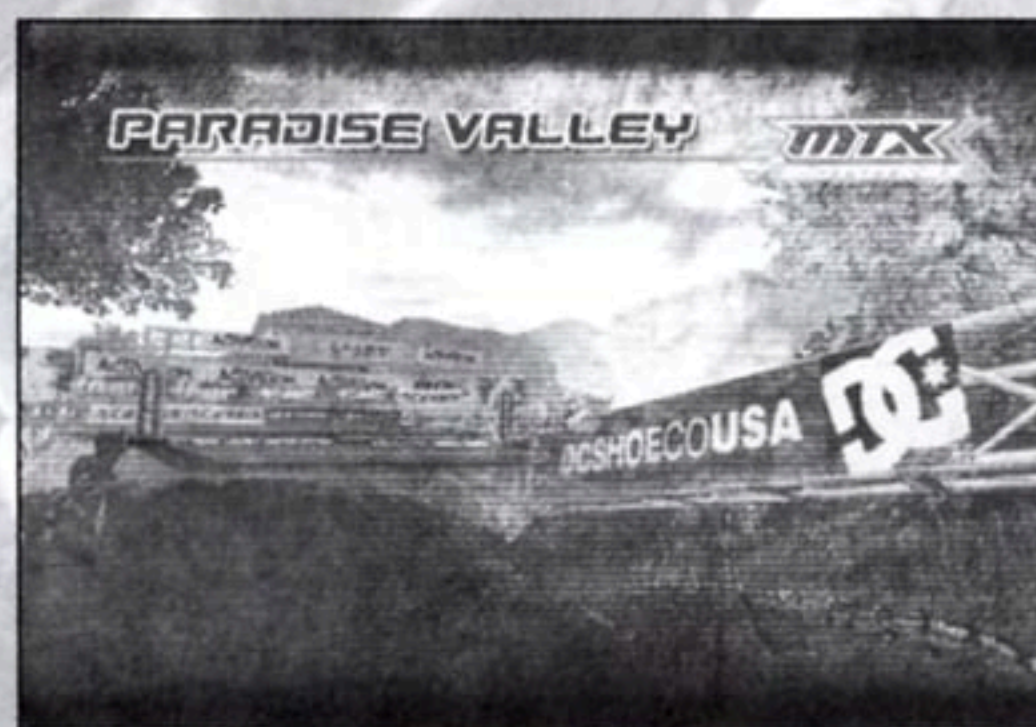
Denver



St. Louis



Motocross



Paradise Valley



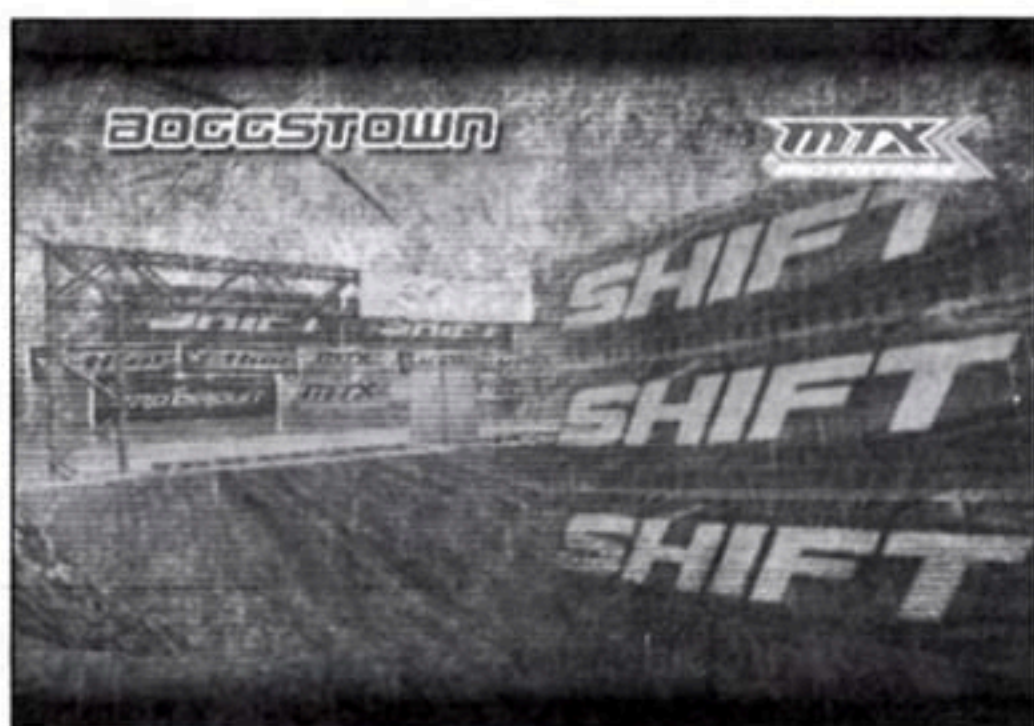
Pacific Hills



McKenna Rock



Devil's Gate



Boggstown



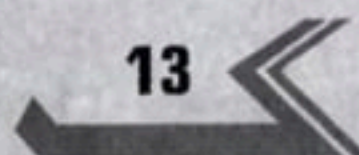
Woodbridge



Hawaii



Australia



Free Ride Levels

Travis's Compound

This is the first stop in the game, Travis Pastrana's house. Here you'll learn game basics along with some advanced stuff to give you an edge. Once you learn to race, you can decide to go to the first 125cc event or explore the area and take a different path—it's up to you.



Everglades

The second stop on the Free Ride circuit, the Everglades, is straight out of the south. There are a ton of things to do here—make sure you explore the whole area. Watch out for the designated trick areas and complete all of them to open up somethin' special.

Rock Quarry

What better place to ride a dirt bike than an entire pit devoted to dirt? The quarry offers some primo spots for racing, chasing and getting huge air.



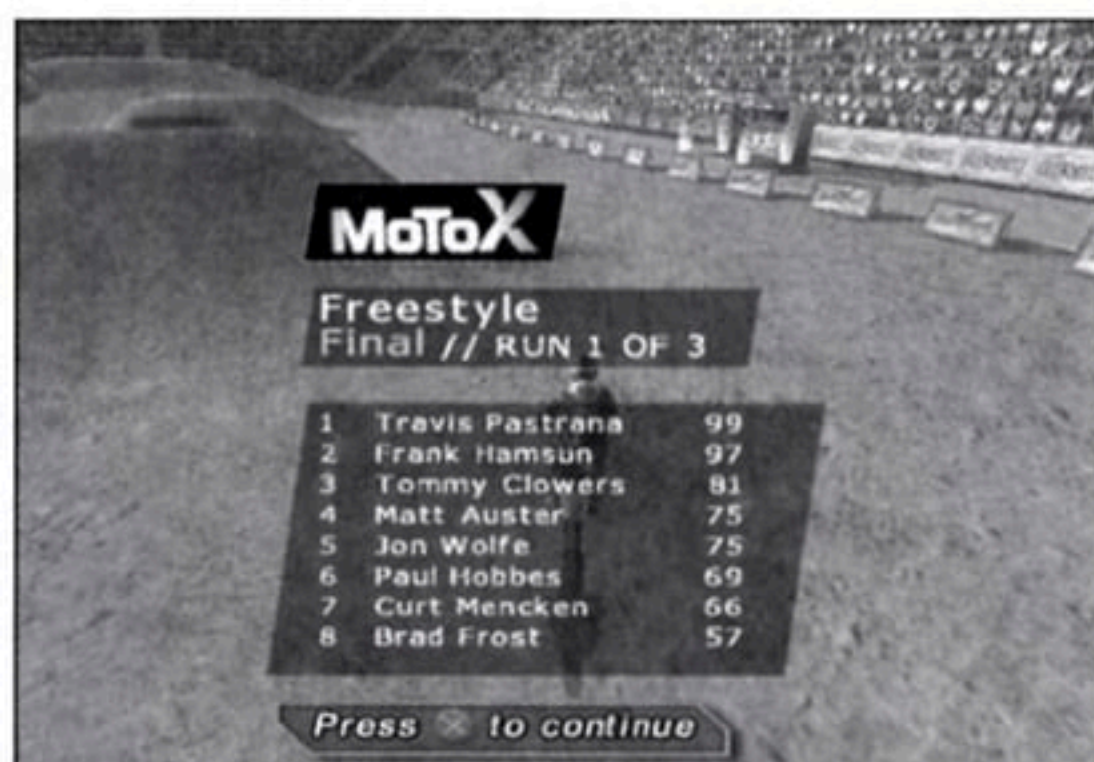


Redwoods

If you made it this far, you're doing something right. The Pacific Northwest is a good place to ride around in. There are trees, waterfalls and gullies waiting for you and your bike.

Freestyle Levels

There are a series of freestyle levels in the game leading up to the ultimate freestyle event—the ESPN® X Games.™ Make sure you learn enough tricks in the Free Ride levels or you won't be able to cut it with the big boys.



Butterfinger

Nixon



Puma



X Games



THE RIDERS

MTX: Mototrax™ features 13 of the hottest professional MX riders!

Travis Pastrana

How did a 20-year-old kid become the world's most popular freestyle and motocross rider? For Travis Pastrana, it started at age 4 with a single-speed Honda Z-50. He soon hammered his way through a string of National Amateur Motocross titles, becoming World Freestyle Champion at age 14, and an icon in the world of motocross.



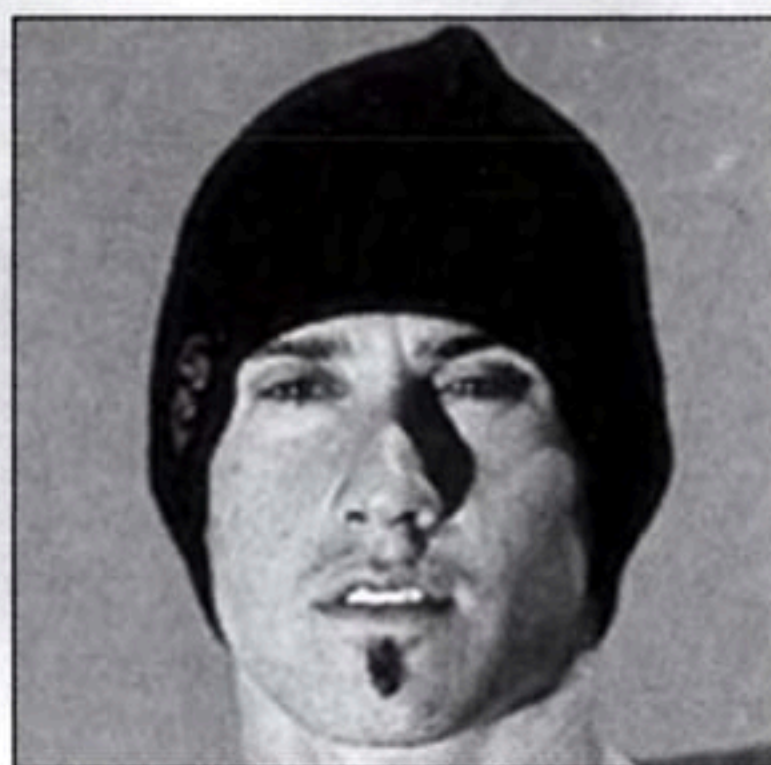
Travis has done more in his 20 years than most racers have done in their entire career, taking the gold in freestyle 3 years in a row at the X Games in addition to inventing many of the sport's tricks. On top of racking up a full resume of contest victories, writing his own column in *Racer X* magazine and completing his own video, Travis graduated from high school 3 years early and is taking classes at the University of Maryland, studying communications.

Travis is well on his way to establishing himself as the sport's brightest rising star with a huge number of contest achievements. On top of 4 gold medals at the X Games and 5 gold medals at the Gravity Games, Travis is an accomplished motocross and supercross racer. In 2000, he claimed the AMA Rookie of the Year award, the 125cc Outdoor National Championship and was the youngest rider ever for the winning Team USA in the Motocross de Nations in France. Travis followed all of that up with a 125cc Supercross Championship in 2001.

Travis is also well known for his innocent, Mr. Nice Guy attitude, which has made him a media darling and earned him big exposure. He's headlined *ESPN's Sportscenter* and *ESPN: The Magazine*, sat on the couches of both *Jay Leno* and *David Letterman*, been a guest star on Disney's *The Jersey* and *Motocrossed*, featured in *Newsweek* and starred in almost every X Games commercial. When he's not competing, signing autographs or training, he can be found working on his 20-acre backyard track in Annapolis, Maryland.

Carey Hart

Carey Hart is one of the most recognized names in freestyle motocross. His father bought him his first moto bike when he was only 4 years old and what started as a father and son pastime quickly turned into Carey's passion. He entered a local race and was hooked. By the time he graduated from high school, Carey Hart was a professional motocross rider racing in the supercross circuit.



Carey eventually grew bored with supercross and started riding with a group of guys interested in a more creative form of motocross. In 1998, the freestyle movement was born and Carey has been one of the most innovative riders in the sport. He's the inventor of the Hart Attack and at the 2000 Gravity Games, Carey etched his name in the record books as the first rider ever to complete a backflip on a 250cc motorcycle. The backflip catapulted Carey and freestyle motocross as a whole to an entirely new level. The stunt got the world's attention; it was even featured on *Ripley's Believe It or Not!*

Carey has traveled the globe on a quest to promote freestyle motocross. Along the way, he jumped the trailer park in Kid Rock's video, "*Bawitdaba*" and realized his dream to play bass with the band Pennywise on the 2000 Australian Warped Tour. His popularity has helped increase exposure for the sport of motocross. He's been involved with nationwide ad campaigns for Ford and Mountain Dew and been featured in *Paper Magazine*, *Teen People*, *ESPN: The Magazine* and *Rolling Stone*. Carey's face has graced the covers of numerous motocross magazines. He also starred in ESPN/Touchstone Pictures' IMAX film, *Ultimate X* and has cameo appearances in Columbia Pictures' *XXX* and Touchstone Pictures' *Charlie's Angels II*.

There is no denying Carey's dedication and passion. He's suffered his share of injuries attempting new tricks, but like a cat with 9 lives, he continues to bounce back and does it all in the name of progress. The Las Vegas resident is determined to ride until he stops having fun and hopefully, for us, that's not any time soon.

Tim Ferry

Tim Ferry is viewed by many as a “racer’s racer.” He, like many of his peers, began racing while still in elementary school. His family sacrificed so Tim could spend his amateur career logging countless miles criss-crossing America to compete in virtually every moto series and individual race imaginable. He’s won untold numbers of heats and mains as a privateer and factory rider regardless of engine class, style and color scheme. Still shy of 30, the former AMA Rookie of the Year has packed in a lifetime of racing.

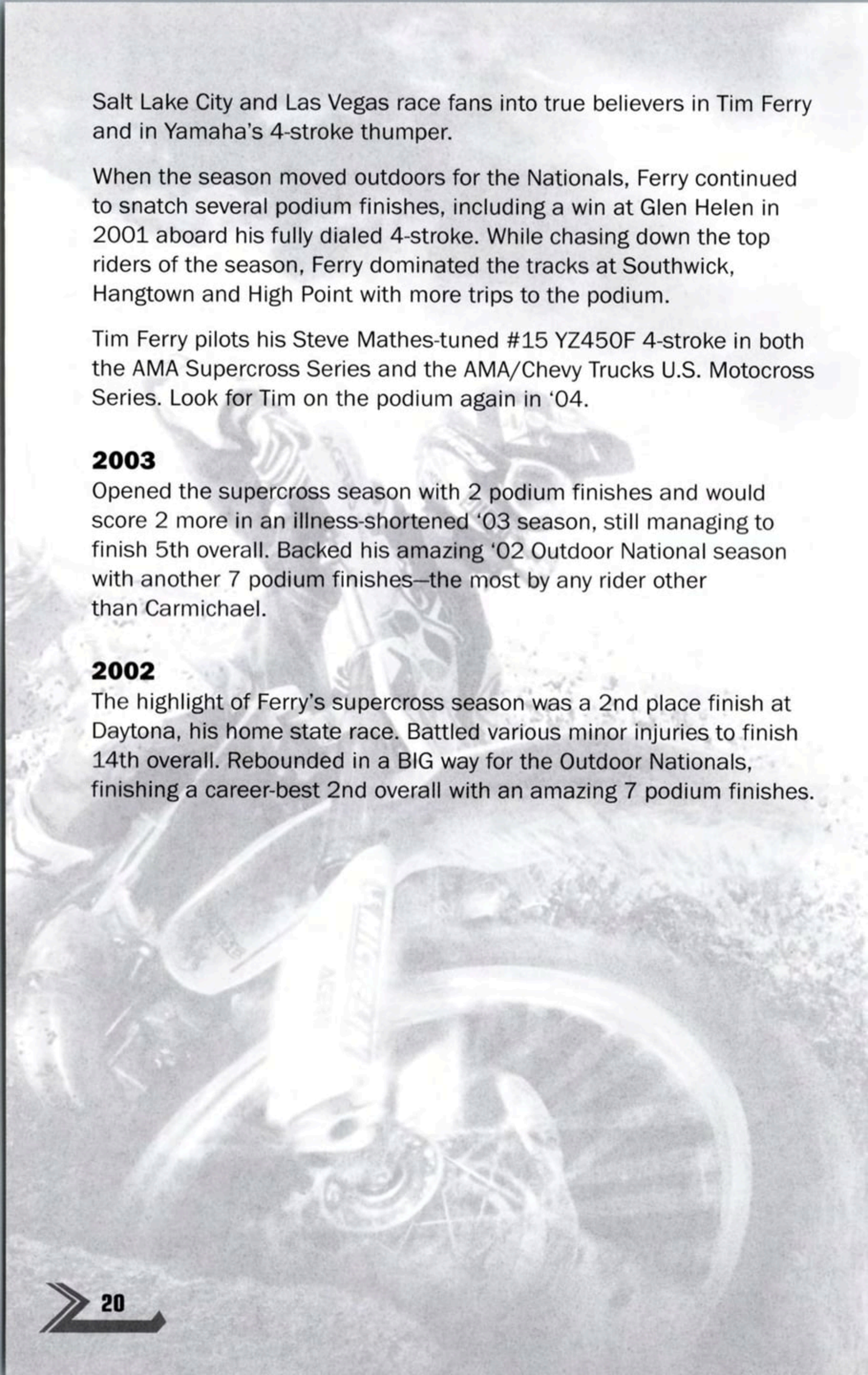


By all accounts, Tim “Red Dog” Ferry has hit his groove and shows no signs of backing off the proverbial throttle. The 2002 AMA Supercross and Outdoor National series marked Ferry’s 10th year as a professional and it took a super-human effort from another Floridian, Ricky Carmichael, to keep the ‘02 Outdoor National runner-up (Ferry) off the top of the podium. Ferry continued to battle for the past 2 years, scoring an amazing 14 motocross podium finishes—7 in 2002, 7 more in 2003—the 2nd most from any 250cc class racer over the last 2 years.

In supercross, Ferry blazed back from a tough ‘02 season to finish 5th overall in ‘03, scoring podium finishes in the first 2 races (4 overall) despite battling an illness that forced him to the sidelines for 4 races.

Ferry’s Yamaha roots stretch back to the end of the 1999 season when Team Chaparral’s Larry Brooks approached Ferry and offered him a chance to run with the heavily backed Yamaha support team. Ferry’s innate riding skills and personal drive, combined with Larry’s keen eye for spotting talent, made it one of the best moves of Ferry’s career.

But it wasn’t long—1 season to be exact—before Ferry made another leap from support team to Team Yamaha Factory rider. Through a set of circumstances that read like a Jerry Bruckheimer movie script (*Days of Thunder*), Ferry piloted the innovative YZ426F to several podium finishes in the 2001 supercross season, turning



Salt Lake City and Las Vegas race fans into true believers in Tim Ferry and in Yamaha's 4-stroke thumper.

When the season moved outdoors for the Nationals, Ferry continued to snatch several podium finishes, including a win at Glen Helen in 2001 aboard his fully dialed 4-stroke. While chasing down the top riders of the season, Ferry dominated the tracks at Southwick, Hangtown and High Point with more trips to the podium.

Tim Ferry pilots his Steve Mathes-tuned #15 YZ450F 4-stroke in both the AMA Supercross Series and the AMA/Chevy Trucks U.S. Motocross Series. Look for Tim on the podium again in '04.

2003

Opened the supercross season with 2 podium finishes and would score 2 more in an illness-shortened '03 season, still managing to finish 5th overall. Backed his amazing '02 Outdoor National season with another 7 podium finishes—the most by any rider other than Carmichael.

2002

The highlight of Ferry's supercross season was a 2nd place finish at Daytona, his home state race. Battled various minor injuries to finish 14th overall. Rebounded in a BIG way for the Outdoor Nationals, finishing a career-best 2nd overall with an amazing 7 podium finishes.

Sebastien Tortelli

At the stratospheric level of a full-on factory-backed motocross ride, talent counts for a lot. By winning two consecutive F.I.M. Motocross world championships, Sebastien Tortelli has proven that he has riding talent in ample supply.



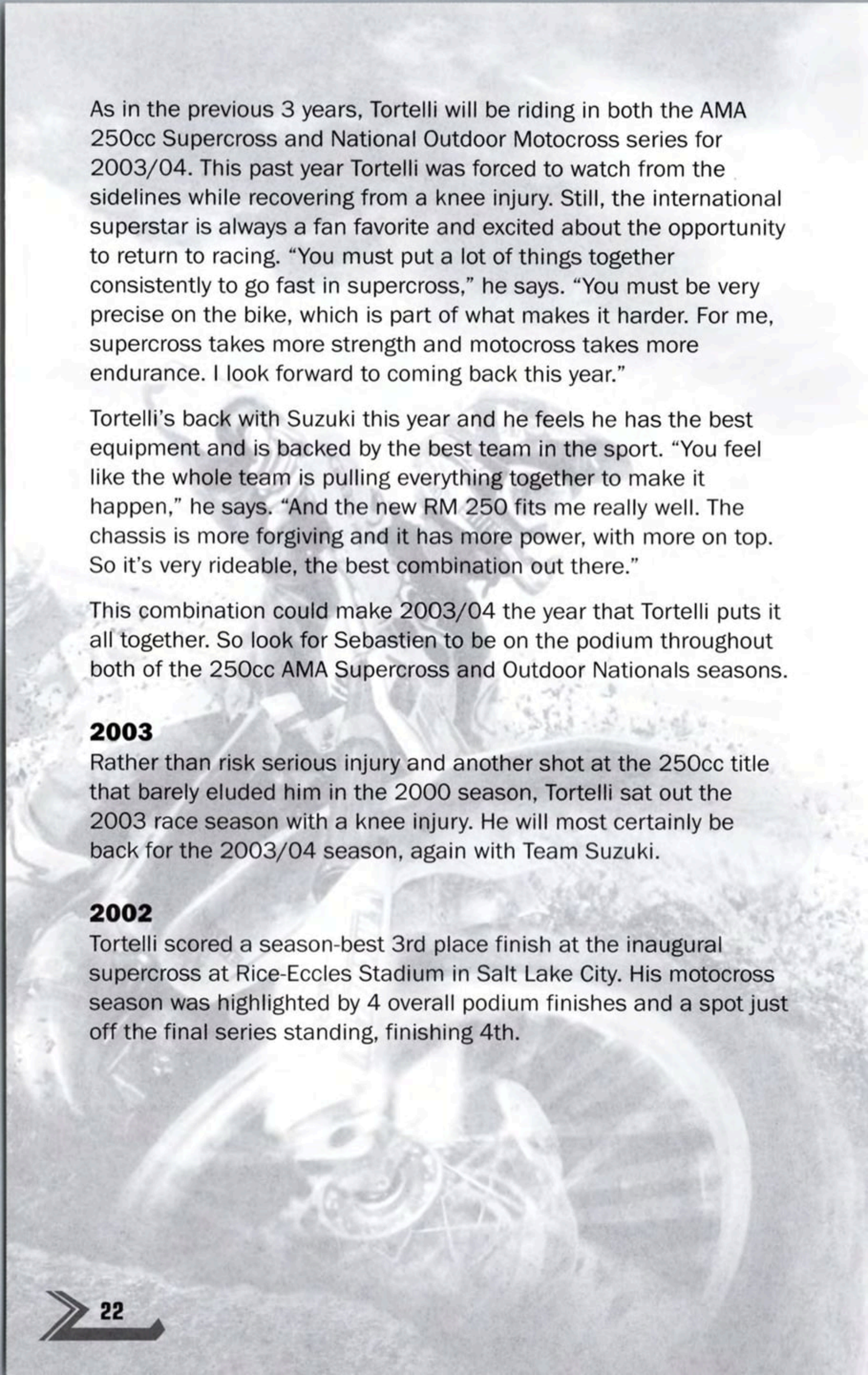
Hard work has its rewards, and the French-born Tortelli has demonstrated his championship-level commitment by not only moving to America and making a swift adjustment to living and training in a foreign country, but also by winning races in the most challenging motocross series in the world.

Tortelli's halcyon moment in U.S. motorcycle racing came at the opener of the '99 supercross season at the legendary Los Angeles Coliseum. Tortelli came out of nowhere on the No. 103 bike, passed motocross champion Doug Henry and held on for the win with everybody saying "Who the heck's number 103?"

Well, the motorsports industry found out after that January evening in Los Angeles. Only problem for his new legion of fans stateside was the fact that Sebastien moved back to Europe to race the GP series, which he won in '98 by 8 points over Stefan Everts.

In 1999, Tortelli made the move back to the United States for good. The following summer, 2000, was highlighted by some epic races with Ricky Carmichael—with whom Sebastien traded the series points lead numerous times throughout the season before finishing 2nd overall. Tortelli tasted victory for the first time in 1999 when he again surprised the motorcycle industry with an overall win at Glen Helen.

"Racing motorcycles in the States is a tough job," Tortelli acknowledges. "You know, the other guys will have been racing before I have a chance to get back up to speed. I expect to get stronger as the seasons wear on and get some supercross podium finishes. For outdoors, it's going to be a different story. I'm going to put all my focus on that championship. You know, for the last 3 years I've had a little bit of bad luck, and last year I crashed a lot because of my injuries. So, hopefully this year I'll put everything together and win the title."



As in the previous 3 years, Tortelli will be riding in both the AMA 250cc Supercross and National Outdoor Motocross series for 2003/04. This past year Tortelli was forced to watch from the sidelines while recovering from a knee injury. Still, the international superstar is always a fan favorite and excited about the opportunity to return to racing. "You must put a lot of things together consistently to go fast in supercross," he says. "You must be very precise on the bike, which is part of what makes it harder. For me, supercross takes more strength and motocross takes more endurance. I look forward to coming back this year."

Tortelli's back with Suzuki this year and he feels he has the best equipment and is backed by the best team in the sport. "You feel like the whole team is pulling everything together to make it happen," he says. "And the new RM 250 fits me really well. The chassis is more forgiving and it has more power, with more on top. So it's very rideable, the best combination out there."

This combination could make 2003/04 the year that Tortelli puts it all together. So look for Sebastien to be on the podium throughout both of the 250cc AMA Supercross and Outdoor Nationals seasons.

2003

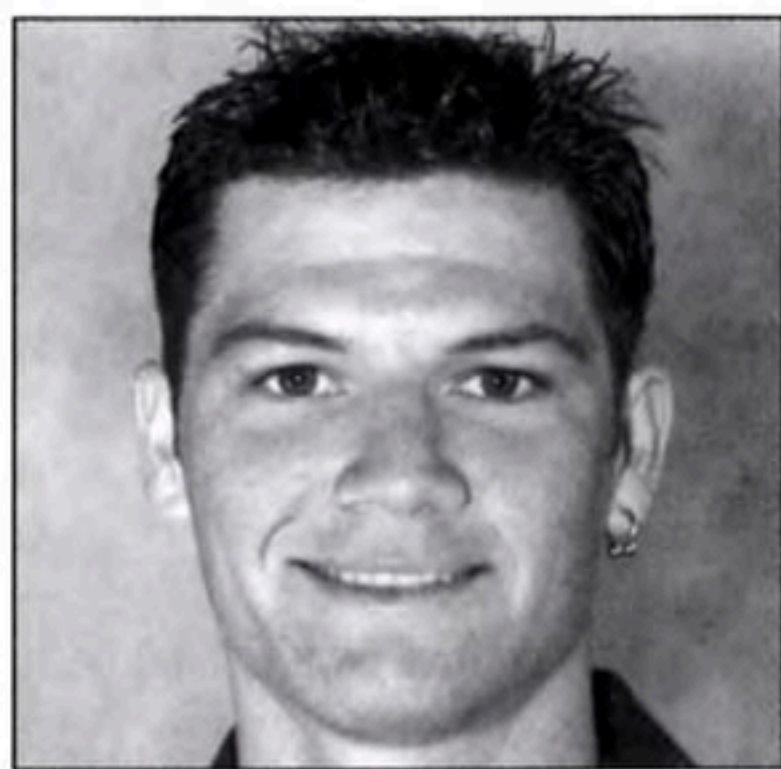
Rather than risk serious injury and another shot at the 250cc title that barely eluded him in the 2000 season, Tortelli sat out the 2003 race season with a knee injury. He will most certainly be back for the 2003/04 season, again with Team Suzuki.

2002

Tortelli scored a season-best 3rd place finish at the inaugural supercross at Rice-Eccles Stadium in Salt Lake City. His motocross season was highlighted by 4 overall podium finishes and a spot just off the final series standing, finishing 4th.

Chad Reed

In 2001 Chad Reed came onto the world motocross scene as an unknown rider. Eight months later, the story was quite different after Reed secured 2nd place in the 250cc World Grand Prix standings and won a Grand Prix at the famous Lierop Circuit in Holland. In July of that year, Chad was contacted by the former 125cc World Champion Bob Moore about fulfilling his dream of coming to America to race against the best in supercross. Chad joined the Yamaha of Troy 125cc team in September and began to prepare for the 2002 supercross season.



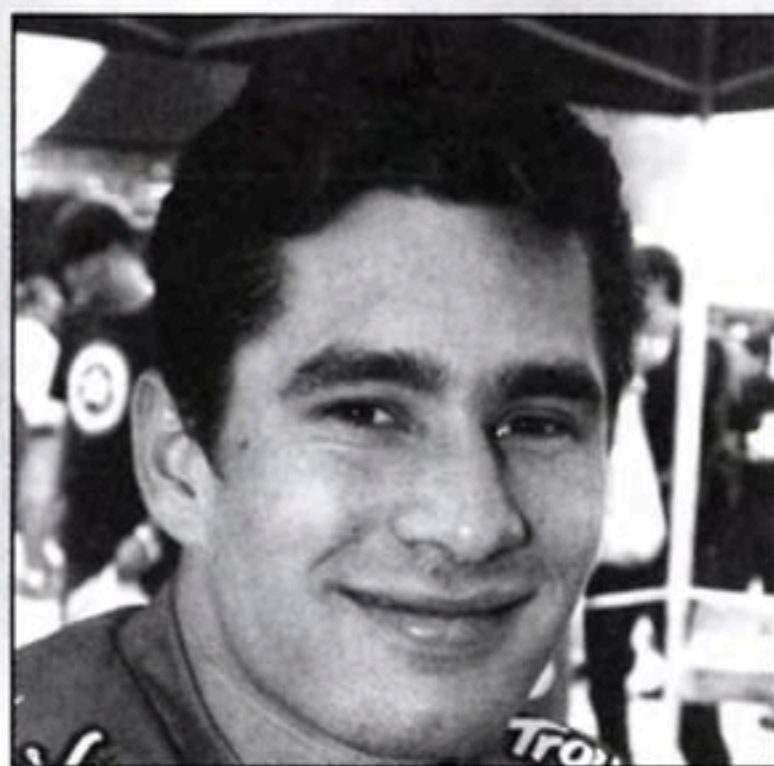
When Chad Reed entered the AMA Supercross scene, he was a virtual unknown to American race fans. Sure, he had an Australian supercross championship and World Motocross Grand Prix win under his belt, but to supercross fans, the rookie had something to prove on U.S. soil. Not a problem. Reed quickly showed fans that he earned that Yamaha of Troy ride by piloting the 4-stroke YZ250F to the 125cc East championship, finishing all 7 races on the podium—6 in the coveted number 1 spot. After winning the supercross championship, Chad set his sights on the motocross championship that summer and placed 2nd overall with 1 win and 12 podium finishes.

In 2003, Reed joined the Factory Yamaha team as rider number 3 in the 250cc class. Rounding out the multi-talented team in blue, Reed continued his winning streak aboard the YZ250 during both the supercross and motocross series. Chad won an amazing 8 rounds of the supercross series and is the current 2003 World Supercross Champion.

A racer's work is never done. Always training, Reed can be found at the factory test track in Southern California in his "off time." If he gets lucky and can fit it into his schedule, he's at the local golf course practicing his skills. Watch out, Tiger.

Ernesto Fonseca

Ernesto Fonseca has accomplished a great deal in his 4 years as a professional motocross rider. Having won 5 Latin American National Championships, 4 AMA Amateur Nations Championships and 2 AMA Supercross Championships by the age of 20, Fonseca has proven that he's more than qualified to compete with the world's top riders.



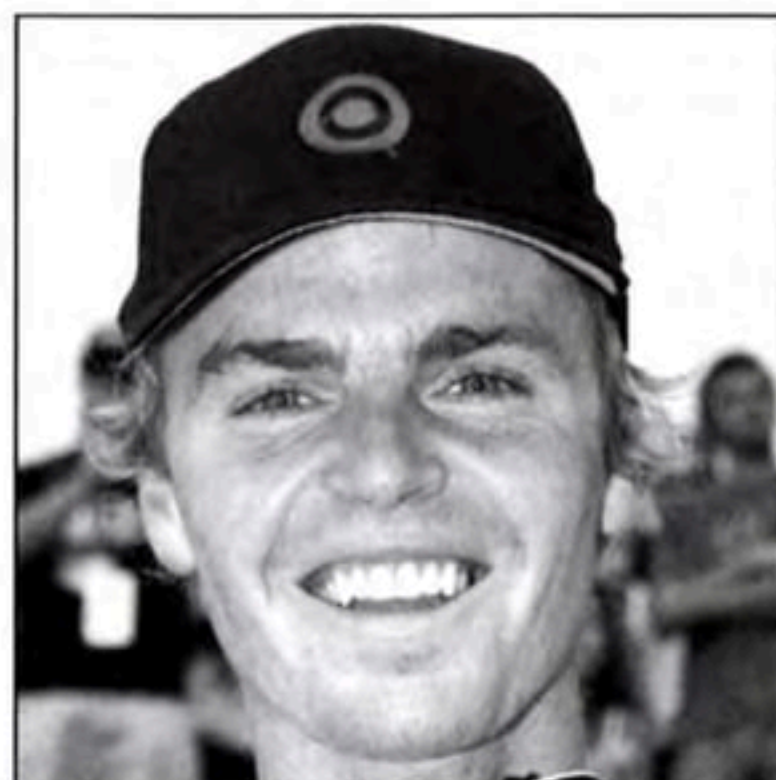
The young Costa Rica native has accomplished more than riders with greater experience. In his 1st year as a professional, Ernesto had a factory ride, won his first AMA Supercross Championship and earned the honor of AMA Rookie of the Year. At the age of 20, the 2002 AMA Supercross season saw the 125cc champ move up to the 250cc class for the 1st time. In 2003 Ernesto made the adjustments necessary to be a full fledged contender in the premier 250cc class by making podium appearances in 6 races, finishing off the season in 3rd place in the final 250cc supercross standings.

With the full support of team Honda, Fonseca will take on whatever challenges the 250cc class presents. "Yeah, it's a new challenge," he says. "I want to go out and win races next year. I think next year should be one of my best yet." With a positive attitude and strong work ethic, Fonseca gives 100%, striving to make the podium at every race.

Fonseca feels confident that he also has the racing team and equipment to help him take on this challenge. "Everything been going great, the bike works great, the team works great and we all work real well together," he says. Fonseca will no doubt put his #24 Honda CR250 to good use as he races through the pack. 2004 should prove to be his brightest year yet.

Nate Adams

Nate “The Destroyer” Adams is determined to be the best freestyle rider in the world. At only 19 years old, he has already won 2 world championships, a Gravity Games gold medal, as well as numerous silver medals from the X Games in the freestyle arena and a host of other competitions. Nate loves to ride and he shows it through his positive attitude and expanding trick repertoire.



A native of Arizona, Adams was exposed to motocross at 8 years old when his dad first taught him to ride. After several years of riding, he began competing in freestyle events in the year 2000. Adams was quickly named as the IFMA Rookie of the Year for 2000 and continued to win over fans and competition judges. In 2002, he captured both the WFA Freestyle Championship and the WFA Big Air Championship with perfect runs that included the backflip.

Adams feels fortunate to be a part of the growing motocross freestyle sport. “I do this because I love riding my dirt bike,” he says. “There are too many hassles and there’s too much danger in the sport to do it for any other reason. You have to love it enough to be willing to put your body, health and in some circumstances, your life on the line.”

In addition to competing at events such as the IFMA Series, the Vans Triple Crown Series, the Gravity Games and the X Games, Adams is also one of the founding riders of the “Hessian Aggression.” Nate, Robert Distler and Jeff Doetzer are all part of the Hessian Aggression, and they do their best to ride together a few times a week when they’re not traveling to and from events.

Backed by more sponsors than you can shake a stick at, Adams does his best to dominate freestyle competitions. He’s bent on staying healthy and on top of his freestyle game. In 2004, we’ll see Nate Adams focused on doing the sickest tricks, taking home more gold medals and doing exactly what he loves: riding his dirt bike.

Tommy Clowers

Tommy "Tomcat" Clowers continues to dominate in the rising world of freestyle motocross and his signature event, the Step-Up. Currently world champion, world record holder and 3 time X Game gold medalist, Clowers shows off his innovation and style in each competition.



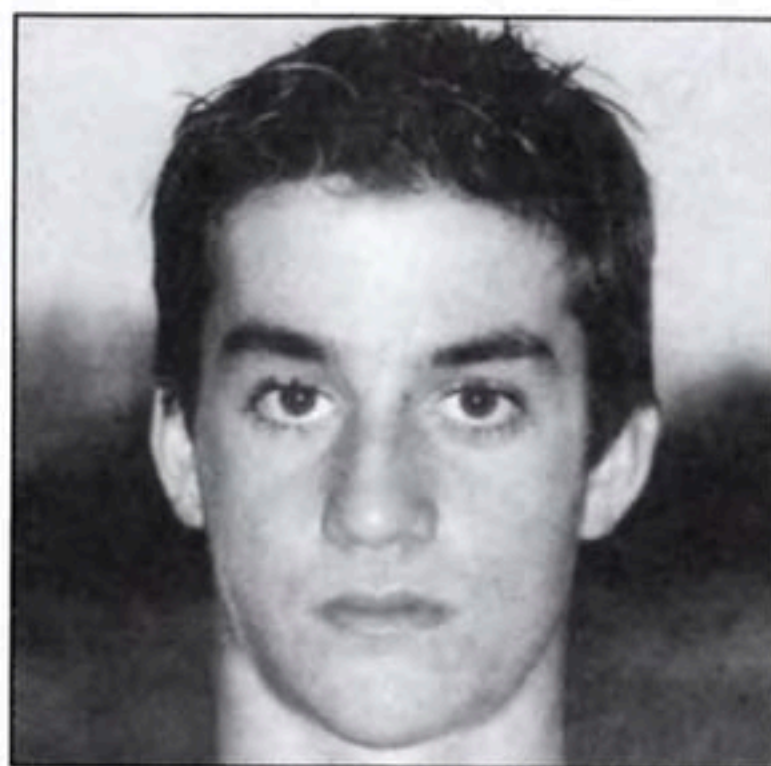
Born in San Diego, California, Clowers discovered motocross at an early age and began competing soon after. He won 14 amateur MX championships before turning pro and earning a factory ride. By the age of 21, Clowers had several top 5 finishes in the supercross 125cc series and a big win in Anaheim. Clowers was poised to be the new top dog on the circuit, but after several more years of racing, he ultimately jumped into the freestyle arena.

Now, 10 years later, Tommy Clowers is one of the most recognized names in freestyle motocross. Clowers has won more freestyle motocross medals at the X Games than any other rider and is currently the world record holder for the Step-Up competition, with a record of 35 feet. Having invented tricks like the Catwalk and the Cat Nac, he continues to innovate and add his own variations to many freestyle tricks.

Clowers has appeared in several freestyle motocross videos and an ESPN X Games commercial. His record Step-Up win was also featured on the *Guinness Book of World Records* primetime show. Recently, "Tomcat" has created his own line of clothing and his own videos, *Steppin' Up* and *Steppin' Up 2*. 2004 will surely be another successful year for Tommy Clowers as he continues to dominate the sport of freestyle motocross.

Davi Millsaps

Davi Millsaps, the 15-year-old motocross wonder kid has had a fantastic amateur career and is set to dominate the professional arena. Having started riding at the tender age of 3 and winning his first national title by the age of 6, Millsaps has already had a long career in motocross. Many have remarked at the speed he's displayed winning 9 Loretta Lynn titles and the US Open Mini Class in Las Vegas.



Ever wonder what it would be like if you knew how to perform a double before you knew how to tie your shoes? Well, Davi knows exactly what that's like! Competing in his first race at the age of 4, he soon learned that jumping wasn't his only talent. He would soon be better known for his record times. So many people have been impressed by his speed that Davi is the first amateur ever to be sponsored by a factory team. Other sponsors followed suit and he became a fully sponsored rider by the age of 15.

The first amateur to grace the cover of *Racer X* magazine, Millsaps is currently riding select national events. The 125cc East Supercross and Outdoor Nationals will surely be a hot contest in 2004 when Davi rides his Team Suzuki bike throughout the season.

Mike Brown

Mike Brown is one of the hardest working athletes in motocross. Much of his success on the track can be attributed to the intense practice and training regimen Mike does with his best friend, Ricky Carmichael. That hard work pays off in endurance. Mike Brown seems to get stronger as each race nears completion.



“Brownie” as he’s called by those close to him, got a relatively late start in racing and didn’t compete in his first race until the age of 12. During his early racing days, he claimed no less than 3 National Amateur Championships before turning professional in 1994. Brown won his first pro race that season at the Pontiac Silverdome in the 125cc AMA Eastern Region Supercross Series. He returned in 1995 to win 2 more 125cc Eastern Region Supercross main events and added his first AMA 125cc National Motocross overall victory later that summer at Washougal, Washington.

In 1999 and 2000, Brownie raced in Europe and competed in the 125cc World Championship Grand Prix Motocross Series, as well as the 125cc British National Motocross Championship Series. Both years Brownie won more World Championship Grand Prix events than any other racer on the track, but he also broke down and didn’t finish more times than any other racer due to inferior machinery. In both 1999 and 2000, Brownie finished 3rd overall in the World Championships, and in 2000, he also became the 125cc British National Champion.

Returning to the U.S. in 2001, Brownie stormed to 3 overall wins on the way to becoming the 125cc AMA National Motocross Champion, which he captured in come-from-behind fashion. Trailing by 13 points with 2 rounds remaining, Brownie staged a remarkable comeback, claiming the title in the last moto of the season. In 2002 and 2003, he finished 2nd in the 125cc AMA Eastern Region Supercross Series.

Brownie is continuing with his strong work ethic this year and is determined to pilot his new Yamaha ride through another successful motocross season. He’ll be racing in the 250cc AMA Supercross Series and the 125cc AMA National Motocross Series, with a focus on becoming the 2004 125cc AMA National Motocross Champion.

Kenny Bartram

This is no ordinary cowboy. "Cowboy" Kenny Bartram redefines the word on a 250cc bike with riding boots and a helmet. The only weapon this cowboy's carrying is his daredevil style and determination to conquer in every event.



Kenny's been riding since he was 7, starting off in supercross and motocross and later crossing over to the freestyle arena. Over the years, he's gone on to prove himself and become the king of freestyle. Bartram is now the defending champ of every major freestyle series. Cowboy Kenny is a crowd favorite, known for his technical combos and being the best freestyle rider in the world.

In addition to knowing and performing every freestyle motocross trick, Bartram is forging new ground in the sport. Cowboy Kenny landed the first backflip-to-heel clicker in a competition in July 2003. "When I saw 3 guys do no-footers to no-handed landings, I didn't want to join the group and do the same thing. I had been thinking about the trick for a while, so I figured that was a good time to try it."

Bartram is for real, on and off the dirt. Kenny was the 2003 IFMA Champion but has also been racing in his "spare time," making an appearance during the supercross season with Travis Pastrana as his mechanic! Kenny knows every trick, does them all big, works hard, rides constantly, has great bike skills and is a nice guy to boot. This cowboy is seemingly unstoppable and he's still making plans for the future.

Ezra Lusk

Ezra Lusk is a model of consistency in motocross racing. "Yogi" as he's otherwise known, has proven to be a serious contender in each of his nearly 20 years of racing. Considered one of the "elder statesmen" in the sport, he's a family man and mentor to several of the sport's rising stars.



Lusk started riding at age 5 and entered his first race at age 6. In 1984, he started his amateur racing career with Kawasaki's Team Green. After amassing dozens of amateur titles for Kawasaki Team Green, including 4 AMA Amateur National Championships, 2 in 1986 and 2 in 1988, Yogi turned pro in 1992.

In 1994, Lusk won 6 main events en route to the AMA Eastern Region 125cc Supercross Championship. Then in 1996, he began a string of 4 consecutive years where he finished in the top 3 in the AMA 250cc Supercross final point standings, including back-to-back 2nd place finishes in 1998-99. Giving reigning champion Jeremy McGrath a serious run at the title that lasted late into the season in 1999, Yogi won 5 main events. He would eventually finish 2nd in the final standings that year.

Showing his consistency once again in 2002, Lusk finished the season with the 2nd highest points of all 250cc riders. He garnered 7 podium finishes, including a 2nd place finish at the Las Vegas Supercross. Ezra will again pilot his Kawasaki 250cc bike in the 2003 Supercross and Outdoor National seasons. No doubt he'll be racing in the front of the pack.

Jamie Dobb

One of England's top riders for over 10 years, Jamie Dobb has won more championships than you can count on 2 hands. He's competed in the British Championships and the World Motocross Championship and taken away many wins, even while racing in the U.S.



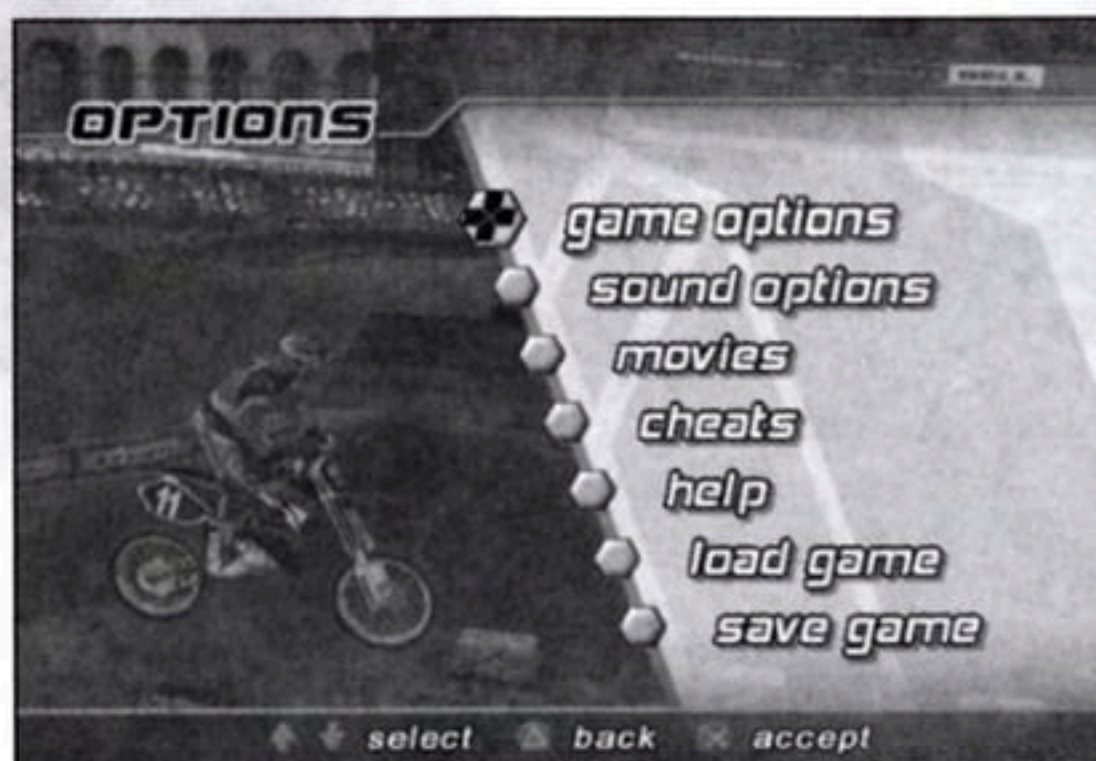
At the age of 2, Dobb began riding motorcycles. By age 5, he was racing in amateur events. In 1987, at age 15, Jamie turned pro and took 3rd in the British 125cc Championships. The following year, he won the Coupe de Lavi race. More impressive, in 1989 Dobb took 1st in the British Championship in the 125cc class. He was the youngest rider to ever win this title.

1993 saw Jamie cross the Atlantic to race in the U.S. During that year, he suffered 2 broken arms and was out most of the season. But for the next 3 years, he continued to ride consistently in supercross and Outdoor National events, culminating in a win at the Red Bull National in 1996.

In 1997, Dobb returned to Europe to race, winning 2 consecutive British Championships in the 125cc class in 1998 and 1999. Again in 2001, he dominated yet another series and became the World 125cc Motocross Champion. Jamie will continue to race his KTM the only way he knows how—to victory at the finish line!

OPTIONS MENU

The Options menu contains display settings, sounds options, music playlist, movies, cheats, save and load options and your controller configuration. Use the directional buttons to select an option and the **X** button to confirm your selection.



DIRT WURX™ USA

This is where you can create your own tracks to race against the AI or play with friends in 2-player split screen. Be creative!

Controls

Starting Out/Track Layout

- *Directional Buttons* – Change the pieces
- *R1 and L1 Buttons* – Rotate the pieces
- **□ Button** – Close track
- **X Button** – Accept
- **O Button** – Help

Controls Once the Track is Built

- *Directional Buttons* – Choose different pieces of the track
- *L2 and R2 Buttons* – Turn bales off or on; change the bales on the piece
- *L1 and R1 Buttons* – Move forward or backward along the track
- **□ Button** – Open the track (back to track layout); Close track
- **O Button** – Help

MTX: MOTOTRAX™ ONLINE PLAY

MTX: Mototrax™ uses DNAS (Dynamic Network Authentication System), a proprietary authentication system created by Sony Computer Entertainment Inc. (“SCEI”). “DNAS” retrieves information about a user’s hardware and software for authentication, copy



protection, account blocking, system, rules or game management and other purposes. The information collected does not identify the user personally. **A publisher can combine this information with personally identifying information from the publisher’s records if the user provides the personally identifying information. Before providing any personal information to a publisher, please be sure to review the publisher’s privacy policy and terms and conditions of use. Do not provide personally identifying information to a publisher unless you accept the conditions of use and terms of their privacy policy.**

SCEI, Sony Computer Entertainment America (“SCEA”) and their affiliates cannot guarantee the continuous operation of the “DNAS” servers. SCEA shall not be liable for any delay or failure of the “DNAS” servers to perform. If you receive a message during login identifying a “DNAS” authentication error, please contact SCEA Consumer Services at 1-866-466-5333. For additional information concerning “DNAS,” visit www.us.playstation.com/DNAS.

In the event of a systems incompatibility or inoperability with DNAS, the sole liability of SCEI, SCEA and their affiliates shall be limited to the repair or replacement of the user’s affected game software, console or peripherals at the option of SCEA. SCEA, its parents, affiliates, or licensed publishers shall not be liable for any delays, system failures, authentication failures, or system outages, which may, from time to time, affect online gameplay or access thereto.

Note: By joining an online session, you must leave the Activision-controlled environment in MTX: Mototrax™. The game’s content has been rated E for Everyone, but the content of the game may be different in interactive exchanges. Activision and Sony Computer

Entertainment America take no responsibility for content external to the game itself. Please read the terms of use for online play at mtxmototrax.com.

Ready to go online and play against opponents around the world? To play *MXT: Mototrax™* online, you'll need a Network Adaptor (Ethernet/modem) (for PlayStation®2). You'll also need an Internet service provider.

Set Up

The first time you try to go online with *MTX: Mototrax™*, the game will ask you to set up your connection.

You'll first need to tell the game if you have already set up your connection using the Sony Network Adapter Start-Up Disc. Select **Multiplayer**, then select **Network Play**, then **Network Options**. Choose **Select Network Configuration** to load your setting from a memory card (8MB) (for PlayStation®2). You'll be prompted to choose a valid Network Configuration file. If no Network Configuration file is present, create one using the Sony Network Adapter Start-Up Disc.

Getting into the Game

Once your hardware is connected and properly configured, you're ready to go online. Select **Multiplayer** from the Main Menu. Select **Network Play** then select **Network Game**. Next, select the rider you want to play with. You can set your online player name in the Network Options. Choose **Internet** to play *MTX: Mototrax™* over the Internet or select **Local Area Network (LAN)** to play against other PlayStation®2 computer entertainment system users connected locally on your network. Please review the Online Terms of Use at mtxmototrax.com/termsfuse and select **Accept** or **Decline**. Then your PlayStation®2 computer entertainment system will attempt to verify your network settings and connect.

Note: If you can't get past the Multiplayer Menu, your network is not configured properly. Check your hardware, cables and network settings and try again.

Next, you'll see a message asking you if you wish to establish a GameSpy® Profile. *MTX: Mototrax™* uses GameSpy® (www.gamespy.com) for its online matchmaking. By establishing

a profile and providing GameSpy® with your e-mail address, you'll be able to track friends via MTX's Friend List and post your stats online. Visit www.gamespy.com for details on GameSpy® Profiles.

Next, select **Play Online** from the Internet Options menu if you wish to immediately play a game.

The GameSpy® Region List (not shown in LAN mode) shows the available GameSpy® areas that hold *MTX: Mototrax™* servers. The number to the right of the region name indicates how many servers are online in that particular region.

Once you enter a region, you'll see the large chat window on the right. On the left are the user options.

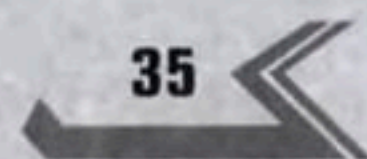
- *Host Game* – Start a server of your own.
- *Join Game* – Enter the Internet Games lobby to see the server list.
- *User List* – Switch to the User List where you can scroll through the list of players in the region. If you've logged in with a GameSpy profile, you can select a user and add them to your Friends List.
- *Friends List* – Select this option to see the status of friends already added to your Friends List. The Friends List shows you the online status of your friends and where they're playing. To play in their current game, select **Join**.
- *Enter Message* – Select this option to enter a chat message that will appear in the chat window on the right.

Joining a Game

If you select **Join** in the user options, you'll be taken to the Server List menu.

As you highlight each server, pertinent information about that server is shown:

- *Ping* – The time it takes to send data from your PlayStation®2 computer entertainment system to the server. A low ping time means you have a fast connection to the server.
- *Mode* – The game that is being played or will be played.
- *Level* – The level on which the game is being played.



- *Number of Laps* – If applicable, this tells you the number of laps in the race.
- *Target Score* – If applicable, this tells you the score needed to win.
- *Collision* – If collision is turned on or off.
- *Players* – The number of players currently in the game is listed at the top left. The maximum number of players is 4. Underneath, the names of the players appear. Highlight a server and press the **X** button to attempt to join that server. If the server has room, the level will load.

Hosting a Game

If you choose to host a game, you'll be presented with the Host Options Menu.

Once your server is up, other players will see your game in the Server List and can attempt to join it. When starting a server, you'll get the following options:

- *Host Name* – Set the name of your game as it will appear in the server list to other players.
- *Game Type* – Set the type of game you will be hosting. Race, King of the Hill or Freestyle Battle.
- *Level* – The level you plan to host in.
- *Number of Players* – The highest number of players you'll allow on your server. The maximum for broadband-hosted games is 4, for modem users 2. Depending on your connection, select the number of players that works best for you.
- *Number of Laps* – Set the number of laps it'll take to complete a race.
- *Time* – Set how long someone has to hold the crown in King of the Hill games to win. Time only appears if the Game Type is set to King of the Hill.
- *Target Score* – Set the high score required to win Freestyle Battles. Target Score appears only if the Game Type is set to Freestyle Battle.
- *Host Race* – Select this when you're ready to start hosting a game.

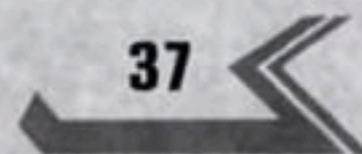
Firewall Note: In order to host (serve) an *MTX: Mototrax™* game from behind some brands of routers with NAT (Network Address Translation), or firewalls, you may need to enable Port Forwarding. You'll need to route (forward) all data on port 5150 UDP (User Datagram Protocol) to the IP address assigned to your PlayStation®2 computer entertainment system.

Playing in a Network Game

An *MTX: Mototrax™* server is hosted by one player and can hold up to 4 riders. If you selected **Join Game** to get into the game, you are considered a "client" to that server. If you selected **Host Game**, you're considered the "server" player. After joining, you will most likely be dropped into Free Ride Mode. When the server player is ready to start the game, you'll get a notification and the game will start. After the game is completed, you'll be shown the final rankings screen and then return to Free Ride.

Client Pause Menu

- *Continue* – Return to the game.
- *Vibration Options* – Brings up the Vibration menu
 - >> Local Player – Turn vibration on or off.
- *Sound Options* – Brings up the Sound Options menu.
 - >> Skip Track – Skips current song
 - >> Song Order – Change the order in which songs are played: random or in order.
 - >> Music Level – Adjust the music volume.
 - >> Sound Level – Adjust the sound effects volume.
 - >> Done – Return to the Game Options menu.
- *Players* – Brings up the Players List.
- *Quit Game* – Quit the game and return to the Internet lobby.



Server Pause Menu

- *Continue* – Return to the game.
- *Start Game* – Start the current game type.
- *Game Options* – Brings up the Game Options menu.
 - >> *Retry* – Reset the game.
 - >> *Select Level* – Brings up the Level Select menu.
 - >> Server can select an unlocked level to change to.
 - >> *Vibration Options* – Brings up the Vibration menu.
 - >> *Local Player* – Turn vibration on or off.
 - >> *Sound Options* – Brings up the Sound Options menu.
 - >> *Skip Track* – Skip current song.
 - >> *Song Order* – Change the order in which songs are played: random or in order.
 - >> *Music Level* – Adjust the music volume.
 - >> *Sound Level* – Adjust the sound effects volume.
 - >> *Done* – Return to the Game Options menu.
- *Players* – Brings up the Players List.
- *Quit Game* – Quit game and return to the Internet lobby.

Menu Available to a Server Player

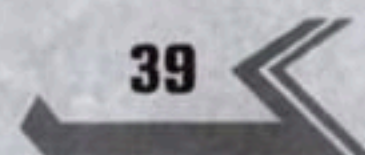
As the server player, you're hosting the game, so it's up to you to decide which games are played, what the options are and when they start. You'll be given the same Pause Menu options as game clients with the following added options:

- *Start Game* – Start the current game.
- *Game Options* – Here you can retry, select the level or go to the sound options.

Advanced Options

Player List – Select a player to add to your Friends List. Or, if they're acting up, select **Kick** to boot them from your game or **Ban** to boot them and not allow them to ever rejoin.

Tip: You can only serve a game on levels that you've already unlocked. Unlock additional levels by playing offline in MTX Career Mode. As a client, you can join a game being played in any type of level.



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David Favazza
Sarah Pepin
Mike Rixford
Tyler Rivers

MUSIC

The Nephilim

Performed by A.F.I.
Lyrics written by Davey Havok
Published by Ex Noctem Nacimur Music
Courtesy of Nitro Records

Doomsday Jesus

Performed by Black Label Society
Written by Zakk Wylde
Published by Bellbottoms &
Beer Music, Inc.
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Everything Sucks Today

Performed by The Descendents
Written by Stephen O'Reilly
Published by All Group Inc.
dba Dome-o-chrome

Dismantle Me

Performed by The Distillers
Written by Brady Dalle
Published by Distilla Nation Music (BMI)
Produced under license from Sire
Records, by arrangement with Warner
Strategic Marketing
(p) 2003 Reprise Records

Intoxication

Performed by Disturbed
(Dan Donegan, David Draiman,
Steve "Fuzz" Kmak, Mike Wengren)

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Motivation

Performed by Dope
Written by Edsel Dope
Published by
Sonic Kronic Sounds (ASCAP)
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B%tch

Performed by Dope
Written by Edsel Dope
Published by
Sonic Kronic Sounds (ASCAP)
(p) 2003 Recon Records

Falling Away

Performed by Dope
Written by Edsel Dope
Published by
Sonic Kronic Sounds (ASCAP)
(p) 2003 Recon Records

Burn

Performed by Dope
Written by Edsel Dope
Published by
Sonic Kronic Sounds (ASCAP)
(p) 2003 Recon Records

So Low

Performed by Dope
Written by Edsel Dope and Virus
Published by Sonic Kronic Sounds
(ASCAP) and
Ebola Rock-N-Rolla Music (BMI)
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Lonely Punk

Written and Performed by The Faders.
Produced by The Faders/Adam Hamilton
Published by Peer Music Ltd.

Digging the Grave

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Records, Ltd., by arrangement with
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No More Nothing

Performed by Fear
Words and music by Lee Ving
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Better Days

Performed by God Forbid
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When It Cuts

Performed by Ill Nino
Produced by Dave Chavarri,
Co-produced by Ill Nino
Additional Production and Mixing by
Steve Regina, Rob Caggiano and
Eddie Wohl for Scrap 60 Productions
Lyrics written by Cristian Machado
Music Written by Marc Rizzo,
Cristian Machado and Dave Chavarri
Published by EMI Blackwood Music Inc./
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Music/Ill Cristian Music/(BMI)
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Te Amo I Hate You

Performed by Ill Nino
Produced by Dave Chavarri,
Co-produced by Ill Nino
Additional Production and Mixing by
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Eddie Wohl for Scrap 60 Productions
Lyrics written by Cristian Machado
Music Written by Marc Rizzo,
Cristian Machado, and Dave Chavarri
Published by EMI Blackwood Music Inc./
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Rebirth

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Eddie Wohl for Scrap 60 Productions
Lyrics written by Cristian Machado
Music Written by Marc Rizzo,
Cristian Machado and Dave Chavarri
Published by EMI Blackwood Music Inc./
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Music/Ill Cristian Music/(BMI)

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Cleansing

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Lyrics written by Cristian Machado
Music Written by Marc Rizzo,
Cristian Machado, and Dave Chavarri
Published by EMI Blackwood Music Inc./
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Music/Ill Cristian Music/(BMI)
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Two (Vaya Con Dios)

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Co-produced by Ill Nino
Additional Production and Mixing by
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Eddie Wohl for Scrap 60 Productions
Lyrics written by Cristian Machado
Music Written by Marc Rizzo,
Cristian Machado, and Dave Chavarri
Published by EMI Blackwood Music Inc./
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Take It Or Leave It

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Group Inc.

Motorbreath

Performed by Metallica
Written by James Hetfield
Published by
Creeping Death Music (ASCAP)
(p) 1988 E/M Ventures
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with Warner Strategic Marketing

20 Eyes

Performed by The Misfits
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Words and music by Glenn Danzig
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Now I Know

Performed by Pennywise
From the album From The Ashes
Written by R. Bradbury 25%,
F. Dragge 25%, J. Lindberg 25%,
B. McMackin 25%
Courtesy of Epitaph Records
Published by Pound Foolish (BMI) 100%

Probe

Performed by Prototype
Written by Kragen Lum and
Vince Levalois
Published by Prototype (BMI)
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Don't Get Close

Performed by Slipknot
Produced by Rick Rubin
Engineered and Mixed by Greg Fidelman
Music & lyrics written by Slipknot
Published by EMI April Music, Inc./
Music That Music (ASCAP)
(p) 2004 The All Blacks U.S.A., Inc.

Wait And Bleed

Performed by Slipknot
Produced by Ross Robinson
Co-Produced by Slipknot
Mixed by Joey Jordison, Ross Robinson
and Chuck Johnson
Music & lyrics written by Slipknot
Published by EMI April Music, Inc./
Music That Music (ASCAP)
(p) 1999 The All Blacks U.S.A., Inc.

**The Heretic Anthem
(Instrumental Mix)**

Performed by Slipknot
Produced by Ross Robinson & Slipknot
Engineered by Mike Fraser
Mixed by Andy Wallace
Music written by Slipknot
Published by EMI April Music, Inc./
Music That Music (ASCAP)
(p) 2001 The All Blacks U.S.A., Inc.

Destroy All

Performed by Static X
(Wayne Wells, Tripp Eisen, Antonio
Campos, Kenneth Lacey)
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Fun House

Performed by The Stooges
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Ron Asheton, Scott Asheton)
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Bug Music Inc. (BMI)
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The Artist In The Ambulance

Performed by Thrice
Courtesy of The Island Def Jam Music
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from Universal Music Enterprises
Music by Thrice
Lyrics by Dustin Kensrue
Taken from the album
Artist in the Ambulance
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Switched On

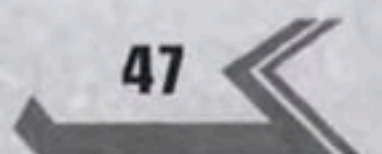
Performed and written by Vaux
Produced, Engineered and Mixed by
John Goodmanson
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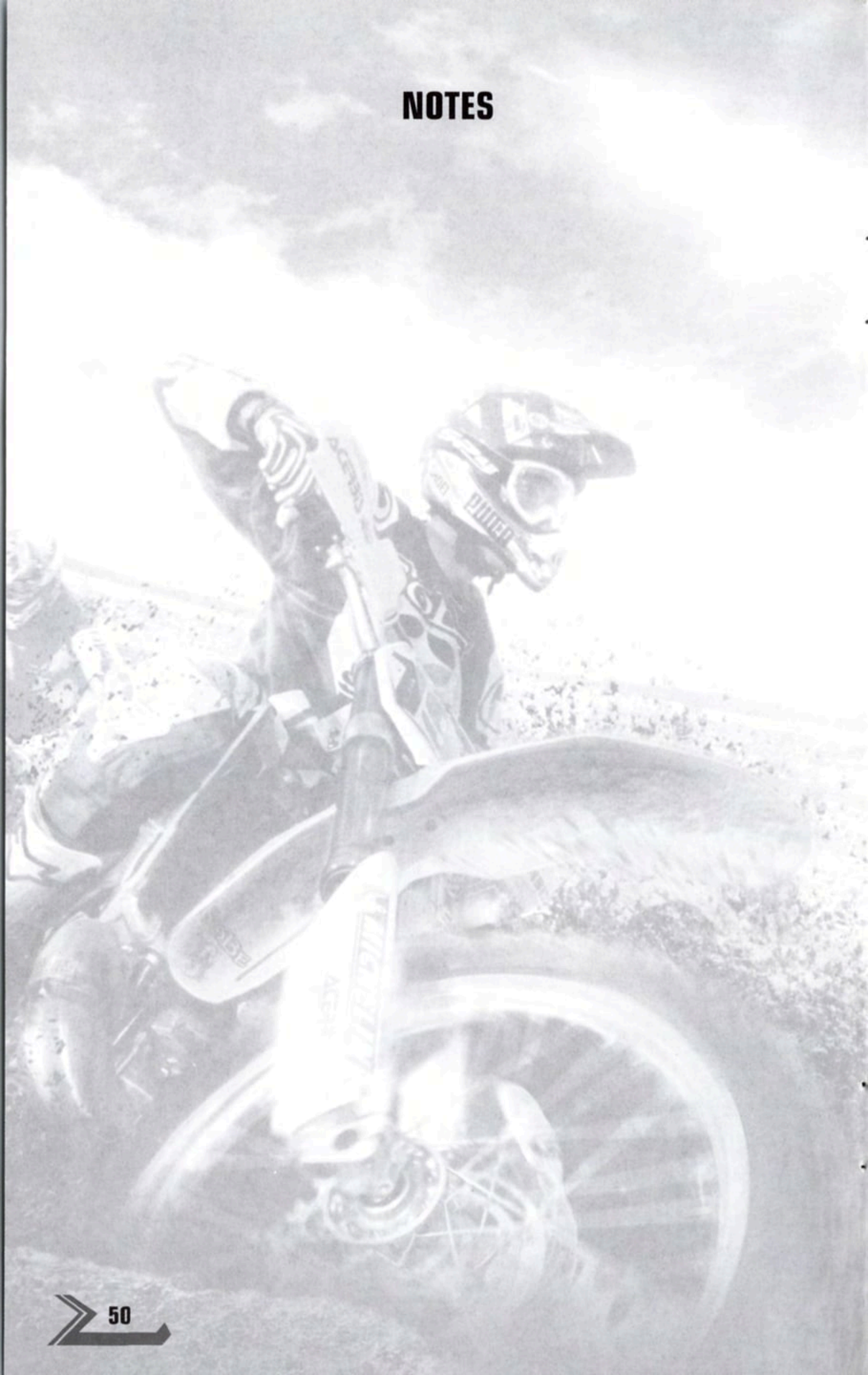
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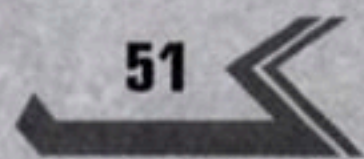
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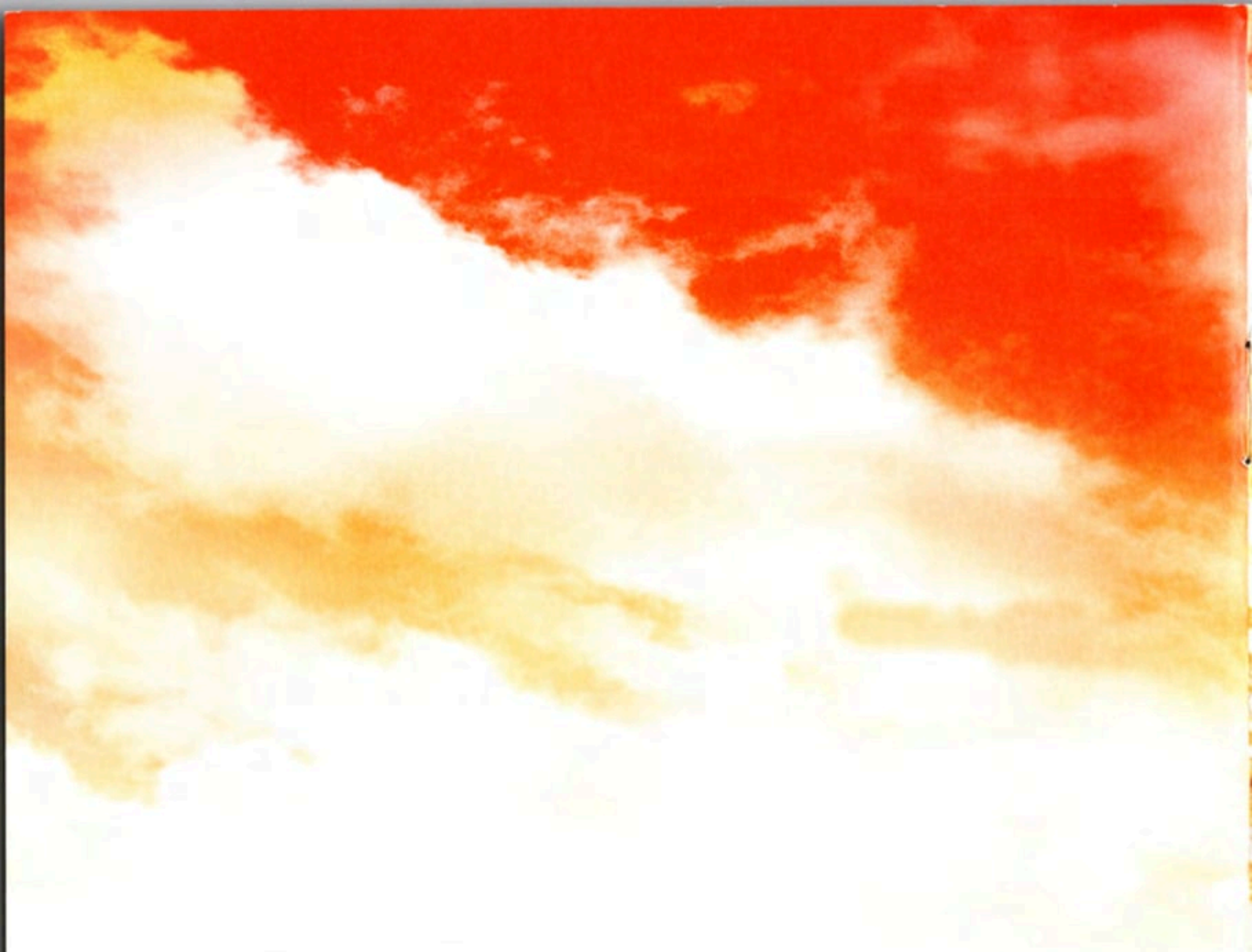
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