



LOTUS

DUAL FORCE™ STEERING WHEEL MANUAL

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.

Like all fairy tales, the Lotus story began in humble surroundings. Working from a wooden shed behind his father's pub at evenings and weekends, Chapman hit upon the idea of building cars in limited numbers and delivering them in kit form. The first eight customers' kits were delivered early in 1953. Demand for his Mark VI grew and by 1955, Chapman was able to give up his day-job and turn all his energies to racing.



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.

The Call of Formula 1

It wasn't long before others would want a share of Chapman's genius. Britain's Vanwall F1 team called on Chapman and his associate Frank Costin to pen their new car in 1956. It took its first win in '57 and won the inaugural Constructors' World Championship the following year.

Chapman had his own agenda, however, and it was no surprise when the Lotus 16, the marque's first purpose-built Formula 1 car, appeared on its debut at the French Grand Prix in 1958 bearing a striking resemblance to the Vanwall.

By 1960, Lotus had followed Cooper's lead with the switch to a rear-engined layout. In qualifying for the Monaco GP, Stirling Moss broke the existing track record by an astounding four seconds to put the Type 18 on pole and, the next day, scored Lotus's first F1 Championship win.

And so began the stuff of legends. Later that summer, a young Scotsman who had impressed Chapman some years earlier joined the works F1 team.



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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.

With the Lotus 21, Chapman adopted a lower, slimmer design to improve the car's penetration into the air: the driver virtually had to lie down at the wheel. But despite its light weight and slippery shape, it was not enough to match the horsepower of the 'sharknose' Ferrari 156.

Lotus needed a breakthrough, and it came in the shape of the 25. Leaving behind traditional tubular space frame technology, Chapman used an aircraft-style monocoque body shell – the original idea having been sketched over lunch on a paper napkin. The resulting chassis was light and stiff, helping the suspension to work more effectively.

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.

Cosworth and a change of colour

With the advent of the new 3-litre formula, Chapman was instrumental in persuading Ford to fund the development of the Cosworth DFV engine. At the same time, he developed the landmark Lotus 49 – the first car to have its engine working as a stressed member, doing away with the need for a cumbersome sub-frame.

It proved a sensation. Clark won first time out at the Dutch GP in 1967, collected three more wins, and with his team mate Graham Hill, took nine pole positions on the trot.

Championship honours looked certain following Clark's victory in the opening round of the 68 season. But it was to be his last. He was killed in a Formula 2 race – driving a Lotus as ever – at Hockenheim in April. It was left to Hill to lift the team's spirits and clinch the title.

1968 marked a turning point in other ways, too. At the Monaco GP, Lotus turned up in the red, white and gold colours of sponsors Gold Leaf tobacco (another first for F1) and sporting a rear deflector and curious small wings either side of the car's nose. Sponsors and wings were here to stay.

A bumpy ride at the crest of a wave

Nothing illustrates the hard-headed determination of Colin Chapman more than the years that followed. Always keen to try new ideas, he directed his energies developing the Type 56, a four-wheel drive Indy racer powered by a Pratt & Whitney gas turbine. Meanwhile the F1 programme faltered, Chapman trying four-wheel drive here too, but with little success. At one point, his drivers refused to race the cars. Things got worse when Jochen Rindt crashed at Barcelona and openly denounced the dangerous nature of his car's aerodynamics. Wings, now perched on struts high above the cars, proved dangerously fragile and were quickly outlawed.



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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.

Flying on the ground

The Lotus 76 that followed proved a disappointment. Overweight and with a revolutionary but troublesome clutchless gearbox, development stagnated.



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 Mario'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.

Innovative to the end

It was to be Lotus's last crown. As the turbo era dawned, Chapman sought to introduce his most ambitious trick yet to extract maximum performance from his car's normally aspirated DFV. The Lotus 86 prototype and its racing version, the 88, sent apprehensive shivers through the F1 establishment. A complex twin chassis, linked by means of springs to make the bodywork drop once the car was under way, was another revolution in the making. But the sport's governing body ruled the concept illegal and it never raced.

Colin Chapman's now legendary cap-throwing gesture was last seen when Elio de Angelis crossed the finishing line in a breathtaking victory in Austria in 1982. With ground effects outlawed, Chapman was working on another idea – active suspension – when he died at home of a massive heart attack on December 16, 1982.

Senna makes his mark

Difficult times lay ahead, but under the direction of Peter Warr, Lotus fought on, taking on French designer Gérard Ducarouge and Renault turbo power. The 94T soon showed promise in the hands of de Angelis and Mansell.



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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 99T 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 races, 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-engined 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 Ital 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 have seen the Esprit keep its appeal as a driver's car like no other.

With cash from General Motors, Lotus were able once again to try new things. The result was the 1989 Elan. Designed by Peter Stevens, the first front-wheel drive Lotus proved controversial to purists, despite sticking with many traditional Lotus solutions.

And so to the Type 111. The launch of the Elise in 1995 represented a return to affordable, stripped-out street-racers. 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 for the PSone and PS2 game consoles.

Contents

- 1 x Lotus Steering Wheel
- 1 x Lotus Foot Pedals
- 1 x Lotus History and Instruction Manual
- 1 x Unique print illustrated by the Lotus Design Team

IMPORTANT !

Before using this product, read the PSone or PS2 Instruction Manual for safety, health and other information. This product will work with PSone and PS2 game consoles.

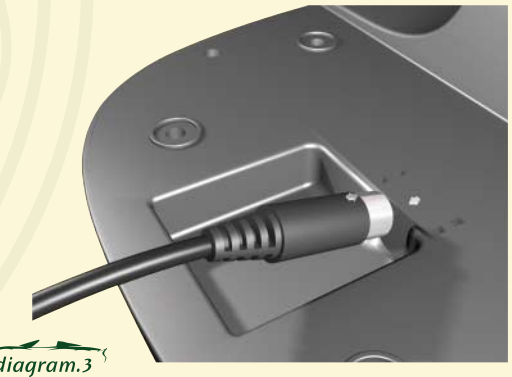
Product Features

- High specification replica Lotus sports wheel and pedals.
- Analogue technology for precision control.
- Ergonomic design with rubberised grips for great handling.
- Replica sports pedals provide a realistic driving experience.
- Responsive racing paddles for fast gear changes and pedal-free control.
- Eight-way analog directional pad.
- Unique clamp allows for tabletop or laptop driving position.



How to set-up the wheel

- Turn off your PSone or PS2 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 plug to the standard controller port on your, PSone or PS2 console. Choose whether you want use the wheel on your lap, or attached to a table (see diagram 4).
- Turn on your console.



OWNERS HANDBOOK

Using your steering wheel

The wheel has 3 modes Digital, Analogue, Negcon.

You can change modes by pressing the Mode button.

Digital - Press the mode button until LED is off.

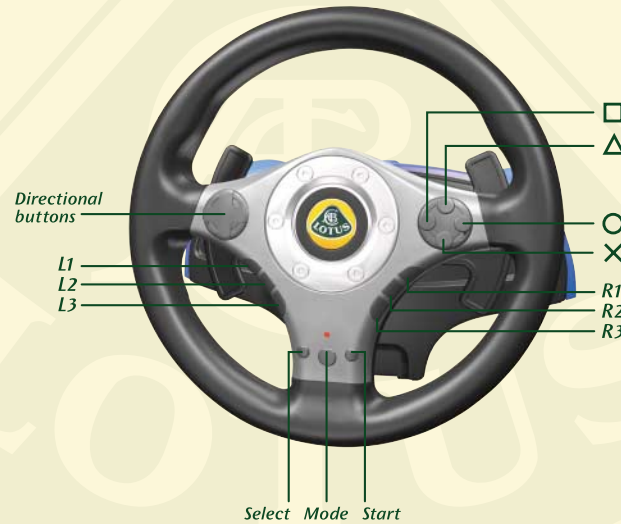
Analogue - Press the mode button. (The LED will be on.)

Negcon - Press and hold the mode button for 2 - 3 seconds. (The LED will be flashing.)

Digital Mode

(LED: OFF) All buttons are digital.

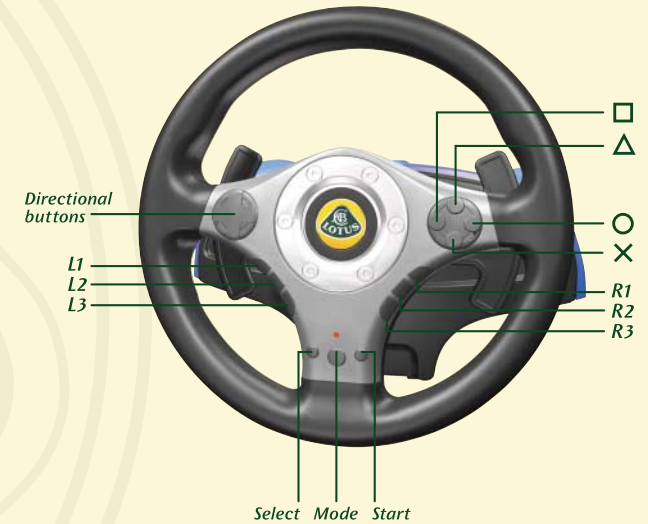
The steering wheel and pedals are both digital and the vibration feature is active.



Analogue Mode

(LED: Red) – All buttons indicated are analogue.

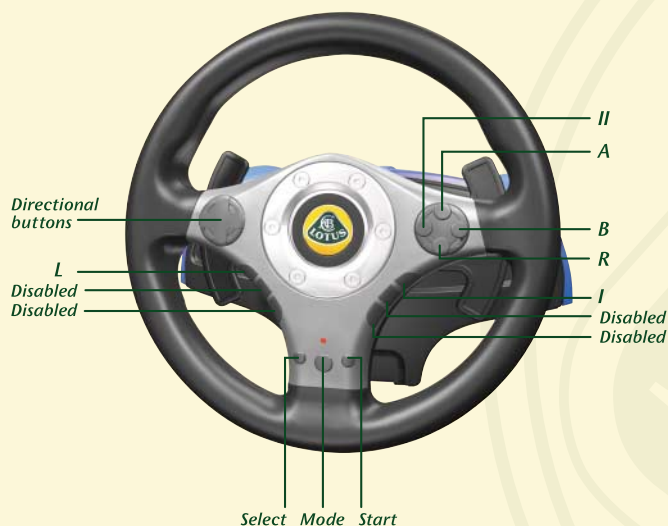
(Excluding L3, R3, up gear, down gear, Select, Start and the Mode switches.)



OWNERS HANDBOOK

Negcon Mode

(LED: Flashing) – I, II, and L R buttons are analogue. All other buttons indicated are digital. The steering wheel and the pedals are both analogue, but the vibration feature will not function in Negcon mode.



Trouble Shooting

• The Vibration does not work

- Some games automatically turn on the vibration feature of the wheel. If the vibration feature is not working, check for an options or configuration screen in the game, where you will be able to turn this feature on or off.
- Make sure that the game you are playing is fully compatible with an official Sony Dual Shock controller.
- If you are using Digital or Negcon Mode, try switching to Analogue.

• The Wheel is not working at all.

- Make sure the steering wheel cable plug is firmly connected to the PSone or PS2 controller port.
- Try to set up the wheel in a different mode – Negcon, Digital or Analogue.

• The pedals do not function in Analogue

- Check that your software supports analogue foot pedals. Games such as F1 will default them to digital only
- Make sure the pedal cable plug is firmly connected.

MAINTENANCE

- Handle this product carefully.
 - Store this product away from dusty or dirty areas.
 - Keep this product away from moisture or extreme temperature.
 - Do not disassemble this product.
- If problems persist, consult the Warranty information located at the end of the Instruction Manual.

This device complies with Part 15 of the FCC Rules. Operation is subject to the following two conditions: (1) this device may not cause harmful interference and (2) this device must accept any interference received, including interference that may cause undesired operation.

WARNING: Changes or modifications to this unit not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

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 if not installed and used in accordance with the instructions, 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 (batteries excluded). This warranty does not cover damage 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., 13628-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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