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MODEL RC71100 For 1 player / Ages 8 and up P/N 82366700 Rev.A

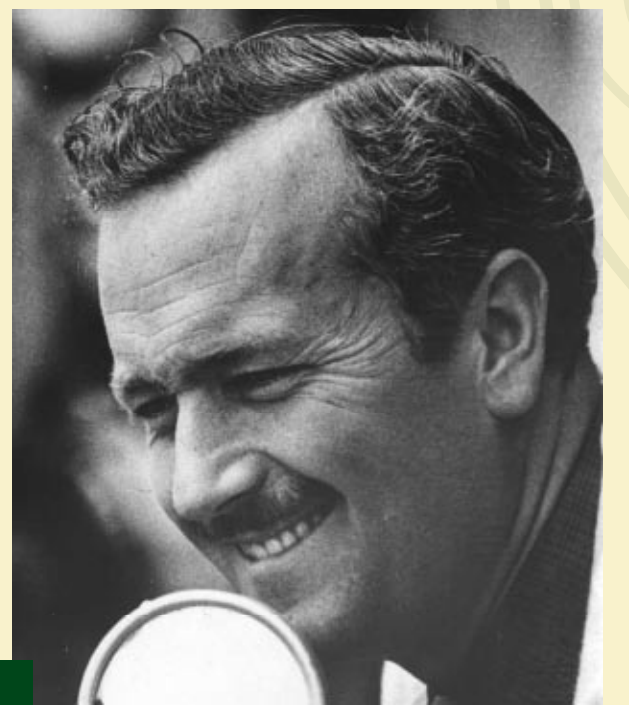
LOTUS OWNERS HANDBOOK



P/N 82366700 Booklet, RC71100

THE HISTORY OF LOTUS

A Brief History
Few cars today can boast as rich a pedigree as Lotus. Fewer still can claim to reflect so perfectly the genius of their creator. No one knows what it was that inspired Colin Chapman to name his first car 'Lotus', but like so many of his ideas, the Lotus marque soon became synonymous with speed, innovation and success.



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Chapman had made his competition debut taking part in motor trials with an ageing 1930 Austin Seven which he had transformed and named the MK1. As Lotus Engineering flourished through the fifties, Chapman built and raced a series of remarkable sports racing cars. Selling to an ever greater number of customers, they achieved enviable success, including class wins at Le Mans, the first as early as 1956. Using a variety of power units, they helped create Lotus' reputation for light, easy-to-drive racers, with particularly advanced aerodynamics.



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The Clark years
Jim Clark was to become the driver of his generation. Every one of his 25 F1 wins – a record at the time – was clinched aboard a Lotus. Never before had racing witnessed such synergy between a driver with natural ability and a race engineer busy hatching one technical innovation after another. And there were many.



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Clark took his maiden F1 win at Spa and three more in '62. Seven wins from 10 races put the 1963 Driver's and Constructors' Championships beyond their rivals' reach. The next year's championship went down to the wire, with Clark losing the cliff-hanger to John Surtees' Ferrari. But in '65, Clark and his Lotus 33 were unbeatable, winning six of the season's first seven races – only missing out at Monaco because he was busy that day winning the Indianapolis 500 with the Type 38.

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Chapman, again, looked for a solution. The Lotus 72 that followed remains one of the all-time great Grand Prix cars. By placing the radiators either side of the cockpit, Chapman and engineer Maurice Philippe achieved a distinctive wedge shape. With it, Rindt won four races and the title, but disaster struck Lotus again, when he was killed at Monza.

Clad in its distinctive black and gold JPS livery for the first time, the 72 collected championship honours again in 1972. Brazil's Emerson Fittipaldi becoming the youngest world champion in the history of the sport. 'Superswede' Ronnie Peterson added to Lotus's trophy cabinet with three wins the following year, matching Fittipaldi's tally. But Chapman was criticised for not appointing a number one driver, letting Jackie Stewart's Tyrrell through to take the title.



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The team fell back on its 72, now quite obsolete in its sixth season of racing. Despite 20 wins and five Drivers and Constructors' titles to its credit, the car had had its day. Lean years followed, and it was not until the last race of 1976 that Lotus signalled a return to form with Mario Andretti's win at Fuji. For '77, Chapman's aerodynamics expert Peter Wright produced one of their most devastating masterstrokes. Developed in utmost secrecy, the Lotus 78 featured an extra wide front track, unusually long sidepods and ground-hugging 'skirts'. This innovation concealed another: a tub shaped like an inverted aircraft wing. 'Ground effects' was born and the 78 became the benchmark others would have to follow.

The Lotus 79 consolidated the lessons learnt and gave Lotus an unassailable advantage. Andretti took six wins, Peterson two and again Lotus wrapped up Drivers' and Constructors' titles. Yet Maria's 1978 title came on the day Ronnie Peterson was fatally injured in a massive start-line collision at Monza. As so often in the Lotus story, triumph and tragedy seemed to go hand in hand.

" The Lotus 86 prototype and its racing version, the 88, sent apprehensive shivers through the F1 establishment. "

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With the arrival of Ayrton Senna for 1995, it didn't take long for the Brazilian to open his account and return Lotus to the winner's circle, winning at the Portuguese GP. Senna would come close to a title chance in 1986. Few would imagine that his victory at the Detroit GP in '87 with the Honda-powered 991 would be the last of a Lotus Grand Prix machine.

Catching the slide
While Senna was lured away by McLaren for 1988, his countryman Nelson Piquet took over the yellow-liveried Lotus. Despite sharing the same engine as the formidable McLaren-Honda, Piquet seemed unable to maintain the team's momentum. Honda left at year's end and from that point on, disaster followed disaster. The team tried a series of power-plants. Drivers like Mika Hakkinen and Johnny Herbert were quick on occasion. But for Team Lotus, money and time ran out until the unthinkable happened, and plans for a 1995 season were scrapped. Thankfully, Lotus cars still race today in GT and sports car racing, a testament to Colin Chapman's most lasting legacy – that of giving enthusiasts the world over the opportunity to experience performance normally reserved to an elite.

Elite to Exige – a Lotus for the road
With the need to put his racing team on a firm financial footing, it wouldn't be long before Chapman began manufacturing road cars. With its pioneering glass fibre body, the Lotus Elite was launched at Earls Court in 1957. What followed, the soft-top Elan, was to become a Sixties icon – just like Emma Peel who drove one in the Avengers. The car introduced a backbone chassis – setting the trend for many Lotuses to follow. But more than that, it inspired a host of look-alikes for generations to come.

Every Lotus seemed destined to become a classic. The stripped-down Seven was an instant hit, despite its uncompromising nature. Other classics to take to the road (and track) included the Lotus Cortina of 1962 and the mid-engine Europa from 1966. Chapman's philosophy was always to design cars that suited him. Cars like the 1967 Elan +2 with its 2+2 seat layout, and distinctive pop-up lights. It was longer and wider than its forebears and was also the first Lotus not to be available in kit form. With the Seventies came a complete change of direction. Using techniques from his boat-building businesses, and with the help of Giugiaro's Itai Design studio, Chapman's new Elite could not have been more different. The angular theme continued with the Eclat – and was used to best effect with the stunning Esprit launched in 1975. Despite considerable development over the years, the shape remains as purposeful as the original. The mid-engine layout and now traditional Lotus backbone chassis saw the addition of a powerful Garrett turbocharger in 1980. The introduction of a 32-valve V8 with twin turbochargers in 1996 has seen the Esprit keep its appeal as a driver's car like no other.

And so to the Type 111. The launch of the Elise in 1995 represented a return to a affordable, stripped-out street-racer. Tipping the scales at just 690 kg, the Elise's pint-sized Rover K-series 1.8 unit was enough to take the car to 125mph and a 0-60 time of 5.5 seconds. Today, race-bred variants like the Exige carry all the hallmarks of Lotus's engineering expertise. No wonder enthusiasts can't wait to get behind the wheel of a new Lotus...



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OWNERS HANDBOOK

Introduction
Congratulations on choosing the Gamester Lotus Steering Wheel, the ultimate wheel officially licensed for the Xbox video game system from Microsoft.

- Replica sports pedals provide a realistic driving experience.
- Responsive racing paddles for fast gear changes and pedal-free control.
- Unique clamp allows for tabletop or laptop driving position.

- High specification replica Lotus sports wheel and pedals.
- Officially licensed Xbox wheel with analogue technology for precision control.
- Six analogue buttons offering eight-bit control (A, B, X, Y, Black and White).
- Responsive racing paddles for fast gear changes and pedal-free control.
- One eight-way digital directional pad.
- Two digital menu navigation buttons (BACK and START).
- Xbox proprietary plug interface.
- Inline Release Connector.
- Ergonomic design with rubberised grips for great handling.

- Turn off your Xbox console
- Attach the clamp to the base of the wheel (see diagram 2).
- Insert pedal plug into the socket on the base of the wheel. Make sure that the arrow on the plug lines up with the arrow on the base (see diagram 3).
- Connect the steering wheel to the controller ports on your Xbox console.
- Turn on your Xbox console.

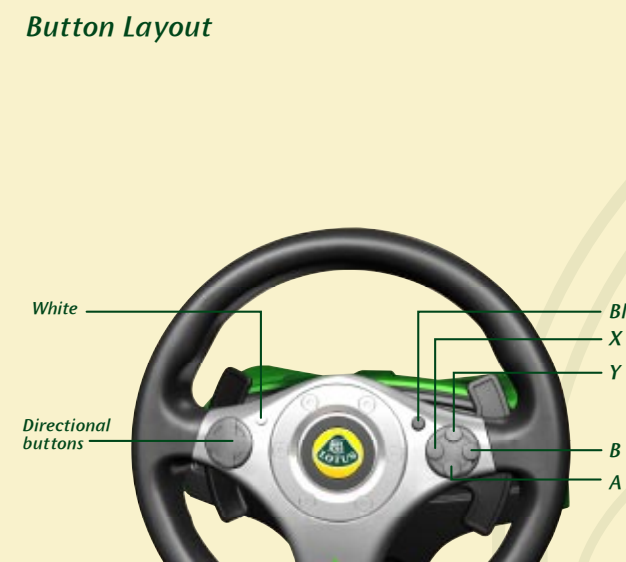


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Inline Release Connector
The Inline Release Connector is added to help protect your Xbox console. It is designed to disconnect your controller from your console in the event that the steering wheel is pulled upon with an unreasonable force. During normal use, the Inline Release Connector should always remain connected. Always use the console connector to disconnect the controller from the Xbox console.

Trouble Shooting
The wheel is not working.
- Make sure the wheel connector is firmly connected to the Xbox controller port.
- Make sure the inline release connector is firmly connected.
- Reset your Xbox console.

NOTE: This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses and can radiate radio frequency energy and it may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:
• Reorient or relocate the receiving antenna.
• Increase the separation between the equipment and receiver.
• Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
• Consult the dealer or an experienced radio TV technician for help.

Please retain this for future reference.
90-DAY LIMITED WARRANTY
(This product warranty is valid in the United States and Canada only)
Radica China Limited warrants this product for a period of 90 days from the original purchase date under normal use against defective workmanship and materials (dust/scratches excluded). This warranty does not cover damages resulting from accident, unreasonable use, negligence, improper service or other causes not arising out of defects in material or workmanship. Radica China Limited will not be liable for any costs incurred due to loss of use of this product or other incidental or consequential costs, expenses or damages incurred by the purchaser. Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitations may not apply to you. This warranty gives you specific legal rights and you may also have other legal rights, which vary from state to state.
During this 90-day warranty period, the game will either be repaired or replaced at our option without charge to the purchaser when returned prepaid with proof of date of purchase to Radica USA, Ltd., 1363-A Beta Road, Dallas, Texas 75244, USA. Please remove the batteries and wrap the unit carefully before shipping. Please include a brief description of the problem along with your return address and mail it postage prepaid. Products returned after the 90-day period has expired will be repaired or replaced (at our option) for a service charge of US \$10.00. Payment must be made by check or money order. This extended service will only be available for one year from the date of purchase.
IMPORTANT: Before returning the unit for repair, test it with fresh alkaline batteries. Even new batteries may be defective or weak and low battery power is a frequent cause of unsatisfactory operation.

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